

## Exhibit 11- Project Narrative



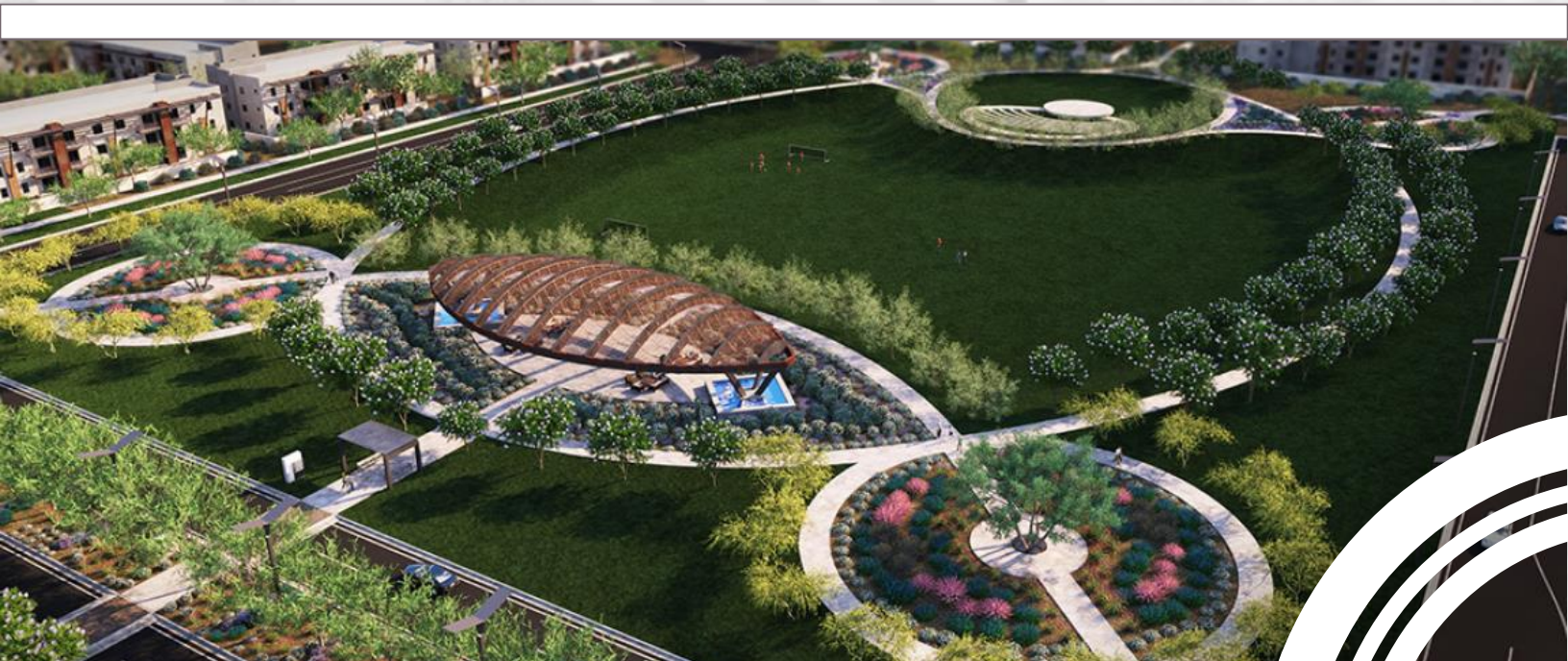
# Hawes Crossing

A PLANNED AREA DEVELOPMENT

Mesa, Arizona

October, 2019

Development Area 2



# Hawes Crossing

A Planned Area Development in Mesa Arizona

1,131.5 acres generally west of Ellsworth Road to the 80<sup>th</sup> Street alignment and  
from north of Elliott Road to south of Warner Road

January 21, 2019  
Revised March 25, 2019  
Revised May 10, 2019  
Revised May 20, 2019  
Revised July 1, 2019  
Revised August 30, 2019  
Revised September 27, 2019  
Revised October 10, 2019

Development Area 2 (DA-2)



## Project Team

### GREERY|PICKETT

Wendell Pickett  
Jake Miller  
7144 E. Stetson Drive, #205  
Scottsdale, AZ 85251  
480.609.0009  
[www.greepickett.com](http://www.greepickett.com)

### ROSE LAW GROUP<sub>pc</sub> RICH ▪ CARTER ▪ FISHER

Jordan Rose  
Nick Labadie  
7144 East Scottsdale Drive, Suite 300  
Scottsdale, AZ 85251  
480.505.3936  
[www.roselawgroup.com](http://www.roselawgroup.com)



Darrell Wilson  
2141 E. Highland Avenue, Suite 250  
Phoenix, AZ 85016  
602.490.0535  
[www.hilgartwilson.com](http://www.hilgartwilson.com)



Dawn Cartier  
10605 N. Hayden Road, #140  
Scottsdale, AZ 85260  
480.659.4250  
[www.civtech.com](http://www.civtech.com)

# Hawes Crossing

## Project Data Sheet

Project Location:	Generally, west of Ellsworth Road to the 80 <sup>th</sup> Street alignment and from north of Elliott Road to south of Warner Road
Gross Acres:	Approximately 1,131.5 gross acres
Request:	Rezoning to Planned Area Development with underlying zoning
Existing General Plan Land Use:	Mixed-use Activity Center/Employment
Proposed General Plan Land Use:	Mixed-use Activity Center, Employment, and Neighborhood
Existing Zoning:	Light Industrial and Agriculture (City), RU-43, IND-2, IND-3 (County)
Proposed Zoning:	PAD overlay with RS-6, RSL-4, RSL-2.5, RM-5, LC, GC, OC, MX, and LI underlying zoning as modified herein
Existing Use:	Dairy farms, Industrial, Vacant
Total Residential Area:	493.3 acres
Total Employment Area:	389.6 acres
Total Mixed-Use Area:	204.9 acres
Total Commercial Area:	183.3 acres
Total Office Area:	8.7 acres
Minimum SFR Open Space:	15%
Off-site Roadway Improvements:	Elliott Road, Warner Road, Hawes Road, 80 <sup>th</sup> Street, Ellsworth Road (per Traffic Study)
Water / Wastewater Provider:	City of Mesa



## Table of Contents

1. Introduction.....	6
2. Request.....	8
2.1. General Plan Amendments .....	8
2.2. Rezoning.....	8
3. Vision .....	9
4. Area Context .....	11
4.1. Surrounding Development.....	12
4.2. Airport Compatibility .....	13
4.3. Elliott Road Technology Corridor (adjacent to Hawes Crossing) .....	18
5. Administration.....	20
5.1. Specific Site Plan .....	20
5.2. Signage .....	20
5.3. Common Areas and Adjacent Rights-of-Way.....	20
6. Land Use.....	21
6.1. Planning Framework .....	21
6.2. Residential Districts.....	29
6.3. Commercial, Office, and Mixed-Use Districts .....	37
6.4. Light Industrial Districts .....	40
6.5. Non-residential Design Guidelines.....	46
6.6. Open Space .....	55
7. Transportation and Circulation.....	61
7.1. Streets .....	62
8. Walls, Gates & Entry .....	64
9. Infrastructure and Utilities .....	65
9.1. Water .....	65
9.2. Wastewater.....	66
9.3. Utilities .....	67
9.4. Drainage .....	67
10. Phasing .....	69
11. Citizen Participation.....	70
12. Amendments .....	71
13. Conclusion.....	72

## List of Exhibits

- Exhibit A: Vicinity Map
- Exhibit B: Development Areas
- Exhibit C: Existing Land Use Designations
- Exhibit D: Proposed Land Use Designations
- Exhibit E: Existing Zoning
- Exhibit F: Proposed Zoning
- Exhibit F.1: Zoning Districts and Parcels
- Exhibit G: Existing Conditions and Aerial
- Exhibit H: Surrounding Uses
- Exhibit I: Updated Airport Land Use Compatibility Plan
- Exhibit J: Pedestrian Sheds
- Exhibit K: Project Theming
- Exhibit L: Open Space Buffer
- Exhibit M: Loop 202 & Warner
- Exhibit N: Open Space Master Plan
- Exhibit O: Trails Master Plan
- Exhibit P: Urban Park Concept
- Exhibit Q: Approved Plant Palette
- Exhibit R: Circulation Master Plan
- Exhibit S: Street Sections
- Exhibit T: Conceptual Street Landscape
- Exhibit U: Master Development Plan
- Exhibit V: Conceptual Village Plan
- Exhibit W: Citizen Participation Summary
- Exhibit X: Zoning District Legal Descriptions
- Exhibit Y: Development Standards



# 1. Introduction

The Hawes Crossing Conceptual Planned Area Development (“PAD”) covers a land area of approximately 1,131.5 acres generally bounded by Ellsworth Road east of the Loop 202 San Tan Freeway (“Loop 202”) on the east, Loop 202 on the south, 80<sup>th</sup> Street alignment on the west and electrical transmission line corridor north of Elliott road on the north (“Hawes Crossing”), see Exhibit A, Vicinity Map. The overall Hawes Crossing PAD is a cooperative effort by 6 dairy farming families, and the Arizona State Land Department (“State Land”). Hawes Crossing is the largest remaining assemblage of land adjacent to the City of Mesa to be developed. These 6 dairymen are at a crossroads in the economic life of their dairies where they will either need to spend tens of millions of dollars to upgrade their facilities to last for the next 20-30 years in this location, or they will plan, zone and sell their land, moving their dairy operations to a more rural area. The economic lifespan of a dairy is about 20-30 years and because these were all developed at relatively the same time, the owners and the City of Mesa (the “City” or “Mesa”) is presented with a rare opportunity to convert this area into a vibrant community.

Hawes Crossing is being planned cooperatively to produce a superior more cohesive community. There are two distinct Development Areas (see Exhibit B, Development Areas) within the overall area to facilitate the entitlement processing needs of the landowners.

DEVELOPMENT AREA 1 (“DA-1”) consists of approximately 535.8 acres, which is the full 1,131.5 acres less the approximately 595.6 acres of State Land. DA-1 is owned by six different dairy farming families including the Boyle, Rijlaarsdam, Van Otterloo, Van Rijn, Feenstra, and Maynard families.

DEVELOPMENT AREA 2 (“DA-2”) consists of the 595.7 acres of State Land located between Elliott and Warner Roads and east of the Loop 202. Because of the functions and laws relating to State Land, this Development Area will be processed as a separate but related Conceptual PAD.

**This document is the PAD for DA-2 and is being processed in conjunction with the PAD for DA-1 as well as the General Plan amendments for both DA-1 and DA-2.**

The proposed mix and location of uses and densities, development standards, overall vision, character and goals are a culmination of over two years of discussions between the development team and various departments at the City of Mesa, the Phoenix-Mesa Gateway Airport (“Airport”), Mayor and Council as well as thousands of surrounding property owners (See enclosed petition in support of the Hawes Crossing rezoning signed by over 700 residents at Exhibit W, Citizen Participation Summary). The catalyst for this project is the inflection point at which the dairy properties find themselves where they need to make a decision between investing a significant amount of resources into the existing dairies or take the opportunity to plan the large land holdings into a new community for the City. The

significant investment into the existing facilities would make them viable for another generation of their families to continue the dairy farming tradition in this location.

However, seeing the possibility that this area could be redeveloped into a vibrant community, creating jobs, housing, entertainment, services and all the necessary components of a healthy city, the decision was made to pursue a master planned community.

The existing area north and west of the Loop 202, south of power line easement, north of Elliott Road and east of Power road, is dominated by the dairies included in this application and vacant State land as well as undesirable uses such as junk yards and paintball facilities (see photos of current conditions in area in Section 4 below). The approval of Hawes Crossing will lead to the replacement of the dairies and encourage redevelopment of the surrounding areas.



Conceptual Massing



## 2. Request

Hawes Crossing requires a rezoning and General Plan amendment to facilitate the proposed development. The majority of Hawes Crossing (697 acres) is located in Maricopa County and will be annexed into the City as a part of the development process. A pre-annexation and development agreement will accompany the General Plan Amendment and Rezoning requests. The development agreement will address annexation, vesting of entitlements, and infrastructure matters. The approvals of such development agreement and this PAD will constitute the legislative adoption of the policies and entitlements, including the PAD overlay and zoning districts applicable to the Inner Loop property. This is a request for a PAD overlay with specific underlying zoning designations. This PAD will require review and approval of Specific Plans, site plans, and subdivision plats as such terms are used and set forth in the Mesa Zoning Ordinance for each area as it is proposed for development.

### 2.1. General Plan Amendments

Due to the ownership, uses and configuration of Hawes Crossing, two separate minor General Plan Amendments will be necessary (see Exhibit C, Existing Land Use Designations and Exhibit D, Proposed Land Use Designations).

DA-1 consists of approximately 535.9 acres. 279.3 acres of DA-1 (northern portion) is currently designated Mixed-Use Activity / Employment and is proposed to become Neighborhood. The remaining 256.6 acres of DA-1 on the south end of Hawes Crossing is proposed to be a mix of uses that are in conformance with the existing Mixed-Use Activity / Employment and will not require a General Plan Amendment. DA-2 consists of 595.6 acres of land currently designated Mixed-Use Activity / Employment, 114.3 acres of which is proposed to become Neighborhood. The remainder of DA-2 is in conformance with the existing Mixed-Use Activity / Employment uses. Per state laws and requirements, DA-2, which is controlled entirely by the Arizona State Land Department, must be processed as a separate General Plan amendment from the privately-owned land within Hawes Crossing.

### 2.2. Rezoning

In addition to the General Plan Amendments, Hawes Crossing is requesting a change to the existing zoning (see Exhibit E, Existing Zoning) of Light Industrial and Agriculture (Mesa), RU-43, IND-2, IND-3 (Maricopa County), to a PAD Overlay with multiple underlying zoning districts subject to modifications described herein (see Exhibit F, Proposed Zoning). The portions of Hawes Crossing currently in Maricopa County, are currently under consideration for annexation (ANX18-00788). Underlying districts are proposed as RS-6, RSL-4, RSL-2.5, RM-5, LC, GC, OC, MX, and LI. Portions of the State Land property are not currently zoned, so approval of Hawes Crossing would establish zoning on that land.

### 3. Vision

The vision for Hawes Crossing is to establish a framework that will provide a balance of regulatory standards and flexibility to promote the development of an iconic vibrant community within the City. Hawes Crossing will be a destination for residents of Mesa as well the surrounding areas. The size, location, and accessibility of Hawes Crossing make it ideally situated for a balanced mix of uses. With significant input from various City departments, the public and the landowners, Hawes Crossing has been thoughtfully designed to support a mix of employment (56 percent of the entire project is designated for employment), commercial, mixed use and residential communities.

The employment to housing ratio is weighted significantly towards employment, which will not only attract desirable jobs and employers but will also draw a stable quality workforce. Residents of surrounding counties and municipalities will be drawn to the area, providing additional population and revenue to the City. The employment to residential land use balance of this community, as currently planned, are projected as 4.24 jobs to every one home, drastically exceeding the 1 to 1 goal that the City typically anticipates. In addition to residential, commercial and employment land uses, Hawes Crossing will be connected via a network of integrated open space that will provide greater pedestrian connectivity and accessibility within Hawes Crossing and the existing neighborhood to the north. Hawes Crossing provides design guidelines that provide a framework for future development plans at each portion of the project. This creates a comprehensive approach to development that benefits the residents, businesses, employees, property owners, visitors, and the City.

The Goals and Policies of Hawes Crossing PAD as a master planned community are to:

- a. Create a well-designed and thoughtfully planned community that will benefit its residents and the City;
- b. Set a new standard for high-quality and innovative residential, commercial and mixed-use development in Arizona;
- c. Create a positive balance of jobs and households;
- d. Create the potential for approximately the same percentage of land being utilized for economic development activity as the independent consultants, hired by the City of Mesa to study the Inner Loop area and recommend a healthy mix of uses;
- e. Even though this property is not within any of the airport noise contours or flight paths that would restrict residential development, the owners are committed to creating a plan that adopts the very strictest possible guidelines for residential development near airports;
- f. Respect the character of the surrounding area and the agricultural history while maintaining a forward-looking design ethos to create a vibrant and timeless community;
- g. Support and enhance the economic development of the surrounding area, specifically the Elliot Road Technology Corridor that is adjacent to, but not within, Hawes Crossing, the Loop 202 corridor, and the Ellsworth Road corridor;

- h. Establish design themes for each land use group and neighborhood that will promote a sense of place, encourage activated streetscapes, respect the history of the area, and enhance the overall identity of Hawes Crossing;
- i. Provide numerous interconnected amenitized open space areas and trails to buffer surrounding uses, offer residents recreational opportunities, enhance the urban environment, and promote sustainable alternatives to conventional development;
- j. Provide for attractive and distinctive landscaping that adds to the identity of its surroundings while adding to the sustainability of Hawes Crossing by being appropriate for the desert environment;
- k. Provide appropriate infrastructure including water, wastewater, drainage and transportation infrastructure to support the proposed and existing uses at a high level of service;
- l. Create a plan that will control the ongoing development of Hawes Crossing in a measurable and accountable way to ensure all of its goals are met.

The provisions of this document as a supplement to the City's Zoning Ordinance ("Ordinance") and applicable codes and policies will achieve these goals.

## 4. Area Context

The majority of Hawes Crossing is made up of dairy farms and vacant land surrounded by more vacant land, agricultural, and industrial uses (see Exhibit G, Existing Conditions and Aerial). These land uses are typical of an area on what used to be the outskirts of a City. Like most cities, Mesa's growth has not been concentric from its center, rather the City's boundaries have spread based primarily on where development has occurred and where opportunities presented themselves for the City to annex additional lands. This has been particularly the case in the southeast portion of the City. Therefore, the Inner Loop Area, as defined by the Mesa Gateway Strategic Plan ("Strategic Plan"), has remained primarily agricultural and industrial uses. The surrounding area has seen a transition over the years as less than desirable uses like paintball, junk yards and similar uses have located near the dairies. With the completion of the San Tan portion of the Loop 202 and the recovery of the State's economy, the areas to the east and south have seen a resurgence in development including Eastmark, Cadence, and the Elliott Road Technology Corridor, as well as significant development adjacent to the Airport. Without the existing dairies relocating, any significant development in the Inner Loop Area would be challenging as they are a deterrent to large employers due to the smells, flies, agricultural truck traffic, and views associated with this kind of use. With the relocation of the dairies and the approval of Hawes Crossing will come an increase in economic development prospects, property values, attractiveness to large employers, and new residents who will want to be near the employment opportunities and commercial offerings.

Surrounding Hawes Crossing in the undeveloped area within the Loop 202, there is a worsening trend towards undesirable land uses including paint ball, outdoor storage, junkyards, and other uses as shown in the photos below. If new high-quality development at the Hawes Crossing does not move forward, it is likely this degradation of uses will continue, making it increasingly difficult for the area to ever be improved.







#### 4.1. Surrounding Development

Exhibit H, Surrounding Uses shows the existing uses near Hawes Crossing and Exhibit A, Vicinity Map shows the larger region and the development that has occurred.

**North.** North of Hawes Crossing are the existing residential communities of Boulder Creek, Villages at Hawes, and Eastridge. These neighborhoods are typical of the style and density of neighborhoods in east Mesa. Directly north of Hawes Crossing is Boulder Creek Elementary School, where a neighborhood meeting was held to discuss the project. The feedback from nearby residents and property owners was unanimous excited support with the most common question being “how soon can this happen?” In addition, over 700 signatures in support of the land use plan were gathered from the neighbors located nearest to the Hawes Crossing property (Exhibit W, Citizen Participation Summary). Between the neighborhoods and Hawes Crossing is an SRP transmission corridor. This area is designated a mix of land uses in the General Plan including Neighborhood Suburban and Neighborhood Village. Zoning to the north includes RS-6, RS-7, and LC.

**East.** East of Hawes Crossing is the Eastmark development and the Elliot Road Technology Corridor. The land use designation for the Elliott Road Technology Corridor is Mixed-Use Activity / Employment; Eastmark is zoned Mixed-Use Community.

**South.** The Loop 202 curves west, south of Hawes Crossing, to border the project on two sides. This provides incredible access while also creating a separation between Hawes Crossing and the uses east and south of the Loop 202. The land uses to the south are dominated by the Phoenix-Mesa Gateway Airport and the ASU Polytechnic Campus.

**West.** The Hawes Crossing Area as defined by the Strategic Plan continues west to Power Road and consists of agricultural and industrial uses similar to what exists today on the Hawes Crossing site. That area is entirely designated Mixed-Use Activity / Employment land use and is zoned LI and LC in the City and a mix of RU-43 and IND-3 in the County.

## 4.2. Airport Compatibility

The Airport is a crucially important asset for the City that should be protected and supported to ensure that its contribution as an economic engine for the City can continue to grow. Hawes Crossing is an excellent addition to the supporting surrounding uses of the Airport as it will create a vibrant core of potential passengers, employers, and patrons of the numerous associated businesses while being well outside of the areas where residential uses are restricted. Hawes Crossing is not located within the noise contours or Airport Overflight Areas (“AOA”) 1 or 2. Development of Hawes Crossing in place of the existing dairies and undesirable uses will have the substantial benefit of removing the massive flocks of birds that pose a significant threat to airport operations. We have worked closely with the Airport and incorporated each of their comments and suggested compatibility measures as outlined below.

In January 2017, the Airport updated their Airport Land Use Compatibility Plan which establishes a set of recommended and required regulations for surrounding uses within specified zones. The relevant zones are the AOA 1, 2, and 3, as well as the 14 CFR Part 77 (Title 14 of the Code of Federal Regulations, Part 77) Horizontal and Outer Approach Surface lines.

AOAs 1 and 2, as you can see in Exhibit I, Updated Airport Planning and Overlay Zones with Generalized Future Land Use, are primarily located south of the Loop 202. Development in these areas is restricted by use, height and other means to ensure compatibility with aircraft at lower altitudes in regular flight operations.

AOA 3 covers the remainder of the roughly 128 square miles of the Airport Influence Area per A.R.S. §28-8485 and is effectively the Airport Planning Area. Hawes Crossing is within AOA 3 which does NOT restrict residential development. That said, the Hawes Crossing owners are committed to employing the most stringent requirements available relating to residential homes near airports.

Exhibit I, Updated Airport Planning Area and Overlay Zones shows that Hawes Crossing is entirely within AOA 3 where residential uses are allowed without restriction. The Updated Airport Land Use Compatibility Plan also shows the generalized future land uses that would be considered appropriate within their proximity to the Airport. The entire Hawes Crossing site is shown as Mixed-Use – Residential Allowed. The proposed Mesa land use of Mixed-Use Community is entirely in conformance with this future land use. The Eastmark and Pacific Proving Grounds (Cadence) master planned communities are similarly located in AOA 3 and designated Mixed-Use – Residential Allowed.

The development team has been working very closely with the Airport from the beginning of the planning process to ensure that every feasible step is taken in ensuring Hawes Crossing is

entirely compatible with the Airport's uses and operations. The Airport's focus is and continues to be on buyer and occupant disclosure, for which they have a system to ensure that the notice of airport activity is disclosed in perpetuity through changes in property ownership. Their standard disclosures, which shall be considered a requirement of this PAD, are:

- i. Requesting a fair disclosure agreement and covenant regarding airport activity
- ii. Notes on final plats and public reports regarding airport activity
- iii. Signage and notification at sales and leasing offices
- iv. In compliance with CFR Title 14 Part 77 and as required therein, any proposed permanent, or temporary, structure is subject to an FAA filing for review in conformance with CFR Title 14 Part 77 (Form 7460) to determine any effect to navigable airspace and air navigation facilities. An FAA determination notice of no hazard to air navigation shall be provided prior to building permit issuance.

In an effort to ensure maximum compatibility with Airport operations, additional measures are being taken including addressing the below items:

- i. Avigation easements
- ii. Notices to prospective buyers
- iii. Notices to current/future HOA/Builder of responsibilities
- iv. Requirement for annual HOA meeting to educate members of Airport operations
- v. Noise compatibility and public safety
- vi. Building height restrictions
- vii. Lighting restrictions
- viii. Sources of glint and glare
- ix. Sources of dust, smoke, water vapor
- x. Thermal hazards
- xi. Sources of electromagnetic interferences
- xii. Bird attractants
- xiii. Building/Housing code

All uses proposed as a part of Hawes Crossing are permitted within this area subject to certain conditions which shall be considered incorporated in this document as requirements. All uses within Hawes Crossing shall also conform to the applicable requirements within Chapter 19 of the Ordinance.

For all uses, the following applies:

- a. Due to the project's location, all permanent development, and temporary structures, such as cranes, may require an CFR Title 14 Part 77 (Form 7460) review to determine any impacts to navigable airspace and air navigation facilities. Maximum building height should include the height of all structures on top of the building, and not to top of the parapet.

- b. Any building uses, design, or exhaust features which may obscure a pilot's vision in any way resulting in glare or flash blindness, or which involve raw materials, products or by-products that pose a potential large explosive hazard should not be permitted.
- c. Avoid any lighting placement or systems that direct lighting toward the approach paths of aircraft, or that could be confused with airport identification or navigational lighting.
- d. Ensure that landscape and water features and plant/tree varieties attractive to hazardous wildlife are not used. Vegetation should be properly maintained to control for height.
- e. Sources of potential electromagnetic interference with aircraft instrumentation, ground-based radar, or navigational aids shall be considered through CFR Title 14 Part 77 (Form 7460) review.
- f. No lakes, ponds, or other large water features shall be permitted within Hawes Crossing.

For residential uses, the following applies:

- a. A fair disclosure agreement and covenant, which would include the following disclosure, should be recorded as a condition of development approval: "This property, due to its proximity to the Airport, will experience aircraft overflights, which are expected to generate noise levels that may be of concern to some individuals. The mix of aviation activities and types of aircraft expected to be located and operate at the Airport now and in the future include: scheduled and unscheduled commercial charters, commercial air carriers and commercial air cargo operations, all of which are expected to use large commercial aircraft; general aviation activity using corporate and executive jets, helicopters, and propeller aircraft; aviation flight training schools using training aircraft; and military activity using high performance military jets. The size of aircraft and frequency of use of such aircraft may change over time depending on market and technology changes."
- b. All final subdivision plats and public reports filed with the Arizona Department of Real Estate should include the notice described in 4.2(a) above.
- c. Sales and leasing offices established for new subdivisions and residential development projects should provide notice to all prospective buyers and lessees stating that the project is located within an Aircraft Overflight Area. Such notice should consist of a sign at least 4-foot by 4-foot installed at the entrance to the sales office or leasing office at each project. The sign should be installed prior to commencement of sales or leases and should not be removed until the sales office is permanently closed, or leasing office no



longer leases units in the project. The sign should state the disclosure in 4.2(a) above with letters of at least one (1) inch in height.

- d. New development in Hawes Crossing shall conform to Section 2.3.2 of the Phoenix-Mesa Gateway Land Use Compatibility Plan Update regarding noise compatibility policies applicable to new development, which includes an avigation easement over the Inner Loop PAD boundaries.
- e. An avigation easement should be recorded concurrently with or prior to the recordation of a subdivision plat or issuance of a building permit holding the City of Mesa, the public and the Phoenix-Mesa Gateway Airport Authority harmless from any damages caused by noise, vibration, fumes, dust, fuel, fuel particles, or any other effects that may be caused by aircraft landing, departing or operating at or near a designated Airport, not including the physical impact of aircraft or parts thereof.
- f. The developer shall incorporate features into the design and construction of buildings where people are housed, work, or are otherwise received to achieve an outdoor-to indoor noise level reduction of 25 decibels.
- g. A disclosure of airport activity and proximity thereto shall be included within the Codes Covenants and Restrictions for all HOAs within Hawes Crossing.

Lighting. Search lights, stroboscopic lights, laser lights, and linear array of sequenced flashing lights, which could be confused with airport identification or navigational lighting, shall not be permitted anywhere within Hawes Crossing. These forms of lighting are incompatible with the operations of Phoenix-Mesa Gateway Airport and are therefore not permitted within Hawes Crossing in residential or non-residential areas regardless of what may be permitted by the City of Mesa's Zoning Ordinance or City Code.

Section 4.2(a) above regarding fair disclosure shall apply to the following uses as well:

- a. Hotel, motel;
- b. Theaters, playhouses, concert halls, performing arts centers;
- c. Outdoor sport events, entertainment and public assembly, amphitheaters;
- d. Hospitals, nursing and convalescent homes, outpatient surgery centers;
- e. Elementary and secondary schools, preschools, children's day care centers;
- f. Colleges, universities, and trade schools;
- g. Religious facilities, libraries, museums, galleries, clubs, and lodges

Prior to construction of any structures all required notices must be made to the FAA and processes followed as applicable. If this document should be amended in the future, at no point shall this requirement not be in effect or any provision added otherwise.

Despite the designation of the Hawes Crossing site as appropriate for residential uses by the Airport and thousands of homes planned within the same AOA, the development team elected to study the proposed uses in comparison to other major international and regional airports.

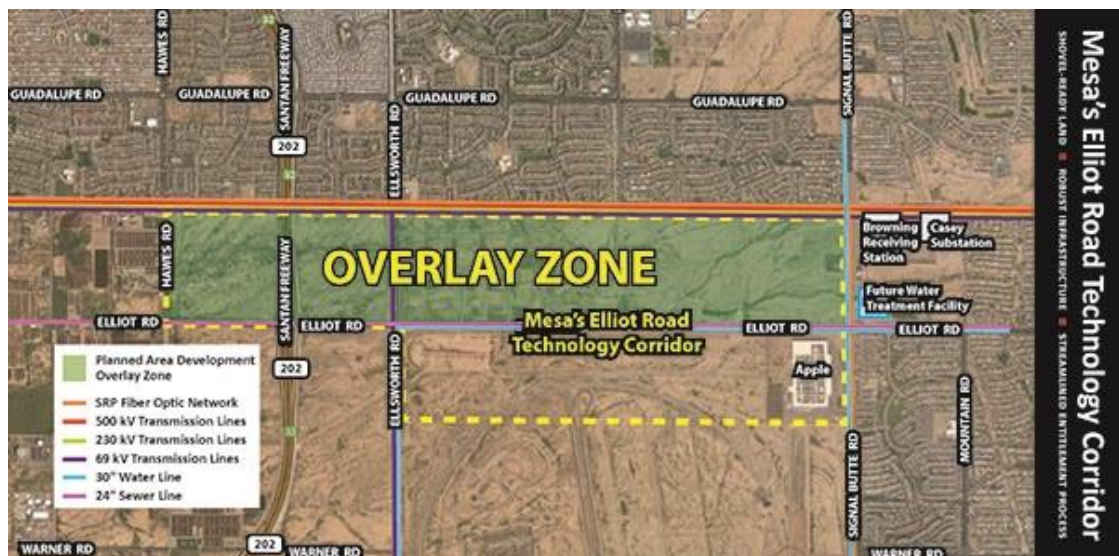
We have analyzed the appropriateness of the project in the context of its proximity to Gateway as well as in comparison with several other airports in the U.S. Southwest and the planning principles used to plan for compatibility around those airports.

We also reviewed planning documents published by airport authorities in California, Utah and Colorado to compare compatible land use planning principles. Through this research we have found that Mesa and Gateway have successfully planned compatible uses surrounding Gateway over a much larger area than many other similar airports in the U.S. Southwest. Hawes Crossing is situated where it has the potential to assist rather than limit Gateway in its future growth and expansion by being far enough away to not hinder development but close enough to generate a large number of airport users.

It is a current policy within the Gateway Airport Land Use Compatibility Plan ("ALUCP") to prohibit housing and noise-sensitive institutions within the DNL 65 noise contour area and amend sound insulation standards. We agree entirely with this planning policy and do not believe that new residential uses within the DNL 65 or higher areas is appropriate. As shown on Gateway's recently revised plans, the nearest point of Hawes Crossing is more than half a mile from the DNL 60 area (AOA 2) and almost a mile from the DNL 65 area (AOA 1). Further, the area of Hawes Crossing closest to the DNL 65 area is proposed to be primarily commercial and mixed use with some medium density residential. This was done to intentionally place compatible uses nearest to the airport.

### 4.3. Elliott Road Technology Corridor (adjacent to Hawes Crossing)

While *none* of the Hawes Crossing property is located within the Elliott Road Technology Corridor (“ERTC”), Hawes Crossing seeks to help protect this important asset to the City of Mesa. The ERTC was created via the Mesa Technology Corridor PAD through a similar process to Hawes Crossing in order to create a specific zone wherein site planning design guidelines would be established, and the entitlement process would be expedited to attract high technology industries. The goal of the ERTC was to essentially zone a large area of land to make it more attractive to potential high technology businesses to encourage them to locate within the zone to take advantage of the special characteristics of the zone such as high capacity utility infrastructure, access to major transportation corridors, Mesa’s Foreign Trade Zone and a Data Center Tax Exemption. This overlay zone was expanded significantly to encompass a large area of land south of Elliott Road within the Eastmark Specific Plan.



Hawes Crossing is adjacent to, but not included in, the ERTC along Hawes Road north of Elliott Road and the south side of Elliott Road between Hawes Road and the Loop 202. The uses proposed south of the ERTC along Elliott Road are Mixed Use, Commercial, and Light Industrial. These uses will provide locations for related businesses, services and office space that support the ERTC uses as well as residents and visitors travelling along the Loop 202.

The portion of Hawes Crossing directly west of the ERTC is proposed as a combination of Mixed-use and residential uses as a transition from the employment uses in the ERTC and the lower density residential to the north. The portion of Hawes Crossing east of the Loop 202 is proposed as a mix of Mixed Use and Light Industrial, which will not benefit from the tax incentives and other benefits of the ERTC, will be a major employment generator that compliments development within the ERTC. All major employers factor available high-quality housing stock nearby in to their decision to locate in a community, and this residential area as

well as in other parts of Hawes Crossing will provide that housing for entry to executive level employees. In addition to the complimentary residential uses, Hawes Crossing will provide a significant amount of employment uses for a jobs/housing balance that will rival the highest employment areas of the City. The PAD will further the City's desire to see high tech workers living, working and playing within the City.



## 5. Administration

This PAD establishes a master plan describing development themes, development standards, guidelines, and allowed uses per Chapter 22 of the Ordinance. However, unless modified or otherwise stated in this PAD, development within Hawes Crossing shall conform to the Ordinance. Except where indicated in this document, development within Hawes Crossing shall conform to the underlying zoning district and applicable sections of the Ordinance related to those districts as it exists at the time of the approval of Hawes Crossing. Existing uses shall be subject to the provisions of Chapter 36 of the Ordinance regarding legal non-conforming uses, structures, and lots.

### 5.1. Specific Site Plan

Specific Plans, site plans, and subdivision plats per the Ordinance and Subdivision Regulations may be submitted for future review and approval for any parcel(s) of land within Hawes Crossing in conformance with the requirements and standards in this PAD including but not limited to the text, exhibits, open space, infrastructure, and density. Initial Specific Plans within each Village shall be a minimum of 20 contiguous acres for Single Family Residential and 10 contiguous acres for Multifamily Residential or Non-residential unless otherwise approved by the Planning Director.

### 5.2. Signage

Signage within Hawes Crossing shall conform to the Ordinance. A comprehensive sign plan for developments in the non-residential areas shall be submitted during Specific Site plan approval. A comprehensive sign plan for the residential, parks, open space, and entry features shall be submitted with the specific plan/preliminary plat.

### 5.3. Common Areas and Adjacent Rights-of-Way

One or more Homeowners' Associations ("HOA") shall be established for the residential portions of Hawes Crossing. No residential areas within Hawes Crossing shall be permitted without the establishment of an HOA. One or more Master Property Owners' Associations ("POA") may also be established. All community open space, amenities, landscape tracts, private infrastructure, and private drives within the residential areas of each Development Area will be owned and maintained by the HOA(s) or POA(s). Any portion of Hawes Crossing not covered by a Master HOA, shall be required to maintain the common areas within its boundary. Open space areas and private drives shall be identified and reserved as tracts or parcels on the plat, or as easements when no plat is necessary.

## 6. Land Use

A variety of land uses are proposed within Hawes Crossing including Single-family Residential, Multifamily, Office, Commercial, Mixed-use, and Employment. Additional uses include open space, schools, and public facilities. As a PAD, Hawes Crossing establishes the higher-level character of Hawes Crossing through development theme, densities, and development standards.

### 6.1. Planning Framework

#### 6.1.1. Underlying Zoning Districts

As a PAD, Hawes Crossing establishes the Master Plan framework and underlying zoning to guide future development. The underlying zoning districts are shown in Exhibit F, Proposed Zoning. The base underlying zoning districts include RS-6, RSL-4, RSL-2.5, RM-5, Limited Commercial (LC), General Commercial (GC), Office Commercial (OC), Mixed-Use (MX), and Light Industrial (LI), as shown in Exhibit F, Proposed Zoning. Exhibit F.1, Zoning Districts and Parcels shows the underlying zoning districts with the existing parcel lines overlaid to show where those proposed zoning lines fall on the existing parcels. Legal descriptions of each zoning district are included as Exhibit X, Zoning District Legal Descriptions. If there is conflict with the stated acreage, dimensions, or configuration of underlying zoning within this document, the boundaries shown in Exhibit X shall govern. Selection of any other districts or boundaries shall require a rezoning per Chapter 76 of the Ordinance. Exhibit U, Master Development Plan shows the overall vision of Hawes Crossing by combining the proposed zoning, open space, and circulation framework into a single plan to give a better understanding of the project as a whole.

With the evolution of residential, commercial and industrial trends and rapid technological advancements, it is likely that the permitted uses currently contemplated in the Zoning Ordinance and this PAD may not be comprehensive to include unforeseen, new uses. All uses not specifically identified in the underlying land use categories of this PAD are prohibited except that the Zoning Administrator may determine that a use not listed is comparable or analogous to a use listed and once so determined, it shall be treated in the same manner as the listed use. The following tables describe the acreages of each underlying zoning district overall and per village.

Table 6.1.2.1 Underlying Zoning Acreage – Overall

<b>LEGEND LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
RS - 6	34.8
RSL - 4.0	121.3
RSL - 2.5	280.3
RM -5	56.9
MIXED USE	204.9
LIMITED COMMERCIAL	43.6
GENERAL COMMERCIAL	139.7
OFFICE COMMERCIAL	8.7
LIGHT INDUSTRIAL	241.3
<b>TOTAL</b>	<b>1,131.5</b>

Table 6.1.2.2 Underlying Zoning Acreage – Per Village

<b>Village 1 – DA-1 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
RS - 6	34.8
RSL - 2.5	55.9
RM -5	7.8
MIXED USE	11.6
<b>Village 1 TOTAL</b>	<b>110.1</b>

<b>Village 2 – DA-1 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
RSL - 4.0	77.7
RSL - 2.5	72.2
RM -5	31.7
MIXED USE	67.7
<b>Village 2 TOTAL</b>	<b>249.3</b>

<b>Village 3 – DA-1 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
MIXED USE	22.6
<b>Village 3 TOTAL</b>	<b>22.6</b>

<b>Village 4 – DA-1 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
RSL - 2.5	39.1
GENERAL COMMERCIAL	26.7
<b>Village 4 TOTAL</b>	<b>65.8</b>

<b>Village 5 – DA-1 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
RSL - 2.5	42.9
GENERAL COMMERCIAL	45.9
<b>Village 5 TOTAL</b>	<b>88.8</b>

<b>Village 6 – DA-2 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
RSL - 4.0	43.6
RSL - 2.5	70.2
RM -5	17.4
LIMITED COMMERCIAL	20.1
OFFICE COMMERCIAL	8.7
<b>Village 6 TOTAL</b>	<b>160.0</b>

<b>Village 7 – DA-2 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
MIXED USE	57.1
LIMITED COMMERCIAL	23.5
LIGHT INDUSTRIAL	73.2
<b>Village 7 TOTAL</b>	<b>153.8</b>

<b>Village 8 – DA-2 LAND USE PLAN</b>	<b>GROSS ACREAGE</b>
MIXED USE	45.9
LIGHT INDUSTRIAL	168.1
GENERAL COMMERCIAL	67.1
<b>Village 8 TOTAL</b>	<b>281.1</b>



### 6.1.2. Conformance with Inner Loop District Update

During the review of this application, the City began the process of studying the Inner Loop District within the Mesa Gateway Strategic Development Plan with the purpose of updating the recommended uses, policies, and guidelines culminating in the final Inner Loop District Update, dated August 17, 2018 (District Update). Hawes Crossing is in conformance with the District Update and helps it and the City achieve many of its goals.

#### **The Land Use Plan**

Figure E-2 of the District Update shows that the “Elliott Road Corridor is planned for high-intensity mixed-use development”, which is also proposed by Hawes Crossing. Hawes Crossing as a whole is very consistent with the uses proposed in the District Update. The nature of a PAD requires much more specific boundaries for uses than the District Update with the intentionally “fuzzy” borders between uses that are intended to allow some flexibility.

#### **New Jobs**

Figure E-3 of the District Update shows figures that “could result in over 55,000 new jobs” within the Inner Loop area. Hawes Crossing is projected to create almost half of those new jobs at full buildout (Table 6.1.5 below). In combination with the Airport/Campus District south of the 202, a large percentage of the 70,000 new jobs in the greater Gateway Area forecasted by the Maricopa Association of Governments (MAG) will be created.

#### **Objective 1.1.3**

“Protect areas of intense flight activity by only approving developments under the primary flight paths that will not limit flight patterns, growth, and development of the airport.” Hawes Crossing and the District Update both propose uses of a type and in a location so as to achieve this objective.

#### **Objective 2.1.1**

“Foster the continued development of local higher educational, technological and applied research institutions.” Hawes Crossing includes 242 acres of Light Industrial zoning and 638 acres of employment zoning that allows for development of these types of uses particularly adjacent to the Elliott Road Technology Corridor, Loop 202, and major arterials within close proximity to high quality residential to provide housing for these employment centers, which is a key component to attracting these institutions and businesses.

**Objective 2.1.4**

“Plan for mixed-use development, including employment, residential, hospitality, entertainment, aviation, education and recreational uses, to address the jobs to housing balance needed for a sustainable area.” Hawes Crossing includes 205 acres of Mixed Use zoning and a jobs to housing ratio of 4.24 jobs per household, which is well above the City’s goal of a 1:1 ratio. The balance of uses proposed as a part of Hawes Crossing sets a high standard for a balance of uses that is weighted towards employment.

**Objective 2.2.1**

“Development of property will be a greater intensification than typical suburban development; some districts will be designated for very urban design form.” Hawes Crossing has an average density well above the traditional suburban form with the majority of it targeting over 6 dwelling units per acre where the traditional suburban form would be closer to 3 dwelling units per acre.

**Objective 2.2.4**

“Freeway frontage will be devoted to employment and retail uses. Other uses may also be allowed when done in a manner that meets all of the City’s goals and objectives for this area.” Over 600 acres of Light Industrial, Commercial, and Mixed Use zoning create a corridor of non-residential uses all along the freeway frontage within Hawes Crossing.

**Objective 2.2.7**

“Developments must provide for the infrastructure and public facilities that will be necessary for the ultimate development of the area.” Hawes Crossing will provide much needed infrastructure improvements for this area that would likely never otherwise be constructed. After approval and annexation of the areas currently within Maricopa County as the project builds out, parks, trails, urban plazas, landscaping, roads, water infrastructure, wastewater infrastructure, and other utilities will be constructed, improved and extended to cover this entire area, thereby creating the essential components of a healthy City that could not be achieved without private development.

### 6.1.3. Pedestrian Sheds

Pedestrian sheds are a planning tool that provide a visual representation of the area from which given uses will draw pedestrian traffic as well as the uses and services within walking distance from a given pedestrian base location, such as a home, office or hotel. Exhibit J, Pedestrian Sheds illustrates a number of pedestrian sheds within Hawes Crossing. Every portion of Hawes Crossing is covered by at least one pedestrian shed from either a commercial or employment area or an open space area. Much of Hawes Crossing is covered by more than one or even several pedestrian sheds. This exhibit is intended to illustrate the proximity of every part of Hawes Crossing to important and desirable uses such as employment, services, and retail.

The commonly accepted distance pedestrians are willing to walk for general needs is one quarter of a mile and one-half mile for major destinations. However, there are several factors that contribute to the distance a pedestrian is willing to travel, such as weather, landscaping, streetscape, road speed, and purpose of travel. The pedestrian sheds shown in Exhibit J are representative of the minimum average one quarter of a mile and implement shading elements, landscape buffers and transitional land use to help mitigate many of the factors listed prior. It should be noted that much of the pedestrian shed for the non-residential areas spreads well beyond the boundaries of Hawes Crossing, which is an indicator that Hawes Crossing will be a benefit to future development surrounding it, whether that is residential or non-residential.

On a daily basis, these pedestrian sheds will shift in size based on the factors above. When the weather is nice, a pedestrian who wants to get some exercise as well as run an errand may be willing to walk a mile or more along a landscaped activated boulevard where vehicle speeds are low or they feel well protected from vehicular traffic. Conversely, a pedestrian with an urgent need in August whose only walking option is along a major arterial to a commercial shopping center setback from the street behind a significant amount of parking will likely choose to drive. So, while pedestrian sheds are an important tool, it is important for them to be planned in coordination with intelligently designed transportation, transit, open space, trails and circulation systems.

#### 6.1.4. Employment Housing Ratio

The City's General Plan touts the City's great strides in overcoming the image of a "bedroom" community which is typified by having a less than 1:1 jobs to housing ratio. A city that can achieve or supersede this balance will benefit from not losing residents to nearby cities for jobs at businesses that provide much needed tax dollars. The proposed plan for Hawes Crossing would far exceed this goal by creating a jobs to housing ratio of 4.24 jobs per household within Hawes Crossing. The tables below contain the calculations used to arrive at the 4.24:1 jobs to housing ratio and are based on the residential densities of the underlying zoning and FAR for non-residential within Hawes Crossing.

Table 6.1.5 Jobs to Housing Ratio

Use	Acreage	Target Density	Dwelling Units
RS-6	34.8	4.5	157
RSL- 4.0	121.3	4.5	546
RSL -2.5	280.3	8.0	2,242
RM-5	56.9	16.5	939
MX	204.9	8.0	1,639
Total	698.2	7.9	5,523

	FAR	Acreage	Sq. Ft.	Job/Sq. Ft.	# Jobs
MX	0.4	204.9	1,785,089	1/350	5,100
LI	0.5	241.3	5,255,514	1/450	11,679
LC	0.25	43.6	474,804	1/100	153
GC	0.25	139.7	1,521,333	1/250	6,085
OC	0.35	8.7	132,640	1/350	379
Total		638.2	9,169,380		23,396

#### 4.24 Jobs per Household

In addition, from February 2018 to its last draft released in May 2018, the City employed an outside land use planning consulting team to study and make suggestions relating to the Mesa Gateway Strategic Plan-Inner Loop District. This study was initiated to understand and evaluate future land use in the area as it pertains to recent and future development and subsequent land use designation. The latest version resulting from the study shows a mix of employment land use to residential land use that is nearly identical to what is being proposed in this application and exceeds the projected percentage with the addition of the 281 acres to the east of the Loop 202.

### 6.1.5. Project Theming

The theming of Hawes Crossing is designed to respect the history and historical uses of the land while clearly indicating a progressive character by taking material and aesthetic cues from the history and incorporating them into contemporary designs. Exhibit K, Project Theming is illustrative of the types of entry features, theme walls, materials, and style the various elements of the public areas will follow. The conceptual theming elements contain metals such as stainless steel and aluminum while painted materials primarily use the color white as a nod to the dairy uses. The theme of Milk and Metal encapsulates the materials and colors associated with the traditional use of the land while creating a contemporary palette that will allow Hawes Crossing to have a cohesive overall theme while allowing smaller development and neighborhoods within Hawes Crossing to create their own identity.



Coordinated and thoughtfully designed community theming elements add to the aesthetic of the community but also serve to set the tone for builders, identify neighborhoods within the community, and create a sense of place to set Hawes Crossing apart from the surrounding areas of the City.





## 6.2. Residential Districts

### 6.2.1. Permitted Uses in Residential Districts

Table 6.2.1 below establishes the permitted uses within the residential portions of Hawes Crossing. This table and the associated footnotes are based on the permitted uses in the Ordinance. Where uses have been stricken, they are indicated by a strikethrough. Except where specified, references to Sections means Ordinance sections.

Table 6.2.1: Residential Districts				
Proposed Use	RS-6	RSL-2.5/ RSL-4	RM-5	Additional Use Regulations
Residential Use Classifications				
Single Residence	P(13, 14)	P(13, 14)	P(12, 13, 14)	
Multiple Residence	--	--	P (15, 16)	
Assisted Living	--	--	P (13, 16)	
Day Care Group Home				
Small Day Care Group Home (up to 5)	P (13, 14)	P (13, 14)	P (13, 14)	Section 11-31-13, Day Care Group Homes
Large Day Care Group Home (6 to 10)	P (13, 14)	P (13, 14)	P (13, 14)	
Group Residential				
Boarding House	--	--	<del>P(13, 16)</del>	-
Comprehensive Youth Residence	<del>SUP(4, 13, 14)</del>	--	--	<del>Section 11-5-8, Comprehensive Youth Residence</del>
Group Home for the Handicapped (up to 10 residents)	P (13, 14)	P (13, 14)	P (13, 14)	Section 11-31-14, Group Homes for the Handicapped
Group Home for the Handicapped (greater than 10 residents)	--	--	P (13, 14)	
Group Housing	--	--	<del>SUP(2, 13, 16)</del>	-
Home Occupations	<del>P/SUP (17)</del>	P	P	Section 11-31-33, Home Occupations
Manufactured Home Parks	--	P	<del>P(1, 13, 14)</del>	<u>PAD Overlay Required Chapter 34, Manufactured Home/ Recreational Vehicle Regulations</u>
Manufactured Home Subdivisions	P	P	<del>P(1, 13, 14)</del>	
Recreational Vehicle Parks	--	--	<del>P(1, 13, 14)</del>	
Recreational Vehicle Subdivisions	--	--	<del>P(1, 13, 14)</del>	

Table 6.2.1: Residential Districts				
Proposed Use	RS-6	RSL-2.5/ RSL-4	RM-5	Additional Use Regulations
Residential Use Classifications				
Public and Semi-Public Use Classifications				
Clubs and Lodges	--	--	SUP (9, 13, 14)	
Community Center	SUP (13, 16)	SUP (13, 16)	SUP (13, 16)	
Community Gardens	P	P	P	Section 11-31-10, Community Gardens
Cultural Institutions	P(13, 16)	P(13, 16)	P(9, 13, 16)	
Day Care Centers	SUP/P(10, 13, 14)	P(8, 13, 14)	P(13, 14)	Section 11-31-9, Commercial Uses in Residential Districts
Hospitals and Clinics				
Clinics	--	--	SUP(2, 9, 13, 14)	Section 11-31-15, Hospitals and Clinics
Hospitals	--	--	SUP(2, 9, 13, 14)	
Nursing and Convalescent Homes	--	--	SUP(9, 13, 14)	
Parks and Recreation Facilities, Public	P	P	P(9)	
Places of Worship	P(13, 16)	P(13, 16)	P(9, 13, 16)	Section 11-31-22, Places of Worship
Athletic Facilities When Accessory to a Church	SUP(13, 16)	--	SUP(9, 13, 16)	
Day Care When Accessory to a Church	SUP(13, 16)	--	SUP(9, 13, 16)	
Schools	P(13, 14)	--	P(9, 13, 14)	Section 11-31-24, Schools
Social Services Facility	--	--	CUP (9)	Section 11-31-26, Social Service Facilities
Commercial Use Classifications				
Animal Sales and Services				
Boarding Stables	SUP (3)			RS-90 and RS-43 Only
Bed and Breakfast Inns	SUP(13, 14)	--	P(9, 15, 16)	Section 11-31-8, Bed and Breakfast Inns
Eating and Drinking Establishments				
Restaurants, Full Service	SUP(11)	SUP(11)	SUP(11)	Section 11-31-9, Commercial Uses in Residential Districts
Restaurants, Limited Service	SUP(11)	SUP(11)	SUP(11)	
Offices				

<b>Table 6.2.1: Residential Districts</b>				
<i>Proposed Use</i>	<i>RS-6</i>	<i>RSL-2.5/ RSL-4</i>	<i>RM-5</i>	<i>Additional Use Regulations</i>
<b>Residential Use Classifications</b>				
Business and Professional	SUP(10)	SUP(10)	SUP(10)	Section 11-31-9, Commercial Uses in Residential Districts
Medical and Dental	SUP(10)	SUP(10)	SUP(10)	
<del>Personal Services</del>	<del>SUP(11)</del>	--	<del>SUP(11)</del>	<del>Section 11-31-9, Commercial Uses in Residential Districts</del>
<del>Plant Nurseries and Garden Centers</del>	<del>SUP(7, 13, 16)</del>	--	--	<del>SUP option available only in RS-43 and RS-90 districts</del>
Retail Sales				
General	SUP(11)	SUP(11)	SUP(11)	Section 11-31-9, Commercial Uses in Residential Districts
Recreational Vehicle Storage Yard	SUP(20)	--	--	Section 11-31-35 Storage Yards in Residential Districts
<b>Transportation, Communications, and Utilities Use Classifications</b>				
Utilities, Minor	P	P	P	
<b>Specific Accessory Uses</b>				
Animal Keeping	<del>P(3)</del>	--	--	<del>Section 11-31-4, Animal Keeping</del>
Accessory Dwelling Unit	P (13, 14)	--	P(9, 13, 14)	Section 11-31-3, Accessory Dwelling Unit
Accessory Uses	P	P	P	
<del>Farm Stands</del>	<del>SUP(5)</del>	<del>SUP(5)</del>	<del>SUP(5)</del>	<del>RS-43 and RS-35 Only</del>
Medical Marijuana Patient and Caregiver Cultivations	P( <del>13</del> , 18)	P( <del>13</del> , 18)	P( <del>13</del> , 18)	Section 11-31-34, Medical Marijuana Facilities
Portable Storage Containers	P (21, 22)	-- (22)	-- (22)	

- ~~1. Permitted in the RM-4 District only with approval of a Planned Area Development.~~
- ~~2. Only permitted or conditionally permitted in the RM-4 district; prohibited in the other RM sub designations.~~
- ~~3. Riding and boarding stables are permitted in the RS-43 and RS-90 districts with approval of a SUP on sites of 10 acres or more. Other Large-Scale Commercial Recreation uses are not permitted.~~
- ~~4. Comprehensive Youth Residence permitted in RS-90 district with approval of a SUP.~~

5. Stands are permitted only as an accessory activity when provided as an amenity by a homeowner's association (HOA) for the principal benefit of residents of that same HOA.
- ~~6. Reserved.~~
- ~~7. Plant Nurseries may be located in the RS-43 and RS-90 districts with approval of a Special Use Permits. Criteria include that specified for the AG district, Sec Section 11-4-4(C). Plant Nurseries are prohibited in the remaining RS sub-designations.~~
8. Day Care Centers Permitted only as an accessory activity when provided as an amenity by a homeowner's association (HOA) for the principal benefit of residents of that same HOA.
9. Not permitted in RM-5 district.
10. Permitted only with approval of a Special Use Permits, and if the location is coterminous to an intersection of an arterial street with a local or collector street, and the aggregate maximum gross floor area is less than 2,000 square feet in floor area, exclusive of any residential uses.
11. Permitted only with approval of a Special Use Permits, and if the location is coterminous to an intersection of an arterial street with a local or collector street, and the aggregate maximum gross floor area is less than 1,500 square feet in floor area, exclusive of any residential uses No drive-through window services are permitted.
12. Detached Single Residence is not permitted in RM-5 district.
13. Use not permitted when the property is subject to the AOA 1 overflight area, see Sec. 11-19-2, Runway Protection Zones and Airport Overflight Areas.
14. Use not permitted when the property is subject to the AOA 2 overflight area, see Sec. 11-19-2, Runway Protection Zones and Airport Overflight Areas.
15. Use permitted with approval of a (CUP) Council Use Permits when the property is subject to the AOA 1 overflight area, see Sec. 11-19-2, Runway Protection Zones and Airport Overflight Areas.
16. Use permitted with the approval of a (CUP) Council Use Permits when the property is subject to the AOA 2 overflight area, see Sec. 11-19-2, Runway Protection Zones and Airport Overflight Areas.
- ~~17. Special Use Permit options for expanded Home Occupations are allowed only in the RS-90 and RS-43 districts.~~
18. Required to be a minimum distance of 25-miles from closest Medical Marijuana Dispensary.
- ~~19. Reserved.~~
- ~~20. Also requires previous establishment of a PAD Overlay District.~~
21. Temporary use of portable storage containers is permitted but limited to the circumstances described and requirements specified in Section 11-30-16.
22. Permanent use of portable storage containers is limited to the RS-43 and RS-90 zoning districts.

### 6.2.2. Residential Single-Family 6 (RS-6)

The RS-6 District in Hawes Crossing comprises approximately 35 acres in DA-1. This area is intended to be dominated by single-family detached housing on medium to larger lots. Parks, usable open space, trails, landscaped tracts, landscaped retention areas, and common areas maintained by an HOA are all important components of the RS-6 district. Religious facilities and a few limited non-residential uses are permitted at small scale, in appropriate locations and, in some cases, with a Special Use Permit.

The RS-6 district is placed primarily adjacent to the Medium/High Density Residential (RSL-2.5) districts that are a slight increase in density. This is intended to create a smooth transition from the lowest density areas to the highest density residential areas then on to the non-residential uses. Portions of the RS-6 district are respective of adjacent existing uses that vary from vacant land to agricultural and industrial uses, by providing lower density uses in a transitional manner. Where this is the case, an open space buffer is required as shown in Exhibit L, Open Space Buffer. This buffer will provide a separation between uses that will ease the transition. The buffer serves dual purposes as usable open space that will add to the trail and open space network of Hawes Crossing.

All development standards, additional requirements, and standards for all underlying zoning districts, residential and non-residential, are identified in Exhibit Y, Development Standards and Additional Requirements.

#### 6.2.2.1. Building Form

##### **Garages**

For all RS-6 districts, an attached or detached garage shall be allowed to be located in the rear of the lot with driveway access from the front lot line as an alternative to a traditional front facing garage at the front of the lot. As a front access or side-entry garage in the rear of the yard, the rear setback to a detached garage is 3 feet. In these cases, the garage may be shared between an accessory dwelling unit and the primary dwelling unit but must be one-story and no higher than 15 feet.

##### **Façades**

Façades facing streets or open space, whether the front, side or rear elevation of the home, shall be finished to the same architectural articulation, detail, and trim level as the front of the home. Articulation is encouraged to make use of multiple methods such as pop outs, varying roof lines, offsets, recesses, etc.

##### **Staggered Setbacks**

Where possible, front setbacks should be staggered by at least 3 feet to provide a varied streetscape and visually interesting neighborhood. Where a staggered



setback is not possible, a varied streetscape shall be provided through other methods.

#### **Accessory Dwelling Units**

Accessory dwelling units are permitted in the rear yard of all RS districts. They shall meet the same setbacks and development standards of a garage but must not be more than one-story or 15 feet in height.

#### **6.2.3. Residential Small Lot 4 (RSL-4)**

The RSL-4 District in Hawes Crossing comprises approximately 121 acres in DA-1 and DA-2. This area is intended to be dominated by single-family detached housing on medium sized lots. Parks, usable open space, trails, landscaped tracts, landscaped retention areas, and common areas maintained by an HOA are all important components of the RSL-4 district similar to the RS-6 district. Religious facilities and a few limited non-residential uses are permitted at small scale, in appropriate locations and, in some cases, with a Special Use Permit.

The RSL-4 district is placed primarily adjacent to the Medium/High Density Residential (RSL-2.5) and High Density Residential (RM-5) districts that are a slight to significant increase in density. This is intended to create a smooth transition from the lowest density areas to the highest density residential areas then on to the non-residential uses. The western border of the RSL-4 district is respective of adjacent existing uses that vary from vacant land to agricultural and industrial uses, by providing lower density uses in a transitional manner. An open space buffer is required along the western border of the RSL-4 district as shown in Exhibit L, Open Space Buffer. This buffer will provide a separation between uses that will ease the transition. The buffer serves dual purposes as usable open space that will add to the trail and open space network of Hawes Crossing.

All development standards, additional requirements, and standards for all underlying zoning districts, residential and non-residential, are identified in Exhibit Y, Development Standards and Additional Requirements.

##### **6.2.3.1. Minimum Lot Depth**

Where the rear lot line of a lot in the RSL-4.0 district directly abuts the right-of-way of an arterial street, the minimum lot depth shall be increased by an additional 10 feet, except where the right-of-way of the arterial includes at least 20 feet of landscaped area adjacent to the rear lot line or the rear lot line is separated by an open space tract of at least 10 feet in width.

#### 6.2.3.2. Building Form

##### **Alley-loaded**

Alley-loaded product is permitted in the RSL-4.0 districts. For these lots, the garage setbacks shall apply to the rear yard as they do for the front yard.

##### **Shared and clustered driveways**

No home in the RSL-4.0 districts is permitted more than 1 driveway. Where shared driveways are employed, they may not be more than 18 feet wide and the centerline of the driveway shall be located on the property line between the two adjacent lots. Where clustered driveways are employed, there shall be at least 36 feet of uninterrupted curb between clustered driveways.

##### **Lot width**

Mixing lot widths along streets is encouraged to further the variation of the streetscape. Where possible locating different lot widths adjacent and across from each other without a pattern is preferable to segregated parcels of similar lot widths or clustered lot widths on one street.

##### **Covered entry**

Each home shall have a covered entry either by a roof specifically for the entry or integration into the roofline of the home. A front porch covering at least 50 percent of the width of the home with a depth of at least 6 feet is preferred.

#### 6.2.4. Residential Small Lot 2.5 – (RSL-2.5)

The RSL-2.5 portions of Hawes Crossing comprise approximately 280 acres of land in DA-1 and DA-2. The RSL-2.5 districts represent an intermediate density of residential uses and select non-residential uses of an increased intensity to the RS-6 districts, which is an intentional progression towards the higher intensity residential, commercial, office, and employment uses in Hawes Crossing. While the density of housing increases in these districts, the open space, amenities, and trail system are not lessened. In fact, the access to destinations such as shopping, places of employment, as well as infrastructure and circulation are all improved.

The RSL-2.5 districts can be found adjacent to the major non-residential land uses as well as along the major arterials of Warner Road and Hawes Road. Portions of these areas are also along the perimeter of Hawes Crossing where they will serve as appropriate uses adjacent to anticipated future development. Where significant non-residential development is anticipated near RSL-2.5 districts, an open space buffer will be provided to facilitate the transition between uses. This open space will serve a dual purpose as an amenity as well.

All development standards, additional requirements, and standards for all underlying zoning districts, residential and non-residential, are identified in Exhibit Y, Development Standards and Additional Requirements.

#### 6.2.4.1. Minimum Lot Depth

Where the rear lot line of a lot in the RSL-2.5 district directly abuts the right-of-way of an arterial street, the minimum lot depth shall be increased by an additional 10 feet, except where the right-of-way of the arterial includes at least 20 feet of landscaped area adjacent to the rear lot line or the rear lot line is separated by an open space tract of at least 10 feet in width.

#### 6.2.4.2. Building Form

##### **Alley-loaded**

Alley-loaded product is permitted in the RSL-2.5 districts. For these lots, the garage setbacks shall apply to the rear yard as they do for the front yard.

##### **Shared and clustered driveways**

No home in the RSL-2.5 districts is permitted more than 1 driveway. Where shared driveways are employed, they may not be more than 18 feet wide and the centerline of the driveway shall be located on the property line between the two adjacent lots. Where clustered driveways are employed, there shall be at least 36 feet of uninterrupted curb between clustered driveways.

##### **Lot width**

Mixing lot widths along streets is encouraged to further the variation of the streetscape. Where possible locating different lot widths adjacent and across from each other without a pattern is preferable to segregated parcels of similar lot widths or clustered lot widths on one street.

##### **Covered entry**

Each home shall have a covered entry either by a roof specifically for the entry or integration into the roofline of the home. A front porch covering at least 50 percent of the width of the home with a depth of at least 6 feet is preferred.

#### 6.2.5. Residential Multiple Dwelling 5 – (RM-5)

The RM-5 districts in Hawes Crossing cover approximately 57 acres across DA-1 and DA-2. These areas are paired closely with non-residential uses as a buffer between them and lower density residential but also to serve as workforce housing for the many jobs created by the mixed-use and non-residential land uses in Hawes Crossing. Instead, apartments,

condominiums, townhomes, zero-lot-line homes, and other non-traditional products are intended to dominate the districts. This creates a more walkable urban environment. Direct pedestrian access should be allowed wherever possible and reasonable to facilitate the pedestrian nature of the Urban Density Residential. To that end, a separate landscape tract is not necessary between these districts and non-residential uses as is found in the RS-6 districts.

All development standards, additional requirements, and standards for all underlying zoning districts, residential and non-residential, are identified in Exhibit Y, Development Standards and Additional Requirements.

### 6.3. Commercial, Office, and Mixed-Use Districts

The development standards, additional requirements, and standards for all Limited Commercial (LC), General Commercial (GC), Office (OC), and Mixed-Use (MX) districts are identified in Exhibit Y, Development Standards and Additional Requirements unless otherwise modified herein. As in the residential uses of Hawes Crossing, development of non-residential projects shall be reviewed and approved by the City pursuant to the applicable Specific Plan, site plan, and subdivision plat process. Per Sec. 11-31-31(D) and 11-31-31(E) of the Ordinance developments exceeding the residential density maximums may be eligible for Council Use Permit to exceed certain residential uses in commercial districts standards.

#### 6.3.1. Limited Commercial

The LC areas of Hawes Crossing are intended to be traditional commercial corners that can be found on many major intersections throughout the Phoenix Metro Area. There is and will always be a need for these types of uses that are auto oriented and offer a number of daily retail and service uses for local and regional residents. These are typically single-story retail centers with buildings located behind large parking areas and access on two adjacent arterial streets.

#### 6.3.2. General Commercial

The GC areas of Hawes Crossing are located along the Loop 202 Freeway Corridor where the highest intensity commercial uses are most appropriate. The maximum height within the GC district shall be 75 feet to encourage higher intensity uses that will promote job creation and economic development. Uses permitted within the GC district shall be those allowed per the Ordinance with the exception of the following, which shall be prohibited:

- Automobile/Vehicle Sales and Leasing
- Large Vehicle and Equipment Sales, Services, and Rental

### 6.3.3. Office Commercial

OC areas within Hawes Crossing are intended to be smaller scale professional or medical office campuses in one or two stories with low intensity entirely indoor operations, limited deliveries from larger trucks, very limited nighttime operation, and high compatibility with adjacent medium, medium-high, and high-density residential uses. The office districts shall include the City of Mesa's OC zoning district and conform to the development standards contained therein.

### 6.3.4. Mixed Use

MX districts in Hawes Crossing are encouraged to be vertically and horizontally mixed-use developments with residential and non-residential uses integrated by close proximity placement. This can occur vertically with uses varying through various floors, or horizontally. These areas should maintain a pedestrian scale while accommodating vehicular traffic and parking, ideally in the rear and sides of buildings where possible. In the MX district east of the Loop 202, the maximum height shall be 75 feet. This increase in height is justified through an effort to create a vibrant and dense atmosphere, as well as accommodating visibility constraints from the raised freeway and increase powerline corridor setback.

The MX areas of Hawes Crossing shall include a minimum of 35% non-residential uses. The non-residential percentage for vertically mixed-use buildings is calculated by gross building square footage on a per development project basis. The non-residential percentage for horizontally mixed-use projects is by square feet of total site area on a per development project basis. At the point at which 35% of area of a given MX district is developed as non-residential uses, the minimum non-residential use requirement shall be considered met for the entirety of that MX district.

#### **Additional Development Standards for Vertically Mixed-Uses**

The development standards below shall be applied in addition to those elsewhere in this document and the Ordinance. Where there are conflicts, the stricter standard shall apply.

- Non-residential uses, particularly retail and service-related businesses, shall be oriented towards the street and pedestrian areas in order to activate the streetscape and further encourage pedestrian activity.
- Ground floor non-residential uses shall use glazing, patios, and other methods to create ground floor transparency for a minimum of 75% of their frontage. Sides and rear of buildings with ground floor non-residential uses shall incorporate as much ground floor transparency as possible, particularly along pedestrian routes.

- Residential units are encouraged to be located above the ground floor but when located on the ground floor shall be placed internal to the buildings behind non-residential uses, with the exception of single-family attached.
- Ground floor residential uses at the front of buildings are limited to lobbies, entrances for multiple units, and other public or semi-public uses and shall be allowed per ground floor mix of use standards herein and must provide transparency from the a street perspective through glazing open space or other methods for their entire frontage.
- Pedestrian activity shall be encouraged in vertically mixed-use projects by locating urban plazas, patios, courtyards, water features, pedestrian seating, gathering areas, public art, sidewalks, paths and walkways in the front and sides of buildings as well as between parking areas and main entrances to non-residential uses.
- Non-residential uses are permitted on any floor subject to residential codes, covenants, and restrictions

#### 6.3.5. Transition of Uses

In the southern portion of Hawes Crossing along the Loop 202, the MX districts have been carefully planned as a result of many months of discussion with the City and public to create viable non-residential development potential adjacent to sufficient supporting residential uses. Exhibit M, Loop 202 & Warner Commercial illustrates how this configuration of non-residential uses can work and work well as proposed.



## 6.4. Light Industrial Districts

In conformance with the goals and objectives of the City for the Inner Loop area, there is a significant amount of land within Hawes Crossing designated as Light Industrial (241 acres). This area is intended to provide for a wide range of employment and revenue base for the City and its residents.

Whether it is a large office complex, light industrial enterprises, or high-tech companies, the LI district strives to accommodate those users. These land use areas are adjacent to MX and LC or RM zoning which are compatible with the allowed uses of the LI district. While the LI districts allow a variety of uses, the overall feel will remain that of a thriving employment center where large office complexes and light industrial manufacturing structures are supported by retail and service uses. The LI district will accommodate automobile and pedestrian traffic with relatively low FAR but capturing a large area within its pedestrian shed to draw employees from the local area and region beyond.

### 6.4.1. Allowed Uses

Table 6.4.1 below establishes the permitted uses within the LI portions of Hawes Crossing. Alterations have been made to the permitted list of uses to prevent nuisance land uses that currently occupy much of the general area. This is an effort to promote professional employment companies and assimilate to the expanding area by providing more transitional and friendly uses. This table and the associated footnotes are based on the permitted uses in the Ordinance. Where uses have been stricken, they are indicated by a strikethrough. Except where specified, references to Sections means Ordinance sections.

<b>Table 6.4.1: Employment Districts</b>		
<i>Proposed Use</i>	<i>LI</i>	<i>Additional Regulations Use</i>
<b>Residential Use Classifications</b>		
Correctional Transitional Housing Facility	CUP (10, 12)	Section 11-31-12, Correctional Transitional Housing Facilities
<b>Public and Semi-Public Use Classifications</b>		
Clubs and Lodges	P(10)	-
<b>Colleges and Universities Colleges and Trade Schools, Public or Private</b>		
Colleges and Universities	P(10,11)	
Commercial Trade Schools	P(10,11)	
Industrial Trade Schools	P(10,11)	
Cultural Institutions	SUP(10)	
Day Care Centers	P(10, 11)	-
Government Offices	P	
<b>Hospitals and Clinics</b>		
Clinics	SUP (10, 11)	Section 11-31-15, Hospitals and Clinics
Hospitals	P(10,11)	
Places of Worship	P(10)	Section 11-31-22, Places of Worship
Public Safety Facilities	P	
Public Maintenance Facilities	P	
Schools, Public or Private	CUP (10, 11)	Section 11-31-24, Schools
<b>Animal Sales and Services</b>		
Kennels	P	-
Pet Stores	P	-
Veterinary Services	P	-
Artists' Studios	P	-
<b>Automobile/Vehicle Sales and Services</b>		
Automobile Rentals	P	Section 11-31-5, Automobile Rentals; Automobile/Vehicle Sales and Leasing
Automobile/Vehicle Sales and Leasing	P	
Automobile/Vehicle Repair, Major	P	Section 11-31-6, Automobile/Vehicle Repair; Major and Minor
Automobile/Vehicle Service and Repair. Minor	P	

<b>Table 6.4.1: Employment Districts</b>		
<i>Proposed Use</i>	<i>LI</i>	<i>Additional Regulations Use</i>
Automobile/Vehicle Washing	P	Section 11-31-7, Automobile/ Vehicle Washing
Large Vehicle and Equipment Sales, Services, and Rental	P	Section 11-31-5, Automobile Rentals; Automobile/ Vehicle Sales and Leasing
Service Station	SUP	Section 11-31-25, Service Stations
Towing and Impound	SUP	-
Banks and Financial Institutions	P	
With Drive-Thru Facilities	P	
Building Materials and Services	P	
Business Services	P	
<b>Commercial Recreation</b>		
Small-Scale	P(10, 12)	
Large-Scale	P(10, 12)	
<b>Eating and Drinking Establishments</b>		
Bars/Clubs/Lounges	P	Section 11-31-19, Outdoor Eating Areas
Coffee Shops/Cafes	P	
Restaurants, Bar and Grill	P	
Restaurants, Full-Service	P	
Restaurants, Limited Service	P	
With Drive-Thru Facilities	P	
With Outdoor Seating Areas	P(10,11)	
Off-track Betting	P(14, 15)	
With Live Entertainment	P	
Farmer's Market	--	Section 11-31-30, Temporary Uses
<b>Food and Beverage Sales</b>		
Convenience Market	P(1,7)	Section 11-31-11, Convenience Markets
Funeral Parlors and Mortuaries	P	-
Hotels and Motels	P	
Laboratories	P	
Light Fleet-Based Services	P	
Live-Work Units	SUP (10,11)	Section 11-31-17, Live Work Units

Table 6.4.1: Employment Districts		
Proposed Use	LI	Additional Regulations Use
Maintenance and Repair Services	P	
Medical Marijuana Dispensaries	P	Section 11-31-34
Medical Marijuana Cultivation Facilities (Accessory to Medical Marijuana Dispensaries)	P	
Medical Marijuana Cultivation Facilities	P	
Offices		
Business and Professional	P	
Medical and Dental	P	
Parking, Commercial	P	-
Personal Services	P	
Plant Nurseries and Garden Centers	P	
Retail Sales		
General	P	
Large Format	CUP	Section 11-31-16, Large Format Retail
Swap Meets and Flea Markets	CUP	Section 11-31-30, Temporary Uses: Swap Meets and Farmer’s Markets
Tattoo and Body Piercing Parlors	P	
Employment and Industrial Use Classifications		
Cement Plants	—	-
Handicraft/Custom Manufacturing	P(5)	
Hazardous Waste Facility	—	-
Hazardous Waste Disposal Facility	—	-
Incineration of Garbage or Organic Matter	—	-
Light Assembly/Cabinetry	P(5)	
Manufacturing, General	P(5)	
Manufacturing, Limited	P(5)	
Meat Slaughterhouse or Packing Plant	—	-
Metal Refining, Casting or Extrusion	—	-
Metal Smelting, Industrial	—	-

Table 6.4.1: Employment Districts		
Proposed Use	LI	Additional Regulations Use
Oil Refinery/Petroleum Distillation	--	-
Research and Development	P(5)	
Recycling Facilities		
Reverse Vending Machines	P	Section 11-31-23
Small Indoor Collection Facilities	P	
Large Collection Facilities	CUP	
Processing Facilities	--	
Salvage and Wrecking	--	-
Tanneries	--	-
Warehousing and Storage		
Contractors' Yards	P(9)	
Indoor Warehousing and Storage	P	
Outdoor Storage	--	-
Mini-Storage	P	
Wholesale	P	
Airport Land Use Classifications		
Aircraft Refueling Stations	P	-
Aircraft Light Maintenance	P	
Airport Transit Station	P	
Airport Related Long-term Parking Lots	P	
Heliports	SUP (13)	
Transportation, Communication, and Utilities Use Classifications		
Communication Facilities		
Antenna and Transmission Towers	See Chapter 35	
Facilities within Buildings		
Transportation Facilities		
Freight/Truck Terminals and Warehouses	P	-
Transportation Passenger Terminals	P	-
Utility Classifications		
Solar Farms	SUP	Section 11-30-15, Solar Panels and Other Energy Production Facilities
Utilities, Major	CUP	

<b>Table 6.4.1: Employment Districts</b>		
<i>Proposed Use</i>	<i>LI</i>	<i>Additional Regulations Use</i>
Utilities, Minor	P	
<b>Agricultural and Extractive Use Classification</b>		
Mining and Quarrying	--	-
<b>Specific Accessory Uses and Facilities</b>		
Outdoor Storage	P(5)	
Caretakers' Residences	<del>P(10, 11)</del>	-
Outdoor entertainment or activities as an accessory use	P(10, 11)	
Outdoor Display	P	

1. Permitted if located within an office building or other commercial building and occupying no more than 1,500 square feet, and Accessory Fuel Sales are not present.
2. Permitted if floor area is no more than 10,000 square feet.
3. Must be at least 1,200 feet from any use in the same classification, and at least 1,200 feet from any school.
4. Permitted if all activities pertaining to the manufacturing or processing of the products are conducted entirely within an enclosed building, with no outside storage or display.
5. Permitted only if all activities pertaining to the manufacturing or processing of the products are conducted entirely within an enclosed building. Accessory outdoor storage permitted only if confined to the rear one-half of the lot.
6. Permitted if floor area is no more than 1,500 square feet. SUP required if greater than 1,500 sq. ft.
7. Granting of a SUP is required if Accessory Fuel Sales are present.
8. Permitted only if floor area is no more than 50,000 square feet.
9. Permitted only if fully screened by a minimum 7-foot high masonry screen wall composed of masonry blocks utilizing varying colors and textures arranged in an attractive design.
10. Use not permitted when the property is subject to the AOA 1 overflight area, See Section 11-19-2, Runway Protection Zones and Airport Overflight Area.
11. Use not permitted when the property is subject to the AOA 2 overflight area, See Section 11-19-2, Runway Protection Zones and Airport Overflight Areas.
12. Use permitted with the approval of a CUP when the property is subject to the AOA 2 overflight area, See Section 11-19-2, Runway Protection Zones and Airport Overflight Areas.
13. Heliports in Employment Districts shall be set a minimum of 2 full stories above the natural grade, unless associated with a hospital.
14. Subject to approval by the City Council and the State Racing Commission of a Tele-track Betting Establishment Permit per AAC R19-2-401 and following.
15. Permitted only when accessory to a Eating or Drinking establishment.



#### 6.4.2. Light Industrial Development Standards

All development standards, additional requirements, and standards for the LI zoning district are identified in Exhibit Y, Development Standards and Additional Requirements, with the exception that the maximum height of LI uses shall be 75 feet as allowed per airport operations compatibility.

### 6.5. Non-residential Design Guidelines

#### 6.5.1. Purpose

These architecture criteria have been established to ensure that individual commercial and office environments meet or exceed the level of architectural quality and image for development within Hawes Crossing and conform to the design standards and vision.

#### 6.5.2. Vision Architectural Character

All projects in Hawes Crossing are required to have a sense of substance, permanence, sophistication, while paying homage to the traditional values of the Hawes Crossing vision.

Continuity of architecture throughout each site is required resulting in a clear overall project design concept that is compatible with the Hawes Crossing Master Plan theme, quality objectives and the scale and use of the site.

All project design concepts shall be compatible with their surroundings. Consideration shall be given to the character of the adjacent neighborhood and projects, climate and solar orientation.

All buildings, structures, and improvements on the site including but not limited to main and satellite buildings, parking structures, ancillary structures, site furnishings screen and landscape walls and pedestrian plazas are required to be integrated into the overall Hawes Crossing community design concept.

Design elements such as form, massing, detailing, colors and materials that appear arbitrary or are inconsistent with the project design concept are not acceptable.

Retail, resort and hotel project designs may be either contemporary or traditional; however, they shall conform to Hawes Crossing community vision.

Houses of worship, schools and other public and quasi-public projects typically serve as neighborhood focuses and are symbolically significant in the life of the community. They

may either be contemporary or traditional; however, particular emphasis shall be focused on conformance to Hawes Crossing design philosophy.

Substations, pumping plants and other utility and service facilities shall be designed to blend into their settings. These installations shall be as non-intrusive as possible through the use of neighborhood appropriate architectural design, materials, colors, and screening. All machinery, ancillary equipment, service connections, communication devices and any other site improvements shall meet the same standards as all other development in Hawes Crossing. Perimeter walls shall match neighborhood wall design.

#### 6.5.3. Height of Buildings and Structures

The maximum total building height including but not limited to roof-mounted equipment screens, elevators, penthouses, and skylights, shall not exceed the City of Mesa Standards, unless specified herein or permitted under neighborhood design criteria. More restrictive height limits may exist at certain locations subject to specific zoning requirements and adjacent sensitive uses, including but not limited to residential neighborhoods.

#### 6.5.4. Building Massing and Form

Building massing and form shall be appropriate for the project design philosophy, the building type, and the location of the site.

All buildings are to be designed to be viewed from any angle.

Large, flat, unarticulated building masses and elevations are not permitted. Fenestration and other elevation treatments are required on all elevations.

Fenestration shall be designed to complement a building's massing consistent with the project design philosophy. Mullion patterns should provide scale and modulation that enhance the overall building design.

Building columns shall be appropriately proportioned to provide a sense of stability and elegance consistent with the project design philosophy and the neighborhood design criteria.

Greater articulation of the elevations is required where portions of the building are highly visible, adjacent to sensitive land uses or facing pedestrian areas.

Human scale elements such as (but not limited to) cornices, pilasters, arcades, trellises, shading devices, additional surface details, and transparent ground floor glazing are required at pedestrian-oriented locations.

#### 6.5.5. Building Entries

Primary building entries should be obvious, inviting, appropriately scaled for the building, and consistent with the project design philosophy.

Primary building entries shall be emphasized by design features such as columns, overhangs, recesses and roof forms that are integrated into the overall building design.

Site and building features that create a sense of place shall be integrated into every primary building entry.

#### 6.5.6. Building Materials and Finishes

All exterior colors and materials shall conform to neighborhood color palette, be compatible with the project design philosophy and present a durable quality appearance.

Exterior materials shall be consistently applied throughout a project.

Stark, garish, and highly reflective colors and materials are not permitted. Sharp contrasts between colors are discouraged. Light reflectivity values (LRV) for primary and secondary colors in excess of 50% are not permitted. Hawes Crossing will consider higher LRV for trim, mullions, and miscellaneous metal where compatible with the neighborhood color palette and project design.

Use of wood on any exposed exterior surface is strongly discouraged due to environmental conditions including extremely low humidity, high ambient summer temperatures and intense solar radiation.

All field-applied colors require field approval prior to application.

#### 6.5.7. Glazing Requirements

The use of tinted and/or moderately reflective high-performance glazing coordinated with the project color material palette is acceptable. Lightly tinted or clear glass is also permitted.

Highly reflective mirrored glass, opaque-appearing dark colored glass, black glass, or gold reflective glass is not allowed.

Glazing in pedestrian areas should appear transparent from the exterior.

Monolithic glazing may be used in special applications as an accent to the overall design but should not be used as a dominant design theme. “Glass Boxes” are not permitted except as secondary forms subject to Hawes Crossing approval.

#### 6.5.8. Roof Criteria

Flat roofing systems shall be effectively screened on all sides by the building parapet. The parapet height shall equal or exceed the height of the highest point of a flat roof.

All built-up roofing systems, associated roof elements, and roof-mounted equipment and components shall be uniformly finished in a neutral beige or light gray color.

All roofs and associated equipment within a project shall be the same color.

Sloped, curved or other roof forms may be used if they are expressed as a design element, consistently applied, and are compatible with the project and Hawes Crossing design philosophy.

Non-traditional or special purpose roof systems (i.e., tensile structures) are acceptable so long as they are well integrated into a project’s design and compatible with the Hawes Crossing design philosophy.

Asphalt composition shingles are not permitted.

Exterior downspouts are not permitted. All rainwater leaders shall be concealed and connected directly to the site storm drainage system.

#### 6.5.9. Non-Residential Architectural Treatment of Buildings.

- 1) Buildings will be designed to contribute to the larger spatial composition and identity of the overall development.
- 2) Brand buildings or formulaic “stand-alone” solutions that have no regard to context are strongly discouraged.
- 3) Buildings should have a clear architectural relationship with one another, employing common high-quality building materials or architectural elements, while creating diversity and interest.
- 4) 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.

- 5) Buildings should be appropriately scaled to create pedestrian friendly and inviting public spaces.
- 6) Building entries should be carefully placed in conjunction with the overall pedestrian pathway system.
- 7) Building elevations should employ awnings, canopies, recesses or arcades to provide shade and shelter, and create architectural interest across the length of the building.
- 8) Retail buildings should include transparent storefronts and display windows to create visual interest.
- 9) Small-scaled retail is encouraged along the face or side of larger retail structures to promote diversity and promote a pedestrian scale.
- 10) Vary exterior building walls in depth and/or direction. Building walls shall exhibit offsets, recesses, or projections with significant depth, or a repeated pattern of offsets, recesses, or projections of smaller depth in a well-integrated composition.
- 11) 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.

### 6.5.10. Office Prototypes





### 6.5.11. Commercial Prototypes



### 6.5.12. Mixed-Use Prototypes





### 6.5.13. Industrial Prototypes



## 6.6. Open Space

Open Space and Parks within Hawes Crossing are designed to acknowledge the valuable role of open and landscaped areas within an urban area and their contribution to the physical, mental, and social health of a community. The public or common open space in Hawes Crossing shall meet or exceed 15 percent of gross residential acreage in the RS-6, RSL-4, and RSL-2.5 areas. Open space in the RM-5 and non-residential areas of Hawes Crossing shall meet or exceed the City's standards, as shown on Exhibit N, Open Space Master Plan. Open space within Hawes Crossing should be connected via parks and trails such that residents and visitors can traverse the entire project without use of an automobile, including residential and non-residential areas. The goal of the open space in Hawes Crossing is to provide safe, functional, and beautiful places to walk, relax, and recreate while supporting the overall lifestyle and design concept of the community.

Hawes Crossing will include Community Parks, Neighborhood Parks, Pocket Parks, Urban Plazas, Open Space Trails, Theme Street Trails, and On-street Trails. The conceptual locations of these are indicated on the Open Space Master Plan. The exact locations may shift and change during the Specific Plan review and approval process; however, general conformance, as determined by the Planning Director, to the Open Space Master Plan is required unless an area of 160 or more contiguous acres is submitted for Specific Plan review, in which case, that Specific Plan may propose a new Open Space Master Plan for that area that provides the same or more parks, trails, and plazas and is compatible with adjacent areas of the current Open Space Master Plan. Any approved changes to the Open Space Master Plan must meet the intent, minimum requirements, and standards of this PAD.

It is possible that Hawes Crossing will develop in multiple villages with multiple builders. In this case, the overall single-family residential open space requirement of 15% must still be maintained. To that end, each single-family Specific Plan brought forward, regardless of size, shall either (i) provide 15% open space within its own boundary or (ii) participate with a previously approved or concurrently reviewed Specific Plan in the same Development Area to provide a cumulative 15% open space. The latter is necessary to allow cooperation between builders on the construction of larger open space such as community parks that may be bordered by one or more residential developments within Hawes Crossing. This will ensure that the overall open space for Hawes Crossing will meet the minimum required within this PAD and allow for the development of cohesive amenities regardless of the number of builders or individual Specific Plans.

Within each Specific Plan, regardless of size, and Hawes Crossing as a whole, a minimum of 3% of the gross single-family residential development shall be dedicated to parks as a part of the minimum 15% open space. The remaining open space shall be comprised of parcels or tracts meeting the City's definition of Open Space which is "any parcel or area of land or water

unimproved or improved and set aside, dedicated, designated, or reserved for the public or private use and enjoyment of owners and occupants of land adjoining or neighboring such open space” (City Code Chapter 6, Sec. 9-6-1(C)).

Table 6.6 below provides examples of the type of amenities that are typically associated with each park type. A minimum of four (4) of the amenities below within each column, or alternative amenities of equal or greater value as determined by the Planning Director, shall be required for each park. This list is not meant to be prescriptive or exhaustive and alternative amenities of equal or greater quality and value to the community shall be allowed as well. It is in the best interest of the community and the City that sufficient flexibility be provided to home builders to install creative and engaging amenities that are appropriate to the size and location of the parks as well as the surrounding housing types. The exact amenities, their location, and type shall be determined during the Specific Plan phase. Development of open space shall be in general conformance, including but not limited to size and location, with Exhibit N, Open Space Master Plan, Exhibit O, Trails Master Plan, and Exhibit V, Conceptual Village Plan as approved by the Planning Director. Deviations from the Open Space Master Plan required as a result of drainage and other engineering factors, as well as Specific Plans that provide an equal or greater amount and quality of open space shall, whether in the same or different configuration, be considered in conformance with Exhibit N, Open Space Master Plan. Parks within each Village, as shown on Exhibit N, Open Space Master Plan and required by this document, must be constructed prior to building permits being issues covering a total of more than 30% of Single-Family Residential area within that Village, per approved Specific Plans or Subdivision Plats.

Table 6.6 – Sample Park Amenities

<b>Community Park</b>	<b>Neighborhood Park</b>	<b>Pocket Park</b>
Pavilion/Ramada	Pavilion/Ramada	Pavilion/Ramada
Play Structures	Play Structures	Play Structures
Kids Water Play Area	Basketball	Basketball
Basketball	Sand Volleyball	Sand Volleyball
Sand Volleyball	Bocce	Bocce
Bocce	Fireplace	Open Play/Turf
Fireplace	Open Play/Turf	Dog Park
Open Play/Turf	Community Garden	
Community Garden	Dog Park	
Dog Park		

#### 6.6.1. Community Parks

Community Parks are a minimum of four acres and shall include active recreation amenities such as ball fields, sport courts, and play areas, as well as passive recreation amenities such as ramadas, open turf areas, grills, and amphitheaters. Community parks are the largest of the open space areas within Hawes Crossing. Community Parks should be able to accommodate large gatherings, multiple groups simultaneously, team sports, and provide a large break in the built environment. These parks shall be directly accessed via a combination of Open Space Trails, Theme Street Trails, and On-street Trails. Community Parks may be located on local streets but are more preferably located on collector or even arterial streets. Where local streets abut Community Parks, it is preferable for homes to front on to the parks. The conceptual location of these parks is identified on the Open Space Master Plan. The exact location, size, and configuration of Community Parks shown on Exhibit N, Open Space Master Plan, shall be identified with the first Specific Plan submitted for review within that Village and shall be constructed per Sec. 6.6 above.

In addition to the requirements within the Hawes Crossing PAD, the Community Park identified on Exhibit N, Open Space Master Plan and within Village 6 of Exhibit V, Conceptual Village Plan, shall be a minimum of 6.4 contiguous acres, located on one or more collector streets (not an arterial), within the RSL-2.5 district and contain a minimum of the amenities required by the Hawes Crossing PAD. The Community park shown on Exhibit N, Open Space Master Plan must be constructed prior to building permits being issued covering a total of more than 30% of the Single-Family Residential area within Village 6, per approved Specific Plans or Subdivision Plats.

#### 6.6.2. Neighborhood Parks

Neighborhood Parks are a minimum of one acre and up to four acres. These parks are intended to service neighborhoods in the immediate area of the park. These parks should also include both active and passive recreation amenities. They should accommodate small neighborhood gatherings, informal team sports, and individual activities. Neighborhood parks should be located on local or collector streets. Where possible, surrounding homes should front onto Neighborhood Parks. Neighborhood Parks should be accessible via at least one Open Space Trails, Theme Street Trails or On-street trails.

#### 6.6.3. Pocket Parks

Pocket Parks are small parks that are intended to service the homes on the same or nearby streets, and therefore are ideally located such that no home is more than a couple streets from the nearest Pocket Park. Pocket Parks should have shaded play areas and structures



as well as seating areas. These parks are located only on local streets typically at the end or mid-point of blocks where they can be accessed by Open Space Trails or On-street Trails.

#### 6.6.4. Urban Plazas

Within each Specific Plan, regardless of size, and Hawes Crossing as a whole, a minimum of 2% of the gross Hawes Crossing Mixed-Use development area shall be dedicated to



urban plazas as a part of a minimum 10% non-residential open space. Urban Plazas are intended to be formal open space areas located in the public domain accessed directly from collector and arterial streets in both residential and non-residential areas. These plazas diversify the streetscape, add to the unique character of Hawes Crossing, provide seating areas, and generally enhance the community. 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 cohesive design theme shall be employed across all Urban Plazas. The initial design style will be set by the first Specific Plan to be approved after the approval of this PAD. Subsequent Specific Plans shall employ a similar enough design to provide a cohesive public open space throughout Hawes Crossing. These plazas are located along the primary internal thoroughfare within Hawes Crossing, the quarter section alignment between Hawes Road and 80<sup>th</sup> Street.

Below is a conceptual urban plaza design. Urban plazas may range from 2,000 square feet to a third of an acre but shall be of a size and scale appropriate for the surrounding uses, number of trail and non-motorized connections, and roadway size.

#### 6.6.5. Trails

Trails are planned throughout Hawes Crossing as shown on Exhibit O, Trails Master Plan. Trails within Hawes Crossing will be a combination of paved and non-paved trails and sidewalks ranging from 4 feet wide walking paths to 12 feet wide multi-use trails. The first Specific Plan approved within Hawes Crossing shall establish the type and characteristics of trails. All trails in residential areas will be adjacent to landscaping either in front yards of homes or landscaped tracts. Trails will be predominantly linear in nature to relate to the logical and efficient forms within the Hawes Crossing District but include ample shade through a creative blend of evergreen and deciduous trees, structured shade and generous landscape. The overall organized trail system is a major amenity and its structure will have a positive impact to the community and surrounding areas. It will be important to broadcast the logical and very comprehensive nature of the system through the use of well-designed signage and way finding programs. Use of educational signage and amenities such as exercise training circuit stations is encouraged. Trails shall be maintained by a Master HOA. If no Master HOA is created, then the HOA formed for each approved Specific Plan shall maintain the trails within its boundaries. All trails throughout Hawes Crossing shall use a similar style of theming elements such as lighting, signage, paving, hardscape, and seating. The initial Specific Plan approved within Hawes Crossing shall establish the style unless a Master HOA has already been formed and a comprehensive design guideline created.

The extensive network of community parks, neighborhood parks, open space, and urban plazas will be connected by miles of open space trails, themed street trails, and on-street trails. This will put all residents and employees within a one quarter of a mile pedestrian shed to/from open space and open space trails.

#### 6.6.6. Open Space Uses

Uses in open space areas shall be limited to those uses customarily associated as accessory to park and open space areas or accessory to residential uses. However, primary residential, primary or accessory commercial uses shall be prohibited from being located in open space areas unless otherwise approved by the Zoning Administrator ("ZA").

All children's play equipment and parental seating areas in community and neighborhood parks shall be shaded either by structural shade or adequate trees. Child play surfaces shall meet national safety and industry standards.

Seating areas, trash receptacles, and lighting shall be provided along multi-use and theme street trails. Exhibit P, Urban Park Concept, is a conceptual rendering of the type of park envisioned for Hawes Crossing.

#### 6.6.7. Landscape Character

The landscape character for Hawes Crossing consists of a balanced blend of lush, and desert appropriate plant materials arranged in formal and informal patterns along straight and meandering sidewalks, with emphasis on shade and color along the major streets and pedestrian corridors. Parcel entries will be highlighted by unique urban plazas with portal elements framed by large shade trees. Community walls will be designed to complement both a traditional and modern aesthetic.

To achieve a unified landscaped environment full of the most appropriate and successful plants for this climate, Exhibit Q, Approved Plant Palette has been included. The plants listed there are approved for use in all zoning categories within Hawes Crossing and are subject to specific characteristics due to cold tolerance, soil conditions, or other special microclimatic needs. Others may sunburn in certain exposures. Parcel developers should review the use of all plants with a knowledgeable professional or consult appropriate reference material. Some plants are inappropriate to the environment because they are potentially destructive to the native species.

##### Residential Landscape

A diversity of plant materials is encouraged with a variety of desert appropriate plants to provide seasonal color, texture, foliage interest and screening capabilities. Trees within front yards should be located to maximize canopy coverage and shade potential along neighborhood roads.

##### Park Landscaping

Landscaping in parks, open spaces and pedestrian trail areas shall 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 recreational fields, useable open spaces and as a complement to shaded nodes.

## 7. Transportation and Circulation

An efficient and multi-modal circulation system is required for any community to be successful. Hawes Crossing is fortunate to be located in and around major transportation corridors that include:

- Loop 202 is located on the east and south sides of the project with on and off ramps at Elliot Road and Power Road.
- Elliot Road is currently a 2-lane arterial road but is designated a 6-lane arterial street in the City's General Plan. It is a major east west thoroughfare for southeast Mesa. Elliot Road crosses Hawes Crossing towards the northern end connecting it to the Elliot Road Technology Corridor, Power Road, Loop 202 and beyond.
- Warner Road, also currently a 2-lane arterial, is designated a 4-lane arterial street in the City's General Plan, provides significant additional east-west movement as well as connection to Hawes Road for north south movement. Warner Road passes under Loop 202 and connects to Ellsworth to the east.
- Hawes Road does not currently exist where aligned on most of Hawes Crossing, with the only existing portion north of Elliott, but it is designated a 6-lane arterial street in the City's General Plan. It will run north-south bisecting the project and creating a natural buffer between more intense uses to the east and lessening intensity uses to the west. Thanks to an existing connection north all the way to Baseline Road and a connection south to Ray Road (with the development of Hawes Crossing) for access to the Airport, Hawes road provides an excellent surface street north-south alternative to the Loop 202.
- Ellsworth Road is designated as a 6-lane arterial in the City's 2040 Circulation Plan. Currently, it is a 4-lane arterial. The improvements Hawes Crossing will construct on Ellsworth Road will greatly improve circulation in this area of the City.
- A second north-south street is also proposed between Hawes Road and the western edge of the project to provide an amenitized boulevard streetscape connecting the majority of the residential areas. Unlike the curvilinear streets typical in a more suburban area, this street is proposed to be straight, along with the surrounding collectors, to create an interesting sight line down the boulevard. This positively connects either end of the project and adds to the more urban feel. Downtown Mesa on Main Street is a great example of the impact it can have with proper signage, landscaping, hardscaping and theming.

In addition to the existing major transportation corridors that will be improved as a part of Hawes Crossing, the PAD includes:

- A trail system will be located throughout the interior and perimeter of the residential areas as well as in greenbelt areas between use types. These trails will be interconnected with the Open Space and sidewalks to provide pedestrian and bicycle access throughout the project.
- Each of the major intersections will share common theme elements that further the overall theme and character of Hawes Crossing. The intention of the overall design is to create an immediately identifiable and memorable built environment unique to Hawes Crossing but in harmony with the character of Mesa and the surrounding area. Exhibit K, Project Theming provides conceptual designs for these theme elements as a guide for each Specific Plan within Hawes Crossing.

## 7.1. Streets

### 7.1.1. Circulation

The existing and proposed circulation system is identified on Exhibit R, Circulation Master Plan, which classifies the arterial, urban collector B1, urban collector B2, and community collector roads to be improved to the cross sections in Exhibit S, Street Sections. Hawes Crossing will install public half street improvements to the City of Mesa Standards (paving, curb, sidewalk, streetlights, traffic signal, fiber optics, irrigation systems, and storm drain systems, under grounding of existing overhead utility lines) for the street(s) identified above. Improvements shall conform to the applicable standards and requirements of the Mesa Transportation Plan, Off-site Improvement regulations, Engineering & Design Standards, Subdivision Regulations and Mesa Standard Details and Specifications for information.

Arterials and Collectors shall conform to City of Mesa standards per Dtl M-19.01.

Median openings, spacing of streets, and traffic signals shall be per the aforementioned guidelines and standards unless otherwise stated in this PAD or approved by the City of Mesa.

Proposed street spacing differs from the City standard and therefore shall follow the recommendations in the approved Transportation Impact Analysis.

At the time each street is widened, streetlight plans and photometrics will be provided as part of the submittal.

Hawes Crossing shall be proportionately responsible for the installation of required traffic signals per the approved Traffic Impact Analysis.

Dead end streets shall have a cul de sac or be private.

Left turn lanes will be developed in median and landscaping in median will adhere to the City's sight distance standards to ensure cross street visibility.

#### 7.1.2. Conceptual Street Landscaping

Conceptual landscaping plans have been included as Exhibit T, Conceptual Street Landscape for each of the street classifications above local streets. This landscaping is important in establishing the character of the area and helping to differentiate the various neighborhoods and use types within Hawes Crossing.

#### 7.1.3. Non-motorized Transportation

Non-motorized transportation will be encouraged and supported within Hawes Crossing via dedicated striped 6 feet wide bike lanes along all arterial and collector streets. This is in line with the City's desire to see an increase in non-motorized transportation and can be further supported by support from employers and retail businesses providing facilities to support non-motorized transportation. Hawes Crossing will need to plan for proper pedestrian crossings throughout the development, which could include Rectangular Rapid Flash Beacons, Pedestrian Hybrid Beacons, pedestrian signals, etc. Mid-block crossings without any enhancements will not be allowed. Shared use trails shall be at least 10 feet wide.

#### 7.1.4. Off-site Improvements

Off-site improvement will be made to the perimeter streets as required by the City on Elliott Road, Warner Road, Hawes Road and elsewhere as determined necessary by the Traffic Impact Study conducted as a part of this application and the Infrastructure master plans.

#### 7.1.5. Access to Parcels Not Included

There are a number of parcels landlocked within Hawes Crossing and the Loop 202 just east of Hawes Road. Access to these parcels will be provide either from Hawes Road at the quarter or mid-section or from Warner Road to ensure they do not lose access. In fact, Hawes Crossing will provide them with much better access than they currently enjoy.

## 8. Walls, Gates & Entry

Exhibit K, Project Theming provides conceptual designs illustrating the potential character, materials, massing, and theming that work together to create a uniform design context for Hawes Crossing. Monumentation, theming elements, and signage will be used in concert in entry features for each of the major entrances to Hawes Crossing and land use areas to create a sense of arrival and place while identifying and differentiating the neighborhoods within Hawes Crossing. A contemporary and harmonious application of materials is encouraged for the theming elements within Hawes Crossing. Materials that are required for the theming elements in Hawes Crossing are steel, raw or painted white or neutral colors, masonry units, concrete, with a variety of finishes and aggregate sizes, and smooth stucco with white or neutral paint colors that complement the landscape environment that is envisioned within Hawes Crossing. All theming elements will require submission, review and permitting through the City of Mesa building and zoning review.

Lots backing on to open space tracts internal to the residential areas are encouraged to use partial or full view fencing in lieu of solid walls to further expand the open feel of these neighborhood open space areas.

The lighting within Hawes Crossing shall conform to the Ordinance.



## 9. Infrastructure and Utilities

### 9.1. Water

The Property falls within both the Falcon Field service zone and the Desert Wells service zone. The service zone boundary generally runs along Hawes Road between Baseline Road and Elliot Road and along the east side of the Loop 202 between Elliot Road and Warner Road. All Property parcels west of this service zone boundary fall within the Falcon Field service zone while Project parcels east of this boundary fall within the Desert Wells service zone.

Existing water infrastructure in the Falcon Field portion of the Property includes a 24-inch water transmission main along Sossaman Road with a 20-inch stub out in Elliot Road and a 16-inch stub out in Warner Road. 12-inch stub outs are placed incrementally along this existing 24-inch water main between Paloma Avenue and Warner Road. A 12-inch water main exists along Paloma Avenue, 80th Street, and Hawes Road from Guadalupe Road to the Paloma Avenue alignment. A 16-inch water main in Guadalupe Road connects these 12-inch water mains. The existing 24-inch water main in Sossaman Road continues south to cross the Santan Freeway (Loop 202) and connect to an existing 24-inch water main in Ray Road. A 30-inch water main exists within Hawes Road from Ray Road to just north of the Santan Freeway (Loop 202), where it stubs out at the southern boundary of the Project. A 30-inch transmission water main is currently under construction in Elliot Road between Sossaman Road and Hawes Road with an upsized 42-inch transmission water main from Hawes Road to the Loop 202. Similarly, a 30-inch transmission water main is planned for Hawes Road from the Santan Freeway (Loop 202) to Elliot Road. A 16-inch water main exists in Warner Road underneath the Loop 202. This 16-inch water main is sleeved and currently capped on either end. 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 the Val Vista Water Treatment Plant and the CAP Brown Road Water Treatment Plant. Construction is currently underway at the Signal Butte Water Treatment Plant (SBWTP), located at the northeast corner of Elliot Road and Signal Butte Road that will eventually serve portions of the Falcon Field service zone.

The Falcon Field portion of the Project will be served by a network of looped 8-inch, 12-inch, and 16-inch water mains as well as existing offsite 12-inch, 16-inch, 20-inch, 24-inch, 30-inch, and 42-inch water mains. Proposed 12-inch water mains along Warner Road, 80th Street, and Hawes Road will distribute water from existing infrastructure surrounding the Project. Proposed 12-inch water mains will also distribute water within the Project area along collector streets and in streets surrounding the commercial, industrial, and research and development land use areas. Looped 8-inch water mains will comprise the rest of the on-site water system and distribute water to residential and other areas of the Project, see Exhibit V, Conceptual Village Plan.

Existing water infrastructure in the Desert Wells portion of the Property includes 16-inch water mains in Ellsworth Road and in Elliot Road, east of Ellsworth Road. A 12-inch water main exists in Warner Road from Ellsworth Road to just east of the Loop 202. This 12-inch water main is currently not connected to the existing 16-inch water main sleeved under the Loop 202. Water for the Desert Wells service zone is sourced from the Central Arizona Project and a network of wells distributed throughout the area. Water treatment is currently provided by the CAP Brown Road Water Treatment Plant and the Signal Butte Water Treatment Plant (SBWTP).

The Desert Wells portion of the Project will be served by a network of looped 8-inch and 12-inch water mains as well as existing offsite 12-inch and 16-inch water mains. Proposed 12-inch water mains will comprise the backbone of the Desert Wells portion of the Project by looping around the parcels on internal collector streets as well as in Elliot Road from Ellsworth Road to the Loop 202. 8-inch water mains will generally be routed through the parcels.

Per discussions with the City of Mesa and requirements set forth in the Engineering Procedure Manual: 2017 Engineering & Design Standards (City of Mesa, 2017), certain water mains within the Project must be upsized. Listed below are the changes the city would require:

- A 30-inch water main must be installed in Hawes Road from Elliot Road to the existing 30-inch stub just north of the Loop 202.
- Connections between the distribution system and transmission mains 24-inch and larger should only occur at the ½ mile and 1-mile intervals. Additional connections may be made; however, connection points must be optimized as to minimize valves along the transmission main. Connections to transmission water mains must be 12-inch or larger.
- All mile streets are to have 16-inch water mains and all ½-mile streets are to have 12-inch water mains.
- A 12-inch water main will loop through the Project at the ½-mile interval between Sossaman Road and Hawes Road and between Elliot Road and Warner Road.

## 9.2. Wastewater

Existing wastewater infrastructure within the Property vicinity consists of a 42-inch sewer trunk main that flows to the east along Elliot Road and upsizes to 48-inches from Sossaman Road to the eastern boundary of the Roosevelt Canal. At the canal, it turns south, upsizes to a 54-inch main and conveys flows south along the east side of the Roosevelt Canal. There is an 18-inch sewer stub along the 54-inch main at Warner Road and an 18-inch sewer main was constructed and sleeved with the Loop 202 overpass to traverse the Loop 202 along Warner Road. To the northwest of the Project, an existing 24-inch main conveys flows along Peralta

Avenue. The Project is within the Greenfield wastewater service zone and will be served by the Greenfield Water Reclamation Plant (GWRP).

The proposed Project wastewater system is comprised of 8-inch to 18-inch gravity sewer mains that generally route flows west to tie-in points along the existing sewer infrastructure along Elliot Road and Warner Road. A demarcation line approximately a quarter mile south of Elliot Road divides whether the sewer in that area is conveyed north to existing infrastructure or south to a proposed 18-inch sewer main in Warner Road. The proposed wastewater infrastructure will tie into the existing City of Mesa wastewater infrastructure adjacent to the Project at eight locations. Seven of the eight tie-in locations are along the existing 42-inch sewer main in Elliot Road at existing manholes. Two tie-in locations will be along Elliot Road between Sossaman Road and 80th Street. A third tie in location will be at the intersection of Elliot Road and 80th Street. A fourth tie in location will be between 80th Street and Hawes Road. A fifth tie-in will be at the intersection of Elliot Road and Hawes Road. A sixth tie-in point will be just west of the Loop 202 while the seventh tie-in point will be located just east of the Loop 202. The final, eighth tie-in location will be along the existing 54-inch sewer main on the east side of the Roosevelt Canal, at the Warner Road alignment. The crowns of the proposed sewer mains will match the crowns of the existing sewer mains at each tie-in location.

### 9.3. Utilities

Utilities will be available from the providers below:

Gas:	City of Mesa
Electric:	Salt River Project
Water:	City of Mesa
Wastewater:	City of Mesa
Trash Collection:	City of Mesa
Cable and Internet:	Cox, Century Link

### 9.4. Drainage

The Project is divided into two separate areas, split by the Arizona Loop 202 located within the City of Mesa. In general, the Project is currently comprised primarily of dairy farms and undeveloped desert, which have limited stormwater controls and facilities onsite. For future development, the Project will be required to be developed, adhering to the most current City of Mesa stormwater drainage standards and guidelines. A brief summary of the existing drainage conditions impacting the Project as well as anticipated drainage design criteria to be considered that will likely be required at the time of development is provided below.

As previously mentioned, the Project is split into two separate areas to the east and west. According to FEMA Flood Insurance Rate Maps, the entire Project is located within Zone X with no FEMA flood hazards identified. West of the Loop 202, the area generally slopes west and

southwest. Runoff generated from parcels located between the eastern boundary of the Project and the Loop 202 approach the site as sheet flow and in concentrated shallow washes originating from undeveloped desert rangeland and sparsely developed agricultural operations. Areas to the south and west generally drain away from the site. Adjacent properties to the north appear to include adequate conveyance and retention facilities to store or route their respective onsite runoff away from the Project. Flows generated east of the Loop 202 are intercepted by a regional drainage channel (Loop 202 Channel) and diverted south and west away from the site. As such, the western portion of the Project does not appear to have significant sources of offsite flow, aside from those produced by the undeveloped areas situated between the property boundary and Loop 202.

East of the Loop 202, the primary drainage impact to the property is the Elliot Road Channel, another regional drainage facility which is owned and maintained by the City of Mesa. The channel provides drainage connectivity to the Loop 202 Channel from upstream drainage areas passing stormwater beneath Ellsworth Road and continues to convey runoff across the property in a large engineered earthen channel from the northeast to southwest, discharging into the Loop 202 Channel. Street flows generated from Elliot Road and Ellsworth Road are captured and conveyed away from the Project in their respective stormdrain networks. As such, there are no other drainage impacts from offsite areas.

The offsite flows impacting the Project will be required to be received as they are under existing conditions. Engineered channels will be required to route the collected flows to historical outfall points within or along the downstream limits of the property. Potential channel alignments are visually shown on the Drainage Overview exhibit. As the existing alignment of the Elliot Road Channel traverses the site diagonally, two potential alternative channel alignments are shown which could convey the runoff safely through the site to its existing ultimate outfall at the Loop 202 Channel.

The primary channel corridors within the property will likely be designed with many natural elements including the use of native vegetation and typical desert landscaping materials. Some locations, particularly channels located in the vicinity of amenity areas, may be turf lined. Other locations, such as those that may be prone to erosion or that are located in areas of more intense land uses, may include sections that require more robust linings such as riprap or concrete. All channel linings will be required to be selected in accordance with the City's standards. For future development, the Project will need to be designed and constructed to manage onsite and offsite runoff generated from the 100-year storm event, typical of any other development. The ultimate outfalls for the Project will need to be consistent with historical drainage patterns outfalling to historical drainage points. In accordance with current City of Mesa design guidelines, stormwater retention facilities will be required as well. The implementation and location of these drainage facilities will ensure there are no adverse impacts to downstream properties as a result of development.

## 10. Phasing

While it is likely that Hawes Crossing will be purchased from the current owners by a master developer, it is not likely to be constructed at once. One of the benefits to the City of this large assemblage being planned cohesively is that infrastructure will be constructed per the guidelines in the PAD prior to development of associated parcels. All infrastructure shall be constructed per Exhibit V, Conceptual Village Plan, Water, Wastewater, and Drainage master plans, and the Development Agreement.

Development within each village may be completed as a part of a single or multiple specific or site plans; however, the necessary infrastructure and open space must be constructed to support that development per Exhibit V, Conceptual Village Plan, Exhibit N, Open Space Master Plan as well as the Water, Wastewater, and Drainage master plans.

What is important to consider in the phasing of the project is ensuring necessary and adequate infrastructure is provided with each village and that the necessary prerequisites for development are met prior to the next village commencing. The Preliminary Water, Wastewater and Drainage Studies support the Conceptual Village Plan but would also support alternative scenarios. Similarly, the traffic impact analysis identifies the necessary off-site traffic improvements necessary for Hawes Crossing. Development must be in conformance with the City Code, except as modified herein, including Chapter 6, Subdivision Regulations and Chapter 8, Off-site Improvements. The provisions of those chapters ensure orderly growth, adequate traffic circulation, water supply, drainage, sanitary sewerage, school sites, recreation areas, other public facilities and adequate off-site improvements. A Conceptual Village Plan has been included as Exhibit V with the required infrastructure identified for both water and wastewater per village. The required roadway improvements shall be per the approved traffic study or subsequent traffic studies submitted approved with a Specific Plan. The development agreement that accompanies this PAD addresses the detailed requirements of phasing for Hawes Crossing.

## 11. Citizen Participation

Citizen participation is an important part of any zoning efforts, and the development team for Hawes Crossing began the outreach to the public early with a neighborhood meeting held on October 4, 2017 at Boulder Creek Elementary school just north of the PAD. This meeting was well attended by 40-50 people including residents of the neighborhoods to the north of the PAD and property owners on all sides. The overwhelming feedback from those in attendance as well as those who were not able to attend but contacted the development team via phone and email, was enthusiastic support and a desire to see it approved and constructed as soon as possible.

Since the neighborhood meeting, the development team has continued to work closely with the neighbors to keep them informed of the process and updated on changes to the plan. We have also attended meetings of the Boulder Creek HOA to discuss the project with their members. The overwhelming response from the attendees there was also enthusiastic support and a desire to see development begin as soon as possible.

In communicating with the neighbors of Hawes Crossing, we have kept track of the support through a petition that has amassed over 700 signatures of residents who support this request.

A summary of the citizen participation efforts is included as Exhibit W, Citizen Participation Summary.

## 12. Amendments

Following approval of this PAD (DA-2), the Arizona State Land Department (“ASLD”) Land Commissioner or designee (“ASLD designee”) shall work with the purchaser if a property within the PAD is auctioned and proceeds to the Specific Plan or other secondary planning phase. As property within this PAD (DA-2) is auctioned or leased, the purchaser will manage all Specific Plan or secondary planning required for the applicable portion of the property within DA-2, with the requirement that every application must obtain ASLD designee written authorization to proceed until such time as all property within DA-2 or a particular Specific Plan has been initially developed.

Amendments to this PAD shall be processed per Section 11-67-10 of the Ordinance. As separate and distinct PADs with identified development areas, no amendment to a development area shall require the approval of any owner of a different development area. Per Section 11-67-10, an amendment that directly affects and applies to multiple development areas shall require the approval of each affected and applicable development area. It is acknowledged that the conceptual nature of the PAD and inevitability that development proposed after the approval of this PAD may be subject to different market, social, economic and other factors. Amendments are anticipated and expected over the many years anticipated for the build-out of the property.



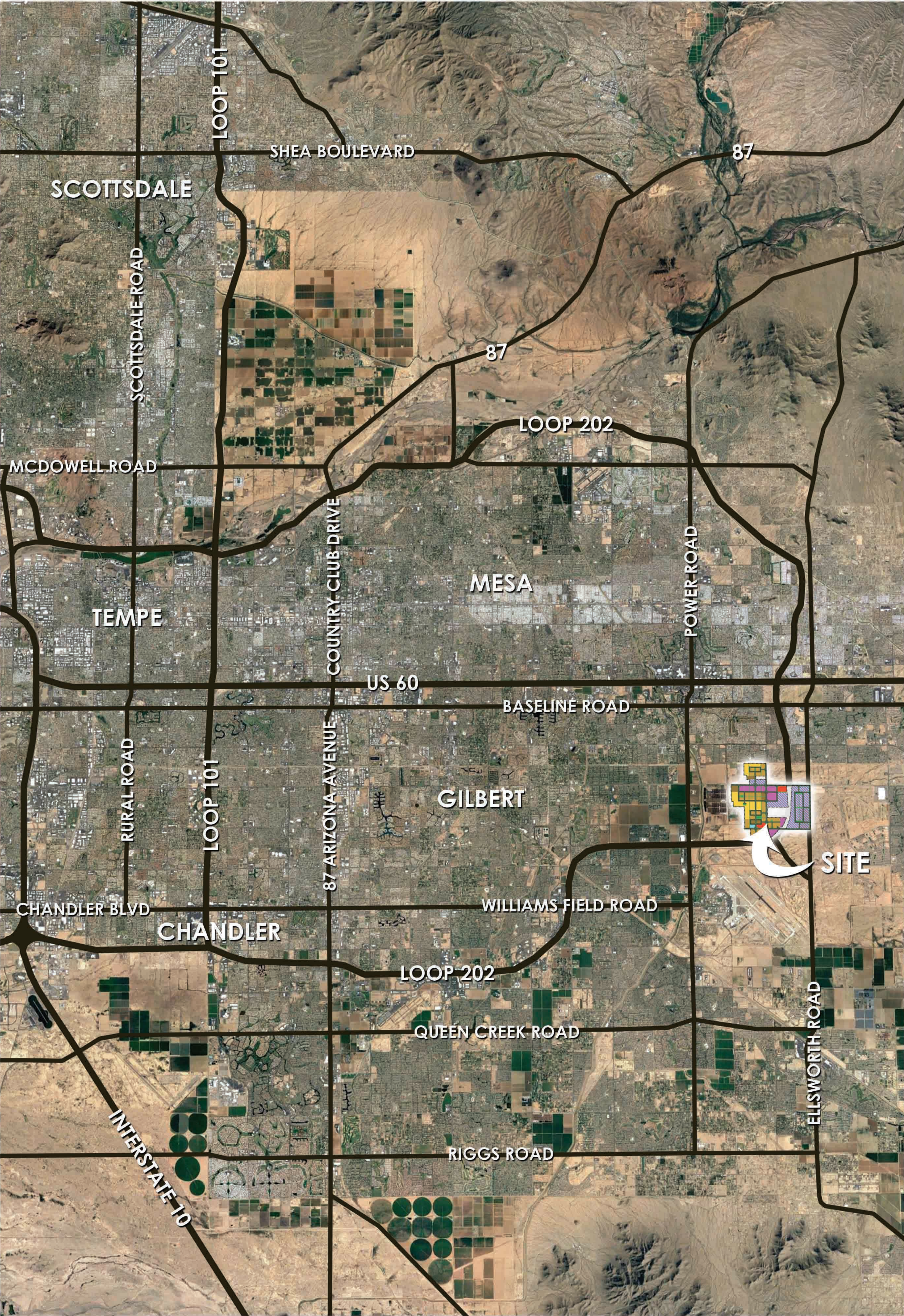
## 13. Conclusion

This Hawes Crossing PAD is in conformance with the City's General Plan, in conformance with the Mesa Gateway Strategic Development Plan, compatible with Phoenix Mesa Gateway Airport, provides a wide variety of diverse, high quality residential options, and provides an incredible amount of employment uses supported by sufficient residential and complimentary commercial uses. Hawes Crossing will provide a lasting legacy for an area characterized by agricultural and dairy uses for decades. Hawes Crossing's contemporary concept will provide energy, visual appeal, and a live, work and play environment at an important gateway location within the City of Mesa.

Hawes Crossing is at a true crossroads right now with the City of Mesa making a choice about the immediate and long-term future of the area. The dairymen owners will either invest tens of millions of dollars into their dairies so that they can remain on their land operating for the next 20-30 years, or they will responsibly plan and zone their land to become a more immediate future vibrant area of Mesa, sell their land and move their operations to more rural locations. With the strong support of surrounding residents, the alignment of land uses as expressed in the City's latest draft Inner Loop Area Study, and a site plan that balances a mix of residential, commercial and economic development opportunities, these families are hopeful that Mesa will choose to allow them to leave a legacy of Milk and Metal at the Hawes Crossing with an exciting development to come.

## Exhibit A: Vicinity Map

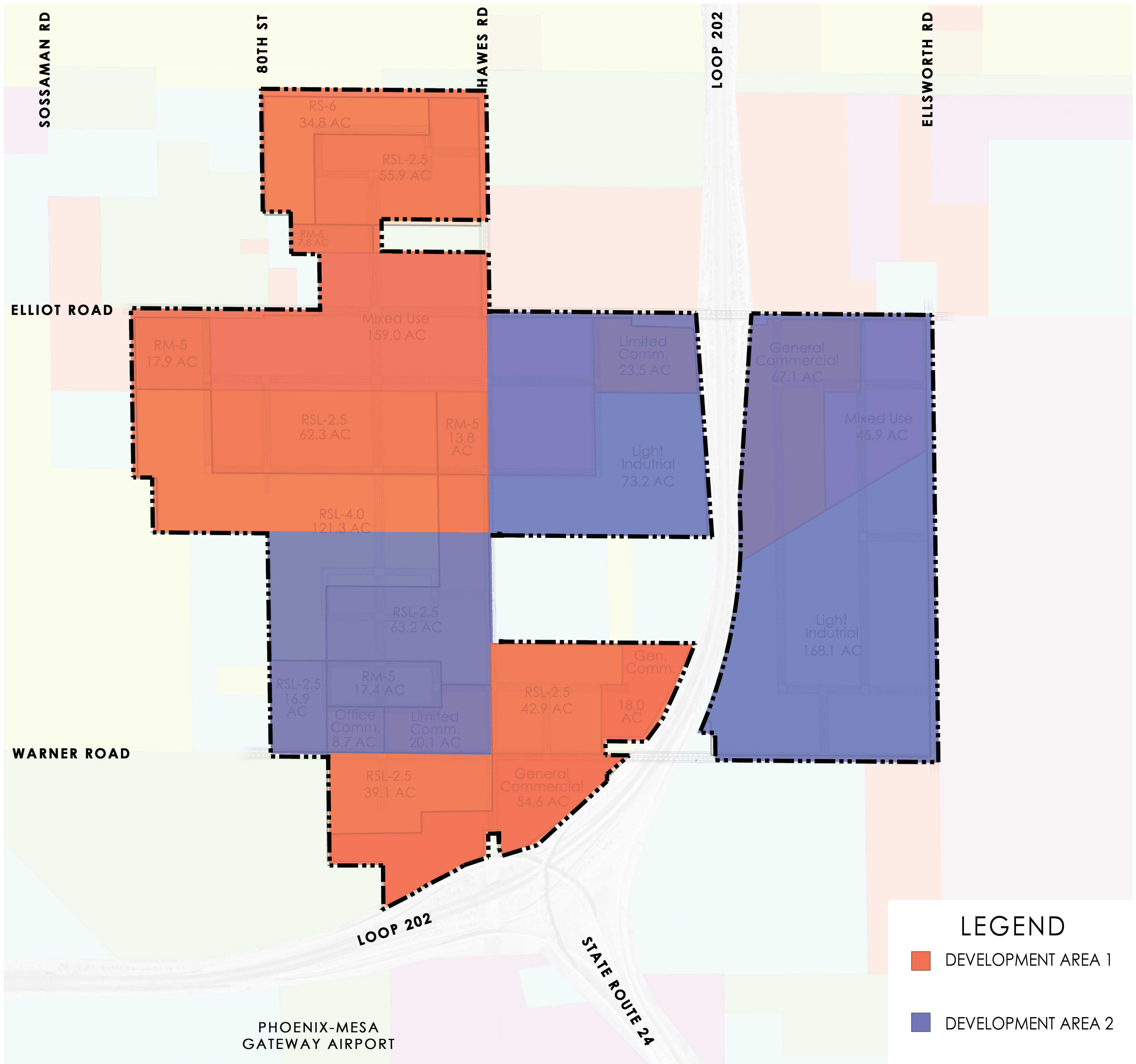






## Exhibit B: Development Areas





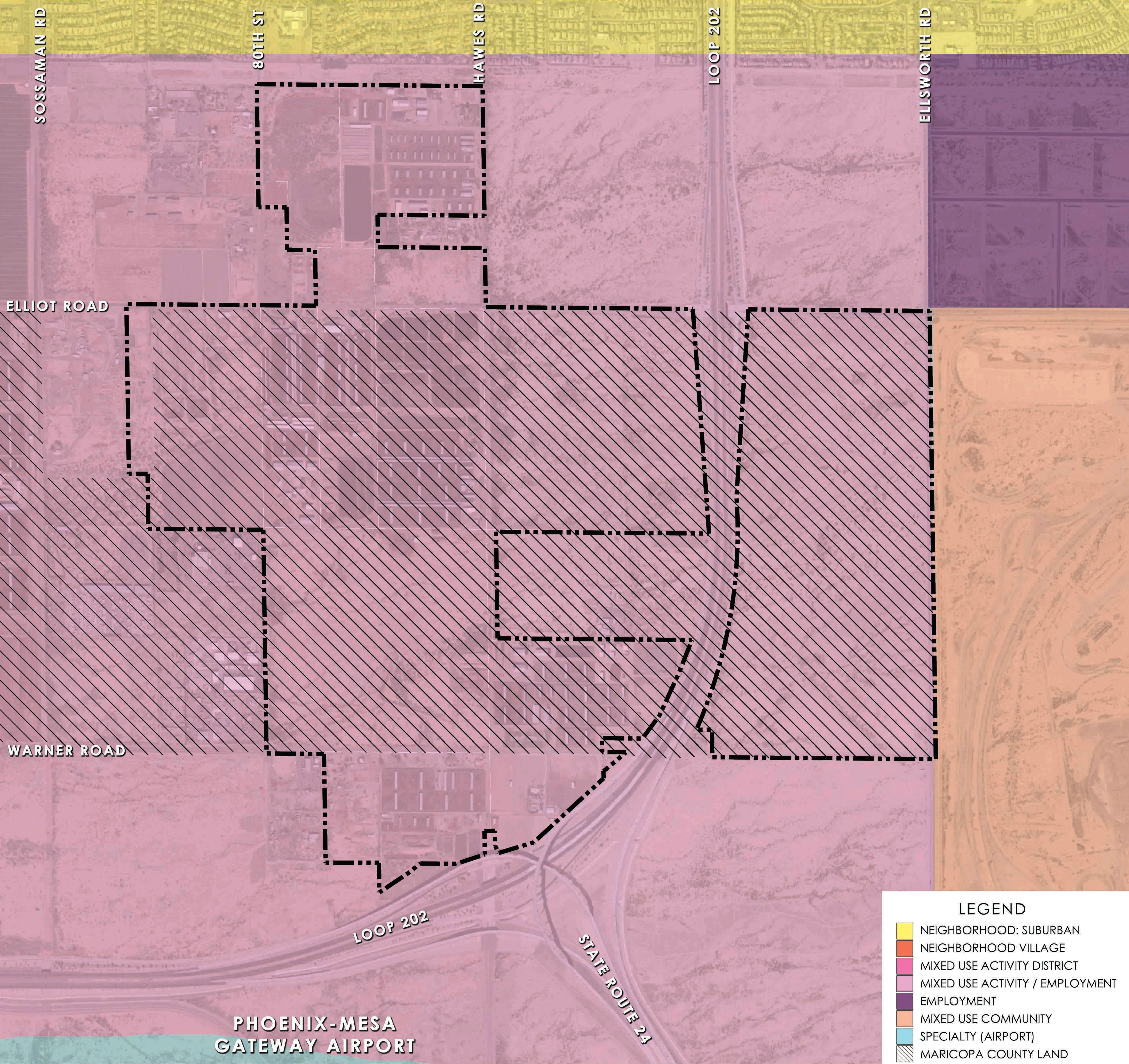
### LEGEND

- DEVELOPMENT AREA 1
- DEVELOPMENT AREA 2



## Exhibit C: Existing Land Use Designations

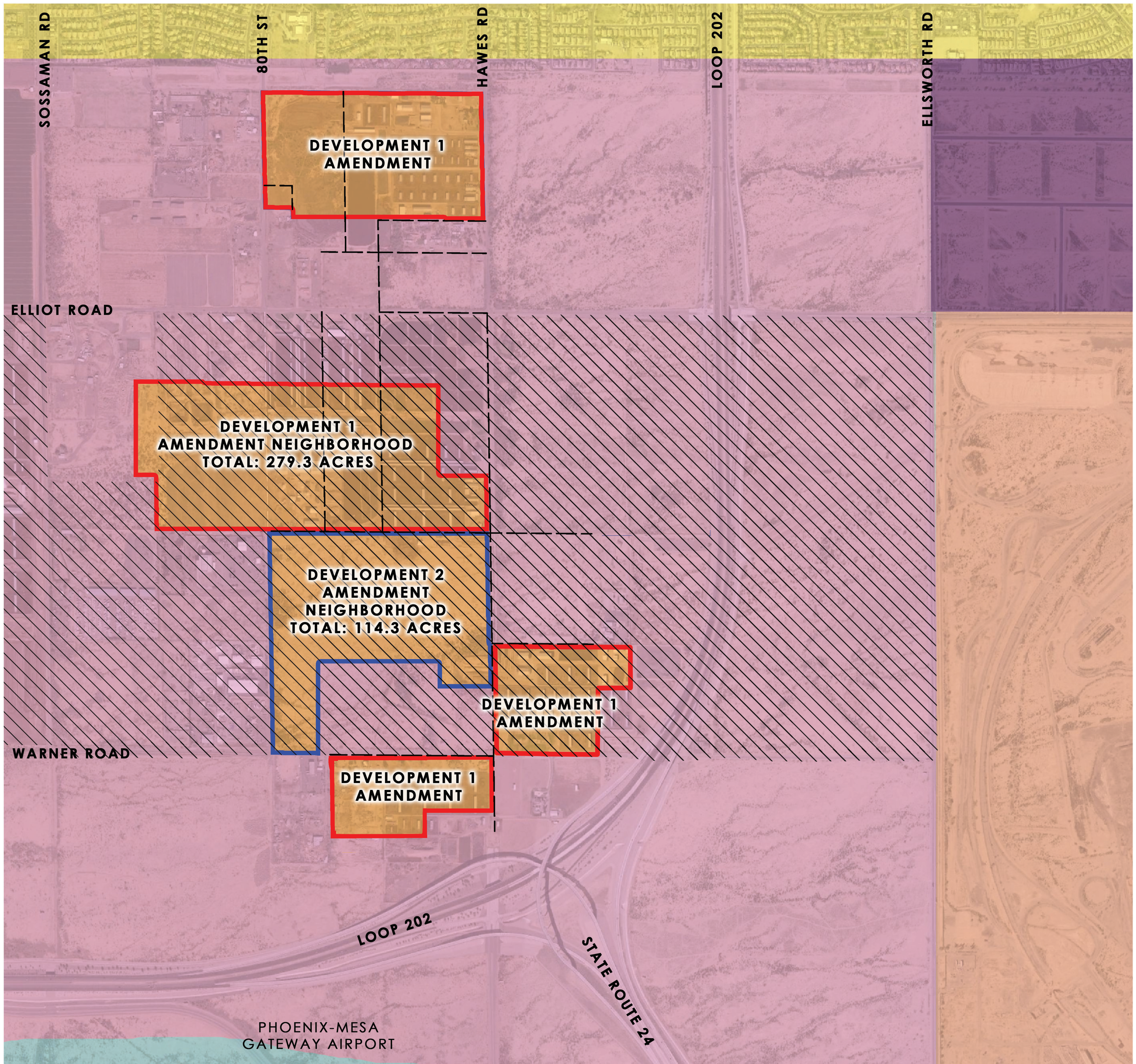






## Exhibit D: Proposed Land Use Designations

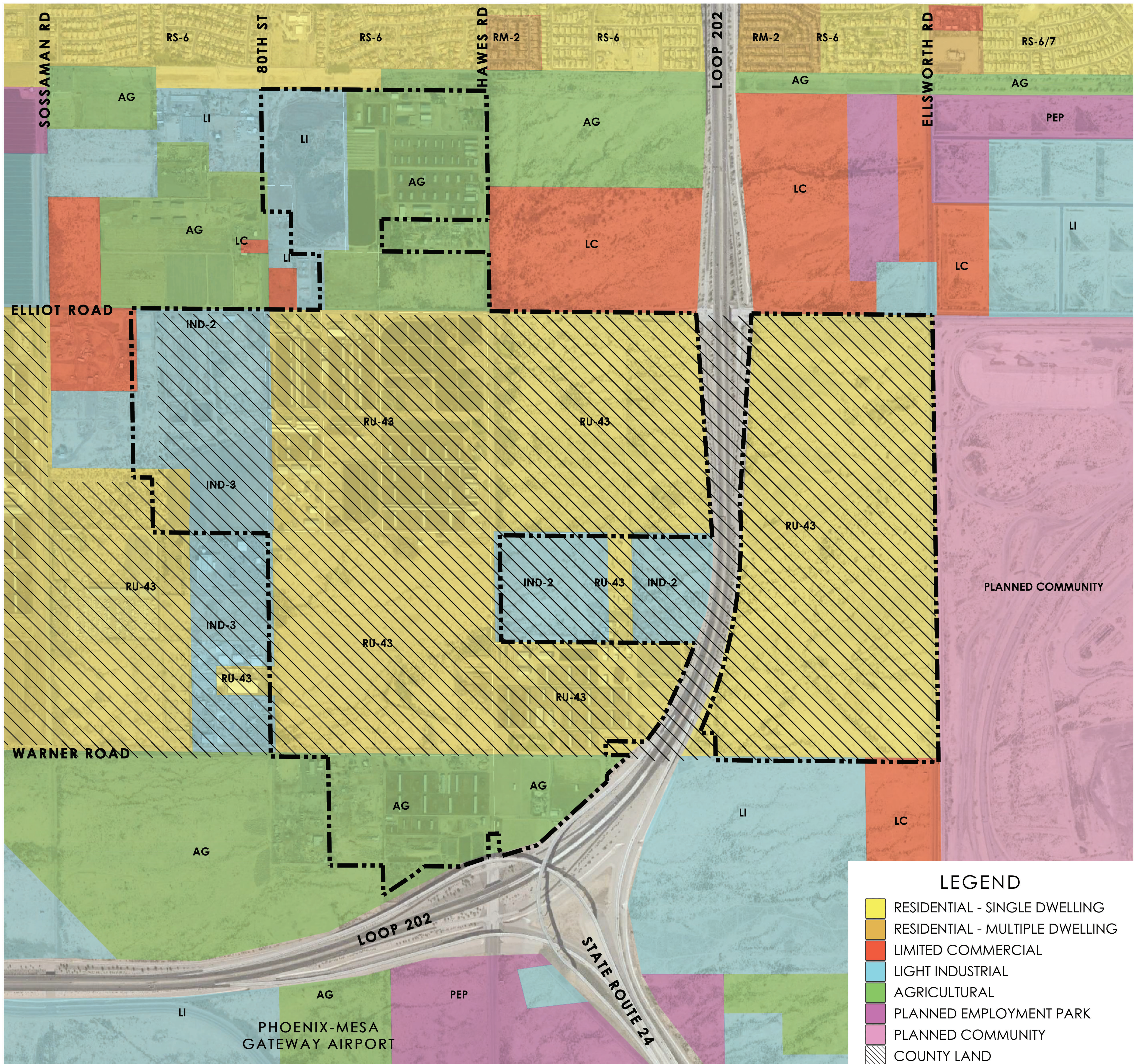






## Exhibit E: Existing Zoning

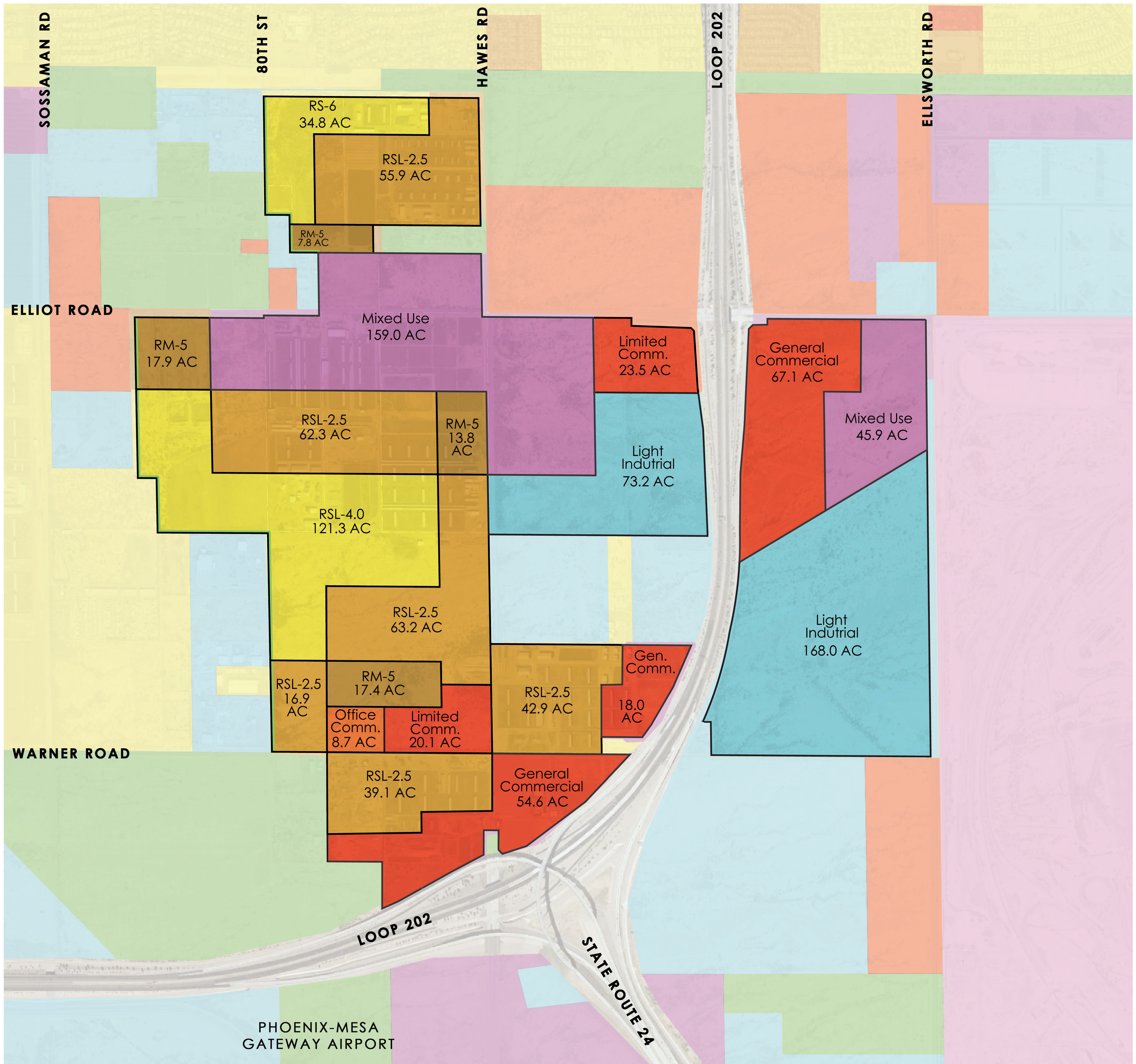






## Exhibit F: Proposed Zoning





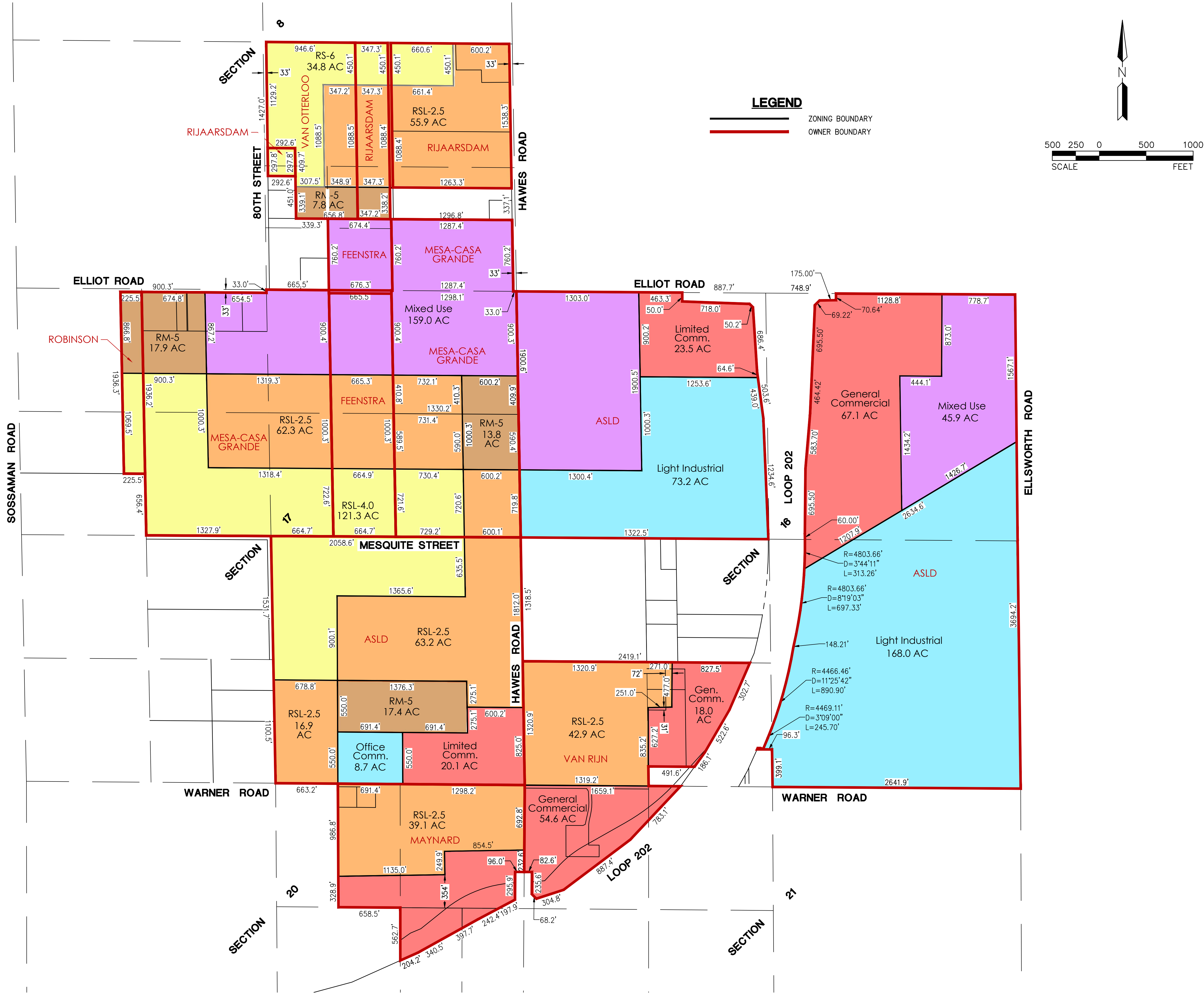
# HAWES CROSSING

## EXHIBIT F: PROPOSED ZONING



## Exhibit F.1: Zoning Districts and Parcels





REV:

**HILGARTWILSON**  
ENGINEER | PLAN | SURVEY | MANAGE  
2141 E. HIGHLAND AVE., STE. 250 | P: 602.490.0535 / F: 602.368.2436  
www.hilgartwilson.com

## HAWES CROSSING

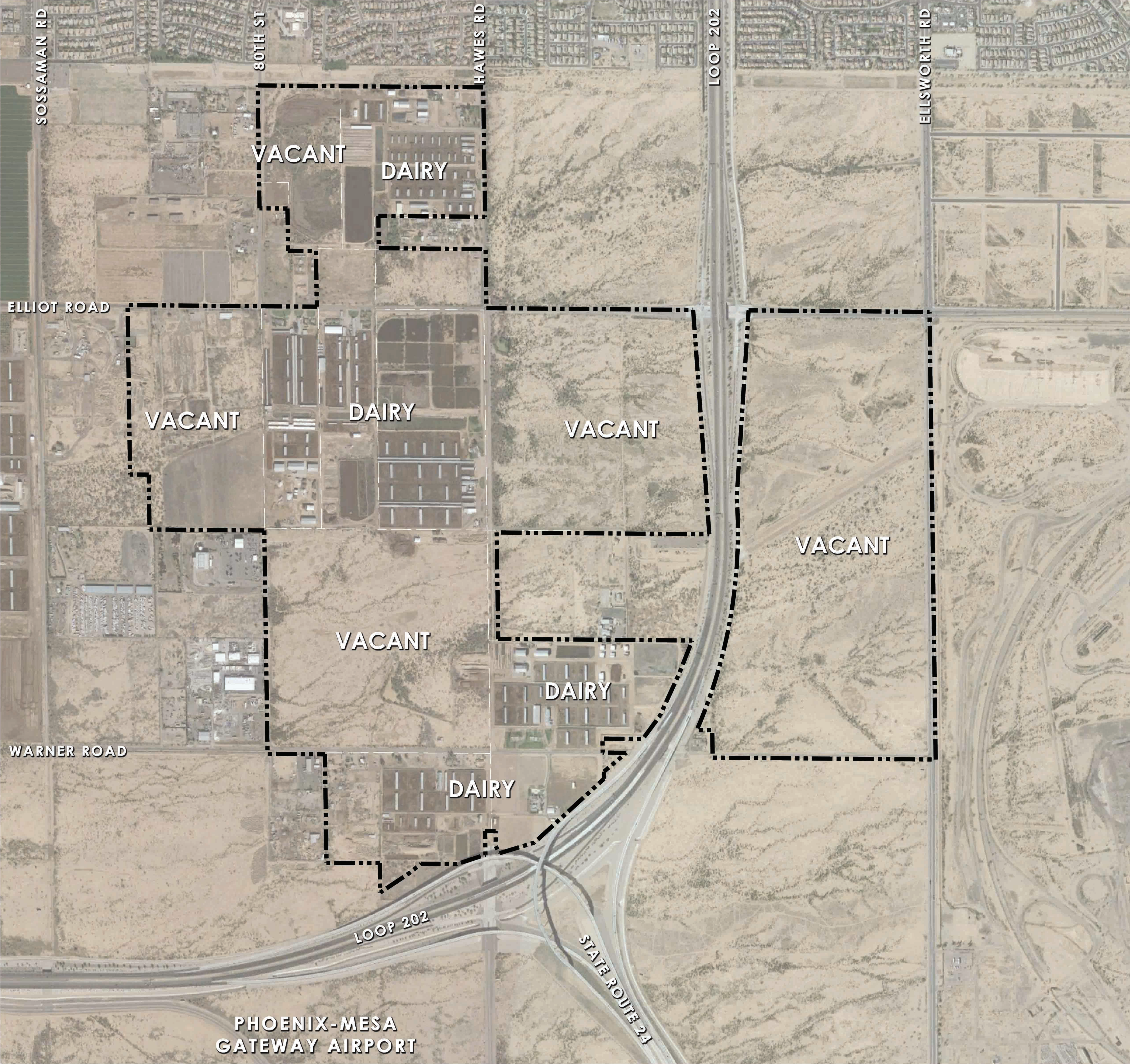
ELLIOT ROAD & LOOP 202  
MESA, ARIZONA

### ZONING & LAND OWNERSHIP COMPARISON EXHIBIT

<b>HILGARTWILSON</b>	PROJ NO.: 1833	DWG. NO.
DATE: SEP 2019	SCALE: AS SHOWN	<b>SV-1</b>
DRAWN: JDL	DESIGNED: HW	SHT. 1 OF 1
APPROVED: KJP		

## Exhibit G: Existing Conditions and Aerial

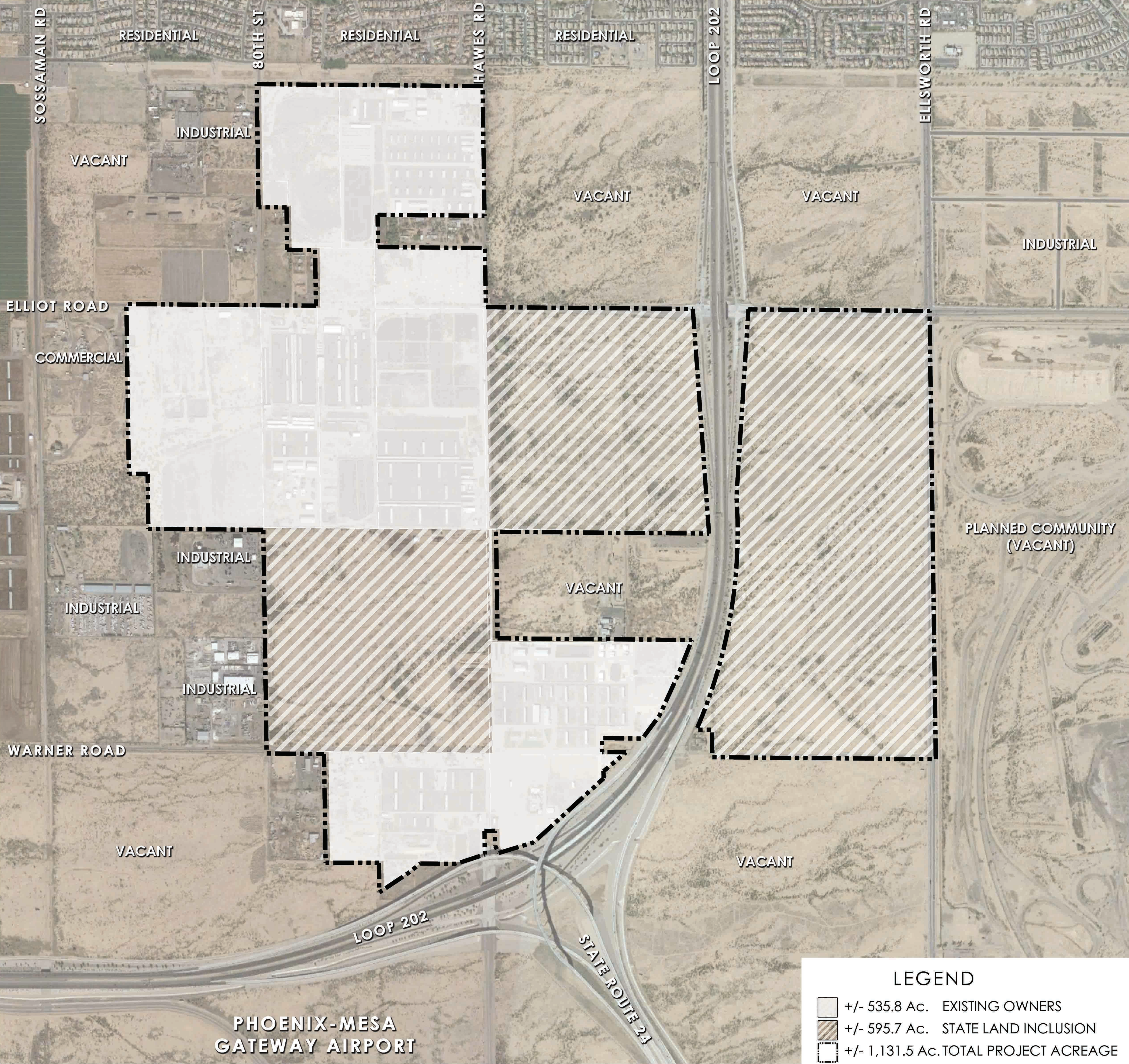






## Exhibit H: Surrounding Uses





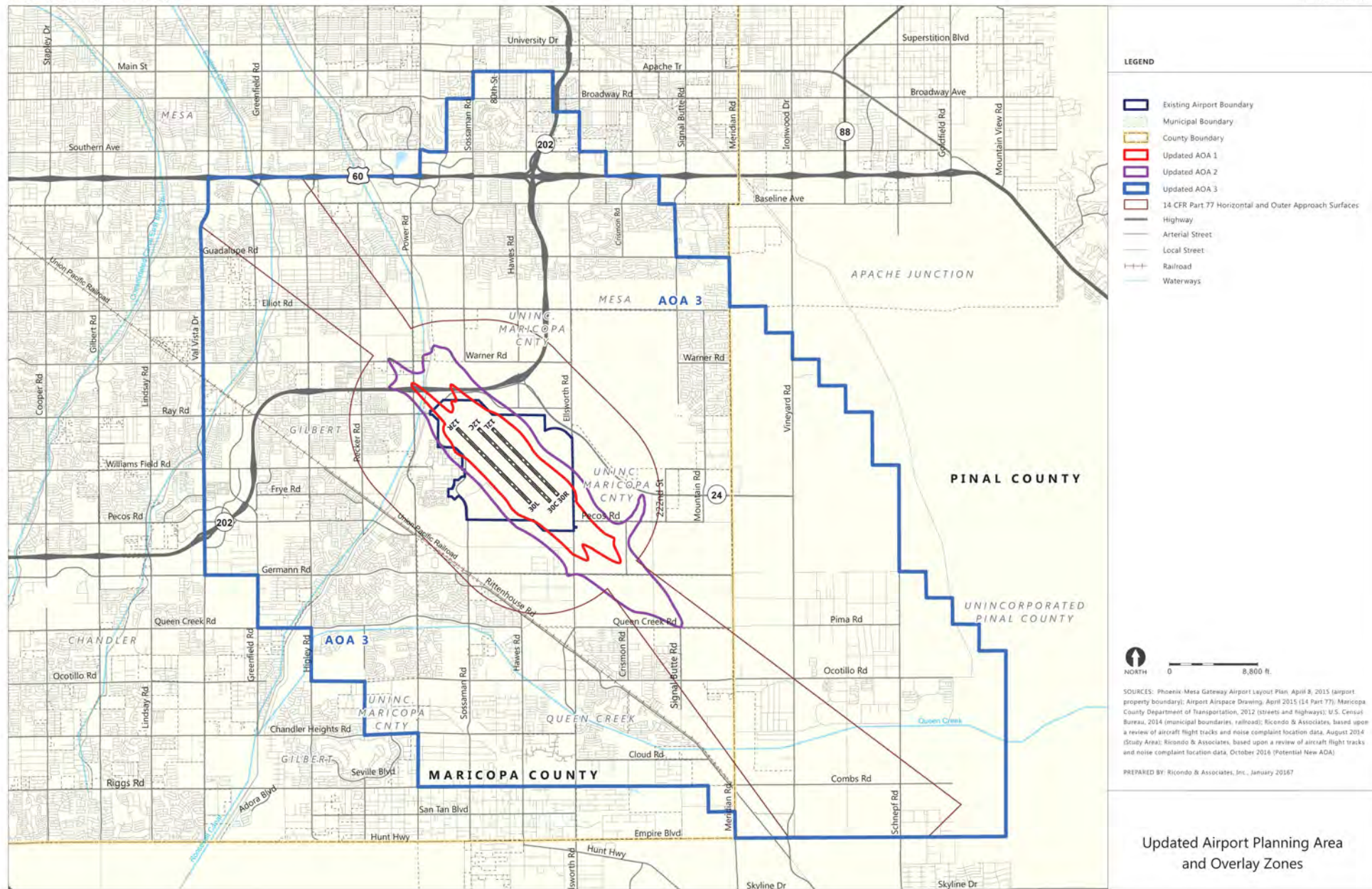


## Exhibit I: Updated Airport Land Use Compatibility Plan

## CURRENT MAP

PHOENIX-MESA GATEWAY AIRPORT

JANUARY 2017



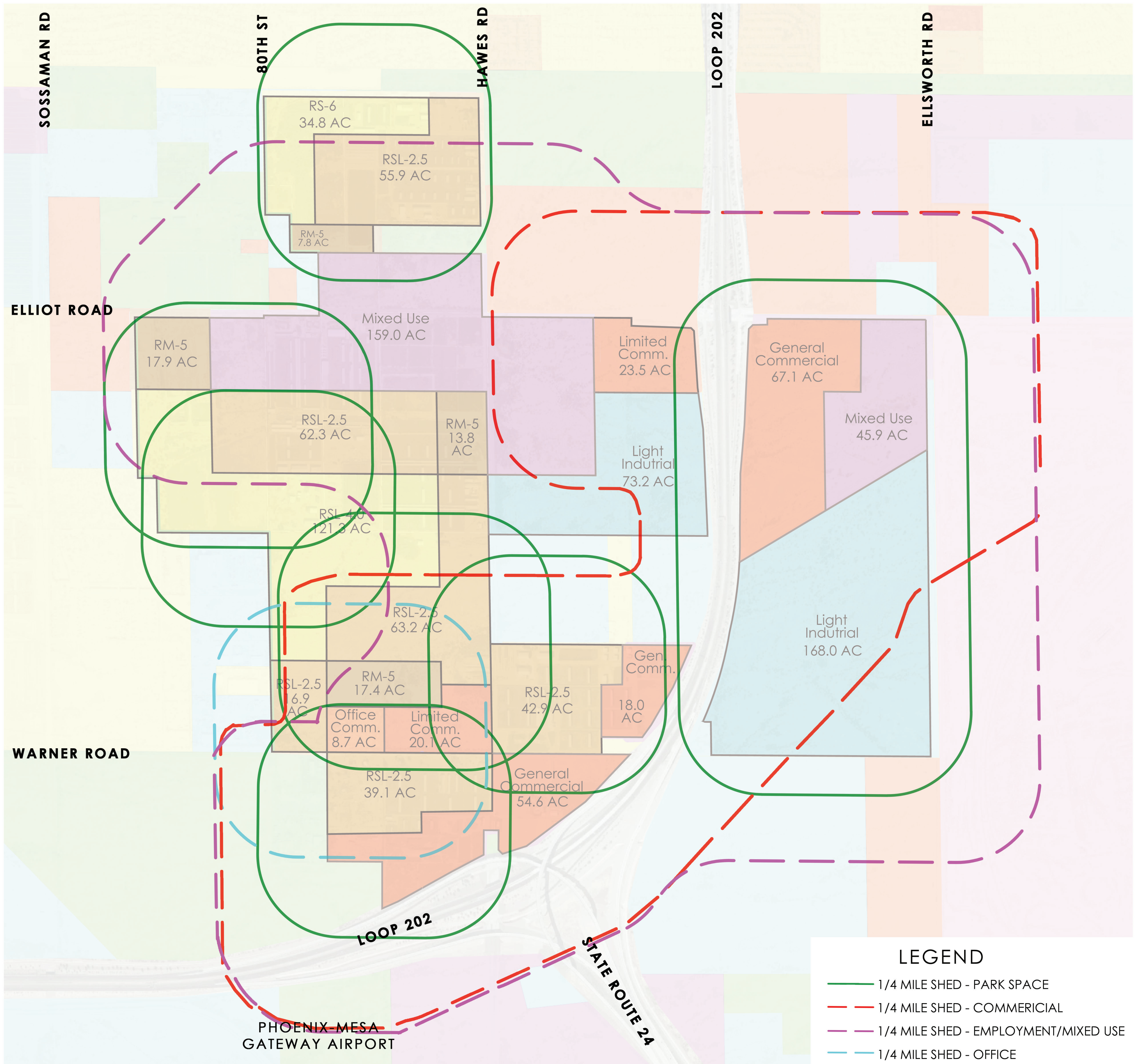
Airport Land Use Compatibility Plan Update

W. P. Carson, W. K. Land, and C. M. Calkins / *Journal of Management Education* 34(1) 10-24



## Exhibit J: Pedestrian Sheds





**LEGEND**

- 1/4 MILE SHED - PARK SPACE
- 1/4 MILE SHED - COMMERCIAL
- 1/4 MILE SHED - EMPLOYMENT/MIXED USE
- 1/4 MILE SHED - OFFICE



## Exhibit K: Project Theming



Exhibit K-1  
Theming - Primary Monumentation



Exhibit K-2  
Theming - Secondary Monumentation



Exhibit K-3  
Theming - Street Theming





Exhibit K-4  
Theming - Community Signage



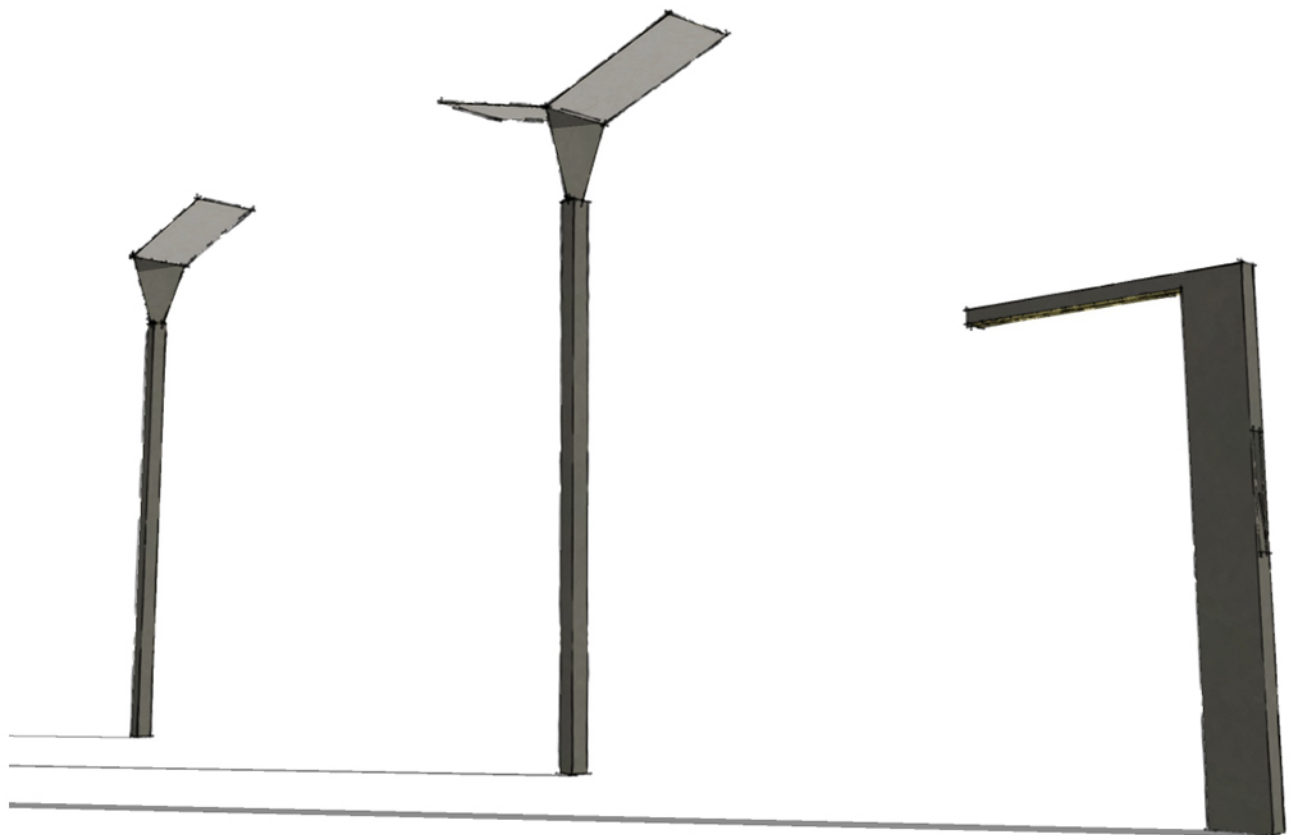
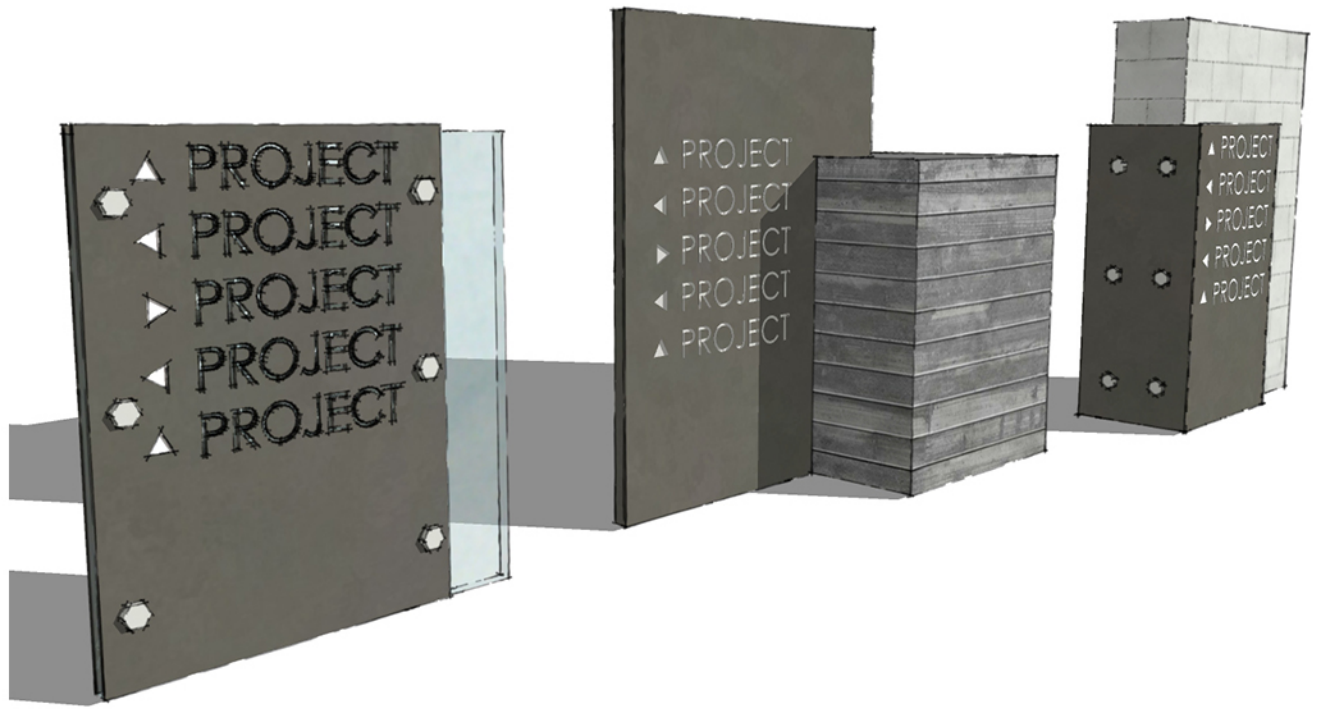


Exhibit K-5  
Theming - Kit of Parts

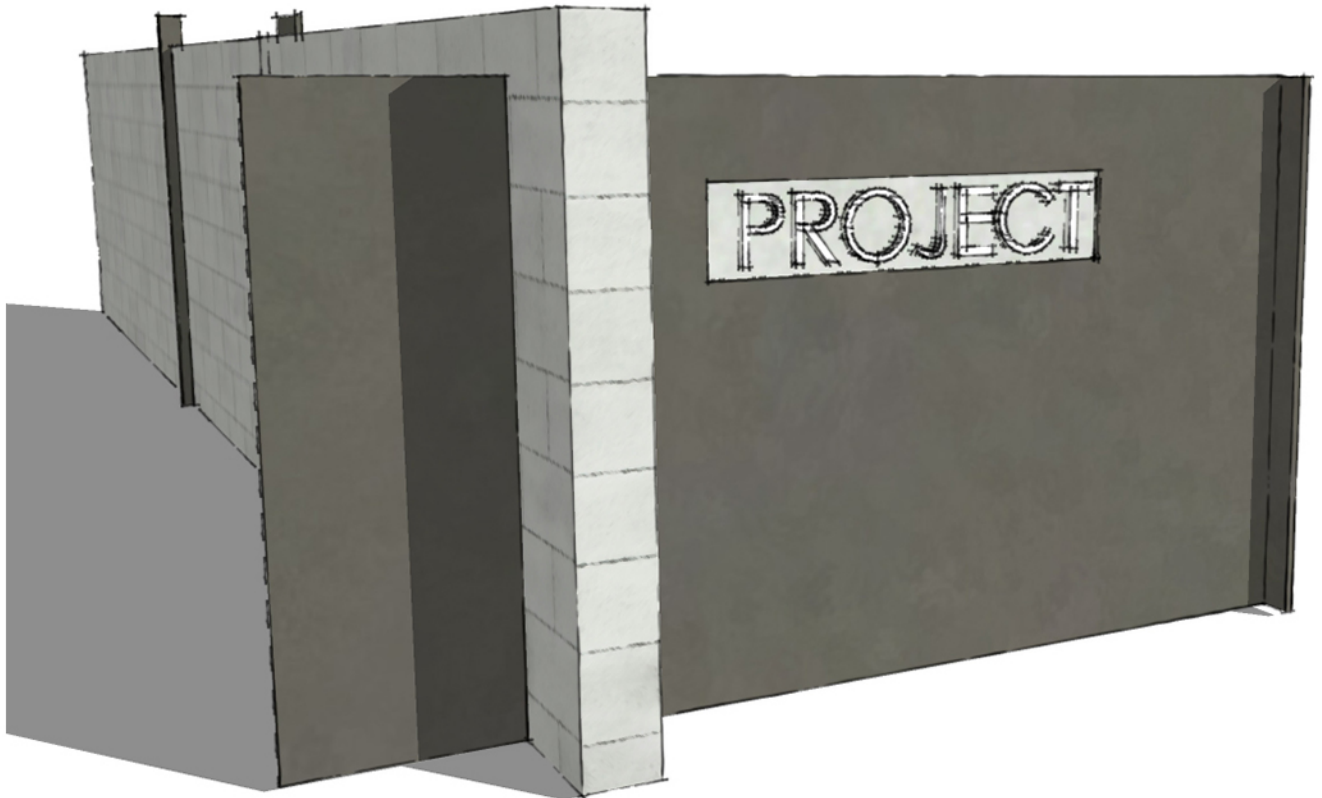
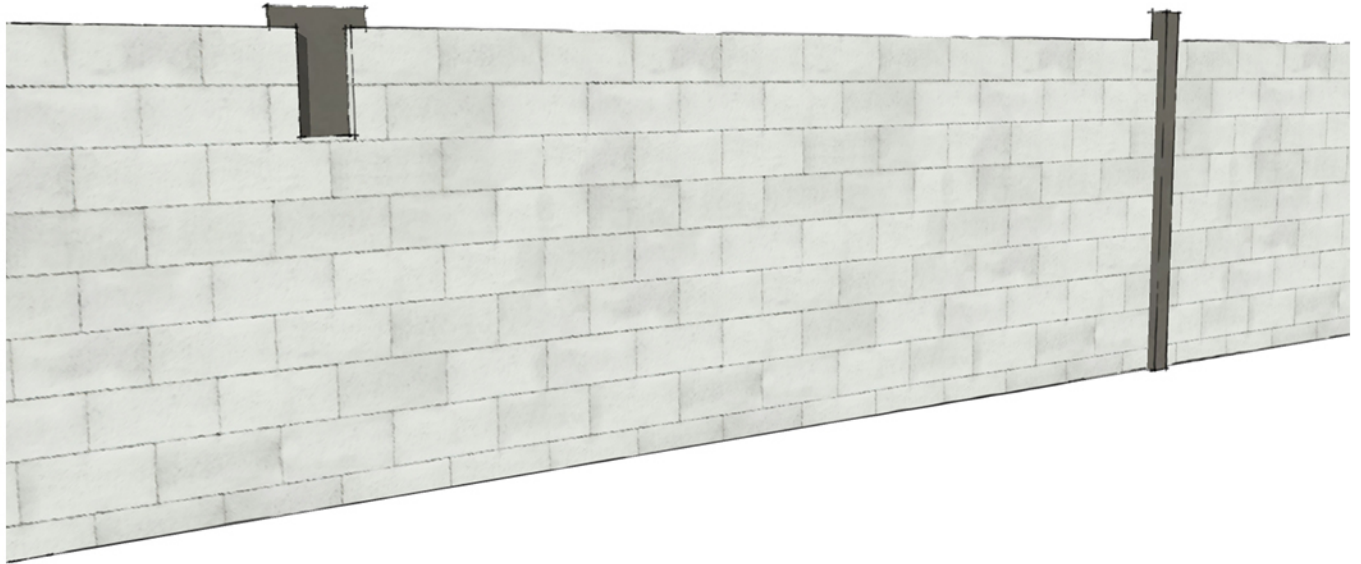
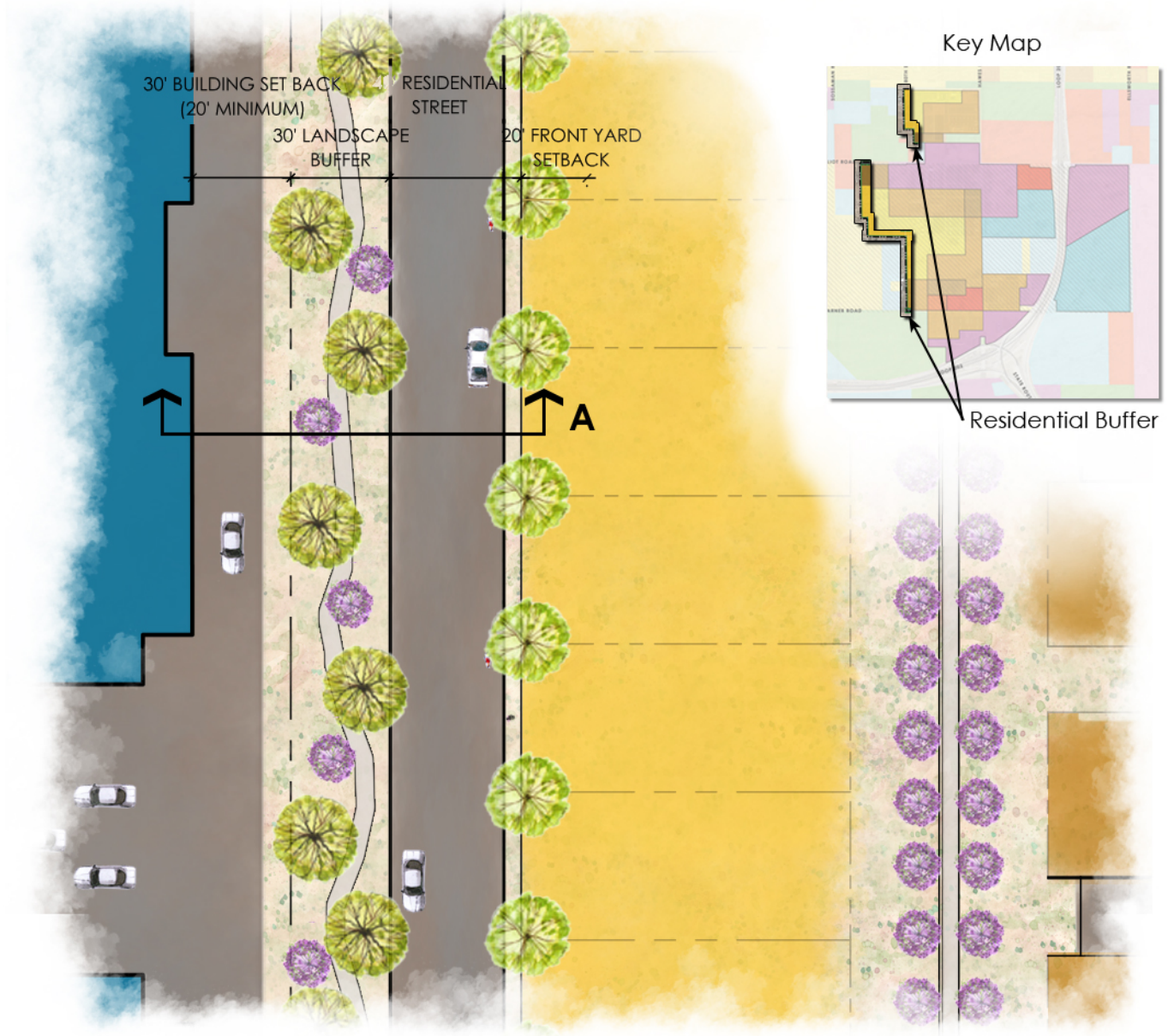


Exhibit K-6  
Theming - Kit of Parts

## Exhibit L: Open Space Buffer



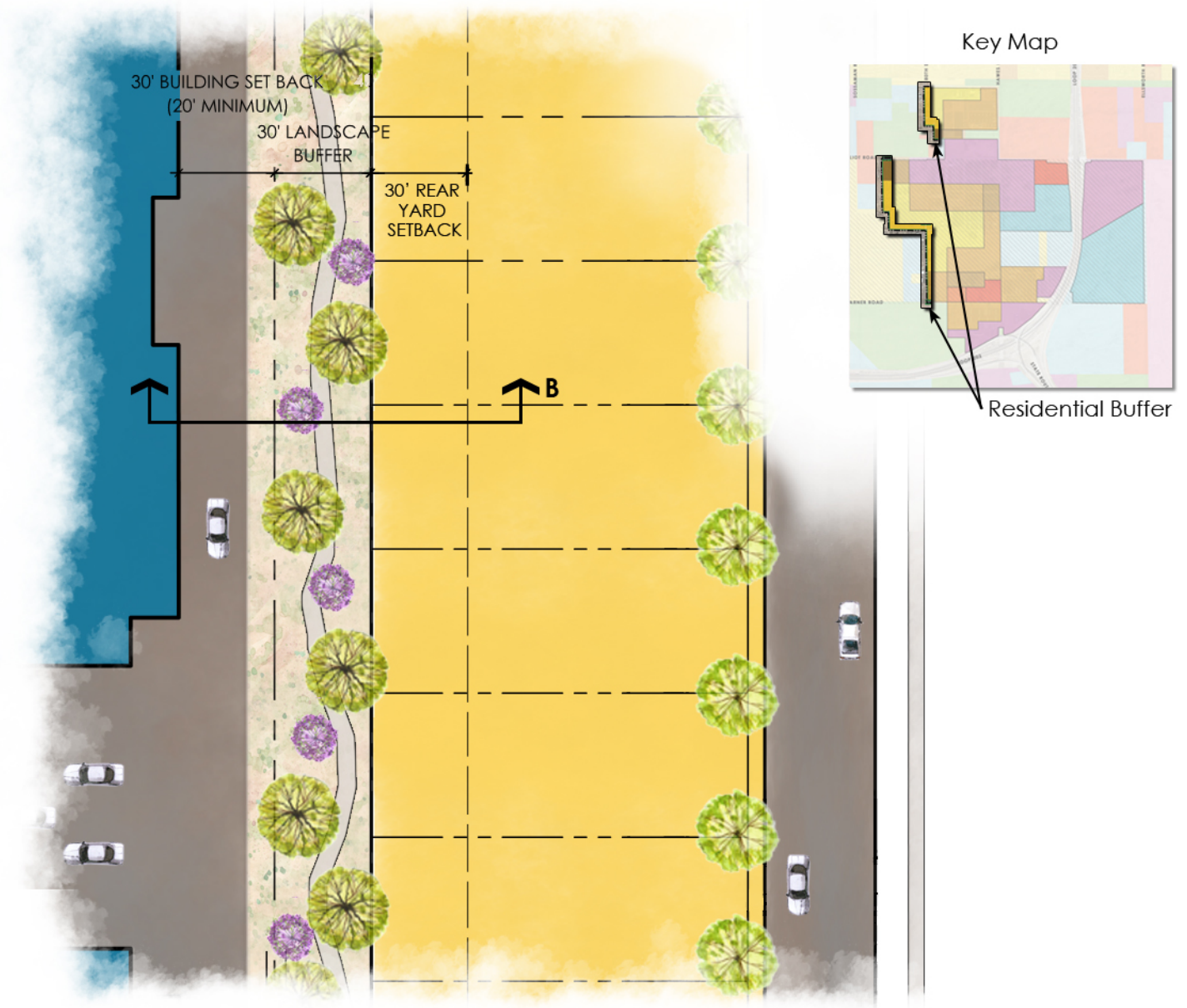
Residential Buffer Plan Adjacent to Industrial



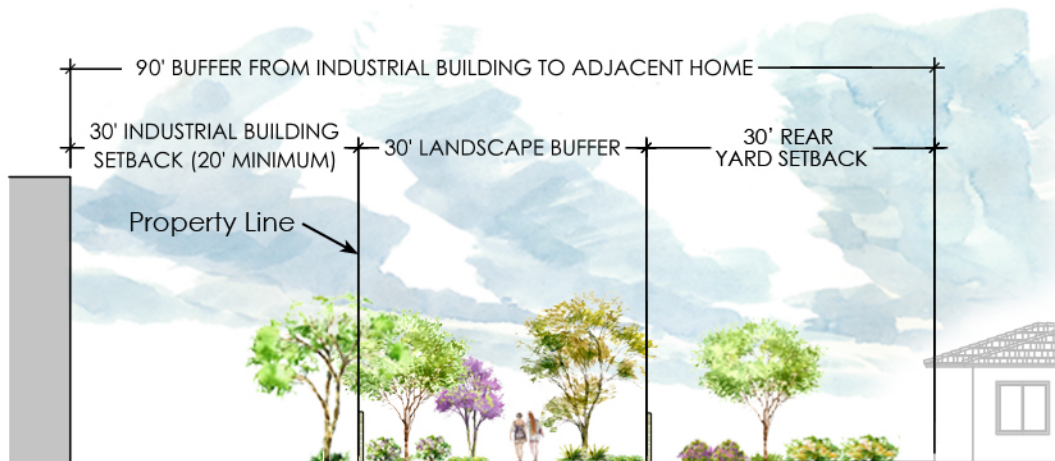
Section A - Front Yard Residential Buffer Section Adjacent to Industrial

Exhibit L1  
Residential Buffer Adjacent to Industrial & Trail Section





Residential Buffer Plan Adjacent to Industrial



Section B - Rear Yard Residential Buffer Section Adjacent to Industrial

## Exhibit L2

### Residential Buffer Adjacent to Industrial & Trail Section





\*There will be limited on street parking (parking prohibition will be needed) adjacent to cluster homes to allow for trash pickup.

Exhibit L-3  
Interior Open Space & Trail Connectivity

Exhibit M: Loop 202 & Warner



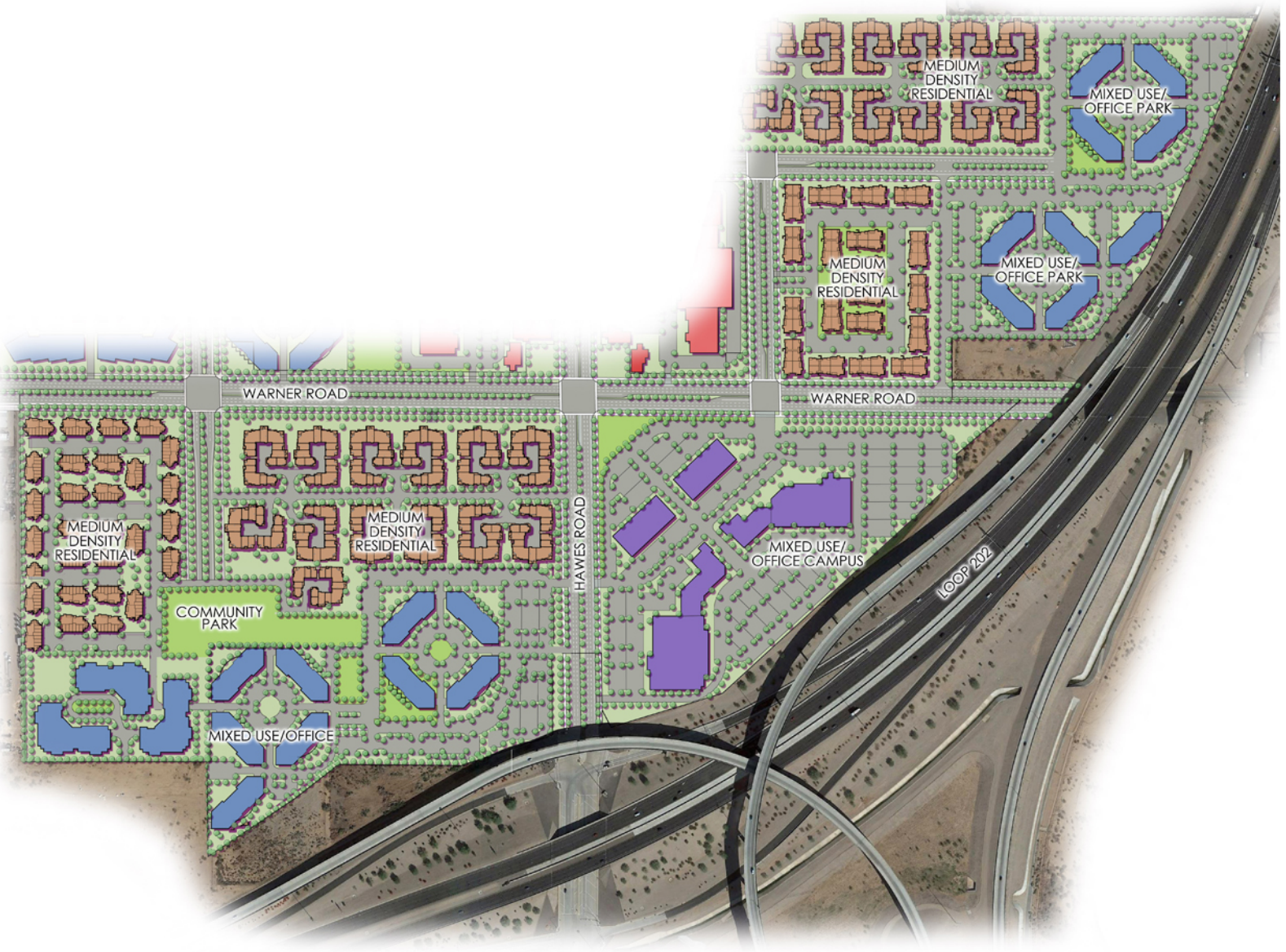
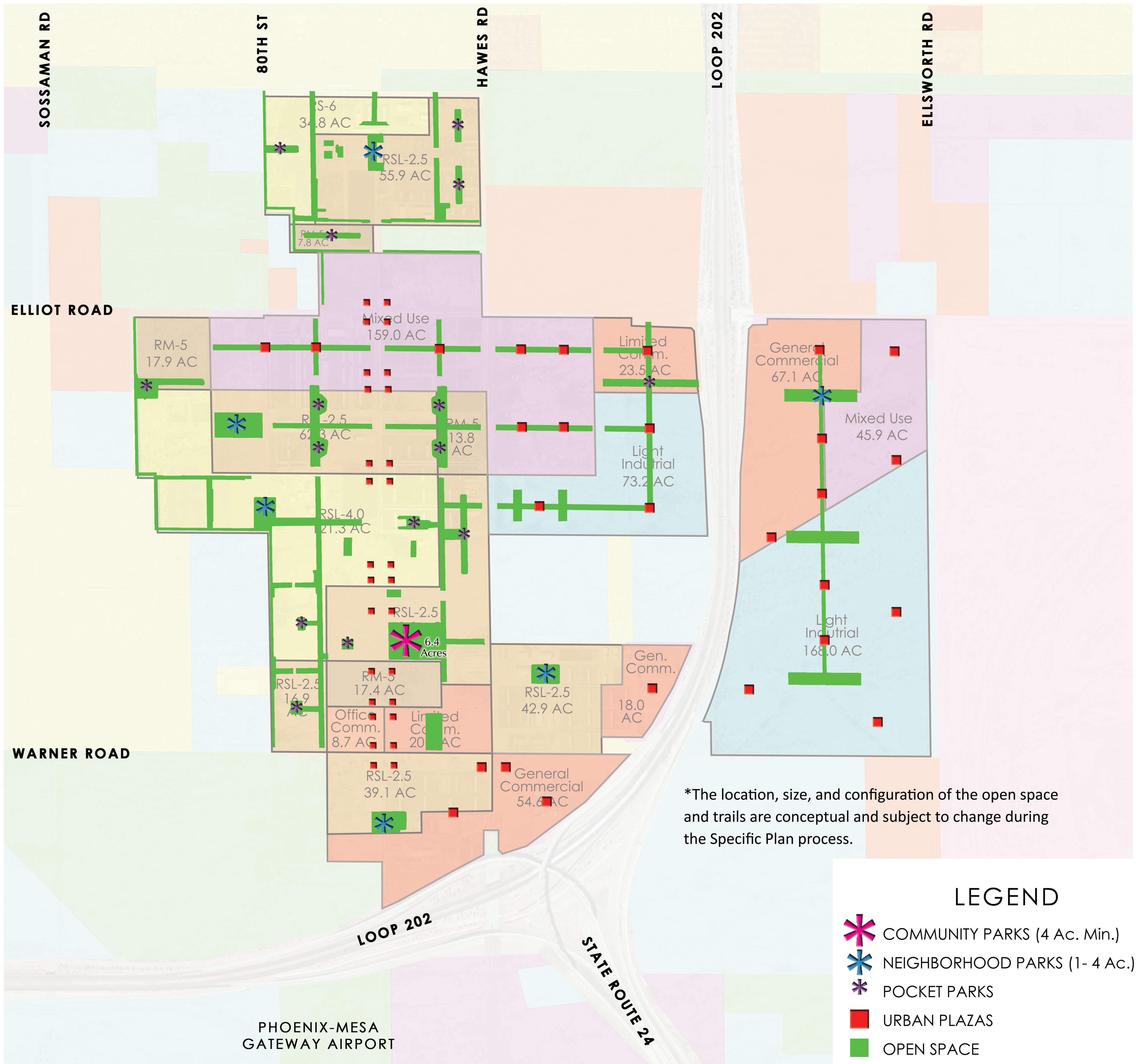


Exhibit M  
Loop 202 & Warner

## Exhibit N: Open Space Master Plan

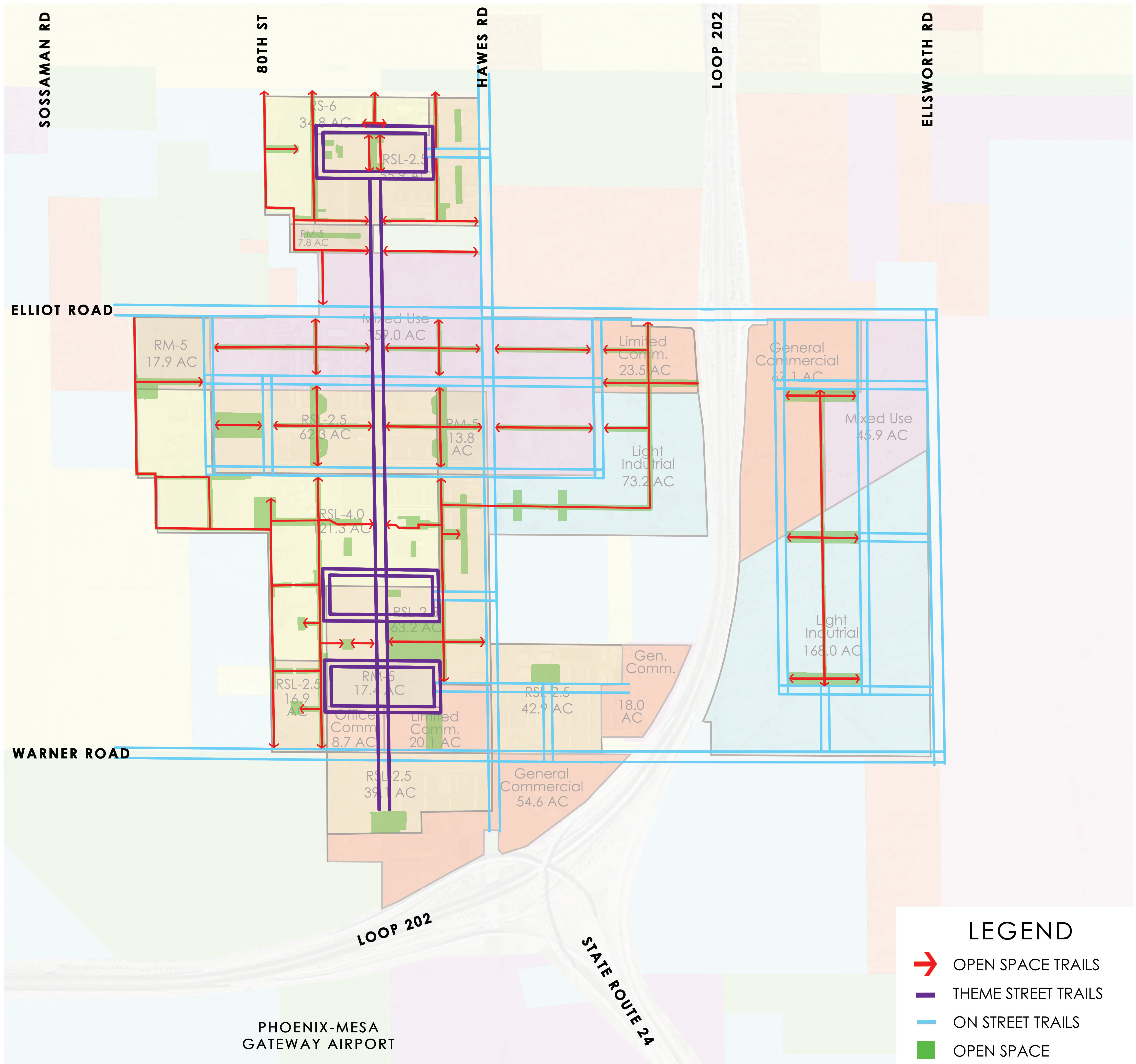






## Exhibit O: Trails Master Plan





**LEGEND**

- OPEN SPACE TRAILS
- THEME STREET TRAILS
- ON STREET TRAILS
- OPEN SPACE



## Exhibit P: Urban Park Concept





Exhibit P  
Urban Park Concept



## Exhibit Q: Approved Plant Palette



Acacia aneura 'Mulga'	Acacia Aneura
Acacia greggii	Catclaw
Acacai 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
Chiltalpa tashkentensis	Chiltalpa
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 mimosifolia	Jacaranda
Juglans major	Arizona Walnut
Juniperus monospermus	One Seed Juniper
Olea europaea 'wilsonii'	Fruitless Olive
Oneya tesota	Ironwood
Parkinsonia hybrid 'Desert Museum'	Desert Museum Palo Verde
Parkinsonia microphyllum	Foothills Palo Verde



*Pinus eldarica*  
*Pinus halepensis*  
*Pistacia atlantica* x *Intergerima*  
*Pistacia vera* L.  
*Populus fremontii*  
*Prosopis glandulosa*

*Prosopis* hybrid 'Phoenix'

*Prosopis pubescens*  
*Prosopis velutina*  
*Quercus emoryi*  
*Quercus virginiana*  
*Salix exigua*  
*Salix gooddingii*  
*Tipuana Tipu*  
*Ulmus parvifolia*  
*Ulmus parvifolia* Allee  
*Vitex agnus-castus*  
*Brahea armata*  
*Chamaerops humilis*  
*Phoenix canariensis*  
*Phoenix dactylifera*  
*Washingtonia filifera*  
*Acacia willardiana*  
*Bauhinia blandeana*  
*Bauhinia lunaroides*  
*Caesalpinia cacalaco*  
*Cercis canadensis* v. 'Mexicana'  
*Chorisia speciosa*  
*Citrus* sp.  
*Cordia boissieri*  
*Cupressus sempervirens*  
*Diospyros texana*  
*Fraxinus greggii*  
*Nerium oleander* 'Sister Agnes'  
*Lagerstroemia indica*  
*Laurus nobilis*  
*Olea europaea* 'swan hill'  
*Pithecellobium flexicaule*  
*Pithecellobium mexicanum*  
*Pithecellobium pallens*

Afgan Pine, Eldarica Pine  
Aleppo Pine  
Red Push Pistache  
Pistachio  
Cottonwood  
Honey Mesquite  
Phoenix Mesquite, Argentine Mesquite,  
Thornless  
South American Mesquite, Chilean  
Mesquite  
Screwbean Mesquite  
Velvet Mesquite  
Emory Oak  
Live Oak  
Coyote Willow  
Goodding's Willow  
Tipu  
Chinese Elm  
Chinese Elm Allee, Chinese Elm Bosque  
Chaste Tree  
Mexican Blue Palm  
Mediterranean Fan Palm  
Canary Island Date Palm  
Date Palm  
California Fan Palm, Hybrid Fan Palm  
Palo Blanco  
Hong Kong Orchid Tree  
Anacacho Orchid  
Cascalote  
Mexican Redbud  
Silk Floss Tree  
Citrus Tree  
Texas Olive  
Italian Cypress  
Texas persimmon  
Littleleaf Ash  
Giant White Oleander  
Crape Myrtle  
Bay Laurel  
Swan Hill Olive  
Texas Ebony  
Mexican Ebony  
Tenaza



Plantanus wrightii  
Prunus armeniaca  
Prunus cerasifea  
Prunus persica  
Pyrus calleryana 'Bradford'  
Pyrus kawakamii  
Quercus suber  
Sophora japonica  
Sophora secundiflora  
Thevetia peruviana

## SHRUBS

### **BOTANICAL NAME**

Abutilon palmeri  
Acacia craspedocarpa  
Alyogyne huegelii  
Ambrosia abrosoides  
Ambrosia deltoidea  
Anisicathus quadrifidus  
Atriplex canescens  
Atriplex lentiformis  
Buddleia marrubifolia  
Buxus m. japonica  
Caesalpinia gilliesii  
Caesalpinia mexicana  
Caesalpinia pulcherrima  
Calliandra californica  
Calliandra eriophylla  
Callistemon citrinus 'Little John'  
Carissa grandiflora 'Compacta'  
Cassia artemisoides  
Celtis pallida  
Cordia parvifolia  
Dalea frutescens  
Dalea pulchra  
Dodonaea viscosa  
Dodonaea viscosa 'Purpurea'  
Encelia farinosa  
Ephedra viridis  
Justicia californica  
Justicia spicigera  
Larrea tridentata

Arizona Sycamore  
Apricot  
Purple Leaf Plum  
Peach  
Bradford Pear  
Evergreen Pear  
Cork Oak  
Japanese Pagoda Tree  
Texas Mountain Laurel  
Mexican Oleander

### **COMMON NAME**

Indian Mallow  
Leather Leaf Acacia  
Blue Hibiscus  
Giant Bursage  
Bursage  
Mountain Flame  
Fourwing Saltbrush  
Quail Bush  
Woolly Butterfly Bush  
Japanese Boxwood  
Mexican Bird of Paradise  
Yellow Bird of Paradise  
Desert Bird of Paradise  
Red Fairy Duster  
Native Fairy Duster  
Little John  
Natal Plum  
Silver Cassia  
Desert Hackberry  
Littleleaf Olive  
Black Dalea  
Indigo Bush  
Hopbush  
Purple-leafed Hopbush  
Brittlebush  
Mormon Tea  
Chuparosa  
Mexican Honeysuckle  
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
Russelia 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

Agave americana 'Marginata'  
Agave bovicornuta  
Agave desmenttiana  
Agave geminiflora  
Agave parryi 'Truncata'  
Agave schidigera 'Durano Delight'  
Agave vilimoriana  
Agave sp.  
Aloe barbadensis  
Aloe x 'Blue Elf'  
Aloe sp.  
Asclepias subulata  
Asparagus densiflorus 'foxtail'

### COMMON NAME

Century Plant  
Cowhorn Agave  
Agave  
Twin Flowered Agave  
Parry's Agave  
Durango Delight Agave  
Octopus Agave  
Agave  
Yellow Aloe  
Blue Elf Aloe  
Aloe  
Desert Milkweed  
Asparagus Fern

## PERENNIALS and GROUNDCOVERS

### BOTANICAL NAME

Acacia redolens  
Baileya multiradiata  
Bulbine frutescens  
Convolvulus cneorum  
Dalea captata 'Sierra Gold'  
Dyssodia acerosa  
Dyssodia pentachaeta  
Echinacea purpurea  
Eschscholzia californica sp. Mexicana  
Gazania rigens 'Sun Gold'  
Lantana camara 'New Gold'  
Lantana montevidensis  
Lantana camara 'Radiation'  
Lavender sp.  
Lippa nodiflora  
Liriope muscari  
Lupinus sparsiflorus  
Melampodium leucanthum  
Penstemon parryi

### COMMON NAME

Prostrate Acacia  
Desert Marigold  
Bulbine  
Bush Morning Glory  
Dalea  
Shrubby Dogweed  
Dogweed  
Coneflower  
Mexican Gold Poppy  
Gazania sp.  
Lantana  
Lantana  
Lantana  
Lavender  
Frogfruit  
Lilyturf  
Desert Lupine  
Blackfoot Daisy  
Parry Penstemon



Penstemon sp.  
 Portulacaria afra  
 Ratibida columnifera  
 Rosmarinus officinalis Prostratal  
 Sphaeralcea ambigua  
 Sphagneticola trilobata  
 Setcreasea pallida  
 Tetraena acaulis  
 Verbena gooddingii  
 Verbena pulchella  
 Zephryanthus candida  
 Common Annuals (to season)

Penstemon  
 Elephant Food  
 Mexican Hat  
 Prostrate Rosemary  
 Desert Globemallow  
 Yellow Dot  
 Purple Heart  
 Angelita Daisy  
 Native Verbena  
 Verbena  
 White Rain Lily  
 Colorful Annuals (in pots or defined beds)

## GRASSES

### **BOTANICAL NAME**

Aristida purpurea  
 Bouteloua curtipendula  
 Bouteloua gracilis  
 Bouteloua gracilis 'Blond Ambition'  
 Cynodon dactylon Hybrid  
 Distichlis spicata  
 Lolium sp.  
 Muhlenbergia capillaris  
 Muhlenbergia lindheimeri  
 Muhlenbergia rigens  
 Muhlenbergia rigens 'Nashville'  
 Nolina sp.  
 Paspalum Vaginaturn  
 Sporobolus airoides  
 Sporobolus cryptandrus

### **COMMON NAME**

Purple Three Awn  
 Sideouts Grama  
 Blue Grama  
 Blond Ambition Blue Grama  
 Hybrid Bermunda  
 Saltgrass  
 Rye Grass (seasonal only)  
 Regal Mist  
 Lindheimer's Muhly  
 Deergrass  
 Nashville Deergrass  
 Beargrass  
 Seashore Paspalum  
 Alkali Sacaton  
 Sand Dropseed

## VINES

### **BOTANICAL NAME**

Antigonon leptopus  
 Bougainvillea spp.  
 Campsis radicans  
 Ficus pumila  
 Gelsemium sempervirens  
 Hardendergia violacea

### **COMMON NAME**

Queen's Wreath Vine  
 Bougainvillea  
 Trumpet Vine  
 Creeping Fig Vine  
 Caroline Jasmine  
 Lilac Vine



Lonicera japonica 'Halliana'  
Macfadyena unguis-cati  
Mascagnia macroptera  
Parthenocissus sp. Hacienda  
Passiflora caerulea  
Podranea ricasoliana  
Rosa banksiae  
Solanum jasminoides  
Trachelospermum jasminoides  
Vigna caracalla  
Vitis sp. 'Roger's Red'

Hall's Honeysuckle  
Cat's Claw  
Yellow Orchid Vine  
Hacienda Creeper  
Passion Vine  
Pink Trumpet Vine  
Lady Banks Rose  
White Potato Vine  
Star Jasmine  
Snail Vine  
Roger's Red Vine (grape)

## PROHIBITED PLANT LIST

### **BOTANICAL NAME**

Baccharis sarathroides  
Brassica tournefortii  
Bromus rubens  
Casuarina species  
Centaurea melitensis  
Chamaecyparis species  
Cynodon dactylon  
Grevillea robusta  
Pennisetum ciliare  
Tamarix aphylla  
Morus Alba

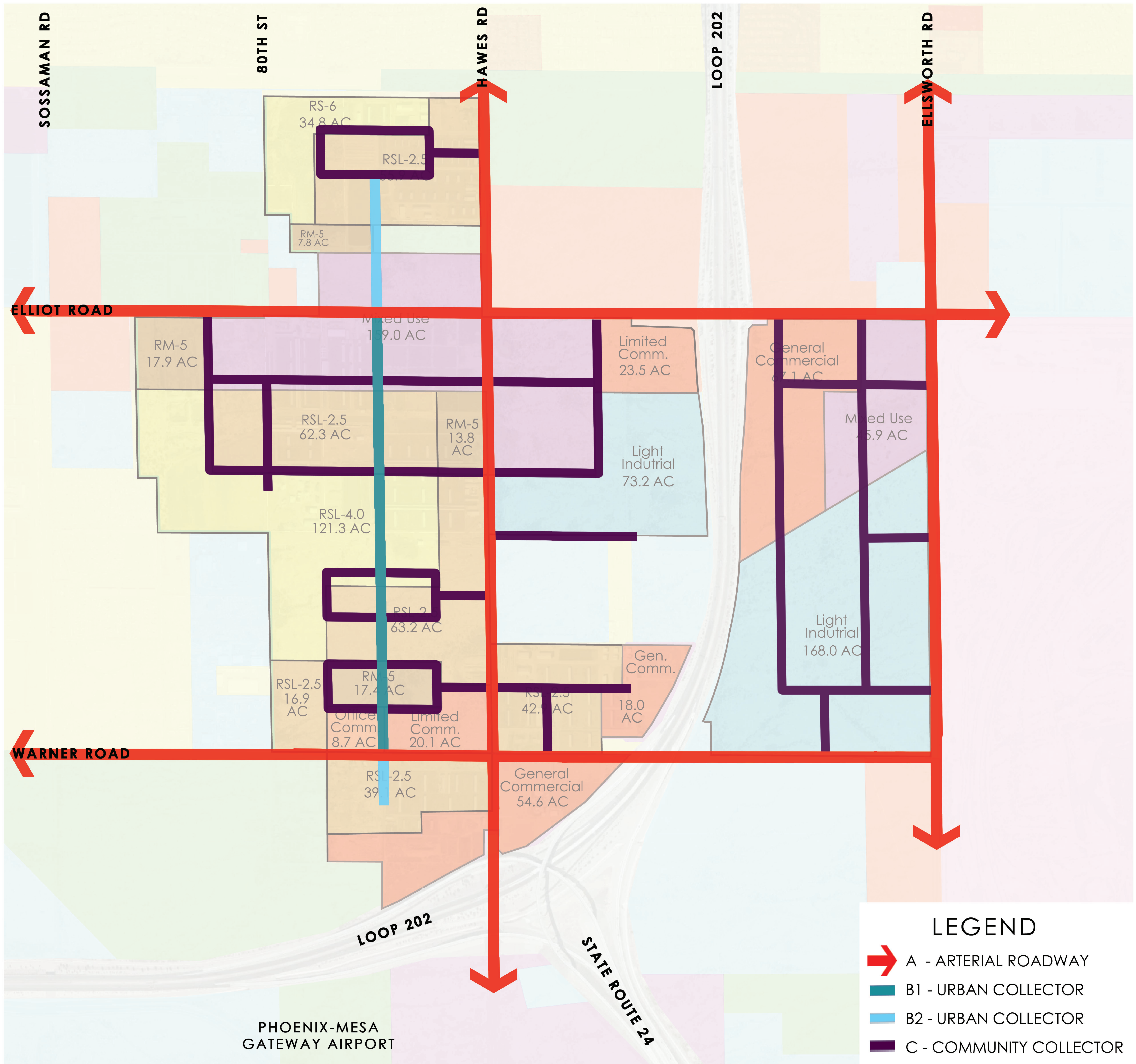
### **COMMON NAME**

Desert Broom  
Saharan Mustard  
Red Bromegrass  
Beefwood  
Malta Starthistle  
False Cypress  
Common Bermuda Grass  
Silk Oak  
Buffel Grass  
Tamarisk or Salt Cedar  
White Mulberry



## Exhibit R: Circulation Master Plan





**LEGEND**

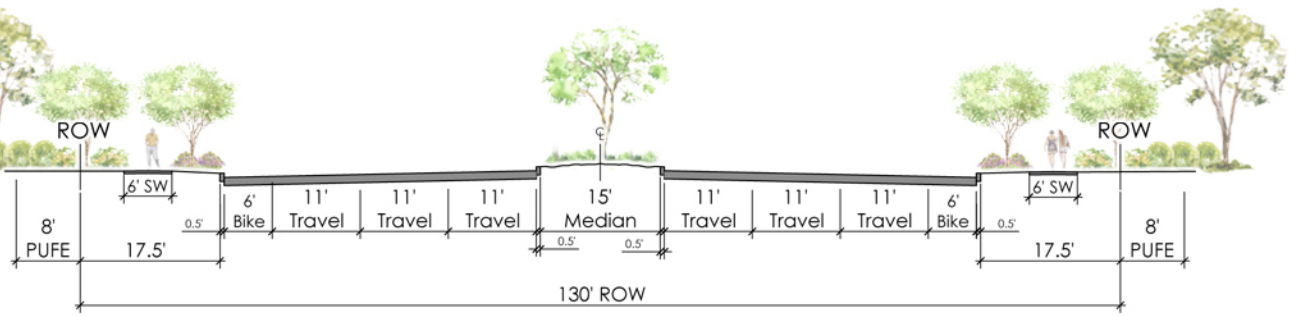
- A - ARTERIAL ROADWAY
- B1 - URBAN COLLECTOR
- B2 - URBAN COLLECTOR
- C - COMMUNITY COLLECTOR



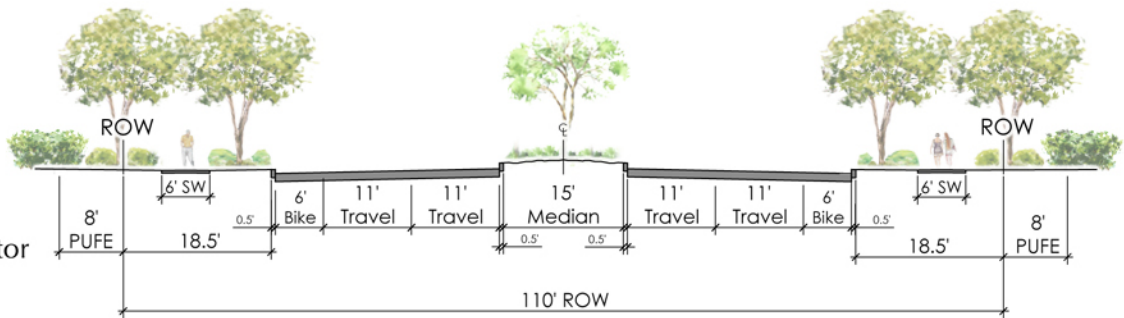
## Exhibit S: Street Sections



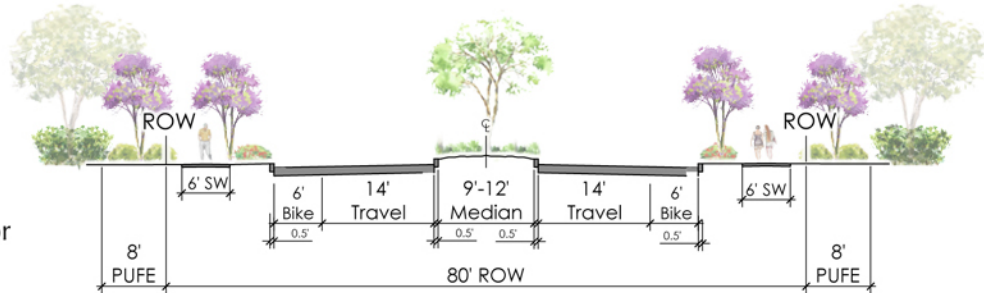
**A**  
Arterial  
Roadway  
(6 Lane)



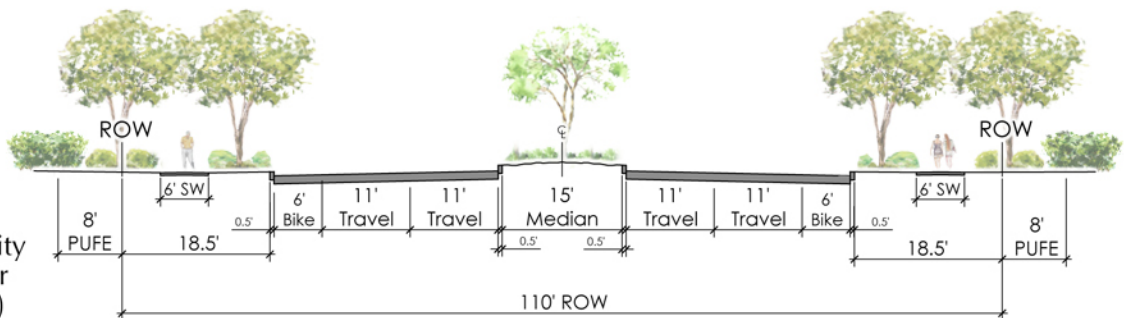
**B**  
Urban Collector  
(4 Lane)



**B2**  
Urban Collector  
(2 Lane)



**C**  
Community  
Collector  
(4 Lane)



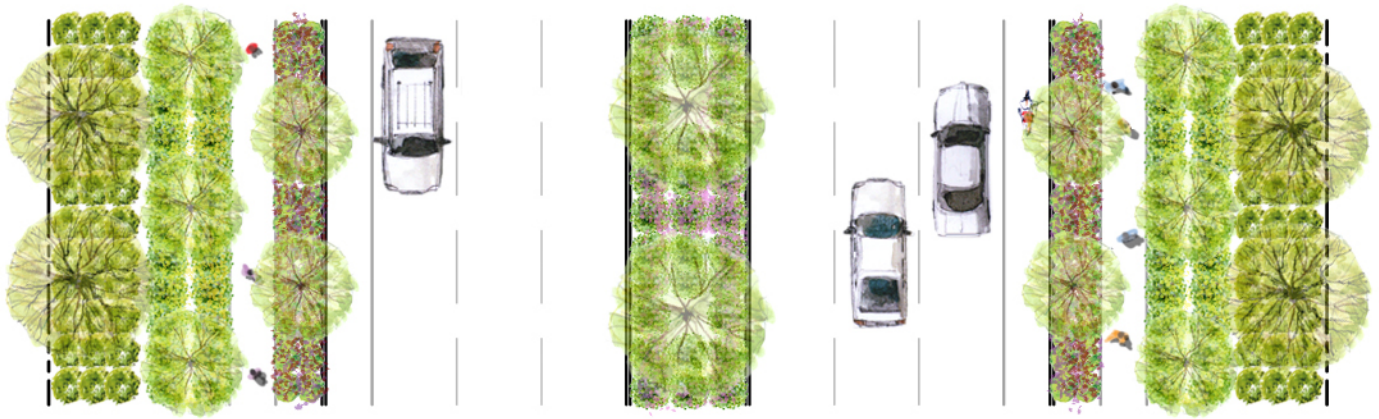
\* Planted landscape area to include PUE, PUFE & sidewalk

## Exhibit S Street Sections

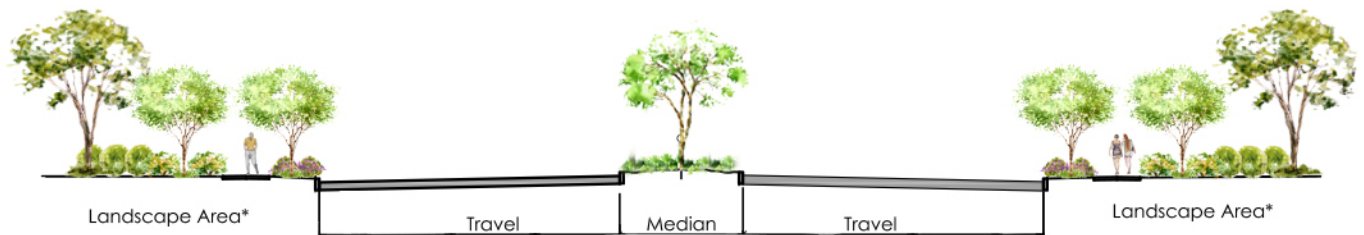


## Exhibit T: Conceptual Street Landscape





Semi-formal mix of tall and medium height trees



A - Arterial Roadway (6 Lane)

\* Planted landscape area to include PUE, PUF & sidewalk

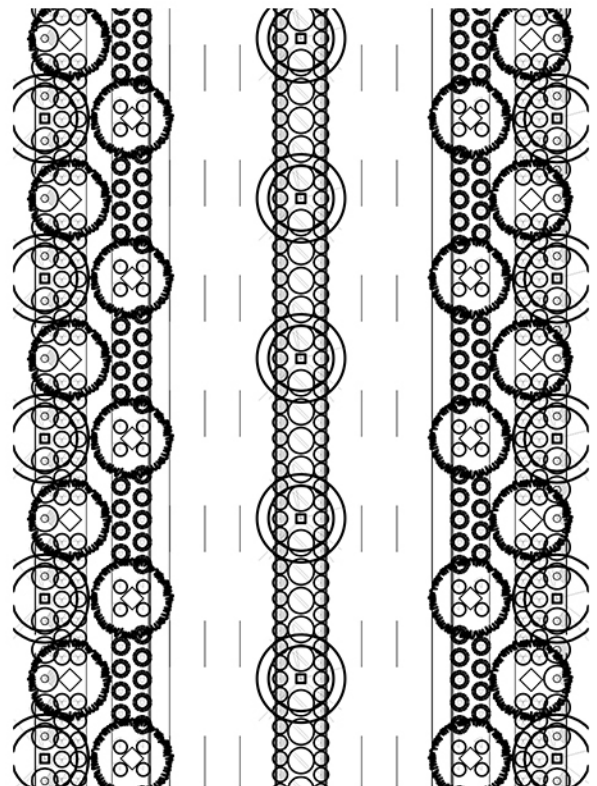
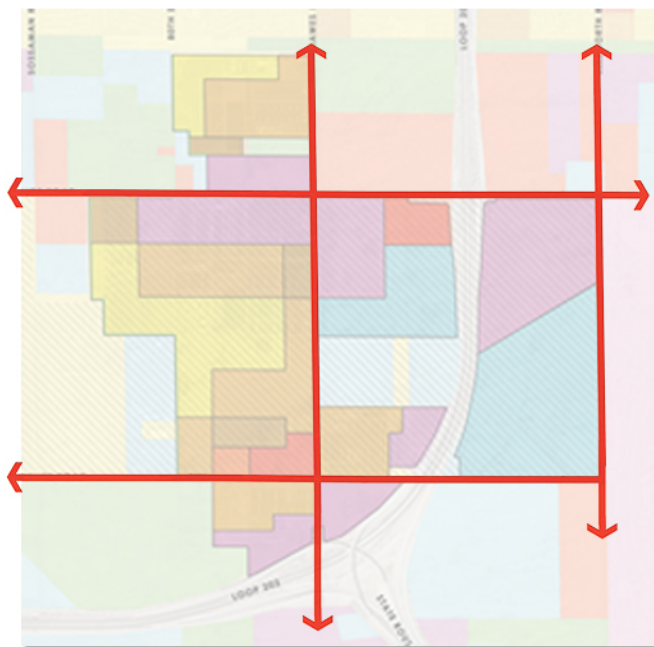
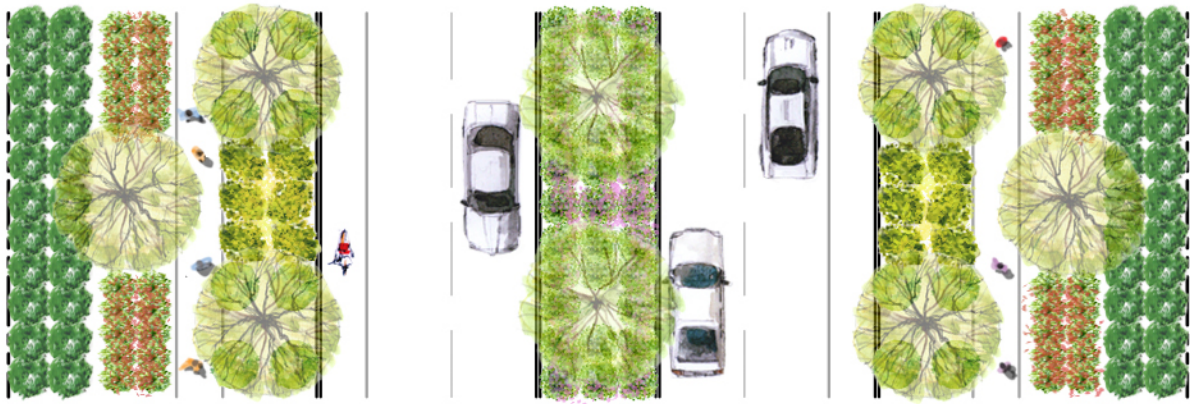
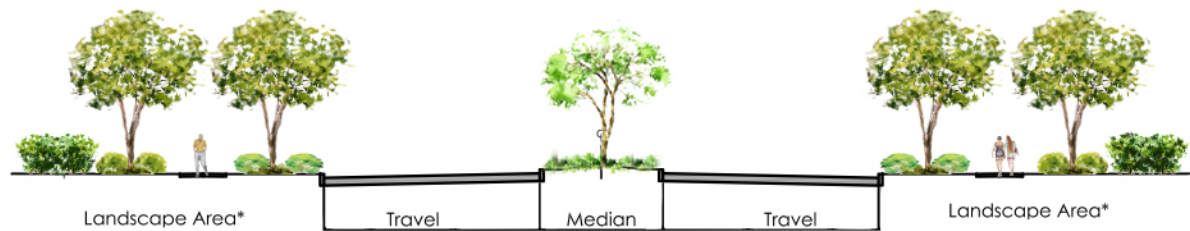


Exhibit T-1  
Conceptual Street Landscape



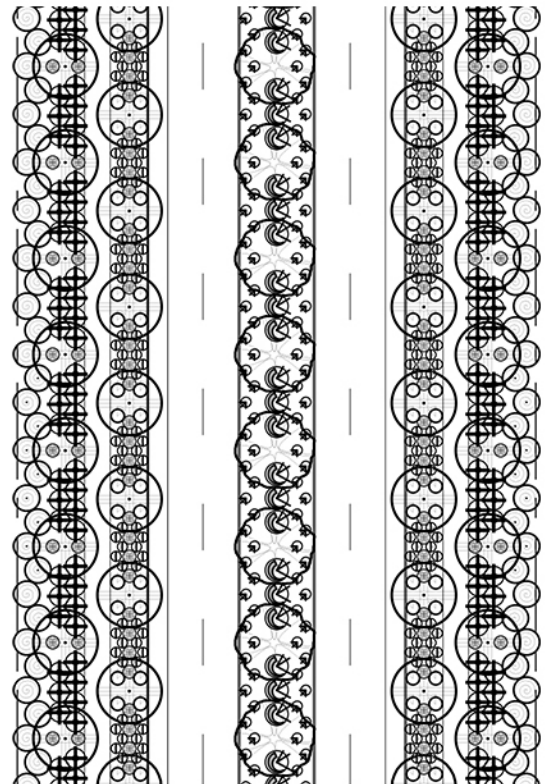
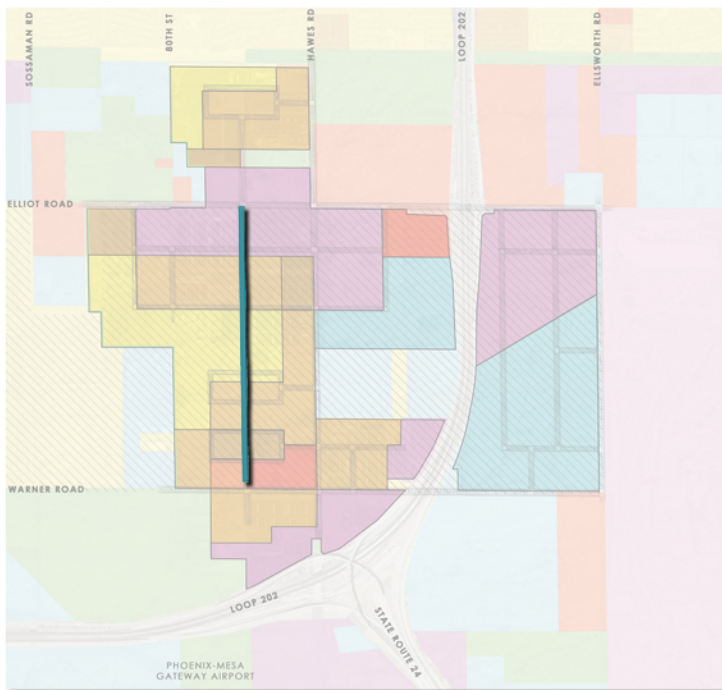


Very formal tall, medium, and low tree clusters or groves with shrub hedges, linear and boxed color with accent planting



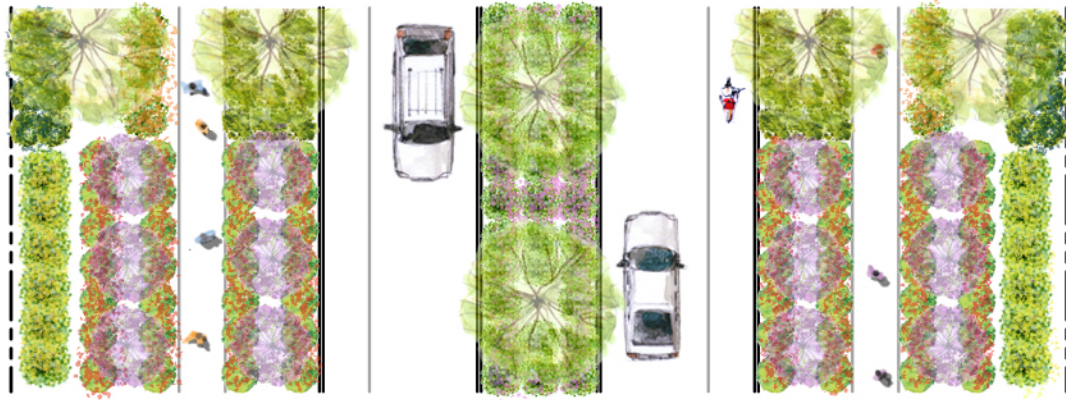
## B1 - Urban Collector (4 Lane)

\* Planted landscape area to include PUE, PUF & sidewalk

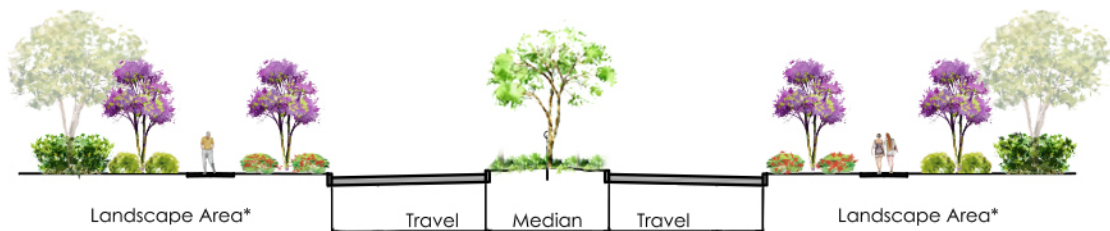


## Exhibit T-2 Conceptual Street Landscape





Very formal tall, medium, and low tree clusters or groves with shrub hedges, linear and boxed color with accent planting



## B2 - Urban Collector (2 Lane)

\* Planted landscape area to include PUE, PUFE & sidewalk

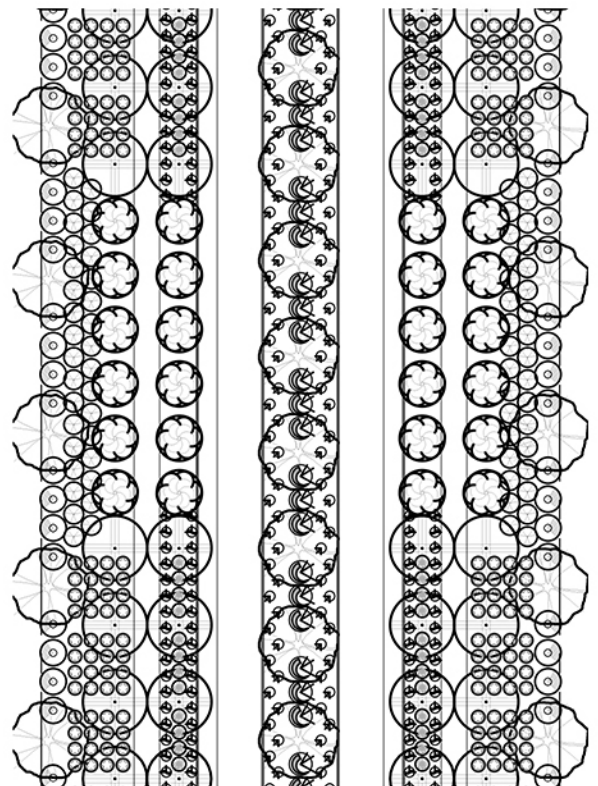
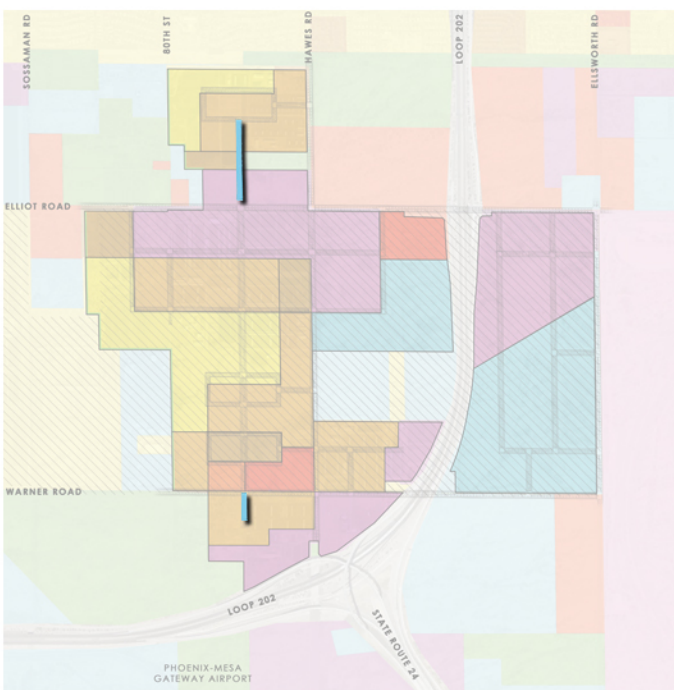
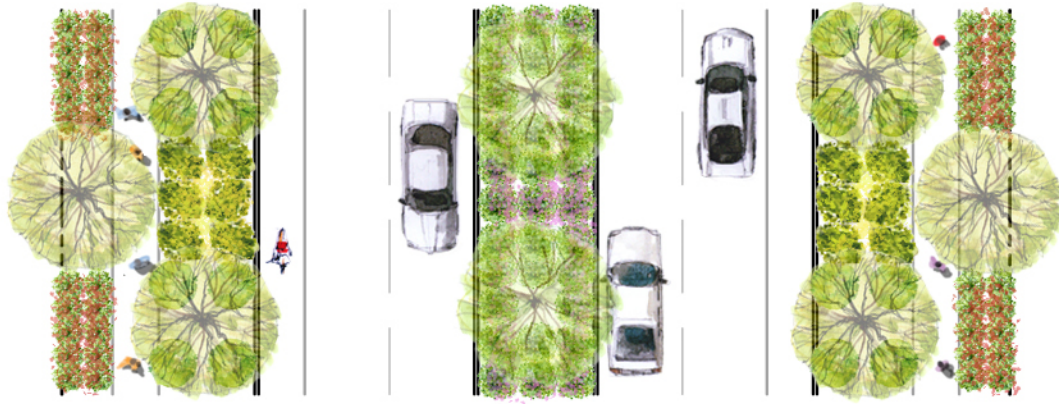
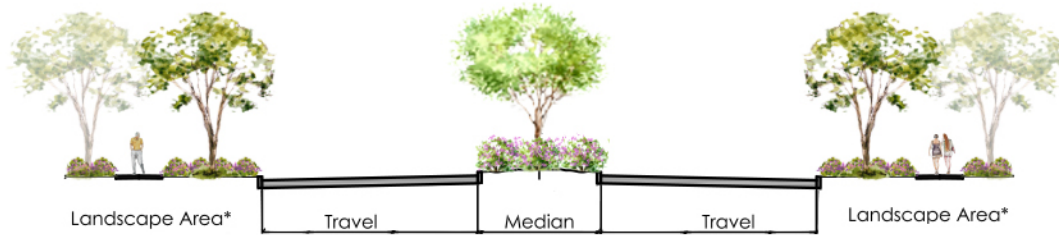


Exhibit T-3  
Conceptual Street Landscape





Diamond pattern tree forms with small breaks of accent trees



## C - Community Collector (4 Lane)

\* Planted landscape area to include PUE, PUF & sidewalk

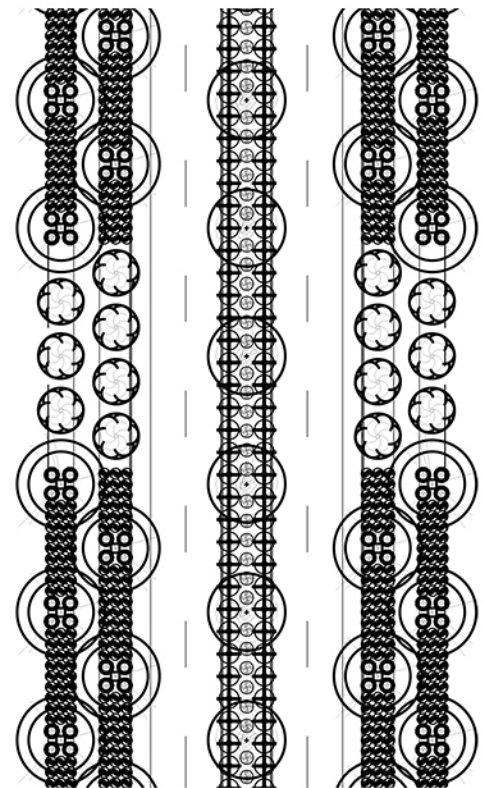
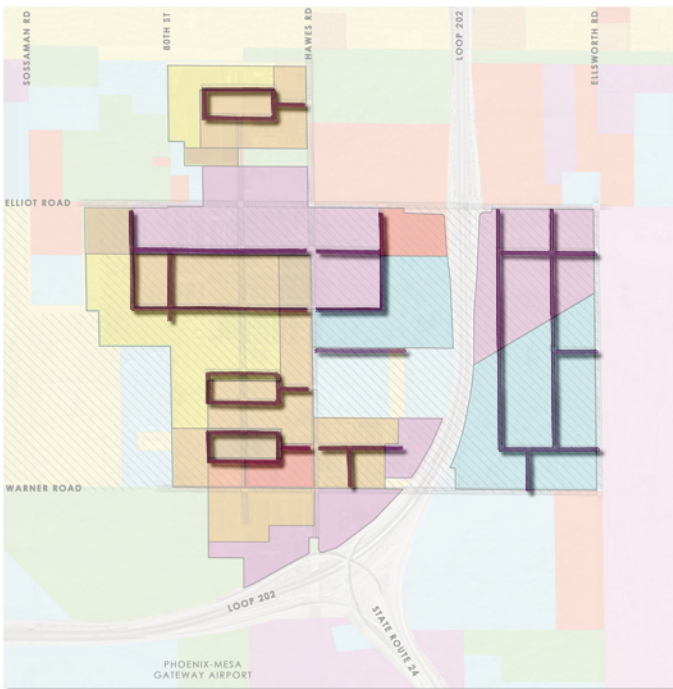
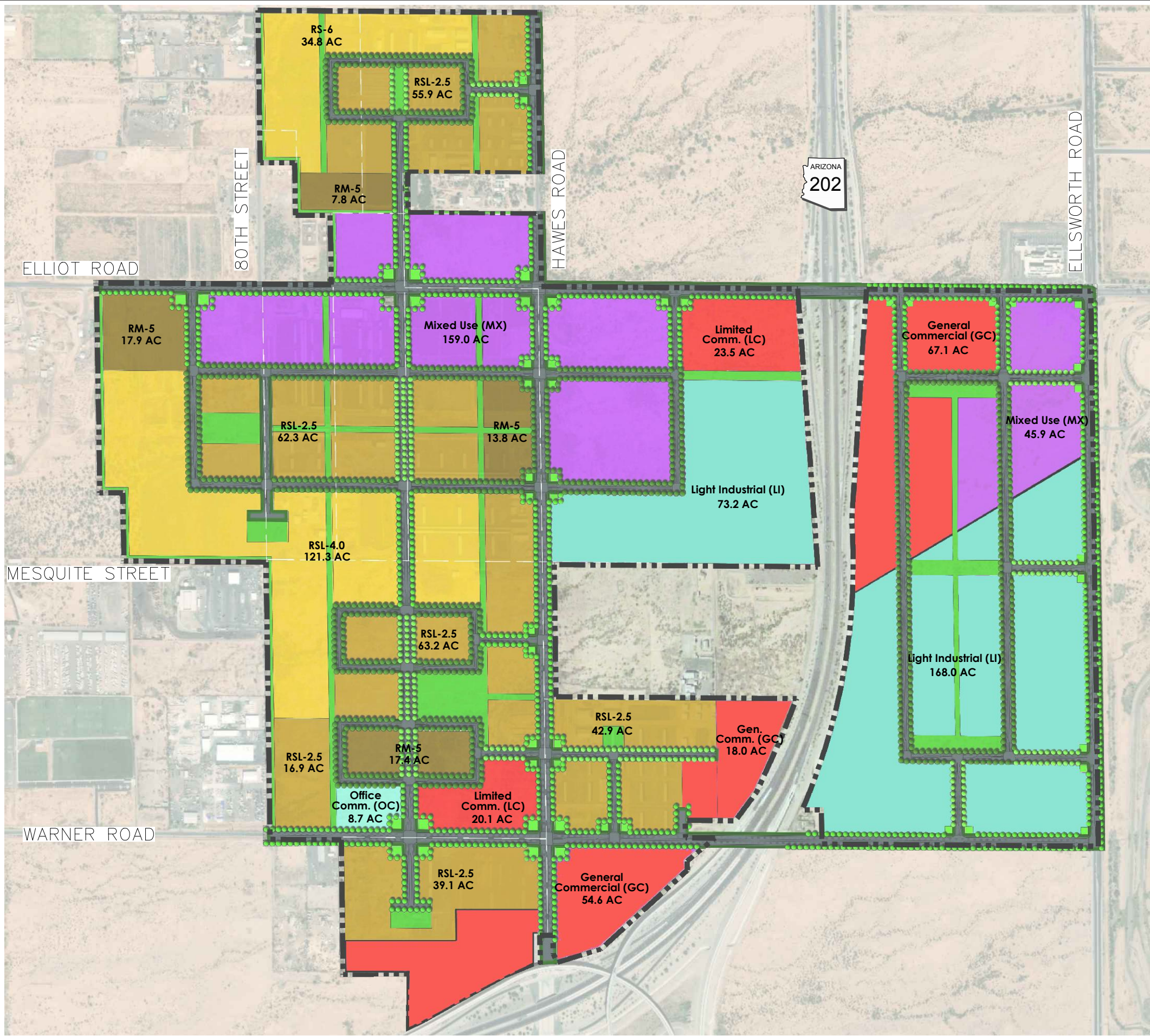


Exhibit T-4  
Conceptual Street Landscape



## Exhibit U: Master Development Plan





LEGEND

PROJECT BOUNDARY

ZONING CATEGORIES

- RS-6 & RSL-4.0
- RSL-2.5
- RM-5
- MIXED USE (MX)
- LIGHT INDUSTRIAL (LI)
- LIMITED COMMERCIAL (LC) & GENERAL COMMERCIAL (GC)
- OFFICE (OC)
- PARK/OPEN SPACE
- RIGHT OF WAY/ROADWAY

NOTES

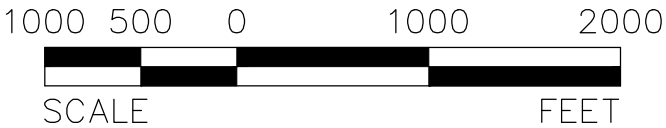
- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.
- 2) LAND USE PLAN IS CONCEPTUAL AND IS SUBJECT TO CHANGE.

HAWES CROSSING

ELLIOT RD & LOOP 202  
MESA, AZ

MASTER DEVELOPMENT PLAN

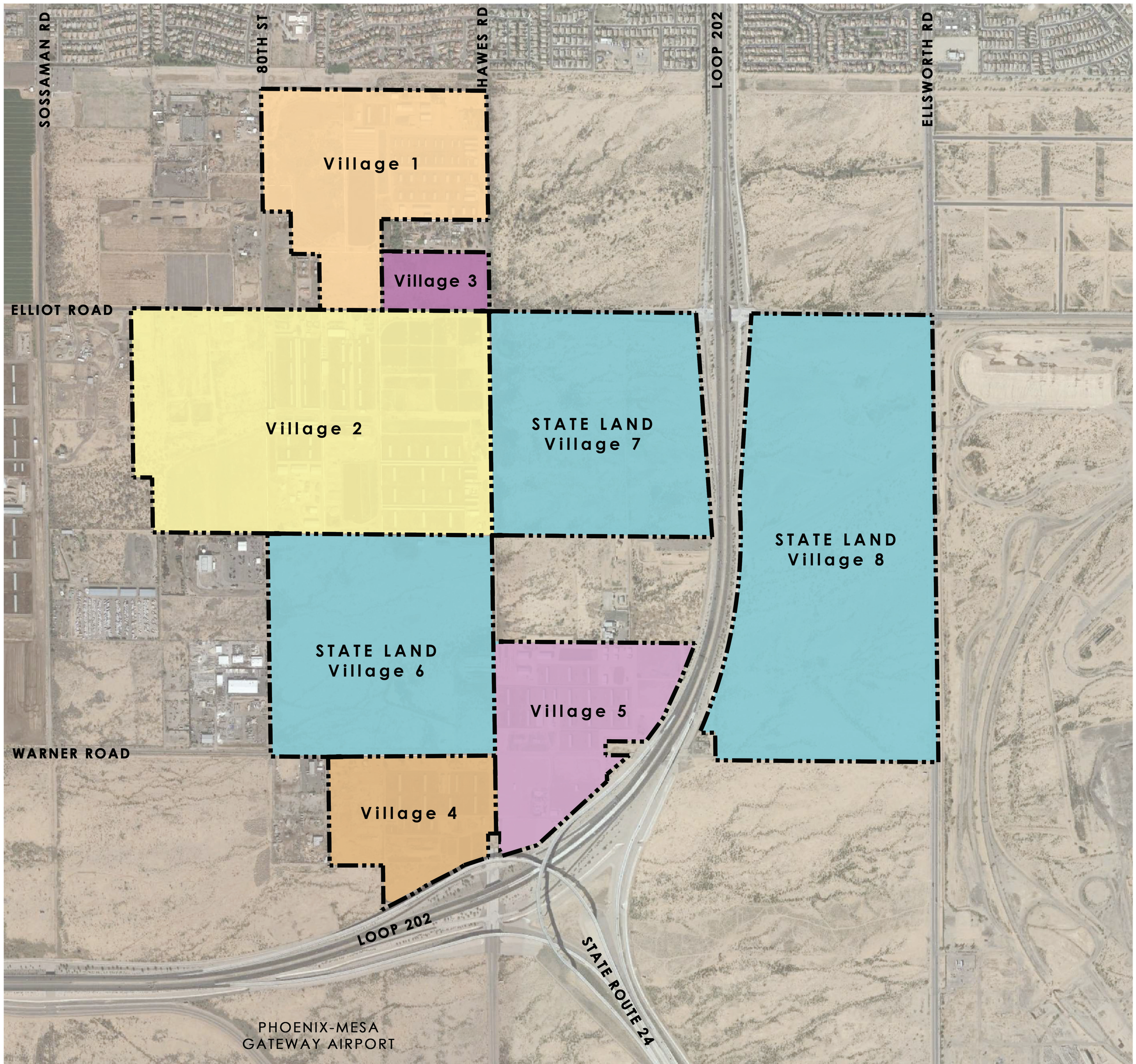
PROJ. NO.:	1833.01
DATE:	SEP 2019
SCALE:	1"=1000'
DRAWN BY:	MAJ
CHECKED BY:	MI



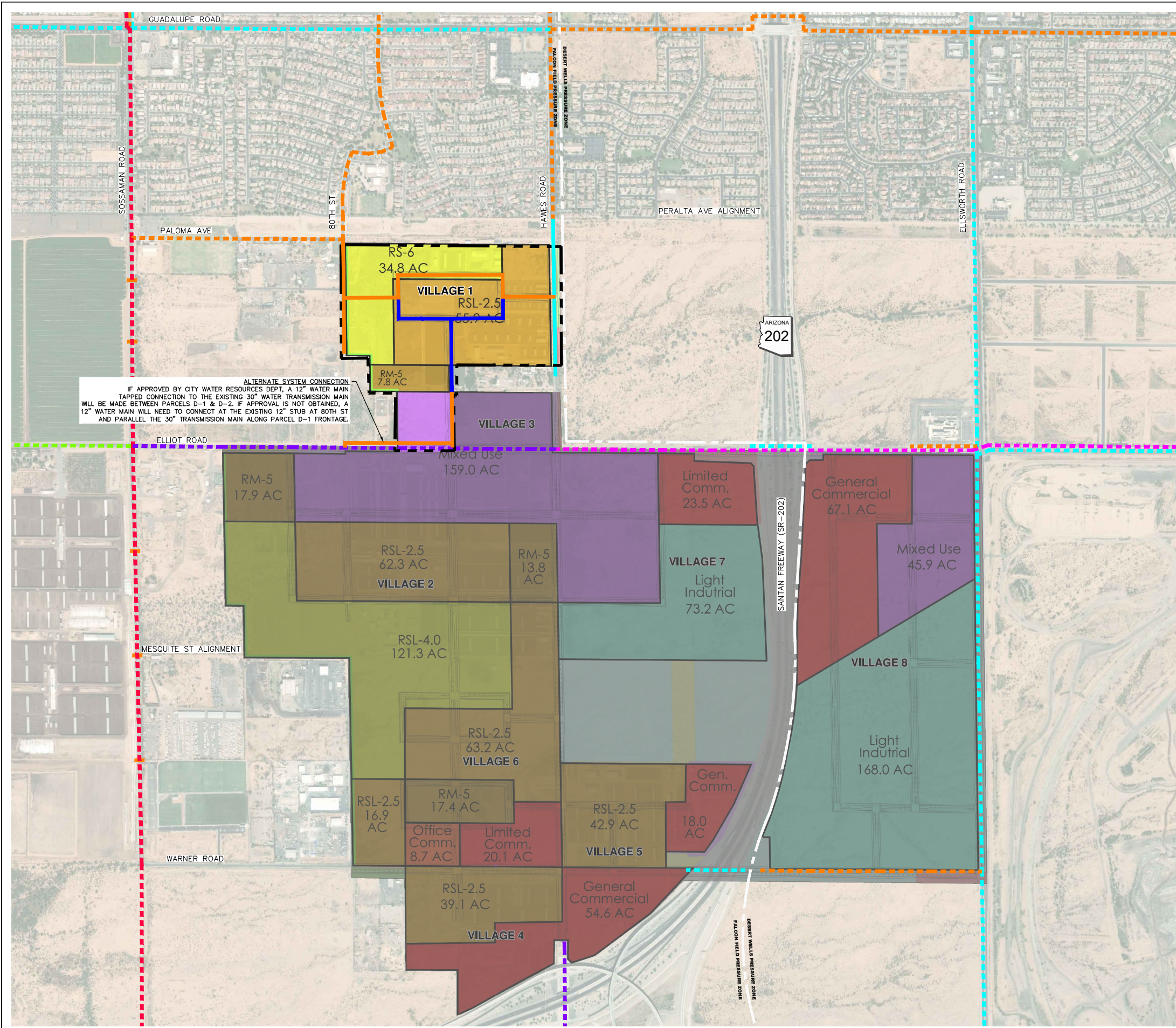


## Exhibit V: Conceptual Village Plan









LEGEND

PROJECT BOUNDARY

PRESSURE ZONE BOUNDARY

VILLAGE BOUNDARY

PROPOSED WATER LINE

EXISTING WATER LINE

PIPE DIAMETER LEGEND

8.0 INCHES

12.0 INCHES

16.0 INCHES

20.0 INCHES

24.0 INCHES

30.0 INCHES

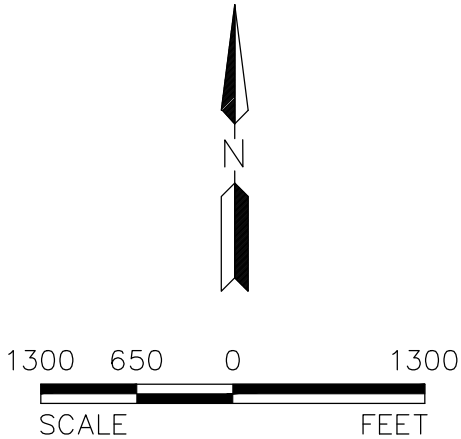
36.0 INCHES

42.0 INCHES

- NOTES
- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.

2) LAND USE PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE.

3) WATER MAIN ALIGNMENTS ARE CONCEPTUAL AND SUBJECT TO CHANGE.



G R E E Y | P I C K E T T

HILGARTWILSON

2141 E. HIGHLAND AVE., STE. 250

PHOENIX, AZ 85016

P: 602.490.0535 / F: 602.368.2436

HAWES CROSSING

ELLIOT RD & LOOP 202

MESA, AZ

VILLAGE 1 WATER INFRASTRUCTURE

PROJ. NO.:1833

DATE:OCT 2019

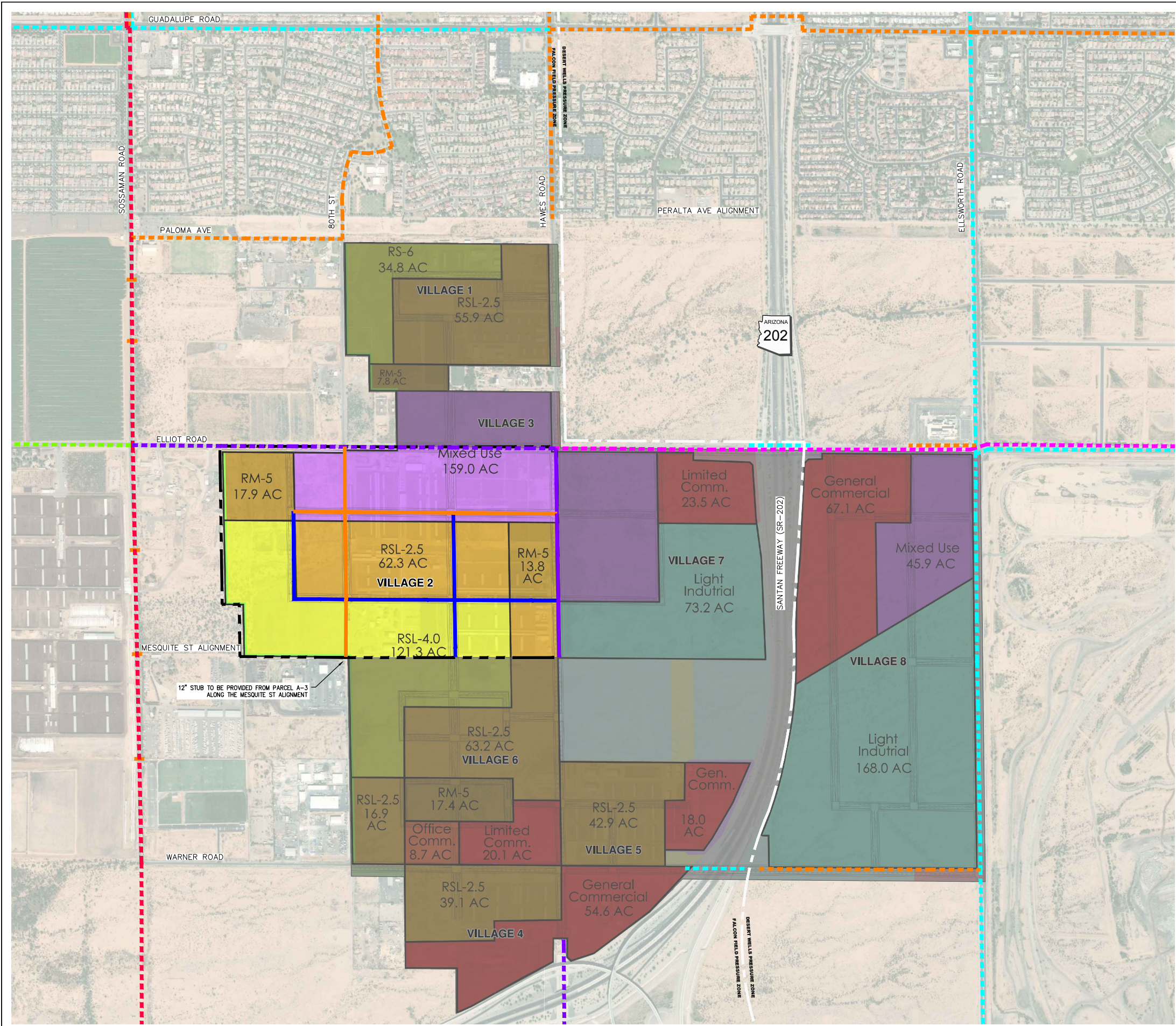
SCALE:1"=1300'

DRAWN BY:MAJ

CHECKED BY:MI

U:\1800\1833\1833.0101 - Mesa-Casa Grande\REPORTS\WATER\SUB 06\Zoning Exhibits\Village Required Water Infrastructure (SUB 06).dwg 10/9/2019 3:03 PM





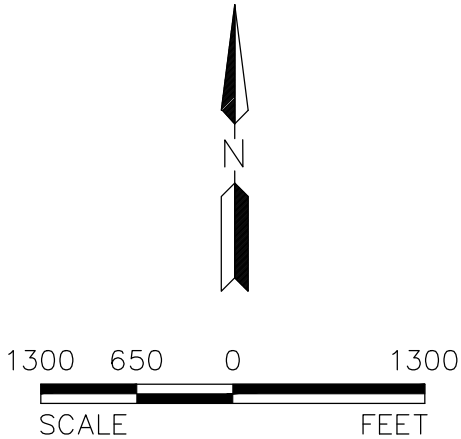
**LEGEND**

PROJECT BOUNDARY  
PRESSURE ZONE BOUNDARY  
VILLAGE BOUNDARY  
PROPOSED WATER LINE  
EXISTING WATER LINE

**PIPE DIAMETER LEGEND**

8.0 INCHES  
12.0 INCHES  
16.0 INCHES  
20.0 INCHES  
24.0 INCHES  
30.0 INCHES  
36.0 INCHES  
42.0 INCHES

- NOTES**
- 1) LAND USE PLAN PROVIDED BY GREY-PICKETT.
  - 2) LAND USE PLAN IS CONCEPTUAL AND SUBJECT TO CHANGE.
  - 3) WATER MAIN ALIGNMENTS ARE CONCEPTUAL AND SUBJECT TO CHANGE.



GREY | PICKETT

**HILGARTWILSON**  
2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 / F: 602.368.2436

**HAWES CROSSING**  
ELLIOT RD & LOOP 202  
MESA, AZ

**VILLAGE 2 WATER INFRASTRUCTURE**

PROJ. NO.: 1833

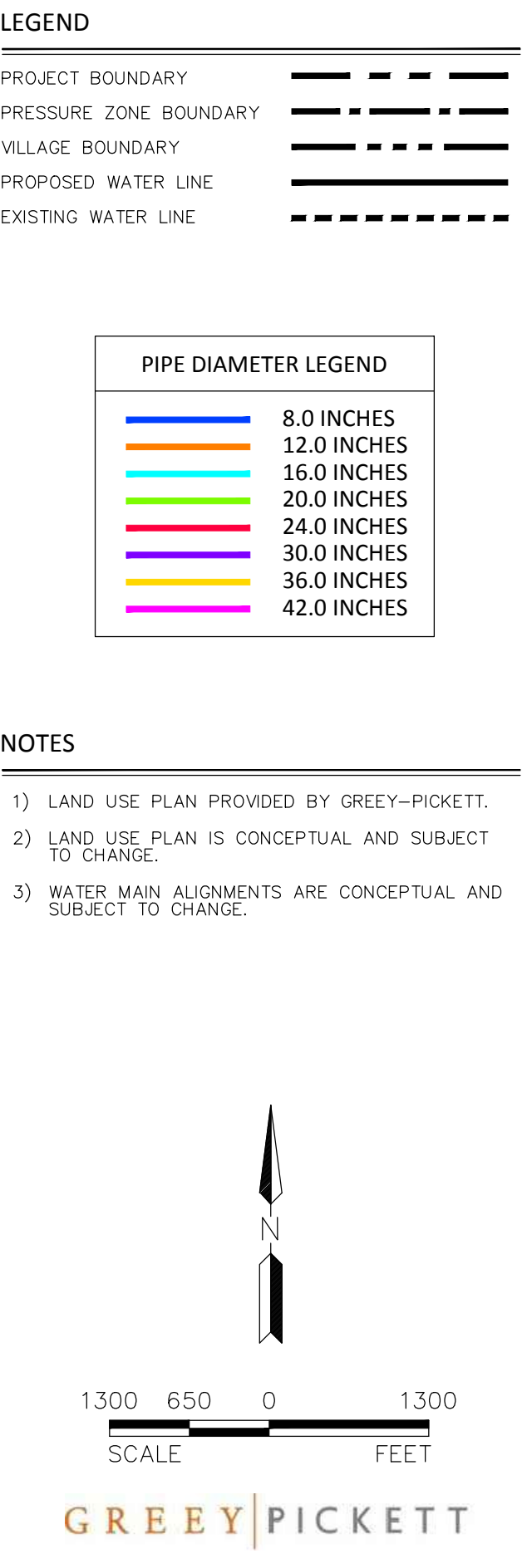
DATE: OCT 2019

SCALE: 1"=1300'

DRAWN BY: MAJ

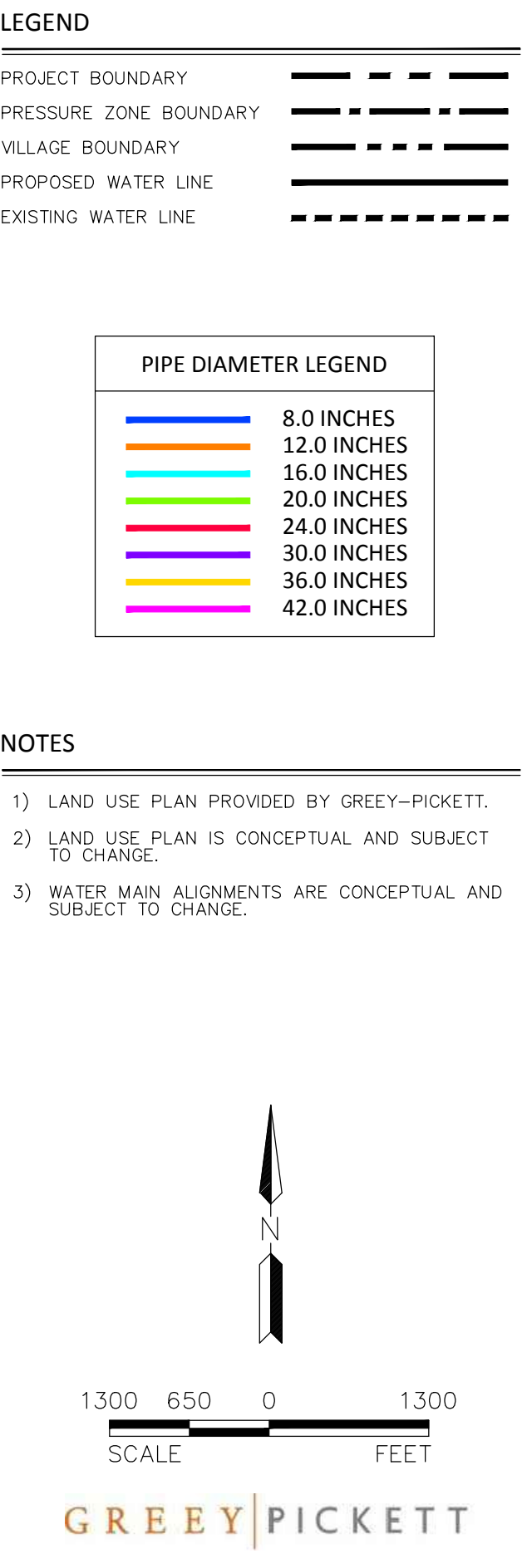
CHECKED BY: MI





U:\1800\1833\1833.0101 - Mesa-Casa Grande\REPORTS\WATER\SUB 06\Zoning Exhibits\Village Required Water Infrastructure (SUB 06).dwg 10/9/2019 3:03 PM





U:\1800\1833\1833.0101 - Mesa-Casa Grande\REPORTS\WATER\SUB 06\Zoning Exhibits\Village Required Water Infrastructure (SUB 06).dwg 10/9/2019 3:03 PM

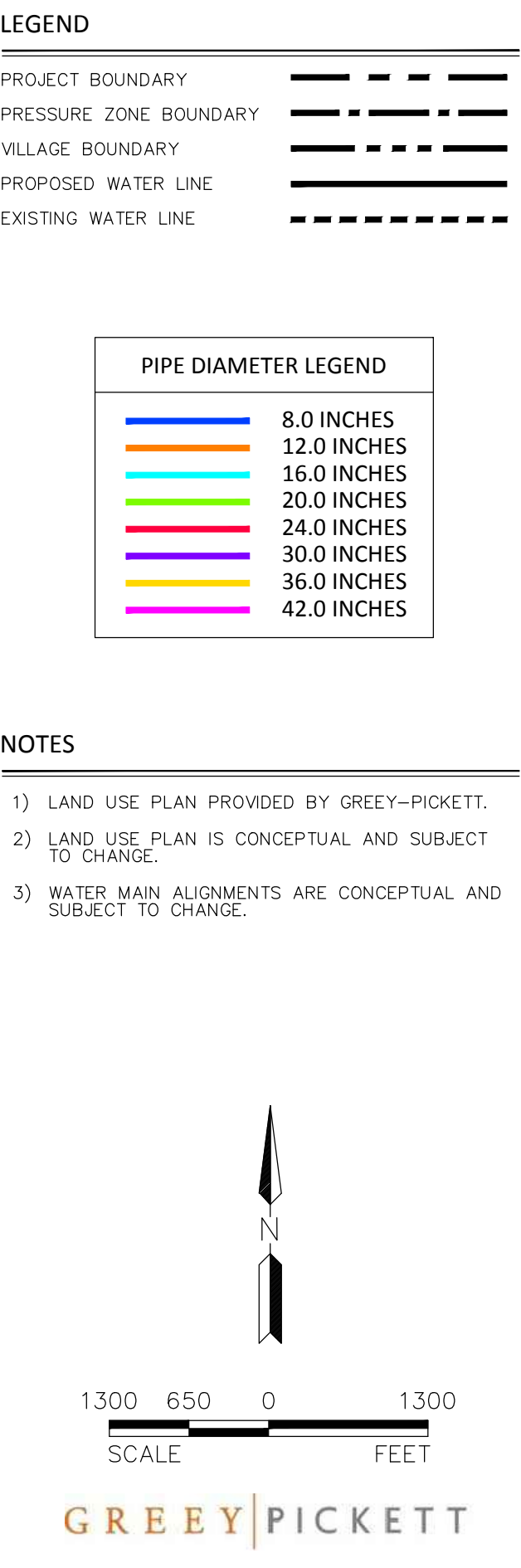






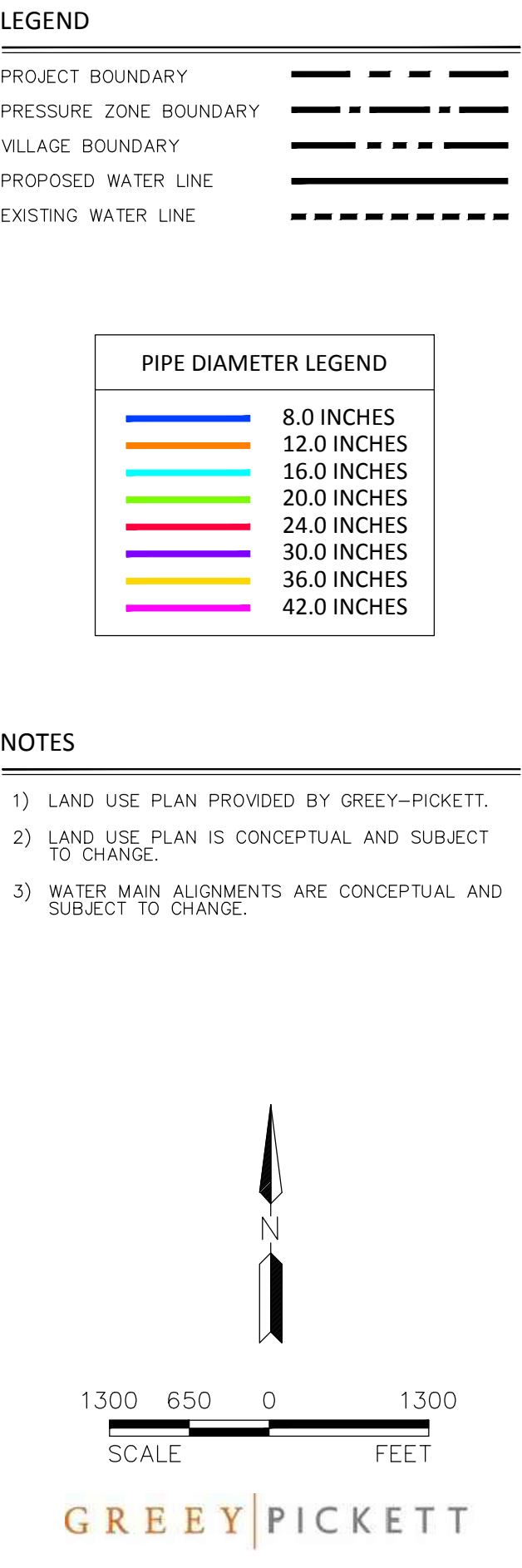






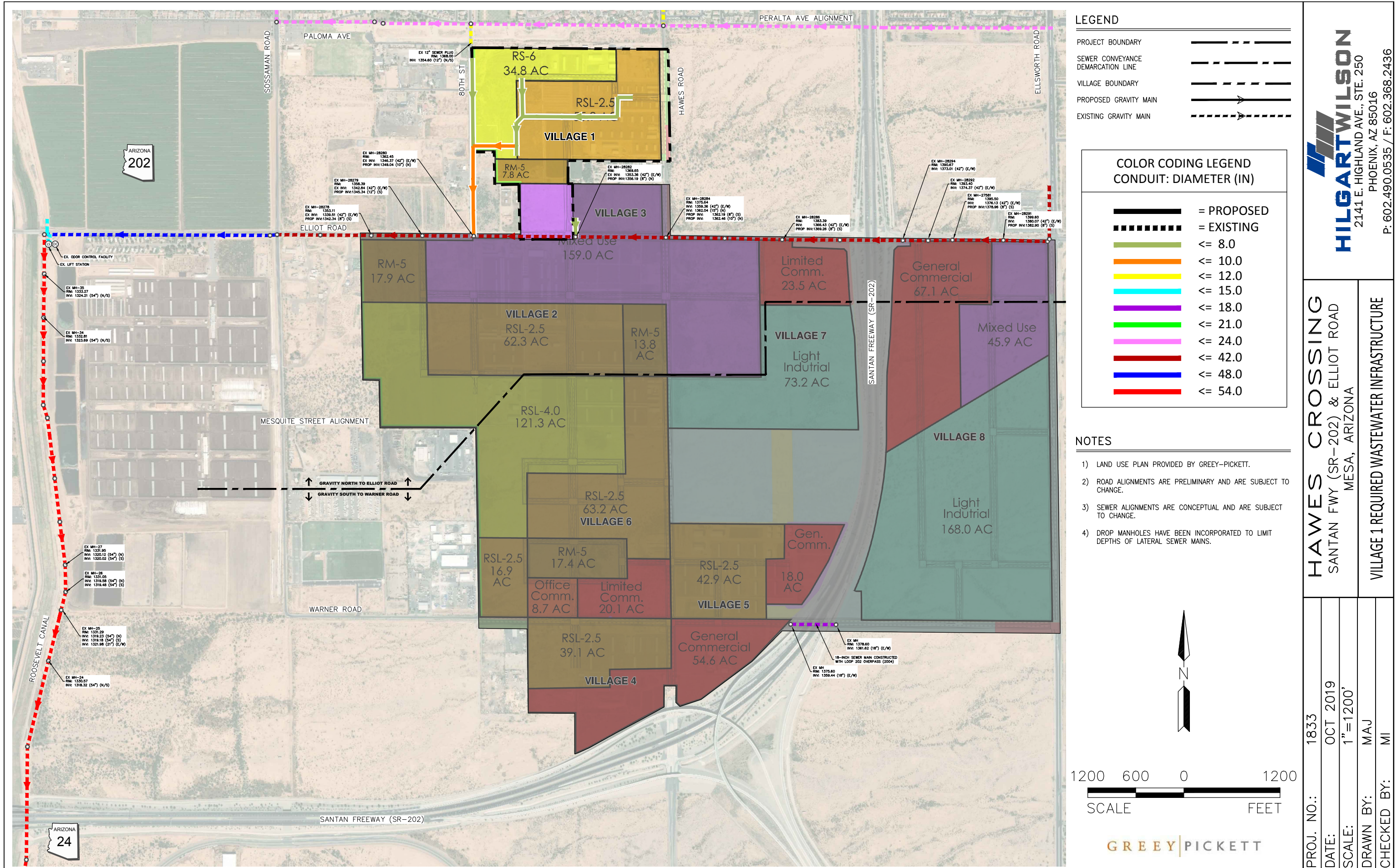
U:\1800\1833\1833.0101 - Mesa-Casa Grande\REPORTS\WATER\SUB 06\Zoning Exhibits\Village Required Water Infrastructure (SUB 06).dwg 10/9/2019 3:03 PM





PROJ. NO.:	1833	HAWES CROSSING ELLIOT RD & LOOP 202 MESA, AZ
DATE:	OCT 2019	
SCALE:	1"=1300'	
DRAWN BY:	MAJ	VILLAGE 8 WATER INFRASTRUCTURE
CHECKED BY:	MI	





**LEGEND**

PROJECT BOUNDARY  
SEWER CONVEYANCE DEMARCATION LINE  
VILLAGE BOUNDARY  
PROPOSED GRAVITY MAIN  
EXISTING GRAVITY MAIN

**COLOR CODING LEGEND**  
CONDUIT: DIAMETER (IN)

	= PROPOSED
	= EXISTING
	<= 8.0
	<= 10.0
	<= 12.0
	<= 15.0
	<= 18.0
	<= 21.0
	<= 24.0
	<= 42.0
	<= 48.0
	<= 54.0

- NOTES**
- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.
  - 2) ROAD ALIGNMENTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
  - 3) SEWER ALIGNMENTS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.
  - 4) DROP MANHOLES HAVE BEEN INCORPORATED TO LIMIT DEPTHS OF LATERAL SEWER MAINS.

1200 600 0 1200  
SCALE FEET

**GREEY | PICKETT**

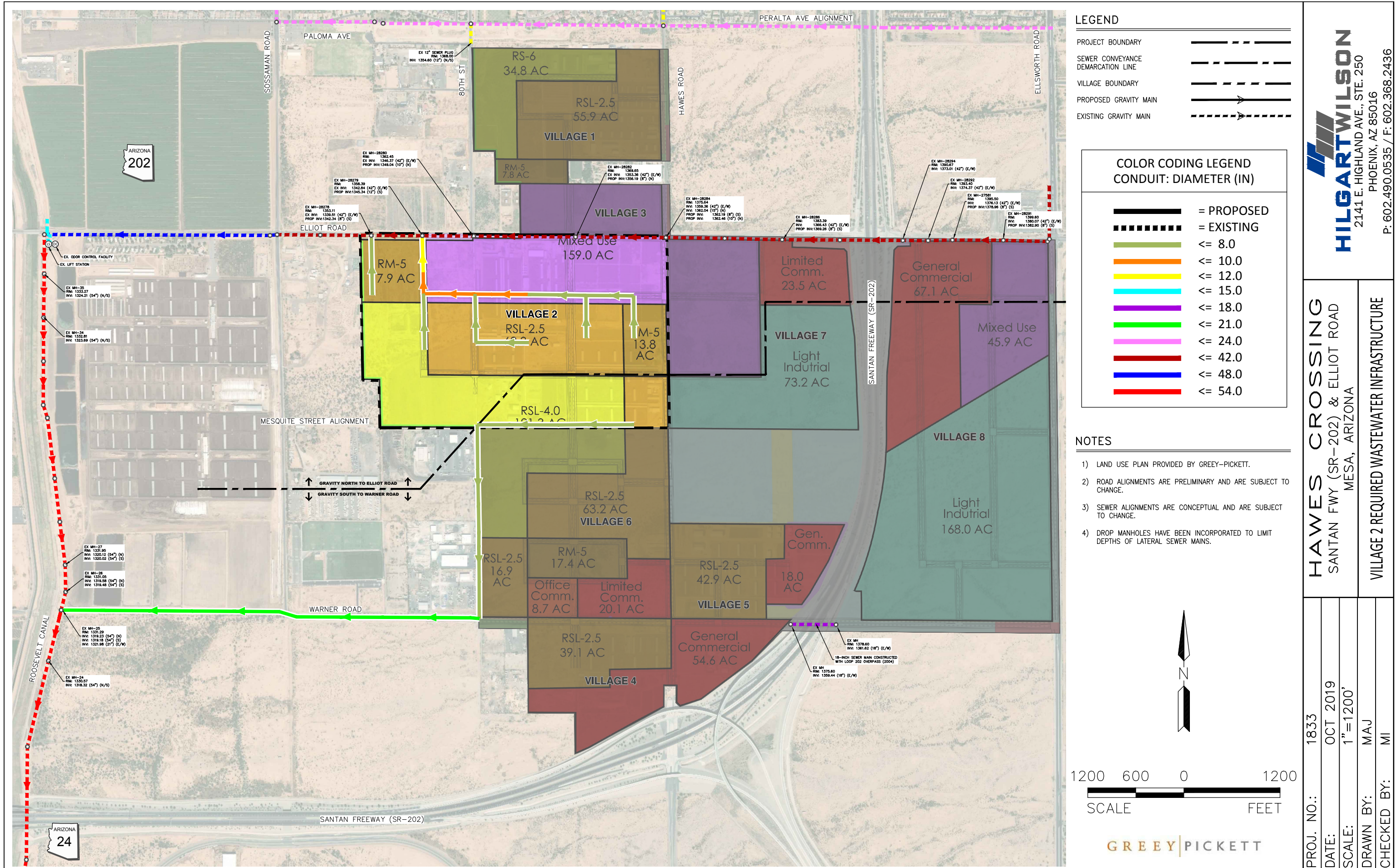
**HILGARTWILSON**  
2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 / F: 602.368.2436

**HAWES CROSSING**  
SANTAN FWY (SR-202) & ELLIOT ROAD  
MESA, ARIZONA

PROJ. NO.: 1833  
DATE: OCT 2019  
SCALE: 1"=1200'  
DRAWN BY: MAJ  
CHECKED BY: MI

VILLAGE 1 REQUIRED WASTEWATER INFRASTRUCTURE





**LEGEND**

PROJECT BOUNDARY  
SEWER CONVEYANCE DEMARCATION LINE  
VILLAGE BOUNDARY  
PROPOSED GRAVITY MAIN  
EXISTING GRAVITY MAIN

**COLOR CODING LEGEND**  
CONDUIT: DIAMETER (IN)

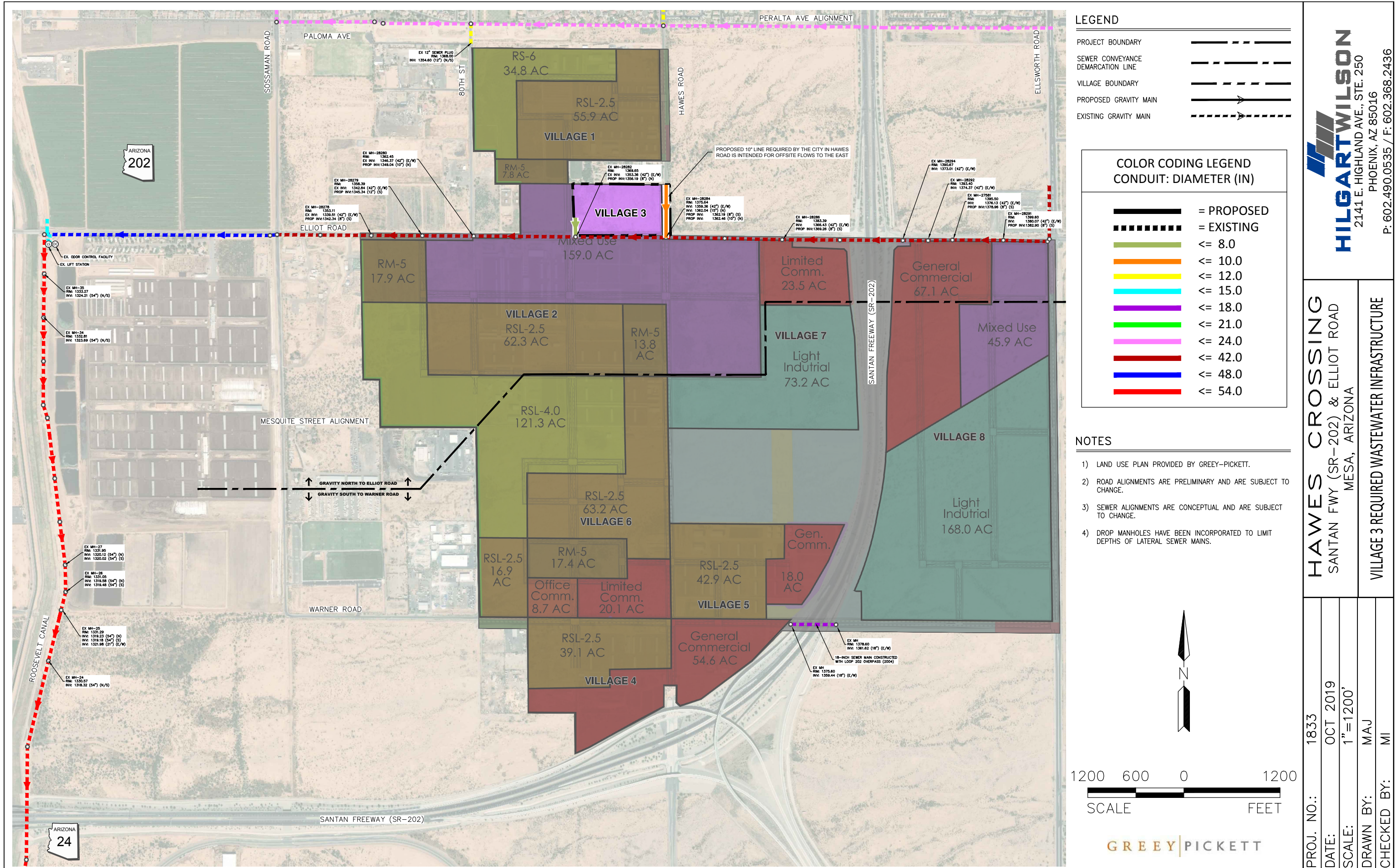
	= PROPOSED
	= EXISTING
	<= 8.0
	<= 10.0
	<= 12.0
	<= 15.0
	<= 18.0
	<= 21.0
	<= 24.0
	<= 42.0
	<= 48.0
	<= 54.0

- NOTES**
- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.
  - 2) ROAD ALIGNMENTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
  - 3) SEWER ALIGNMENTS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.
  - 4) DROP MANHOLES HAVE BEEN INCORPORATED TO LIMIT DEPTHS OF LATERAL SEWER MAINS.

1200 600 0 1200  
SCALE FEET

**GREEY | PICKETT**





**HILGARTWILSON**  
2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 / F: 602.368.2436

**HAWES CROSSING**  
SANTAN FWY (SR-202) & ELLIOT ROAD  
MESA, ARIZONA  
**VILLAGE 3 REQUIRED WASTEWATER INFRASTRUCTURE**

PROJ. NO.: 1833  
DATE: OCT 2019  
SCALE: 1"=1200'  
DRAWN BY: MAJ  
CHECKED BY: MI

- LEGEND**
- PROJECT BOUNDARY
  - SEWER CONVEYANCE DEMARCATION LINE
  - VILLAGE BOUNDARY
  - PROPOSED GRAVITY MAIN
  - EXISTING GRAVITY MAIN

**COLOR CODING LEGEND**  
CONDUIT: DIAMETER (IN)

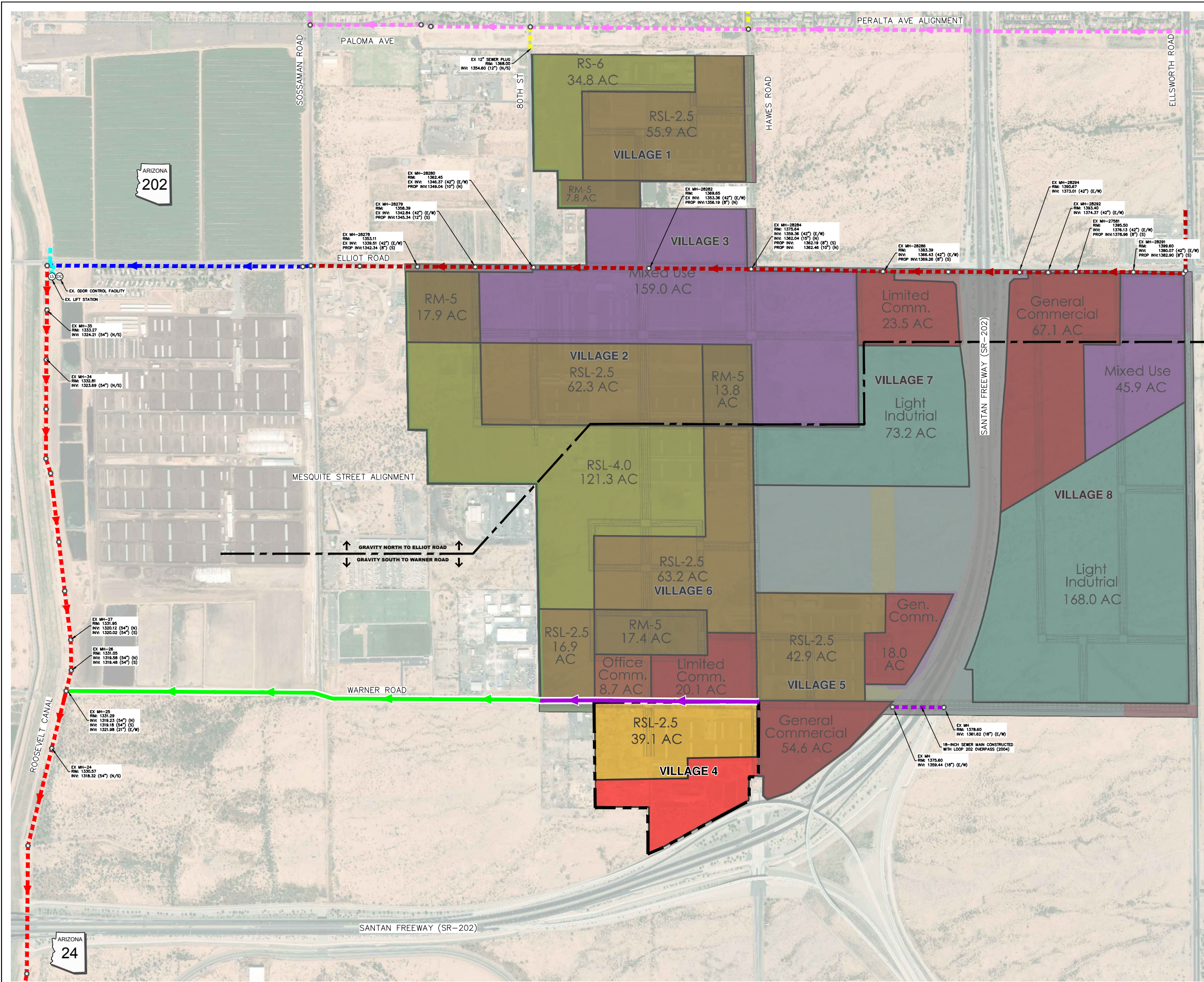
	= PROPOSED
	= EXISTING
	<= 8.0
	<= 10.0
	<= 12.0
	<= 15.0
	<= 18.0
	<= 21.0
	<= 24.0
	<= 42.0
	<= 48.0
	<= 54.0

- NOTES**
- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.
  - 2) ROAD ALIGNMENTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
  - 3) SEWER ALIGNMENTS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.
  - 4) DROP MANHOLES HAVE BEEN INCORPORATED TO LIMIT DEPTHS OF LATERAL SEWER MAINS.

1200 600 0 1200  
SCALE FEET

**GREEY | PICKETT**





LEGEND

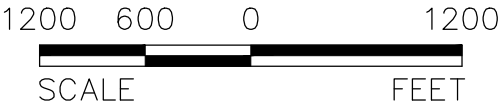
PROJECT BOUNDARY	---
SEWER CONVEYANCE DEMARCATION LINE	- - - - -
VILLAGE BOUNDARY	---
PROPOSED GRAVITY MAIN	→
EXISTING GRAVITY MAIN	→

COLOR CODING LEGEND  
CONDUIT: DIAMETER (IN)

—	= PROPOSED
- - - - -	= EXISTING
—	<= 8.0
—	<= 10.0
—	<= 12.0
—	<= 15.0
—	<= 18.0
—	<= 21.0
—	<= 24.0
—	<= 42.0
—	<= 48.0
—	<= 54.0

NOTES

- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.
- 2) ROAD ALIGNMENTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
- 3) SEWER ALIGNMENTS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.
- 4) DROP MANHOLES HAVE BEEN INCORPORATED TO LIMIT DEPTHS OF LATERAL SEWER MAINS.



GREEY | PICKETT

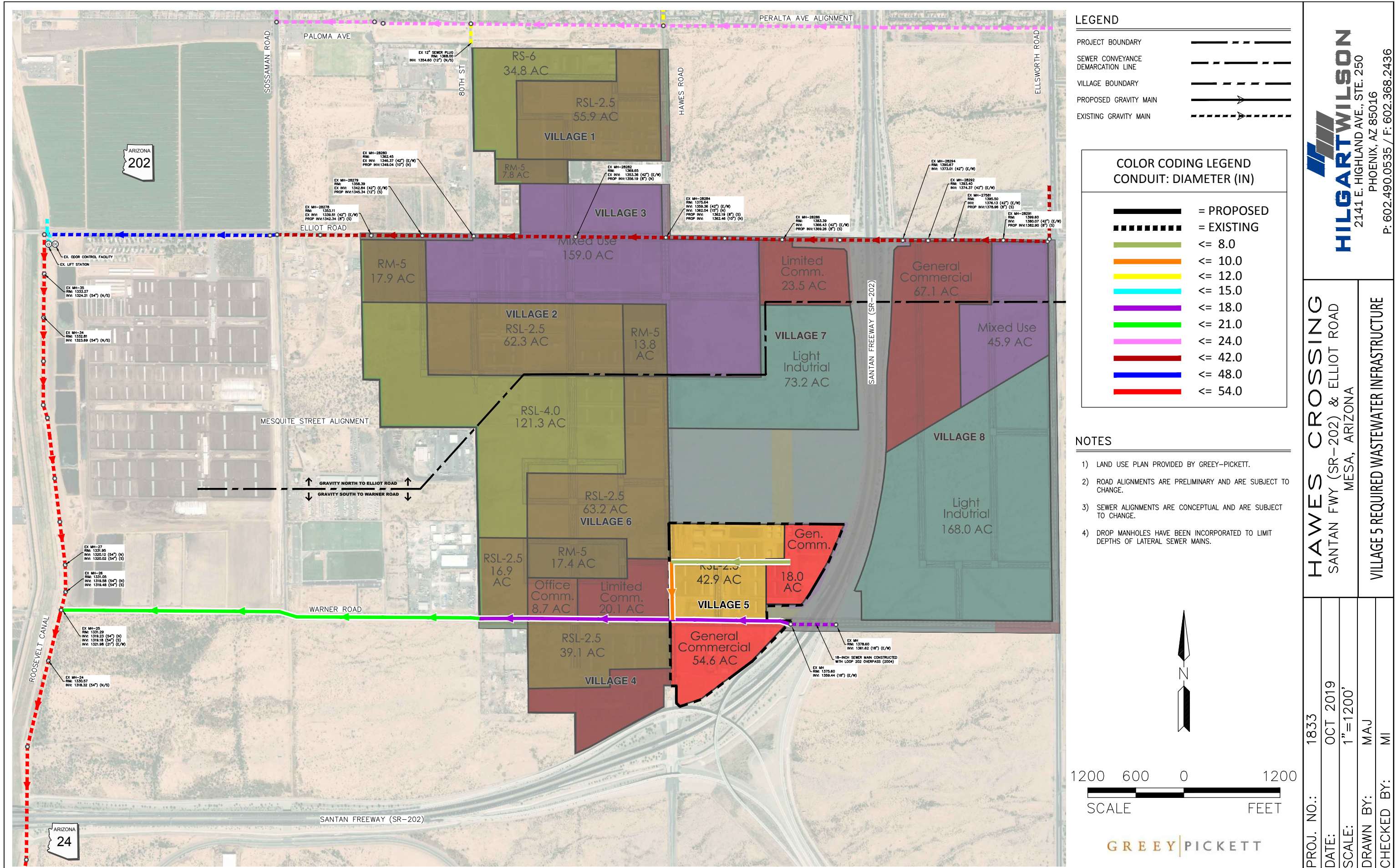
**HILGARTWILSON**  
2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 / F: 602.368.2436

**HAWES CROSSING**  
SANTAN FWY (SR-202) & ELLIOT ROAD  
MESA, ARIZONA

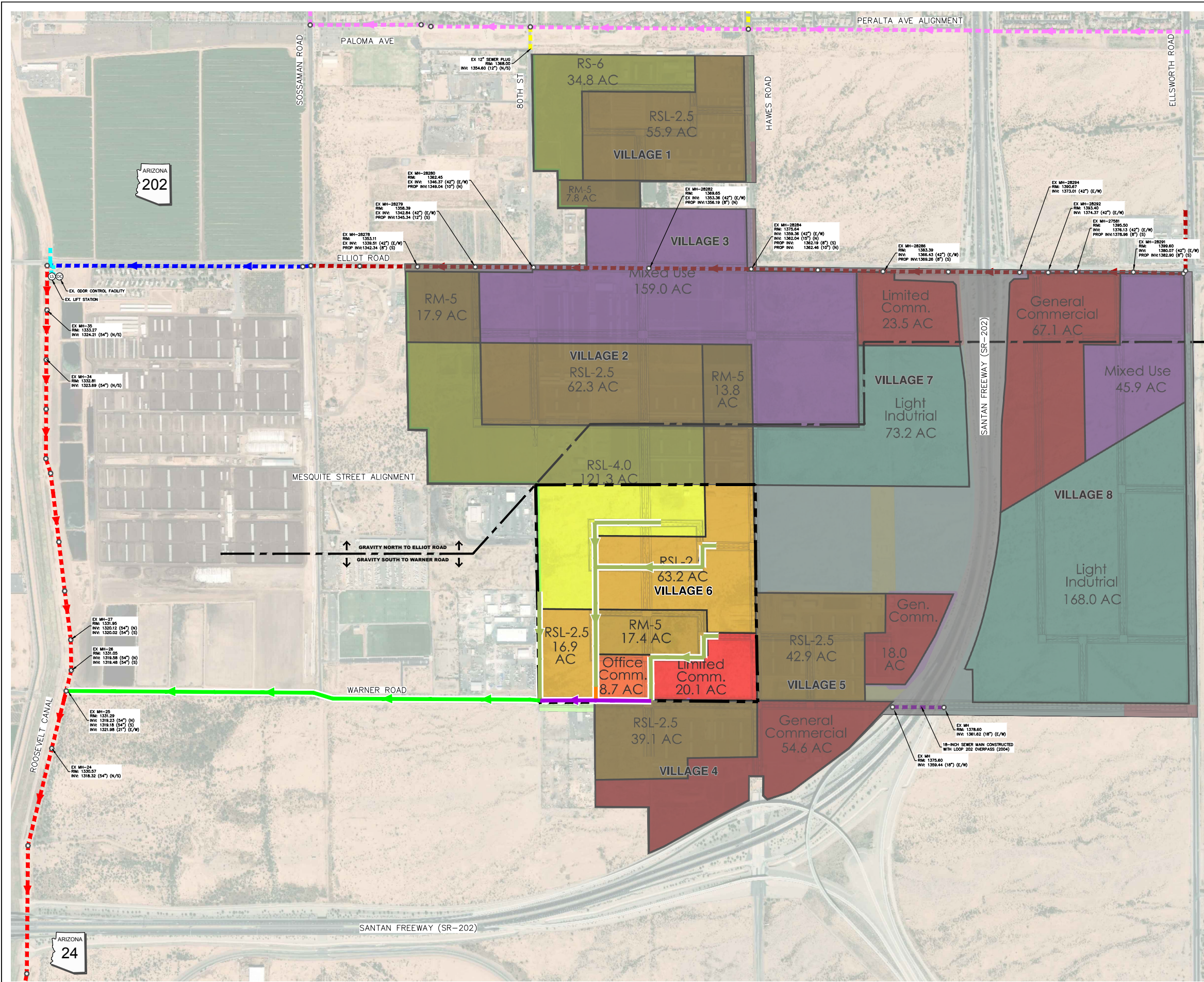
VILLAGE 4 REQUIRED WASTEWATER INFRASTRUCTURE

PROJ. NO.:	1833
DATE:	OCT 2019
SCALE:	1"=1200'
DRAWN BY:	MAJ
CHECKED BY:	MI









LEGEND

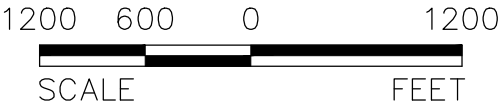
PROJECT BOUNDARY	---
SEWER CONVEYANCE DEMARCATION LINE	- - - - -
VILLAGE BOUNDARY	---
PROPOSED GRAVITY MAIN	→
EXISTING GRAVITY MAIN	→

COLOR CODING LEGEND  
CONDUIT: DIAMETER (IN)

---	= PROPOSED
- - - - -	= EXISTING
---	<= 8.0
---	<= 10.0
---	<= 12.0
---	<= 15.0
---	<= 18.0
---	<= 21.0
---	<= 24.0
---	<= 42.0
---	<= 48.0
---	<= 54.0

NOTES

- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.
- 2) ROAD ALIGNMENTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
- 3) SEWER ALIGNMENTS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.
- 4) DROP MANHOLES HAVE BEEN INCORPORATED TO LIMIT DEPTHS OF LATERAL SEWER MAINS.



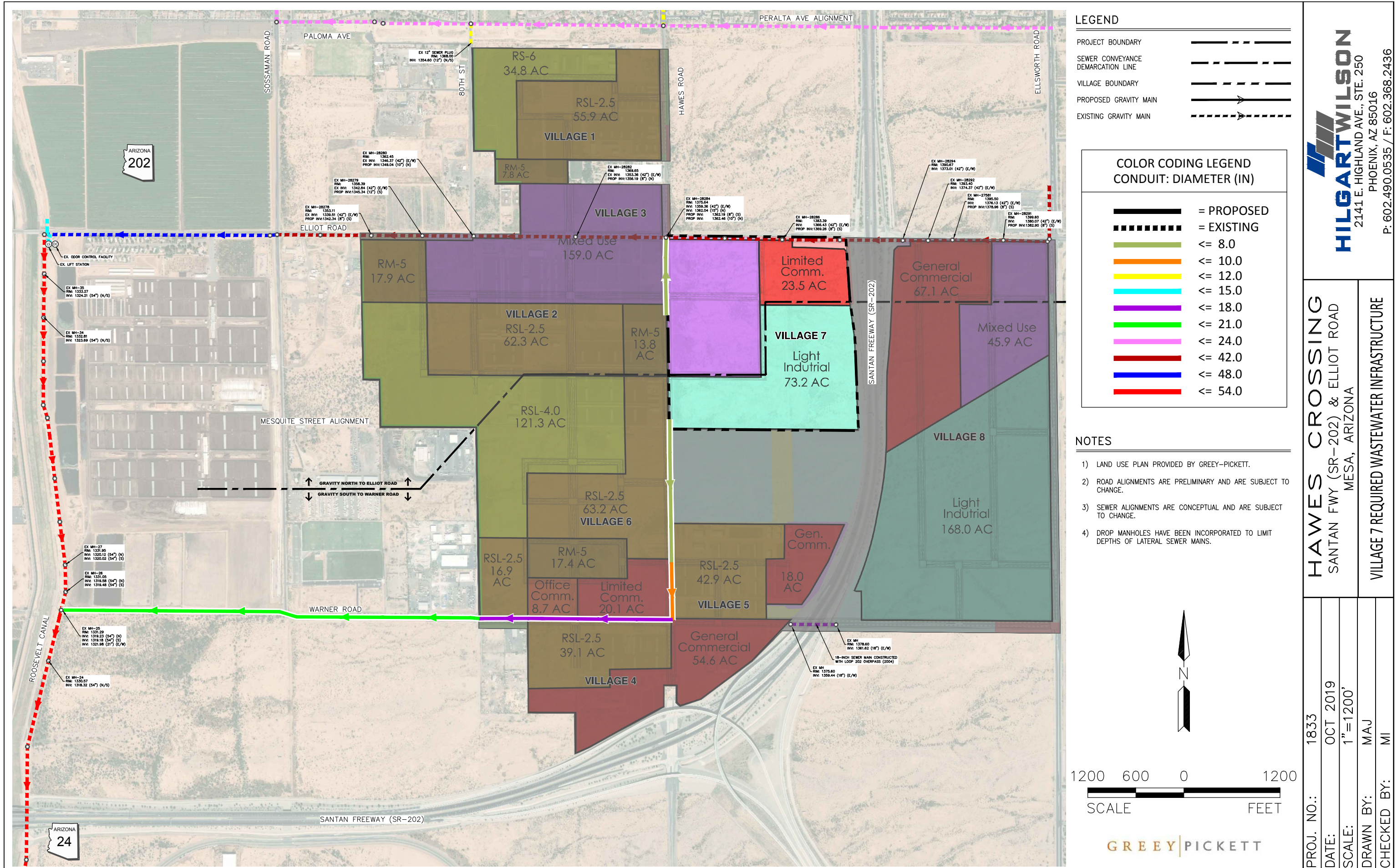
GREEY | PICKETT

**HILGARTWILSON**  
2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 / F: 602.368.2436

**HAWES CROSSING**  
SANTAN FWY (SR-202) & ELLIOT ROAD  
MESA, ARIZONA  
**VILLAGE 6 REQUIRED WASTEWATER INFRASTRUCTURE**

PROJ. NO.: 1833  
DATE: OCT 2019  
SCALE: 1"=1200'  
DRAWN BY: MAJ  
CHECKED BY: MI





**HILGARTWILSON**  
2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 / F: 602.368.2436

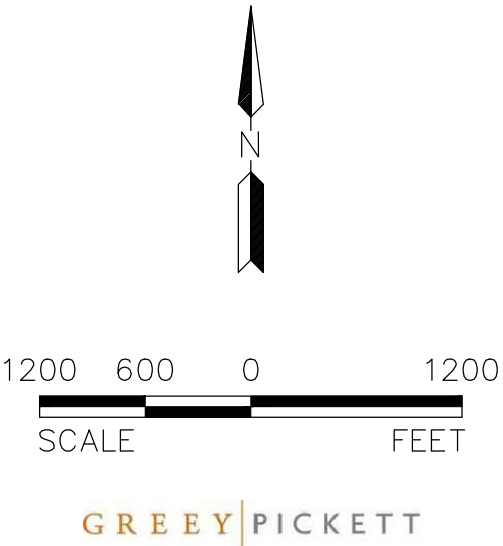
**HAWES CROSSING**  
SANTAN FWY (SR-202) & ELLIOT ROAD  
MESA, ARIZONA  
**VILLAGE 7 REQUIRED WASTEWATER INFRASTRUCTURE**

PROJ. NO.: 1833  
DATE: OCT 2019  
SCALE: 1"=1200'  
DRAWN BY: MAJ  
CHECKED BY: MI

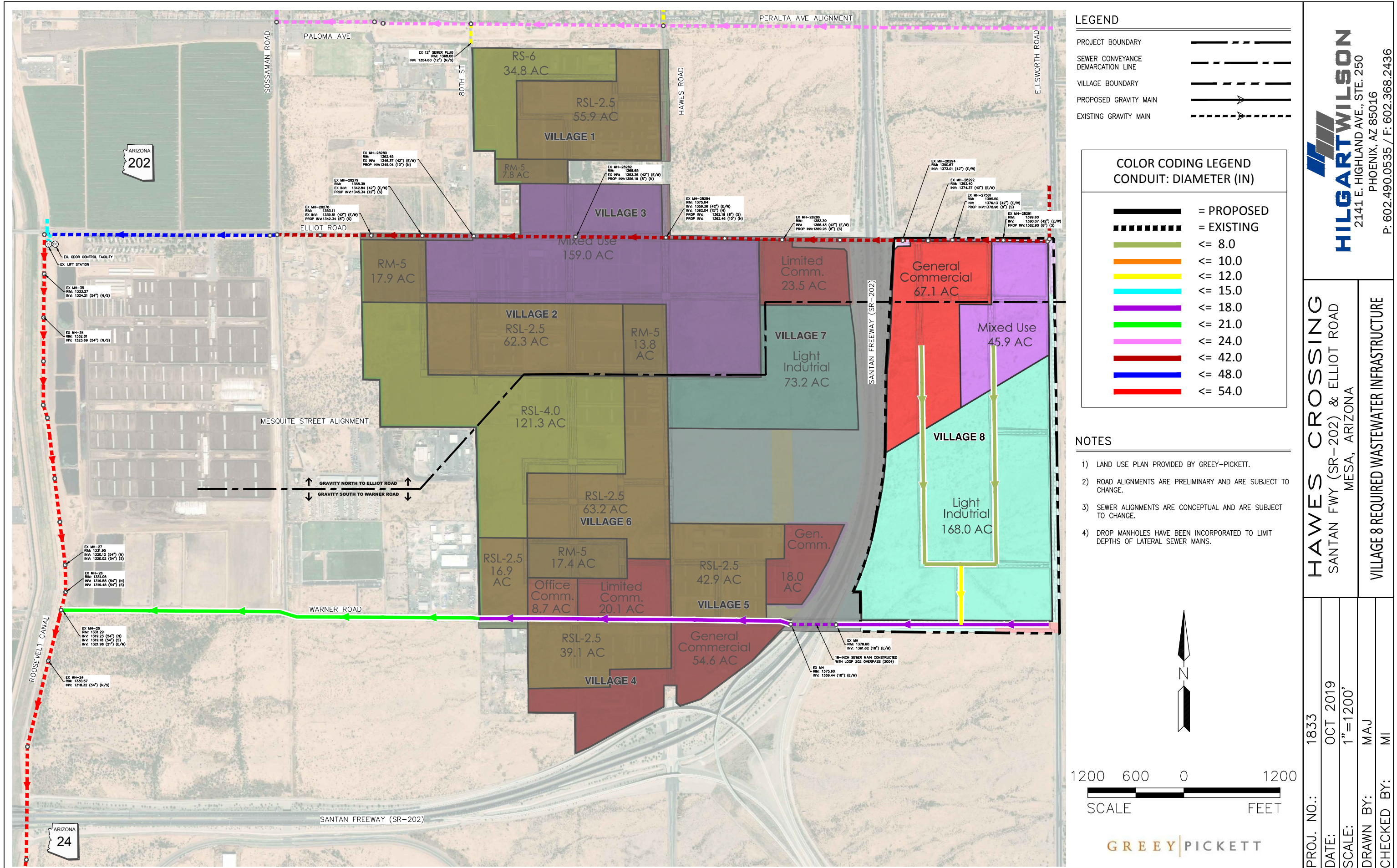
- LEGEND**
- PROJECT BOUNDARY
  - SEWER CONVEYANCE DEMARCATION LINE
  - VILLAGE BOUNDARY
  - PROPOSED GRAVITY MAIN
  - EXISTING GRAVITY MAIN

- COLOR CODING LEGEND**  
CONDUIT: DIAMETER (IN)
- |                    |            |
|--------------------|------------|
| [Solid Line]       | = PROPOSED |
| [Dashed Line]      | = EXISTING |
| [Green Line]       | <= 8.0     |
| [Orange Line]      | <= 10.0    |
| [Yellow Line]      | <= 12.0    |
| [Cyan Line]        | <= 15.0    |
| [Purple Line]      | <= 18.0    |
| [Light Green Line] | <= 21.0    |
| [Pink Line]        | <= 24.0    |
| [Red Line]         | <= 42.0    |
| [Blue Line]        | <= 48.0    |
| [Dark Red Line]    | <= 54.0    |

- NOTES**
- 1) LAND USE PLAN PROVIDED BY GREEY-PICKETT.
  - 2) ROAD ALIGNMENTS ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.
  - 3) SEWER ALIGNMENTS ARE CONCEPTUAL AND ARE SUBJECT TO CHANGE.
  - 4) DROP MANHOLES HAVE BEEN INCORPORATED TO LIMIT DEPTHS OF LATERAL SEWER MAINS.







**HILGARTWILSON**  
2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 / F: 602.368.2436

**HAWES CROSSING**  
SANTAN FWY (SR-202) & ELLIOT ROAD  
MESA, ARIZONA

**VILLAGE 8 REQUIRED WASTEWATER INFRASTRUCTURE**

PROJ. NO.: 1833

DATE: OCT 2019

SCALE: 1"=1200'

DRAWN BY: MAJ

CHECKED BY: MI