

March 14, 2022

# Avalon Crossing Notch Parcel

City of Mesa, Arizona

## Major Amendment to the Development Unit Plan for Development Unit 2 Narrative

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for the

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# 1. Development Unit Plan Overview

## Introduction and Purpose

This proposed Major Amendment to the Development Unit Plan (DUP), for the initial phase of development for the Avalon Crossing project, known as Development Unit 2 (DU 2), has been prepared as required by the City of Mesa. This Amended DUP for DU 2 is in substantial conformance with the submitted Major Amendment to the Avalon Crossing Community Plan, submitted in support of the inclusion of the Notch Parcel as part of the Avalon Crossing Community Plan. The original Avalon Crossing Community Plan (Zoning Case # ZON18-00951), was approved on June 27, 2019.

The Avalon Crossing Community Plan (CP) allows for, with the approval by the City of Mesa Planning Director, the Development of the Community Plan in phases. This document represents the Development Unit Plan (DUP) for DU 2, which is the initial phase of this development, and includes in its entirety, the Notch Parcel.

This Development Unit Plan for Avalon Crossing DU 2 provides both general and specific information for all of DU 2, including that of the Notch Parcel, guiding the development of approximately 140.61 net acres within Avalon Crossing DU 2. The overall Avalon Crossing Development consists of approximately 172.01 net acres (*see Exhibit A – Vicinity Map*).

A Development Unit Plan for Avalon Crossing Development Unit 1 (DU 1) will be prepared and submitted separately from DU 2. DU 1 which includes the remainder of the overall project area, includes commercial and multi-family land uses totaling approximately 31.4 net acres.

## Administration of the Development Unit Plan

The Avalon Crossing Development Unit Plan for DU 2 is subject to the terms, conditions, and provisions of the approved Avalon Crossing Community Plan. This Community Plan, and other supporting documents as detailed below, establishes a regulatory framework for development of the overall community. The following list of guiding documents which progressively transition from general to specific in their increasing specificity, will be used to guide and govern the development of this project.

## Community Plan

The approved Avalon Crossing Community Plan was the initial planning and design governing document created for this project. It establishes the community vision for the overall project, which includes a regulatory framework, defines administrative processes which guide the project, and establishes development controls for the project. These controls, in turn, include establishing individual land use groups, permitted uses, general development standards, a land use budget, and general design principals, guidelines, and concepts included within the project's design. The Avalon Crossing Community Plan also includes the project master plans

for public infrastructure and subdivides the master plan into two distinct Development Units (“DU”), which represent the 2 phases or development areas within the project. The Notch Parcel was not included in the Avalon Crossing Community Plan, as it was previously reserved by the Arizona Department of Transportation (ADOT) for use as part of the SR 24 roadway alignment, which has since been refined, resulting in the Notch Parcel being removed from the scope of the SR 24 project area. As a result, the Notch Parcel is now being planned and is intended to be included as part of the overall Avalon Crossing project. A Major Amendment to the Avalon Crossing Community Plan has been filed previously, and is being processed concurrently with this Major Amendment to the DUP for DU 2.

## Development Unit Plans

The previously approved Development Unit Plan (DUP) for Avalon Crossing, as well as this proposed Major Amendment to the DUP for DU 2 encompasses the second level of a governing, planning document which guides the development of this project. The DUP establishes an increased level of specific and more highly detailed guiding framework for the individual Development Units within the Avalon Crossing DUP. As previously mentioned, a DUP will be developed for DU 1 separately. Since both DU 1 and DU 2 originate under the same Community Plan, these two Development Unit Plans will both be developed under this common guiding document and will therefore be developed in concert with one another. This DUP for DU 2 will include specific design guidelines for each Land Use Group (LUG) contained within the Community Plan, and will include the location and acreage for each LUG included therein. These often take the form of internal land parcels which are defined by groups of similar lot sizes combined with adjacent open space tracts. This DUP will also include information related to the master infrastructure reports, and components of the same related to individual LUG’s as necessary. A DUP may also include refinements to the General Development Standards and modifications to Engineering Standards, if said revisions are approved by the City Engineer or other appropriate entity.

## Site Plans and Subdivision Plats

The last level of design governing planning documents include project Site Plans and Design Review for all non-single residence projects, and Subdivision Plat review for all single family and multi-family residence projects within Avalon Crossing DU 2, as required by the City of Mesa. In the case of Avalon Crossing DU 2, including the Notch Parcel, all LUGs contain only single family residential uses, so the Site Plans and Design Review components will not apply but rather will apply to the future Development Unit Plan for DU 1.

For DU 2, these approvals will take the form of first Preliminary Plats, and then Final Subdivision Plats. Subdivision Plats accurately define the location of each LUG within DU 2, and also details of individual parcels, including lot layout and building placement as appropriate, Development Parcel Allocations, and must demonstrate compliance with requirements of both the Community Plan and the applicable DUP.



This Major Amendment for the DUP for DU 2 has, like the previous version of the same, been developed in furtherance of the goals and objectives set forth in the Avalon Crossing Community Plan and promotes cohesive and high quality development that achieves the vision for Avalon Crossing DU 2 as a compact, connected and pedestrian friendly community through the creation of a detailed design philosophy and design vision as represented within this document. This document and the Community Plan for the Avalon Crossing project will be used as a guide for all development within DU 2. This DUP is not intended to be a highly specific design manual or regulatory document, but rather establish a developed set of general design guidelines which encourages diversity and creativity in site planning and architectural design with the specific intent to further the overall vision for the community. These performance criteria establish a baseline for the expected quality and level of design. The applicant of this project will provide justification of any deviations from the design philosophies and overall design vision described within this document.

The Avalon Crossing DU 2 community is intended to evolve over time in response to needs of the community and the market. This Amended DUP for DU 2 retains the flexibility of the original document so that it can continue to evolve with the community as it develops over time. Amendments to this document, may be needed from time to time, which will be processed as required through the City in accordance with the Community Plan for Avalon Crossing. Such is the case if this proposed Major Amendment to the DUP for DU 2, which is needed to add the Notch Parcel into the DUP for DU 2. In the event the DUP for DU 2 is amended in the future in such a way so as to make previously approved and completed improvements no longer compliant, these previously conforming improvements shall be considered as grandfathered, non-conforming uses. As noted in Section 3.2 of the Avalon Crossing Community Plan, the City of Mesa Zoning Ordinance governs such issues as zoning requirements, development standards, and regulatory processes which are not specifically addressed within the Avalon Crossing Community Plan. In cases where the expansion or alteration of non-conforming uses occurs, these instances will be subject to the governing provisions of Chapter 36, Non-Conforming Uses, Structures, and Lots, of the City of Mesa's Zoning Ordinance.

## Project Site and Regional Context

Avalon Crossing DU 2 inclusive of the Notch Parcel is comprised of 140.61 net acres of the overall 172.01 net acre overall Avalon Crossing Community. This project is located adjacent to what was formerly known as the General Motors Proving Grounds in Mesa, AZ. The Avalon Crossing DU 2 property is located in the southeastern portion of the City of Mesa planning area and is generally bounded by Williams Field Road on the north, Crismon Road to the west, the future S.R. 24 Freeway alignment to the south, and 222nd Street on the east (*See Exhibit A – Vicinity Map*).

Neighboring land uses of significance include the Phoenix-Mesa Gateway Airport located 1 mile to the west, the Eastmark master planned community adjacent to the north, and the previously mentioned S.R. 24 highway alignment located adjacent to the south. Access to S.R. 24 will be available ¼ mile west of the project, which in turn will provide uninterrupted access to the remainder of the valley via the Loop 202 Freeway. Avalon Crossing Development Unit 1, which

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includes various Commercial and multi-family uses, is located adjacent to DU 2 to the west with access directly from both Crismon Road, and Williams Field Road. (See *Exhibit C – Proposed Development Unit Plan*).

## New Traditional Community

Avalon Crossing DU 2 has been planned as a New Traditional Community that reflects a modern, marketable, and livable community planning ideal drawing influence from modern smart growth principles as well as uncomplicated and timeless American neighborhoods that are designed to respond to the core needs of residents. This design concept includes that of the Notch Parcel as well. In a New Traditional Community, the simplicity of these early American neighborhoods has been combined with modern smart growth principles such as compact, walkable neighborhoods, dynamic streetscapes that have a positive influence on the public realm, strong connectivity through pedestrian and bicycle systems to maximize mobility, integrated and accessible open space, and community amenities located within walking distance. The result is a modern planning ideal that responds to both consumer and market expectations and fulfills municipal planning goals. This New Traditional community planning ideal is the basis for community design at Avalon Crossing DU 2 including the Notch Parcel, and is intended to be a flexible, adaptable planning framework that responds to both market needs and varying types of development.

## Planning Framework

The new traditional community concept within Avalon Crossing DU 2 will be implemented by utilizing a planning framework that is built upon four core structural elements. These core structural elements are:

- Neighborhoods: compact, connected and walkable neighborhood design.
- Streets and pedestrian systems: active streetscapes and interconnected pedestrian systems.
- Parks and open space: parks and open space as community focal points.
- Architecture: purposeful architectural design.

An integral component of the Avalon Crossing DU 2 planning framework is to establish a community whose form, functions, and activities are highly connected resulting in natural transitions from land use to land use throughout the community, which includes the design of the Notch Parcel. Connectivity and integration will occur at many levels and is a primary aspect of the overall design.

## Neighborhoods

The residential neighborhoods within Avalon Crossing DU 2 are a cornerstone component of the overall community design, providing diversity of housing opportunities.

The residential neighborhoods within Avalon Crossing DU 2 will take on a wide variety of development forms, including single-residence development and medium density residential

development, such as small lot residential or cluster developments, are characterized by block patterns with tree-lined streets, which are highlighted by focal neighborhood parks or gathering spaces. Development types within urban residential neighborhoods in DU 1 may also include higher density single-residence or duplex for-rent villas or bungalows, or high density enclaves of apartments or condominiums that may include more traditional two and three-story development forms or higher intensity, multi-story urban form. The creation of natural, connected transitions between differing land uses is a primary neighborhood planning goal within Avalon Crossing DU 2, including that of the Notch Parcel. The residential neighborhoods proposed within Avalon Crossing DU 2 have established a strong pedestrian connectivity framework that is a key element of the transition between types of residential development and other land uses. Future development within DU 1 mentioned above, will extend connectivity and transition elements to ensure non-residential development is accessible, integrated and designed as an extension of the larger community.

## Streets and Pedestrian System

Avalon Crossing DU 2 Parkway has been designed to function not only as a movement corridor, but also as an integral component of the public realm designed to contribute to the overall sense of place and social life of the community. Within DU 2, Avalon Crossing Parkway is the primary vehicular transportation corridor providing access through the community and to the planned commercial centers located in the future, adjacent DU 1 to the east. Avalon Crossing has included a system of traffic calming devices which slow traffic mid-block in numerous locations throughout the site. These have been specifically design to reduce traffic speed, and increase both pedestrian and driver awareness at points where pedestrian crossings have been sited. These points of crossing will be further amenitized with landscaping which will also serve as a visual encroachment into the roadway corridor, slowing traffic and encouraging safety in these locations as well as elsewhere, by indirectly managing roadway speeds. Avalon Crossing Parkway is also designed to extend and enrich the open space system and network of pedestrian pathways throughout the Avalon Crossing DU 2 community. A comprehensive sidewalk system has been developed that is interconnected to the off-street pedestrian and bicycle pathways. These pathways are designed to promote walkability and provide an amenity for the residential neighborhoods while forging strong links to surrounding land uses within Avalon Crossing DU 2. Pedestrian networks within the commercial areas will be designed to enhance connectivity to the larger community, provide safe movement corridors, create an active streetscape and enhance opportunities for outdoor dining and gathering spaces. These pedestrian networks within DU 2 have been extended to include the entirety of the Notch Parcel, and will be connected to the future development within the adjacent DU 1 to facilitate accessibility between the neighborhoods and commercial uses.

## Parks and Open Space

The parks and open space system within Avalon Crossing DU 2 is designed as the nucleus of the Avalon Crossing DU 2 community and reinforces neighborhood structure and community identity. This system of open spaces includes the Notch Parcel, and will be connected to future

commercial areas within DU 1. The connections with these community social spaces will be in the form of pedestrian corridors between DU 2 and the adjacent future development within DU 1. The amenities and open space areas within the Notch Parcel are an extension of that included within DU 2, with those proposed within DU 1 likely taking on a more urban form, providing destinations for social gatherings and informal social interaction as part of the commercial experience associated with DU 1.

## Architecture

The building architecture within the Avalon Crossing project plays an important role in defining the boundaries of the aesthetic canvas onto which the public open spaces and streetscape character are established. The Avalon Crossing community is thoroughly reliant on the architectural character of the homes contained within to establishing the overall community identity. Further, the architecture within Avalon Crossing DU 2 has been developed to promote core architectural values of this project through placing a strong emphasis on function, durability and visual appeal.

## Function

The designs of homes within Avalon Crossing are based on fundamental building blocks and roof forms which are developed in relationship to their internal functionality. These housing plans will be used throughout DU 2, including within the Notch Parcel. The lot configuration and home placement will be designed to encourage neighborliness and social interaction among community residents while providing appropriate levels of privacy for individual residents. Shade producing elements such as shaded front entries, patios, and landscaping, will be strategically integrated into the building design to provide protection from the desert sun.

## Timelessness

Building articulation with varied surface textures, material usage, drought tolerant landscaping, and regionally appropriate color schemes, have been used which poses a relationship to the desert southwest. Each will be selected and utilized so as to develop and extenuate a sense of timelessness and enduring quality within the community.

## Visual Appeal

The design of homes within the residential neighborhoods of Avalon Crossing DU 2 have been developed using traditional design elements within a local visual aesthetic, and have been complemented by well-articulated outdoor open spaces and overall landscape design theme. Home designs will be developed to enhance a compact, walkable DU 2 community, including that of the Notch Parcel, with landscaping playing a central role in the creation of this projects overall visual appeal. The building forms within DU 2 may include a mix of single story or multi-story structures and with varying building forms, orientations, and roof lines to provide diversity both internally and along the perimeter public edges, such as along Avalon Crossing Parkway.

## Compatibility with Nearby Land Uses

Avalon Crossing is located directly south of DMB's Eastmark master planned community. Eastmark is a large project being developed on what was once part of the General Motors Proving Grounds property. The overall Avalon Crossing project encompasses approximately 172.01 acres, including the Notch Parcel, and when completely developed will ultimately contain approximately 639 single family detached homes of various types within DU 2, as well as commercial uses, apartment homes, and a variety of other uses within DU 1.

Avalon Crossing is located southeast of another large master planned community, titled Cadence at Gateway. This project is also located on a portion of what was once part of the General Motors Proving Grounds property. This project encompasses approximately 464 acres, being comprised of 4 Development Units which contain a variety of commercial, retail, mixed use, employment, and higher density residential land uses of various types.

The Phoenix–Mesa Gateway Airport is another prominent land use feature within the south-east valley, which influences the development of all projects within this area, including Avalon Crossing DU 2. Avalon Crossing is located approximately 1 mile east from the airport, being situated outside the flight path and related areas of significant noise generation. The proposed pattern of development for Avalon Crossing DU 2 has been designed to minimize impacts of the airport on the project site, and supports the airport operations both now, and into the future. The airport compatibility measures as defined within Chapter 11 of the Avalon Crossing Community Plan have been integrated within the design of this project (*See Exhibits D & E - Compatibility with Surrounding Area and Airports*).

## 2. Land Use Plan

### Land Use Group Summary

Avalon Crossing DU 2 is located east of DU 1, and is somewhat buffered from intersection of Crismon Road and Williams Field Road and the future freeway access located approximately ¼ mile further to the west. Avalon Crossing DU 2 was approved with a combination of Community Residential ("CR"), Community Residential Small Lot ("CRSL"), and Community Mixed Use ("CMU") land use groups ("LUG"). DU 2 is proposed to develop utilizing the CR and CRSL land use groups. The CR and CRSL Land Use Groups proposed within DU 2 are in conformance with the approved Community Plan for Avalon Crossing. The entirety of the Notch Parcel falls within the CRSL LUG (*See Exhibit H - Land Use Group Plan*).

The proposed design of Avalon Crossing DU 2 includes 7 parcels, including Parcels D, E, F1, F2, G, H, and I, as shown on the proposed Land Use Plan. The Notch Parcel is proposed for inclusion into Parcel G. (*See Exhibit F – Conceptual Land Use Plan*). These parcels are intended for the development of a variety of lot types and sizes, for developing three traditional single family residential housing types on corresponding lot sizes, a cluster housing product type, and other higher density housing product types.

Parcels E, H, and I will be developed to include homes which are within the Community Residential (CR) Land Use Group, and will adhere to the development standards (or as modified and approved by the City) for the CR Land Use Group as noted in Section 7.4 of the Avalon Crossing Community Plan.

Parcels D, F1, F2, and G will be developed to include homes which are within the Community Residential Small Lot (CRSL) Land Use Group, and will adhere to the development standards within Section 7.5 of the Avalon Crossing Community Plan. As previously stated, The Notch Parcel is proposed for inclusion into Parcel G.

## Land Use Budget

The complete Land Use Budget for Avalon Crossing DU 2 is included in Chapter 5 of the Avalon Crossing Community Plan. Development standards for residential land use groups are contained within Chapter 7 of the Avalon Crossing Community Plan. The development of DU 2 may be phased based on market conditions at the time of development.

**Table 1 – Land Use Group Percentages**

Development Unit 2	CR and/or CRSL	CMR*
140.61 Acres (Net)	100% (of Net) 140.61 Acres	20% (of Net) 28.12 Acres

\* Maximum aggregate percentage of CMR cannot be more than 20%.

**Table 2 – Dwelling Unit Allocations (Including Notch Parcel)**

Development Unit	Acres – Including the Notch Parcel (Net).	Residential Dwelling Units	
		Minimum	Maximum
DU 2	140.61	500	800

## Development Phasing

The Avalon Crossing project will be constructed in two development phases (*See Exhibit G - Phasing Plan*). Generally, phase 1 of this development will include the western two-thirds of the project, with phase 2 including the remaining eastern third of the overall project site. The Notch parcel is proposed to be included as part of Phase 2. Provisions for looping of water service, routing of sewer trunk lines, and placement of fire hydrants will be carefully planned as part of the Avalon Crossing Preliminary Plat to ensure public utility services and public safety issues are properly addressed. In addition, two points of all-weather access will be provided to each



phase of development at all times, which are currently planned to include the project's central divided entry from Williams Field Road, and also the modified local street through DU 1 to Crismon Road as part of Phase 1 improvements. A third point of access will also be developed as part Phase 2. Specific design for these points of access will be formalized concurrent with the processing of the Preliminary Plat for this project.

In addition, Parcel F, which exists within Phase 1 of Avalon Crossing has been divided into a northern and southern phase. The northern portion will be developed concurrently with Phase 1 Avalon Crossing. Housing product is currently being developed for the southern portion of Parcel F, for which a preliminary plat is being prepared and will be submitted in the future, separate from the Preliminary Plat for Avalon Crossing DU 2.

### 3. Development Parcel Allocation

#### Development Parcel Overview

The land use budget included in Chapter 5 of the Avalon Crossing Community Plan denotes the maximum and minimum residential units within DU 2. The Development Parcel Allocation for DU 2, including the proposed lots within the Notch Parcel, occurs at the time of DUP re-approval. Subsequent allocations may also occur as development parcels are subdivided, and allocations may be transferred among DU 2 development parcels, subject to the provisions in Chapter 5 of the Avalon Crossing Community Plan. As required by Chapter 5 of this project's Community Plan, the official development parcel allocation for DU 2 shall be established and maintained as noted in sections 5.4(a) and 5.4(d) of the Avalon Crossing Community Plan. Please see Table 3 below for the current proposed Development Parcel Allocation.

**Table 3 – Development Parcel Allocation for DU 2**

<b>Development Unit</b>	<b>Parcel Acreage (Net)</b>	<b>Land Use Group</b>	<b>Residential Dwelling Units</b>
DU 2	139.1 Acres	CR and/or CRSL	Min: 500 Max: 800
Total	140.61 Acres	CR and CRSL	639 (est.)

#### Major Amendment to Community Plan

A Major Amendment to the Community Plan for Avalon Crossing has been submitted to the City for review, and is being processed concurrent with this DUP submittal. This Major Amendment is required by the City because the Notch Parcel is being proposed for inclusion into the overall area governed by the overall project's Community Plan. This has been submitted to the City at the request of the developer of this property to improve the overall site plan of Avalon Crossing

by creating greater efficiencies with the land uses within DU 2. (See *Exhibit F – Conceptual Land Use Plan*). The revised area of DU 2, including the Notch Parcel, remains in conformance with the maximum allowable percentage of net land areas for DU 1 and DU 2 as set forth within the Avalon Crossing Community Plan (See *Table 1 above*). This proposed amendment also remains in conformance with the minimum and maximum residential dwelling unit count within DU 2 (See *Table 2 and 3 above*).

## **4. Development Unit Design Guidelines**

### **Community Design and Character**

Development within DU 2 will hold to the core tenets of New Traditional Neighborhood design concepts and will further the primary planning goal of establishing a community whose form, functions, and activities are highly connected and integrated resulting in a natural transition from neighborhood to neighborhood and from land use to land use. These design concepts have also been fully utilized in the proposed design of the Notch Parcel. The design concepts and standards further discussed below will be used to ensure consistency and compatibility throughout the community.

### **Residential Neighborhood Design Concepts**

Single Residence Neighborhoods will be planned to create a compact and walkable environment that diversifies housing opportunities within Avalon Crossing DU 2, including that of the Notch Parcel. Each residential development parcel will include open space areas and social gathering spaces for its residents which are also accessible to others, and will also be connected to the larger Avalon Crossing DU 2 community through visual and physical connectivity corridors, including strategically designed access to the Avalon Crossing Parkway pedestrian pathways. Single Residence Neighborhoods will have walkable neighborhood layouts, private open space associated with each unit, and strategically located public outdoor spaces and amenity areas to contribute towards the creation of a socially interactive community.

The following establishes the site planning and neighborhood design standards to guide the organization and layout of Single Residential Neighborhoods within DU 2, which includes the Notch Parcel. Specific site layout standards and development standards for the various residential land use groups are included in Section 7 of the Avalon Crossing Community Plan.

### **Neighborhood Scale and Layout**

A basic component of the New Traditional Community concept is a compact and walkable development pattern. This pattern of development is achieved through pedestrian scaled building layout and circulation patterns which provide multiple travel options and foster opportunity for social interaction. The project design incorporates a grid street pattern which



provides multiple travel options and gives more opportunity for social interaction. Residential neighborhoods within DU 2 will accomplish this goal by utilizing these and other design techniques discussed in greater detail within this narrative.

Block lengths within this New Traditional Community, as discussed with City Staff, have been mitigated through the introduction of traffic calming devices included at mid-block locations throughout the site. These locations include both a physical constriction of roadway width as well as an augmented visual narrowing of the roadway through the careful inclusion of appropriate additional landscaping. This landscaping will be selected, installed, and maintained to promote pedestrian visibility of traffic, and vice versa. Both of these approaches will serve to slow traffic and mitigate roadway lengths. These same locations have also been incorporated into the pedestrian circulation plan, to provide for maximum safety at points of pedestrian crossing.

## Orientation of Residential Units

Residences will be oriented to front public streets, primary entryways, pedestrian corridors, walkways, green spaces and usable open spaces. Residential units which are not adjacent to a public street will be provided with pedestrian circulation in the form of private walkways or defined pathways giving direct access from the sidewalk to the homes entryway.

## Building Layout

Architectural design of homes will be developed with a variety of elevations, styles, living forward arrangements and recessed garages to allow for an undulating and varied street scape. Building placement on lots will be also be staggered where possible to further increase the variation in home facades and create more articulated building edges.

## Streetscapes

Streetscapes within DU 2 are important spaces accessible by the public that will be designed to bring community residents together and create a unique feeling of home. The neighborhood streetscapes include the public areas outside residential units, including front yard areas, sidewalks, trails and open spaces along the streets, as well as the street itself. Streetscapes have been developed to encourage pedestrian activity by using streetscape elements noted throughout in this narrative.

## Visually Narrow Streets

Neighborhood streets will be visually narrower than traditional suburban standards to promote slower vehicular speeds and a more intimate streetscape. Elements such as tree-lined streets

with prominent detached pedestrian sidewalk areas and on-street parking may be used to help visually narrow the street. The utilization of a grid pattern for neighborhood layout will also be employed. Neighborhood streets and private access ways will include design elements that reinforce a pedestrian-scale environment such as strategic use of shade elements with prominent pedestrian sidewalk areas. To further this aesthetic goal, buildings have been designed to address the street at the ground level with doors, shaded entry ways, courtyards or front walks (*See Exhibit I - Street Cross-Section*).

## Shaded Streets

Streets and sidewalks will be shaded to encourage pedestrian activity. An emphasis on shade elements such as landscaping, trees, or shade structures have been provided at key pedestrian activity nodes, such as at the confluence of sidewalks and trails, near open space or recreation areas, and around recreational facilities. Shade trees and ornamental plants are used to define the edges of private residential spaces and increase visual interest to both the public and private realms.

## Driveways

Driveways, whether arranged individually or in clusters, have been designed to minimize conflicts between pedestrian and vehicular routes. A pedestrian access path separate from the driveway will be included where included as part of the housing product design. When the driveway is used as the primary pedestrian access to individual dwellings, pedestrian access will be located in a logical and easily identified to further reduce potential conflicts between motor vehicles and pedestrians.

## Public Neighborhood Landscape

Public neighborhood landscape areas, including common areas, open spaces, park areas, and rights-of-way will be controlled and defined by a specific plant and tree palette, tree planting locations and maintenance expectations to assure the neighborhoods are both attractive and designed with a cohesive theme to sustain value and visual appeal long term. This approach will apply to the overall DU 2 project, including the Notch Parcel.

## Parks, Open Spaces, and Community Activity Areas

Parks and open spaces function as a strong organizing elements and identifiers within communities. Open spaces of varying types will be both strategically distributed and also centrally located to function as visual identity elements for the neighborhoods and ensure convenient access for residents. These neighborhood amenity areas and open spaces will be sited so as to give access to all neighborhoods. The sharing these park spaces and open

space amenities, social interaction between residents will be facilitated, and which will create a sense of identity to each neighborhood.

The central community park / recreation site will be the primary social node for the community. Strategically located as a focal element, the park will consist of a community pool, sports courts, fire pits, tot lot, and open play area. The Park is highly accessible and visible from the integral trail system and roadway connections. The community park can accommodate a variety of community events, such as holiday parties, art fairs, and farmers markets. A group ramada has been provided adjacent to the event and lawn areas, which matches the community architecture to allow for shade relief in the summer months.

Smaller neighborhood / pocket parks and other open space areas have been designed as an integral part of each neighborhood to promote a pedestrian friendly community and create connections to other active gathering places. Shaded seating areas will function as outdoor gathering areas within these smaller open spaces. Each of these neighborhood parks, while remaining a unique space will also include common design elements, used to establish an individual identity for that neighborhood which is linked to that of the overall community as a whole.

## Linkages and Land Use Transitions

The urban residential neighborhoods within this project will be designed to reinforce integration and connectivity throughout Avalon Crossing DU 2, including the Notch Parcel and also the adjacent DU 1 development. Land use integration will be achieved through the use of shared vehicular access, circulation and pedestrian linkages that facilitate social interaction. Numerous methods have been employed to achieve this goal, which are discussed in greater detail within other sections of this narrative.

## Land Use Integration

Continuity between neighborhoods within Avalon Crossing DU 2, and the future commercial areas within DU 1 will be achieved through the use of a consistent pattern of landscaping, shading elements, decorative paving, street furniture, architectural themes, roadway patterns, and the pedestrian connectivity systems. The Notch Parcel includes attributes of all of these factors as part of its design. Differing land uses will be designed to transition from one to another – either visually, physically, or both. This approach has been accomplished through varying site design techniques, including the establishment of pedestrian corridors, inclusion of open spaces along the edges of differing land uses, careful orientation the activity areas within these transition zones, and by maintaining visual openness through the use of view fencing in appropriate locations.

Avalon Crossing DU 2, including the Notch Parcel, has been designed with a consistent streetscape theme throughout the project which will be used as the primary thread that will connect the community and the various adjacent land uses.

## Perimeter Walls

Project perimeter walls and on site theme walls constructed as part of the overall project will be provided for marketability, privacy and security. Perimeter walls provide visual openness where most meaningful, and may be solid in areas where screening, safety, or privacy is needed. Distinct architectural characteristics will be included within the walls design which complement the architecture used within the overall property as well as the design of project amenities included within open space areas of the property. Perimeter walls will also provide opportunities for pedestrian access and connectivity along established community walkways, paseo trails, pathways and open space areas.

## Building Variety

Residential buildings within the overall DU 2 project, including the Notch Parcel, will be oriented and arranged to create pedestrian walkway and trail connections, provide connection to outdoor activity areas and open spaces, and increase the pedestrian walkability of the neighborhoods.

# 5. Street Design and Transportation Plan

## Street Design Concepts

Streets within Avalon Crossing DU 2 are designed as a core component of the overall planning framework, and are integral to the New Traditional Community concept. Street design within Avalon Crossing DU 2, including those within the Notch Parcel, is based upon the “Great Streets” concept, which recognizes that streets are an important public place that are a critical component of overall place-making and should be designed to provide equal access to all modes of transportation as well as place an emphasis on the importance of pedestrian activity along the street.

Avalon Crossing DU 2 contains a central axial signature entry roadway centered on the primary central park element which is ringed by tree lined streets. This tree lined street treatment extends throughout the community, including the Notch Parcel, creating a unifying, somewhat formal community landscaping theme which functions as an important neighborhood and community-side identity element. This signature entry roadway as well as the formalized residential streets which radiate outward from the centralized park element provides interconnected accessibility between all neighborhood units within Avalon Crossing DU 2, including that of the Notch Parcel. This public roadway system within DU 2 of Avalon Crossing functions as an organizing element for individual urban residential neighborhoods.

## Street Types

The roadway system within Avalon Crossing DU 2 will for the most part, include two main public roadway classifications, as defined in Chapter 16 of the Avalon Crossing Community Plan. These predominant roadways will be: 1) Community Collectors / Neighborhood Entry and 2) Local Streets. A few other street types will be used in a few isolated locations but for the most part, the two street types noted above will be used almost exclusively. The hierarchy of internal streets gives structure to the overall community, and is designed to provide efficient vehicular circulation to the perimeter regional transportation corridors, including Crismon Road and Williams Field Road, and the future S.R. 24 freeway. Access to individual neighborhoods within DU 2, including the Notch Parcel, will be accomplished through connections to surrounding arterial roadways using the Community Collector / Neighborhood Entry mentioned above (See *Exhibit K - Transportation Plan*).

### Community Collectors / Neighborhood Entry

The Community Collector within Avalon Crossing DU 2 has been developed as a signature design element within the overall Avalon Crossing development, and serves as both the backbone of the vehicular and pedestrian circulation system and the main entry focusing element for the community, giving access to the community from the north and from the west. At the DU 2 project entry point from Williams Field Road, the Community Collector is linear, formal, view-focusing roadway element terminating into a central community open space element. This Community Collector is a two lane median separated roadway within DU 2 giving access to the Notch Parcel as well as the remainder of the site. This roadway creates numerous linear, tree lined landscape areas which begin immediately at back of curb along all streets and also in the medians of collector streets. These aesthetically enhanced roadways with detached sidewalks provide a generous canvas for community themed landscaping and street trees. Sidewalks are set back from the back of curb to provide a safe pedestrian environment that encourages walking throughout the community. On-street parking is not allowed along Avalon Crossing DU 2 Community Collector Road / Neighborhood Entry roadway. Local Streets are the primary street type within all neighborhoods throughout Avalon Crossing DU 2, including the Notch Parcel, which provide a connection between the individual homes and the various community amenities. Local Streets are designed to accommodate significant pedestrian traffic and provide sidewalk connections to the previously mentioned community amenities such as parks, open spaces and pedestrian trails. Local Streets may include on-street parking, which will contribute to visually narrowing the street corridor. (See *Exhibit I - Street Cross-Section*).

## Traffic Impact Analysis

As part of the adjacent development of the Cadence project to the north of Avalon Crossing, a Master Traffic Impact Analysis ("Master TIA") was prepared by EPS Group, dated August 18, 2014. This report relies upon the Mesa Proving Grounds Master Transportation Plan by DMJM Harris | AECOM prepared to support the nearby Eastmark project, dated September 23, 2008 among several other reports and studies. In addition, localized traffic counts have been performed specific to the project site which confirm the development as proposed confirms to the recommendations set forth in the previously mentioned roadway recommendations. These reports and studies make recommendations regarding the arterial roadways adjacent to Avalon Crossing, which include Crismon Road and Williams Field Road. The proposed improvements to these arterial roadways conform to these recommendations. Proposed improvements adjacent to Avalon Crossing include developing Williams Field Road as a 6 lane arterial roadway. Improvements offsite to DU 2 and within DU 1 include: a signalized intersection at Crismon Road and Williams Field Road, improving Crismon Road south of Williams Field Road as a 4-lane arterial roadway. Also, the current interim design for Williams Field Road to the west shows it to be developed with an at-grade interchange with and direct access to S.R. 24. Crismon Road will also have an elevated overpass over, but will not have direct access to S.R. 24.

ADOT has determined that the adjacent county roadway, 222nd. St. to the east of Avalon Crossing DU 2 will not continue through SR 24 once it is constructed. MCDOT, who has jurisdiction over this roadway does not intend to improve this roadway, other than construction of a cul-de-sac where the roadway will end just north of SR 24. This roadway will ultimately serve as a residential street, giving access to only 11 property owners to the east.

An updated, project specific Traffic Impact Analysis has been prepared by Y2K Consultants for the Avalon Crossing DU 2 project, which supports as sufficient the design of DU 2 including the additional lots and associated roadways within the Notch Parcel. Furthermore, the report does note the need for a greater or additional traffic infrastructure, as the proposed density of the Avalon Crossing DU 2 project, including that of the Notch Parcel, is well below that which was permitted as noted in the approved zoning of the overall project, and the preparation of the Master TIA mentioned above.

## Street Cross Sections

Specific street cross sections for Avalon Crossing DU 2 were approved as part of the Avalon Crossing Community Plan. These sections have been utilized as part of the design of DU 2 to address the specific roadway needs of the community. The approved Local Street Section has also been used within the design of the Notch Parcel as well, which allows for on street parking in most places. Detached sidewalks used throughout the project site are provided as part of each roadway section type to enable street trees and generous landscaping, in keeping with the overall design intent of the community (*See Exhibit I - Street Cross-Section*).

## 6. Landscape and Community Theming

### Social Spaces, Parks, and Trails

Avalon Crossing DU 2 has been designed with a series of parks, social spaces and other open space areas designed to serve as the social nucleus of the community. This design philosophy has been extended to include the design of the Notch Parcel, enabling the seamless addition of this parcel into DU 2. The community spaces reinforce neighborhood structure and community identity by providing important public and private activity centers and gathering spots that are connected by a comprehensive system of pedestrian linkages. Open Space areas within Avalon Crossing DU 2 will include open space parks, plazas, community spaces, and other resident serving amenities which include pedestrian linkages to the larger trail and open space system. All residential development will include open space areas, parks, community spaces, and other resident serving amenities such as direct pedestrian linkages to the larger trail and open space system giving access to the overall project site. Development within the residential neighborhoods within Avalon Crossing DU 2 have been designed to generally be within 300 feet of a park, open space or trail connection. Open spaces and community social spaces will be incorporated as appropriate based on the specific uses programmed for these areas. Social spaces, pedestrian nodes, outdoor dining and seating areas may be incorporated throughout the commercial and mixed-use areas within the adjacent DU 1, including connectivity to the larger pedestrian network throughout Avalon Crossing DU 2.

The primary centralized community park / recreation site located just north of the Notch Parcel, will be the social node for the community. Strategically located as a focal element, the park will consist of a community pool, sport courts, fire pits, tot lot, and open play areas. The primary park area is highly accessible and visible from the integral trail system and roadway connections. The community park can accommodate a variety of community events from holiday parties to art fairs to farmers markets. A group ramada will be provided adjacent to the event and open lawn areas matching the community architecture to allow for shade relief in the summer months.

### Residential Neighborhoods - Neighborhood Parks and Pocket Parks

Traditional Residential Neighborhoods developed within DU 2, which includes the Notch Parcel, will include neighborhood parks and pocket parks as amenity areas. These parks are often located at the view termini of neighborhood entries or other key connectivity corridors. Neighborhood parks range in size from one to four acres and will developed within any traditional residential neighborhoods developed within DU 2. Neighborhoods Park will act as neighborhood gathering spots and social centers. The Neighborhood parks will be strategically located at neighborhood entries or at central locations within neighborhoods and will act as a strong identification element for each neighborhood. Importantly, residential homes will be



designed and sited to front onto the neighborhood parks so that the parks become a natural extension of private open space areas and integral to the social structure of each neighborhood.

Pocket parks are used within residential neighborhoods as a complement to neighborhood parks and will function as intimate open space areas designed to serve individual neighborhoods. Pocket parks will generally be  $\frac{1}{4}$  to  $\frac{1}{2}$  acre in size and located near secondary neighborhood entries or adjacent to linear parks and paseos. All pocket parks will have passive open spaces and may include open turf areas and desert planting.

## Potential Recreational Uses

Neighborhood parks within DU 2 have been individually designed for each neighborhood and will include a combination of passive open spaces, ramadas, shade structures, and active playground areas, open turf play areas, and sport courts. Other unique amenities include outdoor gathering areas, formal and informal seating areas, and a community swimming pool. Pocket parks, which are distributed throughout the overall project site, are more passive in nature, but do include small play structures, formal and informal seating areas, open turf areas and trail corridor connections.

## Parking

The Larger neighborhood parks include parallel parking on adjacent street at the perimeter of each park space. Smaller pocket parks that are located in close proximity to adjacent residential areas include more limited parallel parking areas.

## Pedestrian Connectivity – Trail and Paseo Network

A continuous system of landscaped on-street sidewalks, and off-street trails and paseos provide interconnectivity throughout the Avalon Crossing DU 2, including the Notch Parcel, which extend to and connect with the community-wide parks and open space system. Avalon Crossing Parkway is the primary north-south pedestrian corridor and, along with the entirety of the overall project site, includes a comprehensive on-street detached sidewalk system designed to ensure uninterrupted connectivity throughout the community and to destinations outside of Avalon Crossing DU 2. This pedestrian detached sidewalk network will be enhanced through connections to the internal sidewalk and trail systems within the residential neighborhoods of DU 2, including that of the Notch Parcel, and the urban residential neighborhoods and future commercial or mixed-use centers developed within DU 1 to the east. The Site plan has been developed to include both north-south and also east-west trails which provide off street pedestrian access throughout the entirety of the Avalon Crossing project. This internal pedestrian networked trail system within DU 2 has been developed to interconnect all internal open spaces, both small and large, with points of pedestrian circulation offsite. This trail and pathway system will likely be utilized in the design of the future development of DU 1, include



internal road trails, perimeter road trails, and community paseo trails. (See *Exhibit M - Open Space and Trail Plan*)

## 7. Architecture

### Architectural Design and Character

Building architecture plays a central role in creating the backdrop for the public places and the streetscape within the overall Avalon Crossing community, and is also of key importance in establishing the community's identity. The architectural design of homes within the Avalon Crossing DU 2 project, including the Notch Parcel, will establish a design framework for the project as a whole, which places strong emphasis on function, timelessness and visual appeal.

These core architectural values for Avalon Crossing: function, timelessness, and visual appeal shall be employed in the design of all structures within the community as implemented through the architectural design concepts discussed below.

Architectural diversity is being developed within the design of homes intended for use throughout the community, though there is a variety of architectural styles that will be included within Avalon Crossing DU 2's architectural vision. Specific development standards for each land use and building type are located within the Avalon Crossing's Community Plan. Compliance with these guidelines as well as other additional design standards noted within this document will be evaluated during the Home Product Review for single residence homes process through the City of Mesa.

### Architectural Design Concepts

Residential development within both the Notch Parcel and the remainder of Avalon Crossing DU 2 will encompass a wide variety of developmental forms including medium density housing units such as bungalow or villa style single-residence, or a more traditional lower density residential housing types. These moderate density residential uses utilize the same fabric of pedestrian friendly streets within appropriately scaled transition to nearby single-residence neighborhoods. Clustering of multiple residence structures located elsewhere within DU 2 help create activity centers and density of residents necessary to future nearby commercial, potential restaurant developments, and other mixed-use centers within the adjacent DU 1 of Avalon Crossing. The specific design guidelines and development standards governing these uses are included within the Avalon Crossing Community Plan.

Traditional single residence neighborhoods within DU 2 shall employ a variety of architectural design concepts noted below. The purpose of these architectural design guidelines is to encourage creative architectural expression within the design of the built environment, which both embraces local and regional context and also contributes to the aesthetic identity of the community. The following general design parameters will be encouraged within the design of

the Avalon Crossing DU 2 project, which will also apply to the Notch Parcel upon approval of this Major Amendment to Avalon Crossing DU 2.

- Building design should take into consideration the unique qualities and character of the project and its surrounding area, as noted in the Avalon Crossing Community Plan.
- Traditional single residential neighborhoods such as those within the Notch Parcel specifically, and DU 2 in general, will include single story homes on all corner lots.
- Higher density neighborhoods such as those developed using the CRSL land use group may include 2 story homes due to the unique design parameters and lot configurations of these housing product types.
- Building elements that speak to the Sonoran Desert environment and climate, such as architectural shade devices, a strong relationship to the ground plane, recessed windows, and the use of materials and textures which are strongly associated with this geographic region, are being considered for inclusion.
- Buildings that derive their image solely from applied surface treatments will not be proposed.
- Building accents will be expressed through a variety of differing materials, architectural detailing, and use of varied textures and colors.
- In addition, the development standards governing single residence development included within Section 7 of the Avalon Crossing CP will be adhered to as required. Where deviations in minimum lot are proposed within CRSL LUG's supplemental additional aesthetic treatments will be provided as described in Section 7.6 of the Avalon Crossing CP.

## Building Façade

Home designs shall employ architectural details to enhance pedestrian scale and create visual interest by breaking up the facade into separate distinct planes. Designs shall provide windows on building facades that front on public streets, private driveways, and internal pedestrian pathways. Designs can also utilize different colors, textures, materials, distinctive architectural treatments, and landscape screening elements to add visual interest while avoiding blank facades.

Changes in material have been purposefully employed and in a manner corresponding to variations in building mass and established architectural style. Windows and balconies have been designed so as to enhance privacy for individual residents.

## Front Elevations

The front elevation of homes within DU 2, including the Notch Parcel, incorporate a combination of the design elements listed below, sufficient to achieve the overall architectural design goals of function, timelessness, and visual appeal. Design elements, such as front elevation outdoor living spaces, shaded front entries / porches, front patio, side entry garages, or and entry

courtyards are being considered. Recessed garage placements on some proposed house plans are being included. Traditional roof forms such as sloping roofs with gables, hipped roofs, dormers, and flat roofs forms with parapets that respect the regional architectural heritage or specific design style are also under development.

A signature architectural or design element that provides unique identity to the home, such as a focal front entry, highly detailed window treatment, articulation, unique garage door design or treatment, or other architecturally themed element are being considered as the home housing product designs are being developed.

## Garage Treatment

The Garage doors of a home are an architecturally important element. Design treatments such as recessing garage doors from the front elevation, splitting up garage locations, and creatively addressing parking location of vehicles all help minimize the dominance of the garage, while also helping to incorporate the garage as a meaningful component of both the home and the streetscape.

Additional specific standards regarding garages and garage door setbacks are included in Section 7 of the Avalon Crossing Community Plan, and the City of Mesa's development requirements.

In addition to these requirements, the architectural design of garage doors can also contribute to a visually interesting street frontage. Garage door treatments shall reflect the architectural style of the home. A variety of compatible garage door designs will be utilized throughout each individual neighborhood block of homes to contribute to the diversity of the streetscape. Other treatments such as inclusion of pop-outs or other forms of architectural articulation are being utilized to increase the undulation of the garage door relative to the rest of the homes front elevation. Side loaded garages are encouraged where lot width allows, to further diversify the homes front elevation and streetscape appearance. Other architectural techniques can be employed where practical, to further mitigate the visual dominance of garage doors wherever possible. Use of such techniques will be submitted for approval as part of the architectural review process through the City of Mesa.

## Side Elevations

Side elevations of homes adjacent to streets or community open space areas, such as neighborhood parks, have been pre-determined by the developer to be single story in height. If more than 25% of the side elevation of a home is exposed to an adjacent open space, screen of this exposed portion by a solid wall enclosing the back yard will be used. Also, exposed portions of the side elevation of a home not enclosed by a wall shall include upgraded architectural details similar to those included in the front elevation of that home. Door and window openings visible from adjacent open spaces shall also be articulated in a similar

manner. These aesthetic treatments will include a variety of details such as articulation around second story windows, addition of elements such as shutters, pop-outs, and appropriate use of Hardy-Board or similar siding, and may also include variation in building massing such as lateral projections of 2nd story elements. A minimum of two (2) specific and distinct details will be utilized on rear elevations which are visible from adjacent streets and open spaces.

## Rear Elevations

Rear elevations adjacent to streets or community open space areas may also include articulation to the building mass that consists of elements such as variation in roof planes, second story balcony or roof deck, with or without a roof element. When roof elements are included, the design of these elements will be consistent in design with the main portion of the home. Other architectural treatments to homes on lots such as these include covered patio with a roof treatment also consistent in design with the main portion of the home, principal or feature window element, and second-story of rear elevations which include architectural treatments such as door / window openings consistent with the front elevation of that home. Additional aesthetic elements such as articulation around second story windows, addition of elements such as shutters, pop-outs, and appropriate use of Hardy-Board / similar siding will be used. House plans developed for use within DU 2, including the subject parcel, will offer a variety of architectural themes and treatments associated with available optional elevations. Each will include a variety of paint colors, roof tile types, and other architectural treatments which will apply to all 4 elevations for each home. This will create a variety of the distinct colors, textures and details visible from adjacent streets and open spaces.

## Corner Lots

Homes located on corner lots are being sited and designed to present an attractive elevation to both the front and site street frontages by employing design strategies such as landscaping elements, house massing, and architectural detailing. Walls enclosing the rear yard on corner lots which also encompass part of the side yard will be recessed from the front elevation of the home so that these return walls will also be located to promote privacy for bedroom windows where appropriate. A HOA maintained landscape tract will also be provided between the lot wall enclosing the rear yard and the adjacent public sidewalk and street for all corner lots. Where possible and available, which includes the Notch Parcel, corner lots will be pre-designated by the developer as single story only, to promote streetscape diversity within the overall layout of the development. Corner lots within Parcels D and F of DU 2 will allow for 2 story homes due to the unique design of these smaller, more dense parcels and to add diversity to the overall project's product offering.

## Terminus Lots

Homes located on lots that terminate view corridors are being designed to take advantage of site-specific conditions and will be particularly well composed and articulated. Homes located on lots that terminate roadway corridors will be sited and oriented to place the garage door for front facing garages on the terminus of oncoming traffic to minimize headlight glare encroaching into front facing windows.

## Front Entries, Courtyards, and Public Spaces

Home plans used within this project, which includes the Notch Parcel as well as throughout the remainder of DU 2 shall include options to clearly identify primary entryways, through use of signifying elements such as landscaping, shaded front entries, covered front patios & seating areas, and entry courtyards to encourage activity in the front yards adjacent to the public realm to create a socially interactive streetscape. The primary entryway for residential units will have direct access from the adjacent street or tract. Ornamental low-level lighting has been incorporated along pedestrian paths and within open spaces for security. Front courtyards and seating areas may be enclosed with low walls, to encourage public interaction while providing for semi-private use. Other specific requirements for useable outdoor open space are in Section 7 of the Avalon Crossing Community Plan.

## Private Outdoor Spaces

Private outdoor spaces for each residential unit shall be sized to create usable spaces may take the form of small interior yards, balconies, patios, shaded front entries, courtyards and roof decks. These private outdoor spaces should be designed to maximize privacy, and will meet or exceed the requirements of the City of Mesa.

## Street Presence

Homes will be designed as distinctive buildings that compose, as a group within an individual block, a cohesive street presence. Homes shall be well detailed and articulated within established architectural styles, and will incorporate the design concepts detailed below.

## Variation and Diversity

Each roadway block will contain a variety of home floor plans and building elevations, creating a diverse streetscape throughout the Avalon Crossing DU 2 project, which includes the Notch Parcel. No two adjacent lots or two homes across the street from one another will contain the same house plan with the same home elevation, or identical colors and materials. A minimum of three different floor plans, each with three diverse elevation styles shall be offered within each

housing product line. A diverse mix of single and two-story homes will be integrated within the project. A mix of materials, colors, facade treatments, building massing, and roof lines and types will be employed within each residential neighborhood block. A minimum of three distinct color schemes for each home product offering will be offered. While these color schemes remain different, each color scheme utilized will also be complimentary to the others so as to promote a unified overall community aesthetic.

Representative images of architectural details, color schemes, textures, finishes, material usage, and other aesthetic treatments which Shea Homes is proposing as part of the design of the homes within this project will be submitted to the City of Mesa for review. Specific implementation of these architectural treatments for each home plan and associated elevations will be detailed in the upcoming Home Product Review for Single Family Homes phase for the Avalon Crossing DU 2 project.

## Building Form and Massing

Use of unique building materials, accent colors, textures, and other design elements will be utilized as part of the home elevations used within DU 2, including the Notch Parcel, to articulate the façade and create visual interest. Variations in building height, orientation, form, or architectural treatment is being employed to increase diversity and prevent a static and repetitive streetscape.

Homes will be appropriately scaled and sited on each lot to enhance the pedestrian environment. Multi-story homes will incorporate varied roof lines at the upper floors through the use of sloping roofs, gables, dormers, balconies, and other innovative architectural techniques or enhancements.

Home facades and building massing are being designed to reinforce a cohesive and visually interesting streetscape at a pedestrian scale. Architectural design techniques such as the inclusion of changes in volume, building plane, sloping roofs, and inclusion of shaded front entries are being used to reduce the perceived scale of the structure. Incorporation of other design techniques such as the use of basic architectural shapes, volumes, and use of uncluttered architectural details is also being contemplated. Each home elevation which is visible from an adjacent street or open space will include a variety of plane changes such as elevation pop outs, cantilevered 2nd story elements, roof massing changes, etc. Other techniques such as use of accent / contrasting paint schemes, varied textures and finishes, and use of thematic materials such as shutters accent iron work, and use of siding materials are also being considered.

## Roof Forms

A variety of roof forms and roof materials are being used within the design of proposed housing product to promote diversity within the streetscape. Color and visual texture of the roof

materials used are complimentary to the architectural style of each home and its paint color palette. Building heights of these home designs vary so that a significant portion of each building form has a noticeable change in height, with associated roof forms also varying over different portions of the home's design through changes in pitch, plane, and orientation.

Roof forms are a functional and purposeful design element of each home. A variety of roof materials, such as mission, barrel, and s-tiles matched to an appropriate architectural style have been included. A minimum of two different roof tile options in at least two different color schemes will be offered for homes. Pitched roofs can range from 3:12 to 8:12, with other desired pitch slopes permitted when tied to specific architectural styles. Flat roofs are permitted when respectfully designed in response to specific regional architectural character. Rake and eave overhangs vary in depth, depending upon architectural style. Flat roofed areas may include roof parapet patios. Rooftop equipment visible from the street is not permitted in residential structures, with the exception of photovoltaic and solar water heating systems. Such photovoltaic and solar water heating systems are encouraged to be integrated when possible, into the roof or building form through color, pitch, or distance above the roof surface.

## Building Materials and Color

Building materials and colors used in the design of the homes and also the open space amenities used throughout the site reflect the architectural character, developmental / elevation style, and historical reference of the homes design. A variety in building materials and colors are being utilized within designs of the proposed homes, each of which are both complimentary to the natural desert environment and to each other. A minimum of three distinct color schemes will be offered for each home product offering proposed. A simple and harmonious application of materials true to each elevation style will be also utilized. Changes to material usage will occur in a logical manner, such as when there is a change in volume or plane, or other logical architectural change. These house plans will be utilized throughout DU 2, including the Notch Parcel.

## Cohesive Site Design

Home designs for use within DU 2, including the Notch Parcel, are being developed to contribute to the larger spatial composition and identity of the overall development. A clear pattern of streets and pedestrian corridors has been used within the design of Avalon Crossing DU 2, to break down the scale of the project and to provide pedestrian, bicycle and vehicular linkages to adjacent activity areas. This design concept has been continued through the design of the Notch Parcel. Continuous pedestrian pathways will have been provided to connect all development components and with the sidewalks along the public streets. Active recreational uses are oriented toward the pedestrian ways and sidewalks. Community plazas, courtyards, pocket parks, and other open space areas will have been designed as an integral part of the development to promote a pedestrian friendly community and create active gathering places.



## 8. Landscape Architecture

### Landscape Character

The landscape character of the approved design of Avalon Crossing DU 2 consists of a balanced blend of lush, desert appropriate plant materials arranged in formal and informal patterns along straight and meandering sidewalks, with emphasis on shade and color along the street. This design philosophy has been extended to include that of the Avalon Crossing Notch Parcel, which is the subject of this submittal, as well. The landscape design for the Notch Parcel will be integrated with open space design of the existing adjacent portions of DU 2, so as to take into consideration the intended use of the space. This approach will enable the overall landscape theme will remain consistent throughout the community. Providing tree lined streets and a colorful diversity of desert appropriate plants is a priority for this project.

Transitions into a desert theme will be implemented in the low activity and retention basin areas. Turf will be judiciously and sparingly used within the subject property and throughout the overall project in areas where functionally, high activity use, and aesthetic emphasis requires.

### Yards and Common Area Landscaping

Front yards and common areas within both single and multi-residence developments, such as within DU 1 and DU 2 of Avalon Crossing serve a dual function and deserve particular attention. These spaces act as both habitable outdoor space for residents and as a visual amenity for the neighborhood and passers-by. Landscaping in these areas should be visually interesting, sustainable, and relatively easy to maintain. Turf grass should be used sparingly to achieve visual effect or functional purposes. Shade trees may be used to screen blank building facades and shade driveway and parking areas. The diversity of desert appropriate plants provided through the continued use of the Plant Palette approved with DU 2, within the design of the Notch Parcel, provides seasonal color, texture, foliage interest and screening capabilities. Trees within front yards should be located to maximize canopy coverage and shade potential.

### Shading of Southern and Western Walls

Trees should be used on southern and western wall exposures to maximize shading of buildings. Trees selected for such use in these areas will be ones whose typical mature height will be sufficient to provide shading.

### Open Space and Amenity Area Landscaping

Landscaping in parks, open spaces, amenity areas, and along pedestrian corridors will include a diversity of desert appropriate plant materials and strategic use of trees to create nodes of



shade. This same landscape design intent will be incorporated into the Avalon Notch Parcel. As noted below, turf will be used on a limited basis, where functionally appropriate such as within for event lawns or playfields, useable open spaces, and also as a complement to shaded seating nodes. Included in this Major Amendment to the DUP for DU 2 is the approved plant list included as part of the original DUP approval for DU 2, for use throughout the project's open spaces, trails, and adjacent roadways. As described below, these plants will be utilized within the design of the Notch Parcel, are all desert appropriate, and provide a diverse range of colors and textures. *(See Permissible Trees and Plants Table under the Plant Palette Section).* .

## Groundcover

All exposed and unpaved natural soil within developed areas will be planted with turf, groundcover, or covered with decomposed granite. Turf will be selectively used in deference to the surrounding desert environment, but may be strategically utilized as part of the community streetscape and at community entries, as well as within high visibility passive and active open space and recreation areas.

## Hardscape

The Avalon Crossing project includes detached sidewalks throughout the project as well as along the frontage of virtually all lots. This dynamic has been included within the design of the Notch Parcel as well. This approach creates a project wide aesthetic improvement using hardscape elements which would otherwise remain unnoticed. Other hardscape elements will be introduced through the open spaces and along the trails and paseos throughout the project, including seating areas, active play areas, picnic ramadas, play structures, and other pedestrian friendly amenities. Final design of these elements was submitted and approved with the preliminary plat for DU 2. Final designs for these elements are now being finalized within the Improvement Plan and Final Plat stage of this project, which is currently under City review.

The previously mentioned, traffic calming devices are carefully located throughout DU 2, which in addition to their primary function, create opportunities for the introduction of specialty or stamped pavement, and serve as pedestrian roadway crossing points. These have been especially located to reduce traffic speed, and increase both pedestrian and driver awareness at points where pedestrian crossings have been sited. Use of hardscape materials in these locations will further increase pedestrian safety and the positive aesthetic of this environment.

The use of these traffic calming devices has not been included within the design of the Avalon Crossing Notch property, due to the nearby proximity of a significant curve in the adjacent roadway, which provides the same traffic calming effect.

## Streetscape Furniture

Benches, trash receptacles, shade structures, landscape lighting and paving materials contribute significantly to the character and amenity of the public environment. These elements will be incorporated where appropriate along community streets and within public open space areas. A consistent style of public streetscape elements will be used throughout Avalon Crossing DU 2 to reinforce the overall community theme. These same design elements will be utilized within the landscape and hardscape design for the Avalon Crossing Notch Parcel.

## Landscape Standards

The specific landscape standards for use throughout Avalon Crossing DU 2 are included in Chapter 14 of the Avalon Crossing Community Plan. These standards include minimum plant sizes and quantity, standards for parking area landscaping, foundation base landscaping and streetscape landscaping. This same landscape standards will be utilized for the Notch Parcel as well.

## Landscape Palette

The plant materials selected for inclusion in the projects common open spaces and tracts have been approved as part of the existing DUP for DU 2. This same plant palette will be utilized for the Notch Parcel as well.

# 9. Sustainability

## Sustainability Principals

Planning principles that advocate for a sustainable community are integral to the New Traditional Community concept, and are an important foundational element of the Avalon Crossing Community Plan. The Development of Avalon Crossing will advance sustainability through land planning principles, building techniques and construction methodology. The same principals remain true with the introduction of the Notch Parcel within DU 2 of the project. The sustainability measures listed below will be incorporated whenever feasible and where appropriate. Specific design guidelines and development standards that help implement these sustainability principles are incorporated throughout this Major Amendment of the DUP for DU 2.

## Economic Viability

Marketability: The overall Avalon Crossing project will encourage the use of sustainability strategies and use of technologies that homebuilders can incorporate to increase the

affordability of attainable and workforce housing. These may include the use of new technologies, energy efficient building methods, recycled materials, and use of green building techniques.

## Local and Regional Economy

Major employment areas are planned in close proximity to DU 2, and also south of the adjacent future S.R. 24 Freeway. Development of DU 2 is in close proximity to these employment opportunities, including significant regional employers, and transportation corridors, thus promoting a regional “live, work, play and recreate” environment. Crismon Road and Williams Field Road provide future Avalon Crossing residents with access to S.R. 24 / Loop 202, and also multiple off-site street connections to regional transportation corridors. DU 2 provides ready and convenient access to the major street network to reduce travel distances and time to move from home to work and back. Design of the street system and neighborhood within the Avalon Crossing Notch parcel has provided logical and seamless connection to the remainder of DU 2, which will enable continuation of these onsite and offsite connections.

## Stability through Diversity

Diversity in housing types, densities and lot sizes within the design of the approved DU 2 is being will be offered and will provide a wide variety of living opportunities that appeal to a diverse socioeconomic and demographic cross section.

## Resource Efficiency

A compact, pedestrian-oriented development form that helps reduce urban sprawl is a primary planning goal within DU 2 of the Avalon Crossing project in general, which has been extended to include the design of the Notch Parcel. A mix of housing types and sizes will be developed to accommodate a strong demographic cross-section of future residents. Further, the Avalon Crossing Community Plan, which includes the adjacent Development Unit 1 (DU 1), which is being designed to include a mix of non-single residence land uses that includes high density residential, commercial and employment.

## Transportation

The street system within the development, including that of the subject Notch Parcel, have been designed to take into consideration the needs of both vehicles and pedestrians, and will incorporate “Great Streets” concepts. The overall integration of a connectivity network, which includes the roadways, pedestrian walkways, trails, and bicycle circulation systems is an integral facet of what defines “Great Streets”. This concept recognizes the importance of streets as a prominent public place, and has been designed to provide equity among all modes of

transportation within the street, pedestrian, and private space areas. The Avalon Crossing project has been designed with this concept in mind, providing bicycle and pedestrian connectivity throughout the community which is both convenient and secure, and provides areas for bike and scooter parking to encourage alternative modes of transportation.

## Water

Efficient use of water will be encouraged through landscaping techniques such as low water use plant selection and efficient drip irrigation systems. Water efficient toilets, showerheads, faucets, clothes washers, and dishwashers will also be included as a community standard.

## Building Materials

The use of recycled, local, or regionally produced building materials will be encouraged, along with the reuse or recycling of construction waste. LED and Fluorescent lighting is encouraged along with high performance windows, insulation and HVAC systems. Builders will be encouraged to incorporate LEED or other green building techniques and strategies, such as Energy Star or Home Energy Rating System standards. Some specific energy efficiency and environmentally-friendly building techniques which builders may offer, include:

- MERV8 air filtration system.
- Low VOC interior paint.
- Central vacuum system, promoting indoor air quality by carrying dust-laden air directly to canister in garage.
- 100% LED or Fluorescent lights throughout the home - interior and exterior.
- Occupancy sensors.
- Advanced programmable thermostat.
- Radiant barrier roof sheathing.
- Energy-efficient HVAC air conditioners.
- Innovative attic insulation made from recycled material that enhances energy efficiency and promotes cleaner air and increased noise reduction.
- Dual Low-E spectrally selective glass windows, which reduce heat and ultraviolet (UV) rays and provide optimal insulation.
- Recycled cellulose insulation — R-38 Attic & R-19 Wall System.
- Solar-ready components to Arizona utility company specifications.
- Roof integrated solar electric powered system generating solar electricity for your home (on select homes and exteriors).
- ENERGY STAR® low-water, energy-saving, front-loading washing machines and dryers.
- ENERGY STAR® refrigerator.
- ENERGY STAR® dishwasher.
- Tankless water heater with control panel for temperature adjustments.

- On-demand water recirculation pump at tankless water heater.
- CRI-green label carpet and pad made from recycled material in choice of designer-selected colors.
- Engineered wood that resists warping, splitting and shrinking, while preserving our forests.
- Low-fiber flooring using materials from quickly rejuvenating managed forests eliminates carpet fibers that harbor dust mites, pet dander and other allergens, improving indoor air quality.
- Water saving faucets, dramatically cutting water usage while maintaining desired water pressure.
- Low-flow toilets which use half the water as regular toilets.
- Water-sensing irrigation valve (climate-controlled).
- Reverse osmosis water system at kitchen.
- As an allowed alternative to meet the requirements of the City's adopted Energy Code, builders may choose to utilize an alternate HER's rating. Documentation of the intent to meet the alternate rating must be submitted at the time of Home Product Review and the builder must commit to third party inspections during construction.

## 10. Response to Context and Location

### Open space

A continuous community open space system that includes a balance of passive and active open space areas is a signature design feature of the overall Avalon Crossing community. DU 2 will include two (2) primary community open space areas located to provide easy access to site users. In addition, compact and efficient open space areas will be conveniently accessible to all residents within the community. These smaller open spaces will be distributed throughout the development so as to provide open space and recreational opportunities to all residents. This could include pedestrian nodes, outdoor gathering spaces, and active recreational facilities such as tot lots, ball courts, and open play turf areas.

### Solar Intensity and Temperature

Solar orientation will be considered as part of the overall design strategy to maximize the efficiency of proposed homes. This includes consideration regarding the solar orientation of single residence lots as well as structures within common open spaces. As previously mentioned, thoughtful consideration in the selection of building materials and colors is being considered to reduce overall heat gain. Shade for outdoor activity areas such as connecting walkways, gathering areas, and courtyards is strongly encouraged and may be supplemented with a variety of design elements and landscaping for a cooling effect.

## Landscaping

As previously mentioned, landscaping guidelines will be included to encourage the utilization of low water, desert appropriate plant materials to provide natural shade and cooling. Plant materials included in the landscape palette have been specifically selected with this concept in mind. Further discussion of landscaping benefits have been expanded upon within this narrative.

## 11. Development Standards / Modifications

### Overview

Minor modifications to the General Development Standards for Avalon Crossing DU 2 are allowed pursuant to Sections 3.1(b), 3.9(a)(ii) and 3.10(a) of the Avalon Crossing Community Plan. This Community Plan is intended as a flexible regulatory tool with its cornerstone being the ability to tailor development controls to the specific needs of the project as it evolves during development. Any proposed modifications are responsive to specific development types allowed within DU 2, with the intent of proposed development modifications being to provide a high quality product that is responsive to the needs of Avalon Crossing DU 2's developers and home builders, and to increase overall home buying choices within DU 2. This dynamic will apply to the Avalon Crossing Notch parcel upon approval of this Major Amendment to the DUP for DU 2.

### Modified Standards

The Zoning Administrator or designee shall have the authority and may grant site specific minor modifications to the General development Standards during the Subdivision Plat review process. Modifications to the General Development Standards are allowed within DU 2 subject to Administrative Approval by the Planning Director. Any such Administrative Approval will supersede any conflicting standards within the Avalon Crossing Community Plan or the Mesa Zoning Ordinance.

Below are two proposed administrative modifications included within this Major Amendment to DU 2 for inclusion of the Notch parcel, which were also included in the original approved DUP for DU 2. The following administrative modifications are submitted concurrent with this Major Amendment to the DUP, for DU 2 submittal:

- Modification of Section 7.7(a)(i)(1) of the Community Plan regarding maximum garage door width as a percentage of the aggregate front building elevation width.
- Modification to Section 13.4(f) of the Community Plan regarding of minimum inside dimensions for residential enclosed garages.

## **12. Development Standards – Water, Wastewater, and Drainage Master Plans**

### **Master Report Updates**

The Master Drainage Study, Master Water Report, and Master Wastewater Report as approved in conjunction with the Avalon Crossing Community Plan anticipated and evaluated the types and densities of development proposed within both DU 1 and DU 2.

Updated, project specific Potable Water, Wastewater, and Drainage Plans and reports were prepared and submitted for the Avalon Crossing DU 2 project, which were approved concurrent with the preliminary plat for DU. These reports did not reveal a greater need for associated infrastructure, as the approved density of the Avalon Crossing DU 2 project was well below that which was allowed for with the zoning of the overall project, and used in the preparation of the Master Potable Water, Wastewater, and Drainage Plans mentioned above.

Revised Water, Wastewater, and Drainage Reports prepared to include the impacts of the proposed Avalon Crossing notch Parcel have been prepared and submitted concurrent with the preliminary plat for this project. These reports are not anticipated to reveal a greater need for associated infrastructure, due to the small size and negligible impact of the proposed inclusion of the Avalon Crossing Notch Parcel within DU 2 of the Avalon Crossing project.