



HAVEN AT HAWES

Rezone Narrative



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1. INTRODUCTION

Haven at Hawes is a proposed single-family residential community located at the southeast corner of east Mesquite Street and south Hawes Road within unincorporated in Maricopa County (the "Site"). The Site will feature single-family detached residential units and provide a thoughtfully planned community with access to nearby employment centers, transportation networks, and future residential and commercial growth.

The approximately 38.03 gross-acre (37.98 net-acre) Site presents an opportunity to introduce a new residential neighborhood that complements the character of the surrounding area. This proposed Planned Area Development ("PAD") establishes the zoning and Development Standards ("Standards") to facilitate the annexation of the Site into the City of Mesa (the "City") and ensure alignment with the City's long term planning objectives. Refer to **Exhibit 1: Vicinity Map** showing the Site's location and context.

This rezoning request is submitted in conjunction with the annexation and Major General Plan Amendment ("MGPA") of the Site (APN# 304-31-005A), which was previously under Maricopa County jurisdiction.



1.1 PURPOSE OF REQUEST

The purpose of this request is to facilitate the annexation of the Site into the City and rezone it from Light Industrial (IND-2) under Maricopa County’s jurisdiction to Small Lot Single Residence (RSL-2.5) with a PAD overlay. This request will support the development of a high-quality residential community consisting of approximately two hundred thirty (230) single-family detached units, consistent with the City of Mesa’s 2050 General Plan (“General Plan”).

1.2 AUTHORITY

This narrative is part of a rezone submittal for a PAD Overlay District, enacted pursuant to the City of Mesa Zoning Ordinance (“Ordinance”) and in conformance with the General Plan. All references to the Ordinance hereafter shall refer to the City of Mesa Zoning Ordinance, as amended. The RSL-2.5 PAD will establish site-specific Standards that supersede the underlying zoning regulations, except where specifically referenced. These Standards will guide all Subdivision Plats, Preliminary Plats, Development Plans, and improvements within the Site.

2. SITE CONDITIONS AND LOCATION

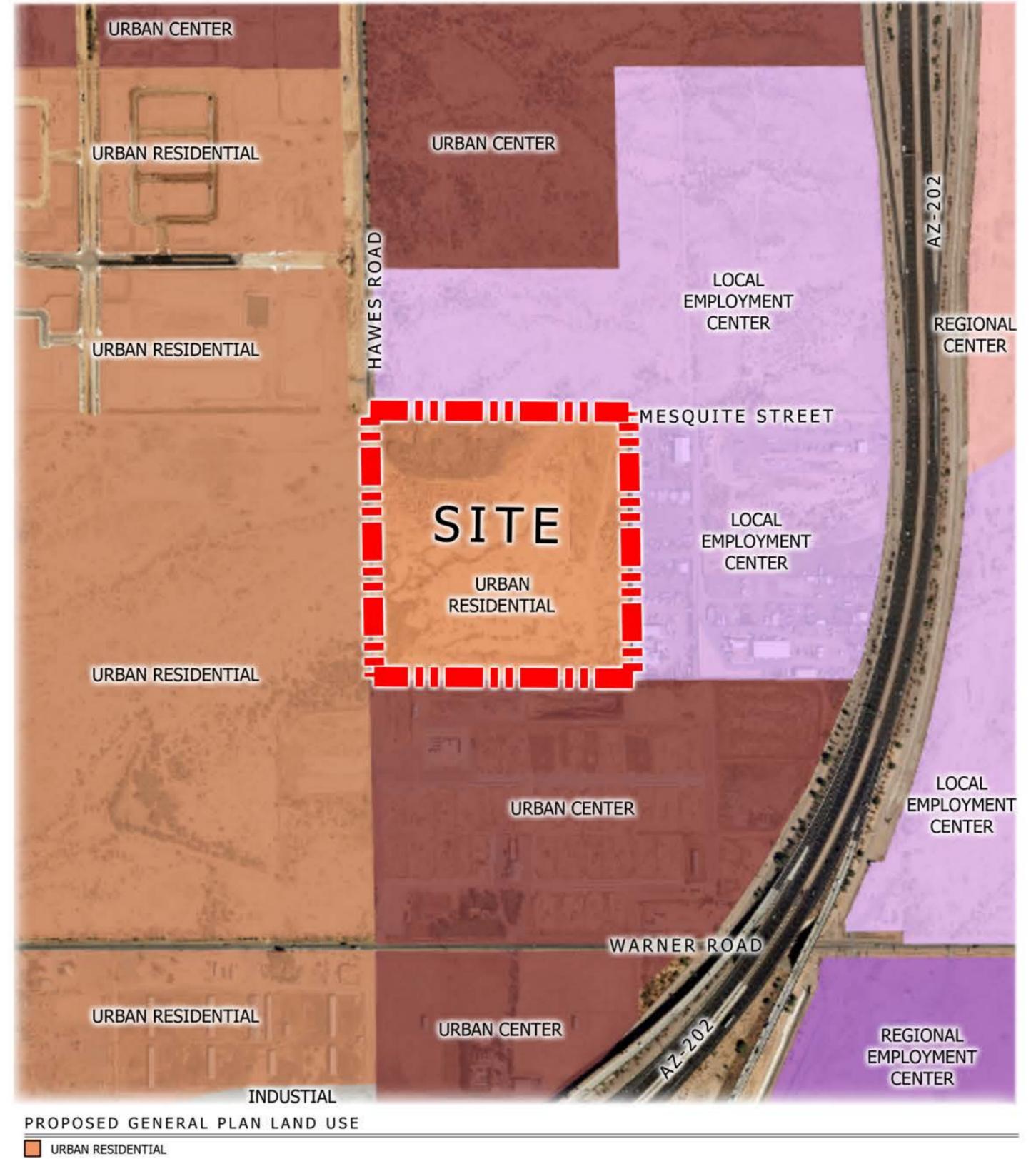
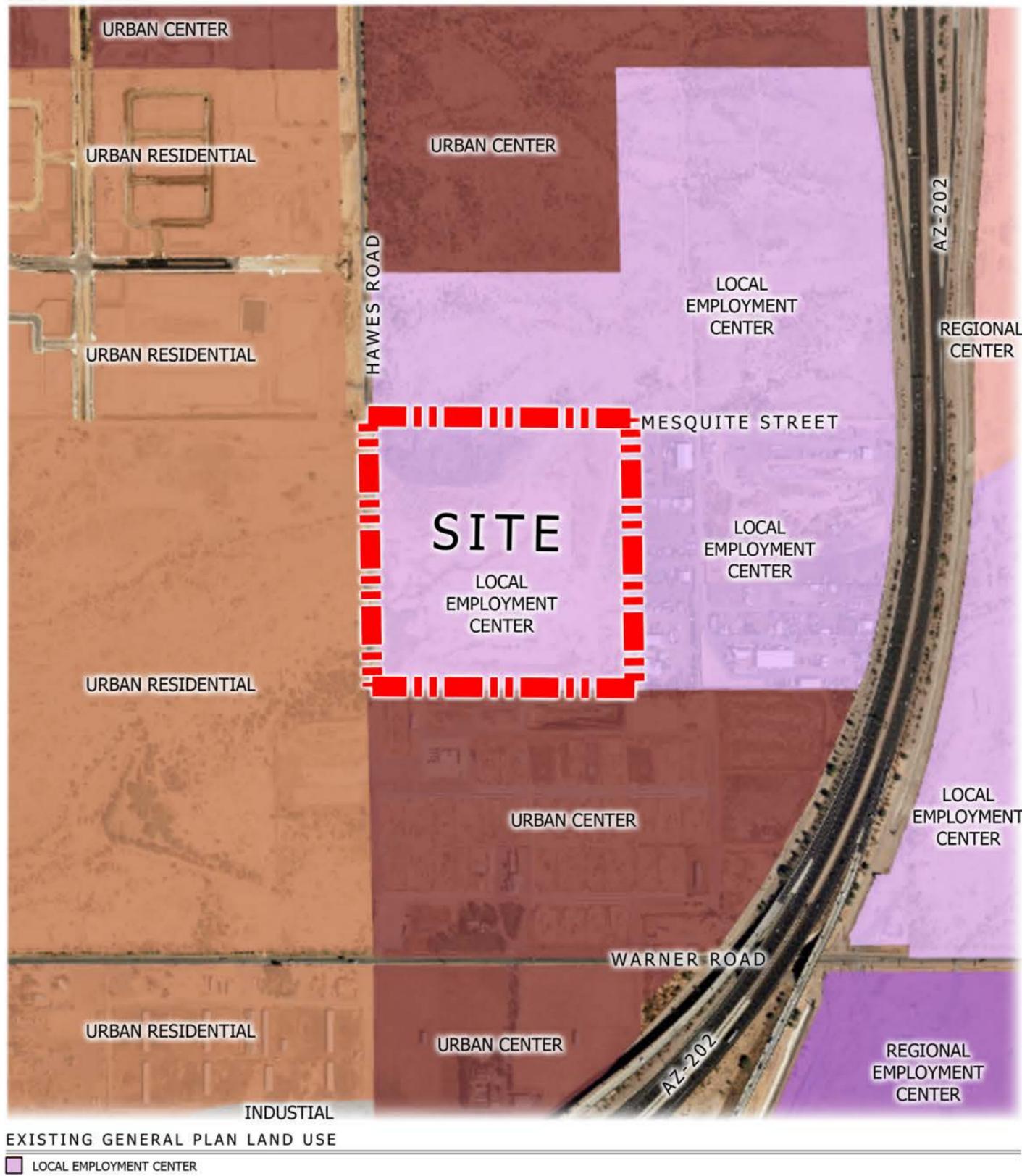
The Site is currently undeveloped and zoned Light Industrial (IND-2) within unincorporated Maricopa County. It is designated as a Local Employment Center under the General Plan. A MGPA is proposed to change the land use designation to Urban Residential to support the development of approximately two hundred thirty (230) single-family detached units on lots measuring 39' x 80' and 50' x 80' with an overall gross density of 6.05 dwelling units per acre (du/ac).

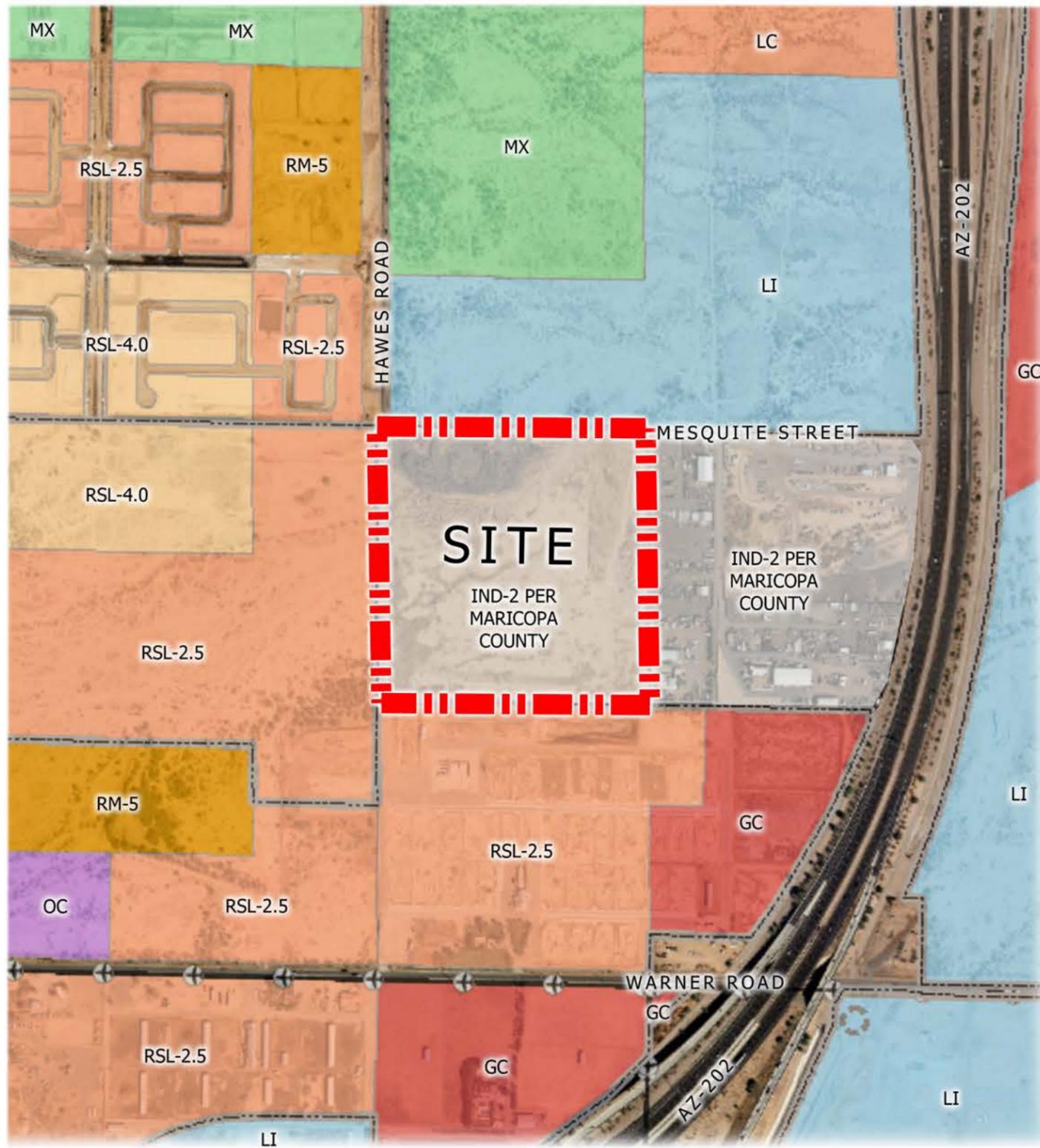
The surrounding area is largely undeveloped, with Light Industrial and outdoor storage uses to the east and residential development under construction to the south. The nearby Hawes Crossing community includes residential areas that will align well with the proposed development, fostering a cohesive transition with the surrounding neighborhoods. Refer to **Exhibit 1: Vicinity Map** and Table 2: Relationship with Surrounding Properties for the Site's location and context.

TABLE 2: RELATIONSHIP WITH SURROUNDING PROPERTIES

DIRECTION	EXISTING CITY GENERAL PLAN LAND USE CATEGORY	EXISTING ZONING	EXISTING USE
Site	Local Employment Center	Light Industrial (IND-2) per Maricopa County	Undeveloped
North	Local Employment Center	Light Industrial (LI) per City of Mesa	Undeveloped
South	Urban Center	Small Lot Single Residence (RSL-2.5) per City of Mesa	Single-Family Residential under development
East	Local Employment Center	Light Industrial (IND-2) per Maricopa County	Light industrial/ Outdoor storage areas
West	Urban Residential	Small Lot Single Residence (RSL-2.5) per City of Mesa	Undeveloped

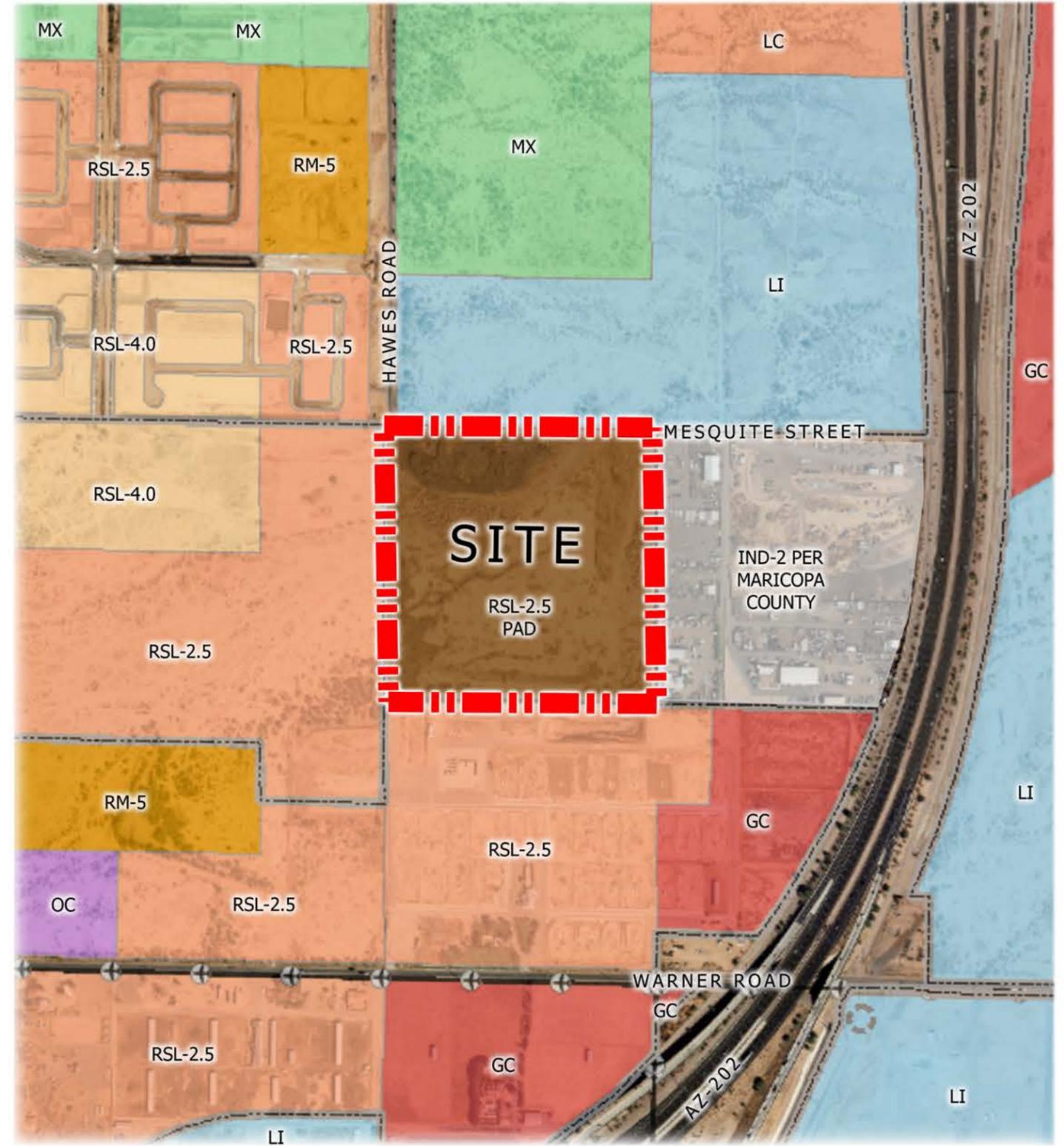
The Site is planned for annexation into the City of Mesa and will be rezoned to RSL-2.5 PAD to allow for the proposed residential development. Refer to **Exhibit 2A: Existing and Proposed Land Use Map** for additional information on the General Plan Amendment and **Exhibit 2B: Existing and Proposed Zoning Map** and **Exhibit 2C: Conceptual Site Plan** for zoning and Site layout.





EXISTING ZONING

□ IND-2 LIGHT INDUSTRIAL (PER MARICOPA COUNTY)



PROPOSED ZONING

■ RSL-2.5 PAD SMALL LOT SINGLE RESIDENCE PLANNED AREA DEVELOPMENT



SITE DATA		
GROSS AREA	38.03 AC	6.05 DU/AC
NET AREA	37.98 AC	6.06 DU/AC
AMENITY/RET	4.38 AC	
DRAINAGE CHANNEL	2.03 AC	
OPEN SPACE	3.82 AC	
TOTAL OPEN SPACE	10.23 AC	26.9%
UNIT	QTY	MIX %
39' x 80'	149 DU	64.78%
50' x 80'	81 DU	35.22%
TOTAL	230 DU	

- LEGEND**
- *** OVERSIZED LOT WITH ENHANCED CORNER ARCHITECTURE
- NOTES:**
- PERIMETER LOTS AND LOTS ADJACENT TO OPEN SPACE REQUIRE ENHANCED REAR AND/OR SECOND STORY ARCHITECTURAL ELEMENTS. PLEASE REFER TO PRELIMINARY PLAT.
 - GRAPHIC SHOWS CONCEPTUAL INFORMATION AND IS SUBJECT TO CHANGE. ACTUAL LOCATIONS AND CONFIGURATIONS TO BE DEFINED AT THE TIME OF SUBDIVISION PLAT OR SITE PLAN SUBMITTAL.

3. INFRASTRUCTURE AND UTILITIES

3.1 DRAINAGE

The Site has a natural ground slope of approximately 0.5% from east to west, directing runoff toward the western boundary. The Site is classified as Flood Hazard Zone X by the Federal Emergency Management Agency ("FEMA"), indicating areas determined to be outside the 100-year floodplain.

To manage stormwater runoff effectively, the Site is planned to incorporate two (2) primary drainage channels designed to accommodate both onsite and offsite flows. A sixty-five (65) foot wide drainage channel will run along the north and west sides of the Site, while a forty-five (45) foot wide drainage channel will run along the west and south boundaries of the Site.

The drainage channels will be integrated into the open space network, providing functional stormwater management. The system will be designed in compliance with the City of Mesa's Engineering and Design Standards and will maintain historical flow patterns where possible.

Due to the complexities associated with offsite drainage patterns, surrounding property rights, and existing and planned development, the Development Team coordinated with the City of Mesa on February 4, 2026, to discuss alternative drainage concepts, including the potential commingling of onsite and offsite flows under interim conditions. This approach was discussed as a means to avoid directing offsite flows onto properties not planned to receive them and to minimize the need for additional property rights acquisition from State Land. The concept remains under City review and has not been incorporated into the preliminary design at this time. Any future implementation would be intended to balance regional drainage considerations while minimizing impacts to adjacent properties and providing appropriate flood protection for the Site.

Refer to the Haven at Hawes Master Drainage Report submitted with this rezoning request for a detailed analysis of the Site's drainage improvements and floodplain management strategies.

3.2 GRADING AND EARTHWORK

The grading and earthwork for Haven at Hawes will adhere to the City of Mesa's Engineering and Design Standards, ensuring site stability and proper drainage. The Site's natural slope will be incorporated into the grading design to maintain existing drainage patterns, as described in **Section 3.1: Drainage**.

The grading plan will minimize excessive cut and fill operations, aligning with the natural topography. Where necessary, slopes will be stabilized using retaining walls and native landscape to prevent erosion. All disturbed areas will be properly stabilized through finished surfaces, structures, or landscape to ensure long-term site stability.

During construction, best management practices for erosion and sediment control will be implemented in accordance with the City's environmental requirements. Dust control measures will be employed to comply with local air quality standards. Clearly marking the limits of construction will prevent unintended disturbances to surrounding areas. These measures will comply with the Haven at Hawes Master Drainage Report and the City's grading standards.

3.3 WASTEWATER

The Site will connect to the City's wastewater system off of Hawes Road through an internal network of gravity sewer mains. The system will be designed to meet the City's capacity and treatment requirements, and no lift stations or pump stations are required to support gravity flow.

A detailed utility plan and basis of design sewer report will be submitted during later planning and permitting stages. Sewer service requires annexation into the City per the Terms and Conditions for Sale of Utilities. City Code requires sewer mains to be installed across all frontages, sized according to the master plan, design standards, and the needs of the development.

Depending on the timing of adjacent improvements, the development may need to extend sewer infrastructure along Hawes Road and Warner Road to connect to the existing system. Public sewer lines will generally be placed in a public easement, centered in the private drive aisle(s), and designed to avoid placement under parking stalls, landscape areas, fences, and retention basins unless an engineering evaluation determines it is necessary and feasible. For more information, refer to the Master Technical Reports submitted with this rezoning request.

3.4 WATER

The Site will connect to the City's water supply system. An internal looped water network will provide adequate pressure and flow, meeting the City's fire protection and daily demand requirements.

Fire hydrant spacing will comply with the City's fire code requirements. The internal water system will be designed to support the maximum number of proposed units and will adhere to the City of Mesa's Engineering and Design Standards. Any necessary offsite improvements to the water infrastructure will be identified and addressed during the City's review and approval process. For more information, refer to the Master Technical Reports submitted with this rezoning request.

4. CONFORMANCE WITH CITY PLANS

4.1 CONFORMANCE WITH THE GENERAL PLAN

The Site is designated as a Local Employment Center under the General Plan. A MGPA is proposed concurrently to change the land use designation from Local Employment Center to Urban Residential. The proposed residential development aligns with nearby residential, and employment uses, fostering a balanced land use framework. The nearby Hawes Crossing community includes residential areas that aligns with the character of the proposed development, fostering a cohesive integration with the surrounding neighborhoods.

Due to the fact that the policies in the General Plan can relate to and fulfill more than one (1) goal, this application will address the policies being met:

A. **N1:** Promote complete communities in both existing and new neighborhoods.

1. Response: The Site proposes single-family detached units and a diverse range of community amenities, including a central amenity area with a pool, open play turf, and play structures. Additional amenities will include pickleball courts, group ramadas, artificial turf, bag toss, festoon lighting, and a trail and path network. The community is planned to be HOA maintained, ensuring long-term management, and a cohesive community structure. Refer to **Exhibit 2C: Conceptual Site Plan** and **Exhibit 6.1: Conceptual Open Space Plan** for additional information on the Site's amenities and layout

B. **N2:** Promote adaptive reuse and infill as tools to rejuvenate and revitalize established neighborhoods.

1. Response: The Site is currently undeveloped and located within an area experiencing ongoing construction and emerging growth. While it may not meet the strict definition of infill, the development will contribute to the orderly expansion of the City's residential base and support the surrounding area's transition into a cohesive neighborhood.

C. **N3:** Continue to provide robust code compliance programs to ensure neighborhoods are clean and well-maintained.

1. Response: The Site will be governed by an HOA with established CC&Rs to ensure long-term maintenance, compliance with City standards, and consistent neighborhood appearance.

D. **N4:** Use neighborhood planning to engage local communities and define neighborhood-specific character, values, and policies.

1. Response: The development will follow the City's neighborhood planning process to engage the community and gather input on neighborhood character, values, and policies. The Site is designed to reflect the City's long-term vision while accommodating feedback from local stakeholders to create a cohesive and well-integrated community.

E. **N5:** Improve street and open space network connectivity within neighborhoods and to local-serving amenities.

1. Response: The Site provides sidewalks connecting to future adjacent developments, supporting pedestrian and bike mobility. While there are no existing trails or bike routes near the Site, the internal trail and sidewalk network will support future connectivity as the surrounding area develops. Refer to **Exhibit 6.3: Conceptual Circulation Plan** for additional details on the planned trail system and connectivity framework.

F. **CM1:** Design an integrated transportation network that safely and efficiently moves people and goods.

1. Response: The circulation plan includes two (2) primary access points, a west access on Hawes Road and a north access on Mesquite Street. Internal private streets are designed to ensure efficient and safe traffic flow throughout the community and accommodate emergency vehicles and service trucks. Both entry points will be gated, ensuring controlled access while maintaining consistent traffic flow. No traffic signals or turn lanes are proposed at the access points at this time. The community will provide half-street improvements to both Hawes Road and Mesquite Street as part of the development. Refer to **Exhibit 7A: Master Transportation Plan** for additional details on the circulation network and street layout.

G. **CM2:** Provide a complete, connected, and safe network of on- and off-street active transportation infrastructure.

1. Response: The Site features a path and trail network integrated with the open space and drainage channels to support pedestrian and bike mobility. A paseo links the southern portion of the Site northward through the central amenity area, continuing to the primary entry at Mesquite street. This design provides a continuous north-south pedestrian connection that enhances neighborhood walkability and access to key community features. All path and trails will be surfaced with decomposed granite or similar materials to ensure durability and comfort for pedestrians and cyclists. Paths and trails are planned to connect to future developments around the Site, enhancing overall neighborhood connectivity. All paths will be designed to meet ADA accessibility standards and will be lit for safety and usability at night. Refer to **Exhibit 6.3: Conceptual Circulation Plan** for additional details on the planned path and trail system and connectivity framework.

H. **PO1:** Provide a diverse range of neighborhood, community, and regional parks within one-half (1/2) mile of all residential areas.

1. Response: The Site includes a central amenity area featuring a pool, open play turf, and play structures. Additional park and open space features located throughout the community include pickleball courts, group ramadas, artificial turf, bag toss, festoon lighting, and an interconnected path and trail network. All residential units within the Site are located within one-half (1/2) mile of the central amenity area, ensuring convenient access to recreational opportunities. According to the City of Mesa's Park Service map, the Site is located in an area identified as being in moderate need of a new park. While the community's gated status means that the amenity will primarily serve residents rather than the broader public, it contributes to enhancing the overall recreational network within the surrounding area. Refer to **Exhibit 6.1: Conceptual Open Space Plan**, **Exhibit 6.2A: Conceptual Amenity A** and **Exhibit 6.2B: Conceptual Amenity B** for additional information on the Site's amenities and layout.

I. **PO2:** Integrate bicycle and pedestrian pathways into the City's parks and open space system.

1. Response: The Site features a path and trail network integrated with open space. A paseo links in the southern portion of the Site providing direct pedestrian access to the central amenity area, which serves as a recreational hub. From there, the network continues north to the primary entry at Mesquite Street, supporting internal circulation and future connections to adjacent developments. Although no existing City parks or regional trails are nearby, the internal trail system provides a high degree of connectivity and contribute to an integrated, pedestrian-friendly neighborhood. Refer to **Exhibit 6.3: Conceptual Circulation Plan** for additional details.

J. **PO3:** Continue to provide inclusive park and recreation programs for all residents, including underrepresented populations.

1. Response: The amenity areas and open spaces provide opportunities for a variety of recreational activities accessible to all residents. Seating areas, shade structures, ramadas, and shade trees are located throughout the Site to enhance comfort and accessibility. While the recreational programming generally supports multi-generational and ADA-compliant use, the specific details will remain flexible to accommodate a range of user needs. Refer to **Exhibit 6.2A: Conceptual Amenity A** and **Exhibit 6.2B: Conceptual Amenity B** for additional information on the Site's amenities and layout.

K. **PO4:** Maintain the long-term viability of park and recreation facilities through ongoing maintenance and investment.

1. Response: The community is planned to be maintained by an HOA, which will be responsible for the upkeep of all park facilities, paths and trails, and open spaces. Established CC&Rs will ensure consistent maintenance and long-term compliance with City standards.

L. **H1:** Create more opportunities for housing options.

1. Response: The development includes approximately two hundred thirty (230) single-family detached units on various lot sizes, including 39' x 80' and 50' x 80' lots. Architectural styles may include Spanish, Craftsman, and Farmhouse options for each floor plan, providing a cohesive but varied residential character. This range of architectural styles creates a balanced community that appeals to a broad spectrum of buyers.

M. **ED1:** Attract businesses and employers that create jobs with wages at or above the regional average.

1. Response: The Site's location near adjacent industrial land uses and the 202 Loop freeway creates opportunities to attract and retain a local workforce. Its position north of the Mesa Gateway Airport makes it a convenient housing option for employees working in nearby industrial and commercial areas.

N. **ED2:** Invest in Mesa's workforce development.

1. Response: By providing high-quality housing near the 202 Loop freeway and adjacent to industrial land uses, the Site could support workforce retention and attract new talent. The target demographic for the community is expected to be broad and diverse.

O. **ED3:** Sustain a business climate that fosters entrepreneurs and small businesses.

1. Response: The increase in residential units will create a larger customer base for local businesses and services, contributing to Mesa's overall economic growth. The Site's close proximity to the 202 Loop freeway and the Mesa Gateway Airport may also encourage future commercial development, enhancing the City's business climate.

P. **ED4:** Protect and promote Mesa's airports as global connections for tourism and business development.

1. Response: The Site's location north of the Mesa Gateway Airport supports this goal by offering convenient housing options for employees in aviation-related industries and businesses that serve airport operations, even though the development itself is residential.

Q. **ED5:** Promote Mesa as a regional commercial, entertainment, and tourist destination.

1. Response: The Site's location near the 202 Loop freeway positions it with convenient access to regional commercial, entertainment, and tourism destinations. While the immediate area is still developing, the freeway proximity enhances long-term potential for future commercial opportunities and supports broader economic growth.

5. REGULATORY FRAMEWORK

5.1 PERMITTED USES

5.1.1 *Residential Uses*

The Site Plan provides detailed lotting for single-family residential homes. All residential uses within the Site shall comply with the permitted uses outlined the Ordinance.

5.1.2 *Development Standards*

The Standards established in this RSL-2.5 PAD define lot sizes, setbacks, building heights, lot coverage, building placement, garage configuration, and other dimensional criteria applicable to development within the Site. All development shall comply with the applicable sections of the Ordinance and the City design guidelines, except where expressly modified by this rezoning request. The modified Standards proposed herein are intended to permit flexibility in site planning and building placement while maintaining an overall density, scale, and development pattern consistent with the Urban Residential place type.

Where deviations from the base zoning standards are proposed, such deviations are balanced by the provision of enhanced architectural design, increased open space and strategically located open space, and a high-quality integrated community design that exceeds standards while ensuring compatibility with surrounding development and consistency with the intent of the Ordinance.

The Standards further support a pedestrian-oriented streetscape, consistent building rhythm along public streets, and appropriate transitions between private lots and common open space areas. Collectively, these provisions establish a regulatory framework that supports the long-term functionality, compatibility, and visual quality of the community.

Table 5.1.2: PAD Development Standards summarizes the specific lot and development regulations applicable to the Site.

TABLE 5.1.2: PAD DEVELOPMENT STANDARDS

Development Standard	RSL-2.5 Required	Proposed PAD
Lot Standards		
Minimum Average Lot Area of Subdivision (sq. ft.)	2,500	3,120
Minimum Individual Lot Area (sq. ft.)	2,000	2,750
Minimum Lot Width -Interior Lot (ft.)	25	39
Minimum Lot Width - Corner Lot (ft.)	30	39
Minimum Lot Depth (ft.)	75	80
Maximum Lot Coverage (% of lot)	80%	80%
Garage Standards		
Aggregate Width of garage doors	50%	56%
Building Form and Location		
Maximum Height (ft.)	30	30
Maximum Number of Stories	2	2
Minimum Yards (ft.)		
Front - Building Wall	12	12
Front - Garage	20	18
Front - Porch	7	8
Street Side	10	10
Interior Side: Minimum each side	3	5¹
Interior Side: Minimum aggregate of 2 sides	8	10¹
Rear	15	8
Rear Patio	10	5
Rear or Side - Garage, Accessed by Alley or Common Drive Shared by 3 or More Lots; Measured to Construction Centerline of Alley or Drive	13	13
Open Space (sq. ft.) per unit		
Minimum on lot private open space (sq. ft.) per unit	280	280
Minimum Common Open Space (sq. ft.) per unit	120	120
Minimum Dimension Required for Open Space per unit	To count toward the required open space, the open space must have a minimum depth of at least six (6) feet as an upper story balcony, eight (8) feet as a porch or patio and ten (10) feet as a courtyard or lawn area.	To count toward the required open space, the open space must have a minimum depth of at least six (6) feet as an upper story balcony, eight (8) feet as a porch or patio and eight (8) feet as a courtyard or lawn area.

Note:

1. Courtyard walls are permitted to encroach into required side yard setbacks.

Decrease from City standard shown in **red**

Increase from City standard shown in **purple**

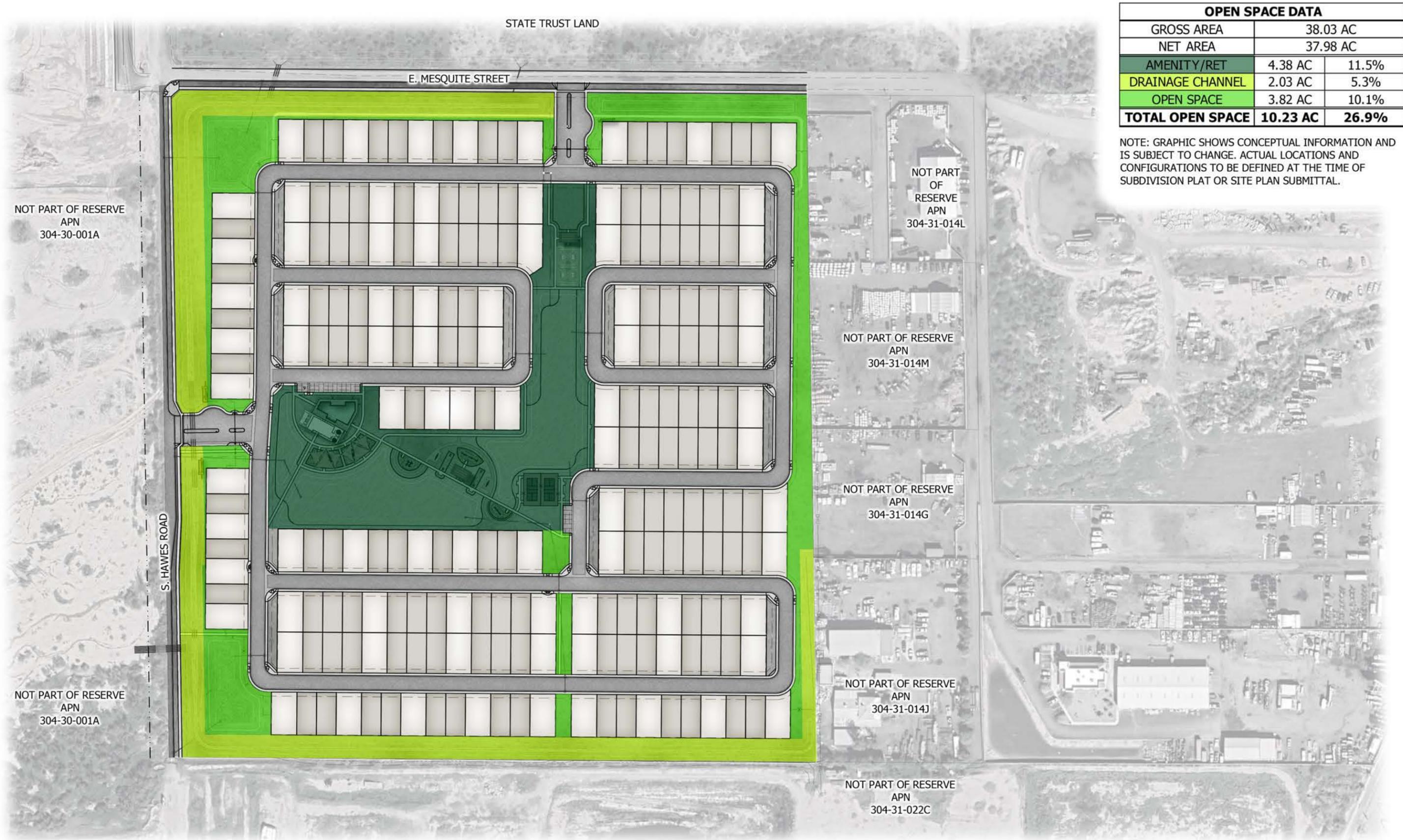
6. OPEN SPACE, PARKS, PATHS AND TRAILS

Haven at Hawes includes an integrated system of open spaces, parks, and paths and trails designed to enhance community character, support a range of recreational opportunities, and promote connectivity throughout the Site. Open space areas are coordinated with the Site's drainage infrastructure and circulation network to create a cohesive, accessible, and functional environment that supports both active and passive use by residents.

6.1 OPEN SPACE

The RSL-2.5 PAD establishes an open space framework that emphasizes accessibility, functionality, and integration with the overall community design. Open space areas are distributed throughout the Site and are guided by the following principles:

- A. Drainage channels are integrated into the open space network to serve both functional stormwater management needs and passive recreational use.
- B. Open spaces areas incorporate native and regionally appropriate landscape, seating areas, and gathering spaces to create comfortable and inviting environments for residents.
- C. A variety of passive and active recreation opportunities are provided throughout the Site, including amenities such as pickleball courts, bag toss, group ramadas, and open play turf.
- D. All residential units are located within approximately one-quarter (1/4) mile of the central amenity area, providing convenient access to community open space and recreational facilities.
- E. The general layout and distribution of open space within the Site are illustrated in **Exhibit 6.1: Conceptual Open Space Plan**.



6.2 PARKS

The Site includes a system of parks and programmed amenity areas that provide recreational opportunities and gathering spaces for residents. In total, the development includes approximately 4.38 acres of programmed amenity and retention areas, including a 1.36-acre central amenity area, with additional open space features distributed throughout the community. These areas are integrated with the open space and path and trail network to enhance connectivity and accessibility.

The general location of the central amenity and other open space areas is illustrated in **Exhibit 6.1: Conceptual Open Space Plan**. Conceptual designs for the primary amenity areas are shown in **Exhibit 6.2A: Conceptual Amenity A** and **Exhibit 6.2B: Conceptual Amenity B**.

While final park designs will be refined during the Preliminary Plat process, the park and amenity areas may include a combination of active and passive recreation features, such as:

- A. Shaded gathering areas with seating and ramadas;
- B. A community pool and open-air clubhouse offering spaces for recreation, relaxation, and resident gatherings;
- C. Open play turf areas for informal play and community events;
- D. Play structures designed to accommodate children of various ages;
- E. Pickleball courts;
- F. Walking paths integrated with the path and trail and open space network; and,
- G. Bag toss, decorative hardscape, and festoon lighting to enhance ambiance and usability.

Parks and amenity areas are designed to serve a range of resident needs while maintaining flexibility to allow refinement as development progresses. Landscape within park and open space areas incorporates native and regionally appropriate plant materials to support long-term sustainability and visual quality.

LEGEND

- ① SIDEWALK
- ② STABILIZED DECOMPOSED GRANITE TRAIL
- ③ OPEN PLAY TURF
- ④ POOL
- ⑤ OPEN-AIR CLUBHOUSE WITH RESTROOMS
- ⑥ AGES 2-5 PLAY EQUIPMENT
- ⑦ AGES 5-12 PLAY EQUIPMENT
- ⑧ SHADE SAILS
- ⑨ GROUP RAMADA
- ⑩ BAG TOSS ON ARTIFICIAL TURF
- ⑪ PICKLEBALL COURTS
- ⑫ BENCH



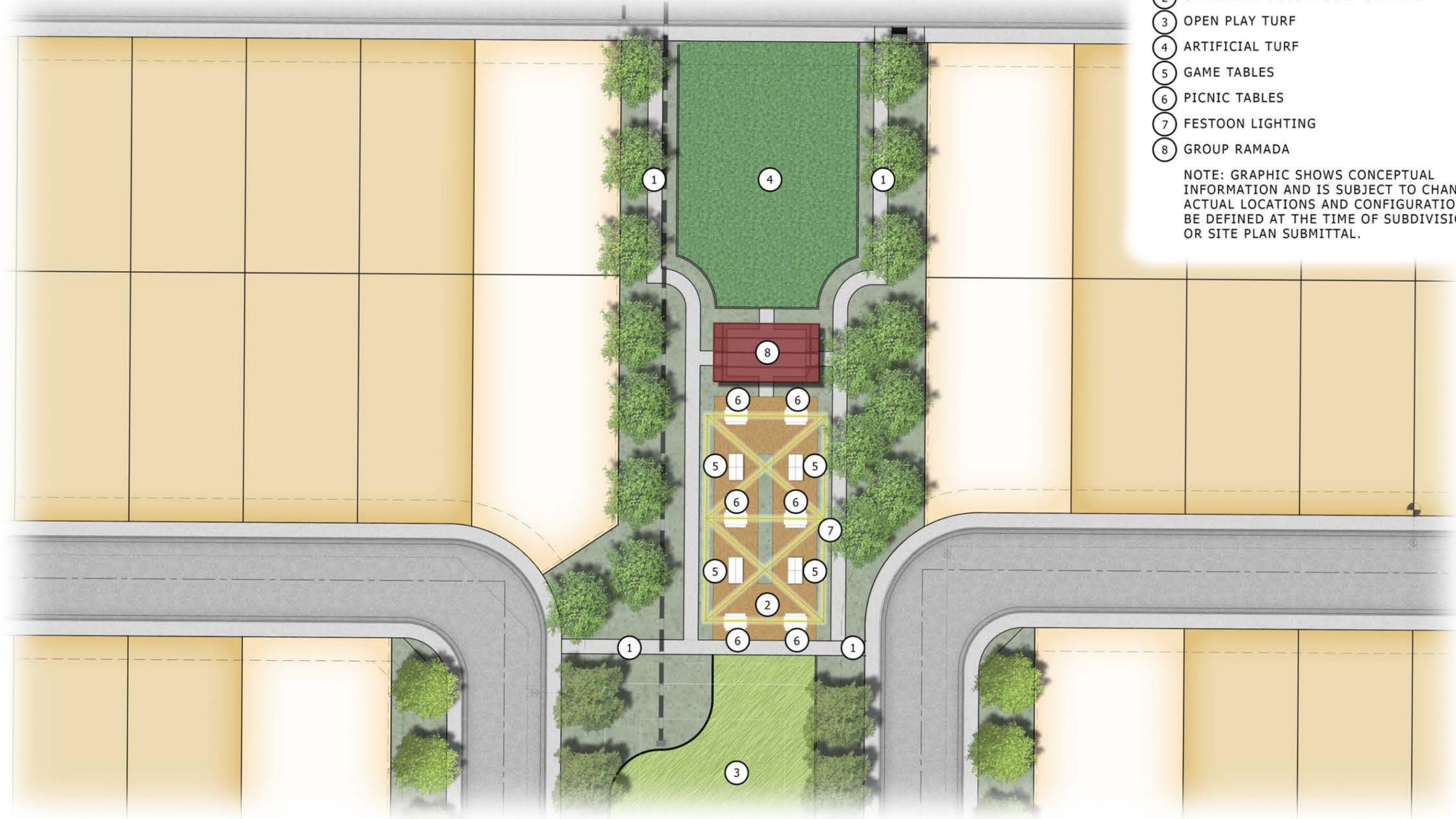
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LEGEND

- ① SIDEWALK
- ② STABILIZED DECOMPOSED GRANITE
- ③ OPEN PLAY TURF
- ④ ARTIFICIAL TURF
- ⑤ GAME TABLES
- ⑥ PICNIC TABLES
- ⑦ FESTOON LIGHTING
- ⑧ GROUP RAMADA

NOTE: GRAPHIC SHOWS CONCEPTUAL INFORMATION AND IS SUBJECT TO CHANGE. ACTUAL LOCATIONS AND CONFIGURATIONS TO BE DEFINED AT THE TIME OF SUBDIVISION OR SITE PLAN SUBMITTAL.



6.3 PATHS AND TRAILS

The path and trail network provides pedestrian and bicycle connectivity throughout the Site, linking residential areas to parks, open spaces, and future adjacent developments. The path and trail network is designed to support both recreational use and functional circulation while enhancing internal connectivity within the community.

- A. Paths are provided adjacent to internal streets to facilitate safe and convenient pedestrian movement throughout the community.
- B. Trails are integrated with the open space system and drainage channels, providing recreational opportunities and reinforcing connectivity across the community.
- C. A continuous north–south pedestrian connection is provided to link the central amenity area with multiple areas in the Site, enhancing internal circulation and access.
- D. Trail surfaces may include decomposed granite or similar materials appropriate for pedestrian and bicycle use.
- E. All paths and trails are designed to comply with applicable ADA accessibility requirements and are provided with lighting to support safety and usability during evening hours.
- F. The general alignment and connectivity of the path and trail network are illustrated in **Exhibit 6.3: Conceptual Circulation Plan**.

STATE TRUST LAND

E. MESQUITE STREET

S. HAWES ROAD

NOT PART OF RESERVE
APN
304-30-001A

NOT PART OF RESERVE
APN
304-30-001A

NOT PART OF
RESERVE
APN
304-31-014L

NOT PART OF RESERVE
APN
304-31-014M

NOT PART OF RESERVE
APN
304-31-014G

NOT PART OF RESERVE
APN
304-31-014J

NOT PART OF RESERVE
APN
304-31-022C

LEGEND

- 6'-0" DETACHED SIDEWALK
- 5'-0" ATTACHED SIDEWALK
- 5'-0" CONCRETE TRAIL
- 5'-0" STABILIZED DG TRAIL

NOTE: GRAPHIC SHOWS CONCEPTUAL INFORMATION AND IS SUBJECT TO CHANGE. ACTUAL LOCATIONS AND CONFIGURATIONS TO BE DEFINED AT THE TIME OF SUBDIVISION PLAT OR SITE PLAN SUBMITTAL.



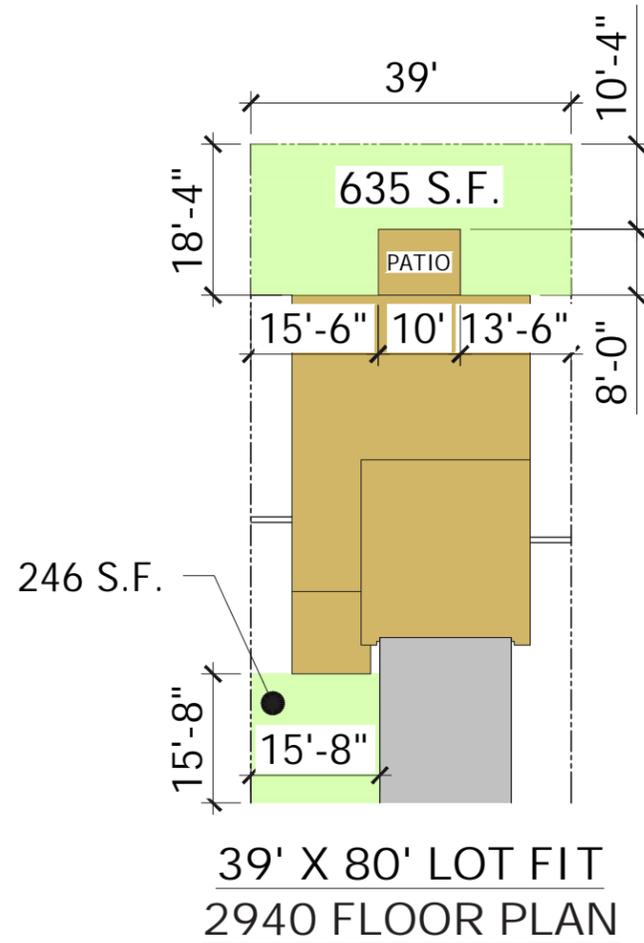
6.4 PRIVATE OPEN SPACE

In addition to shared parks and common open space areas, each residential lot includes private open space located within the front and/or rear yard areas. Private open space areas provide residents with individual outdoor areas for personal use, recreation, and outdoor living, and contributes to overall livability within the community.

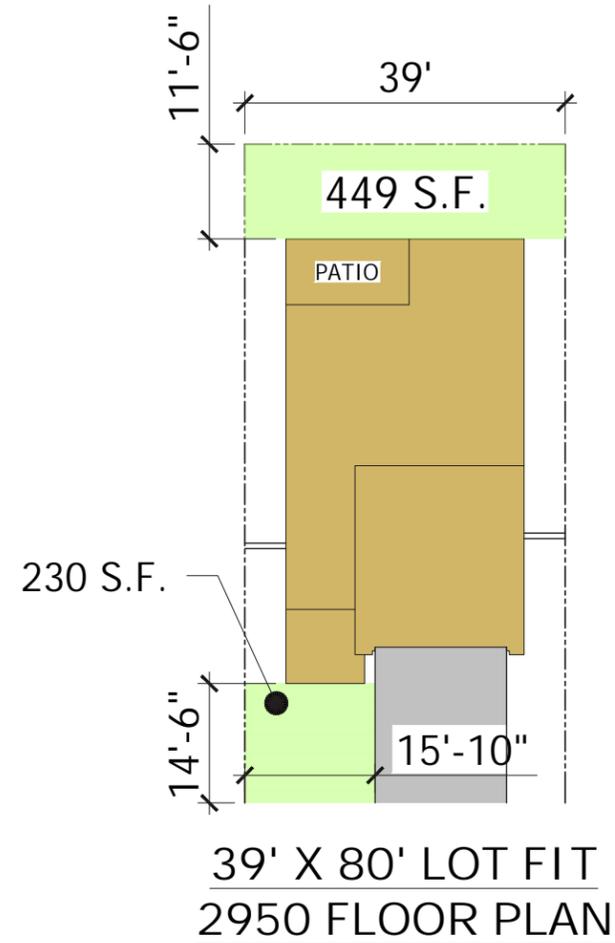
Private open space are maintained by individual homeowners and are not included in the calculation of common open space for the development. The size and configuration of private open space areas are informed by the building setbacks and development standards established in **Table 5.1.2: PAD Development Standards**, which define the typical buildable envelope and associated outdoor areas for each lot.

Conceptual diagrams illustrating typical private open space configurations are provided in **Exhibit 6.4A: Private Open Space Diagram - 39' X 80' Lot Fit** and **Exhibit 6.4B: Private Open Space Diagram – 50' X 80' Lot Fit**.

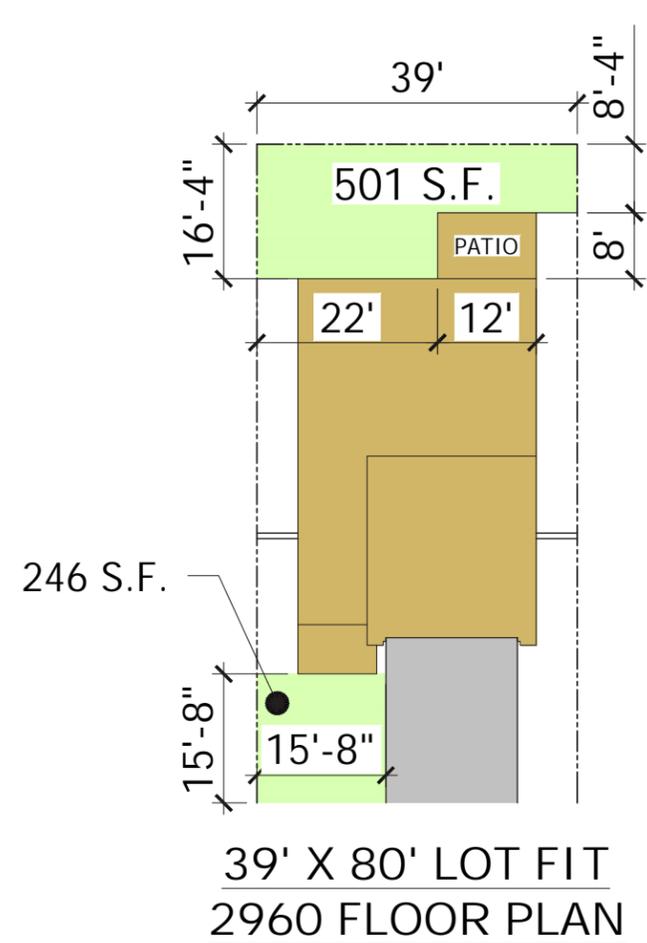
OPTIONAL PRIVATE
OPEN SPACE: 881 S.F.



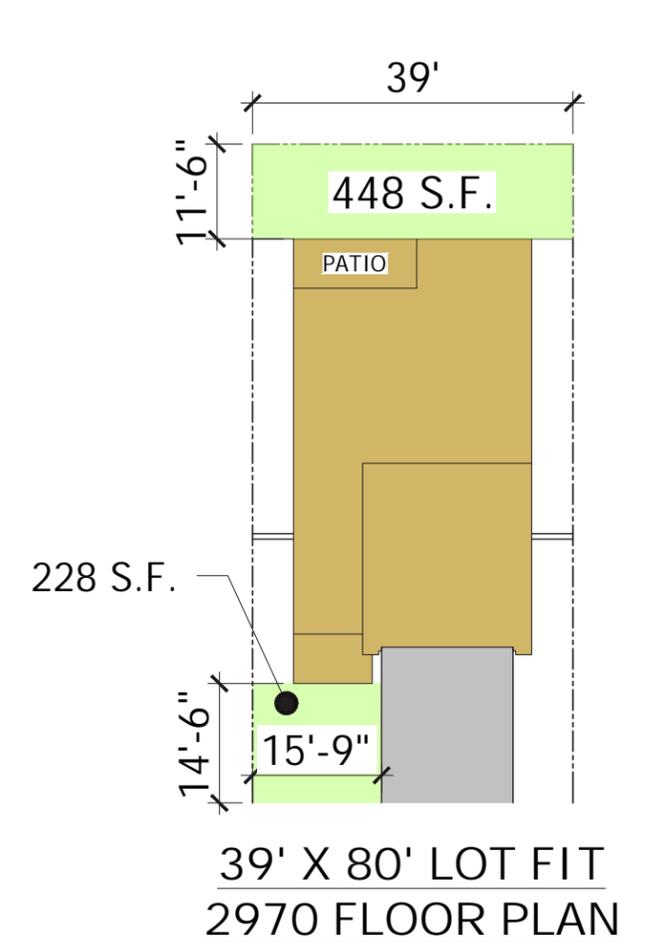
OPTIONAL PRIVATE
OPEN SPACE: 679 S.F.



OPTIONAL PRIVATE
OPEN SPACE: 747 S.F.

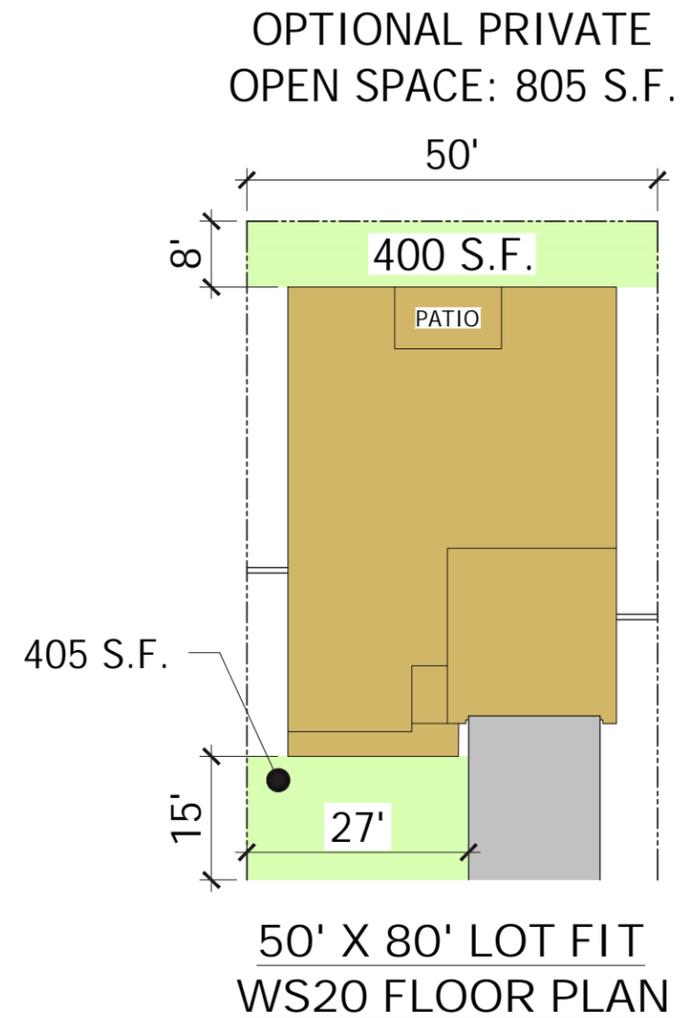
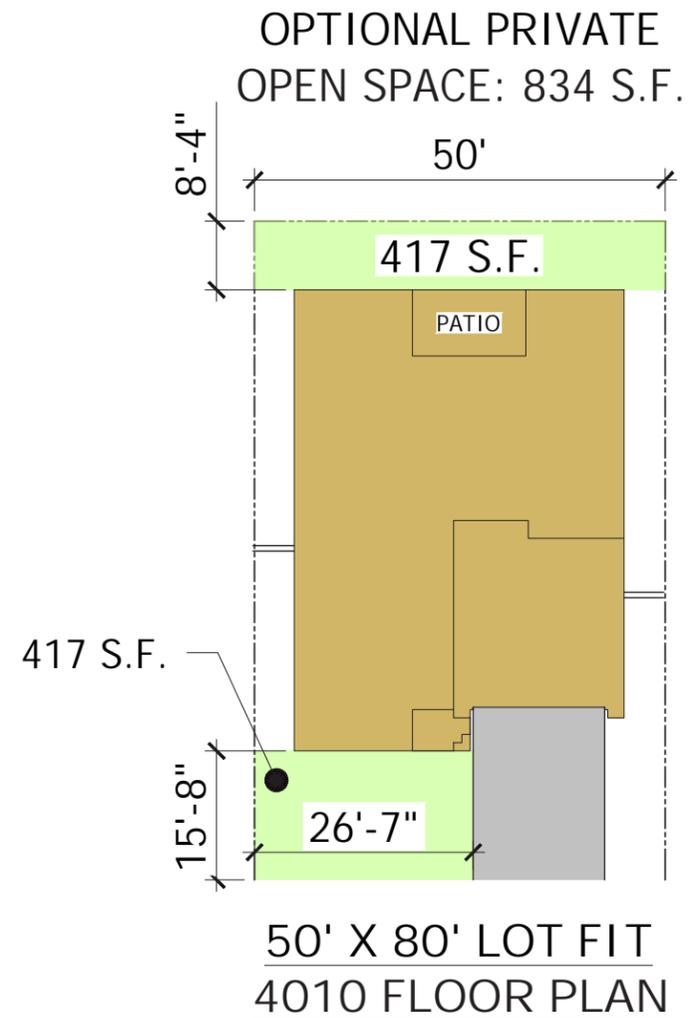


OPTIONAL PRIVATE
OPEN SPACE: 676 S.F.



MINIMUM REQUIRED PRIVATE OPEN SPACE PER LOT: 280 S.F.

OPTIONAL PRIVATE OPEN SPACE SUBJECT TO REFINEMENT THROUGH PRELIMINARY
PLAT AND SITE PLAN REVIEW; MINIMUM REQUIREMENTS WILL BE MET.



MINIMUM REQUIRED PRIVATE OPEN SPACE PER LOT: 280 S.F.

OPTIONAL PRIVATE OPEN SPACE SUBJECT TO REFINEMENT THROUGH PRELIMINARY
PLAT AND SITE PLAN REVIEW; MINIMUM REQUIREMENTS WILL BE MET.

7. STREETS

The street network within Haven at Hawes provides safe, efficient, and functional circulation for vehicles, pedestrians, and cyclists while maintaining compatibility with the surrounding transportation infrastructure. Streets are designed in accordance with applicable City standards, except as modified by this RSL-2.5 PAD to promote connectivity and circulation. The overall circulation framework and street cross sections are illustrated in **Exhibit 7A: Master Transportation Plan** and **Exhibit 7B: Street Sections**.

A. Street Network

1. Arterial Roads – Hawes Road is classified as an arterial roadway and provides regional connectivity while accommodating higher traffic volumes.
2. Collector Roads – Mesquite Street is classified as a major collector roadway and facilitates traffic movement within the community while providing access to arterial roadways.
3. Local Streets – Internal private streets serve the residential neighborhood and are designed to prioritize low-speed vehicular travel, pedestrian safety, and direct access to homes.

B. Connectivity and Safety

1. The Site incorporates a connected and pedestrian-oriented street network through the provision of sidewalks along internal streets and public frontages. Sidewalks provide access to on-site parks, open space areas, and community amenities, supporting walkability and internal connectivity.

C. Access and Circulation

1. The Site is served by two (2) primary vehicular access points, including one (1) access on Hawes Road and one (1) access on Mesquite Street.
2. Internal streets are designed to accommodate emergency vehicles, refuse collection, and service trucks, ensuring safe and efficient circulation throughout the community.
3. Community access points are gated to provide controlled entry while permitting full vehicular ingress and egress consistent with City requirements.
4. Half-street improvements are provided along Hawes Road and Mesquite Street adjacent to the Site. No traffic signals or turn lanes are proposed at the project access points at this time.
5. On-street parking is provided on one (1) side of internal streets. Additional parking is provided adjacent to the amenity areas, as illustrated in **Exhibit 7C: Conceptual Parking Plan**.

STATE TRUST LAND

E. MESQUITE STREET

S. HAWES ROAD

NOT PART OF RESERVE
APN
304-30-001A

NOT PART OF RESERVE
APN
304-30-001A

NOT PART OF
RESERVE
APN
304-31-014L

NOT PART OF RESERVE
APN
304-31-014M

NOT PART OF RESERVE
APN
304-31-014G

NOT PART OF RESERVE
APN
304-31-014J

NOT PART OF RESERVE
APN
304-31-022C

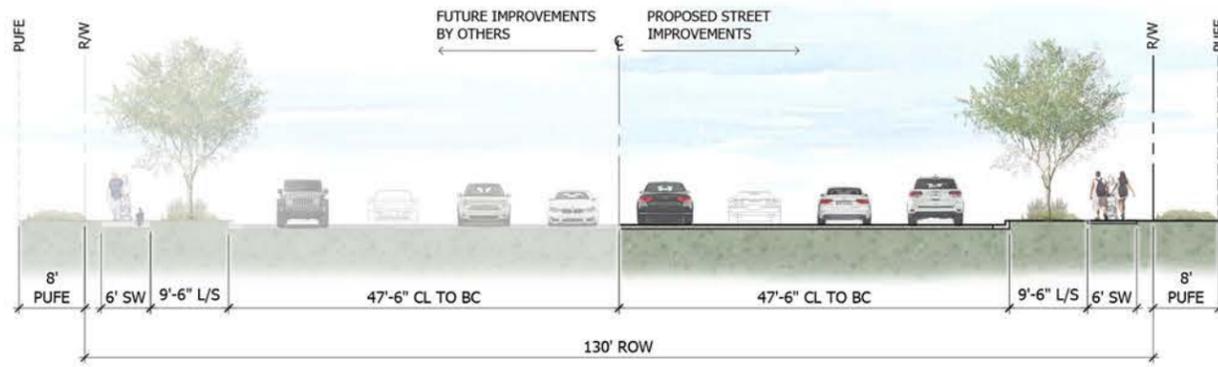
LEGEND

--- 39' PRIVATE STREETS

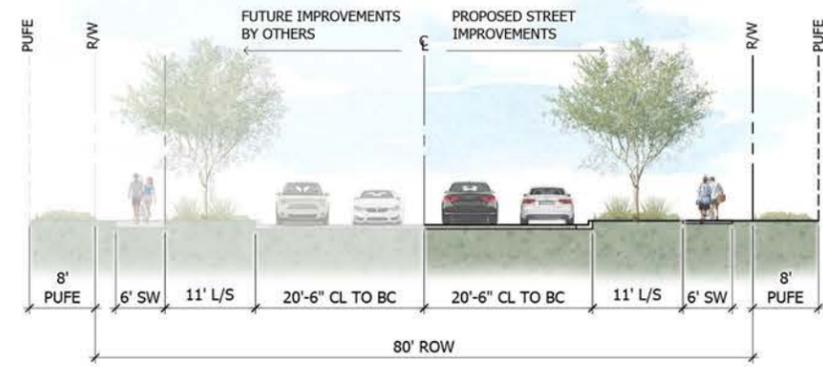
— ENTRANCE STREET

NOTE: GRAPHIC SHOWS CONCEPTUAL
INFORMATION AND IS SUBJECT TO CHANGE.
ACTUAL LOCATIONS AND CONFIGURATIONS
TO BE DEFINED AT THE TIME OF
SUBDIVISION PLAT OR SITE PLAN SUBMITTAL.

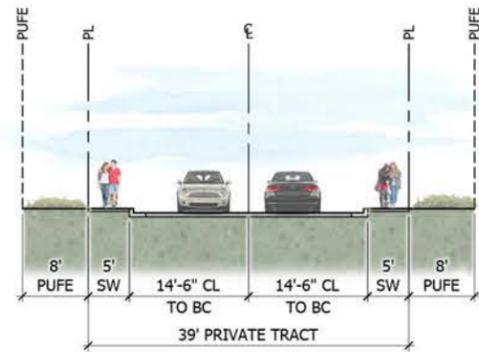




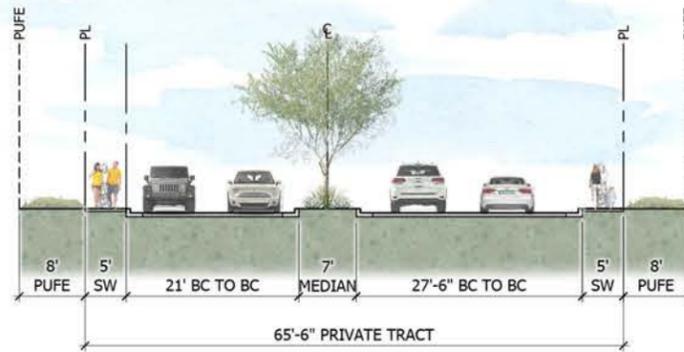
Arterial Street - Hawes Road Half of Right-of-Way
SCALE: 1"=10'-0"



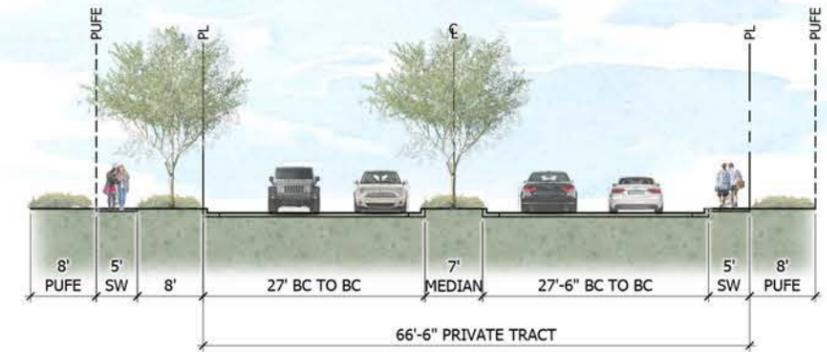
Collector Street - Mesquite Street Half of Right-of-Way
SCALE: 1"=10'-0"



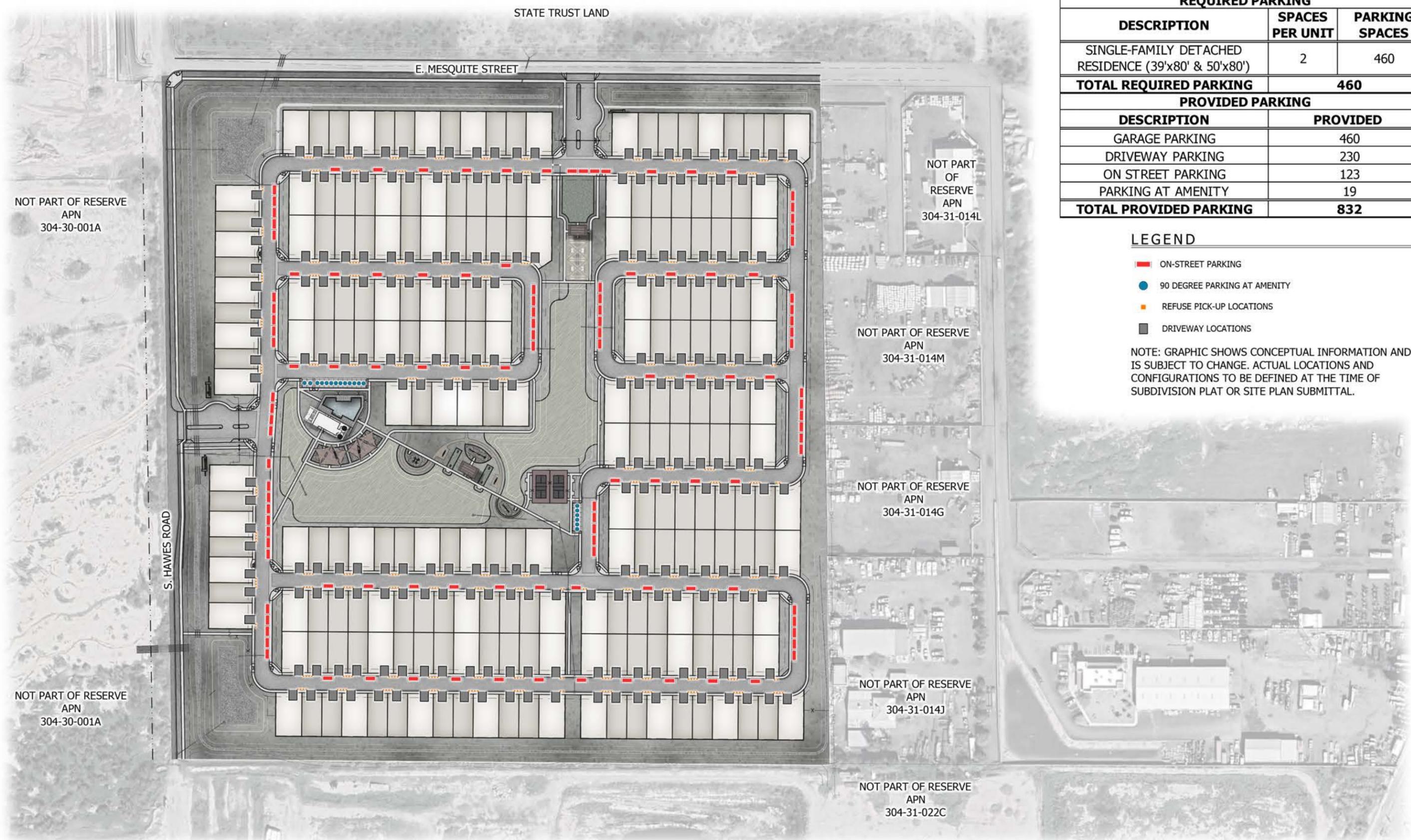
39' Private Street
SCALE: 1"=10'-0"



Entrance Street - North Entrance
SCALE: 1"=10'-0"



Entrance Street - West Entrance
SCALE: 1"=10'-0"



REQUIRED PARKING		
DESCRIPTION	SPACES PER UNIT	PARKING SPACES
SINGLE-FAMILY DETACHED RESIDENCE (39'x80' & 50'x80')	2	460
TOTAL REQUIRED PARKING		460
PROVIDED PARKING		
DESCRIPTION	PROVIDED	
GARAGE PARKING	460	
DRIVEWAY PARKING	230	
ON STREET PARKING	123	
PARKING AT AMENITY	19	
TOTAL PROVIDED PARKING	832	

LEGEND

- - - ON-STREET PARKING
- 90 DEGREE PARKING AT AMENITY
- REFUSE PICK-UP LOCATIONS
- DRIVEWAY LOCATIONS

NOTE: GRAPHIC SHOWS CONCEPTUAL INFORMATION AND IS SUBJECT TO CHANGE. ACTUAL LOCATIONS AND CONFIGURATIONS TO BE DEFINED AT THE TIME OF SUBDIVISION PLAT OR SITE PLAN SUBMITTAL.

8. WALLS, FENCES, AND SCREENING

Walls, fences, and screening are provided throughout the Site to define property boundaries, enhance privacy, and establish a cohesive neighborhood character. All walls, fences, and screening treatments shall comply with the City Ordinance and the City design guidelines, except as modified by this rezoning request.

The Site incorporates a combination of solid perimeter walls and partial view fencing to balance privacy with visual openness. Solid perimeter walls are provided along arterial and collector roadways and adjacent land uses to provide screening and noise attenuation, while partial view fencing is utilized adjacent to open space areas to maintain visibility and connectivity within the community.

The design, materials, and finishes of all walls and fences shall be consistent with the architectural character of the community and coordinated with on-site residential development, open space, and streetscape elements.

Per Section 11-5-3.B.1.b.ii of the City Ordinance, perimeter walls along arterial or collector roads exceeding forty (40) linear feet are required to incorporate articulation through columns, varied heights, or recesses and protrusions in the horizontal plane, with posts or columns protruding at least six (6) inches.

This RSL-2.5 PAD establishes an alternative articulation approach for perimeter walls along Hawes Road and Mesquite Street. Rather than applying isolated or sporadic articulation elements, perimeter walls are articulated at regular intervals aligned with the residential lot pattern, generally occurring at a minimum of every other lot line or at intervals consistent with the with the overall site layout and design intent. This approach provides consistent rhythm, variation, and visual interest along the street frontage while achieving the intent of the City's articulation standards.

Acceptable methods of articulation may include but are not limited to:

- A. Incorporation of columns or pilasters;
- B. Transitions in material type, color, or texture;
- C. Recessed or projected wall segments;
- D. Inclusion of landscape pockets or decorative niches.

These features are intended to reinforce the neighborhood character and contribute to a visually engaging and contextually appropriate streetscape. Transparent fencing is not required to satisfy the articulation requirements established by this PAD.

Conceptual wall and fence location are illustrated in **Exhibit 8A: Wall and Fence Master Plan**, and conceptual wall and fence design are shown in **Exhibit 8B: Wall and Fence Elevations**. Final wall and fence design details shall be reviewed and finalized during the Preliminary Plat process in conformance with City standards and the intent of this RSL-2.5 PAD.

STATE TRUST LAND

E. MESQUITE STREET

NOT PART OF RESERVE
APN
304-30-001A

NOT PART OF
RESERVE
APN
304-31-014L

NOT PART OF RESERVE
APN
304-31-014M

NOT PART OF RESERVE
APN
304-31-014G

NOT PART OF RESERVE
APN
304-30-001A

NOT PART OF RESERVE
APN
304-31-014J

NOT PART OF RESERVE
APN
304-31-022C

S. HAWES ROAD

LEGEND

- - - PRIMARY THEME WALL
- - - SECONDARY THEME WALL
- - - PRIMARY THEME VIEW FENCE
- - - SECONDARY THEME VIEW FENCE
- - - PARTIAL VIEW FENCE
- - - CHAINLINK FENCE
- - - DOOLEY WALL
- ⊠ PRIMARY THEME COLUMN
- PRIMARY THEME PILASTER
- PARTIAL VIEW FENCE PILASTER
- PRIMARY CORNER ACCENT PILASTER
- SECONDARY CORNER ACCENT PILASTER
- └ SECONDARY THEME RETURN
- ⚡ PEDESTRIAN GATE AT ENTRY
- ⚡ PEDESTRIAN SWING GATE
- ⚡ VEHICULAR SWING GATE
- ✳ PRIMARY ENTRY MONUMENT
- ✳ SECONDARY ENTRY MONUMENT

NOTE: GRAPHIC SHOWS CONCEPTUAL INFORMATION AND IS SUBJECT TO CHANGE. ACTUAL LOCATIONS AND CONFIGURATIONS TO BE DEFINED AT THE TIME OF SUBDIVISION PLAT OR SITE PLAN SUBMITTAL.





IMAGE FOR DESIGN INTENT
MESASTONE
MANUFACTURER: SUPERLITE
COLOR: BONE
OR APPROVED EQUAL



IMAGE FOR DESIGN INTENT
MESASTONE
MANUFACTURER: SUPERLITE
COLOR: MOJAVE BROWN
OR APPROVED EQUAL



IMAGE FOR DESIGN INTENT
MESASTONE
MANUFACTURER: SUPERLITE
COLOR: BLACK MOUNTAIN
OR APPROVED EQUAL



IMAGE FOR DESIGN INTENT
POWDERCOAT TUBE STEEL
COLOR: RUST
OR APPROVED EQUAL



IMAGE FOR DESIGN INTENT
PAINT COLOR
MANUFACTURER: SHERWIN WILLIAMS
COLOR: LOGGIA SW 7506
OR APPROVED EQUAL



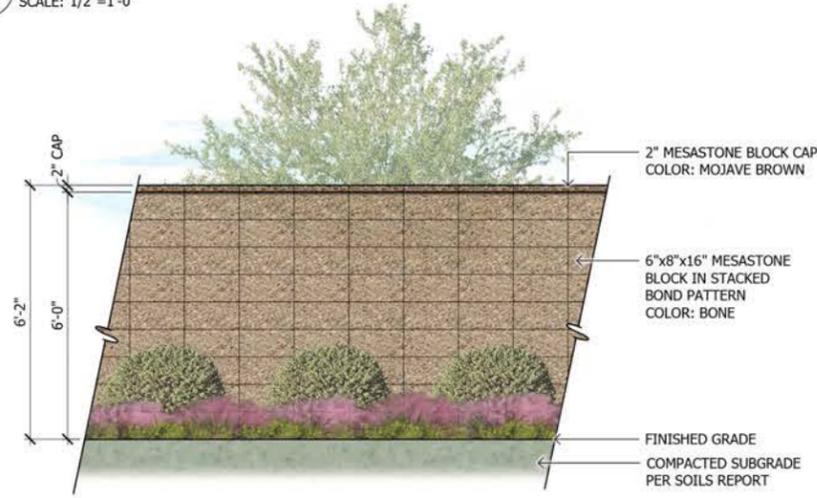
IMAGE FOR DESIGN INTENT
PAINT COLOR
MANUFACTURER: SHERWIN WILLIAMS
COLOR: DRY DOCK SW 7502
OR APPROVED EQUAL



IMAGE FOR DESIGN INTENT
PAINT COLOR
MANUFACTURER: SHERWIN WILLIAMS
COLOR: MANOR HOUSE SW 7505
OR APPROVED EQUAL

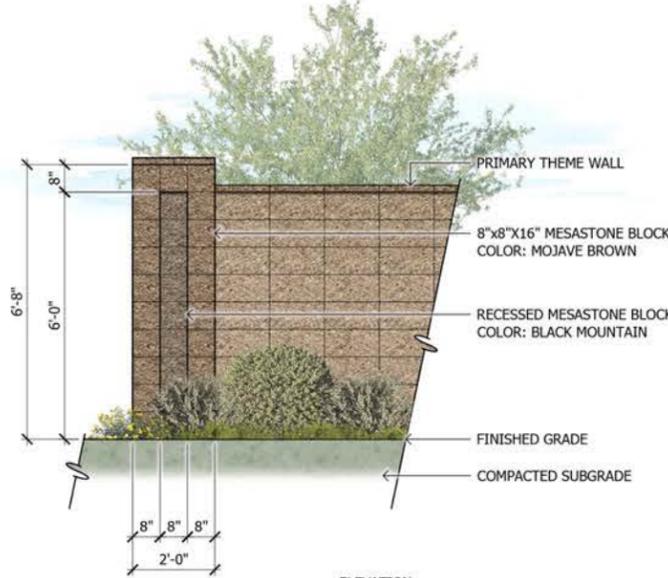
Colors and Materials

SCALE: 1/2"=1'-0"



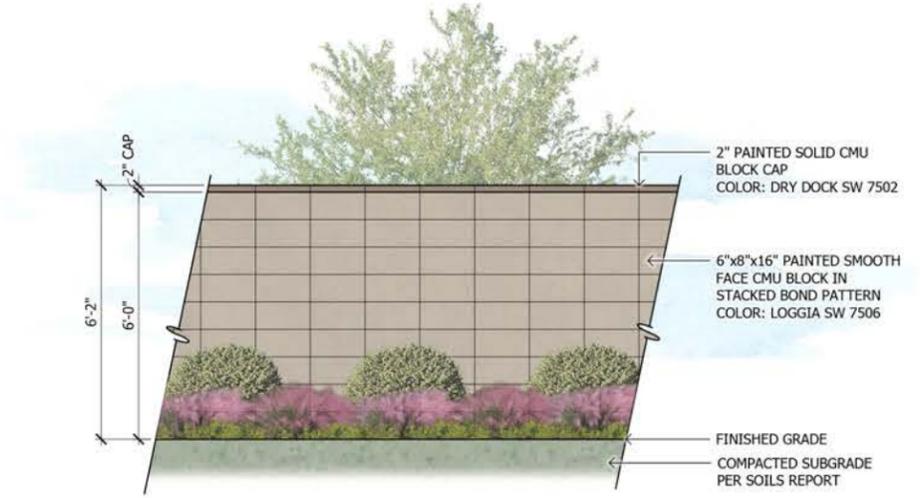
1 Primary Theme Wall

SCALE: 1/2"=1'-0"



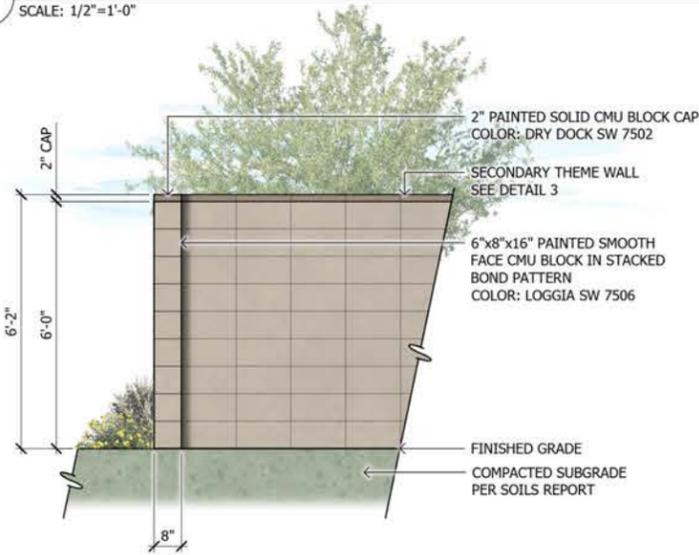
2 Primary Theme Column

SCALE: 1/2"=1'-0"



3 Secondary Theme Wall

SCALE: 1/2"=1'-0"



4 Secondary Theme Wall Return

SCALE: 1/2"=1'-0"



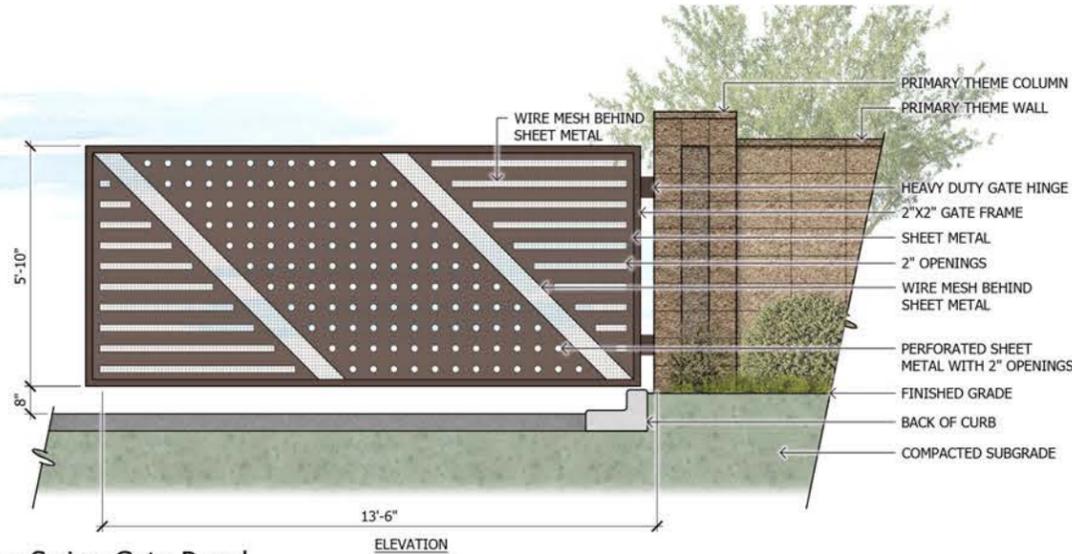
5 Secondary Theme View Fence

SCALE: 1/2"=1'-0"

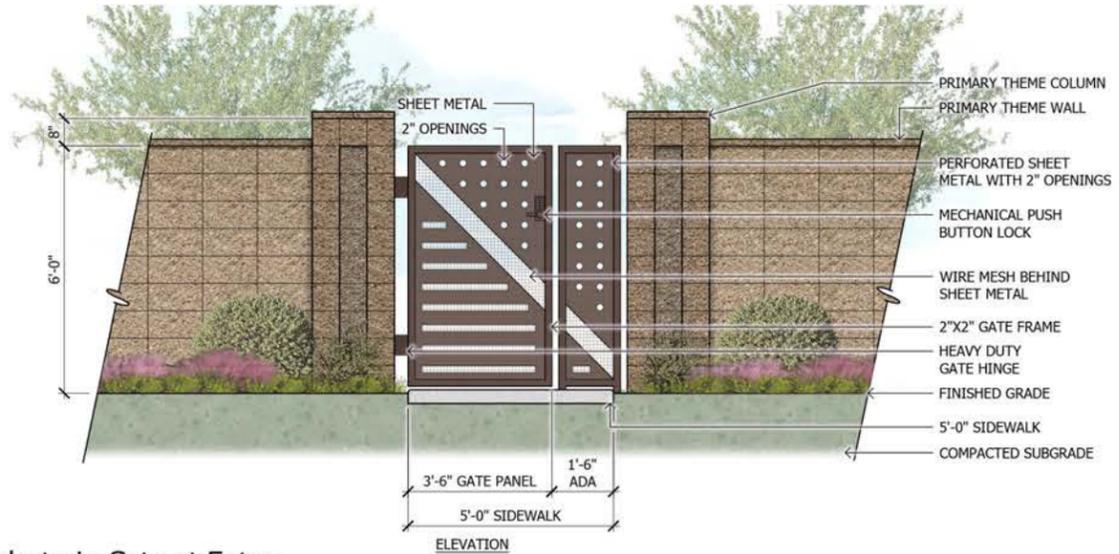


6 Pedestrian Swing Gate

SCALE: 1/2"=1'-0"



7 Vehicular Swing Gate Panel
SCALE: 1/2"=1'-0"



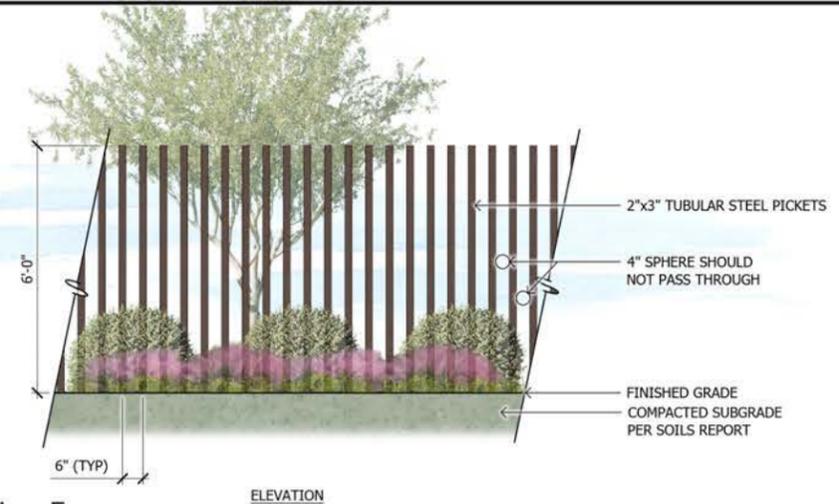
8 Pedestrian Gate at Entry
SCALE: 1/2"=1'-0"



9 Dooley Wall
SCALE: 1/2"=1'-0"



10 Partial View Fence
SCALE: 1/2"=1'-0"



11 Primary Theme View Fence
SCALE: 1/2"=1'-0"



Colors and Materials
SCALE: 1/2"=1'-0"



IMAGE FOR DESIGN INTENT
MESASTONE
MANUFACTURER: SUPERLITE
COLOR: BONE
OR APPROVED EQUAL



IMAGE FOR DESIGN INTENT
MESASTONE
MANUFACTURER: SUPERLITE
COLOR: MOJAVE BROWN
OR APPROVED EQUAL



IMAGE FOR DESIGN INTENT
PAINT COLOR
MANUFACTURER: SHERWIN WILLIAMS
COLOR: LOGGIA SW 7506
OR APPROVED EQUAL

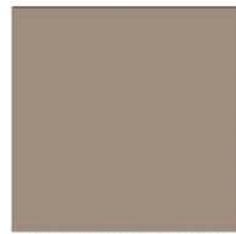
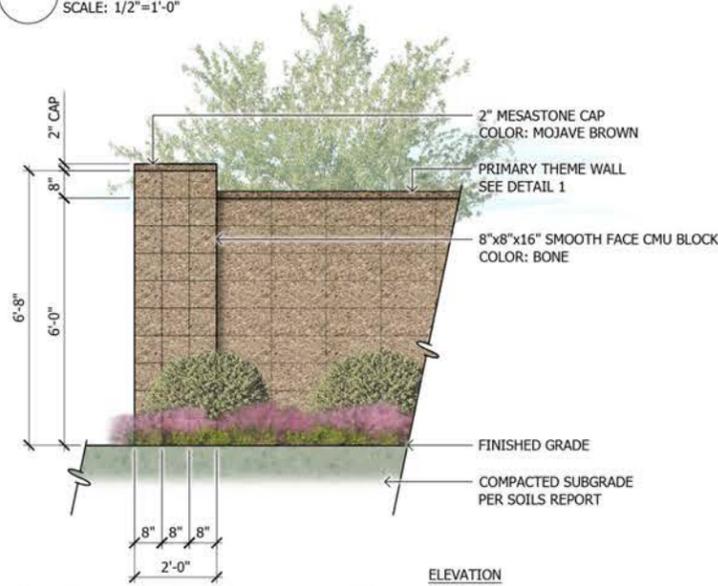


IMAGE FOR DESIGN INTENT
PAINT COLOR
MANUFACTURER: SHERWIN WILLIAMS
COLOR: DRY DOCK SW 7502
OR APPROVED EQUAL

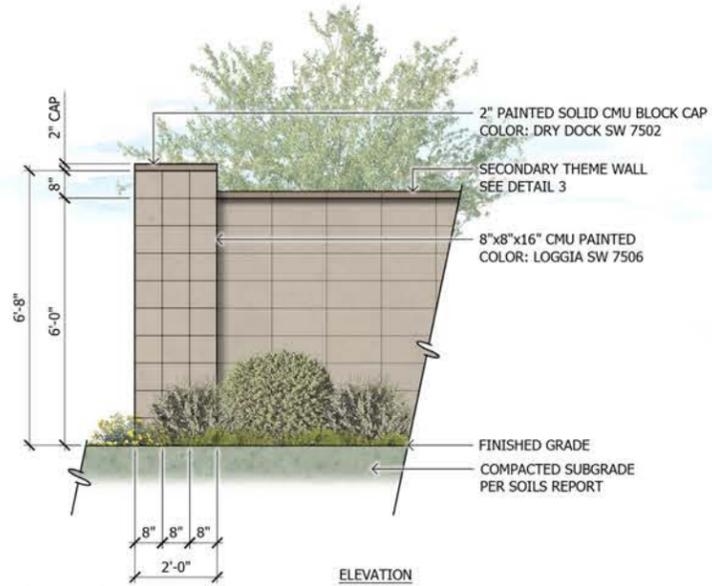
Colors and Materials

SCALE: 1/2"=1'-0"



12 Primary Corner Accent Pilaster

SCALE: 1/2"=1'-0"



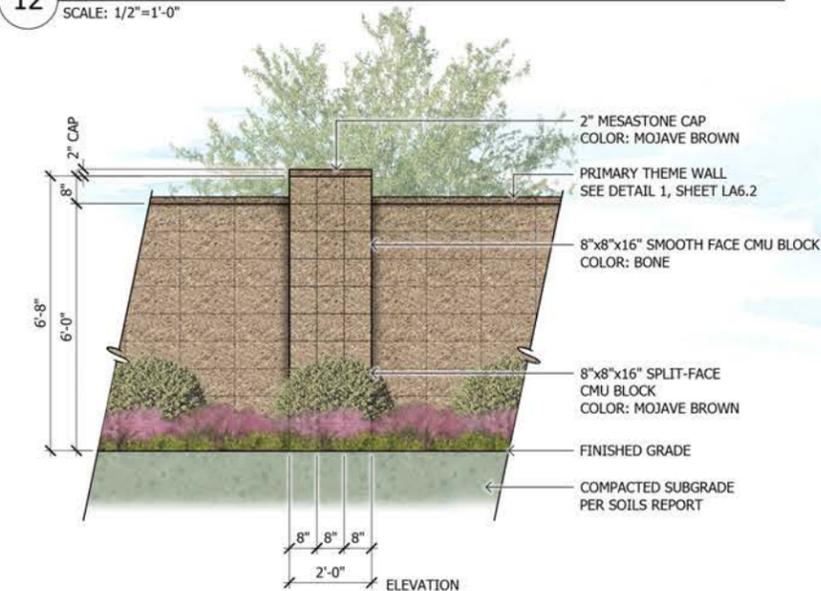
13 Secondary Corner Accent Pilaster

SCALE: 1/2"=1'-0"



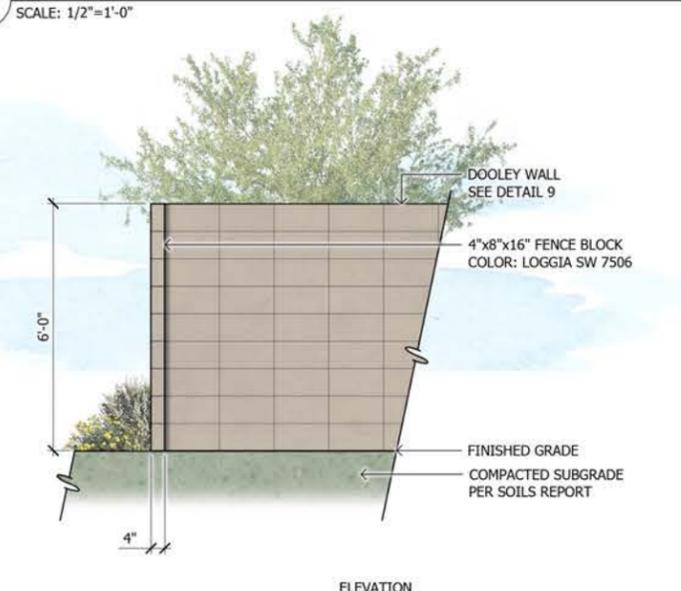
14 Partial View Fence Pilaster

SCALE: 1/2"=1'-0"



15 Primary Theme Pilaster

SCALE: 1/2"=1'-0"



16 Dooley Wall Return

SCALE: 1/2"=1'-0"



9. MONUMENTATION

Entry monumentation serves as a primary design element that establishes the identity and character of the Haven at Hawes community. Monument signage is designed to be cohesive with the architectural styles and overall community aesthetic, providing a clear, welcoming, and appropriately scaled entry feature.

Per Table 11-43-3-A of the City Ordinance, detached signage within residential zoning districts is generally limited to one (1) sign per lot or parcel, with a maximum area of four (4) square feet, a maximum height of four (4) feet, and no illumination. Larger detached signs, up to thirty-two (32) square feet, are otherwise limited to non-residential uses.

This RSL-2.5 PAD modifies the applicable sign standards to permit detached monument signs at primary community entrances with a maximum sign area of forty-five (45) square feet. The increased sign area accommodates the scale of the community entrances and provides appropriate visibility while maintain compatibility with the surrounding residential context.

Monument signs shall be designed as integrated architectural elements and shall be consistent with the materials, colors, and character of the overall community design. Any illumination, if provided, shall be subtle, shielded, and designed to minimize off-site impacts in accordance with City Standards.

Conceptual monumentation design, scale, and character are illustrated in **Exhibit 9: Conceptual Monumentation**. The general locations of entry monumentation are shown in **Exhibit 8A: Wall and Fence Master Plan**. Final monument sign design, placement, and construction details shall be reviewed and finalized during the Preliminary Plat process in conformance with City standards and the intent of this RSL-2.5 PAD.



Colors and Materials

SCALE: 1/4"=1'-0"



1 Primary Entry Monument

SCALE: 1/4"=1'-0"



2 Secondary Entry Monument

SCALE: 3/8"=1'-0"

10. LANDSCAPE

The landscape design for Haven at Hawes establishes a cohesive, functional, and sustainable framework that enhances the overall aesthetic and environmental quality of the community. All landscape improvements shall comply with the City Ordinance and the City design guidelines, including requirements related to street frontage landscape, plant material selection, irrigation methods, and landscape buffers.

The landscape design reinforces the architectural character of the community while providing a visually cohesive and comfortable residential environment. Native and low-water-use species are incorporated throughout the Site to reduce irrigation demand and support long-term sustainability. Street trees, shrubs, and ground covers are provided along roadways to provide shade, improve walkability, and enhance neighborhood identity.

Landscape elements are coordinated with the park spaces, path and trail network, and drainage infrastructure to create a connected system of open spaces that support recreation and circulation. Trees and shade structures are strategically placed along pedestrian routes and gathering areas to improve comfort and usability throughout the year.

Consistent with the City's "Tree Planting Priority Map," the Site is located in an area identified as having a very high priority for tree canopy coverage. The landscape approach responds to this designation through enhanced tree placement and canopy coverage, supporting the City objectives related to heat mitigation, shade provision, and environmental sustainability.

The overall landscape framework for the Site is illustrated in **Exhibit 10: Conceptual Landscape Plan**. Final landscape design, irrigation details, and plant selections shall be reviewed and finalized during the Preliminary Plat process in conformance with City standards and the intent of this RSL-2.5 PAD.

STATE TRUST LAND

E. MESQUITE STREET

NOT PART OF RESERVE
APN
304-30-001A

NOT PART OF
RESERVE
APN
304-31-014L

NOT PART OF RESERVE
APN
304-31-014M

NOT PART OF RESERVE
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APN
304-30-001A

NOT PART OF RESERVE
APN
304-31-014J

NOT PART OF RESERVE
APN
304-31-022C

S. HAWES ROAD

Plant Materials Legend

Tree	Cal (in.)	Height (Ft.)	Width (Ft.)	Box (in.)
Acacia aneura	0.75-1.25	5.0-7.0	2.0-3.0	24"
Mulga Acacia				
Chilopsis linearis	1.0-1.5	5.0-7.0	3.0-4.0	24"
Desert Willow				
Chitalpa tashkentensis	1.0-1.5	5.0-7.0	3.0-4.0	24"
Chitalpa				
Ebenopsis ebano	1.0-1.5	5.0-7.0	3.0-4.0	24"
Texas Ebony				
Olea europaea 'Wilsonii'	Multi	6.0-8.0	3.0-5.0	24"
Wilsonii Olive				
Parkinsonia praecox	1.0-1.5	5.0-7.0	3.0-4.0	24"
Palo Brea				
Pistacia chinensis	1.0-1.5	7.0-9.0	2.5-3.5	24"
Chinese Pistache				
Pistacia lentiscus	1.0-1.5	7.0-9.0	2.5-3.5	24"
Mastic Tree				
Prosopis hybrid	1.25-1.5	5.0-8.0	6.0-7.0	24"
Thornless Mesquite				
Quercus virginiana 'Cathedral'	1.0-1.5	7.0-9.0	3.0-4.0	24"
Cathedral Live Oak				
Sophora secundiflora	0.75-1.0	3.0-4.0	2.0-3.0	24"
Texas Mountain Laurel				
Ulmus parvifolia 'Allee'	1.0-1.5	7.0-9.0	3.0-4.0	24"
Allee Elm				

Extra Large Shrubs	Size	Small Shrubs	Size
Caesalpinia gilliesii		Callistemon viminalis 'Little John'	
Yellow Bird of Paradise	5 gal.	Little John Bottle Brush	5 gal.
Caesalpinia mexicana		Russelia equisetiformis	
Mexican Bird of Paradise	5 gal.	Coral Fountain	5 gal.
Caesalpinia pulcherrima		Teucrium chamaedrys	
Red Bird of Paradise	5 gal.	Germander	1 gal.
Cordia parvifolia		Groundcovers	Size
Little Leaf Cordia	5 gal.	Eremophila prostrata	
Dodonaea viscosa		Outback Sunrise Eremophila	gal.
Green Hopseed Bush	5 gal.	Lantana montevidensis	
Tecoma alata 'Orange Jubilee'		Purple Trailing Lantana	1 gal.
Orange Jubilee	15 gal.	Lantana sp.	
Tecoma Stans		'New Gold' Lantana	1 gal.
Yellow Bells	15 gal.	Rosmarinus officinalis 'Prostratus'	
Tecoma x 'Bells of Fire'		Trailing Rosemary	1 gal.
Bells of Fire	5 gal.	Ruellia 'Katie'	
Vauquelinia californica		Dwarf Ruellia 'Katie'	1 gal.
Arizona Rosewood	15 gal.	Teucrium chamaedrys 'prostratum'	
Large Shrubs	Size	Prostrate Germander	1 gal.
Cassia artemisioides 'Silver'		Cacti/ Accents	Size
Silver Cassia	5 gal.	Aloe hyb. 'Blue Elf'	
Larrea tridentata		Blue Elf Aloe	5 gal.
Creosote	5 gal.	Bouteloua gracilis	
Leucophyllum frutescens 'Green Cloud'		Blonde Ambition	1 gal.
Green Cloud Sage	5 gal.	Hesperaloe funifera	
Leucophyllum langmaniae 'Lynn's Legacy'		Giant Hesperaloe	5 gal.
Lynn's Legacy Sage	5 gal.	Hesperaloe sp. Pink Parade	
Simmondsia Chinensis		Pink Parade Hesperaloe	3 gal.
Jojoba	15 gal.	Hesperaloe parviflora 'Brakelights'	3 gal.
Medium Shrubs	Size	Hesperaloe parviflora 'Yellow'	
Eremophila glabra spp. carnos		Yellow Yucca	5 gal.
Winter Blaze	5 gal.	Muhlenbergia capillaris	
Eremophila hygrophana Blue Bells		'Regal Mist'	5 gal.
Blue Bells	5 gal.	Muhlenbergia lindheimeri	
Justicia spicigera		'Autumn Glow'	5 gal.
Mexican Honeysuckle	5 gal.	Muhlenbergia rigens	
Leucophyllum frutescens 'Compacta'		Deer Grass	1 gal.
Compact Texas Sage	5 gal.	Purple Muhly	1 gal.
Leucophyllum zygophyllum		Opuntia santa rita	
Cimarron Sage	5 gal.	Purple Prickly Pear	5 gal.
Nerium oleander 'Petite Pink'		Opuntia sp. Kelly's Choice	
Petite Pink Oleander	5 gal.	Kelly's Choice Prickly Pear	5 gal.
Rosmarinus officinalis		Yucca pallida	
Rosemary	5 gal.	Pale Leaf Yucca	5 gal.
Ruellia peninsularis		Inerts	
Desert Ruellia	5 gal.	Decomposed Granite	
Simmondsia Chinensis 'Vista'		Stabilized DG	
Compact Jojoba	5 gal.	Cobble	
		Midiron Sod	

NOTE: GRAPHIC SHOWS CONCEPTUAL INFORMATION AND IS SUBJECT TO CHANGE. ACTUAL LOCATIONS AND CONFIGURATIONS TO BE DEFINED AT THE TIME OF SUBDIVISION PLAT OR SITE PLAN SUBMITTAL.

11. ARCHITECTURE

The development consists of single-family detached homes designed within a cohesive architectural framework that includes Spanish, Craftsman, and Farmhouse styles. The architectural framework establishes a unified community character while allowing for variation in building form, massing, roof types, and façade composition to promote visual interest and long-term neighborhood quality.

Architectural diversity is achieved through varied elevation treatments, articulated building forms, and the use of pop-outs, recesses, and enhanced rooflines. These design elements are incorporated throughout the community to reduce visual monotony and to ensure that building placement and massing result in a compatible and well-composed streetscape consistent with the development standards established by this PAD.

Garages are architecturally de-emphasized through the use of recessed garage doors, articulated garage walls, window detailing, and integrated porch and entry features. Front-facing façades provide deeper porches, increased column dimensions, enhanced soffit treatments, and clearly defined pedestrian entries, which collectively establish a pedestrian-oriented streetscape and reinforce residential character along public streets.

Homes within the development provide enhanced architectural treatment on all publicly visible façades, including rear and side elevations adjacent to arterial roadways, open space tracts, and common areas. These elevations include additional windows, varied materials, articulated wall planes, and enhanced detailing to ensure that all building façades contribute positively to the overall appearance of the community and avoid blank or utilitarian building edges.

Architectural detailing reinforces the character of each style and provides depth and visual richness throughout the neighborhood. Spanish-style residences incorporate traditional elements such as arches and articulated porch and garage openings. Craftsman and Farmhouse styles utilize increased column sizes, expressive roof forms, accent materials, and decorative features including corbels, shutters, and wainscot treatments.

Building performance and long-term sustainability features are integrated into the architectural design of all homes. Elements such as tankless water heaters, increased window placement, and window detailing support energy efficiency, livability, and architectural quality, while contributing to the cohesiveness of the built environment.

Collectively, the architectural standards established by this PAD ensure that the modified Development Standards are supported by enhanced building design, thoughtful massing, and high-quality streetscape composition throughout the community. The architectural program provides a consistent public benefit through improved visual character, durable design, and a cohesive neighborhood identity.

Refer to **Exhibit 11: Architectural Character** for conceptual imagery illustrating the proposed architectural styles and design intent.

EAGLE FLAT ROOF TILE
(HILLSBOROUGH BLEND 4883)

PRIMARY BODY COLOR
(WARM STONE SW7032)

STUCCO POPOUTS
(INCREDIBLE WHITE SW7028)

FRONT DOOR
(INCREDIBLE WHITE SW7028)

STUCCO COLUMN
(INCREDIBLE WHITE SW7028)

STONE VENEER
(HURON)

WOOD HORIZONTAL SIDING
(ANEW GRAY SW7030)

WOOD SHUTTERS
(INCREDIBLE WHITE SW7028)

COACH LIGHT

GARAGE DOOR
(ANEW GRAY SW7030)



Front



Rear (Enhanced)



Rear



Left



Right

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Front



Rear (Enhanced)



Rear



Left



Right

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EAGLE S-ROOF TILE
(ARCADIA CANYON BROWN 3581)

PRIMARY BODY COLOR
(REALIST BEIGE SW6078)

STUCCO POPOUTS
(SABLE SW6083)

FRONT DOOR
(SABLE SW6083)

STUCCO COURTYARD
WALL W/ ROWLOCK
(REALIST BEIGE SW6078)

COACH LIGHT

GARAGE DOOR
(UTTERLY BEIGE SW6080)



Front



Rear (Enhanced)



Rear



Left



Right

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EAGLE FLAT ROOF TILE
(CONCORD BLEND 4602)

PRIMARY BODY COLOR
(CLASSIC FRENCH GREY SW0077)

STUCCO POPOUTS
(ALABASTER SW7006)

FRONT DOOR
(ALABASTER SW7006)

STUCCO COLUMN
(ALABASTER SW7006)

STONE VENEER
(CATHEDRAL GREY)

WOOD HORIZONTAL SIDING
(ARGOS SW7065)

COACH LIGHT

GARAGE DOOR
(ARGOS SW7065)



Front



Rear



Left



Right

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Front



Rear (Enhanced)



Rear



Left



Right

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Front



Rear (Enhanced)



Rear



Left



Right

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EAGLE FLAT ROOF TILE
(BROWN GRAY RANGE 5607)

PRIMARY BODY COLOR
(ROYCROFT PEWTER SW2848)

STUCCO POPOUTS
(FROSTY WHITE SW6196)

FRONT DOOR
(FROSTY WHITE SW6196)

STUCCO COLUMN
(FROSTY WHITE SW6196)

STONE VENEER
(PROVO CANYON GREY)

WOOD HORIZONTAL SIDING
(CLASSIC FRENCH GRAY SW0077)

STUCCO WAINSCOT
(FROSTY WHITE SW6196)

COACH LIGHT

GARAGE DOOR
(CLASSIC FRENCH GRAY SW0077)



Front



Rear



Left



Right

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Front



Rear (Enhanced)



Rear



Left



Right

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EAGLE S-ROOF TILE
(ARCADIA CANYON BROWN 3581)

PRIMARY BODY COLOR
(ALABASTER SW7006)

STUCCO POPOUTS
(DARK CLOVE SW9183)

FRONT DOOR
(DARK CLOVE SW9183)

STUCCO COURTYARD
WALL W/ROWLOCK
(ALABASTER SW7006)

STUCCO CORBEL
(DARK CLOVE SW9183)

COACH LIGHT

GARAGE DOOR
(DARK CLOVE SW9183)



Front



Rear (Enhanced)



Rear



Left



Right

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EAGLE FLAT ROOF TILE
(HILLSBOROUGH BLEND 4883)

WOOD SHUTTER
(INCREDIBLE WHITE SW7028)

PRIMARY BODY COLOR
(WARM STONE SW7032)

STUCCO POPOUTS
(INCREDIBLE WHITE SW7028)

FRONT DOOR
(INCREDIBLE WHITE SW7028)

STUCCO COLUMN
(INCREDIBLE WHITE SW7028)

STONE VENEER
(HURON)

WOOD HORIZONTAL SIDING
(ANEW GRAY SW7030)

STUCCO WAINSCOT
(INCREDIBLE WHITE SW7028)

COACH LIGHT

GARAGE DOOR
(ANEW GRAY SW7030)



Front



Rear (Enhanced)



Rear



Left



Right

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EAGLE FLAT ROOF TILE
(SIERRA MADRE 4503)

PRIMARY BODY COLOR
(REPOSE GRAY SW7015)

STUCCO POPOUTS
(IRON ORE SW7069)

FRONT DOOR
(IRON ORE SW7069)
6x6 WOOD POST
(IRON ORE SW7069)

BOARD & BATTEN
(DORIAN GRAY SW7017)

STUCCO CORBEL
(IRON ORE SW7069)

COACH LIGHT

GARAGE DOOR
(IRON ORE SW7069)



Front



Rear (Enhanced)



Rear



Left



Right

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EAGLE S-ROOF TILE
(ARCADIA CANYON BROWN 3581)

PRIMARY BODY COLOR
(REALIST BEIGE SW6078)

STUCCO POPOUTS
(SABLE SW6083)

FRONT DOOR
(SABLE SW6083)

STUCCO COURTYARD
WALL W/ROWLOCK
(REALIST BEIGE SW6078)

STUCCO CORBEL
(SABLE SW6083)

COACH LIGHT

GARAGE DOOR
(UTTERLY BEIGE SW6080)



Front



Rear (Enhanced)



Rear

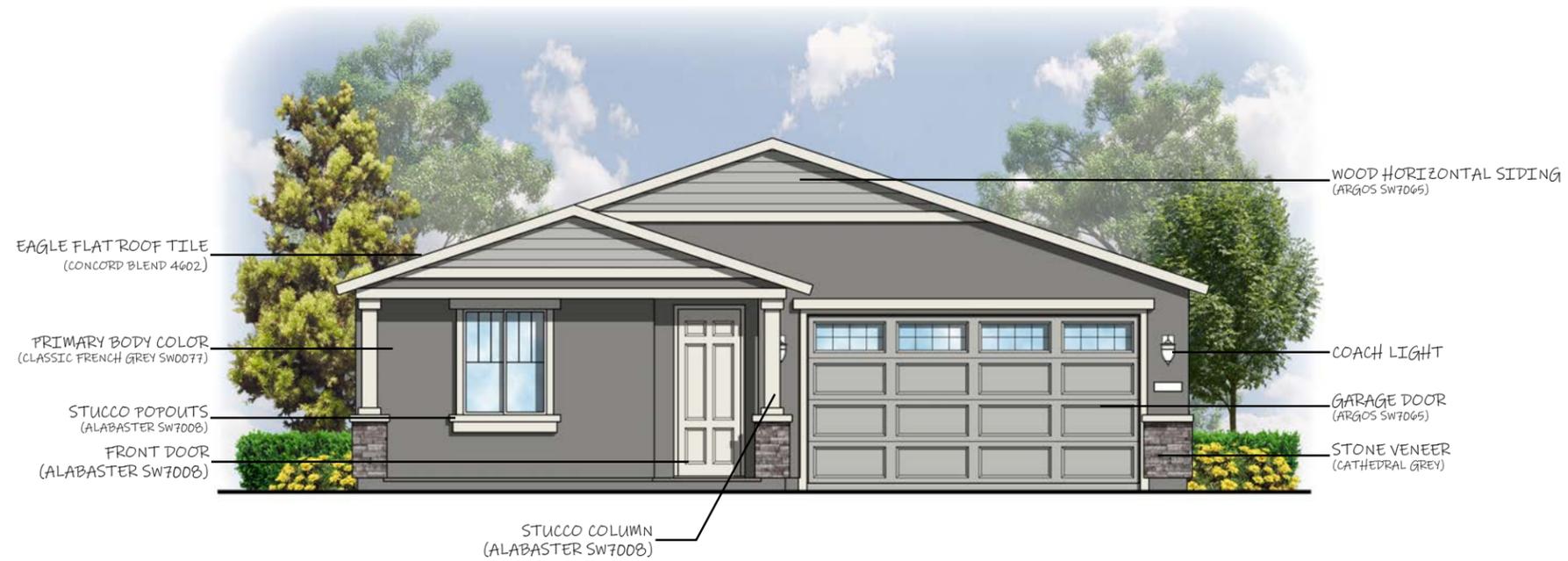


Left



Right

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Front



Rear (Enhanced)



Rear



Left



Left Corner Condition



Right

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Front



Rear (Enhanced)



Rear



Left



Left Corner Condition



Right

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Front



Rear



Left



Left Corner Condition



Right

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Front



Rear (Enhanced)



Rear



Left

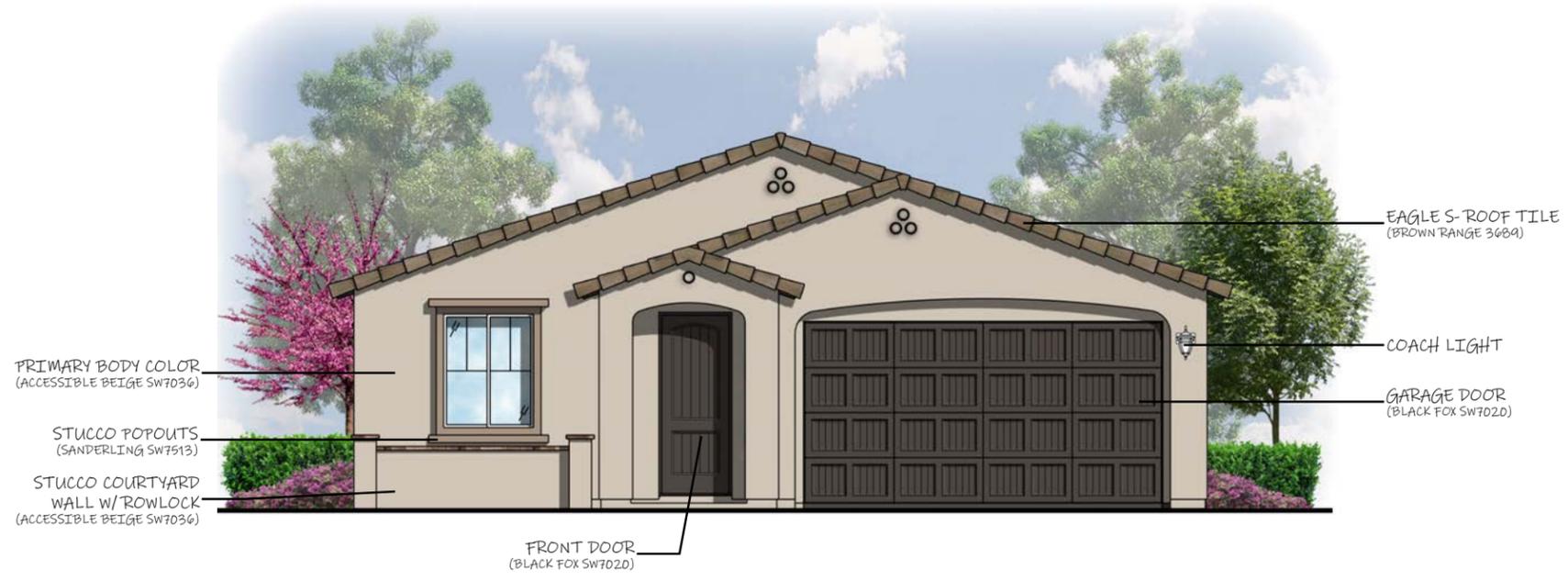


Left Corner Condition



Right

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Front



Rear (Enhanced)



Rear



Left

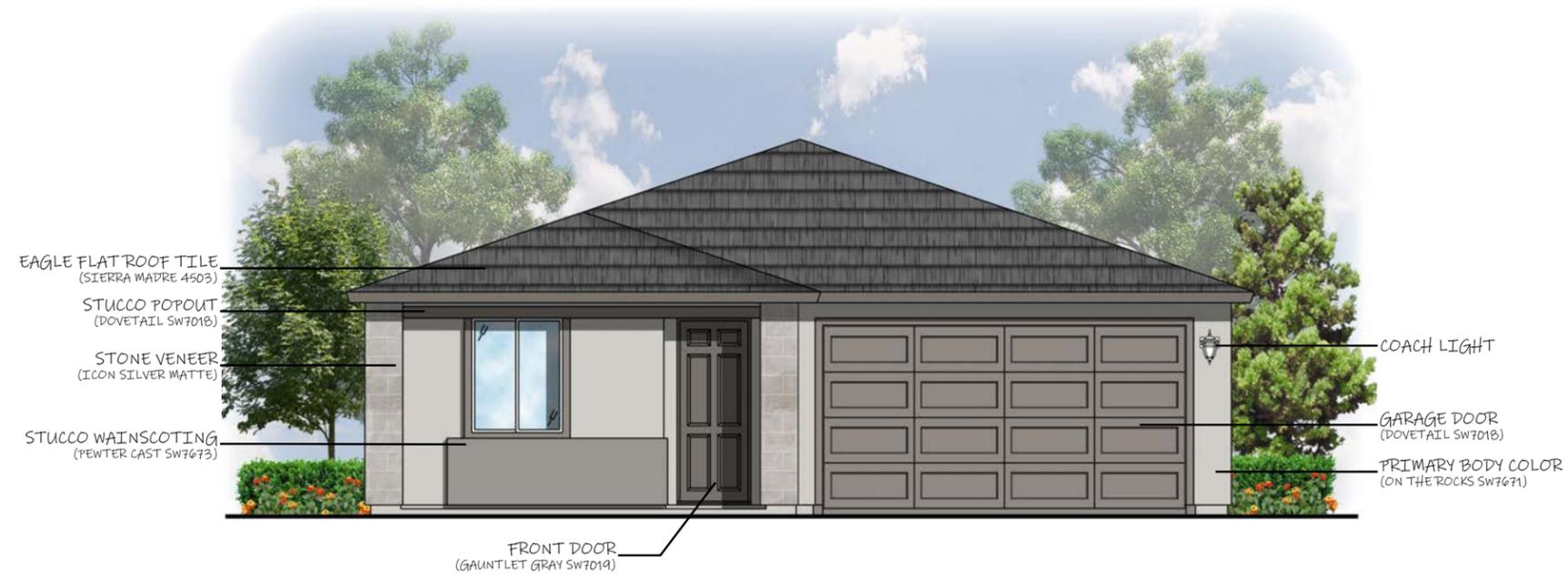


Left Corner Condition



Right

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Front



Rear



Left



Left Corner Condition



Right

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12. LIGHTING STANDARDS

All lighting shall comply with Article 4, Chapter 30, Section 11-30-5 of the Ordinance, ensuring consistency and safety across the development. Street and site lighting will be designed to minimize light pollution while maintaining adequate illumination for safety and functionality.

13. CONCLUSION

The rezone request establishes the framework for a cohesive and well-planned residential community that aligns with the City's long-term vision. Haven at Hawes facilitates the annexation and rezoning of the Site from IND-2 to RSL-2.5 PAD to accommodate approximately two hundred thirty (230) single-family detached units with an overall gross density of 6.05 (du/ac). The Site features 4.38 acres of programmed amenity and retention areas, including a central amenity area with a pool, play structures, and sports courts. Infrastructure improvements, including half-street improvements along Hawes Road and Mesquite Street, support efficient circulation and connectivity. The Site's design reflects the regional character through diverse architectural styles, native landscape, and integrated paths and trails, providing a high-quality living environment that supports the City's broader growth and development goals.

Haven at Hawes – PAD Justification Table

Development Standard	RSL 2.5 Required	Proposed PAD	Justification
Garage Standard – Aggregate Width of Garage Doors	50%	56%	<p>The front porches have increased in size to exceed The City’s minimum design requirements and to further enhance the streetscape and reduce the garage dominance.</p> <p>A courtyard wall has been added to all Spanish elevations.</p> <p>Bases and mid-section columns have been increased on the Craftsman elevation.</p> <p>Additional wood posts have been added to the Farmhouse elevation.</p> <p>The heel heights on the Craftsman & Farmhouse porches have increased.</p> <p>Lighting, pavers, and exterior door details further enhance the design and reduce the garage dominance of the homes.</p>
Minimum Yards (ft.) Front – Garage	20’	18’	<p>Open Space Provided 29.5%, Open Space required 18%</p> <p>Parking exceeds the City’s requirements On street parking – 123 spaces Garage Parking – 460 spaces Driveway parking – 230 spaces Parking at amenity – 19 spaces Required parking – 460 spaces Provided Parking – 832 spaces</p>
Minimum Yards (ft.) Rear	15’	8’ for rear building setback and 5’ for rear patio setback	<p>The amenity area provides active community space to enhance the livability of the community.</p> <p>A minimum of 400 square feet of usable open space is provided for every unit. Which exceeds the required 280 square feet of usable open space in the RSL 2.5 District.</p>