

**PRELIMINARY PLAT
and
PAD AMENDMENT
NARRATIVE**

FOR

***Hawes Crossing
Village One***

Mesa, Arizona

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Prepared for:

Lennar

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I. Purpose of Request

Hawes Crossing Village One is an approximately 80.66 net acre proposed single-family detached and attached residential subdivision with the unique opportunity to offer contemporary homes and lifestyles among a diverse product offering within, what will be, a vibrant community in the City of Mesa (the “City”). This request is for 1) the preliminary plat (“Pre-Plat”) covering the northern 72.88 gross acres (“Village One North”) of Hawes Crossing Village One, as shown on the Pre-Plat document, 2) the Pre-Plat for 7.78 gross acres of single-family attached product (“Village One South”), and 3) a major amendment to Village One of the PAD to modify certain development standards detailed herein. Together, Village One North and Village One South (“Village One”) comprise 80.66 net acres of Hawes Crossing PAD (“PAD”) Village One.

The PAD amendment is necessary to facilitate development of the RM-5 portion of Village One, which will meet the intent of the PAD and is the ideal buffer between the Mixed-Use district to the south and the existing neighborhood to the north. The Conceptual nature of the PAD established underlying zoning, densities, land uses, with the intent that additional detail would be provided as a part of the Specific Plan and Preliminary Plat processes. In analyzing the RM-5 portion for feasibility, it became clear that the low usable net acreage of the RM-5 does not allow for development at the density required by the RM-5 district. Multifamily development at the minimum RM-5 density of 20 units to the acre on a parcel this size would require parking garages, elevator construction, and more that would price the resulting apartments out of the market and fail to fill the current need for a diversity of housing options in southeast Mesa.

Building on the extensive planning invested in the design of the PAD, Village One is in conformance with all of its requirements and provides greater detail as to the specific homesite layout, preliminary landscape design, wall and entry designs, and open space design, as well as updated master water, wastewater, and drainage reports.

Lennar is proposing the development of Village One, a single-family detached and attached subdivision, consistent with the City of Mesa General Plan land use designation and PAD standards. The PAD rezoning established underlying zoning of RS-6, RSL-2.5, and RM-5 with the PAD overlay.

In addition to the exhibits attached to this narrative, several exhibits of the PAD, listed below, have been updated to reflect the proposed changes.

- Exhibit B – Development Areas
- Exhibit C – Existing Land Use Designations
- Exhibit D – Proposed Land Use Designations
- Exhibit N – Open Space Master Plan
- Exhibit O – Trails Master Plan
- Exhibit R – Circulation Master Plan
- Exhibit R.1 – Circulation Master Plan Comparison
- Exhibit S – Street Sections

II. Existing Conditions

The City of Mesa General Plan designates this site's land use as Neighborhoods (Village One North) and Mixed Use – Community / Employment (Village One South) and is zoned Planned Area Development (PAD) under the PAD. The site is currently used for agricultural and dairy purposes and is adjacent to the residential subdivisions of Desert Place at Morrison Ranch, Sossaman Estates, Boulder Creek, and Eastridge. Additionally, an interchange for the Arizona Loop 202 freeway is conveniently located about 1-mile from the site, providing future residents with expedited access to the greater area. Under the Hawes Crossing PAD, the site is within Village One and is zoned RS-6, RSL-2.5 and RM-5.

III. Subdivision Design Concepts & Requirements

Lot Layout & Design

As depicted in Exhibit A: Preliminary Plat, Village One is a proposed single-family detached and attached residential development with 458 individually platted lots, at a density of approximately 5.7 du/ac. The community is composed of 149 - 30'x97' lots, 84 - 45'x86' lots, 122 - 55'x120' lots, and 103 – 22'x86' lots. The 30'x97' lots are alley-loaded from private drives and front onto landscaped paths connecting the units to the open space and surrounding neighborhood. The alley-loaded lots are entirely within the RSL-2.5 zoning district. The RS-6 portion of Village One North is composed of entirely 55' wide lots, in keeping with the intent of the PAD to mirror the residential density of the existing neighborhood to the north. These lots are located along the western and northern border of the subdivision with direct access to multiple open space areas and the central amenity. The 45' wide lots are interspersed with the alley lots in the RSL-2.5 zoning district to diversify the streetscape. The 22' wide lots are all located within the RM-5 portion of Village One as an ideal buffer between the single-family detached homes and the Mixed-Use development to the South along Elliot Rd while still being an integrated part of Village One.

The use of low, medium, and higher density districts in the PAD were developed through significant discussion by the stakeholders, with the common goal of planning a residential neighborhood that would complement the existing neighborhood to the north while honoring the agricultural heritage of the area. From site planning to open space and circulation elements, great forethought went into developing a diverse but interconnected neighborhood with diverse housing product, ample open space, and common theming that would identify it as a part of the larger Hawes Crossing community.

Vehicular Access & Circulation

Village One North incorporates a minor change to the Circulation Master Plan approved as a part of the PAD. Where the PAD envisioned a Community Collector loop road in the center of Village One North, the revised traffic impact analysis ("TIA"), included with this application, more accurately calculates the traffic volumes given the detailed and specific Pre-Plat document. As such, the proposed Circulation Master Plan employs a Local Street for the loop road that connects to an Urban Collector on the south and east for direct access to Elliot Road and Hawes Road, respectively. Detailed roadway cross sections

are included in this application. The remainder of the Pre-Plat is in general conformance with the Master Circulation Plan approved as a part of the PAD.

Primary access to Village One is from Hawes Road on the east, with additional access from Elliot Road to the south. A secondary access point is provided at the 80th street community connection.

Parking

Every homesite within Village One will have a minimum 18' long driveway (face of garage to back of sidewalk) and two-car garages to provide on-lot parking for up to four vehicles. In addition, on-street parking will be allowed on all public local streets. Designated parallel parking spaces have been provided along sections of the Urban Collector. On-street parking will not be allowed on private drives for alley-loaded lots. A parking exhibit has been included to identify the specific parking locations for Village One South to illustrate how parking will work on each lot and for the community as a whole.

Open Space, Landscaping & Amenities

The Open Space within Village One meets the intent of the Open Space Master Plan and further refines it to make certain improvements that will increase the usefulness of the open space and provide greater access from all lots within the subdivision. Specifically, the north south open space corridors have been shifted to more evenly cover the entire site. The western boundary includes the open space buffer dictated by the PAD while the north south open space corridor has been shifted east to be more centrally located and connect to the central open space amenity. 20.39 acres, or 25.3% of the community, is Common Area / Open Space, far exceeding the 15% minimum open space requirement.

The three Pocket Parks and one Neighborhood Park shown in the PAD are included in Village One and have similarly been shifted slightly to be more centrally located and easily accessed. The southernmost Pocket Park has been located between Village One North and Village One South, so it can be enjoyed by both neighborhoods and assist in tying those together. There is one more pocket park shown in the PAD within Village One, but that is located in a portion that is not within this project and will be included when that area develops.

A Preliminary Landscape Plan package has been included in this application that identifies the landscape material schedule for Village One. This schedule includes trees, shrubs, accents, and groundcovers that are low water usage, drought tolerant, and native to Arizona where possible and appropriate.

Also included in this submittal are details for each of the open space areas showing the various amenities, improvements, pathways, connectivity, turf areas, seating, shade structures, and location within the subdivision.

A Homeowner's Associations ("HOA") will be created for Village One to include both Village One North and Village One South. All community open space, amenities, landscape tracts, private infrastructure, and private drives within Village One will be owned and maintained by the HOAs.

Pedestrian Circulation & Connectivity

Village One has been designed to create a pedestrian friendly and connected experience, both in the site planning and home designs. The alley-loaded lots all front onto landscaped yards and sidewalks either facing a local street or the fronts of other alley-loaded lots. The lots are all connected to the open space, amenities, and other lots via a network of attached and detached sidewalks and greenbelts. The Townhomes in Village One South similarly front onto landscaped and amenitized paseos that are connected to the larger open space and pedestrian circulation systems.

Entry Monumentation

As depicted in the included Entry Monument Plan and Wall Elevations, the primary entrance point at Hawes Road includes a plaza style feature with signage, seating, decorative paving, and mixture of hardscape and landscape designed to create a distinct arrival experience into Village One. The design elements of this entry monumentation are carried throughout the perimeter walls and open space features within the community. Entry monumentation has also been added at the 80th Street

IV. Proposed Housing

Although not the subject of this request, understanding the housing styles proposed for Village One is important to an overall assessment and review of the project. To further unify the neighborhood experience of this appealing community, the proposed housing will create a true “village” experience with similar, yet varied homes in a unifying architectural style. By providing varying versions of a common architectural style, it allows Lennar to provide a unique and diverse community without being overpowered with overly disparate, eclectic architectural styles.

Lennar will utilize 12 different floor plans across the 4 product types with multiple elevations available for each floor plan. Floor areas will range among the various floor plans from 1,724 square feet to 2,524 square feet. Typical Plot Plans for each floor plan, including setbacks for each, have been included in this application. These typical plot plans are in conformance with the respective zoning district’s development standards and the PAD. All plans include a two-car garage, full length driveway, and covered porch/entry. With the exception of the alley-loaded product, all plans will also include a covered patio.

To ensure the desired variation in the streetscape, limitations will be placed on the permitted proximity of the same floor plan and elevations such that no two elevations will be constructed either adjacent or across the street.

Sec. 11-5-5.B.5 of the Ordinance requires that buildings must contain two (2) kinds of primary exterior materials distinctively different in texture or masonry pattern, with each of the required materials covering at least twenty-five percent (25%) of the exterior walls of the building. All of the floorplans and façades meet this requirement with the exception of the Spanish Colonial and Spanish Hacienda elevation options for which secondary materials such as stone and siding are not appropriate. In those

cases, the intent of a varied high level of design is still met through the use of design elements such as projected window sills with decorative sculpted cap, sculpted trim details, wrought iron, gable pipe details, angled wall detailing, colonial style shutters on the A elevations, and decorative tile window surrounds on the B elevations along with more rustic shutters that are appropriate for these Spanish Colonial and Spanish Hacienda styles. In addition to the above, windows are also included in the garage doors for these styles.

V. Compliance with Zoning & PAD Overlay

The PAD did not make any alterations to or deviations from the development standards in the underlying RS-6, RSL-2.5 or RM-5 zoning districts. Similarly, the only modification made by the PAD overlay was to strike certain uses from the allowed uses. The applicable development standards for each zoning district are identified on the typical plot plans included in this application. The PAD was approved with several conditions of approval, to which this request is generally in conformance. This application requests to deviate slightly from certain standards of the PAD to facilitate the unique proposed development that exceeds the open space requirement, creates an ideal transition of land uses, and is in conformance with the General Plan. Where no proposed standards are shown, no change is requested.

Table 1 – Development Standards

Amended Development Standards - RM Residential Multiple Dwelling Districts		
Standard	RM-5	RM-5 Proposed
Lot and Density Standards		
Minimum Lot Area (sq. ft.)	6,000	6,000
Minimum Lot Width (ft.) (Single-Residence Attached)	0	
Minimum Lot Depth (ft.) (Single-Residence Attached)	75	70
Maximum Density (dwelling units/net acre)	43	
Minimum Density (dwelling units/net acre)	20	13
Minimum Lot Area per Dwelling Unit (sq.ft)	1000	
Maximum Lot Coverage (% of lot)	70%	100%
Maximum Building Coverage (% of lot)	65%	100%
Minimum Open Space (sq.ft/unit)	120	
Building Form and Location		
Maximum Height (ft.)	50	
Minimum Yards (ft.) - NC-U Standards Table 11-6-3(B)		
Minimum Setback along Property Lines or Building and Parking Areas (ft.)		
Front and Street-Facing Side:	0	
Interior Side and Rear Adjacent to RS District:		
1-story bldg.	15	
2-story bldg.	25	
3-story bldg.	35	

Interior Side and Rear Adjacent to RM District:		
1st story	15	
Each additional story	10	
Setback at Street Intersections for Buildings and Parking Areas - Minimum radius (ft.)	0	
Maximum Yard - Front and Street-Facing Side	10	
Minimum Separation between Buildings on Same Lot (ft.)		
Building Height up to 20 ft.	None Required	
Building Height between 20 and 40 ft.	None Required	
Building height over 40 ft.	None Required	
Landscaping: Chapter 33. Landscaping		
Off-Street parking and Loading: Chapter 32. On-site Parking, Loading and Circulation - Table 11-32-3.A: Required Parking Spaces by Use		
Apartments, multiple residence condominiums, and mixed-use residential, townhomes, patio homes and similar multiple residence buildings: development site not located within 1/4 mile radius (1320-feet) of bus rapid transit or light rail station, regardless of bedroom count.	2.1 spaces per dwelling units 103 Unit = 217 parking spaces	
Standard Parking Spaces.	The minimum basic dimension for standard parking spaces is 9 feet by 18 feet.	
Off-Street parking and Loading: Chapter 32. On-site Parking, Loading and Circulation - Table 11-32-4 Parking Area Design, Subsection F		
Minimum Dimensions for Residential Enclosed Garages. Enclosed garages serving residential uses shall be constructed to meet the following minimum inside dimensions.	2. A double-car garage shall be at least 20 feet wide and 22 feet long.	Townhomes: 21'0" wide x 19'-6" long

Deviation from Sec. 11-5-5.B.4.f.iii

Attached Garages	When multiple garage doors are located within one (1) building, the maximum number of garage doors adjacent to one another shall be limited to three (3), unless there is a break in the building façade between garage doors. The break shall contain a major architectural feature, such as a building entrance or equivalent feature.	When multiple garage doors are located within one (1) building, the maximum number of garage doors adjacent to one another shall be limited to six (6) , unless there is a break in the building façade between garage doors. The break shall contain a major architectural feature, such as a building entrance or equivalent feature.
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Deviation from Sec. 11-32-4.B.f.2

Minimum Dimensions for Residential Enclosed Garages. Enclosed garages serving residential uses shall be constructed to meet the following minimum inside dimensions.	A double-car garage shall be at least 20 feet wide and 22 feet long.	A double-car garage shall be at least 19 feet 4 inches wide and 19 feet six inches long.
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Alley-Loaded Development Standards

The alley-loaded product, as shown on the attached exhibits, shall conform to the development standards of the RSL 2.5 zoning district except as modified herein. The Minimum dimensions for enclosed double-car garages shall be 19 feet 4 inches wide and 19 feet six inches long where Sec. 11-32-4.B.f.2 would otherwise require that double-car garages be at least 20 feet wide and 22 feet long.

Zoning District Boundary Shift

To maximize the efficiency of design of the internal circulation, lot layout, and open space, it is necessary to shift certain portions of the zoning boundary line, between the RS-6 and RSL-2.5, west 30' and 50' to align with the center line of the internal streets. This will allow for a greater mix of lot types, better street design, additional open space, and more appropriately laid out lots while maintaining the intent of the PAD to provide lower densities adjacent to the north and west and provide a mix of densities within the PAD. The zoning district boundary was also shifted where the RM-5 meets the RS-6 and RSL-2.5 district boundaries to allow for full length driveways for the townhomes within Village One South. Revised legal descriptions reflecting these changes have been included with this request.

Alternative Compliance

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

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

Sec. 11-5-3-B.9 of the Ordinance states that “Site Planning and Design Standards are not intended to limit creative solutions. Conditions may exist where strict compliance to Site Planning and Design Standards of this Chapter are impractical or impossible, or where maximum achievement can only be obtained through alternative compliance.” Hawes Crossing Village One proposes the first community within the Hawes Crossing PAD that includes a diverse assortment of housing product types including traditional SFR, Casitas, Alley-loaded, and Townhomes along with a large amount of open space and an interconnected network of trails. Each product type and elevation is carefully designed to work together to create a visually interesting and activated streetscape. This section discusses how the proposed designs meet the criteria set forth for approval of alternative compliance in Sec. 11-5-3-B.9.b.

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

The proposed Spanish Colonial Style and Spanish Hacienda Style are, by definition, a single primary material and one of the most popular residential styles in Arizona. Therefore, the request is to allow only 1 primary exterior material. While it does not meet the exact requirement of Sec. 11-5-3(B)(7), it does meet the intent of that section by providing other details that break up the open area of walls and includes several details.

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

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

1. Decorative wrought iron
2. Arched entry opening
3. Decorative tile opening surround
4. Sculpted foam corner trim

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

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

Alternative compliance is requested for the proposed products which include a wide variety of façades that range in the area covered by windows from 4.7% (4083M, Front) to 25.4% (2020D, Front) as you can see from the window area calculations that have been added to the revised elevations. There are many factors that influence the amount of window area that is or can be included on a façade.

Window area is also not the ultimate factor in the attractiveness of a façade. A façade with all windows would look like a commercial structure and not work either for the neighborhood or the privacy of the residents. Instead, the window area is also balanced with other design features to create a specific overall style that is in line with the architectural style being followed. Design elements such as trim, shutters, gable roofs, porches, pop outs, accents, garage doors, lighting, secondary materials, and a need to account for landscaping trees all factor into the amount of area able and desired to be used for windows.

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

- iii. Sec. 11-5-3(B)(3) requires “a portico, awning, recess, or stoop measuring at least four (4) by four (4) feet which is well defined by a gabled entry, distinct change in roof line or columns, or has some other significant architectural distinction.”

All elevations across all product types that provide a covered entry, not a front porch, meet this requirement with the exception of the home plan 2020 Elevation A, Spanish Colonial,

which has a covered entry that measures 5'-4" wide by 2'-6" deep. While this elevation provides 13.33 square feet of entry where the Ordinance requires 16 square feet, it balances this with several other design features such as three recessed arched windows on the second floor above the entry that transition via chamfered walls down to the entry that includes a wrought iron detail above angled entry walls. This entry does not meet the exact requirement of the provision but clearly meets the intent which is to provide an attractive entry that also functions to protect residents and visitors from the elements and there for meets the approval criteria listed in Sec. 11-5-3-B.9.b that requires the "proposed alternative is aesthetically more complementary to the site, better fits into the context of the area, improves the overall architectural appeal of the area."

VI. Compliance with General Plan

The General Plan character area designation for Village One South is a combination of Mixed-Use Community / Employment. Per Chapter 7 of the General Plan, descriptions of the two character types are:

Mixed-Use Activity Districts are large-scale (typically over 25 acres) community and regional activity areas that usually have a significant retail commercial component including shopping areas such as malls, power centers, or lifestyle centers that are designed and developed to attract customers from a large radius. These districts often include other uses such as office, entertainment, and residential.

Employment Districts are a character type that is primarily used for employment-type land uses of at least 20 acres. However, in certain circumstances individual employment-type developments on sites less than 20 acres may be appropriate. Employment Districts typically have minimal connection to the surrounding area. Examples of Employment Districts include areas for large manufacturing facilities, warehousing, and business parks. The goal of Employment Districts is to provide for a wide range of employment opportunities in high-quality settings.

The proposed development of Village One South is consistent with the definition of Mixed-Use Activity District as residential that is in support of the Mixed-Use development further south. Attached single residence buildings from one to three stories are specifically identified as being appropriate for this character area. The General Plan, in reviewing development asks five questions for use "during the review process to determine whether or not the proposed development is achieving the vision and goals" of the General Plan.

1. *Is the proposed development consistent with furthering the intent and direction contained in the General Plan?*

The proposed development is consistent with the definition and intent of the Mixed-Use Activity Center and will provide residential development that will support non-residential activities in the area.

2. *Is the proposed development consistent with adopted sub-area or neighborhood plans?*

The proposed development is consistent with the Mesa Gateway Strategic Plan, specifically Goal 2.2.2 which identifies the need for a variety of housing types and styles to meet the needs of the residents of this area. Village One South will offer a product type that is not found in the immediate area and will diversify the housing options.

3. *Is the proposed development consistent with the standards and guidelines established for the applicable character type?*

As noted above, the proposed development is in line with the standards and guidelines of the Mixed-Use Activity District as medium-high density residential with a pedestrian-friendly environment that connects to open space and the Mixed-Use district to the south. The development of Village One South will facilitate the development of the Mixed-Use district by providing a transitional land use to the lower density residential to the north.

4. *Will the proposed development serve to strengthen the character of the area?*

Village One South will add to the mix of uses to further enhance the intended character of the area, improve connectivity between the Mixed-Use District and more suburban density residential areas, and add to the sense of place while exceeding the development quality of the area.

5. *Does the proposed development provide appropriate transitions between uses?*

The proposed development will serve as an ideal transition of densities, heights, use, and intensity between the Mixed-Use District and RSL-2.5 uses while still providing connectivity throughout.

Village One is also in compliance with the PAD uses, development standards other than those specifically modified herein, and intent to create a framework that will provide a balance of regulatory standards and flexibility to promote the development of an iconic vibrant community.

Grading, Drainage & Retention

The overall drainage plan for the site was originally contemplated as part of the Hawes Crossing Master Drainage Report prepared by HILGARTWILSON in March 2020, which encompasses a study area of approximately 1,100 acres. The proposed drainage management for Village One, which is located at the northernmost end of the master plan study area, will ultimately comply with the master drainage design concept, however additional offsite drainage analyses have been prepared as part of the preliminary plat to better define the offsite drainage conditions specific to the project boundary.

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

The region surrounding the property generally drains to the southwest and west at approximately 0.4 percent. Runoff approaching the site from the north is intercepted by a series of basins located within the overhead utility corridor that follows the northern boundary of the property. Offsite flow from the east drains southwest towards Hawes Road, at which point flow is directed south along the east side of Hawes Road until breaking over the road south of the Project boundary. This offsite runoff drains both south and west across the dairy site and undeveloped land south of the Project. The portion of flow that is diverted west drains along the southern boundary of the Project, entering and exiting the site along its southwestern boundary and ultimately draining west toward 80th Street. Offsite flows do not impact the site from the west.

An offsite channel and spreader basin system is proposed to intercept the offsite flow which enters the southwestern boundary of the Project and convey it west until releasing it at its historic location at the southwestern corner of the site. This channel and spreader basin system is designed to route offsite flows around the Project while maintaining historic drainage conditions.

For onsite management, 100-year, 2-hour retention will be required in accordance with City of Mesa design guidelines and standards. In the interim, drywells will be used to dewater the site as there is currently no existing downstream storm drain infrastructure that can be utilized for bleed-off at this time. Future bleed-off improvements will be contemplated and coordinated with the City at final design. Since Village One will be designed with appropriate offsite and onsite drainage controls and stormwater retention, and the historic outfall will be maintained, no adverse impact to downstream property or infrastructure is expected as a result of the development. The overall drainage exhibit provides an overview of the existing and proposed drainage conditions for the site.

Utilities

Water, Sewer, Natural Gas, and solid waste collection will be provided by the City of Mesa. Further detail is provided in the updated water and wastewater master plan reports included in this application. For the 45' and 55' wide lots, refuse and recycling containers will be placed in front of the homes for pick-up in typical fashion. For the alley-loaded lots, refuse and recycling containers will be placed along alley ways for normal trash pickup, and in the instance of an alley way not being a through street, each homeowner will roll their containers to the nearest local street. A brace marker will be placed on the local street signifying the location of the trash container placement for pick-up.

Water

The site was originally studied as part of the Hawes Crossing Master Water Report prepared by HILGARTWILSON in February 2020. The Hawes Crossing master study encompasses a study area of approximately 1,100 acres that consists of up to 4,500 residential units in addition to commercial and

industrial uses. Village One, which is located at the northernmost end of the master plan study area, falls within the City of Mesa Falcon Field service zone. Water for the Falcon Field service zone is sourced from the Salt River Project, the Central Arizona Project, and a network of wells distributed throughout the area. Water treatment is currently provided by the Val Vista Water Treatment Plant and the CAP Brown Road Water Treatment Plant. All water infrastructure to serve the Project will be owned and operated by the City.

Existing water infrastructure adjacent to the site includes a 24-inch water transmission main along Sossaman Road, a 12-inch water main along Paloma Avenue from Sossaman Road to 80th Street, and 12-inch mains along 80th Street and Hawes Road which end at the Paloma Avenue alignment along the northern boundary of the Project. There is an existing 30-inch transmission water main along Elliot Road between Sossaman Road and Hawes Road, transitioning to a 42-inch transmission water main running east from Hawes Road past the Loop 202.

Proposed onsite water infrastructure includes an internal looped network of 8-inch and 12-inch water mains. Offsite improvements for the Project include extensions of the existing waterlines in 80th Street and Hawes Road. A new 12-inch water main along 80th Street, 16-inch water main along Hawes Road, and 12" water main along the 82nd Street alignment south to Elliot will be constructed as part of the project. The overall water exhibit shows the existing and proposed water network.

Wastewater

The Hawes Crossing Master Wastewater Report, which was prepared by HILGARTWILSON in February 2020, provides an overall analysis of the existing wastewater infrastructure as well as the required wastewater improvements to serve the 1,100-acre study area. Village One, positioned at the northernmost end of the study area, is located within the City of Mesa wastewater service area and is served by the Greenfield Water Reclamation Plant (WRP). Wastewater infrastructure for the Project will be owned and operated by the City of Mesa.

Existing wastewater infrastructure adjacent to the Project includes a 42-inch sewer trunk main that conveys flows to the west along Elliot Road. This main is upsized to a 48-inch main from Sossaman Road to the eastern boundary of the Roosevelt Canal. To the north of the Project, a 24-inch main conveys flows west along Peralta Avenue.

The Project will be served by an internal network of proposed 8-inch and 10-inch sewer mains. An offsite 10-inch sewer main in 80th Street will be required from the southwest corner of the Project south along 80th Street to tie into the existing 42-inch sewer main in Elliot Road. An offsite 8-inch sewer main will be extended north from the 10-inch sewer main in 80th Street along the Project's western frontage. The overall sewer exhibit shows the existing and proposed sewer network.

Phasing

Village One and all associated improvements (both on-site and off-site) are planned to be developed in a single phase.

VII. Conclusion

In summary, Village One has been envisioned to create a charming and desirable neighborhood within the larger PAD. The variety of housing styles, floor plans, elevations, amenities, and open space provide opportunities for its residents to recreate and commune in a neighborhood that promotes social interaction while preserving a quiet peaceful way of life. The proposed community is entirely in conformance with the Zoning Ordinance, PAD, General Plan, and goals of the City other than the specific deviations noted herein, which are necessary to create a superior residential community. The very minor changes from the plans approved as a part of the PAD are wholly in line with the intent of the PAD and further its goals.