Sycamore Station Smart Growth Community Plan Revision and Request to Modify Original Conditions of Approval

March 18, 2012 Resubmittal

For submittal purposes the following “Project Narrative” contains the following:

1. Clean copy of the revised SGCP
2. Marked copy of the revised SGCP

SYCAMORE STATION

SMART GROWTH COMMUNITY PLAN (REVISED)
DOBSON & MAIN
MESA, AZ

MARCH 2021 (MARKED DRAFT)

miravistaholdings

Table of Contents

PROPOSED SITE

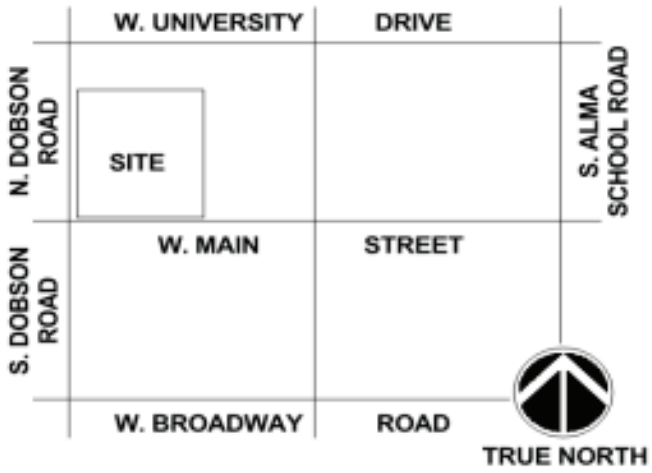
GENERAL OVERVIEW

Regarding the Plan Revisions: Since this Smart Growth Community Plan was approved by the Mesa City Council in November 2016, much has been learned and clarified regarding the implementation of a Smart Growth Community Plan. This instrument is intended as a vehicle for the application of Form Based Transects to be utilized outside of the urban core of Mesa and while it has achieved that goal, the original plan did not expressly provide the flexibility necessary to adapt the urban codes and standards into a suburban application. This revision is intended to provide the necessary flexibility to implement the original Plan's vision and intent.

Drafting Note: Final graphics and formatting to be complete once the approval process is complete and all comments/revisions are incorporated.

The accompanying proposal seeks to rezone numerous parcels at the NE corner of Main Street and Dobson Road into one Smart Growth Community Plan. Approximately 20 acres are proposed to rezone from C-3 General Commercial and C-2 Limited Commercial to the Form Based Code. Following is a narrative that identifies the key components of the plan as structured by the Mesa Zoning Ordinance.

Smart Growth Community Plan (SGCP) Application
Per 11-56-4.C, our property lies outside of the adopted FBC Mapped Area and is a Non-transect zone seeking to be rezoned to a series of Transect Zones. This will require the application of the Smart Growth Community Plan standards (Ch 63) as the parcels seeking rezoning total more than 10 acres.



REGULATORY STATEMENT

The intent of the Sycamore Station Smart Growth Community Plan ("SGCP") is to facilitate quality, context specific development that fulfills the City of Mesa's goals and objectives.

The SGCP has been prepared in accordance with Chapter 11-56 of the Mesa Zoning Ordinance to establish the planning and regulatory framework by creating zoning and development standards specific to the context of the development proposal.

Zoning and/or development standards not specifically regulated by the SGCP are governed by the Mesa Zoning Ordinance. In the event of a conflict between a provision of the SGCP and the Mesa Zoning Ordinance, the zoning and/or development standard(s) set forth in the SGCP control.

All, buildings, building sizes, footprints, arrangements, orientations, etc., , parcel/lot lines, architecture, and images are preliminary and conceptual, and are intended to be illustrative of the character and quality of the development and may be modified during the Final Development Plan, and/or design review process. The images do not necessarily convey the final design concepts, colors, and/or materials. All parcel/lot lines are conceptual and illustrative and may be changed through the land division and/or subdivision process.

GOALS AND OBJECTIVES

A. Improve the built environment and human habitat.

- Currently the site serves as a large, under-utilized surface parking lot. The eastern portion of the lot previously served as the Metro transit station and parking area for the "end of the line" light rail station located immediately south on Main Street. That station no longer carries that status thus the majority of the parking and its transit function are not required. Combining those transit parcels with the adjacent underutilized parking lot parcels will allow for a mixed-use community plan which will improve the current use and habitat of the site.

B. Promote safe, effective multi-modal transportation options.

- Create a network of appropriately sized thoroughfares and pedestrian paths that increase walkability and circulation through the site. The proximity to the light rail and transit stops will promote mass transit. The break-up of the larger parcels into smaller blocks will provide an appropriate scale to these circulation patterns eliminating super blocks.

C. Provide neighborhoods with a variety of housing types.

- Provide rental and for-sale housing of various sizes and densities.

D. Remove barriers and provide incentives for walkable urban projects.

- Provide walkable options for residents and visitors through on and off-site pedestrian connections, while encouraging density adjacent to transit.

E. Promote the greater health benefits of a pedestrian-oriented environment.

- Provide ample private and public (civic) open space, in addition to pedestrian thoroughfares, to promote the well-being of its residents.

F. Reinforce the character and quality of downtown and adjacent neighborhoods.

- Establish a trend for density along Main Street. Density decreases as it moves north towards the existing single residences. Building Form along Main and Sycamore will be developed to create a strong street edge lending identity to those important street frontages.

G. Reduce sprawling, auto-dependent development.

- Increased density and compact development, with the ability to walk to local services and retail, and through the immediate access to mass transit systems including light rail and bus transit stops, reduces sprawl and auto-dependency.

H. Protect and enhance real property values.

- High quality design and construction will create a destination residential location that will increase property values throughout the area, as well as encourage the redevelopment of other vacant and/or underutilized parcels.

I. Reinforce the local Mesa context, climate and history.

- Climate awareness and sustainability will be foundation components of the SGCP and its eventual future construction. The SGCP will reflect all of the standards, goals and objectives as stated in the zoning ordinance.

MINOR MODIFICATIONS

Recognizing the unique site conditions and property boundaries of this site and to promote architectural interest and diversity variations, the City of Mesa Planning Director (or designee) may grant development standard deviations in accordance with 11-56-4. G. The allowances for Administrative Modifications found in 11-56-4. G.4.a.,b.,c.,d. and g. shall be up to 20%.

PEDESTRIAN SHED

GENERAL

Pedestrian sheds are useful in planning as they provide an understanding of how far a typical pedestrian might be willing to walk. They are based on the understanding that most people are willing to walk up to five minutes before they will choose to drive and up to ten minutes to a major destination or transit stop. SGCPs use pedestrian sheds to define the boundaries and the relationship of development patterns to create walkable environments.

Pedestrian Sheds shall be centered on a Neighborhood Center.

TYPE

Standard Pedestrian Shed: A shed that is based on a one-quarter mile radius around a node.

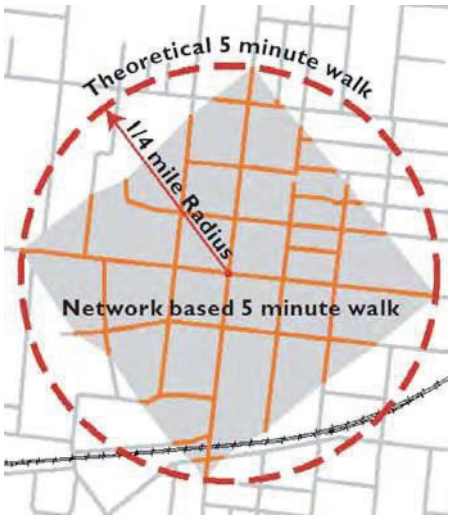
MAXIMUM SIZE

Individual standard pedestrian sheds shall be no more than 160 acres.

REMNANTS

Remnant areas outside of a pedestrian shed shall be assigned transect zones, civic spaces, or special districts; and if the remnant areas assigned as T3, T4, and T5 transect zones exceed 35 acres, an additional pedestrian shed shall be created to encompass these remnant areas.

THEORETICAL PEDESTRIAN SHED

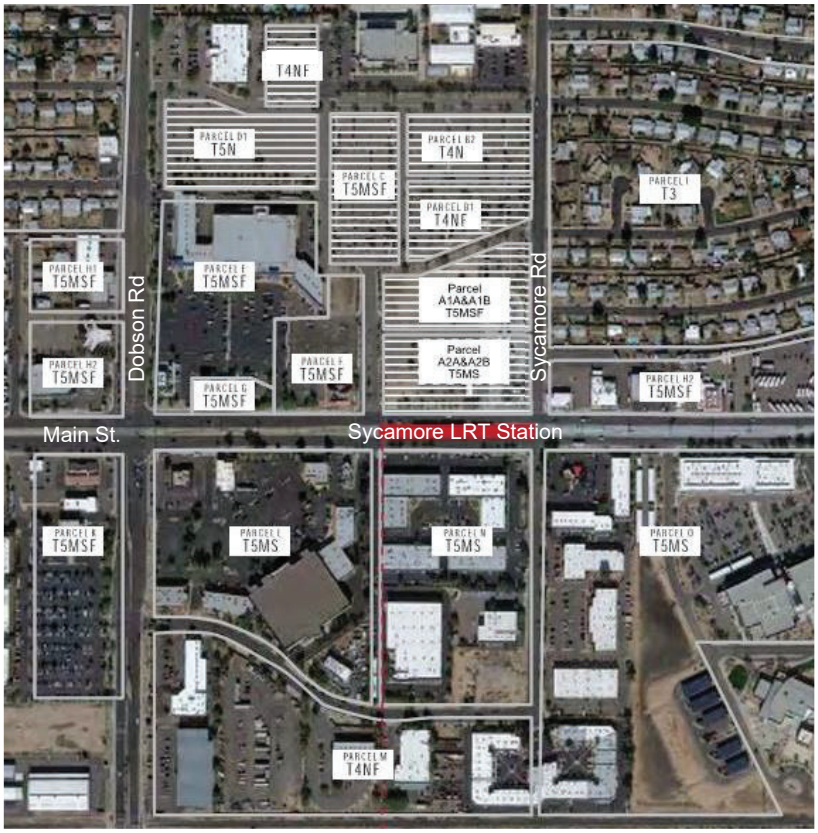


ESTABLISHED STANDARD SHED FOR SYCAMORE STATION

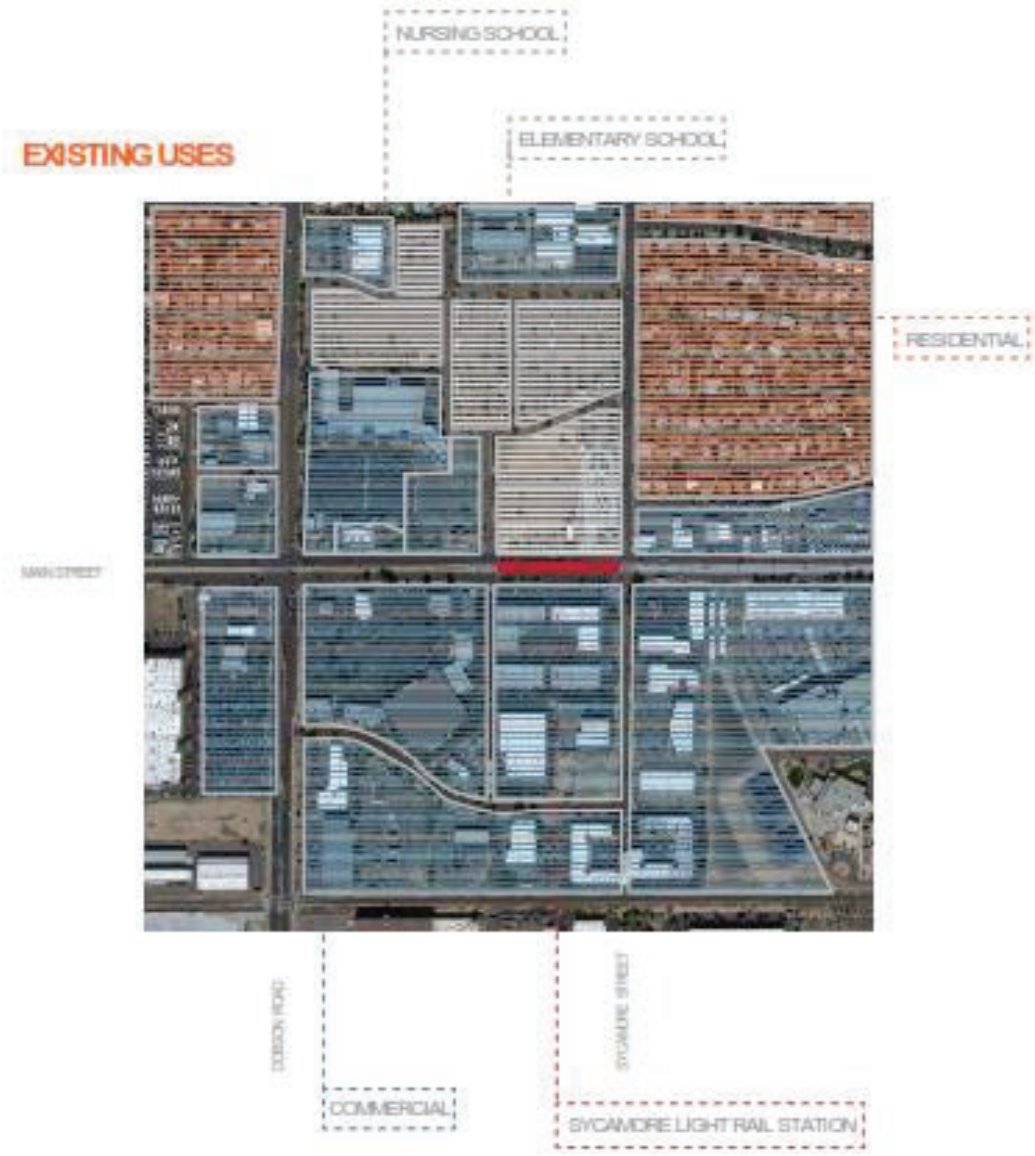
SITE OVERVIEW

Currently the areas surrounding the site include a few larger retail centers, smaller freestanding stores and single family residences.

In the future, those parcels could be redeveloped to fulfill the requirements of the Form Based Code and the Smart Growth Community Plan.



EXISTING USES



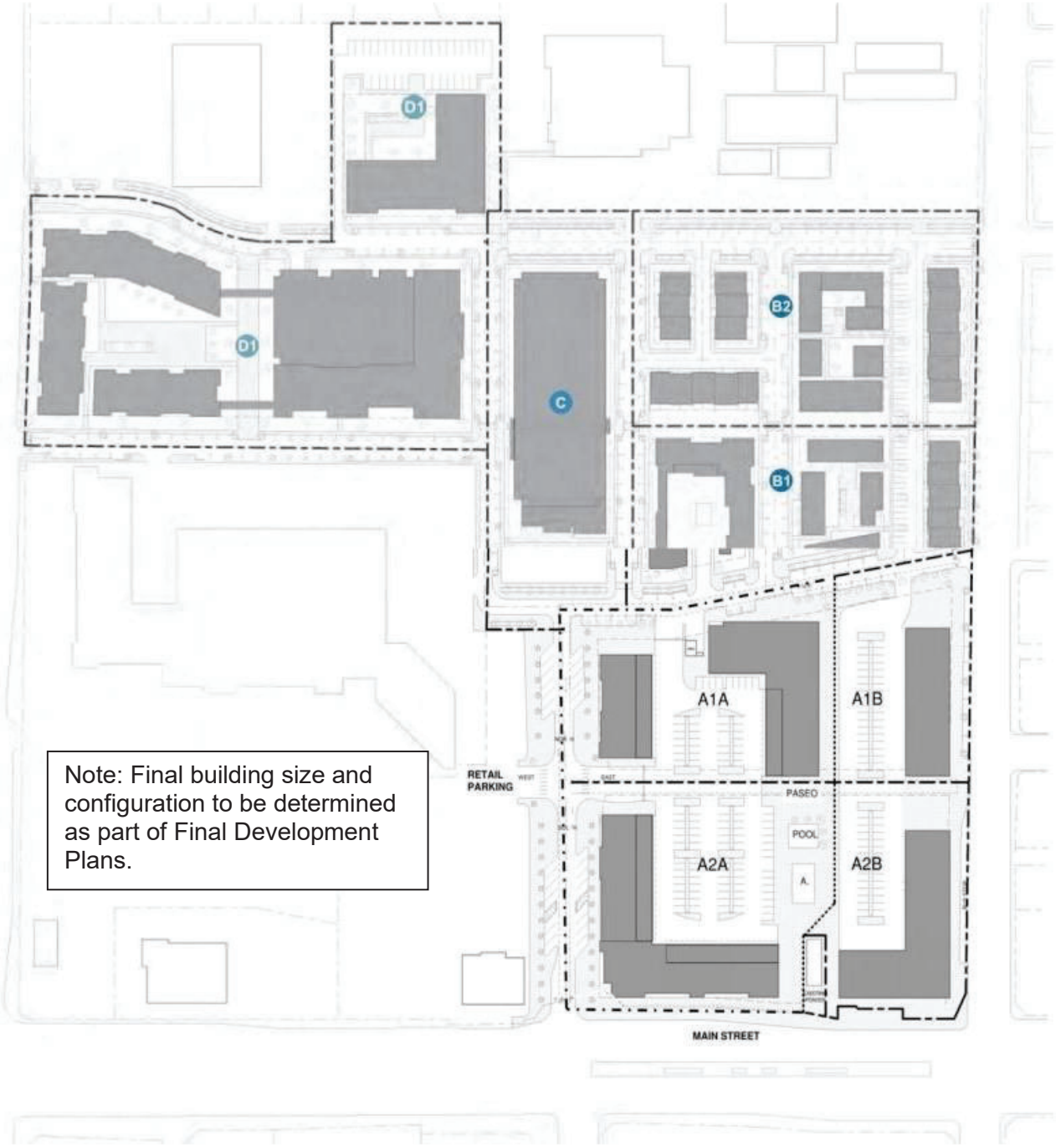
PROPOSED PARCEL TRANSECT ZONES

On the left:
The existing parcels around the site are highlighted to show the type of uses around the proposed site.

On the right:
The parcels are labeled with their projected uses in accordance with the Smart Growth Community Plan

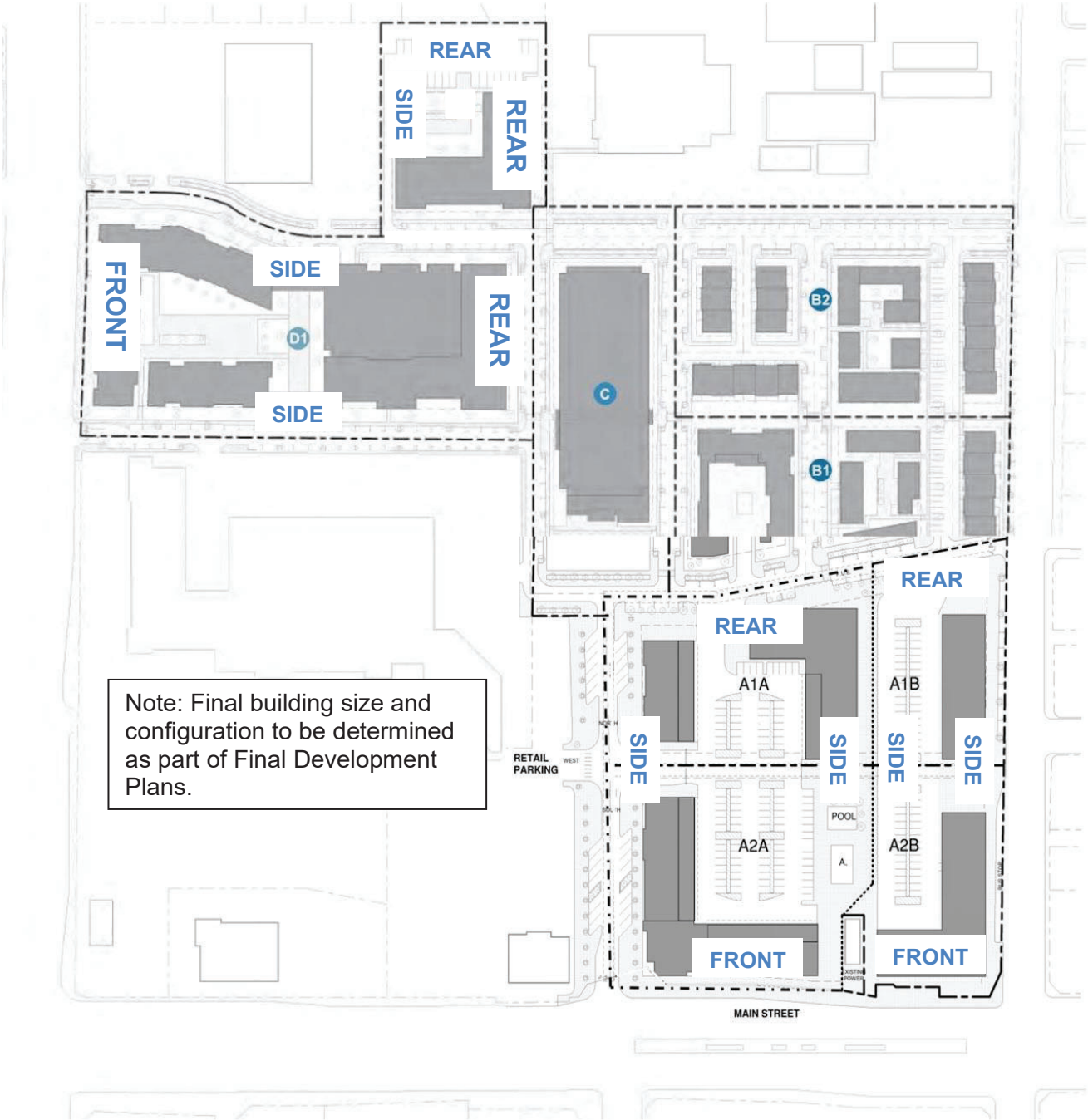
Parcels highlighted in orange are proposed residential parcels while yellow represents the proposed mixed use parcels.

PARCEL OVERVIEW (PARCEL D2 ELIMINATED – ALL MAPS CONFORM)



Note: Final building size and configuration to be determined as part of Final Development Plans.

SETBACK DESIGNATIONS (D2 PARCEL SETBACK REVISED)



PARCEL A1A & A1B
T5MSF Transect

PARCEL OVERVIEW
T5MSF Transect – A1A & A2B- Allows for desired density, increased allowable height. Allows for flexibility on ground plane as additional commercial and retail in this area will be difficult at early stages of development.

The Fitzgerald, University of Baltimore / The Bozzuto Group

GOAL

To provide a flexible area that can transition from the commercial district to residential district by allowing a mixture of ground floor uses including live/work and ground floor residential that could transition to commercial space when the commercial corridor matures.

Designers should aim to:

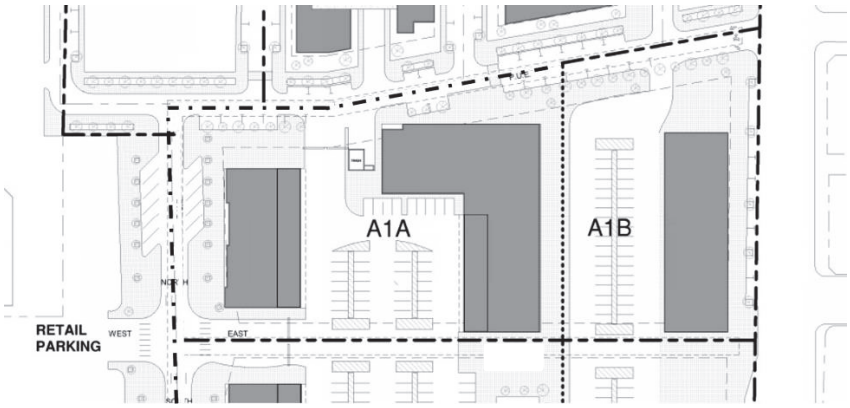
-Limit the use of stucco and encourage the use of multiple materials

-Use operable windows in residences

-Implement shading through landscape or building elements

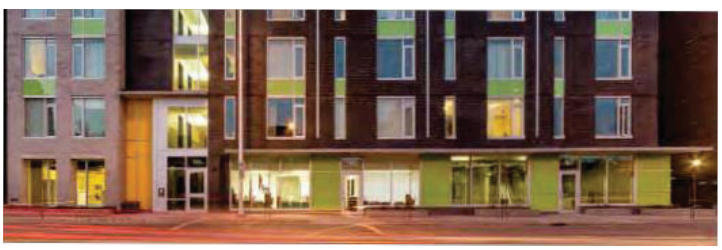
- Adhere to parking requirements to promote walkability

-Break up building form so as to not create a singular stretch of a wall



For illustrative purposes only. Final building size and configuration to be determined as part of Final Development Plans

FRONTAGE TYPE



PARCELS A1A & A1B - DEVELOPMENT STANDARDS

Building Types: Building Types shall comply with Section 11-58-9. B.

Building Placement: Building Placement shall comply with Section 11-58-9.C, except as follows:

Front Lot Line: *Main Street (when combined with Parcels A2A and/or A2B)*

Side Street Build-to-Line: 0' FT minimum, 10 FT maximum

Lot size: No minimum or maximum lot size, width, or depth.

Building Form: Building Form shall comply with Section 11-58-9. D, except as follows:

No requirement for a maximum distance between Ground Floor entries or Upper Floor entries.

No requirement for Upper Floor to have a primary entrance along the front.

Encroachments/Frontage Types: Encroachment and Frontage Types shall comply with Section 11-58-9. E.

Parking: Parking shall comply with Section 11-58-9. F.

Allowed Land Uses: Allowed Land Uses shall comply with Table 11-58-3. A.

* * *

PARCELS A1A & A1B – BUILDING TYPE STANDARDS

Apartment House shall comply with Section 11-59-11, except as follows:

No maximum lot width or depth.

No maximum number of dwelling units.

No maximum Main Body width or depth.

Pedestrian Main Entrance may be located at the front, side, or rear of building(s).

Courtyard Building shall comply with Section 11-59-12, except as follows:

No maximum lot width requirement.

No maximum number of dwelling units.

Maximum building height shall comply with Section 11-58.9. D.

Main Body of building may exceed 40 FT depth.

Courtyards may be accessible from the front, street side, or rear.

Main Street Mixed-Use shall comply with Section 11-59-13, except as follows:

No maximum lot width or depth.

Maximum building height shall comply with Section 11-58-9. D.

Upper Floor units in the Main Body of a building(s) may be accessed by a common entry from the front, street side, or rear.

Mid-Rise shall comply with Section 11-59-14, except as follows:

No maximum lot width or depth

* * *

PARCELS A1A & A1B – FRONTAGE TYPE STANDARDS

Frontage Type Standards for Parcels A1A and A1B shall comply with 11-60-1 through 13 as applicable for the designated Transect, except as follows:

Building Setback(s) may be measured from a point designated, and agreed upon, between the project developer and City of Mesa based on the adjacent Thoroughfare Type(s) selected in conformance with this Plan. Alternatively, setbacks can be measured from a property line if it is determined that doing so would further the spirit and intent of this Plan.

Vehicular access to Garages or Parking Areas allowed in all Frontage Types, with the exception of Main Street.

* * *

PARCEL A2A & A2B

T5MS Transect

PARCEL OVERVIEW

T5MS Transect – A2A & A2B - Allows for desired density, increased allowable height. Submittal requests this transect to meet COM long-term goals and uses for lots adjacent to stations and Main Street. Understanding the difficulty in leasing retail now however, this submittal requests that ground floor residential and residential support spaces be allowed until retail is viable.

Potrero 1010, David Baker Architects

For illustrative purposes only. Final building size and configuration to be determined as part of Final Development Plans

GOAL

To integrate medium intensity vertical mixed use that appropriately transitions into the adjacent neighborhoods in central Mesa, near transit stops, or other pedestrian oriented urban areas.

Designers should aim to:

-Limit the use of stucco and encourage the use of multiple materials

- Use large windows to create transparency along storefronts and use operable windows in residences

-Implement shading through landscape or building elements

- Adhere to appropriate parking requirements to promote walkability

-Break up building form so as to not create a singular stretch of a wall

FRONTAGE TYPE

PARCELS A2A & A2B - DEVELOPMENT STANDARDS

Building Types: Building Types shall comply with Section 11-58-9. B.

Building Placement: Building Placement shall comply with Section 11-58-9.C, except as follows:

Front Lot Line: *Main Street*

Side Street Build-to-Line: 0 FT minimum, 10 FT maximum

Lot size: No minimum or maximum lot size, width, or depth.

Building Form: Building Form shall comply with Section 11-58-9. D, except as follows:

No requirement for a maximum distance between Ground Floor entries or Upper Floor entries.

No requirement for Upper Floor to have a primary entrance along the front.

Encroachments/Frontage Types: Encroachment and Frontage Types shall comply with Section 11-58-9. E.

Parking: Parking shall comply with Section 11-58-9. F.

Allowed Land Uses: Allowed Land Uses shall comply with Table 11-58-3. A.

* * *

PARCELS A2A & A2B – BUILDING TYPE STANDARDS

Main Street Mixed-Use shall comply with Section 11-59-13, except as follows:

No maximum lot width or depth.

Maximum building height shall comply with Section 11-58-9. D.

Upper Floor units in the Main Body of a building(s) may be accessed by a common entry from the front, street side, or rear.

Mid-Rise shall comply with Section 11-59-14, except as follows:

No maximum lot width or depth

* * *

PARCELS A2A & A2B – FRONTAGE TYPE STANDARDS

Frontage Type Standards for Parcels A2A and A2B shall comply with 11-60-1 through 13 as applicable for the designated Transect, except as follows:

Building Setback(s) may be measured from a point designated, and agreed upon, between the project developer and City of Mesa based on the adjacent Thoroughfare Type(s) selected in conformance with this Plan. Alternatively, setbacks can be measured from a property line if it is determined that doing so would further the spirit and intent of this Plan.

Vehicular access to Garages or Parking Areas allowed in all Frontage Types with the exception of Main Street.

* * *

PARCEL B1
T4NF Transect

PARCEL OVERVIEW

T4NF Transect – Allows for decreased density and massing transition from the “A” Parcels to the school and neighborhoods to the north. Greater housing flexibility allows town home, apartment product.

35 Wabash Avenue, RAW Design Studio + Zinc Developments

GOAL

To provide a flexible area that can accommodate smaller, neighborhood serving commercial uses in a main street form that allows for interim uses such as live/work and ground floor residential until the commercial corridor matures.

Designers should aim to:

-Limit the use of stucco and encourage the use of multiple materials

- Use operable windows in residences

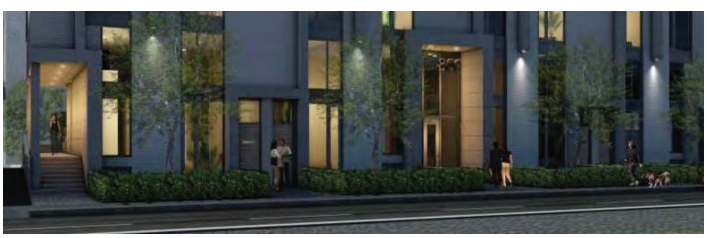
-Break up building form so as to show the separate units

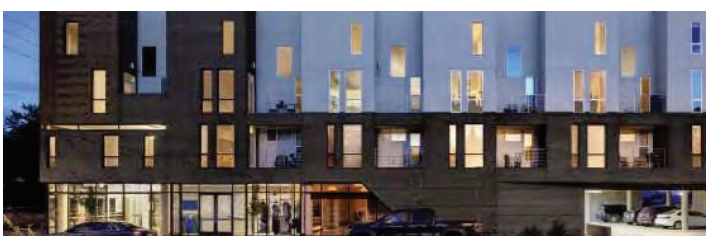
Two building types exist on this parcel with no more than 60% of one type.

For illustrative purposes only. Final building size and configuration to be determined as part of Final Development Plans

FRONTAGE TYPE

Building Form Example- Darker Turquoise

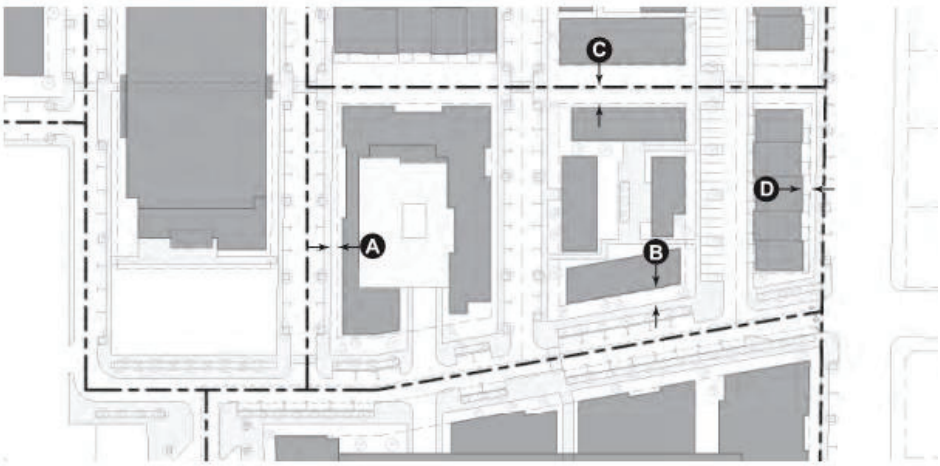




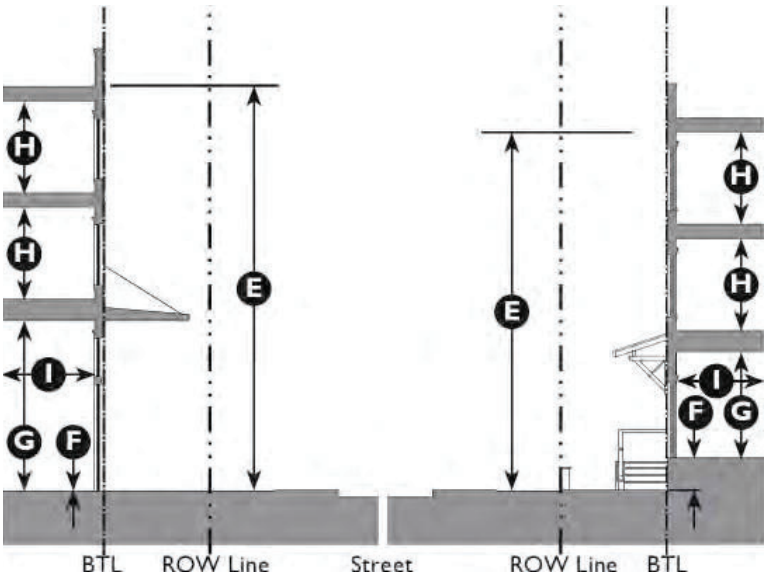
BUILDING TYPE:	BUILDING HEIGHT:	PARKING:
Main Street Mixed Use, Townhouse, Courtyard Building, Apartment House	20’ min. / 3 stories max. for all Building Types	Residential Uses: 2 per unit max, per parcel and on-street
PARCEL SIZE:	**FRONTAGE TYPE:**	**BUILDING INFORMATION**
1.45 acres net 2.46 acres gross	Porch: Projecting, Porch: Engaged, Stoop, Forecourt, Gallery, Arcade, Dooryard, Shopfront for all Building Types	Up to 3 Stories 45 units 15-20 units / acre

MISCELLANEOUS:

On corner lots, the BTL must be defined by a building for the first 30’ from the corner.
A building form with a chamfered corner is permitted only if a corner entry is provided.
Any street facade wider than 75’ shall be broken up to interrupt the pattern.
Within 20’ of the rear property line, buildings may not be more than halfstory taller than allowed height of adjacent building.



For illustrative purposes only. Final building size and configuration to be determined as part of Final Development Plans



- **A** Front Setback: 0’ min.; 15’ max.
- **B** Side Street Setback: 0’ min.; 15’ max.
- **C** Side Setback: 0’
- **D** Rear Setback: 0’
- **E** Main Building: 3 Stories, 40’ High
- **F** Ground Floor Finish Level: 0”-18”
- **G** Ground Floor Ceiling: 10’ living areas, 9’ service areas
- **H** Upper Floor Ceiling: 9’ living areas, 8’ service areas
- **I** Depth. Ground-Floor Space: 20’ min.

PARCEL B2
T4N Transect

T4N Transect – Allows for decreased density and massing transition from Parcel B1 to school and neighborhoods to the north. Greater housing flexibility allows town home and apartment product.

Sycamore serves as a transition thoroughfare, where single family homes to the East. will transition to 3 story small scale residences buffering the higher density and commercial uses to the South and West.

DEC 100 Housing, Urban Platform

GOAL

To provide high quality, medium residential building types such as townhouses, small courtyard housing, mansion apartments, duplexes, or fourplexes within walking distance to transit and commercial amenities.

Designers should aim to:

-Limit the use of stucco and encourage the use of multiple materials

- Use operable windows in residences

-Break up building form so as to show the separate units.

Two building types exist on this parcel with no more than 60% of one type.

For illustrative purposes only. Final building size and configuration to be determined as part of Final Development Plans

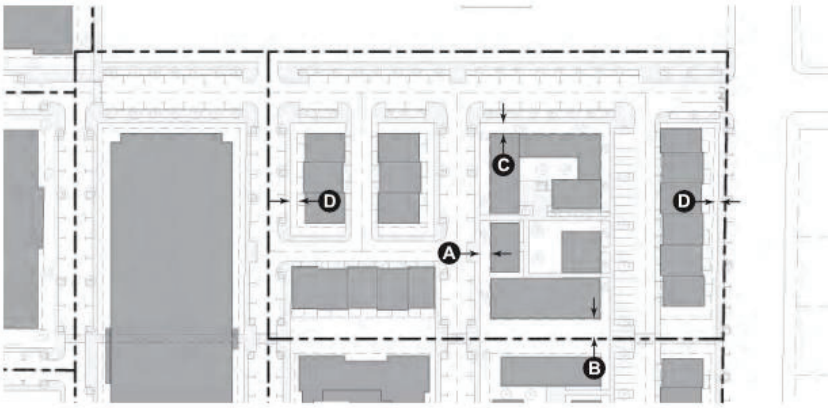
FRONTAGE TYPE

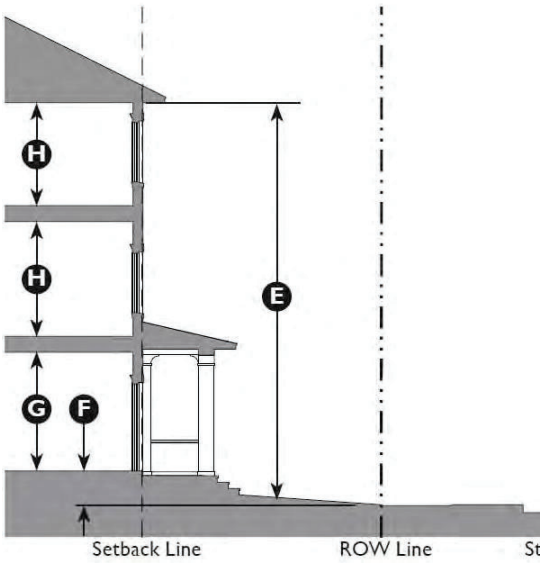
BUILDING TYPE:	BUILDING HEIGHT:	PARKING:
Main Street Mixed Use, Courtyard Building, Townhouse, Apartment House, Mid-Rise	3-stories 40’ max. for all Building Types	Residential Uses: 2 per unit max, per parcel and on-street

PARCEL SIZE:	FRONTAGE TYPE:	BUILDING INFORMATION:
1.09 acres net 2.93 acres gross	Porch: Engaged, Porch: Projecting, Forecourt, Dooryard, Stoop for all Building Types	3 Stories 32 units 10-20 units / acre

MISCELLANEOUS:

No side setback required along the common property line between townhouse and/or duplex building types.





- **A** Front Setback: 10’ min., 15’ max.
- **B** Side Street Setback: 5’ min.; 10’ max.
- **C** Side Setback: 5’
- **D** Rear Setback: 5’
- **E** Main Building: 40’ High
- **F** Ground Floor Finish Level: 0”-18”
- **G** Ground Floor Ceiling: 10’ living areas, 9’ service areas
- **H** Upper Floor Ceiling: 9’ living areas, 8’ service areas

PARCEL C1
T5MSF Transect

PARCEL OVERVIEW

T5MSF – Allows for community parking facility, greater flexibility for potential ground floor uses.

GOAL

To fulfill need for commercial parking to be handled as a part of a Downtown Commercial District.

Designers should aim to:

-Reduce light pollution through materiality and structure

-Provide pedestrian walkways on the ground level so as develop direct routes through the village

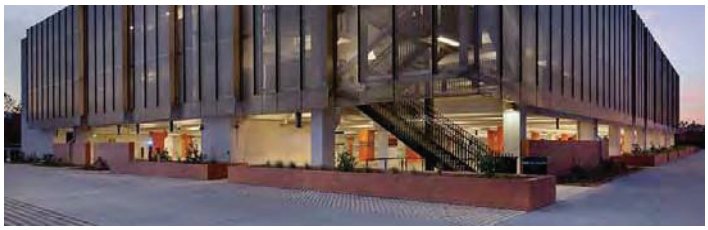
-Provide covered locations for secured bike parking

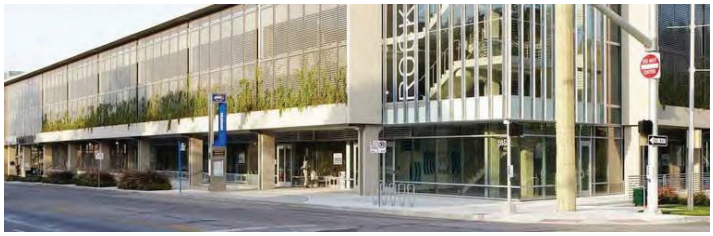
-Appropriately locate accessible spaces to support a variety of uses / locations, including park and ride.

FRONTAGE TYPE

Roy Kelly Multimodal Terminal and Parking Garage, Powers Brown Architecture

For illustrative purposes only. Final building size and configuration to be determined as part of Final Development Plans





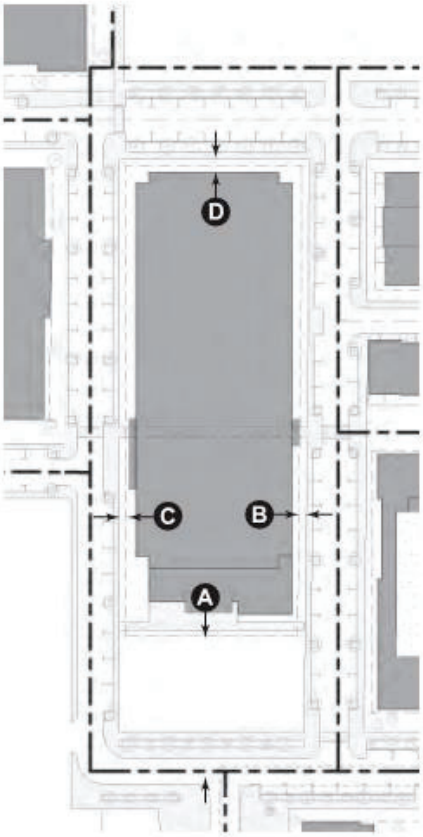
BUILDING TYPE:	BUILDING HEIGHT:	PARKING:
Community Parking Facility, Ground Floor Commercial / Retail	45' max. / 2-stories min. for all Building Types	Retail and Service Uses: 2/1,000sf min.
PARCEL SIZE:	**FRONTAGE TYPE:**	**BUILDING INFORMATION:**
1.22 acres net 2.46 acres gross	Screened Garage, Arcade, Gallery, Shopfront for all Building Types	Up to 3 Stories 150 parking spaces Includes area for community civic space.

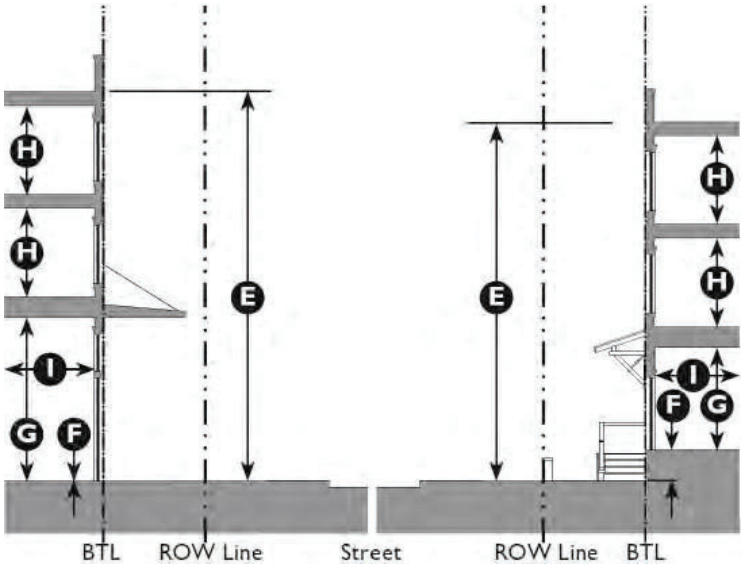
MISCELLANEOUS:

Parking may be accommodated in a Parking Garage or a Surface Lot

Garage frontages shall include a level of architectural screening that permits an open-air structure, limits light pollution, and screens cars from pedestrian view.

Architectural termination points shall be strategically placed to align with pedestrian and vehicular axes.





Refer to page 41 for information on Pedestrian Thoroughfares

A Front Setback: 0' min.; 10' max.
B Side Street Setback: 0' min.; 10 max.
C Side Setback: 0'
D Rear Setback: 5'
E Main Building: 45' High, 55' Max.
F Ground Floor Finish Level: 0"
G Ground Floor Ceiling: 9' clearance-garage, 14' min.- commercial
H Upper Floor Ceiling: 6'-6" clearance-garage 9' min.- commercial
I Depth, Ground-Floor Space: 30' min.- commercial

PARCEL D1
T5N & T4NF Transects

PARCEL OVERVIEW

T5N & T4NF Transects

GOAL

To provide development that transitions from lower density surrounding residential neighborhoods to the higher density mixed-use neighborhoods.

Designers should aim to:

- Encourage the use of multiple materials
- Use operable windows in residences
- Break up the building form so as to show separate units

Hotel Healdsburg, David Baker Architects

For illustrative purposes only. Final building size and configuration to be determined as part of Final Development Plans

FRONTAGE TYPE

PARCEL D1 - DEVELOPMENT STANDARDS

Building Types: Building Types shall comply with Section 11-58-8.B, plus Main Street Mixed-Use.

Building Placement: Building Placement shall comply with Section 11-58-8.C, except as follows:

Front Lot Line: Dobson Road - **0 FT minimum, 25 FT maximum**

Side Street Build-to-Line: 0 FT minimum, **25 FT maximum. A plaza located adjacent to the side street whose boundaries are defined by a build may count towards fulfilling the 60% frontage BTL requirement.**

Lot size: No minimum or maximum lot size, width, or depth.

Building Form: Building Form shall comply with Section 11-58-8.D, except as follows:

No requirement for Ground Floor Finish Level

No requirement for a maximum distance between Ground Floor entries or Upper Floor entries.

No requirement for Upper Floor to have a primary entrance along the front.

Miscellaneous: Any Street Façade longer than 100 FT shall be designed to read as a series of buildings

Encroachments/Frontage Types: Encroachment and Frontage Types shall comply with Section 11-58-8.E.

Parking: Parking shall comply with Section 11-58-8.F. except at follows:

1.5 spaces/unit maximum

Individual Garage Doors are not required to be screened by habitable space.

Allowed Land Uses: Allowed Land Uses shall comply with Table 11-58-3.A.**G.**

* * *

PARCEL D1 – BUILDING TYPE STANDARDS

Apartment House shall comply with Section 11-59-11, except as follows:

No maximum lot width or depth.

No maximum number of dwelling units.

No maximum Main Body width or depth.

Pedestrian Main Entrance may be located at the front, side, or rear of building(s).

Courtyard Building shall comply with Section 11-59-12, except as follows:

No maximum lot width requirement.

No maximum number of dwelling units.

Maximum building height shall comply with Section 11-58.8.D.

Main Body of building may exceed 40 FT.

Courtyards may be accessible from the front, street side, or rear.

Main Street Mixed-Use shall comply with Section 11-58-13, except as follows:

No maximum lot width or depth.

Maximum building height shall comply with Section 11-58-8.D.

Upper Floor units in the Main Body of a building(s) may be accessed by a common entry from the front, street side, or rear.

Mid-Rise shall comply with Section 11-59-14, except as follows:

No maximum lot width or depth

Footprint: No requirements

Pedestrian Access: Upper floor units may be accessed by a common entry along the front, side or rear

Courtyard: No Width or Depth measurement standard, utilize ratios

* * *

PARCEL D1 – FRONTAGE TYPE STANDARDS

Frontage Type Standards for Parcel D1 shall comply with 11-60-1 through 13 as applicable for the designated Transect, except as follows:

Building Setback(s) may be measured from a point designated, and agreed upon, between the project developer and City of Mesa based on the adjacent Thoroughfare Type(s) selected in conformance with this Plan. Alternatively, setbacks can be measured from a property line if it is determined that doing so would further the spirit and intent of this Plan.

Vehicular access to Garages or Parking Areas allowed in all Frontage Types with the exception of Dobson Road.

Individual Garage Doors are not required to be screened by habitable space.

* * *

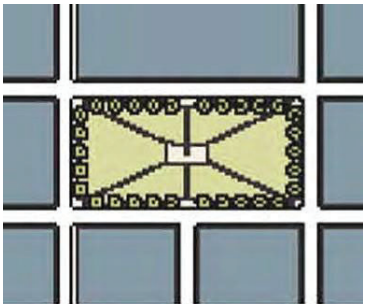
VILLAGE SPECIFICATIONS

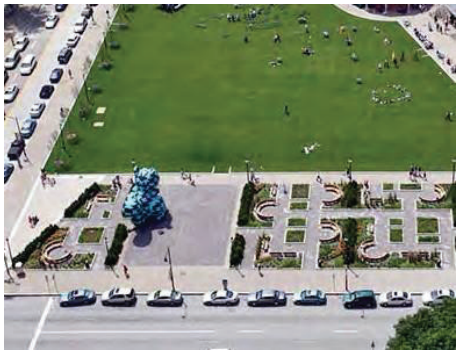
CIVIC SPACES

Civic buildings and civic spaces provide important gathering places for communities and access to outdoor activities, they should be carefully located within the pedestrian shed and accessible to all. The purpose of civic spaces is to populate the transect zones with a diverse palette of parks and other publicly accessible civic spaces, publicly or privately owned, that are essential components of walkable urban environments. The final type, design, and location of Civic Spaces shall be determined at time of Preliminary Development Plan.

NEIGHBORHOOD SQUARE + PLAYGROUND

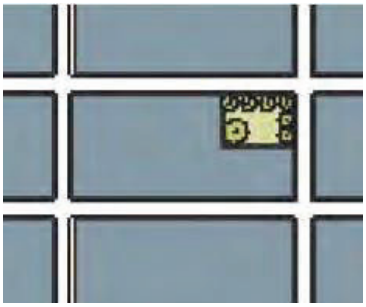
An open space available for civic purposes, unstructured and limited amounts of structured recreation.





POCKET PARK

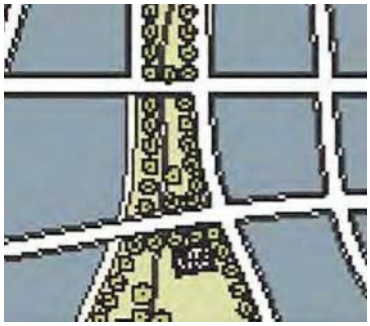
An open space available for informal activities in close proximity to neighborhood residences.

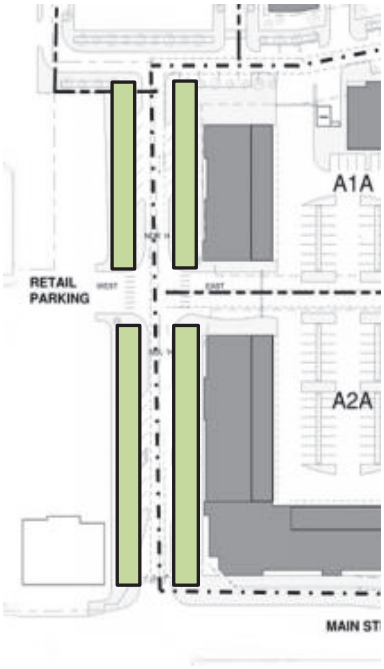


GREENWAY (MODIFIED)

A linear open space that may follow natural corridors providing unstructured and limited amounts of structured recreation.

Ironwood Dr. behaves as a modified greenway by allowing for same activities while being less than a mile long.



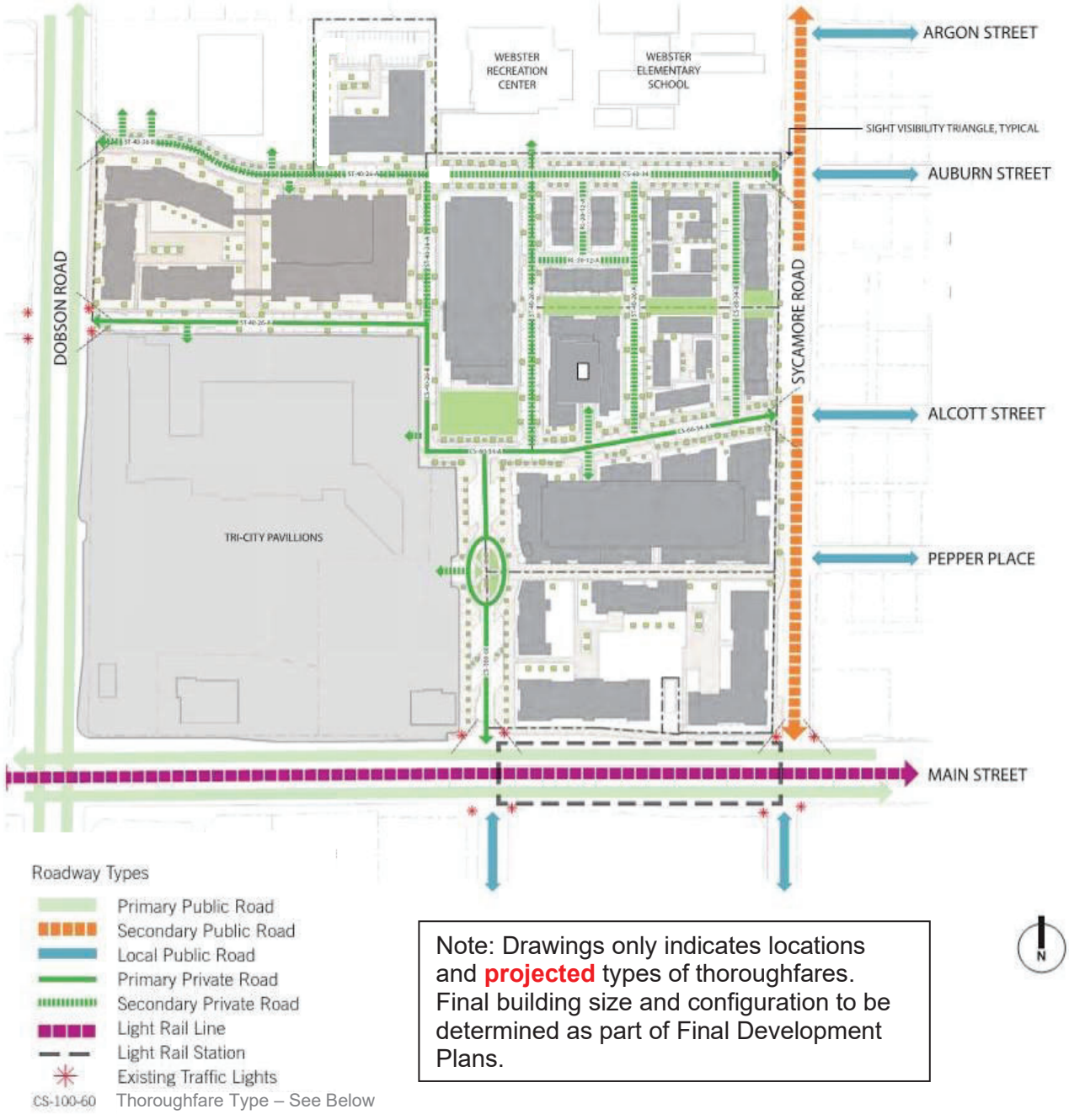


THOROUGHFARES

A thoroughfare network established to provide a variety of pedestrian and vehicular circulation experiences, define the public streets and redefine pedestrian sheds into walkable environments. Each thoroughfare was designed to anticipate the expected circulation demand while addressing the type of pedestrian environment required. The thoroughfares shown on the site plan are intended to convey the intent of the various street / parking / pedestrian conditions and may be modified to accommodate unique site conditions and/or development phasing **and established through the Final Development Plans**.

ROADWAY AND THOROUGHFARE MAP

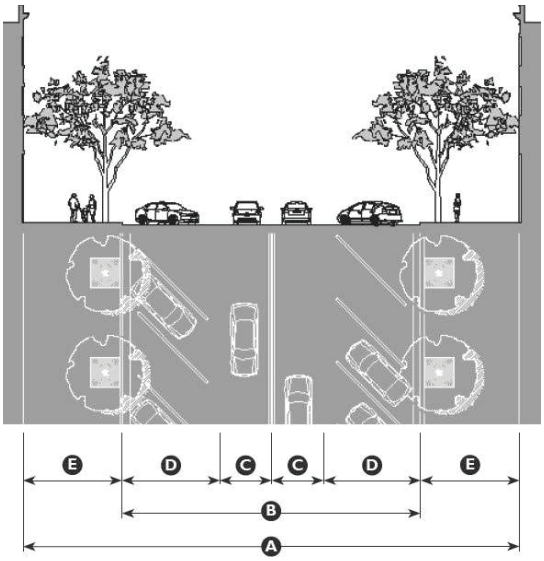
The following depicts the anticipated locations of roadways and thoroughfares. The thoroughfares are denoted as "Primary Private Roads" and "Secondary Private Roads" on the map below. The applicable Thoroughfare Assemblies follow, including allowed modifications. Additional modifications to the listed Thoroughfare Assemblies may be allowed per the provisions outlined in Table 11-61-3.A.



Note: Drawings only indicates locations and **projected** types of thoroughfares. Final building size and configuration to be determined as part of Final Development Plans.

THOROUGHFARE ASSEMBLY CS-100-60

Thoroughfare CS-100-60 only exists on the plan as indicated in the code and with modifications.



APPLICATION:

Roadway Type: Primary Private Road

Transect Zones: T4MS, TSMSF, TSMS
Movement Type: Slow
Design Speed: 20 mph.

OVERALL WIDTHS

Ⓐ Right-of-Way Width: 100' max $_A$
Ⓑ Pavement Width: 60'

LANE ASSEMBLY

Ⓒ Traffic Lanes: 2@ 12'
Bicycle Lanes: None
Ⓓ Parking Lanes: 2 @ 18' marked
Medians: None

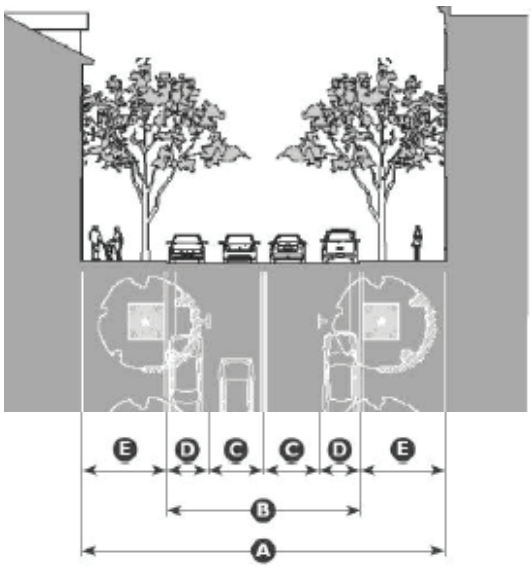
PUBLIC FRONTAGE ASSEMBLY

Frontage Type: Commercial Street, Street $_A$, Road $_B$
Drainage Collection Type: Curb & Gutter
Planter Type: 4'x4' Tree Well
Landscape Type: Trees at 30' o.c. avg.
Lighting Type: Post, Column, or Double Column
Ⓔ Walkway Type: Up to 20' Sidewalk $_A$
Curb Type: Square

A, B: Indicates where dimensions were altered for modified streets

THOROUGHFARE ASSEMBLY CS-60-34 A,B

Thoroughfare CS-60-34 exists on the plan both as indicated in the code and with modifications.



APPLICATION:

Roadway Type: Primary Private Road

Transect Zones: T4MS, TSMSF, TSMS
Movement Type: Slow
Design Speed: 25 mph.

OVERALL WIDTHS

Ⓐ Right-of-Way Width: 60', 53'$_A$, 50'$_B$
Ⓑ Pavement Width: 34', 27'$_A$, 40'$_B$

LANE ASSEMBLY

Ⓒ Traffic Lanes: 2@ 10'
Bicycle Lanes: None
Ⓓ Parking Lanes: 2 @ 7' marked, 1 @ 7'$_A$, 1 @ 20'$_B$
Medians: None

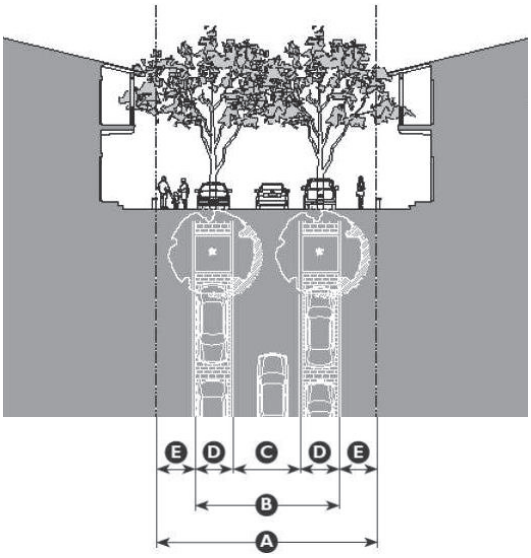
PUBLIC FRONTAGE ASSEMBLY

Frontage Type: Commercial Street, Street, Road
Drainage Collection Type: Curb & Gutter
Planter Type: 4'x4' Tree Well
Landscape Type: Trees at 30' o.c. avg.
Lighting Type: Post, Column
Ⓔ Walkway Type: 13' Sidewalk, 5' Sidewalk $_A$
Curb Type: Square

A, B: Indicates where dimensions were altered for modified streets

THOROUGHFARE ASSEMBLY ST-40-26 A, B

Thoroughfare ST-40-26 only exists on the plan with modifications listed below.



APPLICATION:

Roadway Type: Primary Private Road, Secondary Private Road

Transect Zones: T3N, T4N, T4NF
Movement Type: Yield

OVERALL WIDTHS

- A Right-of-Way Width: $44'_A$, $37'_B$
- B Pavement Width: $34'_A$, $27'_B$

LANE ASSEMBLY

- C Traffic Lanes: 1@ $20'_{A,B}$
  Bicycle Lanes: None
- D Parking Lanes: 2@ 7' marked, 1 @ $7'_B$
  Medians: None

PUBLIC FRONTAGE ASSEMBLY

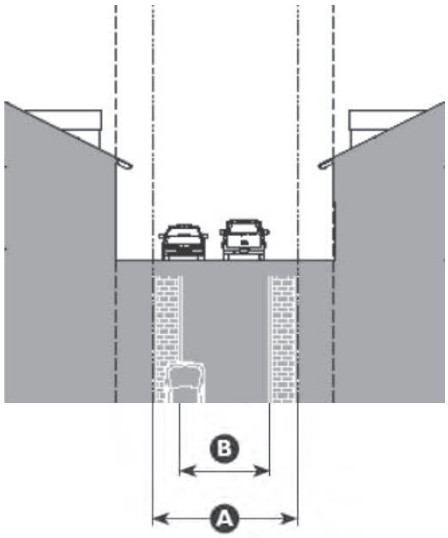
Frontage Type: Street, Road $_A$
Drainage Collection Type: Gutter or Sheet Flow
Planter Type: 6' x 6' planter at 50' o.c.
Landscape Type: Trees at 50' o.c. avg.
Lighting Type: Post or Column

- E Walkway Type: 5' Sidewalk $_{A,B}$
  Curb Type: Rolled or flush

A,B: Indicates where dimensions were altered for modified streets

THOROUGHFARE ASSEMBLY RL-20-12 A

Thoroughfare RL-20-12 only exists on the plan with modifications listed below.



APPLICATION:

Roadway Type: Secondary Public Road

Transect Zones: T3N, T4N, T4NF
Movement Type: Yield
Design Speed: <20 mph.

OVERALL WIDTHS

- A Right-of-Way Width: $30'_A$
- B Pavement Width: $20'_A$

LANE ASSEMBLY

Traffic Lanes: 1@ 12'
Bicycle Lanes: None
Parking Lanes: None
Medians: None

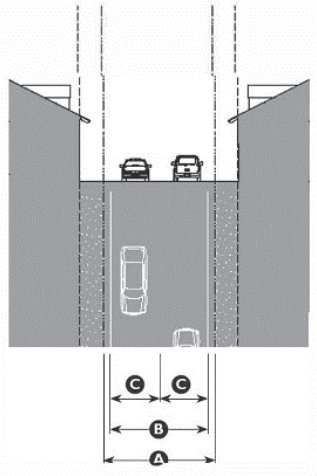
PUBLIC FRONTAGE ASSEMBLY

Frontage Type: Rear Lane, Street $_A$, Road $_B$,
Drainage Collection Type: Gutter or Sheet Flow
Planter Type: None
Landscape Type: None
Lighting Type: Pipe or Post (if provided)
Walkway Type: None
Curb Type: Rolled or flush

A, B: Indicates where dimensions were altered for modified streets

THOROUGHFARE ASSEMBLY RA-24-21

Thoroughfare Assembly RA-24-21



APPLICATION:

Roadway Type: Primary Private Road, Secondary Private Road

Transect Zones: T4MS, T5N, T5MSF, T5MS, T6MS, T4NF
Movement Type: Slow
Design Speed: <20 mph.

OVERALL WIDTHS

Ⓐ Right-of-Way Width: 24'$_A$
Ⓑ Pavement Width: 21'$_A$

LANE ASSEMBLY

Ⓒ Traffic Lanes: 2@ 10'6"
Bicycle Lanes: None
Parking Lanes: None
Medians: None

PUBLIC FRONTAGE ASSEMBLY

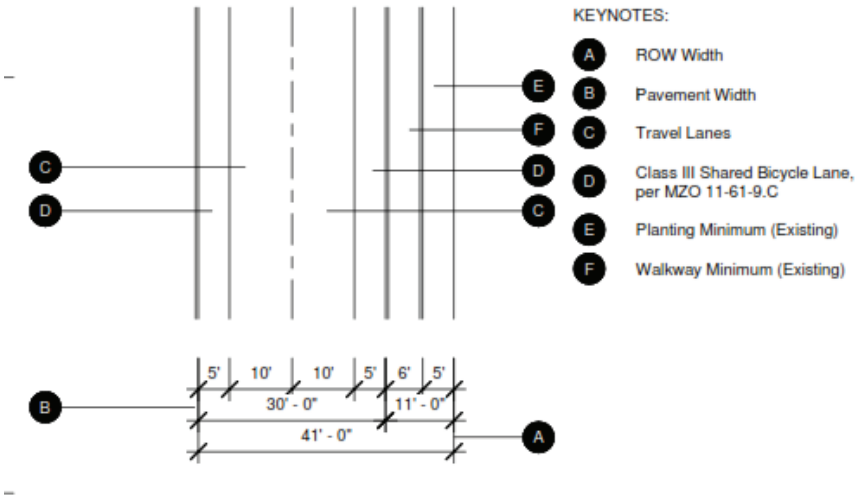
Frontage Type: Street $_A$, Rear Lane
Drainage Collection Type: Gutter or Sheet Flow
Planter Type: None
Landscape Type: None
Lighting Type: Pipe or Post (if provided)
Walkway Type: None or 6' if provided $_A$
Curb Type: Rolled or flush

A: Indicates where dimensions were altered for modified streets

NEW THOROUGHFARE FOR NORTHERN BOUNDARY OF PROJECT

THOROUGHFARE ASSEMBLY ST-41-30

Thoroughfare ST-41-30 only exists on the plan both as indicated in the code and with dimensions listed below.



APPLICATION:

Roadway Type: Primary Private Road, Secondary Private Road

Transect Zones: T4MS, T5N, T5MSF, T5MS, T6MS, T4NF
Movement Type: Slow
Design Speed: <25 mph.

OVERALL WIDTHS
A Right-of-Way Width: 41'
B Pavement Width: 30'

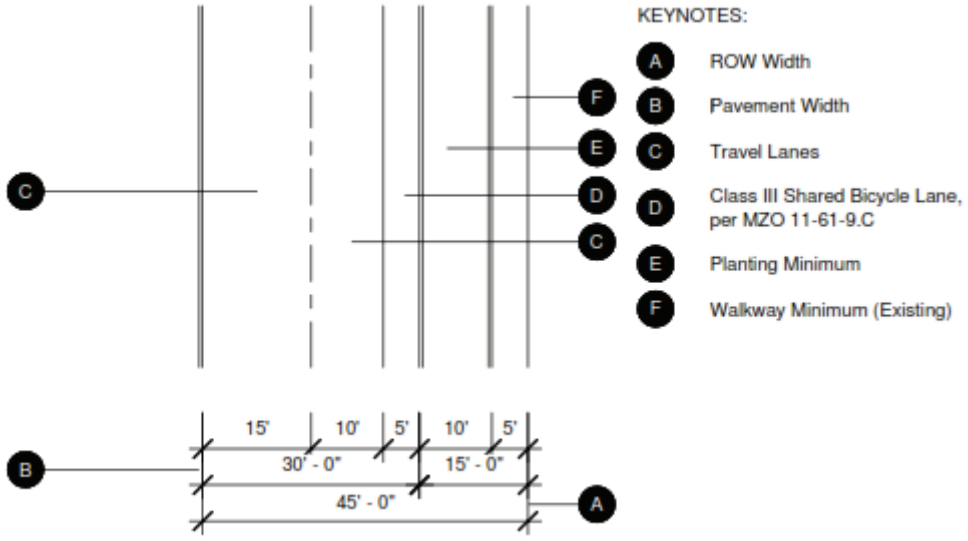
LANE ASSEMBLY
C Traffic Lanes: 2@ 10'
D Bicycle Lanes: 2@ 5'
Parking Lanes: None
Medians: None

PUBLIC FRONTAGE ASSEMBLY
Frontage Type: Street, Road
Drainage Collection Type: Gutter or Sheet Flow
Planter Type: None
E Landscape Type: Existing
Lighting Type: Pipe or Post (if provided)
F Walkway Type: None or 6' if provided
Curb Type: Rolled or flush

NEW THOROUGHFARE FOR SOUTHERN BOUNDARY OF PROJECT

THOROUGHFARE ASSEMBLY ST-45-30

Thoroughfare ST-45-30 only exists on the plan both as indicated in the code and with dimensions listed below.



APPLICATION:

Roadway Type: Primary Private Road, Secondary Private Road

Transect Zones: T4MS, T5N, T5MSF, T5MS, T6MS, T4NF
Movement Type: Slow
Design Speed: <25 mph.

OVERALL WIDTHS
- Ⓐ Right-of-Way Width: 45’
- Ⓑ Pavement Width: 30’

LANE ASSEMBLY
- Ⓒ Traffic Lanes: 1@ 10’, 1@15’
- Ⓓ Bicycle Lanes: 1@ 5’
- Parking Lanes: None
- Medians: None

PUBLIC FRONTAGE ASSEMBLY
- Frontage Type: Street, Road
- Drainage Collection Type: Gutter or Sheet Flow
- Planter Type: None
- Ⓔ Landscape Type: Existing
- Lighting Type: Pipe or Post (if provided)
- Ⓕ Walkway Type: None or Existing if provided
- Curb Type: Rolled or flush

PEDESTRIAN THOROUGHFARES

The purpose of these thoroughfares is to provide standards for the application of Form-Based Code standards to reinforce walkable urban neighborhoods or create new walkable urban neighborhoods within the City of Mesa. Pedestrian thoroughfares allow for residents and visitors to comfortably access the parcels throughout the village. These walkways are additionally the preferred location for any underground public utilities. Final location and design of Pedestrian Thoroughfares will be determined at time of Preliminary Development Plan.

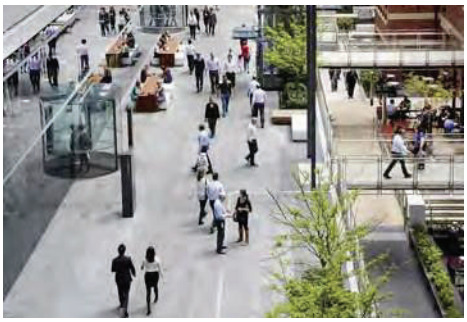
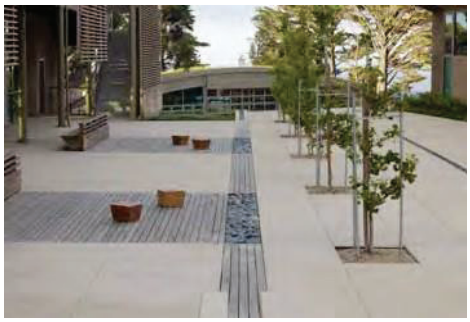
UNENCLOSED WALKWAYS

Exterior pedestrian walkways allow for residents and visitors to walk through the village unimpeded by vehicular traffic. Unenclosed walkways can be opened up for life safety and service vehicular traffic.

PEDESTRIAN WALKWAYS

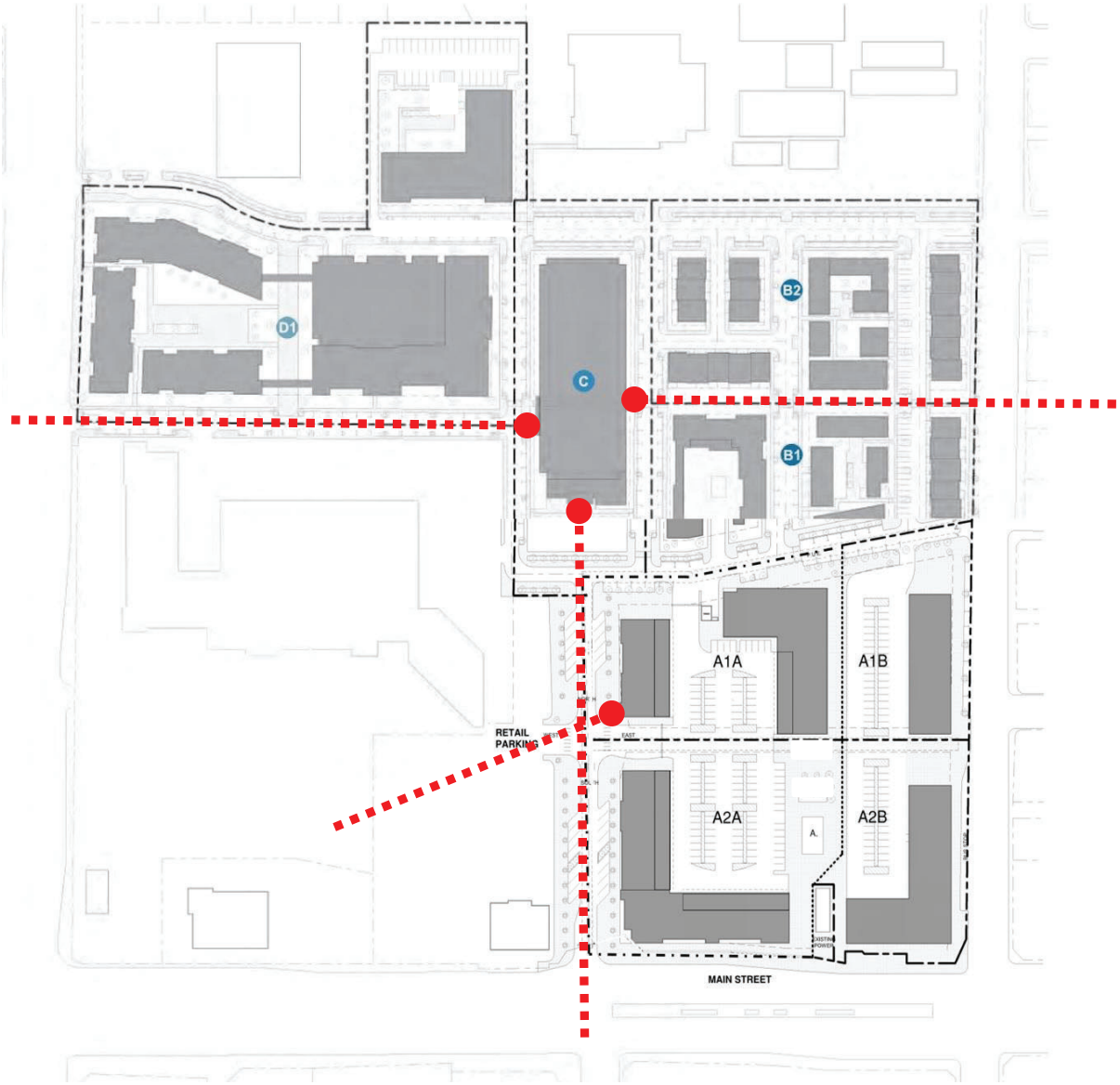
Hardscaped pedestrian walkways implemented in more urban settings in both residential and commercial environments.



TERMINATION VISTAS

The purpose of a Termination Vista is to emphasize a focal point within the village. Important structures or elements of buildings create focal points to draw in users.



The red dashed lines are used to represent where users would be seeing the Termination Vista and why they would be located at the end of the primary entries to the village.

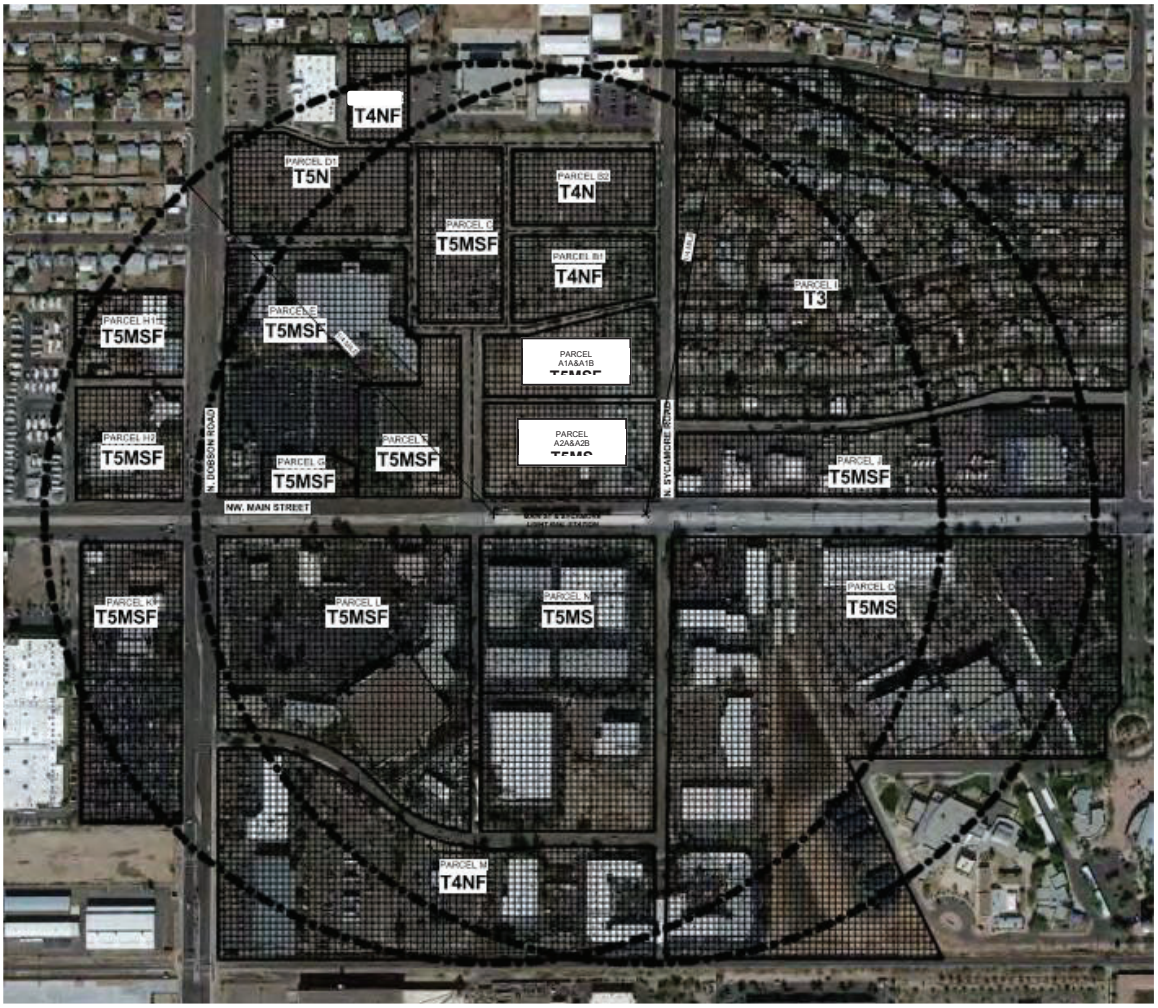
TRANSECT ZONES

Community plans for completely new neighborhoods and smaller infill sites over 10 acres shall assign and map transect zones to each pedestrian shed according to the percentages allocated in the table on the following page.

Transect Zones were assigned to each parcel based on the planned use and density for each potential parcel. Our entire SGCP will be considered TOD as it lies within ¼ mile of the light rail station.

The criteria for determining the appropriate mix of Transect Zones are as follows:

(1) Proximity to existing or future transit stops;
(2) Scale and uses adjacent to site;
(3) Existing zoning and entitlement of property;
(4) Size of the site;
(5) Site constraints and opportunities;
(6) Ability of site to create a complete walkable neighborhood; and/or
(7) Role of this site in Smart Growth strategy for the larger city based on sector mapping or macro scale analysis.



REQUIRED ALLOCATION TRANSECT ZONES

Transit Oriented Development

Transect	Minimum	Maximum
T3N	NA	NA
T4N	no minimum	20%
T4NF	no minimum	15%
T4MS	no minimum	30%
T5N	no minimum	80%
T5MSF	10%	75%
T5MSF	10%	30%
T6MS	NA	NA

PEDESTRIAN SHED TRANSECT ALLOCATION

Sycamore SGCP Parcel Worksheet

Parcel	Transect	Use	GSF	NSF	NSF%	GSF%
A1	T5MSF	Mixed Use, MF Housing	131,000	88,500	2%	2%
A2	T5MS	Mixed Use, MF Housing	149,000	116,000	3%	2%
B1	T4NF	MF Housing	107,000	53,000	2%	1%
B2	T4N	Townhome, Courtyard Building	128,000	47,500	2%	1%
C	T5MSF	Parking Structure, Commercial	105,000	50,000	2%	1%
D1	T5N	Senior Living	178,000	118,000	3%	2%
	T4NF	Senior Living	64,000	32,000	1%	1%
E	T5MSF	Retail	353,800	338,000	6%	6%
F	T5MSF	Retail	123,700	101,500	2%	2%
G	T5MSF	Retail	45,800	45,800	1%	1%
H1	T5MSF	Retail	80,000	80,000	1%	1%
H2	T5MSF	Retail	102,000	102,000	2%	2%
I	T3	Neighborhood	1,280,500	1,280,500	22%	24%
J	T5MSF	Mixed Use, MF Housing	288,150	288,150	5%	5%
K	T5MSF	Mixed Use, MF Housing	252,000	252,000	4%	5%
L	T5MSF	Mixed Use, MF Housing	428,000	428,000	7%	8%
M	T4NF	MF Housing	428,000	428,000	7%	8%
N	T5MS	MF Housing	300,000	300,000	5%	6%
O	T5MS	MF Housing	1,250,000	1,250,000	22%	23%
Totals			**5,793,950**	**5,398,950**		
		Acres	133.01	123.94		

Transect		Proposed	Minimum	Maximum
T5MS	Mixed Use, MF Housing	30%	10%	30%
T5MSF	Mixed Use, MF Housing	33%	10%	75%
T5N	Mixed Use, MF Housing	3%	0%	80%
T4NF	Mixed Use, MF Housing	10%	0%	15%
T4N	Townhouse, Courtyard Building	2%	0%	20%
T3	Neighborhood	22%	N/A	N/A

PROPOSED TRANSECT ALLOCATIONS

Sycamore SGCP Parcel Worksheet

Parcel	Transect	Use	GSF	NSF	NSF%	GSF%
A1	T5MSF	Mixed Use, MF Housing	131,000	88,500	15%	18%
A2	T5MS	Mixed Use, MF Housing	149,000	116,000	17%	23%
B1	T4NF	MF Housing	107,000	53,000	12%	10%
B2	T4N	Townhome, Courtyard Building	128,000	47,500	15%	9%
C	T5MSF	Parking Structure	105,000	50,000	12%	10%
D1	T5N	Mixed Use, MF Housing	178,000	118,000	21%	23%
	T4NF	Mixed Use, MF Housing	64,000	32,000	7%	6%
E	T5MSF	Retail - not included	353800	338000	41%	67%
F	T5MSF	Retail - not included	123700	101500	14%	20%
G	T5MSF	Retail - not included	45800	45800	5%	9%
Totals			**862,000**	**505,000**		
		Acres	19.79	11.59		

Transect	Use	Proposed	Minimum	Maximum
T5MS	Mixed Use, MF Housing	17%	10%	30%
T5MSF	Mixed Use, MF Housing	27%	10%	75%
T5N	Mixed Use, MF Housing	21%	0%	80%
T4NF	Mixed Use, MF Housing	20%	0%	15%
T4N	Townhome, Courtyard Building	15%	0%	20%

highlights indicate where proposal meets allocation percentages

PARKING

Transects range from requiring no, low and moderate parking availability. The code promotes the walkability of thoroughfares and therefore parking responds to the use of each transect and their relationship to each other and the city's public transportation hub.

ON STREET PARKING

Although the code promotes having no to low street parking to encourage walkability it allows for street parking along thoroughfares. On street parking is not required but may be utilized per the plan where deemed appropriate.

In reference to the thoroughfare types as well as the transect type the majority of on-street parking is parallel parking. The code also allows for diagonal parking which is conceptually shown on parcels A1A and A2A.

Location of on-street parking around intersections should be evaluated during this analysis to identify potential conflicts between turning vehicles and on street parking.

Street Parking accommodates both Resident and Visitor Parking.

OFF-STREET PARKING

All transect types to have appropriate parking requirements to promote walkability and asks that commercial parking be handled as part of a downtown commercial district, while residential parking may be accommodated in off-street structured parking within any of the residential transects,

The utilization of and size of Structured Off-Street Parking will be determined at time of Preliminary Development Plan

PRIVATE INDIVIDUAL RESIDENCE GARAGES

The requirements of the primarily residential transects are to provide appropriate availability of parking to promote walkability and minimize the visual impact on the surrounding neighborhood.

Private Individual Residence Garages may be included with any of the residential transects.

PARK AND RIDE

To service light rail users, the City of Mesa offers a park and ride program where individuals may leave their car and take the light rail or the bus system.

The parking structure on Parcel C allows for 150 parking spaces that primarily serve the park and ride program and other Joint Use activities approved by the City and the Federal Transit Administration.

BIKE PARKING

In an effort to make the City of Mesa more bike and pedestrian friendly the code emphasizes the walkability of thoroughfares. This allows cyclists to use streets safely and encourages them as a mode of transportation.

Additionally, the park and ride also gives users the opportunity to park their bike and use the public transportation options available from this location.

Each parcel will accommodate bicycle parking required by code. Final Bike Parking locations will be determined at time of each Development Plan

MAIN STREET

WEST MAIN STREET PLAN

The following are policies outlined in the City of Mesa West Main Street Plan. Included are brief explanations of their compliance.

Any side setbacks may be zero however if not zero then must be five feet or greater.

Comply- Per Transect Ordinances, setbacks are between 0' minimum and 20' maximum.

75% minimum building frontage required with exceptions for plazas and parks.

Comply- Proposed Independent blocks encourage majority street frontage.

At least 25% of ground floor width shall be used as retail or office along main street.

Comply- One Building on Transect A2 which is greater than 25% of the ground floor on the transect is designated for office and retail uses. Residential uses will occupy these spaces until the corridor supports retail and commercial uses.

Minimum 65% of commercial ground floor width shall be windows along Main Street and shall be a minimum of 30% of the ground floor facade area.

Comply - Frontages provided in the code and supported in the SGCP encourage transparency at the ground plane along Main Street.

30% of blank wall maximum and 20' maximum for commercial facing Main Street.

Comply- Residential and Retail uses promoted in the SGCP encourage transparency and integrated facades that do not support a blank wall condition

50% of blank wall maximum and 20' maximum for residential facing Main Street.

Comply- Residential and Retail uses promoted in the SGCP encourage transparency and integrated facades that do not support a blank wall condition

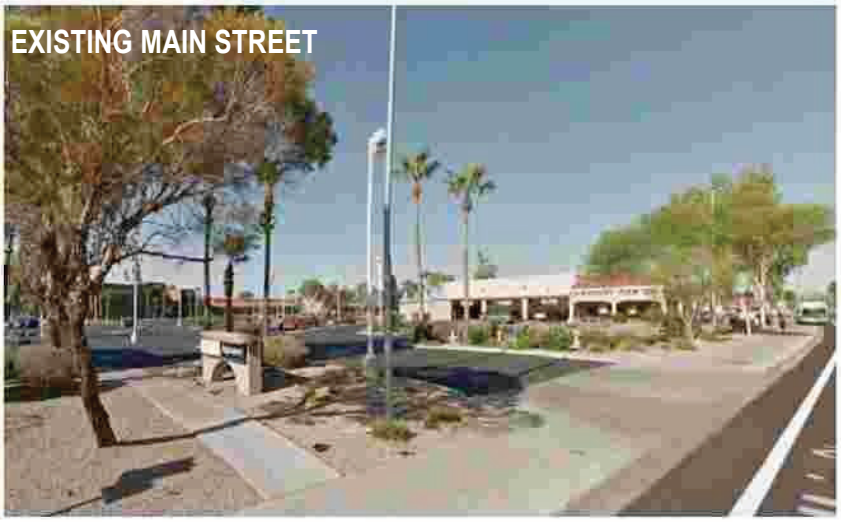
Buildings along Main Street should be oriented to Main Street with entrances.

Comply- Buildings along main street are oriented towards main street and will provide entry opportunities for current and future tenants

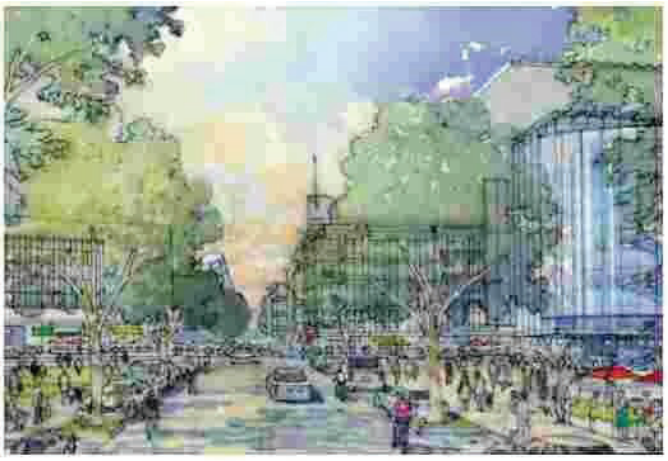
COMMUNITY GOALS FOR THE WMSP

-Address safety issues
-Bring in high quality/high paying jobs
-Celebrate and reflect the cultural diversity of our community
-Family-oriented activities and facilities
-Think creatively/innovatively
-See what has worked for other cities
- Maintain and preserve neighborhood culture
- Extend downtown [Main St] look and feel west
- Keep existing assets and add new things
- Find ways to pay for improvements
- High quality mixed use developments supporting a diverse population
- Create fun nighttime activities that will also increase safety
- Pedestrian-scale development and landscaping
- Improve appearance for enjoyable walking areas to 'have a stroll'
- Extend light rail into downtown
- Have delineation between what will be redeveloped or will be preserved
- Quality public spaces that aren't necessarily parks
- Focus on downtown first and then extend improvements west
- Protect improvements by restricting less attractive developments
- Enforce codes
- Create a 'softer' Main St
- Be selective in business recruitment and development
- Use common sense in working with developers, use of resources and
- Get with the times
- Minimal disruption along ½ mile north and south [of Main]
- Encourage development
- Nightlife
- More open, green space
- Collection of diverse medium size developments not one big, singular development
- Continue attention on the west side [of Mesa]
- Controlled flexibility
- Enforce the defined codes
- New master plan for the City
- Encourage individual property owners to development
- [Do something about] traffic problems

EXISTING MAIN STREET



POTENTIAL OF MAIN STREET



REFERENCES

CODES

FORM BASED CODE

Chapter 56- Form-Based Code Overview
Chapter 57- Maps
Chapter 58- Building Form Standards
Chapter 59- Building Type Standards
Chapter 60- Private Frontage Standards
Chapter 61- Thoroughfare Standards
Chapter 62- Civic Space Standards
Chapter 63- Smart Growth Community Plans
Chapter 64- Definitions

http://www.mesaaz.gov/business/development-sustainability/planning/zoning-ordinance

IMAGES

Page 2-3 Pena Station, Denver: L.C. Fulenwider, Inc.
Millbrae BART/Caltrain Stationk, Republic Millbrae LLC + Robin Chiang & Company

Page 6 Vialta Group, LLC.: http://bettercities.net/article/market-responsive-form-based-codes-19958
Columbia Pike Form Based Code: http://formbasedcodes.org/
Cedar Park Neighbors: http://www.cedarparkneighbors.org/
Children Playing In Park: http://incolors.club/collectionkdwn-kids-playing-at-the-park.htm
MRP Residential: http://dc.curbed.com/2014/11/25/10018130/mixeduse-development-on-its-way-to-navy-yard-in-2016

Page 8-11 Google Maps

Page 14-27 Image sources listed below primary pictures Other Images: City of Mesa Codes listed above Beaver Barracks Housing, Barry J. Hobin & Assoc. Odin Apartments, Runberg Architecture Group DTLA
South Park, Mack Urban
Olympic and Olive, Driver URBAN
Edition/Richmond, Audax
Tejon 35, Meridian 105 Architecture
DEC 100 Housing, Urban Platform
The Solstice, 2form Architecture
Hoover Garage, Zahner
Rockhurst North Garage and Retail, BNIM
Hotel Healdsburg, David Baker
Via Cordillera, JS[a] + DMG Architects

Page 30-31 Hypar, Scofidio + Renfro + FXFowle
Schenley Plaza, Sasaki Associates
Deaderick Street, Hawkins Partners, Inc.
Pace University: Courtyard, AECOM
Eleanor Raoul Hall, Ayers Saint Gross
Iota Housing Complex, Ayers Saint Gross
Hyllie Plaza, Thorbjörn Andersson + Sweco Architects

Page 34 Stationsstraat,Sweco Belgium
Nueva School, Andrea Cochran Landscape Arch.
McBurney Lane, HAPA Collaborative
Brookfield Place, HASSELL
Unknown
Charenton-Le-Pont Town Center, Agence Babylone

Page 41 Ayers Saint Gross
Lonsdale Street Dandenong / BKK Architects
Ave. 9 Julio, Buenos Aires Argentina
Cortex Campus, @4240
Walnut Hill, Form Based Code Institute
Vertex, Ayers Saint Gross

Page 43 Santa Clara Transit-Oriented Development, Robin Chiang & Company