

December 16, 2021

Avalon Crossing “Notch” Parcel

City of Mesa, Arizona

Major Amendment to the Avalon Crossing Community Plan Project Narrative

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for

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1. Purpose of Request

The purpose of this request is to obtain approval by the City of Mesa for a Major Amendment to the existing, approved Community Plan (CP) for the overall Avalon Crossing project, which encompasses approximately 170.5 Ac. gross of land located at the southeast corner of Williams Field Road and Crismon Road in the City of Mesa, AZ. The subject property is approximately 1.51 Ac. gross of land located along the southern boundary of the Avalon Crossing project, adjacent to recently revised S.R. 24 highway right-of-way, which borders both the Avalon Crossing project and the subject property along the south. See Exhibit A - Vicinity Map.

This project site, which is being referred to as the Avalon Crossing “Notch” property, totals approximately 1.51 Ac. of land, was previously reserved for use by the Arizona Department of Transportation (ADOT) for facilities associated with the adjacent State Route 24 (SR 24) project, currently under design. ADOT has recently refined the alignment of this regional transportation project, and as a result has identified parcels of land along this project’s alignment, including the subject property, which will no longer be needed to complete this roadway project. As a result, this “Notch” property is now being proposed for inclusion into the overall Avalon Crossing Community Plan project, which is the subject of this proposed Major Amendment. The Avalon Crossing project was originally approved on June 27, 2019, via City Council action (Zoning Case # ZON18-00951). As previously noted, accomplishing this goal requires a Major Amendment to the Avalon Crossing Community Plan (CP).

At the direction of City of Mesa Planning Staff, this submittal is being made prior to the filing of the proposed amendment to the Development Unit Plan (DUP) for Development Unit 2 (DU 2) and the Preliminary Plat for the same. This request and submittal to the City of Mesa (City) is initiated by Coe and Van Loo Consultants, Inc. (CVL) on behalf of and in conjunction with Pacific Proving, LLC, the property’s owner, at the request of the City. The specific purpose of this proposed Major Amendment to the Avalon Crossing Community Plan (CP) is for the inclusion of the 1.51 Ac. proposed land parcel within the overall Avalon Crossing project area, and specifically within the area of DU2 included therein.

Upon approval of this proposed Major Amendment to the Avalon Crossing CP, an amendment to the approved DUP for DU 2 will then be submitted, accompanied by a Preliminary Plat for the same, within which the design of the Avalon Crossing “Notch” parcel will be proposed. Both these documents will be discussed in greater detail, later within this narrative. These documents will address the pertinent development issues related to the project site, will clearly identify the proposed addition of said lands, and will include updated data tables and other pertinent related information.

With the approval of the proposed Major Amendment to the CP, the proposed amended DUP for DU 2 will officially include the Avalon Crossing “Notch” property, totaling approximately 140.61 Ac. When combined with DU 1, which constitutes the remainder of the Avalon Crossing project, the overall Avalon Crossing project area will total approximately 172.01 Ac. See Exhibit C - Proposed Development Unit Plan.

2. Project Boundary and Area

The overall Avalon Crossing site, as noted within the CP, is 31.4 net acre for DU 1 and 139.1 net acre for DU 2, totaling 170.5 net acres. This net area excludes all future R\W along the project’s frontage to Crismon Road, Williams Field Road, and 222nd Street. The southern boundary of the project site is defined by the future alignment of SR 24 as it existed at the time of the CP’s approval in June 2019.

An ALTA survey has been prepared for DU 2 for this project. Plans and documents in support of DU 1 will be prepared by others at a later time. The area of DU 2 as determined by the ALTA, excluding the arterial and collector roadway R/W noted above, is 139.1 net acre excluding the “notch” parcel.

As previously mentioned, the refinement of the S.R. 24 R/W has resulted in small blocks and strips of land that are no longer needed to construct this roadway project. The subject parcel is one of those small blocks of land. Additionally, a few strips of land which are also no longer needed by ADOT exist directly adjacent to the Avalon Crossing project. These strips of property will be included within the final plats and improvement plans for the Avalon Crossing project as landscape tracts, resulting in a very slight increase in the overall project area, and a corresponding proportional decrease in the project’s density.

The resulting area calculations for the project include a revised net area for the overall project of 172.01 Ac. which includes the existing net area of DU 1 of 31.4 Ac., and a revised net area of 140.61 Ac. for DU 2, which is inclusive of the subject 1.51 Ac. proposed parcel.

3. Description of Development Proposal

The overall Avalon Crossing project is a mixed use development containing commercial uses, multi-family parcels, and single family neighborhoods. Consistent with the approved CP, the commercial and multi-family portions of this project are all contained within DU 1, with the remaining single family uses encompassing the balance of the subject property, all of which are being located within DU 2. As previously mentioned, the proposed Major Amendment to the CP proposes the addition of a nominally sized parcel of land into DU 2 of

the overall Avalon Crossing Project site. This Major Amendment as proposed has been carefully designed to function as a logical extension of the surrounding land use, matching the lot sizes used in these adjacent areas. The proposed modification to the boundary of DU 2 will be limited to the inclusion of this property, and will not otherwise affect the project. See Exhibit B - Existing Development Unit Plan (As Approved).

The Development Unit Plan for DU 2 has been crafted to build upon planning concepts and designs outlined within the approved Avalon Crossing CP. DU 2 is the primary location for single family neighborhoods within Avalon Crossing and will include a variety of moderate density and compact single family homes designed as a series of connected and pedestrian friendly neighborhoods. A detailed Preliminary Plat for the subject property will be filed with the City upon approval of this Major Amendment to the Avalon Crossing CP, which will contain approximately 10 lots, each with a minimum lot dimension of 40' x 130'. These proposed 10 additional lots, when combined with the 588 approved lots within the existing approved DUP for DU 2 result in a lot count of 598 lots. This lot count falls well within the Land Use Budget allowance for DU 2 (500 residential dwelling units minimum, and a maximum of 800 dwelling units). The current draft site plan for DU 2 contemplates the inclusion of a variety of lot sizes and configurations, which all fall within the CR and CRSL Land Use Groups. See Exhibit C - Proposed Development Unit Plan.

The subject property falls entirely within the Avalon Crossing CRSL Land Use Group. DU 1 and DU 2 will likely be developed separately due to the unique nature of for-rent, high density housing as compared with traditional single family residential development.

4. Conformance to General Plan and Existing Zoning

The 1.51 Ac. subject parcel was annexed from Maricopa County into the City of Mesa as part of the overall Avalon Crossing project's annexation action.

The General Plan land use designation for the entirety of the Avalon Crossing, as well as that of the subject property, is Mixed Use Community (MUC). In addition, the Avalon Crossing project and the subject property are both located within the Mixed-Use Community District of the Gateway Strategic Development Plan. Adjacent uses to the north and west of the site are also MUC (the Cadence Community), with properties to the east comprised of Employment and Neighborhood land uses. The Avalon Crossing project has been designed within the parameters of this land use designation in mind, and as such are in conformance with Mesa's General Plan as well as the Gateway Strategic Development Plan.

This Avalon Crossing property was recently rezoned by the City of Mesa to the Planned Community (PC) zoning designation. Approvals were obtained for ZON18- 00951 on

8/26/19 through action Ord. # 5523, and for ZON19-00436 on 8/26/19 through action Ord. # 5522.

Concurrent with annexation, the subject property retains its underlying Maricopa County (AG) agricultural zoning, since it was not included within the rezoning action for the Avalon Crossing project. This proposed Major Amendment to the Avalon Crossing CP is required due to the proposed addition of subject property within the Avalon Crossing CP, and as proposed within this narrative, meets the CP's criteria for inclusion. See Exhibit D - Existing Zoning Map.

5. Relationship to Surrounding Properties

The Avalon Crossing property, including the subject property which lies within the Avalon Crossing project site, is currently comprised of predominantly undisturbed desert land, and is located adjacent to the east and south of what was previously the General Motors (GM) Proving Grounds site. The GM Proving Grounds site functioned for several decades as a desert environment testing facility for new automobiles produced by General Motors. With numerous land development projects encroaching into the vicinity of the GM Proving Grounds property over the past several years, the property was ultimately sold to land developers a few years ago. Several residential and mixed use projects in this area have been entitled and are now in various stages of land development. Encore, which is a phase of the large master planned Eastmark community, is currently under development to the north of Avalon Crossing. The Cadence master planned community is located to the north, northwest, and west, of the overall Avalon Crossing project site, which is also under development. Destination at Gateway is yet another master planned community located to the northeast of Avalon Crossing. The immediate eastern boundary of the overall Avalon Crossing is adjacent large lot residential, and large vacant residential land parcels, along the eastern side of 222nd Street. State Route 24 is a future State Highway, which currently ends approximately 1/2 mile to the northwest at Ellsworth Road. The future alignment of SR 24 will be extended to the southeast, adjacent to the overall Avalon Crossing project site, as well as the subject property within Avalon Crossing, along its entire southern boundary, and then continuing to the east.

The Avalon Crossing project, as well as the additional parcel which is the subject of this narrative have been designed to accommodate the ultimate right-of-way needs for SR 24. Lands located south of the SR 24 alignment are also predominantly undisturbed desert lands, located in Maricopa County.

The proposed Major Amendment to the Avalon Crossing Community Plan will create no new impacts to any surrounding properties.

Table 1: Land Uses surrounding the overall Avalon Crossing project site:

Direction	Existing Zoning	Existing Use
North	PC (Planned Community)	Eastmark and Cadence Master Planned Communities
East	RS-9 (County)	Vacant, Native Desert
East	RU-43 (County)	Large Lot Residential
South	RU-43 (County)	Vacant, Native Desert Future SR-24 Freeway
West	PC (Planned Community- DU 1 of Avalon Crossing)	Vacant, Native Desert

6. Location and Accessibility

The overall Avalon Crossing project is located at the southeast corner of Williams Field Rd. and Crismon Road in southeast Mesa, AZ. Multiple, strategically located points of access to both roadways are planned. The SR 24 regional highway will provide access to Avalon Crossing via Williams Field Road approximately 1/4 mile west of the site. See Exhibit A - Vicinity Map.

The DU 2 portion of the Avalon Crossing project, within which is the subject property, is located along the south side of Williams Field Road, approximately 1/4 mile east of Crismon Road. Primary access to the overall site is provided to Williams Field Road via a divided collector roadway located at the approximate midpoint of the project's northern frontage to Williams Field Road. Secondary access is provided west to Crismon Road through Avalon Crossing DU 1. This secondary access point will be constructed as part of the first phase of development within DU 2, and will serve as a shared access with the adjacent DU 1 mixed use development. In addition, a third point of access will be provided within DU 2 through a residential street connection near the northeast corner of the site, to Williams Field Road. Access to the subject parcel is provided by the internal residential roadway system contained within the Avalon Crossing project. The residential streets within the subject parcel functions as a logical and seamless continuation of the residential roadways within the overall project. (See Proposed Site Plan – Exhibit E).

7. Proposed Major Amendment to Community Plan

The proposed Major Amendment to the CP is intended to enable the addition of a small parcel of land within the overall Avalon Crossing project site. As a result of this proposed addition, the acreage of DU 2 is minimally increased to include the subject property, as previously described. The area of the overall revised Avalon Crossing CP will also increase slightly, for the same reason. See Exhibit C – Proposed Development Unit Plan.

The Land Use Budget, as outlined in the Avalon Crossing CP, and the design intent of the approved Community Plan for the same remain unchanged. Site circulation, open space

distribution, and marketability will all be improved with the implementation of the proposed Major Amendment to the Avalon Crossing CP.

8. Proposed Amendment to Development Unit Plan for Development Unit 2

A Development Unit Plan (DUP) for each of the two portions of the overall Avalon Crossing project, DU 1 and DU 2 is required prior to development occurring within the individual parcels, by the City of Mesa. The DUP for DU 2, which has been prepared and approved by the City of Mesa, now requires an amendment, to allow for the addition of the subject parcel into DU 2. The Development Unit Plan for DU 1 will be created by the property owner at some point in the future, once an end user with an appropriate development concept for DU 1 has been selected. At the direction of the City of Mesa, an amended DUP for DU 2 will be submitted concurrently with a Preliminary Plat for the same, after the City has approved this Major Amendment to the CP application.

In support of this proposed Major Amendment to the CP, the following summary is included as part of this application, for informational purposes.

DU 2 of Avalon Crossing is currently comprised of 139.1 net acres and is located east of the southeast corner of Williams Field and Crismon Roads, and is located directly adjacent to DU 1 to the east. DU 2 is planned as the primary location for single family neighborhoods within Avalon Crossing and will include a variety of moderate density and compact single family homes. The community will include a central neighborhood park along with a series of smaller parks and open spaces that will be connected by a cohesive pedestrian trail and sidewalk system. The allowed Land Use Groups within DU 2 are Community Residential, Community Residential Small Lot, and Community Multi-Residence. DU 2 is planned to develop as 100% Community Residential and Community Residential Small Lot with approximately 598 lots.

The DUP for DU 2 will build upon the planning concepts and guidelines within Avalon Crossing CP and must be approved by the City of Mesa Planning and Zoning Board pursuant to the requirements of Avalon Crossing CP prior to the approval of any preliminary plats or site plans within DU 2. As required by the Avalon Crossing CP, the DUP will include the following components:

DU 2 of the Avalon Crossing project will be developed within two phases. Phase 1 will include the approximate western half of the project, and Phase 2 will encompass the remainder of the project (east half). The Site's overall design accommodates conveyance of on-site and off-site drainage flows through a system of interconnected retention basins and offsite drainage conveyances which traverse the project site, and which will allow for the project phasing as proposed. Two continuous points of all-weather fire access will be maintained at all times, concurrent with both Phase 1 and Phase 2 development. The locations of these points of fire access will be either via a permanent paved roadway, of via

temporary access at a location to be approved by City of Mesa Fire Dept. Provision for the phasing, related looping of waterlines, adequate fire flow, all-weather vehicular turn-around, etc. will be provided for as required by the City of Mesa, and illustrated on the Preliminary Plat and within the related utility master planning documents as required.

During this process, Shea Homes will develop and submit for approval the architectural design for the proposed housing product associated with this development, and in conformance with the development standards approved concurrent with the CP and Preliminary Plat for this project. Site improvements will likely commence with approval of the Final Plat and Civil Engineering improvement plans, in conformance with City Site Development requirements.

9. Proposed Preliminary Plat

A Preliminary Plat for the subject property will also be prepared, and will be filed with the City of Mesa concurrent with the amended DUP for DU 2. As previously noted, the area encompassed within this future preliminary plat, is surrounded by and adjacent to the existing approved Preliminary Plat for the Avalon Crossing project along the west, north, and east. The southern boundary of both the Avalon Crossing project and the subject property is adjacent to the future SR 24 freeway along the south. This Preliminary Plat, as confirmed with City of Mesa Planning Staff, will include as part of this submittal, revised Preliminary Plat sheets from the previously approved Avalon Crossing Preliminary Plat, which are affected by the inclusion of the subject property, and in need of revision. These additional sheets, including the revised cover sheet with updated site data tables, will be reviewed concurrent with the Preliminary Plat for the subject property, with the resulting site plan revisions incorporated within the civil engineering improvement plans and final plat currently under development.

10. Conclusion

The development team believes that this request represents an appropriate land use for the subject property, which is a natural extension of the design for the surrounding property, and will address local engineering concerns and provides enhancements and amenities for the residents to enjoy. Furthermore, the design of the associated Preliminary Plat is consistent with both the existing Amended Community Plan and the proposed amendment to Development Unit Plan for DU 2, both of which will be submitted to the City for review upon approval of this proposed Major Amendment to the Avalon Crossing Community Plan.

The community will add to the positive aesthetic of the area and provide for the needs of the residents and neighbors of the site alike. Further, the approval of the associated Preliminary Plat will further the goals of the City of Mesa for this area.

The proposed land use for the project site is well suited for a development of this type. The design and parameters of the to-be submitted Preliminary Plat is harmonious with the housing density and lot sizes of existing housing stock and entitled lots already in the immediate vicinity. The proposed development will add to the synergy of development already at work in the development of other surrounding parcels in this part of the City of Mesa.

The development team believes that this request represents an appropriate and beneficial use of the site. We look forward to working with staff in the processing of this project.

Avalon Crossing Community Plan

Mesa, Arizona

Zoning Case No. ZON18-00951

June 27, 2019

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Avalon Crossing

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Chapter 1. Community Plan Executive Summary

Avalon Crossing Overview

For nearly 50 years, the General Motors Desert Proving Grounds helped define the area surrounding the Phoenix-Mesa Gateway Airport as an industrial district at the fringe of the Mesa community. The ongoing transition of the Airport into a reliever airport for Sky Harbor and the closure of the GM Desert Proving Grounds have paved the way for new opportunities and a bold new vision for the Gateway Area as a regional employment center and sustainable destination that promotes a live, work, learn and recreate balance. An important component of the Gateway Area vision is providing for residential uses that are critical towards achieving a jobs-to-housing balance. The Avalon Crossing Community Plan responds to this need by offering a thoughtfully planned, market relative, and strategically located residential community that is also reflective of the City's goals for a more sustainable and livable approach to development in the Gateway Area.

The Avalon Crossing Community Plan establishes the regulatory framework and design standards necessary to facilitate development of a master planned residential community on 170 acres within the growing Mesa Gateway Area of the City of Mesa. Avalon Crossing is being planned as a New Traditional Community that draws influence from modern smart growth principles as well as the timeless qualities of historic American neighborhoods. The community will be defined by four distinctive planning principles, which act as the structuring elements of the master plan. These include classic, formal tree-lined streets that double as important public places; compact, walkable neighborhoods united by interconnected paseos and sidewalks; purposeful architecture comprised of simple building forms and durable materials; and integrated parks and amenities designed to contribute to the overall structure and social identity of the community. Residential living opportunities will be comprised of single-residence and multi-residence neighborhoods. In particular, single-residence homes will be more compact than historical auto-oriented suburban development, with residences designed to engage the street and foster a socially interactive community. Avalon Crossing will also offer locally oriented retail services during the early phases of development that will be designed with strong connections to the residential neighborhoods. Long term opportunities for regional serving retail and employment exist in the areas adjacent to the future SR24 Freeway.

On a more global level, Avalon Crossing responds to the broader public objectives of establishing the Phoenix-Mesa Gateway Airport and the Gateway Area as an employment hub and center of regional importance. Specifically, Avalon Crossing fulfills a recognized need for high quality residential environments within the Gateway Area that contribute to a sustainable jobs-to-housing balance. The community is well positioned to accommodate future residents that are drawn to the area for the emerging job and educational opportunities as well as proximity to regional assets such as the Phoenix-Mesa Gateway Airport. Avalon Crossing will also attract residents in its own right based on the quality of life within the community and will be viewed as an asset by future employers looking for a true live-work environment to call home.

Context

Avalon Crossing encompasses 170 acres that were formerly part of the 5,000 acre GM Desert Proving Grounds property. The property is generally located east of Crismon Road, south of the Williams Field Road alignment and west of the Signal Butte Road alignment. The property is strategically situated near important transportation corridors including the Loop 202 Freeway and the future SR24 Freeway, which forms the southern boundary of Avalon Crossing. The City of Mesa's current efforts to construct the first mile of the SR24 Freeway from the Loop 202 to Ellsworth Road will serve as a catalyst for additional economic development opportunities in the area.



Master Developer

Pacific Proving LLC is the initial Master Developer for Avalon Crossing. Pacific Proving LLC looks forward to bringing their expertise to the Avalon Crossing property.

Community Plan

The land use plan for Avalon Crossing is designed as a flexible framework that can evolve over time as the area urbanizes. Land use classifications for Avalon Crossing accommodate a mix of detached and attached single residence, small lot single residence and multi-residence as well as complimentary commercial, and mixed-use development. Avalon Crossing is planned for a maximum residential yield of 1,200 dwelling units. The land use plan envisions commercial, multi-residence and higher density single residence uses in close proximity to key transportation corridors with contemporary single-residence neighborhoods comprising the balance of the community. Commercial areas will be physical and visually integrated with residential portions of the community and are planned to take advantage of arterial streets and future freeway interchange access. Commercial development opportunities within Avalon Crossing will contribute to the regional jobs to housing balance and will provide local employment opportunities for LGM 170 residents. The Avalon Crossing property has been divided into two distinct Development Units based on geographic and land use considerations, and anticipated project phasing. Development Units are assigned a residential unit cap as well as a maximum non-residential building area allocation. The Community Plan includes comprehensive design guidelines that address key community elements such as site design, building design, landscape and streetscapes. The Community Plan includes the planning processes and regulatory procedures that govern the future, more detailed levels of planning including future Development Unit Plans, Site Plans, and Subdivision Plats. Build out of Avalon Crossing is planned to take place over a ten year period of time.

Furthering the Mesa Gateway Strategic Development Plan Vision

Avalon Crossing is located within the study area of the Mesa Gateway Strategic Development Plan and is specifically located within the Mixed-Use Community District. As envisioned within the Strategic Plan, Avalon Crossing will contain a wide variety of land uses with an emphasis on residential living opportunities, commercial development and employment uses that are supportive of a synergistic relationship with the Airport. The Mixed-Use Community District is planned to be the primary area for residential development within the Gateway Area and should include low to high density residential development along with commercial, employment and recreational uses to provide a “complete community experience.” The Strategic Plan specifically states that “providing for residential use is critical to attaining the balance that is sought within the Mesa Gateway area amidst the employment, education, commercial and industrial uses found primarily within the other districts.” Further, the Strategic Plan places a strong emphasis on creating a sustainable community, which is defined as a community that is economically viable, responsive to context and location, and uses resources efficiently. The Avalon Crossing Community Plan is designed to respond to this vision by creating the structure for a master planned residential community in close proximity to jobs and regional transportation corridors that is built upon a framework of compact, connected and pedestrian friendly neighborhoods.

Framework Districts

MIXED USE COMMUNITY DISTRICT

Focus

This district is envisioned to be the area that solidifies the goal to balance land uses and provide sustainability through the creation of a live/work/play community. It will contain the widest variety of land uses within the planning area, with ultimate development including low- to high-density residential, commercial, employment, civic, and recreational uses to provide a complete community experience. While the other districts allow for residential uses, this district will be the primary area for residential development. Providing for residential use is critical to attaining the balance that is sought within the Mesa Gateway area amidst the employment, education, commercial and industrial uses found primarily within the other districts. This district will also include walkable mixed-use "urban core" areas to provide focus and identity.

The boundaries of this district are existent or planned freeways that serve as a transition zone to the other districts. Development in this transitional area can take advantage of freeway frontage and access. Business park, light industrial, and other higher-intensity employment uses, as well as regional community commercial uses, are compatible with this designation. High-density residential will be integrated with commercial and employment uses in urban cores and other mixed-use development areas.

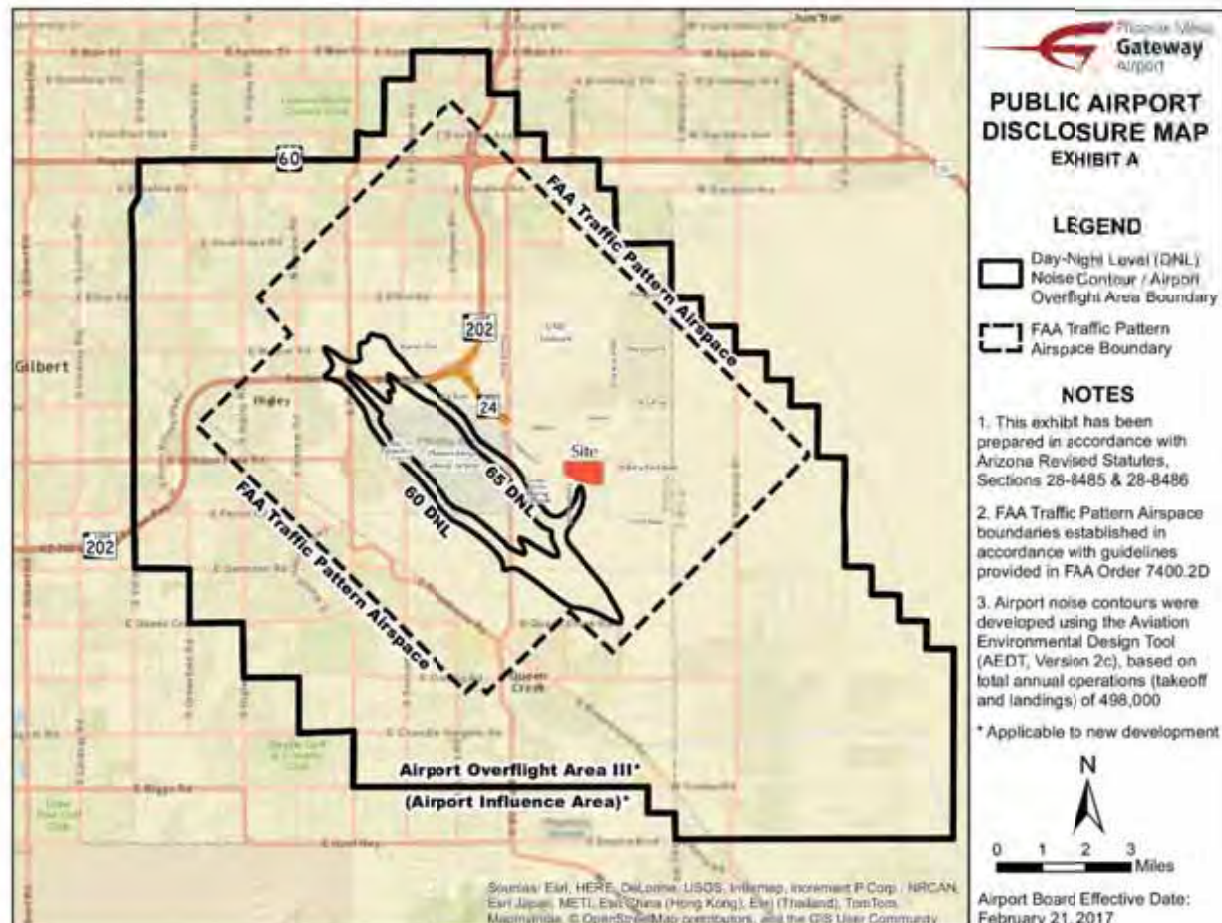
Form

Development will include a wide range of building forms that provide for activities ranging from light industrial to single-family residential, with an emphasis on walkable streetscapes and environments. The most intense development patterns are expected in urban cores at Ellsworth and Elliot Roads and Ellsworth and Ray Roads. Structures in these cores will generally be built to the right-of-way line and are expected, over time, to be as tall as allowable with respect to the flight activity generated from the airport. While development throughout the Mesa Gateway area will be cognizant



Airport Compatibility

Avalon Crossing and the Phoenix-Mesa Gateway Airport have a reciprocal relationship where both have the ability to support and enhance each other. Development of a residential community in proximity to a growing airport brings with it unique development considerations. The land use plan for Avalon Crossing takes into account the Airport's operations and land use policies. The Airport's established overflight areas, noise considerations and FAA height limitations will influence development. Pacific Proving LLC has established a good working relationship with the Airport and, as development progresses, will continue to collaborate with the Airport on important land planning issues. The Avalon Crossing Community Plan includes a comprehensive Airport Compatibility plan that addresses aviation easements, public disclosure and specific noise abatement construction techniques. All development within Avalon Crossing will fully comply with the airport compatibility measures set forth within the Community Plan. The goal is to create a community that embraces its relationship with the Phoenix-Mesa Gateway Airport and is thoughtfully designed to support airport operations.



Summary

The Community Plan for Avalon Crossing establishes a comprehensive yet flexible regulatory framework that is intended to govern the project through all phases of development. The Community Plan has been crafted to specifically comply with all applicable City of Mesa plans and policies, including; the City of Mesa General Plan, the Mesa Gateway Strategic Development Plan, the Phoenix-Mesa Gateway Airport Master Plan and the City of Mesa's Planned Community District ordinance. Through the collaborative effort of the Master Developer, design team, homebuilding community and, most importantly, the City of Mesa, Avalon Crossing will become a high quality, timeless community that is uniquely adapted to its surroundings and will be positive addition to the City of Mesa and the Gateway Area.



Section 2. Site & Context

2.1. Regional Context.

Avalon Crossing is comprised of the northern 170 acres of the total 1,800 acres that Pacific Proving LLC purchased from General Motors in 2004. Avalon Crossing was part of the former GM Desert Proving Grounds facility. (See Figure 1, Local Vicinity Map) The Avalon Crossing property is located in the southeastern portion of the City of Mesa planning area and is generally bounded by Crismon Road to the west, the Williams Gateway Freeway alignment (SR 24) to the south, Signal Butte Road to the east and Williams Field Road to the north.



Figure 2.1, Local Vicinity Map

The Phoenix-Mesa Gateway Airport, which is a significant contextual influence, is located immediately to the west along with the Arizona State University Polytechnic Campus. The largely residential DMB Mesa Proving Grounds project is located to the immediate north and east.

2.2. Historical Context.

The General Plan designation for Avalon Crossing is Mixed Use Community ("MUC") and is designated as predominately single family residential based on the underlying land use plan that was approved as part of the MUC General Plan approval in 2008 (Major GPA 08-02). (See **Figure 2.2, City of Mesa Vicinity Map – General Plan**) The entire 1,800 acre Pacific Proving LLC property was the subject of major General Plan amendment applications filed with the City of Mesa in 2006 and 2008. The 2006 General Plan approval established a land use framework for the Pacific Proving property that included single family residential, mixed use, business park, commercial and light industrial land use designations. In 2008, Pacific Proving LLC elected to take advantage of the City of Mesa's newly created MUC land use designation, which was designed to facilitate development of large scale master planned communities through a planning framework that could adapt to evolving land use and economic development goals as well as market conditions. The 2008 General Plan approval for the entire Pacific Proving property to MUC coincided with the approval of a General Plan amendment and rezoning for DMB's Mesa Proving Grounds project to the immediate north. The Avalon Crossing property is currently located in unincorporated Maricopa County and zoned Rural-43 with a Special Use Permit for the GM Proving Grounds.

There are no known significant historical, cultural, and archaeological features on site.

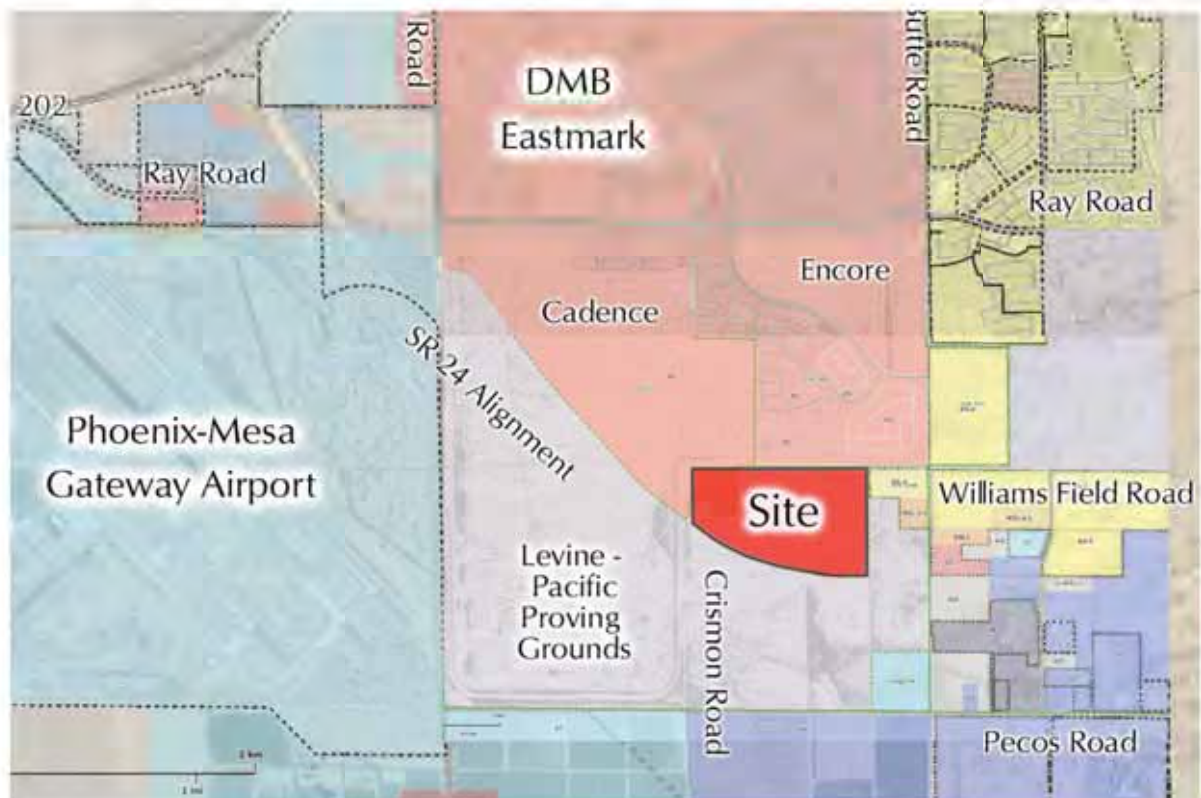


Figure 2.2, City of Mesa Vicinity Map – General Plan

Chapter 3. Regulatory Framework

3.1. Community Plan Overview.

The City of Mesa's Planned Community District ("PCD") is designed to accommodate large-scale, comprehensively planned development projects. The PCD is a flexible regulatory tool whose cornerstone is the ability to tailor development controls to the unique needs and evolution of a specific project. The City of Mesa Zoning Ordinance establishes four basic planning tools that establish the framework of the Planned Community District ("PCD"): 1) the Community Plan, 2) Development Unit Plans, and 3) Site Plans and 4) Subdivision Plats.

3.1(a) Community Plan. The Avalon Crossing Community Plan is the initial planning and regulatory document that establishes the overall project vision, regulatory framework, administrative procedures, and development controls including land use groups, permitted uses, general development standards, a land use budget, and general design guidelines and concepts. The Avalon Crossing Community Plan also includes the master plans for public infrastructure and divides the master plan into distinct Development Units ("DU"), which represent the various phases or development areas within the project. The core regulatory components of the Avalon Crossing Community Plan are the unique development standards and planning processes that will be used to govern all future development. The main components of the CP are summarized below.

3.1(a)(i) *Land Use Groups*. As an alternative to traditional zoning districts, the Avalon Crossing Community Plan utilizes Land Use Groups ("LUG") to regulate the various land uses allowed within the community. The LUGs define allowable uses, development form, development standards, and design concepts. Avalon Crossing utilizes five distinct LUGS:

1. **Community Residential ("CR")**
2. **Community Residential Small Lot ("CRSL")**
3. **Community Multi-Residence ("CMR")**
4. **Community Commercial ("CC")**
5. **Community Mixed Use ("CMU")**

3.1(a)(ii) *General Development Standards*. The Avalon Crossing Community Plan includes development regulations, standards and criteria that are part of the structure for each LUG allowed within Avalon Crossing. The General Development Standards include the development standards for each residential and non-residential LUG as outlined in Chapters 7 and 8, as well as additional development standards for certain permitted uses as outlined in Chapter 9. The General Development Standards include regulatory criteria such as setbacks, building heights, density, and permitted uses among other standards and criteria. The General Development Standards do not include

general design guidelines and design concepts. General Development Standards are regulated pursuant to the Community Plan Major and Minor Amendment procedures outlined in 3.6(b) and 3.6(c) below, except that certain minor modifications to General Development Standards may be reviewed and approved by the Zoning Administrator pursuant to the Site Plan and/or Design Review and Subdivision Plat process.

3.1(a)(iii) *Land Use Budget and Development Parcel Allocations.* The Land Use Budget (“LUB”) contained in Chapter 5 of the Avalon Crossing Community Plan sets forth the residential dwelling unit and non-residential gross floor area allocations for each DU within Avalon Crossing. The LUB establishes overall minimums and maximums for each of the two DUs within Avalon Crossing. In addition to the Land Use Budget, the Avalon Crossing Community Plan establishes the procedure for allocating the LUB to development parcels within each Development Unit (“Development Parcel Allocation”). The Development Parcel Allocation will initially occur at the time of Development Unit Plan approval (as discussed below). An example of conceptual Development Parcel Allocations is set forth in Appendix “19.4.” The LUB and Development Parcel Allocations are discussed more fully in Chapter 5.

3.1(a)(iv) *Modifications to City of Mesa Engineering and Design Standards.* The Avalon Crossing Community Plan includes provisions pursuant to Section 9-8-4(C) of the Mesa City Code that allow for modification of certain City of Mesa Engineering and Design Standards. Potential modifications to certain Engineering and Design Standards are outlined in Chapters “16” (Streets Systems) and “17” (Stormwater Management and Drainage Systems), subject to final review and approval by the City Engineer, City Traffic Engineer, or designee. Additional modifications may be sought in the future. Modifications to the City of Mesa Engineering and Design Standards are discussed more fully in 3.2.

3.1(b) Development Unit Plans. Development Unit Plans (“DUP”) represent the second level of planning and establish a more detailed planning framework that is specific to each DU within the overall Community Plan. A DUP will include detailed design guidelines specific to each DU, the general location and approximate acreage for each LUG to be used, and updates to master infrastructure reports, as necessary. A DUP may also include refinements to the General Development Standards and modifications to Engineering Standards, if approved by the City Engineer and/or City Traffic Engineer, or designee. DUPs are discussed more fully in 3.7.

3.1(c) Site Plans and Subdivision Plats. The final level of planning includes Site Plan and Design Review for all non-single residence projects and Subdivision Plat review for all single residence projects within Avalon Crossing. Site Plans and Subdivision Plats establish the specific location of each allowed LUG, 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. Site Plan and Design Review, and Subdivision Plats are discussed more fully in 3.8 and 3.9.

3.2. Regulatory Effect.

The Avalon Crossing Community Plan has been prepared pursuant to Chapter 11 of the Mesa Zoning Ordinance (effective date 9-3-11) and in conformance with Arizona Revised Statutes § 9-462.04 to establish the regulatory framework for Avalon Crossing by creating unique, project specific development criteria and regulatory processes. The Avalon Crossing Planned Community District zoning and Community Plan take precedence over any current or future zoning ordinances and guidelines implemented by the City of Mesa except in circumstances involving public health, safety and welfare. The Avalon Crossing Community Plan is a stand-alone regulatory document comprised of project specific zoning regulations, including but not limited to permitted uses, project density and intensity, development standards, design guidelines, and regulatory processes. Zoning requirements, development standards, and regulatory processes that are not specifically articulated within the Avalon Crossing Community Plan are governed by the Mesa Zoning Ordinance. Specifically, City of Mesa Zoning Ordinance processes for all conditional use permits shall be followed. In the event of a conflict between a provision of the Avalon Crossing Community Plan and a provision of the Mesa Zoning Ordinance, the Avalon Crossing Community Plan prevails. The Avalon Crossing Community Plan does not modify other Mesa City Code provisions or requirements except as specifically noted within the Avalon Crossing Community Plan. The provisions of the Avalon Crossing Community Plan apply to all property within the project boundary (See **Appendix 19.1, Avalon Crossing Property Boundary Legal Description**).

All images and site plans within the Avalon Crossing Community Plan are conceptual. These concepts are intended to evoke the intent of the expected character of development and present an indication of the quality expected in the development. The concepts conveyed in the images and site plans are not regulatory.

3.3. Interpretations.

The City of Mesa Zoning Administrator shall administratively review and render decisions on clarifications and interpretations of the Avalon Crossing Community Plan and Development Unit Plan provisions. Decisions of the Zoning Administrator may be appealed pursuant to the Appeals of Administrative Decision procedures in 3.10.

3.4. Development Agreement.

In addition to the provisions set forth within the Avalon Crossing Community Plan, development within Avalon Crossing is governed by a Pre-Annexation Development Agreement adopted in accordance with Arizona Revised Statutes § 9-500.05.

3.5. Community Governance.

Master Developer Role. The initial Master Developer for Avalon Crossing will be Pacific Proving LLC or an entity controlled by Pacific Proving LLC. The role of Pacific Proving LLC as the Master Developer is to establish the overall framework for development of Avalon Crossing and provide oversight for the initial phases of development. Pacific Proving LLC will also establish and control the initial allocation of the Land Use Budget, as outlined in Chapter 5, for development parcels within each DU to ensure that the Land Use Budget is fully allocated in a manner that is consistent with the regulatory structure and overall vision for Avalon Crossing. Further, Pacific Proving LLC will establish recorded covenants, conditions and restrictions (“CC&R’s”) that will privately govern Avalon Crossing in addition to the Avalon Crossing Community Plan and Pre-Annexation Development Agreement. More than one set of CC&R’s may be established for the various phases of development within Avalon Crossing. It is anticipated that the single residence land uses within Avalon Crossing will be governed by CC&R’s that are separate and independent from CC&R’s for the multi-residence and non-residential land uses within Avalon Crossing. The CC&R’s, which will be binding upon all current and future property owners, will establish a comprehensive plan to maintain the quality and integrity of the Avalon Crossing vision. The CC&R’s will contain standards and guidelines for development, operation, use and maintenance as well as establish associations and other entities that will be responsible for oversight and enforcement. The CC&R’s will set forth the structure for a future Master Property Owners Association as well as procedures for the future assignment and transition of Pacific Proving LLC’s role as the Master Developer. Pacific Proving LLC will maintain the role as Master Developer until such time as Pacific Proving LLC no longer has a real property interest in AVALON CROSSING.

Property Owners Associations. A Master Property Owners Association will be formed, as set forth within the CC&R’s, to ultimately assume Pacific Proving LLC’s role as the Master Developer. The Master Property Owners Association will be formed prior to the time that Pacific Proving LLC no longer has a real property interest in Avalon Crossing. Once Pacific Proving LLC no longer has a real property interest in Avalon Crossing, the Master Property Owners Association, the Avalon Crossing Community Plan, Pre-Annexation Development Agreement, CC&R’s and any other regulatory documents subsequently approved or recorded shall govern all development activity within Avalon Crossing. The management structure, duties and authority of the future Master Property Owners Association will be set forth within the CC&R’s; however, the Master Property Owners Association will be responsible for ongoing oversight and approval of the Land Use Budget, Development Parcel Allocations and Community Plan Amendments.

In addition to the Master Property Owners Association, individual homeowners or property owners associations will be formed to govern individual development projects or project areas within Avalon Crossing. At a minimum, a Master Homeowners

Association will be formed to govern development within the single-residence portions of AVALON CROSSING. The authority and duties of the Master Homeowners Association and other property owners associations will be set forth more fully within the CC&R's. The Master Homeowners Association and other property owners associations are subordinate to the Master Developer and/or Master Property Owners Association.

3.6. Community Plan Amendments.

Amendments to the Avalon Crossing Community Plan may be necessary from time to time in order to respond to changed market or development conditions. Amendments to the Community Plan shall be classified as Major or Minor as determined by the Planning Director and in conformance with the requirements of 3.6(b) and 3.6(c).

3.6(a) Application Requirements.

3.6(a)(i) *Applicant.* The following owners or entities may file an application for a Community Plan Amendment:

1. Master Developer; or
2. Homeowner's Association or other Property Owner's Association; or
3. Property Owner of land within AVALON CROSSING; or
4. An agent representing the Master Developer, Homeowner's Association or other Property Owner's Association, or Property Owner of land within Avalon Crossing as duly authorized to do so in writing.

If an entity or owner other than the Master Developer requests a Community Plan Amendment, whether Major or Minor, then documentation shall be provided that notice has been given to the Master Developer if the Master Developer still exists. If the Master Developer no longer exists, then notice to the Master Developer is not required except that a single residence property owner must provide documentation that notice has been provided to the Master Homeowner's Association and a non-single residence property owner must provide documentation that notice has been provided to the associated property owner's association.

3.6(a)(ii) *Application Requirements.* Applications for Community Plan Amendments must be filed in the office of the City of Mesa Planning Division on the form provided and shall be accompanied by the required fee (if any).

3.6(b) Community Plan Major Amendments.

Major Amendments shall be processed following the same procedures as required for the original PCD zoning as set forth within the Mesa Zoning Ordinance. The following amendments are Major Amendments:

1. A change in the overall PCD Boundary.
2. A change to the permitted uses in the PCD or any DU.
3. A change to the General Development Standards except for Minor Modifications as allowed pursuant to 3.8 and 3.9
4. An increase in the total number of approved residential dwelling units or gross floor area of non-residential development for the overall PCD.
5. A twenty percent increase or decrease to the boundary or gross area of a DU from that approved in the PCD, as determined by the Planning Director.
6. Any change to the Land Use Budget for the overall PCD and any change to the Land Use Budget for a specific DU except if the change is the result of an allowed and approved Land Use Budget Transfer.
7. A substantial change in land use intensity that negatively impacts or burdens public facilities, or requires a substantial modification to the approved master plans for transportation, water, wastewater or drainage as determined by the Planning Director, City Engineer or City Traffic Engineer.
8. Any proposed change to the Community Plan that substantively and negatively alters one or more required elements of the PCD or Community Plan as determined by the Planning Director.

3.6(c) Community Plan Minor Amendments.

Amendments to the Community Plan that do not qualify as a Major Amendment shall be considered a Minor Amendment. Minor Amendments may be approved administratively by the Planning Director and the approval may include stipulations or conditions of approval. A Minor Amendment is an Administrative Decision and subject to the appeal procedures outlined in 3.10.

3.6(c)(i) *Pre-Submittal Conference.* A Pre-Submittal Conference with the City of Mesa Planning Director, or designee, is required prior to submittal of a Community Plan Minor Amendment. Customary City of Mesa processes and procedures shall be followed for the Pre-Submittal Conference.

3.6(c)(ii) *Letters of Notification.* Letters of notification to potentially affected property owners and other interested parties are required for each Minor Amendment request. Letters of notification shall be prepared as follows:

1. A letter, worded similar to the Sample Notification Letter included in Appendix 19.2, that generally describes the request, action to be taken, and provides contact information shall be prepared on the applicant's letterhead.
2. A mailing list shall be prepared by the applicant that includes at a minimum the Master Developer and any property owner's

associations or homeowner's association within AVALON CROSSING. The mailing list shall also include any other potentially affected entities or individual property owners as determined by the Planning Director based on the potential impact of the proposed change. A requirement to provide notice to each individual property owner within Avalon Crossing will only be required for a proposed amendment that has community-wide impact.

3. The applicant shall provide the Planning Division with pre-addressed, stamped and sealed letters to all property owners on the mailing list at the time of submittal of the Minor Amendment request. The applicant shall also provide the Planning Division with a copy of the letter, mailing list and map noting the location of the notified property owners for the case file.
4. The Planning Division shall mail the notification letters within 10 calendar days of submittal of a complete Minor Amendment application.
5. Additional notification letters may be required upon the discretion of the Planning Director if significant changes occur to the Minor Community Plan Amendment application during the staff review process.

3.6(c)(iii) Written Protest. If a written protest regarding a proposed Minor Amendment is received within 15 calendar days of the postmark date on the notification letters and the protest cannot be resolved, then the Minor Amendment request shall be reclassified as a Major Amendment and all provisions governing Major Amendments as outlined in 3.6(b) shall apply. A protest shall be considered resolved if:

1. The written protest is withdrawn in writing, or
2. Mutual agreement is reached between the applicant and the protesting party to the satisfaction of the Planning Director, or
3. The Planning Director renders a decision on the Minor Amendment request.

3.6(c)(iv) Planning Director Decision. Unless a written protest is filed as described above and not resolved, the Planning Director shall render a decision on the Minor Amendment request, either:

1. Upon expiration of the written protest period, or
2. No later than 60 days after a complete Minor Amendment request was filed with the City of Mesa unless otherwise agreed to by the applicant.

Notice of the Planning Director's decision shall be sent to the Master Developer, applicant, property owner's or homeowner's associations, and to any other person or entity who has filed a written request for such notice, within 15 calendar days from the date of the Planning Director's decision.

The notice must include the action taken, any applicable conditions or stipulations, and a description of the appeal period and process. The Planning Director's decision is final unless appealed pursuant to 3.10.

3.7. Development Unit Plan Administration.

A DUP must be approved by the City of Mesa prior to any development occurring within a specific DU. A DUP may be submitted for all or a portion of a DU, although the Planning Director must authorize the submittal of a DUP that only addresses a portion of a DU.

3.7(a) DUP Submittal Requirements. The following items shall be submitted as part of a DUP application:

3.7(a)(i) *Development Unit Land Use Plan.* A DU Land Use Plan shall be of sufficient detail to ensure the compatibility of future development in the DU and compatibility with properties surrounding the DU, to ensure appropriate transitions between differing developments, to ensure that development will not overburden the transportation system, utility infrastructure or community facilities, and to facilitate the implementation of the Community Plan. The goal of the DU Land Use Plan is to identify the approximate locations of the allowed LUGs per the approved Land Use Budget with the final placement of the LUGs made during the Site Plan and Design Review or Subdivision Plat process. The determination of the LUG during the Site Plan and Design Review or Subdivision Plat process is permitted to allow development to remain flexible and react to the market conditions while respecting the integrity of the DU. The DU Land Use Plan shall:

1. Designate the street classification within the DU and indicate major roadways, and
2. Provide for the general LUG locations within the DU (LUG locations may overlap), and
3. Include the general locations for community facilities, schools, open space and parks, pedestrian corridors, and any other delineation as reasonably requested by the Planning Director to assist in describing the land plan for the individual DU.

3.7(a)(ii) *Development Parcel Allocation.* The DUP submittal must include a Development Parcel Allocation that conforms to the requirements of 5.4. The DUP must include an exhibit and appropriate accompanying documents that document the Development Parcel Allocation.

3.7(a)(iii) *Development Unit Design Guidelines.* DU Design Guidelines are required with each DUP submittal and must include the following:

1. Pedestrian Corridors.

- a. Conceptual location, size and type of pedestrian corridors.
 - b. The hierarchy of pedestrian systems.
 - c. Implementation and phasing plan for the construction of pedestrian corridors.
2. Pedestrian Connectivity.
- a. Guidelines addressing pedestrian connectivity throughout the DU and to the larger community.
 - b. Guidelines shall encourage a high degree of connectivity and include design considerations for locations where paths cross, bringing people together.
 - c. Guidelines shall address on-street and off-street connectivity as well as connectivity within individual neighborhoods and development projects.
3. Common Areas.
- a. Identification of public and private common areas.
4. Landscaping.
- a. Identification of a landscape plant palette.
 - b. Proposed plant and landscape character.
 - c. Conceptual plant types to be used, including landscaping within the public right-of-way.
 - d. Proposed landscape architecture theme(s) and corresponding design standards for landscaping.
 - e. Streetscape and open space landscape character, to include as appropriate, concepts for the typical hardscape features including pavement design, sample materials, colors, textures, locations; street furniture; opportunities for public art; shade structures and similar design features; playground equipment; water features including ponds and fountains; and foundation base standards.
5. Lighting.
- a. Conceptual position, size, and type of street lighting fixture(s).
 - b. Proposed design standards for lighting fixtures.
 - c. Description of methods for shielding light from adjacent properties and compliance with City of Mesa lighting control standards and policies.
6. Design Character.
- a. Discussion regarding overall character of the development.
 - b. Illustrations and/or photographic representations and a narrative regarding proposed architectural theme and urban design character.
 - c. Examples of typical colors and materials.

- d. Location, size and type of any public facilities contemplated as well as phasing of public facilities.

3.7(a)(iv) *Development Unit Transportation Plan.* The DU Transportation Plan builds upon the Master Transportation Study and includes the general locations of major streets and secondary streets, proposed major intersections and secondary intersections, phasing plan, and traffic generation projections.

3.7(a)(v) *Development Unit Drainage Plan.* The DU Drainage Plan shall demonstrate that runoff has been managed from upper watershed reaches to outlets and shall address any increase or decrease in runoff from upstream DUs or within the current DU that may occur as development progresses and densities change. Each DU Drainage Plan shall be prepared by a registered professional engineer who is licensed to practice in the State of Arizona. The DU Drainage Plan shall contain the following:

1. Maps showing watersheds draining onto, or through, the DU, with estimates of peak flows for the 100-year storm event defined in the City of Mesa Engineering and Design Standards
2. Location and estimated size of all retention basins and channels.
3. Estimated retention volumes in accordance with City of Mesa Engineering and Design Standards and proposed conceptual retention basin facility volumes, areas, depths and locations.
4. A statement, narrative, and/or analysis outlining retention basin drain times and means of drainage.
5. A phasing plan for the establishment of the necessary drainage system within each DU.
6. As warranted, an update or addendum to the master plan will be submitted when requested by the City Engineer and must be submitted to FCDMC for review and approval if any flows or timing of flows to the regional flood control systems or structures increases.
7. Updated computerized hydraulic models as necessary to support the modified flows.

3.7(a)(vi) *Development Unit Potable Water Plan.* Each DU Potable Water Plan shall address any increase or decrease in water demand from other DUs and the current DU that may occur as development progresses and densities change. Each DU Master Potable Water Plan shall include any off-site lines and shall be prepared by a registered professional engineer who is licensed to practice in the State of Arizona. Each DU Potable Water Plan shall address the following:

1. The conceptual location and size of all necessary potable water system components, including on-site and off-site water lines.
2. A phasing plan for the construction of the necessary potable water system.
3. A summary of the proposed flow criteria and projection of flows.
4. A flow and pressure analysis of the proposed system which includes a simulation of the system operation using a hydraulic computer model with average day demands, maximum day demands with estimated required fire flows and peak hour demands.
5. As warranted, an update or addendum to the master plan will be submitted when requested by the City Engineer.

3.7(a)(vii) *Development Unit Wastewater Plan.* Each DU Wastewater Plan shall address any increase or decrease in wastewater generation from upstream DUs and the current DU that may occur as development progresses and densities change. The DU Wastewater Plan shall include any off-site lines and shall be prepared by a registered professional engineer who is licensed to practice in the State. The DU Wastewater Plan shall address the following:

1. The conceptual location, size, type, and capacity of the necessary on-site and off-site wastewater collection system components needed to serve the DU.
2. A phasing plan for the construction of the necessary wastewater system.
3. A flow analysis of the system to substantiate the selection of sizes, phasing and capacities of the on-site and off-site wastewater collection facilities.
4. As warranted, an update or addendum to the master plan will be submitted when requested by the City Engineer.

3.7(b) Development Unit Plan Review and Approval Process.

3.7(b)(i) *Pre-Submittal Conference.* A Pre-Submittal Conference with the City of Mesa Planning Director and City Engineer, or designee is required prior to submittal of a DUP application. Customary City of Mesa processes and procedures will be followed for the Pre-Submittal Conference.

3.7(b)(ii) *Approval Authority.* Planning Director approval for both DU's shall be reviewed and approved administratively by the Planning Director ("Administrative DUP Approval").

3.7(b)(iii) Administrative DUP Approval. The Planning Director shall administratively act upon a DUP application for DU1 and DU2 upon completion of all requirements as described below. The DUP shall only be approved if the application and supporting materials are consistent with the Avalon Crossing Community Plan. The approval may include stipulations or conditions of approval. An Administrative DUP Approval is an Administrative Decision and subject to the appeal procedures outlined in 3.10.

1. **Letters of Notification.** Letters of notification to neighboring property owners and other interested parties are required. Letters of notification shall be prepared as follows:
 - a. A letter, worded similar to the Sample Notification Letter included in Appendix 19.2, that generally describes the request, action to be taken, and provides contact information shall be prepared on the applicant's letterhead.
 - b. A mailing list shall be prepared by the applicant that includes the Master Developer, if not the applicant, any potentially affected school district, all registered neighborhood associations located within one-half mile of the DU boundary, all homeowner's or property owner's associations within Avalon Crossing registered with the City of Mesa, and all property owners as last disclosed by the Maricopa County Assessor's Records:
 - i. Located within the Development Unit to which the DUP relates, and
 - ii. Located wholly or partly within 750 feet of the Development Unit to which the DUP relates, and
 - iii. Other potentially impacted individual property owners or entities as determined by the Planning Director based on the potential impact of the DUP.
 - c. The applicant shall provide the Planning Division with pre-addressed, stamped and sealed letters to all parties on the mailing list at the time of submittal of the DUP. The applicant shall also provide the Planning Division with a copy of the letter, mailing list and map noting the location of the notified property owners and interested parties for the case file.
 - d. The Planning Division shall mail the notification letters within 15 calendar days of submittal of a complete DUP application.
 - e. Additional notification letters may be required upon the discretion of the Planning Director if significant changes occur to the DUP application during the staff review process.
2. **Publication.** Information on the DUP shall be published within 15 calendar days of a complete DUP submittal in a newspaper of general circulation as required by the City Charter.

3. **Site Posting.** The site shall be posted within 15 calendar days of a complete DUP submittal with a sign that conforms to the standard and customary City of Mesa site posting requirements. The number of signs to be posted shall be determined by the Planning Director or his designee.
4. **Written Protest.** If a written protest regarding a proposed DUP is received within 15 days of the postmark date on the notification letters and the protest cannot be resolved, then the DUP request shall be reclassified as a Public Hearing DUP Approval and all provisions as outlined in 3.7(b)(iv) shall apply. The written protest requirement applies to both the initial notification letters and any subsequently required notification letters. A protest shall be considered resolved if:
 - a. The written protest is withdrawn in writing, or
 - b. Mutual agreement is reached between the applicant and the protesting party to the satisfaction of the Planning Director, or
 - c. The Planning Director renders a decision on the DUP request.
5. **Planning Director Decision.** Unless a written protest is filed as described above and not resolved, the Planning Director shall render a decision on the DUP request, either:
 - a. Upon expiration of the written protest period, or
 - b. No later than 90 calendar days after the date of submittal of a complete DUP application unless otherwise agreed to by the applicant.

Notice of the Planning Director's decision shall be sent to the Master Developer, applicant, any homeowner's or property owner's associations within Avalon Crossing that are registered with the City of Mesa, and to any other person or entity who has filed a written request for such notice, within 15 calendar days from the date of the Planning Director's decision. The notice must include the action taken, any applicable conditions or stipulations, and a description of the appeal period and process. The Planning Director's decision is final unless appealed pursuant to 3.10.

3.7(b)(iv) Public Hearing DUP Approval. The Planning & Zoning Board shall review and approve the DUPs for DU1 and DU2 pursuant to the procedures as outlined below. The DUP shall only be approved if the application and supporting materials are consistent with the Avalon Crossing Community Plan. The approval may include stipulations or conditions of approval. The Planning & Zoning Board hearing shall take place no later than 120 calendar days after the date of submittal of a complete DUP application and upon completion of all required citizen participation and notification requirements unless otherwise agreed to by the applicant. The Planning Division shall prepare a report and recommendation regarding the DUP application prior to

the Planning & Zoning Board hearing. The Planning Division shall notify the applicant immediately upon scheduling the Planning & Zoning Board hearing.

1. Citizen Participation & Notification.

- a. Citizen Participation Plan. A citizen participation plan (“CPP”) shall be submitted with the application for DUP approval. The CPP shall include: (a) a contact list, (b) a general description of how those on the contact list will be notified of the application and community meetings, (c) a process for providing feedback and comments, and (d) a schedule for implementation of the CPP. The contact list shall include:
 - i. Any potentially affected school district, and
 - ii. All registered neighborhood associations located within one-half mile of the DU boundary, and
 - iii. All homeowner’s or property owner’s associations within Avalon Crossing registered with the City of Mesa, and
 - iv. All property owners as last disclosed by the Maricopa County Assessor’s Records located within the Development Unit to which the DUP relates, and located wholly or partly within 750 feet of the Development Unit to which the DUP relates, and other potentially impacted individual property owners or entities as determined by the Planning Director based on the potential impact of the DUP.
- b. Citizen Participation Report. A citizen participation report (“CPR”) shall be submitted a minimum of 15 calendar days before the scheduled date of the Planning & Zoning Board Hearing and shall include (a) a summary of mailings conducted, (b) responses received, and (c) how concerns were addressed. In addition, an affidavit, with a copy of the site posting, shall be included with the CPR.
- c. Written Notice. Notice of the Planning & Zoning Board hearing shall be sent by first class mail to the contact list identified in the CPP a minimum of 15 calendar days before the scheduled date of the Planning & Zoning Board Hearing. The Planning Division shall mail the notification letters. The applicant shall provide the Planning Division with pre-addressed, stamped and sealed letters to all parties on the mailing list a minimum of twenty calendar days before the scheduled date of the Planning & Zoning Board hearing. The applicant shall also provide the Planning Division with a copy of the letter, mailing list and map noting the location of the notified property owners and interested parties for the case file.
- d. Publication. Information on the proposed DUP and Planning & Zoning Board hearing shall be published by the City of Mesa a

minimum of 15 calendar days prior to the scheduled date of the Planning & Zoning Board hearing, at least once in a newspaper of general circulation published or circulated in the City, as required by the City Charter.

- e. Site Posting. The site must be posted in a visible location within the DU a minimum of 15 calendar days prior to the scheduled Planning & Zoning Board hearing on the DUP application with a sign that meets the City of Mesa's standard and customary site posting requirements. Additional signs may be required to be posted at additional sites as mutually agreed upon by the applicant and the Planning Director.

- 2. **Appeals**. The decision of the Planning & Zoning Board is final unless appealed pursuant to the procedures outlined in 3.10.

3.7(b)(v) Development Unit Plan Amendments

Development Unit Plan Amendments shall be classified as minor or major as determined by the Planning Director.

- 1. **DUP Major Amendments**. Major amendments include any change to a DUP that substantially modifies the location of the approved LUGs, street types, or other significant features integral to the overall character of the DU. Major Amendments shall be processed in the same manner as the initial DUP approval.
- 2. **DUP Minor Amendments**. Minor amendments to a DUP may be reviewed and approved administratively by the Planning Director; and the approval may include stipulations or conditions of approval. A Minor Amendment is an Administrative Decision and subject to the appeal procedures outlined in 3.10.

- a. **Letters of Notification**. Letters of notification to neighboring property owners are required for each Minor Amendment request. Letters of notification shall be prepared as follows:

- i. A letter, worded similar to the Sample Notification Letter included in Appendix 19.2, that generally describes the request, action to be taken, and provides contact information shall be prepared on the applicant's letterhead.
- ii. A mailing list shall be prepared by the applicant that includes the Master Developer, if not the applicant, all homeowner's or property owner's associations within the DU registered with the City of Mesa, and other potentially impacted individual property owners or entities as determined by the Planning

Director based on the potential impact of the Minor DUP Amendment.

- iii. The applicant shall provide the Planning Division with pre-addressed, stamped and sealed letters to all property owners on the mailing list at the time of submittal of the Minor Amendment request. The applicant shall also provide the Planning Division with a copy of the letter, mailing list and map noting the location of the notified property owners for the case file.
 - iv. The Planning Division shall mail the notification letters within 10 calendar days of submittal of a complete Minor Amendment application.
 - v. Additional notification letters may be required upon the discretion of the Planning Director if significant changes occur to the Minor DUP Amendment application during the staff review process.
- b. **Written Protest.** If a written protest regarding a proposed Minor Amendment is received within calendar 15 days of the postmark date on the notification letters and the protest cannot be resolved, then the Minor Amendment request shall be reclassified as a Major Amendment and all provisions governing Major Amendments as outlined in 3.6(b) shall apply. The written protest requirement applies to both the initial notification letters and any subsequently required notification letters. A protest shall be considered resolved if:
- i. The written protest is withdrawn in writing, or
 - ii. Mutual agreement is reached between the applicant and the protesting party to the satisfaction of the Planning Director, or
 - iii. The Planning Director renders a decision on the Minor Amendment request.
- c. **Planning Director Decision.** Unless a written protest is filed as described above and not resolved, the Planning Director shall render a decision on the Minor Amendment request, either:
- i. Upon expiration of the written protest period, or
 - ii. No later than 60 calendar days after a complete Minor Amendment request was filed with the City of Mesa unless otherwise agreed to by the applicant.

Notice of the Planning Director's decision shall be sent to the Master Developer, applicant, any homeowner's or property owner's associations within the DU that are registered with the City of Mesa, and to any other

person or entity who has filed a written request for such notice, within 15 calendar days from the date of the Planning Director's decision. The notice must include the action taken, any applicable conditions or stipulations, and a description of the appeal period and process. The Planning Director's decision is final unless appealed pursuant to 3.10.

3.8. Site Plan and Design Review.

3.8(a) Site Plan and Design Review Approval Required. Site Plan and Design Review approval is required for all non-single residence development projects. The Site Plan and Design Review approval process shall meet the City of Mesa's customary requirements for Design Review. Single residence development projects including individual detached single residence lots do not require Site Plan and Design Review approval and shall follow the Subdivision Plat procedures in 3.9. For all development projects requiring Site Plan and Design Review approval, no building permit shall be issued for such sites until there is an approved site plan. All sites shall be reviewed, and be subject to approval pursuant to the requirements of this Chapter.

3.8(b) Pre-Submittal Conference. A Pre-Submittal Conference with the City of Mesa Planning Director and Engineer, or their designee, is required prior to submittal of a site plan application. Customary City of Mesa processes and procedures will be followed for the Pre-Submittal Conference.

3.8(c) Required Information for Site Plan and Design Review.

1. Site plans shall be drawn at an appropriate size and scale to facilitate review.
2. Site plan submittals shall demonstrate compliance with the Avalon Crossing Community Plan, General Development Standards, approved DUP and LUB.
3. Site plan submittals shall include items on the City's application form, which may be amended by the Planning Director, as well as all items on the City's standard and customary Design Review application form.
4. The site plan shall identify the LUG for the project and permitted uses allowed within the buildings.
5. Land Use Budget Update and Development Parcel Allocation. A Land Use Budget and Development Parcel Allocation tracking sheet shall be included with each Site Plan and Design Review application. The tracking sheet shall follow the procedures outlined in 5.4.

3.8(d) Major and Minor Site Plan Criteria. Site plans shall be considered either major or minor. The criteria for determining major versus minor site plans, the reviewing authority, and the review processes are as follows:

3.8(d)(i) *Major Site Plans and Design Review.* A site plan is considered major if it meets one or more of the following criteria:

- 1) Mixed-use projects, commercial, or other non-residential projects on sites in excess of five acres.
- 2) Projects with a site plan approval of at least 100 attached or multi-residence residential units.
- 3) Projects with building heights in excess of 4 stories.

3.8(d)(ii) *Minor Site Plans and Design Review.* A site plan is considered minor if it meets one or more of the following criteria:

- 1) Projects that do not meet the thresholds noted above.
- 2) Minor amendments to site plans previously approved by the Planning and Zoning Board, as determined by the Planning Director.
- 3) Site plan amendments to projects previously approved administratively, which still meet the definition of minor site plan.

3.9. Site Plan and Design Review Approval. Upon completion of all submittal and notice requirements, Site Plan and Design Review applications shall be considered for approval. Major Site Plans shall be considered by the Planning & Zoning Board, and Minor Site Plans shall be considered by the Planning Director. The Planning & Zoning Board or Planning Director may not restrict the request for the placement of any LUG if the LUG is allowed within that area of the DUP. All site plans must include Development Parcel Allocation tracking information as required by 5.4(d).

3.9(a) The Planning & Zoning Board and Planning Director shall review and consider site plans and grant approval based on a determination that the following criteria have been met:

- 1) All provisions of the Avalon Crossing Community Plan and all other applicable DUP provisions have been complied with as applicable.
- 2) The site plan is not detrimental to the general health of persons residing or working in the neighborhood.
- 3) The site plan promotes a desirable relationship of structures to other structures, to open spaces and topography both on the site and in the adjacent development.
- 4) The height, area, setbacks and overall mass, as well as parts of any structure (buildings, walls, signs, lighting, etc.) and landscaping are in compliance with the General Development Standards.
- 5) Ingress, egress, internal traffic circulation, off-street parking facilities, loading and service areas and pedestrian ways are designed to promote safety and convenience and provide a high quality pedestrian environment.
- 6) The architectural character of the proposed structures is in conformance with the architectural character adopted by any DUP for any given area with intent to avoid excessive variety or monotonous repetition.

- 7) All mechanical equipment, appurtenances and utilities, and their associated screening are integral to the building design.
- 8) The architectural character of a development considers the unique climatological and other environmental factors of this region.

3.9(a)(i) *Conditions of Approval.* The Planning & Zoning Board or Planning Director, upon hearing an application, may impose such reasonable conditions as it may deem necessary in order to fully carry out the criteria outlined within the Avalon Crossing Community Plan and applicable DUP. If an application for Site Plan and Design Review approval conforms to the applicable General Development Standards, the Planning Board or Planning Director may not further restrict the site plan as it relates to the General Development Standards.

3.9(a)(ii) *Minor Modifications to General Development Standards.* The Zoning Administrator or designee shall have the authority and may grant site specific minor modifications to the General Development Standards during the Site Plan and Design Review process. The Zoning Administrator shall use the following criteria when evaluating all requests for minor modifications to the General Development Standards:

1. The minor modification is consistent with the application of design requirements designated in the Avalon Crossing CP; and
2. The minor modification is consistent with the implementation of the Avalon Crossing CP and the applicable DUP; and
3. The minor modification will result in a project design that meets or exceeds the design goals and guidelines as expressed by the Avalon Crossing CP; and
4. The minor modification results in a building of superior architectural design, as determined by building form and massing, use of materials and colors, and relationship of the building to the building site; and
5. The minor modification is in accord with the Mesa Building Code and adopted Engineering Department requirements as amended by the Avalon Crossing CP, as may be applicable.
6. The minor modification is consistent with the vision of the Avalon Crossing CP.

3.9(a)(iii) *Clarifications and Interpretations of General Development Standards.* The Zoning Administrator may administratively provide clarifications and interpretations of the General Development Standards as they apply to a Site Plan and Design Review application.

3.9(b) Major Site Plan and Design Review Procedures. The Planning & Zoning Board shall review and approve Major Site Plan and Design Review applications pursuant to the procedures as outlined below. The Planning & Zoning Board hearing shall take place within 90 calendar days of the date of submittal of a complete application and upon completion of all required citizen participation and notification requirements unless otherwise agreed to by the applicant. The Planning Division shall prepare a report and recommendation regarding the application prior to the Planning & Zoning Board hearing. The Planning Division shall notify the applicant immediately upon scheduling the Planning & Zoning Board hearing.

1. Citizen Participation & Notification.

- a. Citizen Participation Plan. A citizen participation plan ("CPP") shall be submitted with the application for Site Plan and Design approval. The CPP shall include: (a) a contact list, (b) a general description of how those on the contact list will be notified of the application and community meetings, (c) a process for providing feedbacks and comments, and (d) a schedule for implementation of the CPP. The contact list shall include:
 - i. A mailing list shall be prepared by the applicant that includes the Master Developer if not the applicant, all homeowner's or property owner's associations within the applicable DU registered with the City of Mesa, and other potentially impacted individual property owners or entities as determined by the Planning Director based on the potential impact of the proposed site plan.
- b. Citizen Participation Report. A citizen participation report ("CPR") shall be submitted a minimum of 15 calendar days before the scheduled date of the Planning & Zoning Board Hearing and shall include (a) a summary of mailings conducted, (b) responses received, and (c) how concerns were addressed. In addition, an affidavit, with a copy of the site posting, shall be included with the CPR.
- c. Written Notice. Notice of the Planning & Zoning Board hearing shall be sent by first class mail to the contact list identified in the CPP a minimum of 15 calendar days before the scheduled date of the Planning & Zoning Board Hearing. The Planning Division shall mail the notification letters. The applicant shall provide the Planning Division with pre-addressed, stamped and sealed letters to all parties on the mailing list a minimum of twenty calendar days before the scheduled date of the Planning & Zoning Board hearing. The applicant shall also provide the Planning Division with a copy of the letter, mailing list and map noting the location of the notified property owners and interested parties for the case file.

- d. Site Posting. The site must be posted in a visible location within the DU a minimum of 15 calendar days prior to the scheduled Planning & Zoning Board hearing with a sign that meets the City of Mesa's standard and customary site posting requirements. Additional signs may be required to be posted at additional sites as mutually agreed upon by the applicant and the Planning Director.

3.9(c) Minor Site Plan and Design Review Procedures. The Planning Director shall administratively act upon a Minor Site Plan and Design Review application upon submittal of a complete application and upon completion of all notification requirements. Notification procedures for Minor Site Plan and Design Review applications shall be limited to site posting at the discretion of the Planning Director or his designee. If required, a sign providing notice of the Minor Site Plan and Design Review request shall be posted on the site in a visible location within 10 calendar days after the submittal of a complete application. The size and contents of the sign shall be consistent with the customary City of Mesa site posting requirements. Additional signs may be required to be posted at additional sites as mutually agreed upon by the applicant and the Planning Director. Additional Citizen Participation procedures are not required.

3.9(c)(i) *Planning Director Decision.* The Planning Director shall render a decision on the Minor Site Plan and Design Review request no later than 60 calendar days after a complete application was filed with the City of Mesa unless otherwise agreed to by the applicant.

3.9(d) Appeal of a Site Plan and Design Review Decision. Appeals of Major and Minor Site Plan Review applications shall follow the Administrative Decision Appeal procedures outlined in 3.10.

3.9(e) Expiration and Renewal of Site Plan and Design Review Approvals.

3.9(e)(i) *Expiration.* The approval of a site plan shall expire 2 years following the date of the approval, unless a building permit has been issued and construction diligently pursued.

3.9(e)(ii) *Extension.* Site plan approval may be extended once for a period of not more than an additional two years by the Planning Director. Application for an extension shall be made in writing during the time period that is between 60 calendar days before and 60 calendar days after the expiration of the original approval. The Planning Director may extend a site plan approval if the site plan remains consistent with the purpose and intent of the Avalon Crossing Community Plan and the applicable DUP.

3.9(e)(iii) *New Application.* If the approval of a site plan expires and an extension to the approval is not granted, then a new application for Site Plan and Design Review shall be filed.

3.9(f) Amendments to Site Plans and Design Review.

3.9(f)(i) *Notification Procedure for Site Plan Amendments.* Applicant and Planning Director shall determine if, and to what extent, notification measures are required for amendments to site plans; however, in no event shall such notification measures be more than required for an initial approval of a site plan.

3.9(f)(ii) *Major Amendments to Major Site Plans.* Major amendments to major site plans, as determined by the Planning Director, shall be reviewed by the Planning & Zoning Board. The Planning & Zoning Board shall review the amendment and the impacts the amendment creates on the original site plan approval. Review criteria and processes shall be the same as the initial site plan approval.

3.9(f)(iii) *Minor Amendments to Major and Minor Site Plans.* Minor amendments to sites plans, as determined by the Planning Director, may be administratively approved by the Planning Director. Minor amendments shall be reviewed and considered by the Planning Director following the review criteria and processes for Minor Site Plan and Design Review in 3.8(g).

3.10. Subdivision Plat Administration. Subdivision plats for Avalon Crossing shall be processed and approved pursuant to the standard practice and customary procedures of the City of Mesa. All single residence developments shall meet this requirement through the subdivision process as required by Chapter 6, of Title 9 of the Mesa City Code, including the requirements for Product Review. All subdivision plats must include Development Parcel Allocation tracking information as required by 5.4(d).

3.10(a) Minor Modifications to General Development 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. The Zoning Administrator shall use the following criteria when evaluating all requests for minor modifications to the General Development Standards:

1. The minor modification is consistent with the application of design requirements designated in the Avalon Crossing CP; and
2. The minor modification is consistent with the implementation of the Avalon Crossing CP and the applicable DUP; and
3. The minor modification will result in a project design that meets or exceeds the design goals and guidelines as expressed by the Avalon Crossing CP; and
4. The minor modification results in a building of superior architectural design, as determined by building form and massing, use of materials and colors, and relationship of the building to the building site; and

5. The minor modification is in accord with the Mesa Building Code and adopted Engineering Division requirements as amended by the Avalon Crossing CP, as may be applicable.
6. The minor modification is consistent with the vision of the Avalon Crossing CP.

3.10(b) Clarifications and Interpretations of General Development Standards. The Zoning Administrator may administratively provide clarifications and interpretations of the General Development Standards as they apply to a Subdivision Plat application.

3.11. Appeals of Administrative Decisions. An Administrative Decision is subject to the appeal processes outlined below. Administrative Decisions subject to appeal include:

1. Minor Amendments to the Avalon Crossing Community Plan as outlined in 3.6(c), and
2. Development Unit Plan approvals and amendments to Development Unit Plans as outlined in 3.7, and
3. Site Plan and Design Review approvals and amendments to Site Plan and Design Review approvals as outlined in 3.8.

3.11(a) Appeal to the Planning & Zoning Board. An Administrative Decision made by the Planning Director may be appealed by the Master Developer, applicant, or an owner of property located within 750 feet of the area affected by the Administrative Decision. Appeals will be heard by the Planning & Zoning Board in a public hearing. The appeal must be filed within 30 calendar days after the date of the Planning Director's decision.

1. Appeals must be in writing and submitted to the Planning Director.
2. Appeals must include:
 - a. Date of the appeal;
 - b. Name of the person filing the appeal;
 - c. Address to which all notices shall be sent and contact information such as telephone or email;
 - d. Description of the specific items being appealed including date of the Planning Director's decision,
 - e. justification for the appeal, and
 - f. a summary of the desired conclusion.
3. The Planning Division shall schedule the appeal for the next available Planning & Zoning Board hearing that is a minimum of 30 calendar days after the expiration of the appeal period. The Planning Division shall submit a report and any background material regarding the appeal to the Planning & Zoning Board.

4. The Planning Division shall notify the applicant of the date, time and location of the Planning & Zoning Board hearing immediately upon scheduling the hearing.
5. The applicant shall provide letters of notification to the Planning Division pursuant to the notification requirements for the original application a minimum of 15 calendar days prior to the scheduled Planning & Zoning Board hearing date. The Planning Division shall mail the letters of notification a minimum of 10 calendar days prior to the scheduled Planning & Zoning Board hearing date.
6. The Planning & Zoning Board's standard of review on appeal is de novo. The Planning & Zoning Board may consider any information presented to it when hearing an appeal under this Chapter.
7. The Planning & Zoning Board's decision on the appeal is final unless the Master Developer, applicant, or an owner of property located within 750 feet of the area affected by the Administrative Decision, initiates an appeal to the City Council as outlined in Section 3.10(b).

3.11(b) Appeals to the City Council. A decision of the Planning & Zoning Board (either an initial decision on an application or a decision on appeal of a Planning Director's decision) may be appealed to the City Council by the Master Developer, applicant, or an owner of property located within 750 feet of the area affected by an Administrative Decision. Appeals will be heard by the City Council in a public hearing. The appeal must be filed within 15 calendar days after the date of the Planning & Zoning Board's decision.

1. Appeals must be in writing and submitted to the Planning Director.
2. Appeals must include:
 - a. Date of the appeal;
 - b. Name of the person filing the appeal;
 - c. Address to which all notices shall be sent and contact information such as telephone or email;
 - d. Description of the specific items being appealed including date of the Planning & Zoning Board's decision,
 - e. justification for the appeal, and
 - f. a summary of the desired conclusion.
3. The City Council's standard of review on appeal is de novo. The City Council may consider any information presented to it when hearing an appeal under this Chapter. The City Council may remand the matter for further proceedings or may affirm, reverse, or modify the decision of the Planning & Zoning Board. The decision of the City Council is final.

3.12. Applicability of City of Mesa Engineering and Design Standards

3.12(a) Purpose. The current City of Mesa Engineering and Design Standards Manual (“Engineering Standards”), as may be amended from time to time by the City, are the default engineering and design standards for use within AVALON CROSSING. In accordance with Section 9-8-4(C) of the Mesa City Code, amendments to the requirements and specifications of Chapter 8 of the City Code, including engineering and design standards, may be approved by the City Council in conjunction with the approval of the PC District if the City Engineer or City Traffic Engineer recommends approval of the modification.

3.12(b) Applicability. The Engineering Standards are the default standards and are applicable to construction of:

1. Public infrastructure (i.e., public water, sewer, or natural gas utilities owned, operated or maintained by Mesa; public streets and facilities, public retention basins and drainage facilities, public street lighting and signalization) located within dedicated public right-of-way or easements, or
2. Private infrastructure installed by a public utility or franchisee located within dedicated public right-of-way and/or easements, or
3. Drainage and retention requirements for private facilities.

3.12(c) Modifications to the Engineering Standards. In conjunction with development of AVALON CROSSING, certain Engineering Standards may be in conflict with implementation of the vision as set forth within the Avalon Crossing Community Plan. In order to achieve the purposes of the Avalon Crossing Community Plan, the City will consider appropriate and viable alternatives to the Engineering Standards when such alternatives advance the objectives of the Avalon Crossing Community Plan and are in the best interest of the City. Pursuant to the provisions of Section 9-8-4(C) of the Mesa City Code, the Avalon Crossing Community Plan may include modifications to the Engineering Standards. Anticipated modifications to the Engineering Standards are described within the applicable Chapter as referenced below:

1. Street Systems . Refer to Chapter 16.
2. Stormwater Management and Drainage Standards. Refer to Chapter 17.

Project specific implementation of these anticipated modifications to the Engineering Standards are subject to final review and approval by the City Engineer, City Traffic Engineer, or their designee, as a specific separate request during the DUP, Site Plan and Design Review, Subdivision Plat or engineering plan review and approval process. Additional modifications to the Engineering Standards are anticipated as part of the on-going implementation of the Avalon

Crossing Community Plan and may be sought in the future pursuant to Section 9-8-4 of the City Code. The City Engineer, City Traffic Engineer, or their designee may approve modifications to the Engineering Standards based upon a finding that the modification:

1. Is consistent with the intent of the regulations in Title 9 of the Mesa City Code;
2. Will result in an equivalent level of service for health, safety and welfare to the General public;
3. Will result in improvements that are adequate and meet the City's needs;
4. Furthers the purposes of the PC District;
5. Shall not increase maintenance costs unless paid for by the developer, and is operationally practical.
6. Is not contrary to the public interest.

3.12(d) Appeals. The decision of the City Engineer, City Traffic Engineer, or their designee may be appealed to the City Manager.



Chapter 4. Community Vision

The City of Mesa has a long history characterized by its agricultural roots and suburban beginnings. Mesa continues to evolve and thrive as one of the fastest growing cities in the nation. Mesa's growth, in particular, has been focused on the burgeoning area surrounding the Phoenix-Mesa Gateway Airport ("Gateway Area"). As part of this evolution, a new vision has emerged for Mesa's Gateway Area. This vision leaves behind the Gateway Area's former identity as a sprawling airport-related industrial area and instead embraces a holistic approach to land use that promotes a sustainable and integrated mixed-use environment that focuses on creating a nationally recognized place for people to live, work, learn and recreate. An important component of the Gateway Area vision includes the creation of high quality residential environments strategically located in close proximity to existing and future job centers. The Avalon Crossing Community Plan is designed to respond to this vision by establishing the structure for a master planned community in close proximity to jobs and regional transportation corridors that is built upon a framework of compact, connected and pedestrian friendly neighborhoods. Avalon Crossing, as a New Traditional Community, balances modern planning ideals with market trends, and is a perfect compliment to the Gateway Area vision.

4.1. The Mesa Gateway Strategic Development Plan.

The New Traditional Community ideal shares much in common with the general goals and objectives of the Mesa Gateway Strategic Development Plan. The Avalon Crossing Community Plan is designed to promote these goals and objectives, most specifically the sustainable community concept that is the foundation of the Mesa Gateway Strategic Development Plan. The Avalon Crossing Community Plan supports the following key sustainability planning principles from the Mesa Gateway Strategic Development Plan:

Framework Districts

MIXED USE COMMUNITY DISTRICT

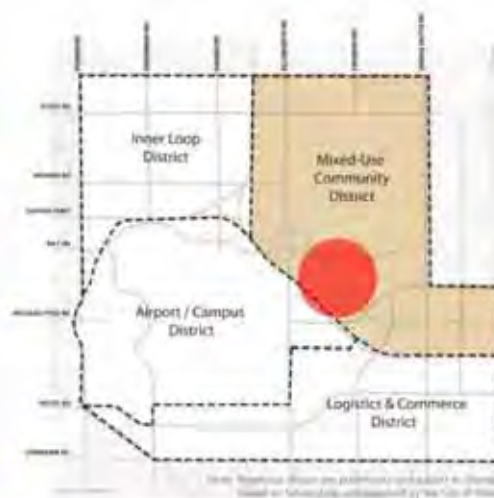
Focus

This district is envisioned to be the area that solidifies the goal to balance land uses and provide sustainability through the creation of a live/work/play community. It will contain the widest variety of land uses within the planning area, with ultimate development including low- to high-density residential, commercial, employment, civic, and recreational uses to provide a complete community experience. While the other districts allow for residential uses, this district will be the primary area for residential development. Providing for residential use is critical to obtaining the balance that is sought within the Mesa Gateway area amidst the employment, education, commercial and industrial uses found primarily within the other districts. This district will also include walkable mixed-use "urban core" areas to provide focus and identity.

The boundaries of this district are existent or planned freeways that serve as a transition zone to the other districts. Development in this transitional area can take advantage of freeway frontage and access. Business park, light industrial, and other higher-intensity employment uses, as well as regional community commercial uses, are compatible with this designation. High-density residential will be integrated with commercial and employment uses in urban cores and other mixed-use development areas.

Form

Development will include a wide range of building forms that provide for activities ranging from light industrial to single-family residential, with an emphasis on walkable streetscapes and environments. The most intense development patterns are expected in urban cores at Ellsworth and Elliot Roads and Ellsworth and Ray Roads. Structures in these cores will generally be built to the right-of-way line and are expected, over time, to be as tall as allowable with respect to the flight activity generated from the airport. While development throughout the Mesa Gateway area will be cognizant



of the pedestrian, this area in particular will be designed to be especially pedestrian-friendly, with building entries, windows, and doors facing the street. Also within the western portion of this district, development adjacent to the freeways will be designed to be attractive when seen from the freeway as well as from the adjacent surface streets. This will create interest from the freeway on the part of those driving through. As development moves east, a transition to less intense development activity will be seen through increasingly less intense residential buildout to the planning area's eastern boundary.

4.1(a) Economic Viability.

1. **Marketability:** Avalon Crossing will encourage the use of marketable and cost-effective sustainability strategies and technologies that do not burden homebuilders or decrease the affordability of homes. This may include the use of new technologies, energy efficient building methods and materials, and green building techniques.
2. **Local and Regional Economy:** Avalon Crossing will provide housing in close proximity to employment opportunities and transportation corridors to promote a “live, work, play and recreate” environment.
3. **Stability Through Diversity:** Avalon Crossing will include diversity in housing types and accommodate a wide spectrum of living opportunities.

4.1(b) Resource Efficiency.

1. **Land Use:** The Avalon Crossing Community Plan emphasizes a compact, pedestrian development as a primary planning goal. A mix of housing types and sizes will be developed to accommodate a strong demographic cross-section of residents. Further, the Community Plan is designed to encourage a mix of non-single residence land uses that includes high density residential, commercial and employment as supported by market demand. While a primary emphasis of the Community Plan is development form, an integrated mix of land uses is encouraged.
2. **Transportation:** Streets within the Avalon Crossing community will be designed to take into consideration the needs of pedestrians. Bike and pedestrian connectivity will be provided throughout the community.
3. **Water:** Efficient use of water will be encouraged through landscaping techniques such as plant selection and efficient irrigation systems.

4.1(c) Response to Context and Location.

1. **Open Space:** Avalon Crossing will provide a continuous community open space system that includes a balance of passive and active open spaces areas. Open space areas will be conveniently accessible from all areas within the community. Further, Avalon Crossing encourages compact and efficient development forms to allow more opportunities for community open space areas throughout the community.
2. **Solar Intensity and Temperature:** Development projects within Avalon Crossing will be planned to take into account solar orientation to maximize efficiency. This includes consideration regarding the solar orientation of single residence lots as well as individual buildings. Thoughtful consideration in the selection of building materials and colors is encouraged to reduce overall heat gain.
3. **Landscaping:** Landscaping guidelines for Avalon Crossing encourage the utilization of plant materials to provide natural shade and cooling.

These sustainability planning principles are an important foundational element of the Avalon Crossing Community Plan. Future, more detailed Development Unit Plans will provide specificity with regard to these sustainability measures. Sustainability guidelines will be included in future Development Unit Plans, and will include implementation strategies as well as discussion regarding development form and building types.

4.2. New Traditional Community.

A New Traditional Community reflects a modern, marketable and livable community planning ideal that draws 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. 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 pedestrian and bicycle systems to maximize mobility, integrated and accessible open space, and community centers within walking distance. The result is a modern planning ideal that responds to consumer and market expectations, and fulfills municipal planning goals. This New Traditional Community planning ideal is the basis for community design at Avalon



Crossing.

4.2(a) Avalon Crossing Planning Framework.

The planning framework for Avalon Crossing is built upon four core structural elements that help define Avalon Crossing as a connected and integrated New Traditional Community.

- a. **Neighborhoods:** Compact, Walkable Neighborhood Design.
- b. **Streets and Pedestrian Systems:** Active Streetscapes and Interconnected Pedestrian Systems.
- c. **Parks and Open Space:** Parks and Open Space as Community Focal Points.
- d. **Architecture:** Purposeful Architectural Design.

4.2(a)(i) Neighborhoods. The Neighborhoods within Avalon Crossing form the core of the overall community design and are planned to create a compact and walkable environment that offers a diversity of housing opportunities and integrated commercial centers. Tree-lined streets will provide a shade-laden vegetated canopy complimented by homes, businesses and outdoor spaces oriented towards the street to foster a socially interactive community. The community will be designed so that residential lots and other adjacent land uses front to the street or open space areas directly. The placement of rear yards next to streets and open spaces should be minimized. Each residential neighborhood will be organized around a focal park that functions as a strong organizing element and community identifier. Further, residential neighborhoods will have strong linkages to larger community parks and the community recreation center. Smaller pocket parks and playgrounds will be tucked throughout the residential areas. Streets and pedestrian pathways will provide connectivity throughout the entire community and will be designed to provide walkable and bikeable connections to other neighborhoods, the community recreation center, and community retail centers.

A key characteristic of Avalon Crossing neighborhood design will be compact block lengths and uncomplicated neighborhood layouts to promote efficient use of the land and foster a more intense pedestrian experience. Block sizes, open spaces, parks and neighborhood amenities will be scaled at a walkable, pedestrian scale (ideally at 300 to 400 feet between nodes) to provide frequent choices of activities, and encourage alternate connections. When feasible, perimeter walls will be discouraged, and activities will be encouraged to front or side next to one another, with streets, parks and open spaces being used as the “places between.”

Neighborhoods within Avalon Crossing will include a variety of single residence homes at varying densities as well as opportunities for attached single residence homes and multi-residence apartment homes. The residential areas within Avalon Crossing will be complimented by retail centers that are visually integrated and physically connected to the community. The creation of a seamless transition between differing land uses is a primary neighborhood planning goal within Avalon Crossing. In order to foster a community environment that encourages a mix of uses, the Avalon Crossing Community Plan also provides opportunities for home occupations as well as neighborhood serving retail in places such as the community recreation center and adjacent to larger community parks. **Neighborhoods** are discussed more fully in Chapter 8 of the Avalon Crossing Community Plan.



4.2(a)(ii) Streets and Pedestrian Systems. The streets within Avalon Crossing have been designed not only to function as movement corridors, but also as an important component of the public realm that contribute to the overall sense of place and social life of the community. Neighborhood planning will be closely coordinated with the streetscape design to promote an active, lively street scene that is complimented by homes oriented towards the street with public places such as porches, patios and courtyards designed to enliven the front yard experience. Non-residential areas will include design elements such as shaded sidewalks, outdoor seating and dining, buffer areas for protection from vehicles, and distinctive and functional design elements that create interesting places along the streets. Parking areas will be visually minimized and located to the side or behind buildings where possible.

The street system will be both formal and simple, providing uncomplicated access to the various land uses and establishing a strong backbone for landscaping throughout the community. Streets will be visually narrowed through the use of classic, formal tree-lined streets and other design elements such as landscape buffering and medians. The signature feature of the Avalon Crossing street system is a network of focal roundabouts that will act as both a formal terminus for each internal roadway segment and as an important community identity element. The roundabouts will be complimented by adjacent parks that are positioned to accent these special community features and identify recreational nodes.

The streets are also designed to extend and enrich the open space system and network of pedestrian pathways throughout the community. A comprehensive sidewalk system is planned and will be interconnected to the off-street pedestrian and bicycle pathways. These pathways are designed to promote walkability and provide an amenity for each neighborhood while forging strong links with surrounding neighborhoods.

The hierarchy of internal roads, which include the signature community collector and local streets, give structure to the overall community and are designed to provide efficient vehicular circulation to the regional transportation corridors, including the perimeter arterials of Ellsworth, Crismon and Williams Field Roads, and future SR 24 freeway. Multiple connections to perimeter streets will be established to promote an even distribution of traffic that minimizes impacts on individual neighborhoods and adjacent communities. **Streets and Pedestrian Systems** are discussed more fully in Chapter 16 of the Avalon Crossing Community Plan.



4.2(a)(iii) Parks and Open Space. The parks and open space system within Avalon Crossing is designed as the nucleus of the community and reinforces neighborhood structure and community identity. Every neighborhood will contain a park as a focal point with resident serving amenities and direct pedestrian linkages. Homes within individual neighborhoods will be oriented towards community parks and open space areas, which will become a natural extension of private open space areas and integral to the social structure of each neighborhood. A comprehensive system of passive and active recreational facilities will contribute to a logical hierarchy of open spaces that provide a diversity of spatial experiences for Avalon Crossing residents. Large parks and playfields will offer active recreational opportunities. Smaller neighborhood parks will contribute to a sense of community. Open spaces and plazas will provide destinations for social gatherings and informal social interaction. A neighborhood school and community park will act as a unifying element. The community recreation center will function as the social heart of the community. A continuous system of landscaped sidewalks, trails and paseos will provide on and off-street interconnectivity throughout the community and tie the parks and open space systems together. **Parks and Open Space** are discussed more fully in Chapter 10 of the Avalon Crossing Community Plan.



4.2(a)(iv) Architecture. Building architecture plays an important role in creating the backdrop for the public places and the streetscape within the Avalon Crossing community, but is equally important in establishing the overall community identity. Architecture within Avalon Crossing will promote core architectural values that place strong emphasis on function, durability and visual appeal.

1. **Function:** Home designs will be based on simple building blocks and roof forms that have a direct relationship to internal functionality. Homes will be designed with a strong street orientation including porches and front entries designed to foster neighborliness and social interaction among

community residents. Shade elements will be thoughtfully integrated to provide protection from the desert sun.

2. **Durability:** Building articulation, materials, landscaping and color schemes will have a relationship to the desert southwest and be selected to create a sense of timelessness within the community.
3. **Visual Appeal:** Traditional design elements and architecture with a local flavor will be complimented by well articulated public spaces including porches and patios, meaningful front door design, and thoughtful design and material selection for garage doors. Minimal setbacks will be utilized to promote a compact, walkable neighborhood and landscaping will play an important role in creating the overall visual landscape for each home, street and neighborhood. Neighborhoods will include a mix of single story and two story homes to provide diversity in the street façade.

This approach to architectural direction will apply to all structures, including schools, recreational facilities and non-residential buildings. It is envisioned that this more honest approach to core architectural values will create a unique and refreshing persona for the Avalon Crossing community as well as provide a set of tools for the building designers and architects that allow them to be more respectful to time tested architectural styles. **Architecture** is discussed more fully in Sections 7 & 8 of the Avalon Crossing Community Plan.



4.3. Community Connectivity and Integration.

As a compliment to the New Traditional Community concept, a primary planning goal for Avalon Crossing is to establish a community whose form, functions, and activities are highly connected and integrated resulting in a natural transitions from neighborhood to neighborhood and from land use to land use throughout the community. Connectivity and integration will occur at many levels and is a primary aspect of the overall design, but will start with the design and development of great streets, which are the backbone of the community and will be used to bring people together and create memorable places. The design concepts that will lead to this connected and integrated community are more fully described as:

4.3(a) Land Use Integration. Integration of land uses will occur by ensuring that adjoining land uses are not only compatible, but are configured to minimize hard edges and reinforce a sense of seamlessness throughout the community. Additionally, integration and connectivity will be achieved through the use of shared vehicular access, circulation and pedestrian linkages between uses as well as shared open space and park areas that facilitate social interaction. Land uses will be designed and located to help activate the street life and community open spaces by creating intersections of activity. Integration of land uses is encouraged both vertically and horizontally as market acceptance allows.

4.3(b) Connectivity. Avalon Crossing will be a highly connected community by thoughtfully integrating and linking land uses through a multi-modal connectivity network that balances the needs of competing modes of transportation as well as welcomes and encourages walking, jogging, and biking as primary modes of transportation in addition to automotive travel. The connectivity framework will be built upon many of the American Planning Association's recognized elements of "great streets," including:

1. Provides orientation to its users, and connects well to the larger pattern of ways.
2. Balances the competing needs of the street — driving, transit, walking, cycling, servicing, parking, drop-offs, etc.
3. Is lined with a variety of interesting activities and uses that create a varied streetscape.
4. Has urban design or architectural features that are exemplary in design.
5. Relates well to its bordering uses — allows for continuous activity, doesn't displace pedestrians to provide access to bordering uses.
6. Encourages human contact and social activities.
7. Employs hardscape and/or landscape to great effect.
8. Promotes safety of pedestrians and vehicles and promotes use over the 24-hour day.
9. Has a memorable character.

As a complement to the street system, Avalon Crossing's connectivity network will include a clearly delineated off-street trail and paseo system to provide safe and inviting off-street pedestrian opportunities, including off-street connectivity between neighborhoods and differing land uses. The trail and paseo system will also include direct linkages to the on-street connectivity system, resulting in a highly accessible and connected community designed to serve the varying needs of all residents and users.

4.3(c) Public Safety. A connected community is also a community that promotes public safety. Avalon Crossing will utilize several design techniques and principles to enhance public safety. A primary tool will be the utilization of traffic calming

techniques in the design of streets, including physical and visual measures to encourage people to drive more slowly at locations within the community where vehicular and pedestrian circulation are integrated. These measures include easily policed cul-de-sacs, compact, straight traditional neighborhood blocks, streetscape design, and strategic landscape placement that visually narrows the physical sense of place. The integration of traffic calming roundabouts on the community collector spine street will control traffic speeds at the community level.

In addition to traffic calming, Avalon Crossing will utilize widely accepted Crime Prevention Through Environmental Design principles to create a well-designed safe community by:

1. Providing clearly delineated public, semi-public, and private spaces through the use of pavement treatments, landscaping, art, signage, screening and fences.
2. Creating an environment where there is plenty of opportunity for people engaged in normal behavior to clearly observe the space around them.
3. Designing and placing physical features to maximize visibility, including building orientation, windows, entrances and exits, parking lots, refuse containers, walkways, guard gates, landscape trees and shrubs, use of wrought iron fences or walls, signage and other physical obstructions.
4. Providing minimum maintained lighting standards that provide for nighttime illumination of parking lots, walkways, entrances, exits and related areas to promote a safe environment.
5. Maintaining the landscaping at prescribed standards to minimize the conflicts between surveillance and landscaping as the ground cover, shrubs and trees mature.

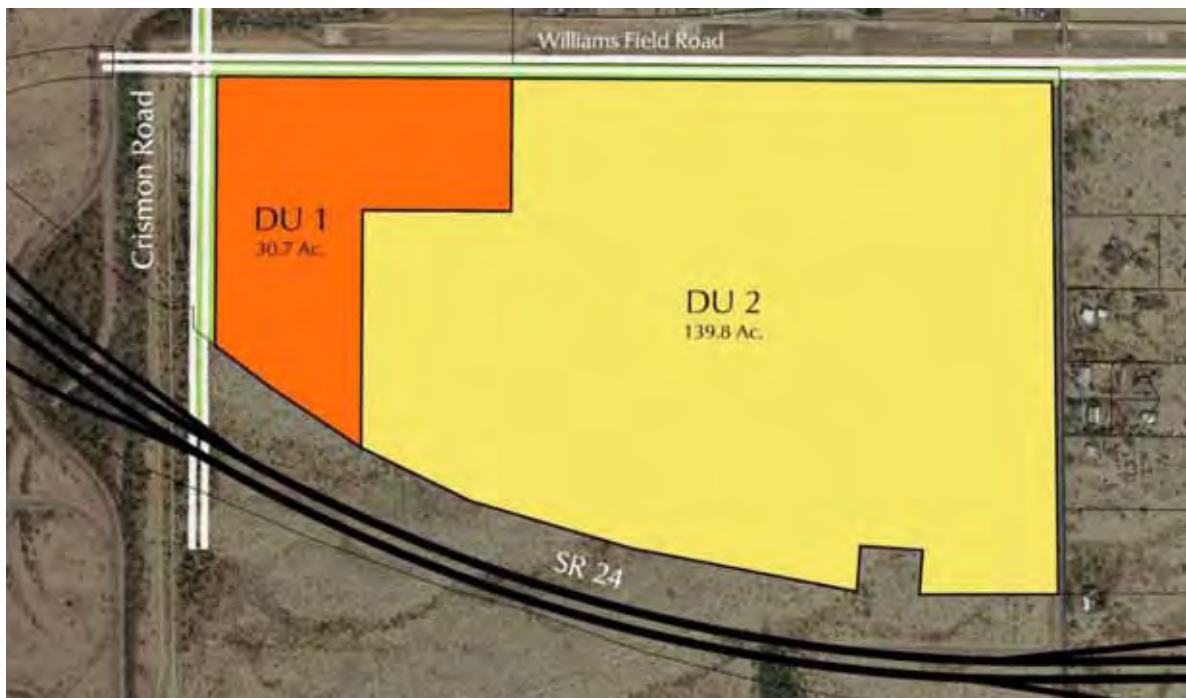
4.3(d) Architecture and Design. The impression of a connected and well-conceived community theme is critical to the long term value and sustainability of Avalon Crossing. To establish the framework for this overall design theme, design guidelines that are developed as part of future DU approvals will include an architectural “Kit of Parts” that describes the types of materials, colors and patterns for the community fixtures, spaces, landscapes and buildings. This cohesive design philosophy will reinforce the vision for a socially connected place through a shared appreciation of quality design and attention to sense of place. The general architectural design concepts and guidelines that establish the foundation for these future, more detailed design guidelines are discussed in detail in 4.2(a)(iv) above, and Chapters 8 and 9.

The aforementioned connectivity and integration concepts will be addressed at all levels of design within Avalon Crossing and will be more fully articulated in future Development Unit Plans.

Chapter 5. Development Unit Plan Framework

5.1. Development Unit Plan Overview.

Avalon Crossing has been divided into two distinct Development Units (“DU”) that are based on development character and project phasing. While a comprehensive and cohesive community character will be established for the project as a whole, each DU will also incorporate individual attributes that foster a unique personality for that DU. As more detailed planning occurs at the DUP level, specific character and design themes will be further developed and articulated.



5.2. Development Unit Character Descriptions.

5.2(a) Development Unit 1 (“DU1”). 30.7 acres. DU1 is the gateway to the Avalon Crossing community and will be defined by a strong mix of uses including a significant retail component and the highest density residential opportunities within Avalon Crossing. The development framework for DU1 provides significant dwelling unit and non-residential building area allocation to allow the opportunity for a transition to a more intense urban environment over time as the area matures. Non-residential development will be encouraged to strategically incorporate pedestrian friendly, “main street” design characteristics that are balanced with the needs of specific users. Specific land uses allowed within DU1 are retail, employment, high density residential and medium high density residential. Retail and mixed-use development opportunities are planned to take advantage of visibility and access to regional transportation corridors, including Williams Field Road and the future SR24 Freeway. The primary entrance drive into DU1 has been designed to provide the best possible access into the site given the

constraints imposed by close proximity to the SR24 Freeway interchange to the south and Williams Field Road to the north. Higher density residential development within DU1 will be thoughtfully integrated with the planned non-residential uses. Development within DU1 will also extend and enhance the community-wide network of pedestrian corridors and open spaces.

5.2(b) Development Unit 2 (“DU2”). 139.8 acres. DU2 is the primary location for single residence neighborhoods within Avalon Crossing. DU2 will be comprised of a variety of moderate density and compact single residence homes and community amenities. Predominant land uses within DU2 include single residence, and community facilities.

Neighborhoods within Avalon Crossing are planned to be compact, connected and pedestrian friendly. Each neighborhood will be planned around a focal park and will include a system of pedestrian pathways and community open spaces that are interconnected to other neighborhoods and destinations Avalon Crossing. Strong emphasis will be placed on creating an active streetscape with homes and outdoors spaces oriented towards the public realm to foster a socially interactive community. The community park is planned as the social and activity heart of Avalon Crossing and will include outdoor amenities located within a two acre park setting.

5.3. Land Use Budget.

The Land Use Budget (“LUB”) for Avalon Crossing sets forth the minimum and maximum amount of residential dwelling units and non-residential square feet that may be developed within each Development Unit and within the project as a whole. The LUB also establishes the allowable mix of Land Use Groups within each Development Unit. Land Use Budget Transfers between DUs are allowed as outlined in 5.3(a) below. In addition to the LUB governing each DU, a specific allocation of residential dwelling units and non-residential gross floor area to development parcels within each DU (“Development Parcel Allocation”) will initially occur at the time of DUP approval and may be subsequently modified and administered as set forth below in 5.4.

Land Use Budget						
Development Unit	Acres	Residential Dwelling Units		Gross Floor Area Non-Residential ²		Maximum Percentage of Allowable Land Use Groups ³
		Minimum	Maximum	Minimum	Maximum	
DU 1	30.7	200	400	100,000	250,000	CR and/or CRSL: 20% CMR: 75% CC: 75% CMU: 100%
DU 2	139.8	500	800	-	-	CR and/or CRSL: 100% CMR: 20%
TOTAL	170.5	700	1,200	100,000	250,000	

5.3(a) Land Use Budget Transfers Between Development Units. Land Use Budget allocations for each DU may be transferred between DU's in response to market and development conditions. A Land Use Budget Transfer may not modify the total minimum and/or maximum residential dwelling units or non-residential gross floor area for the overall Avalon Crossing community. Such a modification is a Major Community Plan Amendment and must follow the procedures outlined in Chapter 3.6(b). A Land Use Budget Transfer request must be accompanied by information demonstrating that the transfer will not overburden the transportation systems, utility infrastructure and community facilities within the DU to which the intensity or density is being transferred.

5.3(a)(i) Major Land Use Budget Transfers. A Major Land Use Budget Transfer must be reviewed and approved by the City of Mesa Planning and Zoning Board and follows the same procedures for a Community Plan Major Amendment outlined in Chapter 3.6(b). The following Land Use Budget Transfers are considered Major Land Use Budget Transfers.

- a. Any transfer of intensity or density that increases or decreases the approved number of residential dwelling units or non-residential square footage within a DU by more than 20 percent; or
- b. Any transfer that requires the upsizing of any water or wastewater infrastructure as determined by the City Engineer;
- c. Any transfer that requires a major street system modification as determined by the City Traffic Engineer; or
- d. Any transfer resulting in a substantial change to the established character of a DU as determined by the Planning Director.

5.3(a)(ii) Minor Land Use Budget Transfer. A Minor Land Use Budget Transfer is any transfer that does not qualify as a Major Land Use Budget Transfer. Minor Land Use Budget Transfers are reviewed and approved administratively by the Planning Director pursuant to the Community Plan Minor Amendment procedures in Chapter 3.6(c).

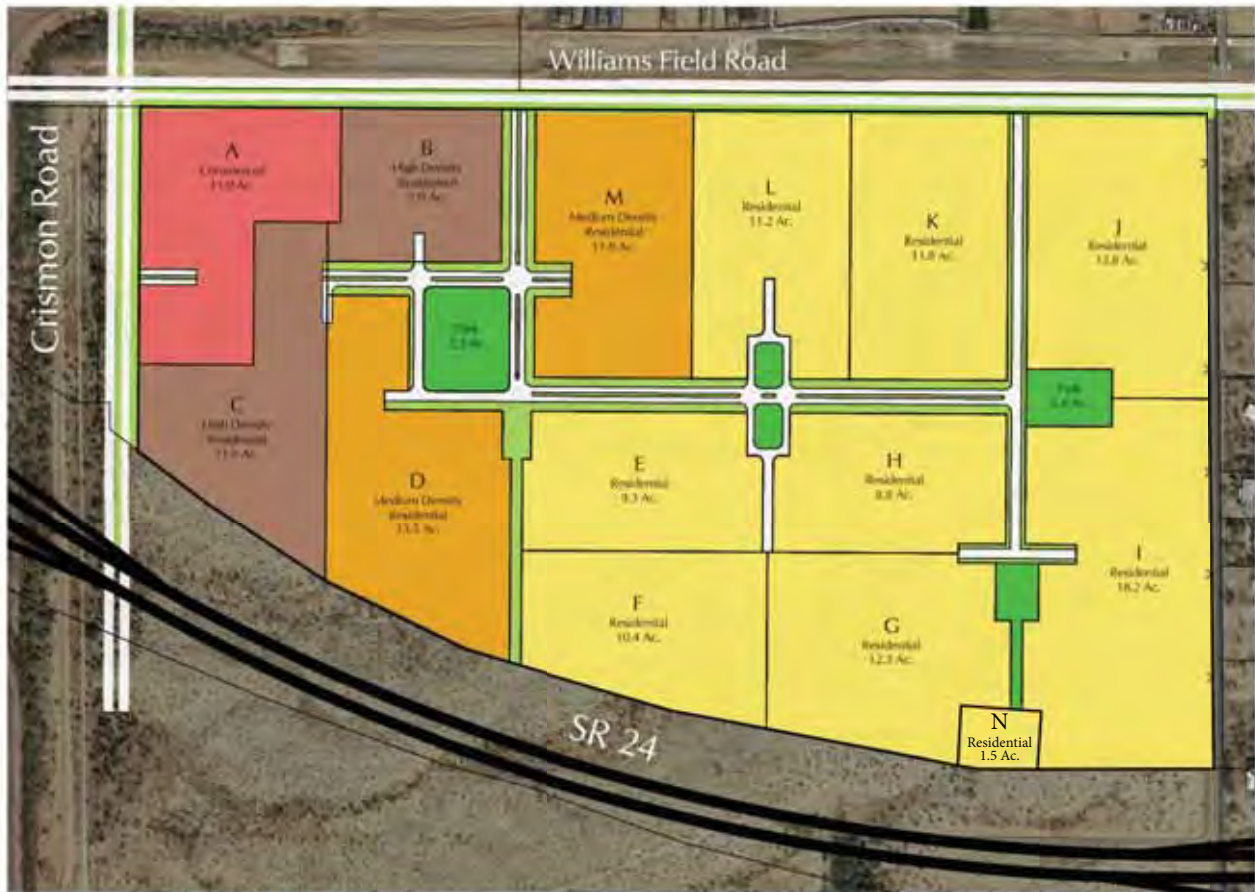
5.4. Development Parcel Allocation. The LUB for Avalon Crossing establishes the minimum and maximum residential units and non-residential gross floor area for each DU within Avalon Crossing. Each DU within Avalon Crossing; however, will be further subdivided into smaller development parcels that correspond to individual development projects. If a DU is further subdivided into more than one development parcel, then the LUB for that DU must be fully allocated among each newly created development parcel through a Development Parcel Allocation. Development Parcel Allocations are administered following the provisions outlined below.

5.4(a) Initial Development Parcel Allocation. The initial Development Parcel Allocation of the LUB for a DU occurs at the time of DUP approval. The Master Developer is responsible for the initial Development Parcel Allocation and must fully assign the maximum residential units and non-residential gross floor area (“Units”) from the LUB for a specific DU to one or more development parcels at the time of DUP approval. Upon the Master Developer’s discretion at the time of the initial Development Parcel Allocation, the Master Developer may assign Units to a Reserved Units category, which consists of unallocated Units that are being held for future allocation. All Units in the Reserved Units category are under the control of the Master Developer and are administered following the provisions in 5.4(f). In no case shall the initial Development Parcel Allocation to the development parcels be less than the minimum required Units for that DU as established by the LUB. In no case shall the aggregate of the Reserved Units and the Units allocated to development parcels exceed the maximum for the DU as established by the LUB.

5.4(b) Subdivision of Development Parcels. After approval of the initial Development Parcel Allocation, a development parcel (“Primary Parcel”) within a DU may be further subdivided into additional development parcels (“Successor Parcels”). Upon the creation of Successor Parcels, the Development Parcel Allocation for the Primary Parcel must be modified to allocate Units to the newly created Successor Parcels. The original Development Parcel Allocation for the Primary Parcel must be fully allocated to the newly created Successor Parcels. Development parcels may continue to be subdivided as development occurs; however, the Development Parcel Allocation must be re-allocated with each subdivision. A Development Parcel Allocation that occurs as a result of the subdivision of development parcels shall be processed as part of a subdivision plat or lot split application. Development Parcel Allocations may also be specified for subareas within a development parcel prior to the actual subdivision of the parcel. This designation of development allocation shall be processed as a DUP Minor Amendment following the procedures in 3.7(b)(v)(2), except that Letters of Notification are not required. The Development Parcel Allocation must be officially recorded pursuant to the Development Parcel Allocation tracking provisions in 5.4(d).

See Below for Conceptual Parcel Allocation Plan.

Conceptual Parcel Allocation Plan



Parcel	Use	Net Acreage	Density	Unit #
A	Commercial	11.0		
Non-Res		11.0		
B	HDR	7.0	15.0	105
C	HDR	11.0	15.0	165
D	MDR	13.5	8.0	108
E	LDR	9.3	6.0	56
F	LDR	10.4	6.0	62
G	LDR	12.3	5.0	62
H	LDR	8.8	6.0	53
I	LDR	18.2	4.0	73
J	LDR	13.8	4.0	55
K	LDR	11.8	5.0	59
L	LDR	11.2	6.0	67
M	MDR	11.8	8.0	94
N	LDR	1.5	6.6	10
Residential		133.6	7.3	969
Total				
Overall Net		144.6	6.7	969
Gross Ac.		171.5	5.6	969

5.4(c) Transfers of Development Parcel Allocations.

5.4(c)(i) *Transfers by the Master Developer.* The Master Developer may transfer the Development Parcel Allocation for a development parcel under its ownership or control, or a Development Parcel Allocation being held in the Reserved Units category, to another development parcel under its ownership or control, to a development parcel owned or controlled by another entity. Transfers may only occur within the same DU. A transfer that moves Units between DU's must follow the Land Use Budget Transfer process outlined in 5.3(a) above. Transfers of Development Parcel Allocations shall be processed as a DUP Minor Amendment following the procedures in 3.7(b)(v)(2), except that Letters of Notification are not required unless: (1) the transfer increases the Units allocated to a development parcel by more than 10% or (2) it is otherwise determined by the Planning Director that the transfer will have a significant impact upon immediately adjacent properties. Upon the transfer of a Development Parcel Allocation, the Master Developer shall provide the City of Mesa with a revised Development Parcel Allocation exhibit as required in 5.4(d). A Development Parcel Allocation transfer shall be reviewed and approved based on the following criteria:

1. The transfer is consistent with the approved DUP, and
2. The transfer does not negatively affect the minimum development levels for the DU as required by the LUB, and
3. The transfer does not negatively affect the requirements of the LUG for the development parcels.

5.4(c)(ii) *Transfers by Property Owners Other than the Master Developer.*

Property owners may transfer unused Development Parcel Allocations for development parcels under their ownership or control, either:

1. To the Master Developer, if the Master Developer still exists at the time of the proposed transfer, or
2. To another development parcel provided that the Master Developer if the Master Developer still exists, or the Master Property Owners Association if the Master Developer no longer exists, has granted written approval of the proposed modification.

Transfers may only occur within the same DU. Transfers that move Units between DU's must follow the Land Use Budget Transfer process outlined in 6.3(a) above. Transfers of Development Parcel Allocations shall be processed as a DUP Minor Amendment following the procedures in 3.7(b)(v)(2), except that Letters of Notification are not required unless: (1) the transfer increases the Units allocated to a development parcel by more than 10% or (2) it is otherwise determined by the Planning Director that the transfer will have a significant impact upon immediately adjacent properties. A proposed transfer of a Development Parcel Allocation by a property owner other than the

Master Developer shall be reviewed and approved by the Planning Director based on the following criteria:

1. The transfer is consistent with the approved DUP.
2. The transfer does not negatively affect the minimum development levels for the DU as required by the LUB.
3. The transfer does not negatively affect the requirements of the LUG for the development parcels.

Upon the transfer of a Development Parcel Allocation, the property owner shall provide the City of Mesa with a revised Development Parcel Allocation exhibit as required in 5.4(d). Transfers not approved by the Planning Director shall not receive building permits for development that is dependent upon the transfer of Units.

5.4(d) Development Parcel Allocation Tracking. A record of the Development Parcel Allocations for all DUs within Avalon Crossing must be kept and recorded as Appendix 19.4 of the Avalon Crossing Community Plan. The Master Developer shall prepare the initial Development Parcel Allocation exhibit as required in 5.4(a). After the initial Development Parcel Allocation, the City shall maintain the Development Parcel Allocation Tracking exhibit. An amended Development Parcel Allocation exhibit shall be prepared by the applicant in a form acceptable to the City for any subsequent modification to the initial Development Parcel Allocation that results from site plans or the subdivision of a development parcel (pursuant to 5.4(b)) or approved transfers of Development Parcel Allocations (pursuant to 5.4(c)). An example Development Parcel Allocation exhibit and spreadsheet are contained in Appendix 19.4.

Development Parcel Allocation Tracking Sheet

DU	Parcel	Unit #
DU1	A	#
DU1	B	#
DU2	C	#
DU2	D	#
DU2	E	#
DU2	F	#
Total		#

Additionally, each site plan or subdivision plat submitted to the City of Mesa for review and approval must include the following Development Parcel Allocation information.

Site Plans:

1. Overall approved Development Parcel Allocation for that development parcel, and
2. Amount previously designated for use pursuant to an approved and unexpired site plan (if any), and
3. Amount to be designated for use in conjunction with the proposed site plan, and
4. Amount of any unused allocation remaining after approval of the proposed site plan.

Subdivision Plats:

1. Overall approved Development Parcel Allocation for that development parcel, and
2. Amount previously designated for use pursuant to an approved and unexpired preliminary plat and/or an approved and recorded final plat (if any), and
3. Amount to be designated for use in conjunction with the proposed subdivision plat, and
4. Amount of any unused allocation remaining after approval of the proposed subdivision plat.

5.4(e) Unused Development Parcel Allocations.

5.4(e)(i) *Unused Units for Non-Single Residence Parcels.* Upon build out of a non-single residence development parcel, unused Development Parcel Allocations (“Unused Units”) run with and remain allocated to that specific development parcel for future use unless transferred according to the procedures in 5.4(d).

Non-single residence parcels include development parcels with non-residential land uses as well as lots, parcels or tracts within a single residence subdivision that are designated for non-residential development (ie. schools, community centers, and parks), and multi-residence parcels.

5.4(e)(ii) *Unused Units for Single Residence Parcels.* At the time a final plat is released by the City for recording within a single residence development parcel, any Unused Units allocated to that development parcel shall be allocated as follows:

1. If the Master Developer still exists, shall automatically transfer back to the Master Developer and be placed in the Reserved Units category for the associated DU following the procedures in 5.4 (f)(i), or

2. If the Master Developer no longer exists, may be transferred to another development parcel following the procedures in 5.4(c)(ii), or
3. Shall expire and the City shall remove the Unused Units from the Development Parcel Allocation tracking exhibit and LUB.

5.4(f) Reserved Units.

5.4(f)(i) *Allocation of Reserved Units.* The Development Parcel Allocation for a DU may include Reserved Units, which are unallocated Units that are being held for future allocation. The Master Developer controls all Reserved Units. Reserved Units may be transferred to a development parcel by the Master Developer following the procedures in 5.4(c)(i). Such transfers may allocate Units to a development parcel in conjunction with an immediately planned development project, or to a specific development parcel to be held for future use.

5.4(f)(ii) *Expiration of Reserved Units.* At such time that the Master Developer's role within Avalon Crossing terminates as outlined in 3.5, any single residence Reserved Units shall expire and non-single residence Reserved Units must be allocated to a development parcel following the transfer provisions in 5.4(c)(i). Upon expiration of any single residence Reserved Units, the Master Developer shall amend the Development Parcel Allocation and LUB exhibits to reflect the expiration of the Reserved Units. An amendment to the LUB to reflect a reduction in the overall allowed Units within a DU shall be processed as a Community Plan Minor Amendment pursuant to 3.6(c).

Chapter 6. Conceptual Phasing

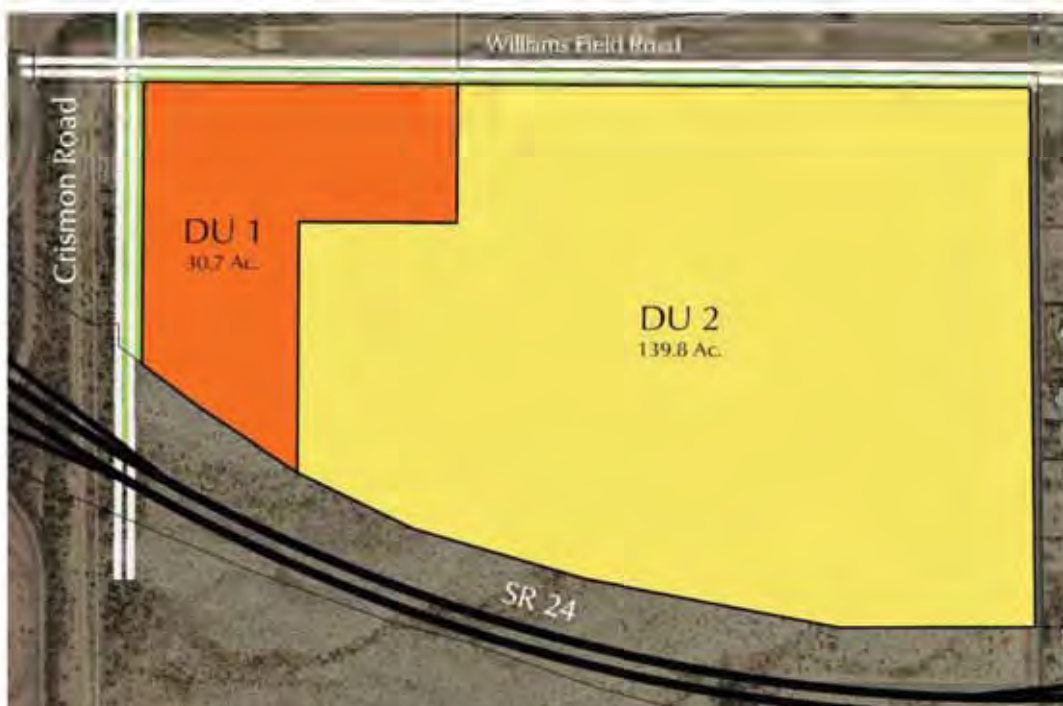
The development of Avalon Crossing is expected to take place over a three to five year period. The conceptual phasing for Avalon Crossing is based on initial development plans, but is subject to change based on market conditions. Individual DUs may be developed concurrently if the appropriate infrastructure is in place. Development is anticipated to begin in the north central portion of Avalon Crossing with DU2, which contains the primary residential neighborhoods. DU2 is the largest DU within Avalon Crossing and will likely develop in multiple phases. As part of the first phase of development for DU2, infrastructure will be installed through DU1 (the main collector road, sewer main, and water main) from the main project entry on Williams Field Road to serve DU2 and the other future phases. The need and location of secondary access into the community will be coordinated with the City of Mesa during the initial phases of development. The Community Park will be built with the first phase of development. Development will then continue to the West and East with DU1. DU2 includes a continuation of residential land uses and the pedestrian and open space systems initiated in DU2. The mixed uses in DU1, including commercial and high density residential will be developed as market demand dictates and infrastructure is available. Infrastructure phasing, including roads, drainage, sewer and water, will occur based upon the initial Avalon Crossing infrastructure master plan reports. These reports will be refined as each Development Unit Plans is approved with consideration given to the location, progression, and intensity of actual development.

Development Schedule

Upon starting development, the project will likely take three to five years to complete, depending on market conditions.

Phase 1: Development Unit 1. Start Q1 2021, Complete Q4 2024

Phase 2: Development Unit 2. Start Q1 2023, Complete Q4 2026



Chapter 7. Residential Land Use Groups

7.1. General Purpose of Residential Land Use Groups. The purposes of the residential land use groups are to:

1. Provide for the orderly, well-planned, and balanced growth of residential neighborhoods.
2. Provide for a sustainable and marketable variety of housing types in a range of densities.
3. Promote the development of residential neighborhoods with well-designed connectivity systems that link to educational, employment, commercial and recreational destinations, and which encourage multiple methods of transportation, including walking, biking, and the use of public transit.
4. Establish design standards to help create distinct, attractive and high quality residential neighborhoods, including multi-residence development, and ensure that residential development is well integrated with neighboring land uses.
5. Provide for appropriate public and quasi-public uses such as parks, playgrounds, community centers, religious facilities, and day care centers where they are compatible with and preserve and/or improve the quality of life in residential neighborhoods.
6. Encourage sustainable development practices that further the goals of the Mesa Gateway Strategic Plan.

7.2. Specific Purposes of Each Residential Land Use Group.

7.2(a) CR – Community Residential. To provide areas for detached single residence housing on traditional lot sizes. This LUG also provides for limited residential care facilities, limited retail uses, home occupations, family day care, park and recreation facilities, and civic and institutional uses such as churches and places for religious assemblies that are appropriate in a residential environment.



7.2(c) CRSL – Community Residential Small Lot. To provide areas for small-lot single residence development, subject to development standards to ensure land use compatibility. This district also allows for limited residential care facilities, limited retail uses, home occupations, family day care, park and recreation facilities, and civic and institutional uses.



7.2(d) CMR – Community Multi-Residence. To provide areas for a variety of higher density housing types at densities of up to 43 units per gross acre. Appropriate types of dwelling units include attached single residence, cluster housing, and multiple residence housing. This LUG also provides for residential care facilities, home occupations, park and recreation facilities, limited retail and small-scale residential support activities, and civic and institutional uses such as churches and places for religious assembly that are appropriate in a residential environment.



7.3. Residential Permitted Uses.

The land use regulations for each Residential Land Use Group are established by letter designations as follows:

1. **“P”** designates use classifications permitted by right in the Residential LUG.

2. **“SUP”** designates use classifications permitted on approval of a Special Use Permits.
3. **“CP”** designates use classifications that are conditionally permitted subject to compliance with additional requirements outlined in Chapter 9.
4. **“TUP”** designates use classification permitted on approval of a Temporary Use Permit.
5. **(“--”)** designates a prohibited use.

Land use classifications not listed are prohibited unless an interpretation is made by the City of Mesa Zoning Administrator determining that the proposed use is analogous to a permitted use. The “Additional Use Regulations” column includes specific limitations applicable to the land use classification or refers to applicable regulations located elsewhere in the Avalon Crossing Community Plan.

Residential Land Use Group Permitted Uses				
Proposed Use	CR	CRSL	CMR	Additional Use Regulations
Residential Use Classifications				
Single Residence	P	P	--	
Multiple Residence	--	--	P	
• Day Care Centers	--	--	CP	See Chapter 9, Day Care Centers
Assisted Living	--	--	P	
Small Day Care Group Home (up to 5 persons)	CP	CP	--	See Chapter 9, Day Care Group Homes
Group Homes for Handicapped	CP	CP	CP	See Chapter 9, Groups Homes for Handicapped
Home Occupations	CP	CP	CP	See Chapter 9, Home Occupations
Live-Work Units	--	CP	CP	See Chapter 9, Live-Work Units
Commercial Use Classifications				
Mobile Food Vending and Temporary Retail Businesses	TUP	TUP	TUP	See Chapter 9, Temporary Uses
Neighborhood Retail, Restaurants and Office	CP	CP	CP	See Chapter 9, Neighborhood Retail, Restaurants and Office

Residential Land Use Group Permitted Uses				
Proposed Use	CR	CRSL	CMR	Additional Use Regulations
Public and Semi-Public Use Classifications				
Community Center	P	P	P	
• Day Care Centers	CP	CP	CP	See Chapter 9, Day Care Centers
Community Gardens	CP	CP	CP	See Chapter 9, Community Gardens
Cultural Institutions	P	P	P	
Nursing and Convalescent Homes	--	--	SUP	
Parks and Recreation Facilities	P	P	P	
Places of Worship	CP	CP	CP	See Chapter 9, Places of Worship
• Athletic Facilities When Accessory to Places of Worship	SUP	SUP	SUP	
• Day Care When Accessory to Places of Worship	SUP	SUP	SUP	
Schools	P	P	P	See Chapter 9, Schools
Transportation, Communications, and Utilities Use Classifications				
Utilities, Minor	P	P	P	
Specific Accessory Uses				
Casita	CP	CP	--	See Chapter 9, Casita
Accessory Uses	CP	CP	CP	See Chapter 9, Accessory Uses

7.4. CR – Community Residential General Development Standards. The following General Development Standards apply to all single residence development projects within the CR LUG that fall under the Residential Use Classifications outlined in 7.3. All development projects within the CR LUG that fall under the non-residential use classifications (Commercial Use Classifications, Public and Semi-Public Use Classifications, and Transportation, Communications, and Utilities Use Classifications) as allowed in 7.3 shall utilize the Commercial General Development Standards outlined in Chapter 7. In addition to the General Development Standards, all development within

the CR LUG must comply with the associated Development Unit Plan requirements and design guidelines.

General Development Standards – Community Residential (CR)				
Standard	CR-9	CR-7	CR-6	Additional Standards
Lot and Density Standards				
Minimum Lot Area (sq ft)	9,000	7,000	6,000	
Minimum Lot Width – Interior Lot (ft)	63	58	48	
Minimum Lot Depth (ft)	100	94	90	
Minimum Lot Depth abutting Arterial Street (ft) ¹	110	100	90	
Building Form and Location				
Maximum Height (ft)	30	30	30	
Minimum Yards (ft)²				
<ul style="list-style-type: none"> Front (Enclosed Livable Areas, Porches, Side Entry Garages and Porte Cocheres) 	10	10	10	
<ul style="list-style-type: none"> Front Entry Garages and Carports – front and side yards 	20 ³	20 ³	20 ³	
<ul style="list-style-type: none"> Interior Side: Minimum either side 	3	3	3	See 7.4(a), Zero Lot Line Developments See 7.4(c), Minimum Setback Design Standards
<ul style="list-style-type: none"> Interior Side: Minimum aggregate of 2 sides 	8	8	8	See 7.4(a), Zero Lot Line Developments See 7.4(c), Minimum Setback Design Standards

¹ All yards are measured from the Property Line unless otherwise noted within this Chapter.

² Garage and carports must be setback a minimum of 20 feet as measured from the back of sidewalk to the face of the garage door.

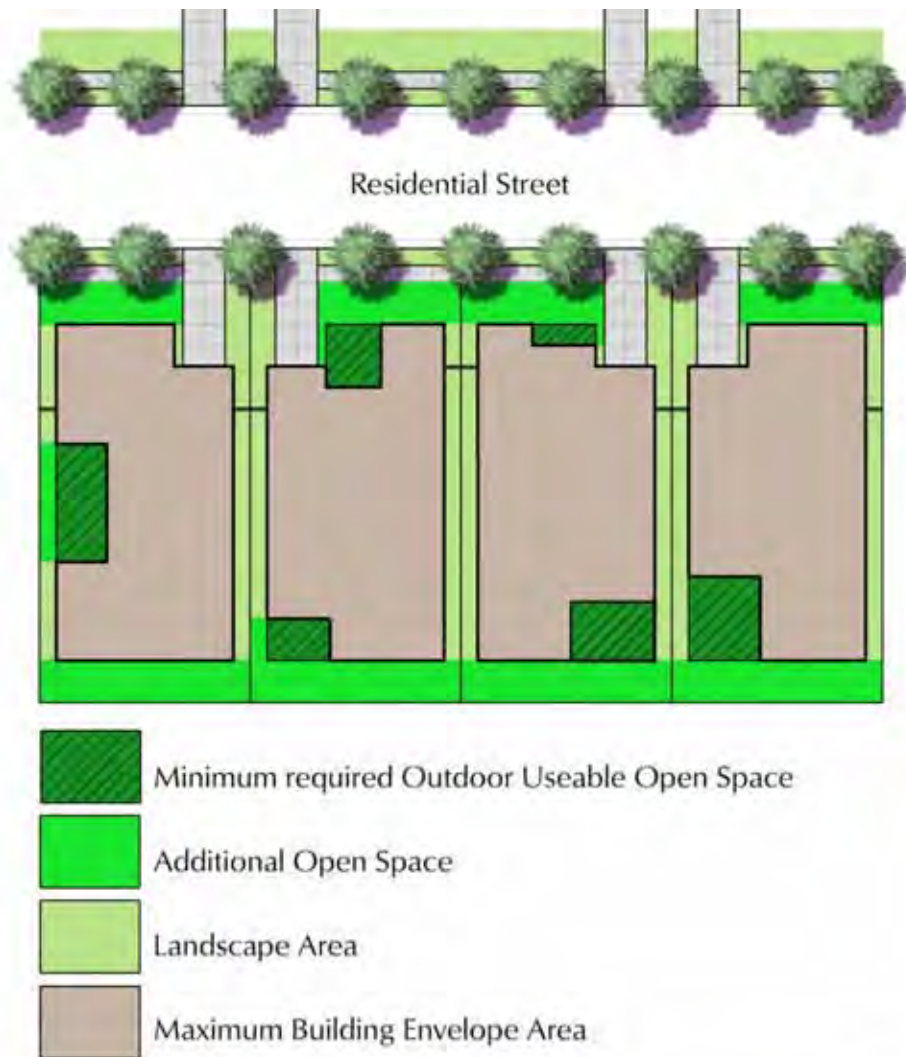
General Development Standards – Community Residential (CR)				
Standard	CR-9	CR-7	CR-6	Additional Standards
• Street Side	10	10	10	
• Rear	10	10	10	See 7.4(c), Minimum Setback Design Standards
• Rear Yard Abutting Arterial Street ⁴	20	20	20	
Minimum Useable Outdoor Open Space	10%	10%	10%	See 7.4(b), Minimum Useable Outdoor Open Space

7.4(a) Zero-Lot-Line Developments. Zero-lot-line developments are permitted in the CR-LUG. In a zero-lot-line development, no interior side yard is required on 1 side of a lot if the minimum aggregate setback is provided on the opposite side of the same lot. Where a zero side yard is used, the property abutting the zero side yard must be held under the same ownership at the time of initial construction, or the owner of the property abutting the zero side yard must sign an agreement that permanently grants consent in writing to such zero setback. Additionally, a permanent access and maintenance easement providing the owner of the zero-lot-line structure with access to the adjacent lot with the side yard to maintain the structure must be provided to the City and recorded in the Maricopa County Recorder's Office.

7.4(b) Minimum Useable Outdoor Open Space. Each Single Residence lot in the CR LUG shall provide 10% of the net buildable lot area as Useable Outdoor Open Space and each Single Residence lot in the CRSL LUG shall provide 5% of the net buildable lot area as Useable Outdoor Open Space. Useable Outdoor Open Space is the area(s) of a lot or parcel, outside of the required setbacks, that is sufficiently sized to provide functional space for human activity, including outdoor leisure, activities, and recreation. Usable Outdoor Open Space may include hardscape surfaces for patios, dining areas, and courtyards, lawn areas, garden areas, play areas, swimming pools and other recreation areas. Useable Outdoor Open Space excludes driveways, parking areas, and landscape tracts or side yard areas that are not sufficiently sized to serve any other purpose.

³ If a landscape tract adjacent to an Arterial street is 10 feet in width or greater, then this standard does not apply and the typical Rear Yard standard shall be used.

⁴ The minimum lot area in the CRSL LUG is 4,000 square feet. See 7.6 for provisions governing a reduction in the minimum lot area below 4,000 square feet.



Useable Lot Open Space				
Lot Size (sf)	Gross Building Envelope (sf)	Minimum Useable OS %	Minimum Useable OS (sf)	Net Building Envelope (sf)
3,500	2,122	5%	106	2,016
4,000	2,522	5%	126	2,396
5,000	3,350	10%	335	3,015
6,000	4,150	10%	415	3,735
7,000	5,054	10%	505	4,549
9,000	6,782	10%	678	6,104

7.4(c) Minimum Setback Design Standards. Future DUP design guidelines shall incorporate specific standards that address the unique site conditions created by the use of minimal side and rear setbacks. These future DUP design guidelines shall apply to all development that utilizes the minimum required setbacks and shall specifically address building articulation, massing, step backs, height differentials, façade variation and landscape treatment.

7.5. CRSL – Community Residential Small Lot General Development Standards. The following development standards apply to all single residence development projects within the CRSL LUG that fall under the Residential Use Classifications outlined in Section 7.3. All development projects within the CRSL LUG that fall under the non-residential use classifications (Commercial Use Classifications, Public and Semi-Public Use Classifications, and Transportation, Communications, and Utilities Use Classifications) outlined in Section 7.3 shall utilize the Commercial General Development Standards outlined in Section 7. In addition to the General Development Standards, all development within the CRSL LUG must comply with the associated Development Unit Plan requirements and design guidelines.

General Development Standards – Community Residential Small Lot (CRSL)					
Standard	CRSL-4.5	CRSL-4.0⁵	CRSL-3.0⁵	CRSL-2.0⁵	Additional Standards
Lot Standards					
Minimum Average Lot Area of Subdivision (sq ft)	4,500	4,000	3,250	2,500	
Minimum Individual Lot Area (sq ft)	4,000	3,500	2,750	2,000	
Minimum Lot Width –Interior Lot (ft)	36	31	26	26	
Minimum Lot Width – Corner Lot (ft)	41	36	31	31	
Minimum Lot Depth (ft)	85	80	75	70	
Building Form and Location					
Maximum Height (ft)	30	30	30	30	
Maximum Number of Stories	2	2	2	2	A third story may be permitted pursuant to the standards in 7.7(a)(v).
Minimum Yards (ft)⁶					
• Front – Building Wall, Side Entry Garage	10	10	10	10	
• Front Entry Garage	20 ⁷	20 ⁷	20 ⁷	20 ⁷	
• Front – Porch	7	7	7	7	

⁵ All yards are measured from the Property Line unless otherwise noted within this Chapter.

⁶ Garage and carports must be setback a minimum of 20 feet as measured from the back of sidewalk to the face of the garage door.

General Development Standards – Community Residential Small Lot (CRSL)					
Standard	CRSL-4.5	CRSL-4.0 ⁵	CRSL-3.0 ⁵	CRSL-2.0 ⁵	Additional Standards
• Street Side	10	10	10	10	
• Interior Side: Minimum each side	3	3	3	3	See 7.4(a), Zero Lot Line Development See 7.4(c), Minimum Setback Design Standards
• Interior Side: Minimum aggregate of 2 sides	6	6	6	6	See 7.4(a), Zero Lot Line Development See 7.4(c), Minimum Setback Design Standards
• Rear	10	10	10	10	See 7.4(c), Minimum Setback Design Standards
• Rear or Side – Garage, Accessed by Alley or Common Drive Shared by 3 or More Lots; Measured to Construction Centerline of Alley or Drive	13	13	13	13	
Minimum Useable Outdoor Open Space	5%	5%	5%	5%	See 7.4(b), Minimum Useable Outdoor Open Space

7.6. CRSL – Community Residential Small Lot Reduction in Minimum Lot Area.

7.6(a) Minimum Lot Area—By-Right. The minimum lot area in the CRSL LUG is 4,000 square feet.

7.6(b) Reductions to Minimum Lot Area. The minimum lot area may be reduced with Site Plan Review and approval if at least a minimum number of design elements are provided based on the average lot size in the subdivision, according to the table below. The design elements that serve as a basis for granting reduced lot area are listed in the table below.

Lot Size and Minimum Number of Required Design Elements for a Small-Lot Subdivision				
Average Lot Area (sq. ft.)	Streetscape Elements	Site Design Elements	Building Design Elements	Total
2,500 – 2,999	2	1	2	6
3,000 – 3,999	2	1	1	5

7.6(b)(i) Streetscape Elements.

1. Planter Strips. Sidewalks are provided on both sides of each street and are separated from the curb by a planter strip with a minimum average width of 4 feet. Planter strips shall be planted, irrigated and maintained with live plant materials.
2. Street and Sidewalk Improvements. The development includes streetscape improvements such as roundabouts, neck downs, curb bulbs, or similar techniques. Provisions are included for the private maintenance of such facilities by a homeowners association or other body acceptable to the Planning Director.
3. Parks and Open Space. The development includes privately maintained park or common open space within a reasonable walking distance from each residence (approximately 300 feet).
4. Paving Material. Decorative paving materials that may include pavers, stamped, colored asphalt or stamped or textured concrete are utilized for pedestrian areas, street crossings, and entries into the development.

7.6(b)(ii) Site Design Elements.

1. Alley-Accessed Parking. Parking for at least 50 percent of lots in the development is accessed from the rear of the lots via an alley or alleys.
2. Shared or Clustered Driveways. Driveways are paired so that there is a single curb-cut providing access to 2 houses, and the total width for the paired driveway is not more than 18 feet. Alternatively, driveways may be clustered (but need not share the same curb cut) so that there is at least 36 feet of uninterrupted curb between the clustered driveways
3. Variable Front Yards. No more than 30 percent of homes will be set back the same distance from the front lot line, and at least 30 percent of the homes will be set back at least 2 feet farther than the minimum. This element may be accomplished by recording “build-to” lines on the final subdivision map.
4. Variety of Lot Widths. Varieties of lot widths are provided to accommodate a variety of home styles, setbacks, and garage placements. At least 30 percent of the lots must vary from the predominate lot width in the development by at least 20 percent.

7.6(b)(iii) Building Design Elements.

1. Garage Setbacks. All garages will be set back at least 5 feet behind the primary front façade of the dwelling.
2. Variable Garage Entries. The development plan includes provisions for variable location of garage entries. At least 35 percent of the lots will have garages that are side-loaded, or set entirely in the rear half of the lot in a detached garage.
3. Entries and Porches. At least 50 percent of the homes include entries and covered porches extending along a minimum of 50 percent of the width of

the homes' front facades, excluding the width of garages. Porches meeting this requirement shall have a minimum width of 8 feet and a minimum depth of 4 feet.

4. Architectural Diversity. Projects with 20 or fewer lots have a minimum of 3 unique elevations. For each additional 20 lots, or portion thereof, an additional elevation shall be required. [Example: A 100 lot subdivision would require 7 unique elevations $(100-20)/20 = 4$; $4 + 3$ (for the first 20 lots) = 7]

7.7. CR and CRSL – General Residential Design Standards.

7.7(a) Building Form.

7.7(a)(i) *Garage Frontage and Location.* Design Objective: Focus attention on residential entrances, outdoor spaces and building elevations while de-emphasizing garage doors.

- 1) Where garage doors are oriented parallel or within 10 degrees of parallel to the front of the lot, the aggregate width of garage doors attached to a primary residence and facing the front of the lot shall not exceed 50 percent of the aggregate width of those elevations of the building that face the front of the lot. Garages oriented parallel or within 10 degrees of parallel to the front of the lot shall be at least 3-feet behind the primary wall facing the street and never less than the required garage setback. Exceptions to these standards may be approved through the Site Plan and Design Review process.
- 2) Garages with 3 or more doors, or designed to accommodate 3 or more non-tandem parked cars, are permitted only on lots 75 feet wide or greater, and at least one (1) garage front must be stepped-back from the remaining garage fronts by at least 2 feet.

7.7(a)(ii) *Window Trim or Recess.* On all street-facing facades and rear facing facades for lots with rear property lines abutting open space, parks, streets or alleys, detailing of at least two inches in depth must be provided on a minimum two sides of all windows, or windows must be recessed at least two inches from the plane of the surrounding exterior wall.

7.7(a)(iii) *Two-story Dwellings on Corner Lots.* Two-story dwellings located on corner lots shall include windows on the façade facing each street. No second-story street-facing wall shall run in a continuous plane of more than twenty feet without a window or a projection, offset, or recess of the building wall at least one foot in depth.

7.7(a)(iv) *Driveways—Maximum Number and Width.* For lots less than 75 feet wide, a maximum of 1 driveway up to 19 feet wide is permitted for access to required parking. One additional unpaved driveway up to 10 feet wide is permitted, if it leads to an interior side yard at least 12 feet wide. For lots

greater than 75 feet wide or more, the combined width of all driveways may not exceed 29 feet.

7.7(a)(v) Third-Story Structures. A third story is permitted for a single-residence dwelling under either of the following options:

Option 1. The third story is located inside a roof that is pitched at a vertical to horizontal ratio of least 1 to 3 (1:3). The third story may include dormers that are not more than 15 feet in depth or width and located wholly below the ridge of the roof. The roofs of dormers shall have a minimum slope of 1 to 6 (1:6).

Option 2. The horizontal area of the third story (measured from exterior walls) does not exceed sixty percent of the footprint of the building, and the third story is set back a minimum of eight feet from the front exterior wall(s) of lower stories, or set back at least five feet from the front exterior wall and five feet on at least 1 side exterior wall of lower stories.

7.7(b) Setback Adjacent to CR District. Where a lot in the CRSL LUG is adjacent to a lot in the CR LUG, the minimum interior side yard (for a single side) that is required on the CR lot shall also be provided on the adjacent lot in the CRSL LUG.

7.8. CMR – Community Multi-Residence General Development Standards.

General Development Standards – Community Multi-Residence		
	CMR	CMR - Urban ⁸
Lot Standards		
Minimum Residential Density	--	20 du/ac
Maximum Residential Density	30 du/ac	43 du/ac
Minimum Lot Area (sq ft)	6,000	6,000
Minimum Lot Width (ft)	60	60
Minimum Lot Depth (ft)	94	65
Maximum Height (ft)	56	80
Building Setbacks⁹		
Front and Street-Facing Side Building Setbacks		

⁸ See 7.10 for additional standards applicable to CMR-Urban development projects.

⁹ All setbacks are measured from the Property Line unless otherwise noted within this Chapter.

General Development Standards – Community Multi-Residence		
	CMR	CMR - Urban ⁸
• Arterial Street (ft)	20 min	0 min / 20 max ¹⁰
• Collector Roadway (ft)	15 min	0 min / 15 max ¹⁰
• Local Roadway	15 min	0 min / 10 max ¹⁰
Side Building Setback (ft)		
• Adjacent to CRS or CRSL	20 – 1 or 2 story bldg. <i>(increase 10 feet for each additional story)</i>	20 – 1 or 2 story bldg. <i>(increase 10 feet for each additional story)</i>
• All other LUGs	15	0
Rear Building Setback (ft)		
• Adjacent to CR or CRSL	20 – 1 or 2 story bldg. <i>(increase 10 feet for each additional story)</i>	20 – 1 or 2 story bldg. <i>(increase 10 feet for each additional story)</i>
• All other LUGs	20	0
Minimum Separation Between Buildings on Same Lot (ft)	25	0
Ground Floor Transparency Requirement <i>See 7.10(b)</i>	No	Yes
Building Main Entry Orientation <i>See 7.10(a)</i>	No	Yes
Maximum Building Coverage (% of lot)	55	85
Minimum Open Space (sq ft / unit) <i>(may be comprised of private open space, common open space, or an aggregate of private and common open space)</i>	100	100

7.9. CMR – Community Multi-Residence Design Standards. The following development standards apply to all multi-residence development projects within the CMR LUG that fall under the Residential Use Classifications outlined in Section 7.3. All development projects within the CMR LUG that fall under the non-residential use classifications (Commercial Use Classifications, and Public and Semi-Public Use

⁹ Minimum and maximum setbacks measured from the back of sidewalk.

Classifications) outlined in Section 7.3 shall utilize the Commercial General Development Standards outlined in Section 7.

7.9(a) Building Separation. Design Objective: Arrange buildings with residential units in a manner that addresses privacy issues for individual units and allows sufficient separation so that daylight and air is available for each residential unit. If building projections encroach into the required building separation space, ensure that remaining open space is attractive, useable and complies with CPTED design principals.

7.9(a)(i) *Non-Parallel Buildings.* For non-parallel buildings, the minimum building separation requirement shall be calculated by determining the open area that would be required between any 2 buildings if they were parallel and met the minimum requirement; then assuring that the same or greater total open area is available between the 2 buildings. At no time shall any points of the buildings be closer than 10 feet.

7.9(a)(ii) *Ground Floor Separation.* Ground floor building separation distance may be reduced up to 20% if the upper floor steps back an equal distance. For example, if the required building separation between 2 buildings is 25 feet, the ground floor units may be separated by 20-feet provided the upper stories are stepped back so that the building separation for upper stories is no less than 30 feet.

7.9(a)(iii) *Maximum Encroachment.* A maximum encroachment of 3 feet is allowed for individual building projections, including but not limited to balconies, patios, bay windows, fireplaces, and stairs.

7.9(b) Standards for Required Open Space. Design Objective: Provide residents with both private and common open space that may be used for social, recreational, aesthetic and economic purposes. Emphasis shall be placed on providing common open space amenities. Open space required shall comply with the following standards.

7.9(b)(i) *Proportion of Private and Common Open Space.* Required open space may be provided in any combination of private and/or common open space, including either all private or all common open space.

7.9(b)(ii) *Surfacing.* Surfaces provided for outdoor activities shall be appropriate for outdoor activities. Such surfaces may be any combination of lawn, garden, brick, flagstone, wood planking, concrete, or other serviceable, dust-free surface.

7.9(b)(iii) *Slope.* The slope of required common open space areas shall not exceed ten percent.

7.9(b)(iv) *Exclusive Dedication.* Off-street parking and loading areas, driveways, and service areas shall not be counted as usable open space.

7.9(b)(v) *Additional Standards for Private Open Space.*

1. Accessibility and Location. Private open space shall be accessible to only one living unit by a doorway to a habitable room or hallway. Multiple spaces may be provided for individual living units.
2. Minimum Size. Private open space areas, at a minimum, shall be 4 feet in depth and 30 square feet.

7.9(b)(vi) *Additional Standards for Common Open Space.*

1. Accessibility. Common open space shall be easily accessible to all dwelling units that it is intended to serve.
2. Location. Common open space shall be located within the same multi-residence development as the units served and may not be located within the required front or street-facing side setback. Up to 20 percent of common open space may be located on the roof of a building. In the CMR-U LUG, up to 67 percent of common open space may be on the roof of a building.
3. Minimum Dimensions. Common open space shall have no dimension less than 15 feet.
4. Openness. Common open space shall be unroofed and unobstructed, except for facilities that enhance its usability, such as shade ramadas, shade sail awnings, or shaded playground structures, and except that up to 25 percent of ground-level common open space may be covered by a balcony projecting from a higher story.
5. Amenities. Common open space must provide sufficient amenities that are consistent with the size of the multi-residence project (e.g. seating, recreation facilities, ramadas, shade, etc.) to encourage or invite one or more uses by the residents of the development.

7.9(c) Site Layout and Building Form Standards.

7.9(c)(i) *Parking and Garage Frontage Limitation.* Design Objective: Limit visibility from the street of surface parking areas, carports, and individual garages without creating inconvenient connections between parking and residential units.

1. The total frontage of parking areas adjacent to the street, including surface parking, carports, and individual garages, but excluding underground parking, structured parking garages and parking located

behind buildings, shall not exceed 30 percent of the lot frontage. Exceptions to this standard are allowed through the Site Plan and Design Review process for parking solutions that advance the overall design intent (such as parking lot clusters that are sensitively designed within the context of the overall site).

2. Structured parking garages shall be designed to compliment the building materials, detailing and landscaping of the overall multi-residence project.

7.9(c)(ii) *Garage Doors.* Design Objective: Focus attention on building entrances, common open space and building facades without creating inconvenient connections between parking and residential units.

1. In one-story buildings that include livable floor area, walls containing garage doors shall be set back a minimum of 3 feet from the front façade of the building.
2. In multi-story buildings that include livable floor area, garage doors located below upper-story living space shall be recessed at least three feet from the upper-story façade or, alternatively, the overall building façade shall incorporate two or more architectural articulation elements similar to those in 7.9(e).
3. When multiple garage doors are located within one building, the maximum number of garage doors adjacent to one another shall be limited to 3, unless there is a break in the building façade between garage doors. The break shall consist of a step-back in the building façade of at least 1 foot, architectural feature, such as a building entrance or equivalent feature, landscape area that sufficiently breaks up the building façade, or other reasonably comparable design feature.
4. Freestanding garages not part of the residential structures, if used, shall be designed to compliment the primary residential structures and shall provide interest and articulation to the design by changes in plane, detailing around doors, and breaking up the massing of the rear of the buildings, if visible.

7.9(c)(iii) *Building Entrances.*

1. Dwelling Unit Access. Exterior entrances to units shall be in the form of individual or shared entrances at the ground floor of the building. Unit entrances located above the ground floor are also permitted; however, no exterior access corridor located above the ground floor may provide access to more than 4 units.
2. Orientation. For each multi-residence building, a principal shared pedestrian entrance is required that faces either a public street or private drive, or a common amenity area, such as a landscaped courtyard, that

abuts and has direct access to the street. Additional pedestrian entrances to individual units that are permitted.

3. **Projection or Recess.** Building entrances and individual exterior unit entrances must be clearly defined and include design features that signify the building entrance, such as a roofed projection, front porch or building recess with a minimum depth of at least 5 feet and minimum horizontal area of 35 square feet. Alternative designs that create a welcoming entry feature facing the street, such as a trellis or landscaped courtyard entry, may be reviewed and approved through the design review process.
4. **Rental Office Location.** The rental office location and orientation shall be accessible by a defined pedestrian path from the public street.

7.9(d) Pedestrian Connections.

Design Objective: Encourage people to walk by providing safe, convenient, comfortable and efficient pedestrian connections.

Pedestrian walkways shall be provided in multi-residence developments. These walkways shall be designed to serve internal pedestrian circulation needs, and shall connect to public sidewalks and transit stops. Pedestrian access must be provided according to the following standards:

7.9(d)(i) *Connection to Public Sidewalk.* An on-site walkway shall connect the main entry of each building or each primary entry to a public sidewalk on each street frontage of the site, and to any transit stop adjacent to the site. On at least one frontage, such walkway shall be provided along the shortest practical distance between the main building entry and sidewalk, generally no more than 125 percent of the straight-line distance. The distance may increase up to 50% of the total straight-line distance in the event the route is designed to take account of afternoon shade patterns from buildings or similar shading devices.

7.9(d)(ii) *Internal Connections.* A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site recreational or open space areas or pedestrian amenities.

7.9(d)(iii) *Materials and Width.* Pedestrian walkways shall be at least 5 feet in width and paved with a hard, durable surface.

7.9(d)(iv) *Separation.* Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or other physical barrier.

7.9(d)(v) *Shade at Entries.* At public entrances, pedestrian walkways shall be provided with weather protection such as canopies, awnings, arcades and trellises.

7.9(e) *Architectural Articulation.* Design Objective: Encourage architectural designs for multi-residence buildings that include adequate design features to create visual variety and interest to avoid a large-scale and bulky appearance. Long facades shall be broken up into smaller modules. This requirement can be met by using 2 or more of the following methods.

7.9(e)(i) *Façade Articulation.* All street-facing facades have at least 1 horizontal or vertical projection or recess of at least 4 feet in depth, or 2 projections or recesses of at least 2.5 feet in depth, for every 25 horizontal feet of wall. If located on a building with 2 or more stories, the articulated elements must be greater than one (1) story in height and may be grouped rather than evenly spaced in 25-foot modules so long as the total amount of articulation meets or exceeds that which would be required if no grouping occurred. Building entrances and front porches and projections into required yards such as stoops, bays, overhangs, fireplaces, and trellises count towards this requirement.

7.9(e)(ii) *Variable Roof Form.* Variable roof forms are incorporated into the building design, and no more than 2 side-by-side units may be covered by one (1) unarticulated roof. Articulations may be accomplished by changing roof height, offsets, and direction of slope, and by introducing elements such as dormers, towers, or parapets.

7.9(e)(iii) *Façade Detailing and Materials.* All visible building façades incorporate details, such as window trim, window recesses, cornices, changes in materials or other design elements, in an integrated composition. Each side of a building that is visible from a public right-of-way, parking lot, or common open space shall be designed with a complementary level of detailing and quality of materials.

7.9(e)(iv) *Use of Balconies, Bay Windows, and Other Such Projections or Recesses.* The building incorporates balconies, bay windows, entry porches or other projections and recesses in a pattern that creates architectural interest across approximately 30% of the length per floor of the façade or through the use of a reasonably similar alternative as approved through the Site Plan and Design Review process.

7.10. Additional Standards for use with the CMR-Urban General Development Standards.

The regulations of this section apply to development utilizing the CMR-U General Development Standards in order to create a pedestrian-oriented development.

Design Objective: Create an attractive, comfortable, safe urban environment defined by building fronts, streets and the community space in between. Development utilizing the CMR-Urban General Development Standards should be in close proximity to and horizontally integrated with commercial or mixed-use development when practicable, and can be used to create an appropriate transition from more intense commercial and mixed-use areas to single residence areas.

7.10(a) Building Main Entry Orientation. Design Objective: The main access into the building should be readily visible from the street and engage the street to help create an active street life.

The main entry into a multiple residence building shall be designed with a direct connection to an adjacent public street or private drive either by being immediately adjacent to the street or through a courtyard that directly connects to the street. The entry into individual units not in a multi-residence structure, such as individual townhomes or condominium units, shall be through small individual courtyards, or by the first floor of the structure being raised a half story above street level.

7.10(b) Ground Floor Transparency. Design Objective: Create vibrant, safe environments along urban streets and walkways.

Exterior walls facing any front or street-facing lot line shall include windows, doors, or other openings for at least 20 percent of the building wall area. No wall may run in a continuous plane for more than 20 feet without an opening. Openings fulfilling this requirement include doorways (whether solid or transparent) or windows or other openings that have transparent.

7.10(c) Location of Parking Areas. Design Objective: Minimize the distance from the entrance features to the street and provide convenient access for alternative transportation modes.

Parking areas shall only be located to the side or rear of buildings and shall not be located between a building and the adjacent street, except that on corner lots where one of the adjacent streets is the main community collector, then requirements of this subsection apply only to the frontage on the main community collector.

7.10(d) Maximum Building Setbacks. Design Objective: To align buildings in a predictable manner that creates a street wall, minimizes the walking distance to the building from the street, and yet provides opportunities for environmentally comfortable public interactive spaces, such as plazas and courtyards, to be designed and placed between the building and the street in a manner considered to be traditional for urban contexts.

The street-facing facades of buildings must be located no farther from street-facing property lines than the maximum setback distance specified in Chapter 7.7. The following additional provisions apply.

7.10(d)(i) Corner Properties. Where a property fronts on 2 or more streets one of which is the main community collector, the building shall be placed no farther than the maximum setback on 2 sides for at least 30 feet on each side.

7.10(d)(ii) Sites with More than One Building. Where multiple buildings are placed on one (1) site, the ground level of a building or buildings shall be placed no further back than the maximum setback for a minimum of 65 percent of the width of the lot.

7.10(d)(iii) Exceptions to Maximum Setback Requirements. The following exceptions to the maximum setback requirement are permitted:

1. Articulated Building Street Face. Where a portion of the building is placed back from the maximum setback to provide an entry, open porch, courtyard area or other feature creating variation in the facade.
2. Open Outdoor Porches and Patios. Where an open outdoor porch or patio is located at or within the maximum setback, the open porch or patio shall count toward meeting the build-to requirement if it is at least 10 feet wide and 6 feet deep..

7.10(e) Standards for Parking Garages. The exterior elevations of any multi-level parking garage must be screened or concealed by at least one (1) of the following methods:

1. A densely planted landscaped yard that is a minimum of 10 feet in depth, or the required setback for the LUG in which it is located, whichever is greater, such that the landscaping provides a reasonably full screen of the first floor façade of the parking structure; or
2. Architectural articulation that meets the requirements of Chapter 7.9(e).

7.10(f) Fences, Walls, and Screening. Design Objective: In support of creating a lively, pedestrian oriented, mixed-use environment, fences, walls, and screening should

only be used where necessary to provide a separation from a less intense use or to screen service areas or parking.

Fences, walls, and screening shall be provided only where necessary to screen service areas, trash receptacles, and similar uses. Fences and walls may be required to provide a separation from less intense uses, but shall be discouraged in other situations.

7.11. Supplemental General Design Standards Applicable to all Residential Land Use Groups.

7.11(a) Building Projections into Required Yards.

1. Building projections may extend into required yards, subject to the following standards:
 - a. No projection may extend closer than 2 feet to an interior lot line or into a public utility easement, except that this provision does not apply to –Urban designated areas or as otherwise specified in this Chapter.
2. Awnings, eaves, overhangs, or basement window wells may encroach up to 3 feet into any required yard.
3. Vestibules, bay windows, nooks, chimneys, or similar wall projections with or without footings may encroach not more than 3 feet into any required front or rear yard and not more than 2 feet into any required side yard, provided the aggregate width of all such projections adjacent to any yard does not exceed 1/3 of the length of the building wall.
4. Staircases may encroach up to 3 feet into any required front yard, and up to 10 feet into any required rear yard.

7.11(b) Detached Accessory Structures.

1. When located within any residential LUG, any individual tool or piece of equipment that is higher than 4 feet and in which the added measurements of the length, width and depth (length plus width plus depth) are greater than 15 lineal feet, based on the extreme perimeter measurements, shall be placed or stored within an enclosed building. Motorized vehicles eligible for licensing by the State of Arizona for travel on public thorough fares are excluded from this requirement. Recreational vehicle parking requirements apply.
2. Detached accessory buildings or structures located on lots in the CR or CRSL LUGs are permitted subject to the following provisions. Detached accessory structures:
 - a. May be located in the required side or rear yards if they are within the rear one-quarter of the lot and do not exceed 10 feet in height.
 - b. May be located in the required rear yard but outside of the required side yard if they do not exceed 12 feet in height.

- c. May be located in the required side yard (outside of the rear ¼ of the lot), if they do not exceed 8 feet in height and 200 square feet of roof area, and are not located in a side yard required for vehicular access.
 - d. May be located in any required side yard, and be closer to the primary residence than 6-feet, provided all of the following are present:
 - i. Does not exceed 7-feet in height (at the peak of the roof) and 120 square feet in roof area.
 - ii. Has no permanent attachment to the ground or permanent foundation.
 - iii. Shall not have any electrical or plumbing fixtures installed.
 - iv. Shall drain all stormwater back to the same lot or parcel as the accessory structure.
 - e. Shall not be located in the required front yard or in the area between the front of the principal dwelling and the front property line.
 - f. Shall not be located in the required rear yard of a corner lot closer to the street than any dwelling on an adjacent key lot.
 - g. Shall not exceed the height of the dwelling when located within any part of the buildable lot area.
 - h. Shall not exceed the aggregate area of 50 percent of the roof area of the dwelling or dwellings.
3. Within the CMR LUG, detached accessory structures shall not be located in any required yard.

7.11(c) Limitations on Paving of Street-Facing Yards. No more than 50% of any required front or street-facing side yard may be covered with a paved surface.

7.11(d) Exceptions to Height Limits.

7.11(d)(i) Allowed Projections above Height Limits. The structures listed below in Table 7.11.1 may exceed the maximum permitted building height for the LUG in which they are located. Height extensions are subject to the limitations stated in the table below; provided, no portion of a structure in excess of the maximum permitted building height may be used for sleeping quarters or advertising. All allowed projections above height limits must be in conformance with the requirements of Chapter 11, Airport Compatibility.

Table 7.11.1: Allowed Projections Above Height Limits		
<i>Structures Allowed Above the Height Limit</i>	<i>Maximum Coverage &, Location Restrictions</i>	<i>Maximum Vertical Projection Above the Height Limit (ft)</i>
Skylights	No limitation.	10
Solar panels, and other energy production facilities located on a rooftop	No limitation.	20% of base height limit
Chimneys	10% of roof area	20% of base height limit up to 10
Decorative features such as spires, bell towers, domes, cupolas, pediments, obelisks, and monuments	No limitation	No limitation
Rooftop open space features such as sunshade and windscreen devices, open trellises, enclosed space for use by residents, and landscaping	25% of roof area	20% of base height limit up to 12
Elevator and stair towers (for multi-residence buildings only)	NA	12
Mechanical penthouses	60% of roof area	10
Flagpoles	N/A	Single Residence land uses up to 20. Non-Single Residence land uses up to 40.
Distribution and transmission towers, lines, and poles Water tanks, Windmills, Radio towers, Airway beacons	20% of the area of the lot, or 20% of the roof area of all on-site structures, whichever is less; no limit if a primary use permitted in the district	10 as an accessory structure; none as a primary use
Building-mounted telecommunications facilities, antennas, and microwave equipment	Subject to provisions of Chapter 35 of the Mesa Zoning Ordinance, Antennas and Wireless Communication Facilities. A Special Use Permit is required for commercial communication towers that exceed the maximum permitted height of the district in which they are located.	

7.11(d)(ii) *Additional Exceptions.* Additional exceptions to the height limits specified in the Avalon Crossing Community Plan may be granted by the Zoning Administrator during the Site Plan and Design Review, and Subdivision Plat process upon a finding by the Zoning Administrator that:

1. The proposed development does not exceed the maximum number of stories or residential densities permitted in the LUG in which it is located; and
2. At least one of the following items is present:
 - a. Increased setbacks, enhanced landscaping, or other screening measures that effectively mitigate the impact of the building height; or
 - b. The exception is necessary to accommodate the proposed uses or activities within the building or structure; or
 - c. The architectural style of the building or structure places the exception at a central point or in a limited area.

7.11(e) *Fences and Freestanding Walls.* Design Objective: Fences and walls should be an integral design component of the project that identify public areas; direct movement of visitors, define areas intended for private use and allow natural surveillance.

7.11(e)(i) *Maximum Height.*

1. Front Yards. No opaque or non-transparent fence or freestanding wall within or along the exterior boundary of the required front yard shall exceed a height of 3.5 feet. Fences or freestanding walls over 3.5 feet high are allowed in front yards, provided the fence or freestanding wall does not exceed a maximum height of 4.5 feet, and the topmost 1.5 feet is visually transparent and not opaque.
2. Side and Rear Yards. No fence or freestanding wall within or along the exterior boundary of the required side or rear yards shall exceed a height of 6 feet.

7.11(e)(ii) *Decorative Features.* One entry gateway, trellis, or other entry structure is permitted in the required front yard or street-facing side yard of each lot, provided the maximum height or width of the structure does not exceed 10 feet in either direction. Such decorative feature shall not have any solid obstruction that exceeds 2 feet in diameter between the height of 3 and 10 feet.

7.11(e)(iii) *Prohibited Materials.* The use of barbed wire, razor wire, chain link, embedded glass shards, ultra barrier, electrified and other hazardous fencing material is prohibited.

7.11(e)(iv) Visibility at Intersections. Notwithstanding any other provisions of this Section, fences and walls shall comply with the standards of Section 7.11: Visibility at Intersections.

7.11(e)(v) Corner Lots Abutting a Key Lot. In the event the rear property line of a corner lot abuts a side property line of an adjoining key lot, a 10-foot deep by 10-foot wide visibility triangle shall be maintained over the corner lot, starting at the intersection of the rear and street side property lines of the corner lot.

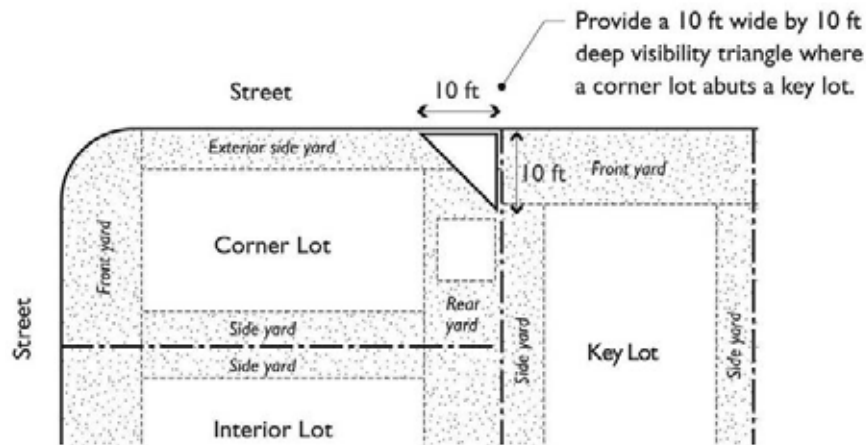


Figure 7.11__ Corner Lot Abutting a Key Lot

7.11(f) Lighting and Illumination. Design Objective: Well designed lighting can enhance the design of building or site by highlighting interesting architectural details, calling attention to interesting textures and colors, and focusing attention to primary site features. Such lighting should be controlled to minimize adverse impacts to abutting residential uses.

7.11(f)(i) Applicability. The requirements of this section shall apply to all attached single residence and multi-residence dwelling projects. The requirements do not apply to detached single residence dwellings and duplex residence dwellings (2 dwellings on one lot or parcel).

7.11(f)(ii) Parking Lot Illumination.

1. Light standards shall be located only within the parking area or, where permitted, the outdoor storage area, and shall not encroach into required perimeter landscape areas.
2. House side shields shall be provided on all light standards adjacent to residential development such that the light fixtures are fully shielded.

7.11(f)(iii) Maximum Height of Lighting Fixtures. Design Objective: Provide sufficient height to safely light areas without impacting adjacent residential development or contributing to light pollution.

1. Lighting fixtures, including freestanding light poles as well as building-mounted lights, shall not exceed the maximum heights specified in Table 7.11.2 below.

Table 7.11.2: Maximum Height of Lighting Fixtures		
<i>Land Use Group</i>	<i>Maximum Height (ft) -Detached</i>	<i>Maximum Height (ft) - Attached</i>
CR and CRSL Residential	15	15
CMR Residential	20	20

2. Exceptions to the maximum height of lighting fixtures or other exceptions based on safety and security may be approved by the Zoning Administrator. A photometric study may be required. Such exceptions may include requirements for light control devices, such as fully shielded or full cut-off fixtures, to reduce glare and light-spillage onto abutting properties.

7.11(f)(iv) Compliance with Mesa Lighting and Electrical Code. All lighting shall comply with the applicable City of Mesa Lighting and Electrical Codes.

7.11(f)(v) Control of Light Trespass. Project lighting shall be designed to minimize glare and light trespass from the project site to adjacent residential properties.

7.11(f)(vi) Maximum Light Spillage. For light spillage, the light level at the boundary of the project, measured 36-inches above ground level, shall be not more than 0.5 foot candles (5 Lux) above ambient light level.

7.11(f)(vii) Illuminate Pedestrian Paths. Pedestrian paths connecting the project to the public sidewalks, connecting buildings on the same project, open space areas and public pedestrian entries shall be illuminated during the twilight and evening hours as appropriate and reasonable for safety and security.

7.11(f)(viii) Consistent Fixture Design. Light fixture designs used shall be harmonious with the building design, and with the architectural theme of the overall project, including multiple building projects.

7.11(f)(ix) Gradual Transition of Exterior Lighting Levels. The relative brightness of light levels may vary throughout the project, provided that the transition from

higher levels to lower levels of illumination shall be gradual, without extreme or abrupt degrees of change between higher levels of illumination and natural ambient darkness.

7.11(f)(x) *Highlight Building Entries.* Focus attention on primary building entries with illumination directed to highlight the entry and adjacent architectural details. Generally, lighting levels at the primary public entry shall be higher than lighting levels away from the public entry.

7.11(g) Lots and Subdivisions. Design Objective: Provide for orderly growth and harmonious development; to insure adequate access and circulation through coordinated street systems with relation to major thoroughfares, adjoining subdivisions, adjoining development and public facilities; to achieve individual property lots of reasonable utility and livability; to secure adequate provisions for light, air, and separation between residences; and to establish street and lot patterns that support sustainable development practices.

1. No lot shall be reduced in area so as to cause any required open space or yard to be less in dimension than is required for the LUG and lot in question, except those lots reduced in area by purchase, dedication or gift to a governing authority for the purposes of providing public rights-of-way; or for conveying a portion of a lot to a public governing authority for a publicly beneficial use.
2. No required yard or other open space for any building or lot shall again be used as a yard or other open space for another lot.
3. No lot shall be divided in such a way that any division of such lot shall contain more dwelling units than are permitted by the LUG in which such lot is situated.
4. A lot or parcel of land may be subdivided into smaller lots provided such smaller lots conform to the lot size limitations of the LUG in which the lots are situated. However, a single parcel shall not be divided into 4 or more lots or 2 or more lots if a new street is involved, without approval of a subdivision plat in compliance with the Mesa City Code and the Avalon Crossing Community Plan.
5. The division of land into 2 or 3 parcels shall require approval of a land split map in compliance with the Mesa City Code. Division of developed land shall maintain separation distances as required in the Building Code and shall meet the requirements of the Avalon Crossing Community Plan.
6. Where two or more lots are used as a building site and where buildings cross lot lines, the entire area shall be considered one lot, except that the front of the parcel shall be determined to be the front of the individual lots as originally platted or recorded.
7. Where future width lines for rights-of-way have been established, all required yards shall be measured from such future width lines.

8. Every lot shall have frontage on a public street or private access drive. Lots fronting on private access drives are subject to review and approval by the City of Mesa Planning and Engineering Divisions.

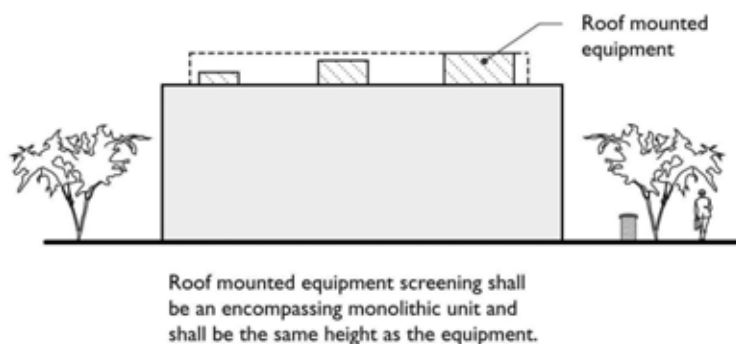
7.11(h)Screening. Design Objective: Encourage attractive, safe buildings and sites by screening non-architectural elements and uses from public view and providing for transitions between uses.

7.11(h)(i) Screening of Mechanical Equipment. Design Objective: Integrate visual screening of necessary mechanical equipment into the architecture of buildings to ensure development is attractive, clutter-free and safe.

Except for single-residence dwellings within the CR and CRSL LUGs, exterior mechanical equipment to be screened includes, but is not limited to heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, , smoke exhaust fans, satellite dishes, service entry section and similar utility devices. Exceptions may be approved by the Zoning Administrator. Screening shall be architecturally integrated into the main structure with regard to materials, color, shape, and size to appear as an integral part of the building or structure. Equipment shall be screened from public view, public right of way, parking areas and on-site pedestrian walkways and amenities. Screening materials shall be opaque and durable. When screening with plants, evergreen types of vegetation shall be planted and maintained. Plant material sizes and types shall be selected and installed, and maintained so that at the time of building occupancy, and continuously afterwards, such plants effectively screen their respective equipment. The use of expanded metal lath and chain link for screening is prohibited. The following additional screening standards apply:

1. **Roof-Mounted Equipment.** All Roof-mounted equipment shall be screened from view. Screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e., multiple equipment screens, or “hats,” surrounding individual elements shall not be permitted). The height of the screening element shall equal or exceed the height of the structure’s tallest piece of installed equipment.

Figure 7.11.3 Screening of Roof-Mounted Equipment



2. **Ground-Mounted Equipment.** All ground-mounted equipment should be located at the side or rear of dwelling or buildings and not on street-facing facades. Ground-mounted equipment facing a street or not otherwise separated from the street by intervening building(s) shall be screened to a height of at least 12 inches above the equipment. Screening devices shall consist of decorative walls and/or berms (2:1 maximum slope) with supplemental plant materials including trees, shrubs and groundcovers. For screen walls that are 3 feet in height or lower, vegetative materials may be substituted for 50 percent of the screening device.

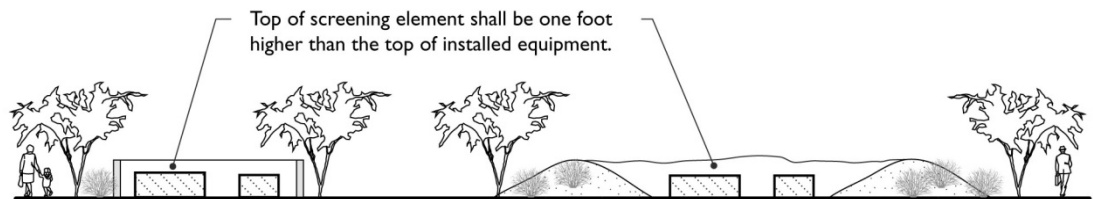


Figure 7.11.4: Screening of Ground-Mounted Equipment

3. **Exterior Wall Equipment.** Wall-mounted equipment, including but not limited to electrical meters, electrical distribution cabinets, service entry section (SES), fire sprinkler equipment and similar valves and cabinets that face a street, or public parking and are not recessed and/or separated from the street by intervening building(s) shall be screened. Screening devices shall incorporate elements of the building design, e.g. shape, color, texture and material. Vegetative materials may be substituted for up to 50 percent of the screening devices when used in conjunction with screen walls that are 3 feet in height or lower.

7.11(h)(ii) Truck Docks, Loading and Service Areas. Design Objectives: Reduce the negative impact of noise and activity associated with truck docks, loading and service areas on quieter activities of adjacent properties. Minimize the impact of visual clutter associated with open bay doors and parked trucks being loaded and unloaded from adjacent lots and street rights-of-way.

Truck docks, loading, and service areas shall be located and screened as follows:

1. Minimum Distance from Residential District. Truck docks, loading, and service areas are not permitted within 50 feet of the boundary of any residential LUG or use.
2. Location on Lot. In all LUGs, truck docks, loading areas and service areas must be located at the rear or side of buildings, rather than facing a street.

3. Screening. Truck docks, loading areas, and service areas located in any LUG shall be screened from any adjacent residential LUGs or uses. Docks, loading and service areas in any LUG shall be screened from public view. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.

7.11(h)(iii) Roof Access Ladders and Fire Sprinkler Risers. Design Objective: Reduce visual clutter at the skyline.

The location of roof-access ladders and fire sprinkler risers shall be within the interior of the structure or architecturally integrated into the structure.

7.11(h)(iv) Trash and Refuse Collection Areas. Design Objective: Reduce visual clutter of trash and refuse collection areas and integrate screening devices with project theme.

Trash and refuse collection areas shall be screened so as to not be visible from a public street or parking area. Latching gates shall be provided for trash enclosure openings where visible from street and/or public parking areas. Openings should be oriented away from public right-of-way, where possible. See Trash and Refuse Collections Areas, 7.11(j) for additional standards.

7.11(h)(v) Parking Areas. Design Objective: Reduce potential visual glare of headlights and reduce the visual clutter of parking fields with screening that is integral to the site and landscaping theme.

Parking areas and drive aisles shall be screened from public street(s) with screen walls, berms or a combination of walls/berms and densely planted landscaping or vertical wire trellis panels. No more than 40 percent of the screening shall be accomplished with dense landscaping.

1. Screen walls shall vary in height from 32 to 40 inches and shall be offset or staggered by at least 24 inches at intervals of no more than 50 feet.
2. Screen walls shall be composed of brick, stone, stucco, or other quality durable material that complements the theme of the project and shall include a decorative cap or top finish as well as edge detail at wall ends.
3. Berms shall be contoured and covered with a combination of vegetative and inert ground cover.
4. Screen wall and/or berm height shall be measured from the finish grade of the parking lot.
5. When using a screen wall, there shall be a landscaped setback of at least 5 feet between the screen wall and the edge of the parking area.
6. A setback of at least 10 feet shall be provided between the screen wall and the public right-of-way or public utilities and facilities easement.

7.11(h)(vi) Roof-mounted Solar Equipment. Design Objective: Allow solar panels and other solar equipment to be placed on roofs in a manner that is aesthetically pleasing without creating excess shadows on the equipment.

Solar equipment placed on flat roofs shall be screened a minimum of 60% of the height of the equipment. Roof mounted equipment laying flat on a sloped roof, without additional structures elevating the panels from collectors do not require any additional screening device, but shall be architecturally integrated into the roof structure.

7.11(i) Swimming Pools. Swimming pools and other bodies of water must be developed in compliance with the following standards:

1. A swimming pool shall not be located in the required front yard, a side yard required for vehicle access, required landscaped areas or closer than 4 feet from the water's edge to any lot line.
2. Contained bodies of water either above or below ground level with the container being 18 inches or more in depth at any point or wider than 8 feet at any point, shall conform to the location and fencing requirements of the City of Mesa City Code for swimming pools.
3. Swimming pools shall be secured from unauthorized access by an enclosure as provided in Title 4, Chapters 2 (Mesa Building Code) or 3 (Mesa Residential Code), as applicable, of the Mesa City Code.

7.11(j) Trash Storage and Screening, and Refuse Collection Areas. Design Objectives: Trash and refuse collection areas, including enclosures, should be an integral component of the project. The areas should be safe and convenient. The location should not be visually prominent.

7.11(j)(i) Screening. Fencing, landscaping, or other type of view obscuring structure shall be provided for and maintained to screen any trashcans or other refuse containers from view from public right-of-way.

7.11(j)(ii) Location. The location for container storage shall be shown on all plans submitted for Site Plan and Design Review and building permits. Location for trash container storage shall have a smooth solid surface such as concrete or pavers.

7.11(j)(iii) Pedestrian Access to Container Storage. Pedestrian access to all trash and recycling containers shall be provided. For all single residences and multiple residence uses with individual unit pick-up service, access shall maintain a minimum width that allows easy passage of City standard trash receptacles. For multiple residences with bulk common pick-up service, pedestrian access shall maintain a minimum width of 3 feet and may be

maintained as a separate access point, or in combination with the screening gate for the container enclosure area

7.11(j)(iv) Bulk Service Solid Waste and Recycling Container Enclosure.

1. General Applicability Requirements. Solid waste and recycling-container enclosures for bulk common service are required for new dwelling groups consisting of 4 or more dwelling units.
2. Alternatives. Alternatives to standard requirements may be considered by the Zoning Administrator and Solid Waste Management Director.
3. Location. All enclosures shall comply with all applicable Building and Fire Codes and shall meet the following requirements.
 - a. The solid waste and recycling storage area shall not be located within any required front yard, street side yard, any required parking and landscaped areas, or any other area required to be constructed and maintained unencumbered according to fire and other applicable building and public safety codes.
 - b. Solid waste and recycling areas shall be consolidated to minimize the number of collection sites and located so as to reasonably equalize the distance from the building spaces they serve.
 - c. Storage areas shall be located so that the trucks and equipment used by the City of Mesa solid waste and recycling collector(s), or other private providers as applicable, have sufficient maneuvering area.
4. Materials, Construction and Design.
 - a. Minimum Height of Screening. Solid waste and recycling storage areas located outside or on the exterior of any building shall be screened to a minimum height of 6-feet
 - b. Enclosure Material. Enclosure material shall be solid masonry or concrete tilt-up with decorated exterior-surface finish compatible to the main structure(s).
 - c. Gate Material. Gate material shall be decorative, solid, heavy-gauge metal or a heavy-gauge metal frame with a covering of a view-obscuring material.
 - d. Surfacing. Enclosure shall have a smooth solid surface such as concrete or pavers.
 - e. Access to Enclosure from Residential Projects. Each solid waste and recycling enclosure serving a residential project shall be designed to allow walk-in access without having to open the main enclosure gate
 - f. Protection for Enclosures. Concrete curbs or equivalent shall protect enclosures from adjacent vehicle parking and travel ways.
 - g. Landscaping. When feasible the perimeter of the recycling and trash enclosure shall be planted with drought resistant landscaping, including a combination of shrubs and/or climbing evergreen vines.

- h. Lighting. All trash collection areas shall be well lit with a minimum 1 foot candle.

7.11(k) Visibility at Intersections. Notwithstanding any other provisions of this section, no fence, wall, shrubbery, sign or other obstruction to vision between a height of 3 feet and 8 feet above the centerline grades of the intersecting streets, other than two intersecting local residential streets, shall be erected, placed, planted, allowed to grow or maintained within the triangular yard space formed by the intersecting center lines and a line joining points on such center lines 80 feet from the point of intersection. Where a conflict occurs between this requirement and the City of Mesa Subdivision Regulations, the more restrictive provision shall apply.

7.11(l) Solar Panels and Other Alternative Energy Production Facilities.

7.11(l)(i) Solar Panels. The following standards are applicable solar panels used for the primary purpose of providing energy for the immediate site or development:

1. Attached solar panels. In all land use groups, solar panels attached to sloped roofs shall be located entirely on the roof. Solar panels located behind parapets on flat roofs shall comply with Table 7.11.1: Allowed Projections Above Height Limits.
2. Detached, freestanding solar panels. Detached or freestanding solar panel structures are permitted only in single residence land use groups and shall comply with all location, maximum height and maximum roof area requirements of Detached Accessory Structures, 7.11(b).

7.11(m) Portable Storage Containers.

7.11(m)(i) CMR Requirements. In the CMR LUG, portable storage containers are permitted only in accordance with the following:

1. As a temporary use during construction, remodeling, or redevelopment of permanent on-site building and facilities, subject to the issuance of a use permit by the City of Mesa. Such use permit shall specify and limit the number, size, location, and duration of the storage containers.
2. As a periodic, intermittent, or isochronal use accessory to a primary permitted use, subject to the approval by the Zoning Administrator. In addition to specifying and limiting the number, size, location, and duration of the storage containers, the Zoning Administrator's approval may require additional measures to ensure compatibility with adjacent land uses such as increased setbacks, screen walls, landscaping, exterior materials and color.
3. In no case shall such storage containers be located in required landscape areas, open space, retention basins, drive aisles, fire lanes, required

parking spaces, loading zones, or any other location that may cause hazardous conditions, constitute a threat to public safety, or create a condition detrimental to surrounding land uses and developments.

7.11(m)(ii) CR and CRSL Requirements. In the CR and CRSL LUGs, the temporary placement of a portable storage container for the purpose of loading and unloading household contents shall be permitted for a period of time not exceeding seven (7) days in a calendar year.

7.12. Residential Neighborhood Design Concepts.

The neighborhoods within Avalon Crossing form the core of the community and are planned to create a compact and walkable environment that offers a diversity of housing opportunities. Neighborhoods are envisioned as having compact block lengths, tree-lined streetscapes and immediate access to recreational amenities. Outdoor spaces, both public and private, will contribute towards creating a socially interactive community. The following neighborhood design concepts will be reinforced and articulated more fully within future DUP design guidelines.

- 1. Neighborhood Scale and Layout.** A key characteristic of neighborhood design within Avalon Crossing will be compact block lengths and uncomplicated neighborhood layouts to promote efficient use of the land and foster a more integrated neighborhood experience. The scale of neighborhoods should be designed so that residents feel a closer sense of connection with their immediate surroundings. Smaller neighborhoods allow individual homes to be in closer proximity to open space, recreational facilities, and the community connectivity network. Neighborhoods will generally be designed using a more formal grid pattern with only strategic use of cul-de-sacs. Neighborhood blocks should primarily be organized so that the narrower lot or building frontage is to the east-west.
- 2. Street Design.** Streets cross sections and layouts, which are discussed more fully in Chapter 16, will be both visually narrower and shorter in length than traditional suburban standards to promote slower vehicular speeds within the residential areas. This, in turn, also creates a more intimate street environment and creates a heightened sense of security, allowing for easier surveillance opportunities for public safety agencies and residents. Streets will be shaded and complimented by sidewalks and trails to encourage pedestrian activity. On-street parking through the use of chicanes may also be allowed within residential neighborhoods.
- 3. Recreational Amenities.** Each neighborhood will be organized around a focal park that functions as a strong organizing element and community identifier. Each neighborhood will have strong linkages to larger community parks and the community recreation center. Smaller pocket parks and playgrounds will be tucked throughout the neighborhoods. Streets and pedestrian pathways will be designed to provide walkable and bikeable connections to other neighborhoods, the community recreation center,

and community retail centers. As a general rule, residential units should be within 500 feet of an open space area (including community parks, neighborhood parks, neighborhood playgrounds, passive open space areas, off-street community trails or paseos). Neighborhood parks and community parks will be framed with public streets and residential units along those streets will front onto such open spaces.

4. **Neighborhood Transitions.** Neighborhoods within Avalon Crossing are an integral component of the larger whole. The unique identity and individual character of each neighborhood will be designed to contribute to the overall community character. Continuity between neighborhoods and differing land uses will be achieved by including cohesive transition elements such as landscaping, shading elements, decorative paving, street furniture, architectural themes, pedestrian connectivity systems, and integrated infrastructure elements. Neighborhood designs will also follow the Community Connectivity standards outlined in Section 10.
5. **Neighborhood Landscape.** Neighborhood landscape design will be divided into two basic categories: 1) public neighborhood landscape and 2) private residence landscape. Private residence landscape areas, such as the backyard and enclosed patios, belong to the homeowner and allow flexibility to create a personalized landscape environment. Public neighborhood landscape areas, including front yards, public streetscape areas and public open spaces, will be controlled and defined by specific plant and tree palettes, tree planting locations and maintenance expectations to assure the neighborhoods are both attractive and sustainable. Emphasis will be placed on either formal or informal tree planting strategies that maximize tree coverage and shade over the public streets and other public open space areas.

7.13. Residential Architectural Design Concepts.

Building architecture plays an important role in creating the backdrop for the public places and the streetscape within the Avalon Crossing community, but is equally important in establishing the overall community identity. Architecture within Avalon Crossing will promote core architectural values that place strong emphasis on function, durability and visual appeal.

Function: Building designs will be based on simple building blocks and roof forms that have a direct relationship to internal functionality. Homes and multiple-residence buildings will be designed with a strong street orientation including porches and front entries designed to foster neighborliness and social interaction among community residents. Shade elements will be thoughtfully integrated to provide protection from the desert sun.

Durability: Building articulation, materials, landscaping and color schemes will have a relationship to the desert southwest and be selected to create a sense of timelessness within the community.

Visual Appeal: Traditional design elements and timeless architecture will be complimented by well articulated public spaces including porches and patios, meaningful front door design, and thoughtful design and material selection for garage doors. Minimal setbacks will be utilized to promote a compact, walkable neighborhood and landscaping will play an important role in creating the overall visual landscape for each home, street and neighborhood. Neighborhoods will include a mix of single story and two story homes to provide diversity in the street façade.

These core architectural values will be employed in the design of all single residence and multi-residence structures within Avalon Crossing. Specific design guidelines that fully articulate these architectural values will be included with each future DUP submittal. In addition to the above-referenced core architectural values, the following architectural design objectives will be incorporated and more fully articulated in future DUP design guideline submittals as well.

7.13(a) Architectural Design Objectives

1. **Street Presence.** Create distinctive buildings that compose, as a group within an individual block, a graceful street presence. The front of the structure should be a focal point from the street.
2. **Garage Treatment.** Treat garage doors as an architecturally important element of the structure. Design treatments such as stepping back garage doors from the main front elevation, splitting up garages, thoughtfully articulating garage doors, and creatively addressing how cars are parked can help minimize the dominance of the garage, but also incorporate the garage as a meaningful component of both the building and the streetscape.
3. **Front Porches, Courtyards and Public Spaces.** Utilize shaded, usable front porches, patios and courtyards to encourage activity within the public realm of the front yard and that contribute meaningfully towards creating a socially interactive street scene.
4. **Variation and Diversity.** Each block should contain a variety of floor plans and building elevations to create a diverse streetscape. A mix of single, one and one-half and two story buildings (or three stories and above for mixed-use areas) should be integrated within each block. A mix of materials, colors and façade treatments should be employed.
5. **Roof Forms.** Utilize varying roof forms and materials to contribute to the diversity of the neighborhood and the street scene. A variety of roof forms and roof materials should be provided within each neighborhood block length. Rooftop equipment must be architecturally integrated within the volume of the

building and not visible from public streets or other public areas. Photovoltaic and solar water heating systems should be architecturally integrated into the roof or building form and not visible from public streets.

6. *Building Height and Massing.* Buildings forms should be designed to reinforce a cohesive and visually interesting streetscape. Changes in volume, building plane, sloping roofs and porches should be used to reduce the perceived scale of the structure. Basic architectural shapes and volumes, and uncluttered architectural details are encouraged.

7. *Building Materials and Color.* Building materials and colors should be durable and reinforce the timeless quality of the neighborhoods within Avalon Crossing. Variety in buildings materials and colors is encouraged, but should also compliment the natural desert environment.



Chapter 8. Commercial & Mixed Use Land Use Groups

8.1. General Purpose of Commercial and Mixed Use Land Use Group

The purposes of the commercial and mixed-use districts are to:

1. Provide for the orderly, well-planned, and market relative growth of commercial and mixed-use areas.
2. Plan for and allow commercial development to expand the variety of goods and services to meet the needs of Avalon Crossing residents and neighboring areas.
3. Allow mixed-use development to promote less reliance on automobiles for mobility and result in a reduction in vehicle miles traveled.
4. Establish development standards that improve the visual quality of commercial and mixed-use development and create a unified, distinctive, and attractive character along community streets.
5. Contribute to the pedestrian environment with standards that promote ground-floor visibility, orientation of buildings to the street, shaded connectivity, opportunities for community interaction, and pedestrian access across parking lots and between commercial centers and adjacent land uses.
6. Provide standards that create natural, seamless transitions between uses without creating barriers and encourage connectivity.
7. Encourage environmentally sensitive architectural and landscape features, and the use of non-pervious materials to mitigate air and storm water pollution, to provide shade to reduce the effects of the urban heat island, and to consider solar orientation to take full advantage of sun angles and reduce potential energy consumption.
8. Encourage sustainable development practices that further the goals of the Mesa Gateway Strategic Plan.

8.2. Specific Purposes of Each Commercial and Mixed-Use LUG.

8.2(a) Community Commercial (“CC”).

The purpose of the CC LUG is to provide Avalon Crossing residents and neighboring areas with locally-oriented retail, service and employment uses. Typical uses include, but are not limited to retail stores, grocery-store-anchored shopping centers, large-format store anchored tenant shopping centers with additional drug stores, fast-food restaurants, hardware and building supply stores, gas stations with convenience stores, restaurants and cafes. Other compatible uses include medical and professional offices, personal services, entertainment, as well as public and semi-public uses.

8.2(b) Community Mixed-Use (“CMU”).

The purpose of the CMU LUG is to provide areas for a mix of uses including employment centers, retail and service commercial uses, medical and professional offices, and residential uses at densities of 15 to 40 units per acre.

8.3. Commercial and Mixed Use Permitted Uses.

The land use regulations for each Residential Land Use Group are established by letter designations as follows:

1. **"P"** designates a permitted use.
2. **"SUP"** designates a use permitted on approval of a Special Use Permit.
3. **"CUP"** designates a use permitted on approval of a Council Use Permit.
4. **"AUP"** designates a use permitted on approval of an Administrative Use Permit.
5. **"CP"** designates use classifications that are conditionally permitted subject to compliance with additional requirements outlined in Chapter 9.
6. **"TUP"** designates a use permitted on approval of a Temporary Use Permit.
7. **("--")** designates a prohibited use.

Land use classifications not listed are prohibited unless a interpretation is made by the City of Mesa Zoning Administrator determining that the proposed use is analogous to a permitted use. The "Additional Use Regulations" column includes specific limitations applicable to the land use classification or refers to regulations located elsewhere in the Avalon Crossing Community Plan.

Commercial and Mixed-Use Land Use Groups			
Proposed Use	CC	CMU	Additional Use Regulations
Residential Use Classifications			
Single Residence -Attached	CUP	CUP	Utilize CMR development standards within the CC LUG, and CMR-U development standards in the CMU LUG.
Multiple Residence	P	P	Utilize CMR development standards within the CC LUG, and CMR-U development standards in the CMU LUG.

Commercial and Mixed-Use Land Use Groups			
Proposed Use	CC	CMU	Additional Use Regulations
Assisted Living	SUP	--	
Home Occupations	CP	CP	See Chapter 9, Home Occupations
Public and Semi-Public Use Classifications			
Clubs and Lodges	P	P	
Colleges and Trade Schools, Public or Private			
• Colleges and Universities	P	P	
• Commercial Trade Schools	P	P	
• Industrial Trade Schools	--	--	
Community Center	P	P	
Community Gardens	CP	CP	See Chapter 9, Community Gardens
Cultural Institutions	P	P	
Day Care Centers	P	P	
Government Offices	P	P	
Hospitals and Clinics			
• Clinics	CP	CP	See Chapter 9, Hospitals and Clinics
• Hospitals	CP	--	
• Nursing and Convalescent Homes	P	--	
Parks and Recreation Facilities, Public	P	P	
Places of Worship	CP	CP	See Chapter 9, Places of Worship
Public Safety Facilities	P	P	
Schools, Public or Private	CUP	CUP	See Chapter 9, Schools

Commercial and Mixed-Use Land Use Groups			
Proposed Use	CC	CMU	Additional Use Regulations
Commercial Use Classifications			
Animal Sales and Services			
• Small Animal Day Care	SUP	SUP	
• Kennels	SUP	--	
• Pet Stores	P	SUP	
• Veterinary Services	P	P	
Artists' Studios	P	P	
Automobile/Vehicle Sales and Services			
• Accessory Automobile Rentals	SUP	SUP	
• Automobile Rentals	SUP	--	Not allowed in DU2 See Chapter 9, Automobile Rentals; Automobile/Vehicle Sales and Leasing
• Automobile/Vehicle Sales and Leasing	CP	--	
• Automobile/Vehicle Service and Repair Minor	CP	--	Not allowed in DU2. See Chapter 9, Automobile/Vehicle Repair; Minor
• Automobile/Vehicle Washing	SUP	--	Not allowed in DU2. See Chapter 9, Automobile/Vehicle Washing
• Automobile Service Station	SUP	--	See Chapter 9, Automobile Service Stations
Banks and Financial Institutions	P	P	

Commercial and Mixed-Use Land Use Groups			
Proposed Use	CC	CMU	Additional Use Regulations
• With Drive-Thru Facilities	P	SUP	
Banquet and Conference Center	P	P	
Building Materials and Services	P	--	
Business Services	P	P	
Commercial Entertainment	P	P	
Commercial Recreation			
• Small-Scale	P	SUP	
• Large-Scale	--	--	
Eating and Drinking Establishments			
• Bars/Clubs/Lounges	P	P	
• Coffee Shops/Cafes	P	P	
• Restaurants, Bar and Grill	P	P	
• Restaurants, Full Service	P	P	
• Restaurants, Limited Service	P	P	
• Restaurants With Drive-Thru Facilities	P	SUP	
• Restaurants With Outdoor Seating Areas	AUP	AUP	See Chapter 9, Outdoor Eating Areas
• Restaurants With Off-track Betting	P	P	Accessory only to Restaurants, Clubs, and Bars
• Restaurants With Live Entertainment	P	P	
Food and Beverage Sales			
• Convenience Market	CP	CP	See Chapter 9, Convenience Markets
• Convenience Market with Accessory Fuel Sales	SUP	--	

Commercial and Mixed-Use Land Use Groups			
Proposed Use	CC	CMU	Additional Use Regulations
• General Market	P	P	
Funeral Parlors and Mortuaries	P	P	
Hotels and Motels	P	P	
Light Fleet-Based Services	--	--	
Live-Work Unit	CP	CP	See Chapter 9, Live Work Units
Maintenance and Repair Services	P	--	
Offices			
• Business and Professional	P	P	
• Medical and Dental	P	P	
Parking, Commercial	P	CUP	
Personal Services	P	P	
Plant Nurseries and Garden Centers, Retail Only	P	SUP	Not allowed in DU2.
Retail Sales			
• General	P	P	
• Large Format	CP	CUP	See Chapter 9, Large Format Retail
Employment Use Classifications			
Handicraft/Custom Manufacturing	P	--	All activities must take place within an enclosed building
Light Assembly/Cabinetry	P	--	Not allowed in DU2. All activities must take place within an enclosed building

Commercial and Mixed-Use Land Use Groups			
Proposed Use	CC	CMU	Additional Use Regulations
Research and Development	P	--	Not allowed in DU2. All activities must take place within an enclosed building
Recycling Facilities			
Reverse Vending Machine	P	P	
Small Indoor Collection Facility	P	SUP	All activities must take place within an enclosed building
Warehousing and Storage			
Mini-Storage	P	--	
Wholesale	CUP	--	
Temporary Uses			
Special Events	TUP	TUP	See Chapter 9, Temporary Uses
Swap Meets	TUP	TUP	See Chapter 9, Temporary Uses
Farmer's Markets	TUP	TUP	See Chapter 9, Temporary Uses
Mobile Food Vending	TUP	TUP	See Chapter 9, Temporary Uses
Temporary Retail	TUP	TUP	See Chapter 9, Temporary Uses
Temporary Automobile, Boat, and RV Storage	TUP	--	Not allowed in DU2. See Chapter 9, Temporary Uses

Commercial and Mixed-Use Land Use Groups			
Proposed Use	CC	CMU	Additional Use Regulations
Transportation, Communication, and Utilities Use Classifications			
Communication Facilities			
Antenna and Transmission Towers	See Chapter 35 Mesa Zoning Ordinance		
Facilities within Buildings	See Chapter 35 Mesa Zoning Ordinance		
Transportation Passenger Terminals	P	P	
Utilities, Minor	P	P	
Heliports	CUP	CUP	
Specific Accessory Uses			
Caretakers' Residences	SUP	P	
Garden Center	P	SUP	
Outdoor entertainment or activities	SUP	SUP	
Outdoor display, not specified by other classifications	SUP	SUP	

8.4. Commercial and Mixed-Use Development Standards

The following General Development Standards apply to all non-residential development projects within the CC and CMU LUG's. All development projects within the CC and CMU LUG's that fall under the residential use classifications as allowed in 9.3 shall utilize the General Development Standards outlined in Chapter 8 for CMR or CMR-U. In addition to the General Development Standards, all development within the CC and CMU LUG's must comply with the associated Development Unit Plan requirements and design guidelines.

Commercial and Mixed-Use General Development Standards			
	CC	CMU	Additional Standards
Lot and Density Standards			
Minimum Lot Area (sq ft)	10,000	5,000	CC: A minimum lot area of less than 10,000 sq ft is allowed if lot is part of a group commercial center of at least 10 acres in size with provisions for alternative or shared parking plans. CMU: A minimum lot area of less than 5,000 sq ft is allowed for attached buildings with provisions for alternative or shared parking plans.
Minimum Lot Width (ft)	50	50	
Minimum Lot Depth (ft)	100	100	
Building Form and Location			
Maximum Height (ft)	60	100	CC: A height of 100' is allowed for a Hospital.
Minimum Setback along Property Lines or Building and Parking Areas (ft) ¹			
Front and Street-Facing Side			Setbacks shall be landscaped.
• Arterial & Freeway	15	0 min / 20 max	
• Collector Roadway	15	0 min / 15 max	
• Local Roadway	15	0 min / 10 max	

¹ All setbacks measured from the Property Line unless otherwise noted.

Interior Side and Rear: Adjacent to CR: 1st Story 2nd Story 3-5 Stories 6 Stories and above	15 25 35 50	15 25 35 50	At least 10 feet of such required yard must be landscaped.
Interior Side and Rear: Adjacent to All Other Land Use Groups 1st Story 2nd Story 3-5 Stories 6 Stories and above	 0 0 15 30	 0 0 0 0	
Setback at Street Intersections for Buildings and Parking Areas – Minimum radius (ft) ²	<i>Arterial Street Intersection: 25ft.</i> <i>Collector Street Intersection: 15ft.</i> <i>Local to Local Street Intersection: 0 ft.</i>		10 ³
Ground-Floor Transparency	No	Yes	
Main Building Entrance Orientation	No	Yes	
Residential Density	No Minimum or Maximum		Follow CMR development standards within the CC LUG and CMR-U development standards in the CMU LUG.

² Setback at intersection determined by street with highest functional classification.

³ May be reduced to 0 ft at local street to local street intersections.

8.5. Commercial and Mixed-Use General Design Standards

8.5(a) Building and Roofing Materials.

Design Objective: Buildings and structures shall be constructed of durable, high-quality materials appropriate for the climate.

1. Pre-engineered metal buildings are not allowed in the commercial and mixed-use districts.
2. All visible pitched roofs shall consist of metal seam, clay tile, concrete tile, or a similar grade of roofing material.

8.5(b) Building Projections into Setbacks.

Design Objective: Projections should add visual interest and enhance the architecture of the building by providing shade and shadows.

Awnings, eaves, overhangs, light shelves and basement window wells may encroach up to 3 feet into any required yard, but shall not be closer than 2 feet to any property line. Exception, the Zoning Administrator may approve minor building projections that extend into the required setback upon finding that the encroachment responds to functional requirements of the project, does not adversely affect the adjacent project, and complies with all requirements of the Building Code.

8.5(c) Landscaping of Interior Setbacks.

Design Objective: Landscaping should provide a transition between adjacent development, shade paved and unpaved surfaces, screen view of objectionable uses and screen nighttime light from adjacent property.

Where a parcel of land of less than 2.5 acres located in a commercial or mixed-use district is adjacent to the CR or CRSL district, at least 20 feet of the depth of adjacent interior side or rear yards must be landscaped, and remain free from parking, driveways, and encroachment by any structures that are not part of the landscaping design. On sites of 2.5 acres or more adjacent to an CR or CRSL district, at least 25 feet of the depth of adjacent interior side or rear yards must be landscaped and free from encroachments.

8.6. Additional Design Standards for the CMU Land Use Group.

The regulations of this section apply to the CMU LUG in order to support pedestrian-oriented development. Design Objective: Create an attractive, comfortable, safe urban environment defined by building fronts, streets and the community space in between.

1. **Building Main Entry Orientation.** Design Objective: Focus activity on the urban streets and walkways by providing direct connections from sidewalks to building entrances.

The primary entrance(s) of a building shall face or be oriented to within 45 degrees of parallel to a street frontage. This entrance(s) must allow pedestrians to both enter and exit the building. If a site is located on two street frontages, the primary entrance shall be oriented towards the street frontage that is intended to act as the primary pedestrian street frontage.

2. **Ground-Floor Transparency.** Design Objective: Create vibrant, safe environments along urban streets and walkways.

Exterior walls facing any front or street-facing lot line shall include windows, doors, or other openings for at least 50 percent of the building wall area located between 2.5 and seven feet above the elevation of the sidewalk. No wall may run in a continuous plane for more than 20 feet without an opening. Openings fulfilling this requirement shall have transparent glazing and provide views into work areas, display areas, sales areas, lobbies, or similar active spaces, or into window displays that are at least 3 feet deep.

- a. **Exception for Structured Parking Facilities.** Multi-level parking garages, where permitted, must meet the standards of Subsection 5 of this Section.
 - b. **Sites with Multiple Buildings.** On sites that contain multiple buildings, the building ground-floor transparency requirement does not need to be met along street-facing facades of buildings if the façade is located behind other buildings and not visible from the adjacent public street.
 - c. **Reduction through Site Plan Review.** The building transparency requirement may be reduced or waived, if it is found that:
 - i. The proposed use has unique operational characteristics with which providing the required windows and openings is incompatible, such as in the case of a cinema or theater; and
 - ii. Street-facing building walls shall exhibit architectural relief and detail, or the building shall be enhanced with landscaping in such a way as to create visual interest at the pedestrian level and soften or mitigate the scale of the building form. Architectural relief and detail may be provided by exhibiting variety in the color, building massing, wall plane, and materials used. Building detailing shall be consistent with the proportions, rhythm, style and form of architecture presented.
3. **Location of Parking Areas.** Parking areas shall be located to the rear or side of buildings, or between 2 or more buildings on a lot. No parking area shall be located between a building and a street that is intended to function as a primary pedestrian street. Any parking area located to the side of a building must meet the screening standard for Parking Areas. The limitation on parking between a building and the street does not apply to on-street parking.
- a. **Corner Lots.** On corner lots, the requirements of this subsection apply to the street frontage that acts as the primary pedestrian street frontage. If

a site fronts two street frontages, of equal classification, the applicant shall meet the requirement on both street frontages.

4. **Maximum Building Setbacks.** The front building facades of buildings that face the pedestrian oriented street frontage must be located no farther from the property line than the maximum setback distance outlined in 8.4. The following additional provisions apply.
 - a. **Corner Properties.** Where a property fronts on two or more street frontages, the front building facade shall be placed no further than the maximum setback on two sides for at least thirty feet on each side. This standard shall be met along the two street frontages that function as the primary pedestrian frontages. If all streets adjacent to the property have the same functional usage, the developer shall choose which frontages with which to meet the standard.
 - b. **Sites with More than One Building.** Where multiple buildings are placed on one site, the ground level of a building or buildings shall be placed no further back than the maximum setback for a minimum of 65 percent of the width of the site.
 - c. **Building Additions.** For any addition to a building that increases the width of a street-facing façade, 100 percent of the addition must be located on or within the maximum setback until the requirement is met for the entire building.
 - d. **Building Alignment.** The first site plan approved shall be used to set the alignment of building fronts along the primary pedestrian street frontage. All subsequent buildings along that block frontage shall utilize the same building alignment setback.
 - e. **Retention Basins.** Retention basins shall be designed as an integral part of the site design theme and should be a usable element of the project, capable of serving multiple purposes.
 - f. **Exceptions to Maximum Setback Requirements.** The following exceptions to the maximum setback requirement are permitted.
 - i. **Articulated Building Street Face.** Where a portion of the building is placed back from the maximum setback to provide an entry or other feature creating variation in the facade, the total area of the space created by the setback must be less than the area of one (1) square foot per linear foot of building frontage.
 - ii. **Outdoor Eating Areas and Plazas.** Where an outdoor eating area or plaza will be installed along the front building facade, a portion of the building may be set back up to 12 feet farther than the maximum setback line, if at least 40 percent of the building facade is no farther than the maximum setback.
 - iii. **Residential Uses.** For buildings or portions of buildings that are in residential use, open porches or stoops located at or within the maximum setback shall count toward meeting the build-to

requirement if such porches are at least ten feet wide and six feet deep.

5. **Standards for Parking Garages.** The exterior elevations of any multi-level parking structure must be screened or concealed by at least one of the following methods:
 - a. **Ground-Floor Commercial.** The garage's ground-level street frontage (except for driveways and pedestrian entrances) shall be improved with Retail Sales, Food and Beverage Sales, Eating and Drinking Establishments, Personal Services, or similar pedestrian-oriented permitted uses.
 - b. **Setback and Landscaping.** A parking structure that does not incorporate ground-floor retail or other commercial use must provide a densely planted landscaped yard that is a minimum of 10 feet in depth, or the required setback for the district in which it is located, whichever is greater such that the landscaping provides a full screen of the first floor façade of the parking structure

8.7. Additional Design Standards for Large Scale Retail Centers

Retail centers containing an individual user of more than 80,000 square feet of floor area shall meet or exceed the following standards and criteria for approval.

8.7(a) Entry Plazas/Passenger Loading Areas.

A plaza shall be provided at the entry to each anchor tenant that provides for pedestrian circulation and vehicle passenger loading and unloading.

8.7(b) Pedestrian Walkways.

A continuous system of hard-surfaced, safe, and convenient pedestrian walkways at least 5-feet wide shall be provided. The walkways shall connect on-site buildings to one another, to automobile and bicycle parking areas, to any on-site open space areas or pedestrian amenities, and to the adjacent public right-of-way. A minimum of 50 percent of pedestrian walkways shall be either shaded with structures or landscaping.

8.7(c) Open Space.

Outdoor space for the use of customers and visitors shall be provided on any shopping center site with 80,000 square feet or more of floor area. Required sidewalks shall not be included in the open space calculation.

8.7(d) Minimum Area.

Public space shall be provided at a rate of 5 square feet per 1,000 square feet of building floor area, but no more than 15,000 square feet of open space.

8.7(e) Location.

Such public space shall be visible from a public street, or from on-site areas normally frequented by customers, and shall be accessible during business hours. Areas within required setbacks may count toward the public space requirement. Areas designated for customers to wait for cabs may be combined with required public space areas if they meet all other requirements of this subsection.

8.7(f) Amenities.

On-site public space shall include benches or other seating, and the ground surface shall be landscaped or surfaced with distinguishable and durable paving materials utilizing textures that are still usable by wheelchairs and similar handicap assist devices. Amenities shall be included that enhance the comfort, aesthetics, or usability of the space, including but not limited to trees and other landscaping, shade structures, water features, public art, or performance areas.

8.7(g) Parking Setback from Buildings.

The location and design of foundation base and pedestrian loading areas shall follow the requirements for Foundation Base as outlined in Chapter 14, Landscaping.

8.7(h) Location of Loading and Service Areas.

The location and design of loading docks and service areas shall follow the requirements of Truck Docks, Loading, and Service Areas.

8.7(i) Design Criteria.

In order to receive design approval for a commercial center pursuant to, the decision-making authority shall find that all of the following criteria have been met.

8.7(i)(i) Integrated Theme.

Buildings and structures will exhibit an integrated architectural theme that includes complementary materials, colors, and design details. The site will exhibit a unified theme that includes landscaping, amenities, signage, and lighting.

8.7(i)(ii) Site Entrance.

Community-scale commercial developments (10 acres or larger) are developed with at least 1 major driveway entrance feature that provides an organizing element to the site design. Major driveway entrance features, such as a landscaped entry corridor or a divided median drive separated by a landscaped center dividing island, are included.

8.7(i)(iii) Building Entrances.

Building entrances to anchor tenants and other large stores are prominent, shaded, and inviting. The architectural details of building entrances are integrated with the overall building design in terms of materials, scale, proportion, and design elements. Architectural and site detailing at entrances are appropriately scaled for people. Visual clues are provided in the landscape to show people the location of the entrance.

8.7(i)(iv) All Side Architecture.

Architectural detailing on facades may vary depending on visibility and orientation. However, all facades shall include an appropriate level of design detail or theme. Architectural details shall be integrated into the form and massing of the building; and shall avoid details that appear artificial or incongruous to the design. Light and shadow are used to provide visual interest. Façade detailing is appropriate to solar orientation.

8.7(i)(v) Freestanding Pad Developments.

Freestanding pad developments, if included in the development, are integrated into the site design in terms of parking lot layout, on-site vehicular and pedestrian circulation routes, landscaping, and building design. Internal cross access is provided between pad developments and the surrounding commercial center. Building scale, materials, colors, and design details are complementary to the surrounding center.

8.7(i)(vi) Drive-Through Facilities.

Drive-through lanes for restaurants, banks, pharmacies, and other uses, must be integrated with the overall site layout in such a way as to provide safe, efficient vehicular and pedestrian circulation. Adequate vehicular stacking or queuing spaces are provided to avoid waiting vehicles from blocking drive aisles or parking spaces. Drive-through facilities are located to minimize the visual impact of drive through lanes and canopies from the right-of-way and to provide adequate screening from internal uses. Locate drive through lanes and order boxes away from residential districts and pedestrian oriented “street” frontages.

8.7(i)(vii) Vehicular Circulation.

Safe, convenient vehicular circulation will be provided within the development through an appropriate system of internal vehicular circulation routes based on a hierarchy of drive aisles and cross routes. Vehicular and pedestrian conflicts are minimized. Where pedestrian circulation routes cross-vehicular traffic aisles and driveways within a development, there are clearly delineated crosswalks that include clear sight lines and adequate lighting. In addition, consider adequate warning

signage for both vehicles and pedestrians, and protective barrier posts or similar features for separation at walkway entrances.

8.7(i)(viii) Pedestrian Facilities and Amenities.

Pedestrian facilities will create an attractive, quality environment with integrated landscaping, shading, lighting, surface treatment, and other amenities. Pedestrian walkways shall be of a color and/or texture that contrasts with adjacent paving material.

8.7(i)(ix) Bicycle Parking.

Adequate, safe, and convenient bicycle parking facilities are provided. Short-term bicycle parking spaces for the use of customers and visitors are located close to building entrances, easily identifiable, visible to those passing by and separate from pedestrian circulation areas. Long-term bicycle parking for the use of employees will provide a high degree of security and safety such as the use of bicycle lockers, designated areas within buildings, or outside areas with visual monitoring.

8.7(i)(x) Entry Plazas.

Entry plazas and passenger loading areas, where required, include unique, decorative paving materials, adequate seating areas, provision of adequate shade), and attractive landscaping including trees and/or raised planters.

8.7(i)(xi) Transit Facilities.

Transit facilities, where included, are developed with effective shading, comfortable seating, attractive landscaping, decorative paving, public art features and efficient pedestrian routes to adjacent development.

8.7(i)(xii) Lighting.

A combination of attractively designed and located lighting fixtures, including low pole lights, ground-mounted fixtures, light bollards, and/or architectural lighting is used to provide interesting compositions for outdoor lighting, as well as a safe, secure environment.

8.7(i)(xiii) Shade Areas.

Pedestrian areas, such as walkways, building entrances, and gathering areas, are adequately shaded through such techniques as the careful placement of trees and landscaping, trellis structures, projecting canopies, covered walkways, arcades, porticos, building orientation, or similar techniques.

8.7(i)(xiv) Landscaping.

Landscaping is an integral component of the project theme. For large buildings, groupings of trees soften the building and larger planters are located around base of buildings where people enter the building. In planters near entries, massing of understory plants is provided. Tree species, height and diameter, are appropriate for scale of associated building. Landscaping complements detailing of building and signage.

8.7(i)(xv) Signage design. Architectural detailing, landscaping and signage are coordinated so each component does not negatively influence another.

8.8. Supplemental General Design Standards Applicable to all Commercial and Mixed Use Land Use Groups.

8.8(a) Building Projections into Required Yards.

8.8(a)(i) Awnings, eaves, overhangs, light shelves, canopies, arcades, pergolas, and upper level porches may encroach up to five feet into any required yard, but shall not be closer than 2 feet to any property line. Where the building setback is 0' and there is no required yard, awnings, eaves, overhangs, light shelves, canopies, arcades, pergolas, and upper level porches may encroach up to five feet into the public right-of-way or public utilities and facilities easement with approval by the City Engineer of an encroachment permit.

8.8(b) Exceptions to Height Limits.

8.8(b)(i) *Allowed Projections above Height Limits.* The structures listed below in Table 8.8.(b)(i) may exceed the maximum permitted building height for the land use group in which they are located. Height extensions are subject to the limitations stated in the table below; provided, no portion of a structure in excess of the building height limit may be used for sleeping quarters or advertising. All allowed projections above height limits must be in conformance with the requirements of Chapter 11, Airport Compatibility.

Table 8.8.(b)(i): Allowed Projections Above Height Limits		
<i>Structures Allowed Above the Height Limit</i>	<i>Maximum Coverage Location Restrictions</i>	<i>Maximum Vertical Projection Above the Height Limit (ft)</i>
Skylights	No limitation.	10

Table 8.8.(b)(i): Allowed Projections Above Height Limits		
<i>Structures Allowed Above the Height Limit</i>	<i>Maximum Coverage Location Restrictions</i>	<i>Maximum Vertical Projection Above the Height Limit (ft)</i>
Solar panels, and other energy production facilities located on a rooftop	No limitation.	20% of base height limit
Chimneys	10% of roof area	20% of base height limit up to 10
Decorative features such as spires, bell towers, domes, cupolas, pediments, obelisks, and monuments	No limitation	No limitation
Rooftop open space features such as sunshade and windscreen devices, open trellises, enclosed space for use by residents, and landscaping	25% of roof area	20% of base height limit up to 12
Elevator and stair towers (for multi-residence buildings only)	N/A	12
Mechanical penthouses	60% of roof area	10
Flagpoles	N/A	No limitations provided a one to one setback is provided.
Distribution and transmission towers, lines, and poles, Water tanks, Windmills, Radio towers, Airway beacons	20% of the area of the lot, or 20% of the roof area of all on-site structures, whichever is less; no limit if a primary use permitted in the district	10 as an accessory structure; none as a primary use
Building-mounted telecommunications facilities, antennas, and microwave equipment	Subject to provisions of the Mesa Zoning Ordinance regarding <i>Antennas and Wireless Communication Facilities</i> . A Special Use Permit is required for commercial communication towers that exceed the maximum permitted height of the district in which they are located.	

8.8(b)(ii) Additional Exceptions. Additional exceptions to the height limits specified in the Avalon Crossing Community Plan may be granted by the Design Review Board during the Site Plan and Design Review or Subdivision Plat process upon a finding by the Design Review Board that:

- 1) The proposed development does not exceed the maximum number of stories or residential densities permitted in the LUG in which it is located; and
- 2) At least one of the following items is present:
 - a. Increased setbacks, enhanced landscaping, or other screening measures effectively mitigate the impact of the increased building height; or
 - b. The exception is necessary to accommodate the proposed uses or activities within the building or structure; or
 - c. The architectural style of the building or structure places the exception at a central point or in a limited area.

8.8(c) Fences and Freestanding Walls. Design Objective: Fences and walls should be an integral design component of the project that identify public areas; direct movement of visitors, define areas intended for private use and allow natural surveillance. Fences, freestanding walls, and similar structures shall comply with the standards of this section.

8.8(c)(i) Maximum Height.

- 1) Front Yards and Required Street Side Yards. No opaque or non-transparent fence or freestanding wall within or along the exterior boundary of the required front or street side yard shall exceed a height of 3.5 feet.
- 2) Rear Yards and Interior Side Yards. No fence or freestanding wall within or along the exterior boundary of the required interior side or rear yards shall exceed a height of 8 feet.

8.8(c)(ii) Prohibited Fence Materials.

- 1) Chain Link and Wood. Chain link may only be used when not visible from public view. Wood fencing is not allowed, except wood may be used in conjunction with metal frames for gates used in conjunction with required screening walls, or wood may be used as an architectural element of a required fence.
- 2) Hazardous Materials. The use of barbed wire, razor wire, chain link, embedded glass shards, ultra barrier, electrified and other hazardous fencing is prohibited in street-facing yards or where adjacent to any public right-of-way.

8.8(c)(iii) Visibility at Intersections. Notwithstanding any other provisions of this Chapter, fences and walls shall comply with the standards of Section 8.8.(c)(iii) Visibility at Intersections.

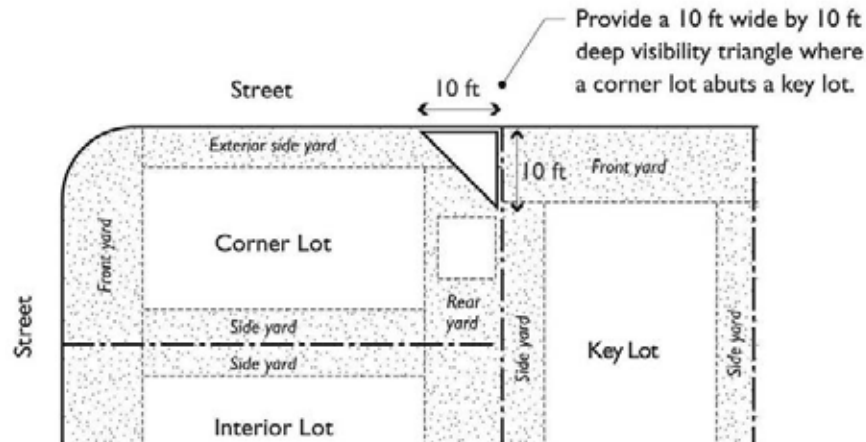


Figure 8.8(c)(iv) Corner Lot Abutting a Key Lot

8.8(c)(iv) Corner Lots Abutting a Key Lot. In the event the rear property line of a corner lot abuts a side property line of an adjoining key lot, a 10-foot deep by 10-foot wide visibility triangle shall be maintained over the corner lot, starting at the intersection of the rear and street side property lines of the corner lot.

8.8(d) Lighting and Illumination. Design Objective: Well designed lighting can enhance the design of building or site by highlighting interesting architectural details, calling attention to interesting textures and colors, and focusing attention to primary site features. Such lighting should be controlled to minimize adverse impacts to abutting residential uses.

8.8(d)(i) Parking Lot Illumination.

- 1) Light standards shall be located only within the parking area or, where permitted, the outdoor storage area, and shall not encroach beyond three feet into required perimeter landscape areas.
- 2) House side shields shall be provided on all light standards adjacent to residential development such that fixtures are fully shielded.
- 3) Building mounted lights shall maintain the same heights as specified in 8.8(d)(ii) below.
- 4) For additional standards refer to the Mesa Lighting and Electrical Code, Title 4, Chapter 4 of the Mesa City Code.

8.8(d)(ii) Maximum Height of Lighting Fixtures. Design Objective: Provide sufficient height to safely light areas without impacting adjacent residential development or contributing to light pollution.

- 1) Lighting fixtures, including freestanding light poles as well as building-mounted lights, shall not exceed the maximum heights specified in Table 8.8(d)(ii) below.

Table 8.8 (d)(ii): Maximum Height of Lighting Fixtures		
<i>Land Use Group</i>	<i>Maximum Height (ft) – Detached, Stand Alone Fixtures</i>	<i>Maximum Height (ft) – Attached, Building Mounted</i>
Commercial Mixed Use (CMU)	<p>Within 50 feet of a single residence LUG: 15 ft.</p> <p>All other locations: 20ft</p>	Not to exceed the peak elevation of the immediately adjacent sloped roof , parapet, or building elevation to which the fixture is attached
Commercial (xx)	<p>Within 50 feet of a single residence LUG: 15 ft.</p> <p>Within 50 feet of any street frontage or CMR or CMU LUG: 20ft.</p> <p>All other locations: 25ft</p>	

- 2) Exceptions to the maximum height of lighting fixtures or other exceptions may be approved by the Zoning Administrator. A photometric study may be required. Such exceptions may include requirements for use of light control devices, such as fully shielded or full cut-off fixtures, to reduce glare and light-spillage onto abutting properties.

8.8(d)(iii) Exposed Exterior Building Illumination.

- 1) Findings for Approval. The use of exposed neon, argon, LED or krypton tubing, exposed incandescent lighting, or other exposed artificial lighting to outline any structure or portion shall be permitted after review and approval by the Design Review Board provided the following is met:
 - a. The use constitutes a design component of the overall building architecture; and

- b. Is integrated into the primary physical elements of the building or development, and is harmonious with the architectural style of the structure(s); and
 - c. Serves only for the purpose of embellishing the nighttime architecture of the building, and does not portray an advertising message; and
 - d. Is compatible with the land use and architecture of adjacent developments.
- 2) Substantial Conformance Required. Any approval by the Design Review Board for exposed building illumination requires a finding that the structure or building complex on which the lighting is to be used shall be in substantial compliance with all current Mesa City Code requirements and regulations.
- 3) Full Functionality Required for Use. If any component of the lighting system becomes nonfunctional, neither the entire lighting system, nor any portion thereof, may be illuminated until the entire lighting system is repaired.

8.8(d)(iv) *Compliance with Mesa Lighting and Electrical Code.* All lighting shall comply with the applicable City of Mesa Lighting and Electrical Codes.

8.8(d)(v) *Control of Light Trespass.* Project lighting shall be designed to minimize glare and light trespass from the project site to adjacent residential properties.

8.8(d)(vi) *Maximum Light Spillage.* For light spillage, the light level at the boundary of the project, measured 36-inches above ground level, shall be not more than 0.5 foot candles (5 Lux) above ambient light level.

8.8(d)(vii) *Illuminate Pedestrian Paths.* Pedestrian paths connecting the project to sidewalks, connecting buildings on the same project, and the public pedestrian entry foundation base of the building shall be illuminated during the twilight and evening hours as appropriate and reasonable for safety and security. The height of pedestrian path lighting shall only be as high as reasonably necessary to safely illuminate the walkway.

8.8(d)(viii) *Consistent Fixture Design.* Fixture designs used shall be harmonious with the building design, and with the architectural theme of the overall project, including multiple building projects.

8.8(d)(ix) *Gradual Transition of Exterior Lighting Levels.* The relative brightness of light used may vary throughout the project, provided the transition from higher levels to lower levels illumination shall be gradual, without extreme or abrupt degrees of change between higher levels of illumination and natural ambient darkness.

8.8(d)(x) *Highlight Building Entries.* Focus attention on primary building entries with illumination directed to highlight the entry and adjacent architectural details. Generally, lighting levels at the primary public entry shall be higher than lighting levels away from the public entry.

8.8(d)(xi) *Lighting to Enhance Design.* Lighting shall embellish nighttime architecture by illuminating activity areas, calling attention to details of the building design; and highlighting the relief of building features and/or the texture of building materials.

8.8(e) Lots and Subdivisions

Design Objectives: Provide for orderly growth and harmonious development; to insure adequate access and circulation through coordinated street systems with relation to major thoroughfares, adjoining subdivisions, adjoining development and public facilities; to achieve individual property lots of reasonable utility and livability; to secure adequate provisions for light and air; and to establish street and lot patterns that support sustainable development practices.

8.8(e)(i) No lot shall be reduced in area so as to cause any open space or yard required by this Community Plan to be less in dimension than is required for the LUG and lot in question, except those lots reduced in area by purchase, dedication or gift to a governing authority for the purposes of providing public rights-of-way; or for conveying a portion of a lot to a public governing authority for a publicly beneficial use.

8.8(e)(ii) No yard or other open space required around any building designed to comply with the provisions of this Community Plan shall again be used as a yard or other open space for another lot or parcel.

8.8(e)(iii) No lot shall be divided in such a way that any division of such lot shall contain more dwelling units than are permitted by the LUG in which such lot is situated.

8.8(e)(iv) A lot or parcel of land may be subdivided into smaller lots provided such smaller lots conform to the lot size limitations of the land use group in which the lots are situated. However, a parcel shall not be divided into 4 or more lots or 2 or more lots if a new street is involved, without approval of a subdivision plat in compliance with the Mesa City Code and Avalon Crossing Community Plan.

8.8(e)(v) The division of land into 2 or 3 parcels shall require approval of a land split map in compliance with the Mesa City Code. Division of developed land shall maintain separation distances as required in the Building Code and the open space requirements of the Avalon Crossing Community Plan.

8.8(e)(vi) Where two or more lots are used as a building site and where buildings cross lot lines, the entire area shall be considered one lot, except that the front of the parcel shall be determined to be the front of the individual lots as originally platted or recorded.

8.8(e)(vii) Where future width lines for rights-of-way have been established, all required yards shall be measured from such future width lines.

8.8(e)(viii) Every lot shall have frontage on a public street or Private Drive. Lots fronting on private access drives are subject to review and approval by the City of Mesa Planning Division and Engineering Department.

8.8(f) Outdoor Storage. Design Objective: Maintain an attractive environment for the community, adjacent businesses and residents while allowing open storage of goods, materials, machines, equipment, and vehicles or parts when necessary for business purposes in specific locations.

Open storage of goods, materials, machines, equipment, and vehicles or parts outside of a building for more than 24 hours must conform to the standards of this Chapter. The regulations of this Chapter are intended to apply to sustained, long term storage, and do not apply to isolated incidents of storage for less than 24 hours or for temporary storage of construction materials reasonably required for construction work on the premises pursuant to a valid building permit.

8.8(f)(i) Permitted Locations. All storage must be within an enclosed building except as specified in Chapter 10.21 for accessory outdoor display.

8.8(f)(ii) Screening and Setbacks. Storage areas visible from public streets shall be screened.

- 1) **Screening Walls.** Screening walls and fences shall be at least 8 feet in height. If located on a street facing front or side yard, the fence shall be placed to meet required street side setbacks.
- 2) **Landscaping.** Landscaping is not required within screened storage areas.

- 3) Setback. A setback shall be provided for material stored outdoors at the ratio of 1:1 from all lot lines equal to total height of stored material above required screen wall 8 feet.

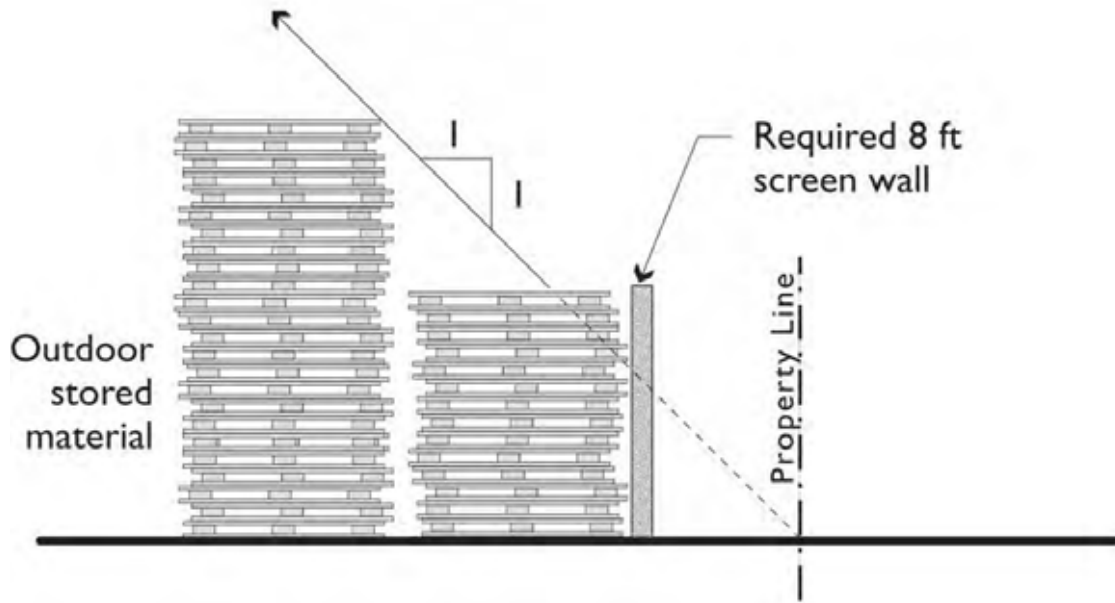


FIGURE 8-8(F)(II): OUTDOOR STORED MATERIAL

8.8(g) Pedestrian Connections

Design Objective: Encourage people to walk by providing safe, convenient, comfortable and efficient pedestrian connections.

Pedestrian walkways shall be provided in all CC and CMU LUG developments. These walkways shall be designed to serve internal pedestrian circulation needs, and shall connect to public sidewalks and transit stops. Pedestrian access must be provided according to the following standards:

- 8.8(g)(i) Connection to Public Sidewalk.** An on-site walkway shall connect the main entry of each building or each primary entry to a public sidewalk on each street frontage of the site, and to any transit stop adjacent to the site. On at least one frontage, such walkway shall be provided along the shortest practical distance between the main building entry and sidewalk, generally no more than 125 percent of the straight-line distance. The distance may increase up to 50% of the total straight-line distance in the event the route is designed to take account of afternoon shade patterns from buildings or similar shading devices.

8.8(g)(ii) Internal Connections. A system of pedestrian walkways shall connect all buildings on a site to each other, to on-site automobile and bicycle parking areas, and to any on-site recreational or open space areas or pedestrian amenities.

8.8(g)(iii) Materials and Width. Pedestrian walkways shall be at least 5 feet in width and paved with a hard, durable surface.

8.8(g)(iv) Separation. Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or other physical barrier.

8.8(g)(v) Shade at Entries. At customer entrances, pedestrian walkways shall be provided with weather protection such as canopies, awnings, arcades, trellises, and natural shade from trees.

8.8(h) Screening. Design Objective: Encourage attractive, safe buildings and sites by screening non-architectural elements and uses from public view as necessary while reinforcing a natural seamless transition between land uses.

8.8(h)(i) Screening of Mechanical Equipment. Design Objective: Integrate visual screening of necessary mechanical equipment into the architecture of buildings to ensure development is attractive, clutter-free and safe.

All exterior mechanical equipment, whether on the roof, on the side of the structure, or on the ground, shall be screened from public view. Exterior mechanical equipment to be screened includes, but is not limited to heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, satellite dishes, smoke exhaust fans, service entry section and similar utility devices. Exceptions may be approved by the Zoning Administrator when warranted. Screening shall be architecturally integrated into the main structure with regard to materials, color, shape, and size to appear as an integral part of the building or structure. Equipment shall be screened from public view, public right of way, parking areas and on-site pedestrian walkways and amenities. Screening materials shall be opaque and durable. When screening with plants, evergreen types of vegetation shall be planted and maintained. Plant material sizes and types shall be selected and installed, and maintained so that at the time of building occupancy, and continuously afterwards, such plants effectively screen their respective equipment. The use of wood, expanded metal lath, and chain link for screening is prohibited. The following additional screening standards apply:

- 1) **Roof-Mounted Equipment.** All roof-mounted equipment shall be screened from view. Screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e., multiple

equipment screens, or “hats,” surrounding individual elements shall not be permitted). The height of the screening element shall equal or exceed the height of the structure’s tallest piece of installed equipment.

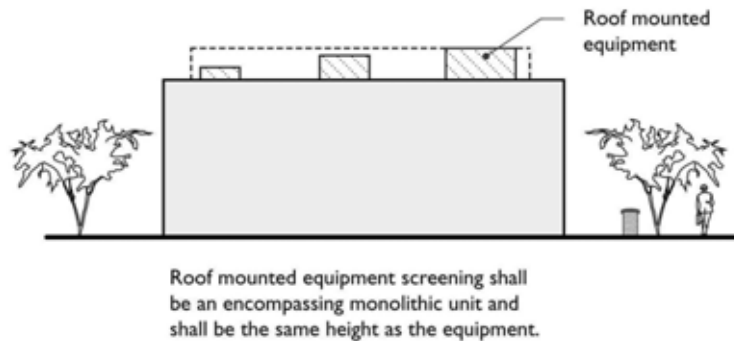


FIGURE 8.8.(h)(i) Screening of Roof Mounted Equipment

- 2) **Ground-Mounted Equipment.** All ground-mounted equipment should be located at the side or rear of buildings and not on front-facing facades. Ground-mounted equipment facing a public street, private drive, or public area shall be screened to a height of at least 12 inches above the equipment. Screening devices shall consist of decorative walls and/or berms (2:1 maximum slope) with supplemental plant materials including trees, shrubs and groundcovers. For screen walls that are 3 feet in height or lower, vegetative materials may be substituted for 50 percent of the screening device.



Figure 8.8.(h)(i) : Screening of Ground-Mounted Equipment

- 3) **Exterior Wall Equipment.** Wall-mounted equipment, including but not limited to electrical meters, electrical distribution cabinets, service entry section (SES), fire sprinkler equipment and similar valves and cabinets that face a public street, private drive, or public area and are not recessed and/or separated from the public street, private drive or public area by intervening buildings shall be screened. Screening devices shall incorporate elements of the building design, e.g. shape, color, texture and material. Vegetative materials may be substituted for up to 50 percent of the screening devices when used in conjunction with screen walls that are 3 feet in height or lower.

8.8(h)(ii) *Truck Docks, Loading, and Service Areas.* Truck docks, loading, delivery, and service areas shall be screened in accordance with the standards of Chapter 8.8.

8.8(h)(iii) *Roof Access Ladders and Fire Sprinkler Risers.* Design Objective: Reduce visual clutter at the skyline.
The location of roof-access ladders and fire sprinkler risers shall be, within the interior of the structure or architecturally integrated into the structure so as to screen them from view.

8.8(h)(iv) *Drive Through Windows, Automated Car Washes and Auto Service Bays.* See Chapter 9 for specific use standards.

8.8(h)(v) *Trash and Refuse Collection Areas.* Design Objective: Reduce visual clutter of trash and refuse collection areas and integrate screening device with project theme.

Trash and refuse collection areas shall be screened so as to not be visible from a public street or parking area. Latching gates shall be provided for trash enclosure openings where visible from street and/or public parking areas. Orient openings away from public right of way, where possible.

8.8(h)(vi) *Parking Areas.* Design Objectives: Reduce potential visual glare of headlights and reduce the visual clutter of parking fields with screening that is integral to the site and landscaping theme.

Parking areas and drive aisles shall be screened from street(s) with masonry wall, berm or combination of walls/berms and densely planted landscaping or 'vertical wire trellis panels'. No more than 40 percent of the screening shall be accomplished with dense landscaping.

- 1) Screen walls shall vary in height from 32 to 40 inches and shall be offset or staggered by at least 24 inches at intervals of no more than 50 feet.
- 2) Screen walls shall be composed of brick, stone, stucco, or other quality durable material that complements the theme of the project and shall include a decorative cap or top finish as well as edge detail at wall ends.
- 3) Berms shall be contoured and covered with a combination of vegetative and inert ground cover. If a contoured screening berm is installed, 24" box trees may be substituted for required 36" box trees.

- 4) Screen wall and/or berm height shall be measured from the finish grade of the parking lot.
- 5) When using a screen wall there shall be a landscaped setback of at least 5 feet between the screen wall and the edge of the parking area.
- 6) A setback of at least 10 feet shall be provided between the screen wall and the public right of way or a private drive that functions as a street.

8.8(h)(vii) *Roof-mounted Solar Equipment.* Design Objective: Allow solar panels and other solar equipment to be placed on roofs in a manner that is aesthetically pleasing without creating excess shadows on the equipment.

Solar equipment placed on flat roofs shall be screened a minimum of 60% of the height of the equipment. Roof mounted equipment laying flat on a sloped roof, without additional structures elevating the panels from collectors do not require any additional screening device.

8.8(i) Screening Between Single Residence and Non-Single Residence Uses. Design Objective: Fences and walls that screen building(s), facilities or activities on a non-residential site from adjacent single-residence residential development should be an effective buffer and an integral design component of the project.

8.8(i)(i) A screen wall of 6 feet in height may be provided on the interior lot lines of any lot that contains a non-residential use when immediately adjacent to a single-residence use as determined during the site plan review process. Such screen wall, if required, shall be provided at the time of new construction.

- 1) ***Location.*** Screening walls shall follow the lot line of the lot to be screened, or shall be so arranged within the boundaries of the lot so as to substantially hide from adjoining lots the building, facility, or activity required to screened.
- 2) ***Materials.*** Screening walls may be constructed of stucco, decorative block, concrete panel, or other substantially equivalent material. Chain-link fencing does not fulfill the screening wall requirement.
- 3) ***Berms.*** A landscaped earth berm may be used in combination with, or in lieu of, the above types of screening walls.

- 4) **Relationship to Fence and Wall Height Limits.** If the minimum height required for screening walls exceeds the maximum permitted height of fences and freestanding walls for the zoning district, then an alternative screening solution shall be provided for review and approval by the Zoning Administrator that meets the intent of the screening requirement.
- 5) **Exception.** In locations where a non-single residence use or LUG shares a common interior property line with a multi-residence or single residence use, the requirements for screening can be waived by the Zoning Administrator, except for loading and service areas, if the waiver of the screening will facilitate a more integrated design and development allowing greater pedestrian connection between the uses

8.8(j) Setbacks at Intersections

8.8(j)(i) Minimum Setback. Design Objective: Provide open space at intersections to enhance or establish distinctive locations.

Within the required setbacks at intersections, integrate way-finding features such as attractive plantings, pedestrian paving, lighting, monument signage and/or street furniture. All buildings, parking areas, and drive aisles shall be set back from street intersections according to the standards in Table 8.8.(j)(i).

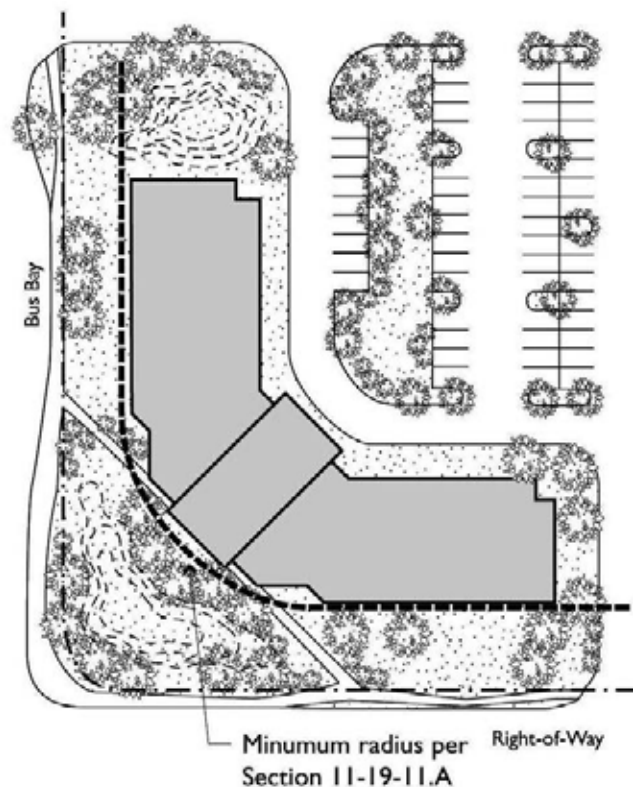


Figure 8.8.(j)(i): Corner Setbacks

Table 8.8.(j)(i) : Minimum Setbacks from Intersections		
<i>Intersections</i>	<i>Minimum Corner Setback (radius in feet)</i>	
	All LUGS with a 'U' designator	All other LUGs
Arterial (110-130' R.O.W.)with Arterial	No radius is required for any of the above listed zoning districts so that the setback becomes an intersection of the street side setbacks with a build-to line where required.	Minimum 50' radius
Arterial with Major/Midsection Collector		Minimum 35' radius
Arterial with Major/Midsection Collector		Minimum 25' radius
Major/Midsection Collector (90-110' R.O.W.) with Major/Midsection Collector		Minimum 35' radius
Major/Midsection Collector with Collector/Industrial/Commercial		Minimum 25' radius
Collector/Industrial/Commercial (60-80' R.O.W.) with Collector/Industrial/Commercial		Minimum 25' radius

8.8(j)(ii) Landscaping. Corner setbacks shall be landscaped according to the standards of Chapter 15, Landscaping.

8.8(k) Swimming Pools. Swimming pools and other bodies of water must be developed in compliance with the following standards:

8.8(k)(i) A swimming pool shall not be located in the required front yard or a side yard required for vehicle access, required landscaped areas or closer than 4 feet from the water's edge to any lot line.

8.8(k)(ii) Contained bodies of water either above or below ground level with the container being 18 inches or more in depth at any point or wider than 8 feet at any point, shall conform to the location and fencing requirements of the City of Mesa for swimming pools.

8.8(k)(iii)Swimming pools shall be secured from unauthorized access by an enclosure as provided in Title 4, Chapters 2 (Mesa Building Code) or 3 (Mesa Residential Code), as applicable, of the Mesa City Code.

8.8(l) Trash and Refuse Collection Areas. Design Objectives: Trash and refuse collection areas, including enclosures, should be an integral component of the

project. The areas should be safe and convenient. The location should not be visually prominent.

8.8(l)(i) Location and Screening. Fencing, landscaping, or other type of view obscuring structure shall be provided for and maintained to screen any trashcans or other refuse containers from view from public rights-of-way. The location for container storage shall be shown on all plans submitted for zoning and building permits. Location for trash container storage shall have a smooth solid surface such as concrete or pavers.

8.8(l)(ii) Solid Waste and Recycling Container Enclosures.

- 1) *General Applicability Requirements.* Solid waste and recycling-container enclosures for bulk common service are required for developments within the CC and CMU LUGs.
- 2) *Alternatives.* Alternatives to standard requirements may be considered by the Zoning Administrator and Solid Waste Management Director.
- 3) *Location.* All enclosures shall comply with all applicable Building and Fire Codes and shall meet the following requirements.
 - a. The solid waste and recycling storage area shall not be located within any required front yard, street side yard, any required parking and landscaped areas, or any other area required to be constructed and maintained unencumbered according to fire and other applicable building and public safety codes.
 - b. Solid waste and recycling areas shall be consolidated to minimize the number of collection sites and located so as to reasonably equalize the distance from the building spaces they serve.
 - c. Storage areas shall be located so that the trucks and equipment used by the City of Mesa solid waste and recycling collector(s), or other private providers as applicable, have sufficient maneuvering areas.

8.8(l)(iii) Materials, Construction and Design.

- 1) *Minimum Height of Screening.* Solid waste and recycling storage areas located outside or on the exterior of any building shall be screened to a minimum height of 6-feet.
- 2) *Enclosure Material.* Enclosure material shall be solid masonry or concrete tilt-up with decorated exterior-surface finish compatible to the main structure(s)
- 3) *Gate Material.* Gate material shall be decorative, solid, heavy-gauge metal or a heavy-gauge metal frame with a covering of a view-obscuring material.
- 4) *Surfacing:* Enclosure shall have a smooth solid surface such as concrete or pavers.
- 5) *Access to Enclosure from Residential Projects.* Each solid waste and recycling enclosure serving a residential project shall be designed to allow pedestrian walk-in access with a minimum width of 3 feet, and may be

maintained as a separate access point, or in combination with the screening gate for the container enclosure area.

- 6) *Protection for Enclosures.* Concrete curbs or equivalent shall protect enclosures from adjacent vehicle parking and travel ways.
- 7) *Landscaping.* When feasible the perimeter of the recycling and trash enclosure shall be planted with drought resistant landscaping, including a combination of shrubs and/or climbing evergreen vines.
- 8) *Lighting.* All trash collection areas shall be well lit with a minimum 1 foot candle.

8.8(m) Truck Docks, Loading and Service Areas. Design Objectives: Reduce the negative impact of noise and activity associated with truck docks, loading and service areas on quieter activities of adjacent properties. Minimize the impact of visual clutter associated with open bay doors and parked trucks being loaded and unloaded from adjacent lots and street rights-of-way.

Truck docks, loading, and service areas shall be located and screened as follows:

8.8(m)(i) Minimum Distance from Residential Land Use Group Property.

Truck docks, loading, and service areas are not permitted within 50 feet of the boundary of any residential land use group property.

8.8(m)(ii) Location on Lot. Truck docks, loading areas and service areas must be located at the rear or side of buildings, rather than facing a street unless waived by the Zoning Administrator.

8.8(m)(iii) Screening. Truck docks, loading areas, and service areas shall be screened from any adjacent residence land use group property and from public view when adjacent to properties within the commercial or mixed use land use groups. Screening shall consist of a solid masonry wall at least 8 feet in height or opaque automated gates.

8.8(n) Solar Panels.

- 1) **Solar Panels.** The following standards are applicable to solar panels used for the primary purpose of providing energy for the immediate site or development:
 - a. **Attached solar panels.** In all land use groups, solar panels attached to sloped roofs shall be located entirely on the roof. Solar panels located behind parapets on flat roofs shall comply with Table 8.8.(b)(i): Allowed Projections Above Height Limits.
 - b. **Detached, freestanding solar panels.** Detached or freestanding solar panel structures shall comply with all location, maximum height and maximum roof area requirements of Detached Accessory Structures, Section 8.8.(b)(i).

8.8(n)(ii) Portable Storage Containers

In the CC and CMU LUGs, portable storage containers are permitted only in accordance with the following:

1. As a temporary use during construction, remodeling, or redevelopment of permanent on-site building and facilities, subject to the issuance of a use permit by the City of Mesa. Such use permit shall specify and limit the number, size, location, and duration of the storage containers.
2. As a periodic, intermittent, or isochronal use accessory to a primary permitted use, subject to the approval of an Administrative Use Permit by the Zoning Administrator. In addition to specifying and limiting the number, size, location, and duration of the storage containers, the Zoning Administrator may require additional measures to ensure compatibility with adjacent land uses such as increased setbacks, screen walls, landscaping, exterior materials and color.
3. In no case shall such storage containers be located in required landscape areas, open space, retention basins, drive aisles, fire lanes, required parking spaces, loading zones, or any other location that may cause hazardous conditions, constitute a threat to public safety, or create a condition detrimental to surrounding land uses and developments.

8.9. Commercial and Mixed Use Design Concepts. The following Commercial and Commercial Mixed Use Site Planning Design Concepts are applicable to all non-residential and mixed use development and shall be refined and further articulated within future DUP design guidelines.

8.9(a) Site Planning Principles Applicable to All DUs. Commercial and mixed-use areas should be designed such that meaningful and useable open space and pedestrian areas are an integral part of the overall site design. Conventional suburban “strip” development patterns characterized by large parking fields oriented toward high capacity streets are strongly discouraged. Freestanding pads are allowed, but must be integrated into the overall site design in a manner that encourages and facilitates pedestrian connections between adjacent buildings, street frontages and pedestrian oriented areas on the site.

Site plans should create distinctive sense of place and adhere to the following principles:

- 1) A clear pattern of streets and pedestrian corridors should be used to break down the scale of the project and to provide pedestrian, bicycle and vehicular linkages to adjacent activity areas.
- 2) Surface parking lots should be designed as outdoor “rooms” that are spatially defined by buildings, open space areas and other site features.

- 3) The pattern of streets and surface parking should allow for intensification of the site over time.
- 4) Continuous pedestrian pathways will be provided to connect all development components and with the sidewalks along the public streets. Active ground level uses will be oriented towards the pedestrian ways and sidewalks.
- 5) Plazas, courtyards, pocket parks, and other open space areas will be designed as an integral part of the development to promote a pedestrian friendly community and create active gathering places.
- 6) Service and loading areas must be oriented away from public and pedestrian intensive areas, and screened from public view.

8.9(b) Additional Site Planning Principles Applicable to DU1. DU1 is planned as the gateway to the Avalon Crossing community and is envisioned as a vibrant mixed-use district with retail, employment, hospitality and high density residential components. Vertical mixed-use is highly encouraged. A primary design element within DU1 will be the creation of a “principal gathering street” that is an organizing element for the overall DU plan with a strong pedestrian focus and natural, seamless connections to neighboring land uses and the larger pedestrian pathway system. The following specific design standards will be incorporated into DU1 and further articulated within the DUP for DU1.

- 1) Vertical mixed-use is highly encouraged.
- 2) Multiple story buildings are highly encouraged.
- 3) A principal street or private drive that has a strong pedestrian orientation will be included as a primary design component and overall organizing element.
- 4) Surface parking lots and services areas will not be located along the principal pedestrian oriented street frontage, although on-street parking is encouraged.
- 5) Buildings along the will utilize maximum building setbacks and build-to-lines to create a continuous street wall along the length of the street.
- 6) Paseos and courtyards that provide pedestrian linkages to surface parking areas are encouraged.
- 7) Ground level uses along the principal pedestrian oriented street frontage will include active pedestrian oriented uses such as retail and restaurants and walk-in businesses. Outdoor patios and other pedestrian gathering

spaces are encouraged to enhance the pedestrian nature of the principal gathering street.

- 8) Site planning shall take into consideration the goal of the City of Mesa to create an urban core around the intersection of Ray and Ellsworth Roads.

8.9(c) Architectural Treatment of Buildings.

- 1) Buildings will be designed to contribute to the larger spatial composition and identity of the overall development.
- 2) Brand buildings or formulaic “stand-alone” solutions that have no regard to context are strongly discouraged.
- 3) Buildings should have a clear architectural relationship with one another, employing common high-quality building materials or architectural elements, while creating diversity and interest.
- 4) Buildings must include four-sided architecture. Design emphasis should be focused on the primary and publicly visible elevations. Window trim, window recesses, cornices, belt courses, changes in material, or other design elements, should be incorporated into the façade to create an integrated composition. Architectural features of the front façade shall be incorporated into the rear and side elevations.
- 5) Building design should be flexible to accommodate resource efficient change over time and permit reuse by other tenants. Highly specialized buildings suitable for only one tenant are discouraged.
- 6) Buildings should be appropriately scaled to create pedestrian friendly and inviting public spaces.
- 7) Building entries should be carefully placed in conjunction with the overall pedestrian pathway system.
- 8) Building elevations should employ awnings, canopies, recesses or arcades to provide shade and shelter, and create architectural interest across the length of the building.
- 9) Retail buildings should include transparent storefronts and display windows to create visual interest.
- 10) Small-scaled retail is encouraged along the face or side of larger retail structures to promote diversity and promote a pedestrian scale.
- 11) Vary exterior building walls in depth and/or direction. Building walls shall exhibit offsets, recesses, or projections with significant depth, or a

repeated pattern of offsets, recesses, or projections of smaller depth in a well-integrated composition.

- 12) Provide architectural interest at the skyline and accentuate appropriate building elements. Vary building height so that a significant portion of the building has a noticeable change in height; or roof forms are varied over different portions of the building through changes in pitch, plane, and orientation.



Chapter 9. Standards for Specific Uses and Activities

9.1. Purpose and Applicability.

The purpose of this Chapter is to establish standards for specific uses and activities that are permitted or conditionally permitted. The uses and activities listed shall comply with the regulations and standards of this Chapter, as well as any applicable standard found in the applicable LUG.

9.2. Specific Uses and Activities.

The following uses, as defined in Chapter 19, include specific requirements as listed in the following sections.

- 9.3 Accessory Uses
- 9.4 Automobile Rental, Automobile Vehicle Sales and Leasing
- 9.5 Automobile/Service Stations
- 9.6 Automobile/Vehicle Repair, Minor
- 9.7 Automobile/Vehicle Washing
- 9.8 Casitas
- 9.9 Community Garden
- 9.10 Convenience Markets
- 9.11 Accessory Day Care Services
- 9.12 Day Care Group Homes
- 9.13 Drive-thru Facilities
- 9.14 Group Homes for the Handicapped
- 9.15 Home Occupations
- 9.16 Hospitals and Clinics
- 9.17 Large Format Retail
- 9.18 Live/Work Units
- 9.19 Neighborhood Retail, Restaurants and Office
- 9.20 Outdoor Eating Areas
- 9.21 Outdoor Display and Retail Sales
- 9.22 Places of Worship
- 9.23 Recycling Collection Facilities
- 9.24 Schools
- 9.25 Temporary Uses

9.3. Accessory Uses.

An accessory use shall be incidental to a primary use and shall be allowed only in conjunction with the principal use or building to which it relates. In any LUG, accessory uses are subject to the regulations of the primary use found within Chapters 7 or 8 and the specific standards found in this Chapter.

9.4. Automobile Rental, Automobile/Vehicle Sales and Leasing.

Automobile Rental, and Automobile/Vehicle Sales and Leasing shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards:

9.4(a) Landscaping. In addition to perimeter and foundation base landscaping requirements, landscaping shall comprise a minimum of 10 percent of the site area.

9.4(b) Vehicle Display. A maximum of 30 percent of the street side landscape area may be used for vehicle display. A minimum 12-foot wide planter strip shall separate vehicle display areas from sidewalks along the streets.

9.4(c) Vehicle Loading and Unloading. Vehicle loading and unloading shall occur on-site.

9.4(d) Vehicle Display Platforms.

9.4(d)(i) *Elevated Platforms.* Elevated platforms or other structures or devices used for the display of vehicles associated with an approved vehicle sales or rental facility are permitted, provided such platforms, structures, or devices:

1. Shall only be located in areas approved or authorized for vehicle display pursuant to an approved site plan; and
2. Shall not project into or over required landscape areas, drive aisles, or fire lanes; and
3. Shall not be located closer to the public street than any at-grade vehicle display areas; and
4. Shall not exceed 4 feet in height as measured from the mean finished grade of the display surface.
5. Only 1 vehicle shall be displayed on each platform, structure, or device.
6. The number of display platforms, structures, or devices shall not exceed a ratio of 1 per 100 feet of lineal street frontage of the at-grade display area (exclusive of driveways).

9.4(d)(ii) *Alternate Standards.* The Zoning Administrator may approve modifications or variations to the above provisions pursuant to Chapter 3.9(a)(ii). Such modifications or variations shall only be approved upon a finding by the Zoning Administrator that such platforms, structures, or devices

1. Constitute a design component, or incorporate architectural features, associated with the primary buildings or structures on the development site; and
2. Serve only to enhance the visibility of vehicles, and do not display or portray an advertising message, or commercial signage; and
3. Will not impede or obstruct the visibility of traffic maneuvering on the development site or traveling upon the public-street; and
4. Incorporate increased setbacks, enhanced landscaping, or other screening measures to effectively mitigate the impact of the platforms.

9.4(d)(iii) Accessory Vehicle Repair. Any accessory vehicle repairs and associated service bays shall be located and operated in accordance with the applicable requirements of Automobile/Vehicle Repair, Minor within 10.6(b).

9.5. Automobile/Service Stations. Service Stations shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards.

9.5(a) Location. Maximum number of service stations permitted at an intersection is a total of two.

9.5(b) Minimum Frontage. Minimum frontage of 100 feet is required on each adjacent street.

9.5(c) Pump Canopy. Pump islands shall be covered by a canopy that matches or complements the design of the main structure. If located as part of a larger or commercial center, the canopy shall also complement the design of the architecture within the commercial center.

9.5(d) Landscaping. Landscaping shall comprise a minimum 10 percent of the site area, exclusive of required setbacks, and include an irrigation system that is permanent, below-grade, and activated by automatic timing controls.

9.5(e) Screening of Service Bays. Any service bays for accessory vehicle repairs shall be screened in accordance with the requirements of Automobile/Vehicle Repair, Minor in Chapter 10.6(b).

9.5(f) Lighting. All exterior light sources, including canopy, perimeter, and flood, shall be stationary, and shielded or recessed within the roof canopy to ensure that all light

is directed away from adjacent properties and public rights-of-way. No lens of any lighting fixture may extend below the shielding device. Lighting shall not be of a high intensity so as to cause a traffic hazard, be used as an advertising element, or adversely affect adjacent properties.

9.5(g) Litter. A minimum of one permanent, non-flammable trash receptacle shall be installed at each pump island.

9.5(h) Design Guidelines. Specific design guidelines for Automobile/Service Stations shall be included within the Commercial and Mixed Use Design Guidelines for each Development Unit Plan. The Automobile/Service Station design guidelines shall facilitate a balance between adequate visibility and the need to protect the visual appeal of the streetscape. The design guidelines will encourage non-traditional Automobile/Service Station designs and address items such as building and pump island orientation, size, and location; site access and traffic flow; screening; landscaping; and, lighting.

9.6. Automobile/Vehicle Repair, Minor.

Minor Automobile/Vehicle Service and Repair shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards:

9.6(a) Minimum Lot Size. One acre, unless part of a larger commercial center.

9.6(b) Screening of Service Bays.

9.6(b)(i) *Adjacent to Residential.* When the automobile/vehicle repair or service use is within 200 feet of a residential LUG or existing residential development without an intervening street, then bay doors shall be oriented away from the residential use unless otherwise approved by the Zoning Administrator.

9.6(b)(ii) *Screening From Adjacent Streets.* Screening of bay door openings shall be accomplished based upon the following preferences:

1. The use of intervening buildings such that the bays doors are not visible from the street(s).
2. When bay doors are setback from the street a distance of 200 feet or greater, orient the building such that the bay doors are perpendicular to the centerline axis of the abutting street. For corner lots, the bay doors shall be oriented perpendicular to the street that creates the smallest potential for noise impact on adjacent residential development.

3. When bay doors are less than 200 feet from an adjacent street or the bay doors are less than perpendicular to a street, screening shall be provided at least 6' high. Screening shall be at least 50% opaque and may include landscaping.

9.6(b)(iii) *Landscape Screening.* Large-canopy trees and shrubs shall be used to provide partial screening of the bay doors when the bay doors are visible from the adjacent street.

9.6(c) Vehicle Storage. Vehicle storage areas shall be screened per the regulations in Chapter 8.

9.6(d) Litter. No used or discarded automotive parts or equipment or disabled, junked, or wrecked vehicles may be stored outside.

9.6(e) Noise. All noise-generating activity or equipment shall be enclosed within a building with sound attenuation measures incorporated into the building design and construction to absorb noise.

9.7. Automobile/Vehicle Washing.

Automobile Washing shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards:

9.7(a) Location. Automobile/Vehicle Washing, as a primary use, is only allowed on sites with at least one frontage on an arterial street.

9.7(b) Setbacks. No building or structure shall be located within 50 feet of any lot line abutting a residential LUG.

9.7(c) Orientation. Self-serve bay and/or automatic wash building openings shall be oriented away from adjacent residential use.

9.7(d) Drive-up Aisles and Required Queuing Area. Drive-up aisles shall be at least 10 feet wide; and not located adjacent to a residential use. Drive-up aisles shall be discouraged adjacent to a street; however, if located adjacent to a street, they shall be screened from public view to a height of 40 inches. Screening shall consist of walls and/or berms with supplemental plant materials. The drive-up

aisle shall provide queuing space, with no encroachment into required landscape areas or building setbacks, allowing for a minimum of:

1. 4 vehicles per pull-through rack for each automatic wash bay.
2. 3 vehicles per bay for self-serve, coin-operated and/or hand wash facilities.

9.7(e) Landscaping. When Automobile/Vehicle Washing is a primary use, then landscaping shall comprise a minimum of 10 percent of the site area in addition to perimeter, parking lot and foundation base landscaping requirements.

9.7(f) Litter. One permanent, non-combustible trash receptacle per wash bay is required.

9.7(g) Noise. Sound attenuating measures shall be incorporated into the building design and construction to absorb noise such that the sound level readings at the street and at interior property lines are no more than 55 decibels. Mechanical equipment for centralized vacuum equipment shall be housed in an enclosed room.

9.8. Casitas.

A Casita is a permitted accessory use to any single residence dwelling unit within a Community Residential (CR) and Community Residential Small Lot (CRSL) LUG. Casitas shall not be counted as an additional dwelling unit for the purpose of calculating density.

9.8(a) Minimum Parcel Size. One Casita is permitted per residential lot that is a minimum of 5,000 square feet. The minimum parcel size shall not apply when a casita is built above a detached garage or is accessed from an alley.

9.8(b) Location and Size Limitations.

9.8(b)(i) The Casita may be detached, attached, or above an accessory structure such as a detached garage, and may be accessible separate from the primary dwelling unit. Separate utilities are not allowed.

9.8(b)(ii) The maximum floor area of a Casita shall not exceed 40 percent of the roof area of the primary unit; however at no time shall the Casita exceed 1,000 square feet in size. A Casita shall not contain more than two bedrooms.

9.8(c) Setbacks, Height, and Lot Coverage.

9.8(c)(i) Casitas shall conform to all setbacks and height requirements applicable to the primary dwelling unit, based on the LUG requirements.

9.8(c)(ii) If detached, the minimum required distance between the Casita and the primary residence, and all other structures on the property shall be in accordance with the adopted building codes of the City of Mesa.

9.8(c)(iii) On any lot whose rear property line abuts an alley, the rear yard setback applicable to a garage shall also apply to any Casita constructed above the garage.

9.8(d) Design Standards. All Casitas shall comply with the following design standards:

1. The architectural design, exterior materials and colors, roof pitch and style, type of windows and trim details shall be substantially the same as and compatible with the primary dwelling unit.
2. The entrance to the Casita shall not be visible from the street. The Casita entry shall be clearly subordinate to that of the primary dwelling and the appearance of a duplex should be avoided.
3. No external stairs shall be visible. Second floor Casitas shall be accessed by an internal staircase.

9.8(e) Rental or Lease of the Casita. Lease or rental of a Casita, separate from the occupancy of the primary dwelling unit, shall require a Special Use Permit and compliance with the following additional standards.

9.8(e)(i) The property owner must occupy the primary dwelling as his or her principal place of residence.

9.8(e)(ii) Exclusive of the parking required for the primary dwelling, the following parking shall be provided for a Casita.

1. One space for a studio unit or one bedroom unit.
2. Two spaces for a casita having two bedrooms. If two parking spaces are required for a Casita they may be located in a tandem garage.

3. Parking spaces for the Casita shall be located where they will not interfere with or obstruct the required parking for the primary dwelling unit. Parking shall not encroach into any required setback.

9.9. Community Gardens.

Community Gardens shall be located, developed, and operated in compliance with the land use regulations in Chapter 7 or 8 and the following standards:

9.9(a) Location, Type and Size Restrictions. Community gardens shall be limited in type and size by LUG as follows:

9.9(a)(i) *Community Residence (CR) and Community Residence Small Lot (CRSL).* Within the CR LUG and CRSL LUG, Community Gardens are allowed on property designated as park or open space and maintained by an HOA, subject to approval of the HOA. Garden areas may be developed into individual garden plots or farmed collectively. The individual garden plots may be no larger than 400 square feet and the maximum size of the aggregate garden area is limited to 1 acre.

9.9(a)(ii) *Community Multi-Residence (CMR), Community Commercial (CC), and Community Mixed Use (CMU).* Within the CMR, CC, and CMU LUGs, Community Gardens are allowed on property designated as park or open space and shown on the approved site plan. Garden areas may be developed into individual garden plots or farmed collectively. The individual garden plots may be no larger than 400 square feet and the maximum size of the aggregate garden area is limited to one acre.

9.9(b) Storage Buildings. Storage buildings shall conform to the following standards:

1. Maximum Area: 200 square feet.
2. Maximum Height: 10 feet.
3. Location: Within the buildable area and placed in the rear one-half of the lot.
4. Number: One storage shed per Community Garden site.

9.9(c) Lighting. Overhead lighting is prohibited.

9.9(d) Parking. No more than 2 vehicles shall be permitted onsite, excluding those parked within an enclosed structure. Parking spaces shall be paved with an approved dust proof material.

9.9(e) Maintenance. The site shall be kept clear of weeds, debris and waste in conformance with Mesa City Code. All composting shall be done in a screened area or within a container. All tools and equipment shall be stored or screened from view when not in use.

9.9(f) Fences. Fences, including trellises, are allowed in required yards subject to the standards governing fence location, maintenance, height and design of:

1. Chapter 8.11(e) within the CR, CRSL, and CMR LUGs, or
2. Chapter 8.8(c) within the CC and CMU LUGs.

9.10. Convenience Markets.

Convenience Markets shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards:

9.10(a) Maximum Building Size. 6,000 square feet.

9.10(b) Setbacks. No building or structure shall be located within 20 feet of an interior lot line abutting a residential use.

9.10(c) Litter. One permanent, non-flammable trash receptacle shall be installed adjacent to the entrance/exit of the market.

9.10(d) Accessory Fuel Sales. Accessory Fuel Sales as a part of a Convenience Market shall comply with the standards found in Automobile/Service Stations, Chapter 10.5, including the design guidelines.

9.11. Accessory Day Care Services.

Community Center(s) or Recreation Center(s) may offer day care services as an accessory use when provided as an amenity by a homeowner's association (HOA) or multi-residence community for the principal benefit of residents of that same HOA or multi-residence community.

9.12. Day Care Group Homes.

Day Care Group Home, shall be located, developed, and operated in compliance with the Land Use Regulations in Chapter 8 and the following standards:

- 9.12(a)** The location of the home is registered with the City of Mesa Planning Division and evidence of certification by the Arizona Department of Health Services is provided to the City;
- 9.12(b)** No identification is visible from a public street by signage, graphics, display, or other visual means;
- 9.12(c)** The building complies with all applicable building and fire safety regulations;
- 9.12(d)** A 6 foot-high solid (opaque) fence or wall is provided between all outdoor play areas and adjacent properties, except within the required front yard, in which fencing requirements shall comply with in the requirements of Chapter 7.11.(e) Fences and Freestanding Walls; and
- 9.12(e)** A separation between such day care group homes of 1,200 feet or by the presence of significant intervening physical features between an existing day care group home and the proposed day care group home, such as arterial streets, canals, parks, or similar buffering features or developments.

9.13. Drive-thru Facilities.

Where permitted, Drive-Thru Facilities shall conform to the following requirements:

- 9.13(a) Separation.** Physically separate drive-thru traffic lane from the non drive-thru traffic area with a 5 foot wide raised landscape median.
- 9.13(b) Landscaping.** Provide 2 foot foundation base landscaping along exterior building where adjacent to drive-thru lane.
- 9.13(c) Architectural Integration.** Drive-thru Facilities shall be architecturally integrated in proportion, color, material and texture to the building it serves. Where Drive-thru Facilities extend out from the building face, projection is to be 2 foot minimum. Provide awnings or architecturally integrated structures for shade and

weather protection with an enhanced emphasis towards larger shade structures for drive-thru windows located on the west and south elevations of a building.

- 9.13(d) Location.** Drive-thru Facilities shall be oriented away from an adjacent street or residential use when feasible.
- 9.13(e) Screening.** Drive-thru lane shall be screened from public streets to a height of 40 inches. Screening devices shall consist of walls and/or berms with supplemental plant materials.
- 9.13(f) Vehicle Stacking.** Unless otherwise approved during Site Plan and Design Review, Drive-thru Facilities for Eating and Drinking Establishments shall provide at least 100 feet stacking distance between pick-up window and order-placing speaker, with at least 40 feet stacking distance between order-placing speaker and entry to the drive-thru lane. Distance measured at centerline of drive-thru lane. Vehicle stacking for other Drive-thru Facilities shall be determined at the time of site planning.

9.14. Group Homes for the Handicapped.

Group Home for the Handicapped shall be located, developed and operated in compliance with the requirements of Chapter 8 and the following standards:

- 9.14(a)** A maximum of 10 residents per home, not including staff.
- 9.14(b)** No identification from a public street by signage, graphics, display, or other visual means.
- 9.14(c)** Compliance with all applicable building and fire safety regulations.
- 9.14(d)** A separation between such homes of 1200-feet or by the presence of significant intervening physical features between an existing group home for the handicapped and the proposed group home for the handicapped, such as arterial streets, canals, parks, or similar buffering features or developments.
- 9.14(e)** Evidence of license, certification, or registration with the appropriate state or federal agency, if required by such state or federal agency or evidence of a license with the City of Mesa if no license, certification, or registration is required by a state or federal agency.

9.14(f) Registration of the location with the City of Mesa Planning Division.

9.14(g) Notwithstanding the foregoing, group homes shall not house any person whose tenancy would constitute a direct threat to the health or safety of other individuals or would result in substantial physical damage to the property of others.

9.15. Home Occupations.

Home Occupations are permitted as specified in Chapter 7 or 8, limited by the following:

9.15(a) The following standards apply in all LUGs:

9.15(a)(i) A maximum of 1 non-resident employee may work at the Home Occupation site; and

9.15(a)(ii) No commercial storage allowed on the Home Occupation site, interior or exterior; and

9.15(a)(iii) Any short-term employee or client parking must occur on the Home Occupation site within a garage, driveway or other dedicated parking area, or on the street immediately in front of the residence if on-street parking is allowed; and

9.15(a)(iv) A maximum of one, non-illuminated, static message sign no greater than 3 square feet is allowed in area attached to the front elevation of the residence or placed in a window.

9.16. Hospitals and Clinics.

Hospitals and Clinics shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards:

9.16(a) **Patient Entrances**. Patient entrances shall:

9.16(a)(i) Be clearly distinctive from the remainder of the building, and be readily visible from the public street;

9.16(a)(ii) Be identified by directional signage;

9.16(a)(iii) Include a covered patient drop-off area of a minimum 900 sq ft, extending a minimum 20-feet measured perpendicular from the patient entrance door (See Figure 10.16.1 & 10.16.2) that is architectural integrated into the main building design; and

9.16(a)(iv) Pedestrian connections within parking areas, to other buildings on site, and to the public street and transit shall conform to the requirements of Chapter 8.8(g), Pedestrian Connections and Chapter 13, Pedestrian Access.



FIGURE 9.16.1: HOSPITALS AND CLINICS



FIGURE 9.16.2: PATIENT ENTRANCE



FIGURE 9.16.3: EMERGENCY ROOM ACCESS



FIGURE 9.16.4: EMERGENCY ROOM ACCESS

9.16(b) Emergency Room Access. Emergency room access shall be separate and distinct from the patient entrance(s), with directional signage. Vehicle access drives leading to the Emergency Room shall be direct from the street and separated from parking lanes and spaces by intervening buildings, extruded curbs and landscape islands (See Figure 9.16.3 and 9.16.4).

9.16(c) Storage of Liquid Chemicals and Bulk Materials. Liquid oxygen and other similar materials stored outdoors and in bulk shall be screened from ground-level view by the building, screen wall, or screen walls in combination with landscape materials. If landscape materials are used, the mature height of the plant according to ANA standards may be taken into consideration, provided the size of the tree at planting is a minimum of 36-inch box.

9.16(d) Heliports. Heliports associated with a hospital are a permitted accessory use, and shall be located in a manner to minimize noise impacts on abutting residential uses, according to the following preferences:

1. First Preference: Located on the ground on side of the building opposite any abutting residential areas.
2. Second Preference: Located at roof level of building less than the highest point on the side of the building away from residential areas.
3. Third Preference: Located on the roof at top of building.

9.17. Large Format Retail.

Large Format Retail buildings shall be located, developed and operated in compliance with the land use regulations Chapter 8, and the following standards:

9.17(a) Chapter 8.7 Standards Apply. Large Format Retail shall comply with all requirements of 9.7 without regard to minimum floor area requirements.

9.17(b) Customer Entrances. All entries designed for general public and customer access to the building shall:

9.17(b)(i) Be clearly visually distinctive from the remainder of the building, and be readily visible from the public street;

9.17(b)(ii) Include a clearly defined, shaded customer drop-off area, and

9.17(b)(iii) Comply with the requirements of Chapter 8.8(g), Pedestrian Connections and Chapter 13, Pedestrian Access regarding all pedestrian connections within parking areas to other buildings on site, to the public street, and to transit stops or stations.

9.17(c) Large Format Retail within the CMU LUG.

9.17(c)(i) Chapter 8.6 Standards Apply. Large format retail within the CMU LUG shall comply with the additional design standards of Chapter 8.6.

9.17(c)(ii) Criteria for Review of Council Use Permit. When required, the review of the Council Use Permit for a Large Format Retail store shall include a review and determination regarding the following items:

1. The use is found to be in compliance with the City of Mesa General Plan, this Community Plan, and other recognized development plans or policies, and will be compatible with surrounding uses; and
2. A finding that a plan of operation has been submitted, which includes, but is not limited to, acceptable evidence of compliance with all regulations; and
3. A finding that a "good neighbor policy" in narrative form has been submitted, which includes, but is not limited to, descriptions of acceptable measures to ensure ongoing compatibility with adjacent uses. Such policies shall include, but are not limited to, the name and telephone number of the manager or person responsible for the operation of the facility; complaint response procedures, including investigation, remedial action, and follow-up; and litter control measures; and

4. Evidence that acceptable documentation is present demonstrating that the building or site proposed for the use is in, or will be brought into, substantial conformance with all applicable development standards, including, but not limited to, landscaping, parking, screen walls, signage, and design guidelines; and
5. Evidence that acceptable documentation is present demonstrating that the building or site proposed for the use shall adequately provide paved parking and on-site circulation in a manner that minimizes impacts on adjacent sites; and existing or proposed improvements to the site shall minimize dust, fugitive light, glare, noise, offensive smells and traffic impacts on neighboring residential sites.

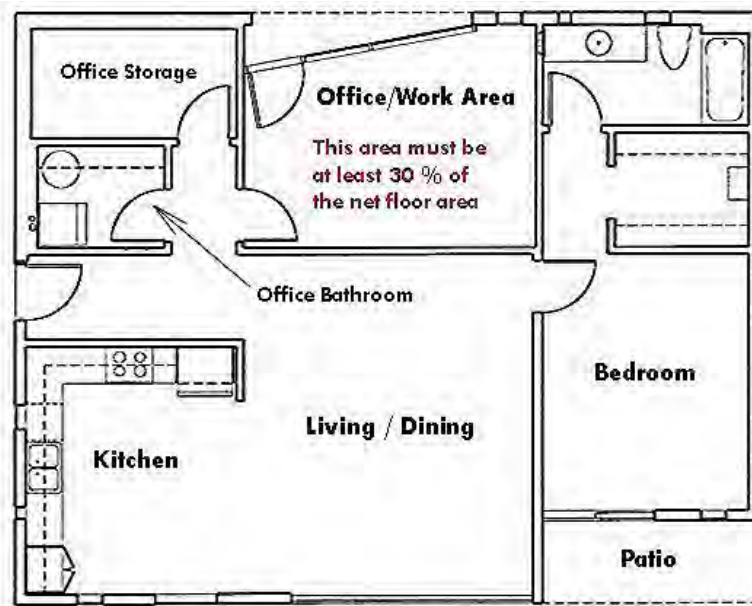
9.18. Live/Work Units.

Live-Work Units shall be located, developed, and operated in compliance with the land use regulations in Chapters 7 or 8 and the following standards.

9.18(a) Establishment. Live/Work Units may be established through the new construction of buildings specifically designated for use as Live/Work Units. Existing residential dwellings may not be converted to Live/Work Units.

9.18(b) Allowable Uses. Work activities in Live-Work Units are limited to the uses permitted in the LUG in which the Live/Work Units are located.

9.18(c) Floor Area Distribution. At least 30 percent of the net floor area of a Live/Work



Unit must be designated for work activities. An applicant shall submit a floor plan of all proposed units to the Planning Division to demonstrate compliance with this regulation.

FIGURE 9.18: LIVE/WORK UNIT

- 9.18(d) Outdoor Living Area.** Common or private on-site open space shall be provided for the use of occupants at a rate of at least 150 square feet per Live-Work Unit. This space may be attached to individual units or located on the roof or adjoining the building in a rear yard.

9.19. Neighborhood Retail, Restaurants and Office.

Neighborhood Retail, Restaurants and Office are permitted only as accessory uses within a Community Center, Recreation Center, or private park when provided as an amenity by the homeowner's association (HOA) or multi-residence community for the principal benefit of residents of that same HOA or multi-residence community. Neighborhood Retail, Restaurants and Office are also allowed within a public park by the City of Mesa when provided as an amenity for area residents.

9.20. Outdoor Eating Areas.

Outdoor Eating Areas, in conjunction with an Eating and Drinking Establishment or Neighborhood Retail, Restaurants and Office, shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards:

- 9.20(a) Administrative Use Permit.** An Administrative Use Permit shall be submitted to and approved by the Zoning Administrator.
- 9.20(b) Location.** Outdoor eating areas are be permitted within the buildable area of the lot, and:

9.20(b)(i) Sidewalk Frontage: Outdoor eating areas are permitted on any public or private sidewalk, provided a minimum continuous 5 foot width of sidewalk remains unobstructed for pedestrian uses. A City of Mesa encroachment permit is required on public sidewalks.

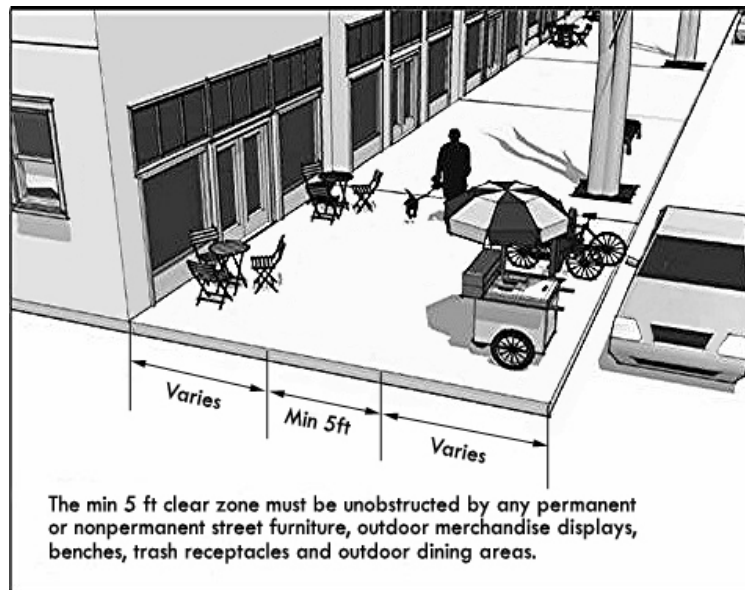


FIGURE 9.20.1: OUTDOOR EATING AREAS

9.20(b)(ii) Landscape Frontage: Outdoor eating areas are permitted to encroach up to one-half the depth of a street-side landscape area/yard setback, provided that any wall or fence that surrounds that portion of the outdoor eating area that encroaches does not exceed a height of 40 inches high.

9.20(c) Enclosures. Awnings or umbrellas may be used in conjunction with an outdoor eating area. Awnings shall be adequately secured, retractable, and shall comply with the provisions of the Mesa Building Code. Permanent roof structures or shelters over any portion of an outdoor eating area located on a public sidewalk are not allowed unless otherwise approved by the City Engineer by way of a City of Mesa encroachment permit.

9.20(d) Fixtures. Furnishings provided for use in an outdoor eating area located within a public sidewalk shall consist only of movable tables, chairs, umbrellas, planters, lights, and heaters. Lighting fixtures may be permanently affixed onto the exterior front of the building.



FIGURE 9.20.2: FURNISHINGS IN OUTDOOR EATING AREAS

9.20(e) Certification. Outdoor Eating Areas that encroach into the public right-of-way require submission of a Certificate of Insurance that complies with the requirements of the City of Mesa.

9.21. Outdoor Display and Retail Sales.

Outdoor Display and Retail Sales (not including automobile/vehicle sales or rental lots, or equipment sales or rental lots), where the business or display is not conducted entirely within a structure or enclosed area, shall be located, developed, and operated in compliance with the land use regulations in Chapter 8 and the following standards:

9.21(a) Temporary Outdoor Display/Sales. Temporary Outdoor Display/Sales shall be allowed as an accessory for all permitted retail businesses provided the following standards are met.

9.21(a)(i) All display shall occur on a hardscape surface and not within any landscaped area.

9.21(a)(ii) All display on a public or private sidewalk, shall provide a minimum of continuous 5 foot width of sidewalk remaining unobstructed for pedestrian uses. A City of Mesa encroachment permit is required on public sidewalks.

9.21(a)(iii) If a parking lot is used, all parking spaces in excess of 90% of the minimum number required for the commercial development may be used for vendor spaces. Displayed merchandise shall not disrupt the normal function of the site and shall not encroach upon driveways or drive aisles, fire lanes, or

ADA accessible pedestrian walkways. The display shall also not obstruct sight distance for vehicles exiting the site or otherwise create hazards for vehicle or pedestrian traffic.

9.21(b) Permanent Outdoor Display/Sales. Permanent Outdoor Display/Sales shall be allowed as either a primary use or an accessory use as listed in Chapter 8.3.

9.21(b)(i) *Location of Sales Area.* The outdoor sales shall be located entirely on private property, in compliance with any required setback.

9.21(b)(ii) *Screening Required.* All outdoor sales and activity areas shall be screened from adjacent public rights-of-way by decorative solid walls, fences, or landscaped berms, a minimum of 42 inches high.

9.21(b)(iii) *Location of Merchandise.* Displayed merchandise shall occupy a fixed, specifically approved and defined location that does not disrupt the normal function of the site or its circulation and does not encroach upon required parking spaces, driveways, pedestrian walkways, or required landscaped areas. These displays shall also not obstruct sight distance or otherwise create hazards for vehicle or pedestrian traffic.

9.21(c) General Requirements. The following requirements shall apply to all (temporary and permanent) outdoor display/sales activities:

9.21(c)(i) *Height of Displayed Materials.* With the exception of potted trees, the outdoor display shall not exceed a height of 7 feet above finished grade for a single display item. Stacked displays may not exceed a height of 6 feet above finished grade.

9.21(c)(ii) *Relationship to Main Use.* The sales shall be directly related to a business establishment on the parcel and that occupies a permanent structure on the parcel. The use of the property shall comply with the standards for the LUG within which the property is located.

9.21(c)(iii) *Exceptions.* The provisions of this section do not apply to the following:

1. Sales or distribution of newspapers or periodicals in compliance with the Mesa City Code.
2. Sales from the public right-of-way in compliance with the Mesa City Code

9.22. Places of Worship.

Places of Worship, shall be located, developed, and operated in compliance with the land use regulations in Chapters 7 or 8 and the following standards:

9.22(a) Accessory Uses. Accessory uses customarily found in conjunction with Places of Worship, including parish houses, parsonages, rectories, seminaries, classrooms, and convents, are permitted, provided that such accessory uses are located on the same lot or contiguous lot with the religious facility.

9.22(b) Athletic Facilities and Day Care Centers. Athletic facilities and day care centers in conjunction with Places of Worship require approval of a Special Use Permit.

9.22(c) Residence Land Use Groups. Places of Worship located in residence LUGs shall be treated as a commercial use and shall:

9.22(c)(i) Be located on property of 1 net acre or larger;

9.22(c)(ii) Comply with the building setback and building height requirements, as well as the applicable design and development standards for a commercial use listed in Chapter 8;

9.22(c)(iii) Comply with the landscaping requirements as specified for a commercial use, pursuant to Chapter 15; and

9.22(c)(iv) Comply with all parking requirements specified in Chapter 13.

9.22(c)(v) In the event the Place of Worship is located in a Community Multi-Residence Urban (CMR-U) LUG, then the additional standards found within Chapter 8.10 shall apply.

9.22(d) Other Land Use Groups. Places of Worship shall comply with each of the following:

9.22(d)(i) Building setback and building height requirements as well as the applicable design and development standards for a commercial use listed in Chapter 8.

9.22(d)(ii) Landscaping requirements as specified for a commercial development, pursuant to Chapter 15.

9.22(d)(iii) All parking requirements specified in Chapter 13.

9.22(d)(iv) In the event the Place of Worship is located in a Community Mixed Use LUG, then the additional standards found within Chapter 8.6 shall apply.

9.22(e) Large Scale Buildings If a Place of Worship building exceeds 80,000 square feet of floor area, the additional design standards found within Chapter 8.7 for Large Scale Retail Centers shall apply to the site.

9.23. Recycling Collection Facilities.

Recycling Collection Facilities shall be located pursuant to the requirements of Chapter 8, and developed and operated in compliance with the following standards:

9.23(a) Location. The facility must be established in conjunction with an existing commercial use or community service facility and not obstruct pedestrian or vehicular circulation.

9.23(b) Minimum Distance. The minimum required distance from a residence LUG shall be 100 feet.

9.23(c) Maximum Size. The maximum size limitations include the following:

9.23(c)(i) *Small Indoor Collection Facility* shall occupy no more than 1000 square feet of space.

9.23(c)(ii) *Reverse Vending Machines* shall occupy no more than 350 square feet of space

9.23(d) Power-Driven Equipment. Power-driven processing equipment, except for reverse vending machines, is not permitted.

9.23(e) Storage Container. All recyclable material must be stored in containers. Materials may not be left outside of containers. Containers shall be stored within an enclosed building. For reverse vending machines, such containers shall be stored within the machine.

9.23(f) Maintenance. Facilities must be maintained free of litter and any other undesirable materials, and mobile facilities for which truck or containers are removed at the end of the collection day, must be swept at the end of the collection day.

9.23(g) Required Container Information. Containers shall be clearly marked to identify the type of materials that may be deposited; the facility shall be clearly marked to identify the name and telephone number of the facility operator and the hours of operation, and display a notice stating that no material shall be left outside of the building or reverse recycling machine.

9.23(h) Reduction of Parking. Occupation of parking spaces by a reverse vending facility and by the attendant (if present) may not reduce available parking spaces below the minimum number required for the site.

9.24. Schools.

Schools shall be located, developed, and operated in compliance with the land use regulations in Chapter 7 or 8, as applicable, and the following standards:

9.24(a) Accessory Uses to a School. Accessory uses customarily found in conjunction with schools, including classrooms, dormitories, stadiums, and auditoriums are permitted provided such accessory uses are located on the same lot or contiguous lot with the school.

9.24(b) Building Setback, Building Height, Parking, Landscaping and Screening Standards.

9.24(b)(i) *Residence Land Use Groups.* Schools located within a residence LUG shall be treated as a commercial use and shall:

1. Comply with the building setback and building height requirements, as well as the applicable additional development standards for the Community Commercial LUG in Chapter 8.

2. Comply with the landscaping requirements as specified for a commercial use, pursuant to Chapter 13; and
3. Comply with all parking requirements specified in Chapter 13.
4. In the event the school is located in a Community Multi-Residence Urban (CMR-U) LUG, the additional standards found within chapter 8.10 shall apply.

9.24(b)(ii) *Other Land Use Groups.* Schools located within a Community Commercial or Community Mixed Use LUG shall:

1. Require a Council Use Permit to be submitted and approved.
2. Comply with the building setback and building height requirements, as well as the applicable additional development standards established by the LUG for which the School is located;
3. Comply with landscaping requirements pursuant to Chapter 13.
4. Comply with all parking requirements specified in Chapter 13.
5. In the event the School is located in a Community Mixed Use (CMU) LUG, the additional standards found within chapter 8.6 shall apply.

9.25. Temporary Uses.

For temporary outdoor display as an accessory use to an existing retail operation, see the standards for Outdoor Display/Retail Sales in Chapter 8.18. Other Temporary Uses as listed below shall be located, developed and operated in compliance with the land use regulations in Chapters 7 or 8 and the following standards:

9.25(a) Special Events. Special Events are permitted in all LUGs, provided that:

9.25(a)(i) A Temporary Use Permit shall be submitted to and approved by the Zoning Administrator.

9.25(a)(ii) The Special Event and all vendors, if applicable, are licensed in accordance with the provisions of the Mesa City Code;

9.25(a)(iii) No more than 4 events are conducted on the same premises during the calendar year;

9.25(a)(iv) The site of the event is adequately served by utilities and sanitary facilities;

9.25(a)(v) The event will not present a safety hazard or public disturbance and will not cause substantial adverse impacts on surrounding properties or land uses by creating excessive noise, glare, heat, dust, odors, or pollutants as determined by the City of Mesa Planning Director and Fire Marshal.

9.25(a)(vi) Special events shall be conducted only on a lot that has an approved dust proof parking surface with permanent driveway access. Decomposed granite or Aggregate Base Course (ABC) gravel surfacing may be substituted for paving subject to approval by the City of Mesa Planning Director and Fire Marshal.

9.25(a)(vii) Facilities, structures, and utilities shall be approved, installed, and maintained in conformance with all applicable City of Mesa building, fire, traffic, and zoning regulations as well as any conditions required as a part of the Temporary Use Permit approval.

9.25(b) Swap Meets. Swap Meets are only allowed in the Community Commercial and Community Mixed Use LUGs and shall be located, developed, and operated in compliance the land use requirements in Chapter 8 and with the following standards:

9.25(b)(i) A Temporary Use Permit shall be submitted to and approved by the Zoning Administrator.

9.25(b)(ii) Facilities, structures, and utilities shall be approved, installed, and maintained in conformance with all applicable City of Mesa building, fire, traffic, and zoning regulations as well as any conditions required as a part of the Temporary Use Permit approval.

9.25(b)(iii) All vendors, if applicable, must be licensed in accordance with the provisions of the Mesa City Code.

9.25(b)(iv) Displayed Merchandise. Displayed merchandise shall not encroach upon required parking spaces, driveways, pedestrian walkways, or required landscaped areas. These displays shall also not obstruct sight distance or otherwise create hazards for vehicle or pedestrian traffic.

- 9.25(b)(v) Surfacing.** Swap Meets shall be conducted only on a lot that has a paved dust proof surface. Decomposed granite, Aggregate Base Course (ABC) gravel or other dust control, may be substituted for paving subject to approval by the City of Mesa Planning Director and Fire Marshal.
- 9.25(b)(vi) Required Parking.** Required parking spaces for Swap Meets shall meet the ratio specified in Chapter 13 and the parking shall be accessed by way of a permanent driveway.
- 9.25(b)(vii) Discontinuance of Use.** All temporary, non-permanent structures and related equipment shall be removed from the site or otherwise stored in enclosed buildings on days the swap meet is closed to the public.
- 9.25(c) Farmer's Markets.** Farmer's Markets are allowed in all LUGs and shall be located, developed, and operated in compliance with the land use requirements in Chapters 8 and 9, and the following standards:
- 9.25(c)(i)** A Temporary Use Permit shall be submitted to and approved by the Zoning Administrator.
- 9.25(c)(ii)** Facilities, structures, and utilities shall be approved, installed, and maintained in conformance with all applicable City of Mesa building, fire, traffic, and zoning regulations as well as any conditions required as a part of the Temporary Use Permit approval.
- 9.25(c)(iii)** All vendors, if applicable, must be licensed in accordance with the provisions of the Mesa City Code.
- 9.25(c)(iv) Location.** Preference is given to vendor placement on sidewalks and other pedestrian oriented areas provided a minimum five foot wide accessible lane is maintained in front of each vendor space. If a parking lot is used, all parking spaces in excess of 90% of the minimum number required for the commercial development may be used for vendor spaces. Displayed merchandise shall not encroach upon driveways, fire lanes, ADA accessible pedestrian walkways, or required perimeter landscaped areas. The Farmer's Market displays shall also not obstruct sight distance for vehicles exiting the site or otherwise create hazards for vehicle or pedestrian traffic.

9.25(c)(v) Surfacing. Farmer's Markets shall be conducted only on a lot that has a paved dust proof surface. Decomposed granite, Aggregate Base Course (ABC) gravel or other dust control, may be substituted for paving subject to approval by the City of Mesa Planning Director and Fire Marshal.

9.25(c)(vi) Required Parking. If no other activity takes place on the site, or the Farmer's Market takes place more than 2 times in any given 7-day period, required parking spaces for Farmer's Markets shall be calculated based upon the ratio specified in Chapter 13. If the Farmer's Market occurs 2 or fewer times in any given 7-day period, and takes place on an improved development site with an existing number of parking spaces equal to what would be required for the farmer's market area, then no additional spaces are required.

9.25(c)(vii) Discontinuance of Use. All temporary, non-permanent structures and related equipment shall be removed from the site, or stored within enclosed buildings, on days the Farmer's Market is closed to the public.

9.25(d) Mobile Food Vending including Push Carts and Food Trucks. Mobile Food Vending, including Push Carts and Food Trucks, are allowed in all LUGs and shall be located, developed, and operated in compliance with the land use requirements in Chapters 7 or 8, and the following standards:

9.25(d)(i) A Temporary Use Permit shall be submitted to and approved by the Zoning Administrator.

9.25(d)(ii) Facilities, structures, and utilities shall be approved, installed, and maintained in conformance with all applicable City of Mesa building, fire, traffic, and zoning regulations as well as any conditions required as a part of the Temporary Use Permit approval.

9.25(d)(iii) All vendors, if applicable, must be licensed in accordance with the provisions of the Mesa City Code;

9.25(d)(iv) Location.

1. Mobile Food Vending is allowed on any public or private sidewalk and other pedestrian oriented areas provided a minimum 5-foot wide continuous accessible lane is maintained. A City of Mesa encroachment permit may be required on public sidewalks. Written approval of the property owner is required for Mobile Food Vending on private property.

2. If a parking lot is used, all parking spaces in excess of 90% of the minimum number required for the commercial development may be used for Mobile Food Vending.
3. Mobile Food Vending is permitted on a vacant lot or parcel provided the property shall have a permanent driveway access and shall meet the surfacing requirements of this section.

9.25(d)(v) Fixtures and Displays. Furnishings for use with a Mobile Food Vendor, including shade devices such as umbrellas or awnings and furnishings such as tables or chairs, along with any displayed merchandise, shall not encroach upon driveways, fire lanes, ADA accessible pedestrian walkways and shall also not obstruct sight distance for vehicles or otherwise create hazards for vehicle or pedestrian traffic.

9.25(d)(vi) Surfacing. Mobile Food Vending shall be conducted only on a lot that has an paved dust proof surface. Decomposed granite, Aggregate Base Course (ABC) gravel or other dust control, may be substituted for paving subject to approval by the City of Mesa Planning Director and Fire Marshal.

9.25(d)(vii) Required Parking. If no other activity takes place on the site, or the use takes place more than 2 times in any given 7-day period, required parking spaces shall be calculated based upon the ratio specified in Chapter 13. If the use occurs 2 or fewer times in any given 7-day period, and takes place on an improved development site with an existing number of parking spaces equal to what would be required for the area, then no additional spaces are required.

9.25(d)(viii) Discontinuance of Use. All temporary, non-permanent structures and related equipment shall be removed from the site, or stored within enclosed buildings, on days the Mobile Food Vending use is closed to the public.

9.25(e) Temporary Retail Businesses including Roadside Stands, Pop-Up Retail and Kiosks. Temporary Retail Businesses including Roadside Stands, Pop-Up Retail and Kiosks shall be located, developed, and operated in compliance with the land use requirements in Chapters 7 or 8, and the following standards:

9.25(e)(i) A Temporary Use Permit shall be submitted to and approved by the Zoning Administrator.

9.25(e)(ii) Facilities, structures, and utilities shall be approved, installed, and maintained in conformance with all applicable City of Mesa building, fire, traffic, and zoning regulations as well as any conditions required as a part of the Temporary Use Permit approval.

9.25(e)(iii) All vendors, if applicable, must be licensed in accordance with the provisions of the Mesa City Code.

9.25(e)(iv) Location. Temporary Retail Businesses are preferred to be located within an existing vacant retail building space. If not, they must be either located on:

1. A public or private sidewalk and other pedestrian oriented areas such as open space or parks; however such temporary businesses shall not be located in front of an existing retail business located in a permanent building without permission from that business owner or on private property without permission of the property owner. A minimum five foot wide continuous accessible lane must be maintained and City of Mesa encroachment permit may be required on public sidewalks.
2. An existing parking lot for a commercial or civic use. All parking spaces in excess of 90% of the minimum number required for the existing development may be used for the Temporary Retail Business.
3. A vacant lot or parcel provided the property shall have a permanent driveway access and shall meet the surfacing requirements of this section.

9.25(e)(v) Fixtures and Displays. Furnishings for use with a Temporary Retail Business, including shade devices such as umbrellas or awnings and furnishings such as tables or chairs, along with any displayed merchandise, shall not encroach upon driveways, fire lanes, ADA accessible pedestrian walkways and shall also not obstruct sight distance for vehicles or otherwise create hazards for vehicle or pedestrian traffic.

9.25(e)(vi) Surfacing. Temporary Retail Businesses shall be conducted only on a lot that has a paved dust proof surface. Decomposed granite, Aggregate Base Course (ABC) gravel or other dust control, may be substituted for paving subject to approval by the City of Mesa Planning Director and Fire Marshal.

9.25(e)(vii) Required Parking. If no other activity takes place on the site, or the use takes place more than 2 times in any given 7-day period, required parking spaces shall be calculated based upon the ratio specified in Chapter 13. If the use occurs 2 or fewer times in any given 7-day period, and takes place on an

improved development site with an existing number of parking spaces equal to what would be required for the area, then no additional spaces are required.

9.25(e)(viii) Discontinuance of Use. All temporary, non-permanent structures and related equipment shall be removed from the site, or stored within enclosed buildings, on days the use is closed to the public.

9.25(f) Temporary Automobile, Boat, and Recreational Vehicle Storage shall be located, developed, and operated in compliance with the land use requirements in Chapter 8, and the following standards:

9.25(f)(i) Temporary Automobile, Boat, and/or Recreational Vehicle Storage shall only be allowed within the CC LUG and within DU 1 only.

9.25(f)(ii) A Temporary Use Permit shall be submitted to and approved by the Zoning Administrator.

9.25(f)(iii) Facilities, structures, and utilities shall be approved, installed, and maintained in conformance with all applicable City of Mesa building, engineering, fire, traffic, and zoning regulations as well as any conditions required as a part of the Temporary Use Permit approval.

9.25(f)(iv) Location. Temporary Automobile, Boat, and/or Recreational Vehicle Storage is allowed on any vacant lot or parcel provided the property shall be located directly adjacent to a collector or arterial roadway and shall have a permanent driveway access from one of those roadways.

9.25(f)(v) Minimum Size. The minimum parcel size allowed for Temporary Storage is 1 acre.

9.25(f)(vi) Surfacing. Temporary Storage shall be conducted on a lot that has a paved dust proof surface, or decomposed granite, Aggregate Base Course (ABC) gravel or other dust control subject to approval by the City of Mesa Planning Director and Fire Marshal. All loose surfacing, such as decomposed granite, ABC, or similar shall be contained by an appropriate border.

9.25(f)(vii) Required Parking. Required parking spaces, for accessory uses such as offices, caretaker's residences, and/or customers shall be calculated based upon the ratios specified in Chapter 13.

9.25(f)(viii) Screening. The Temporary Storage use shall be screened from public view by temporary or permanent fencing, landscaping, or a combination of fencing and landscaping as approved by the Zoning Administrator.

9.25(f)(ix) Security. The Temporary Storage facility shall be fully secured.

Chapter 10. Parks & Open Space

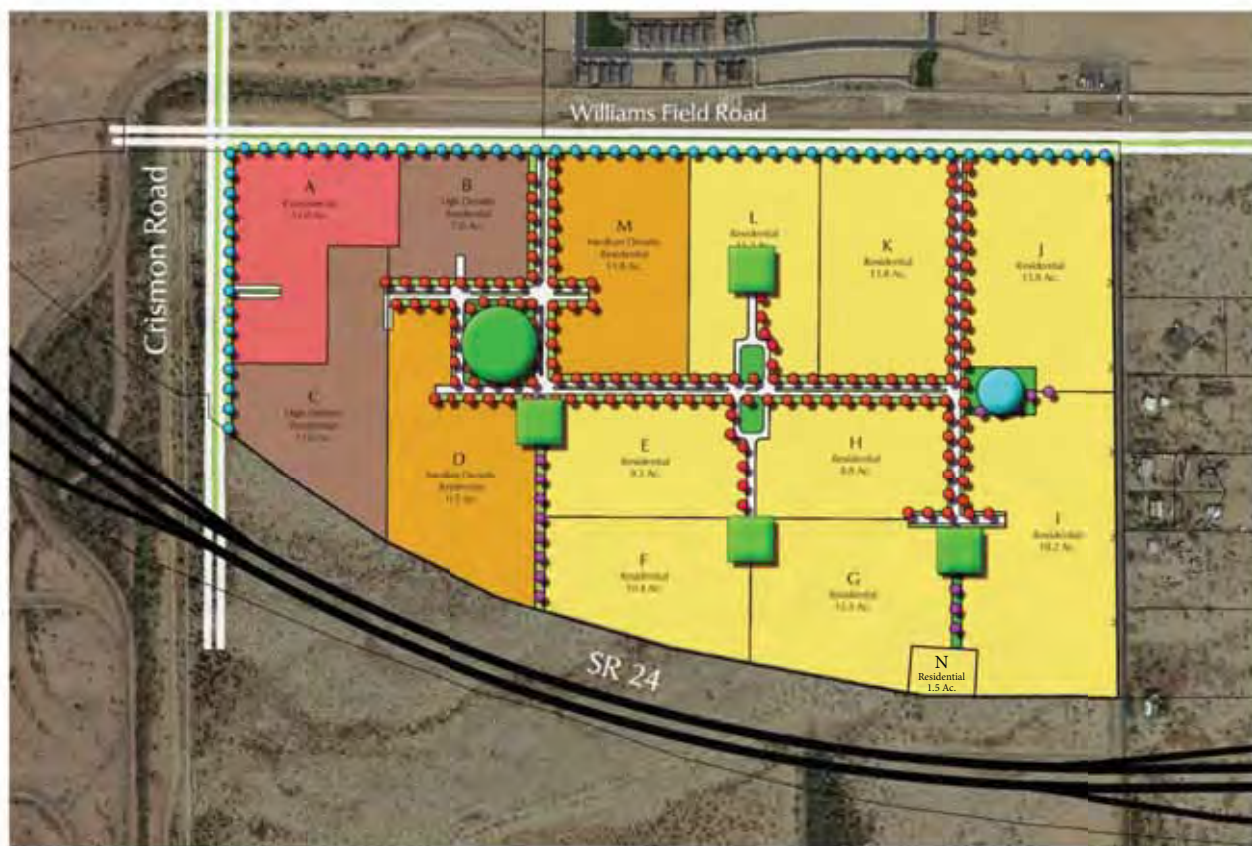
10.1. Parks and Open Space Overview.

The parks and open space system within Avalon Crossing is designed as the social nucleus of the community and reinforces neighborhood structure and community identity by providing important activity centers and gathering spots that are connected by a comprehensive system of pedestrian linkages. A primary goal in developing the parks and open space system within Avalon Crossing is to provide every resident convenient, walkable access to a park, open space area or off-street trail or paseo. Every neighborhood will contain a park as a focal point with resident serving amenities and direct pedestrian linkages to the larger trail and open space system. The parks and open space network will contain both passive and active recreational facilities that contribute to a logical hierarchy of open spaces and provide a diversity of spatial experiences for Avalon Crossing residents. Importantly, homes within individual neighborhoods will be oriented towards parks and open space areas. This will expand the public realm such that parks and open spaces become a natural extension of private open space areas and integral to the social structure of each neighborhood.

The parks and open space system within Avalon Crossing contains five main elements:

1. Community Park.
2. Neighborhood Parks.
3. Focal/Pocket Parks.
4. Community Plazas.
5. Trail and Paseo Network.

(See **Figure 10.1**, Master Parks and Open Space Plan)



-  Community Park
-  Neighborhood Park
-  Focal/Pocket Park
-  Community Paseo Trails
-  Perimeter Road Trails
-  Internal Road Trails

Figure 10.1, Master Parks and Open Space Plan

10.2. Community Park.

The Community Park is the centrally located park that will fulfill a role as the social heart of the community. The 2.5 acre Community Recreation Park is centrally located and will be constructed in the first phases of development. The Community Recreation Park is strategically placed at the terminus of two community collector roads and will act as a visual anchor and strong community identifier. The Community Park will be accessible through several pedestrian linkages, residential streets, and linear park and paseo trails. The Community Recreation Park facilities are specifically for the use of Avalon Crossing residents and will be maintained long term by the master homeowner's association. A signature element of the Community Recreation Park is the community recreation and event center building. This facility will include a community lounge and meeting room, homeowner's association office, fitness facility and multi-purpose events room. A swimming pool complex will be surrounded by shade structures and formal landscaping. The Community Recreation Park will also include areas for programmed recreational activities such as basketball and volleyball courts along with large open turf areas that can be used for community and sporting events. Group and party ramadas will be provided adjacent to the event and open lawn areas. The Community Recreation Park will include onsite parking adjacent to the buildings and parallel parking on the perimeter of the park. (See **Figures 10.2** , Community Park Concept)



Figure 10.2, Community Park Concept

10.3. Neighborhood Park.

One: 1 acre Neighborhood Park is planned at the Avalon Crossing community and will act as a neighborhood gathering spot and social center. The Neighborhood Park will generally be placed on the view terminus of the East/West Collector Road and will act as a strong identification element for the community. The Neighborhood Park will be directly accessible through pedestrian linkages, residential streets, and linear park and paseo trails. 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. The Neighborhood Park will include passive open spaces, and may include other amenities such as ramadas, shade structures, playground areas, open turf play areas and sport courts. (See Figures 10.3, Neighborhood Park Concept)



Figures 10.3, Neighborhood Park Concept

10.4. Focal/Pocket Parks.

Four Focal/Pocket Parks are located within the Avalon Crossing community on the view terminus of the community collectors and will function as intimate neighborhood open space areas. The Focal Parks are generally passive open space areas that will serve an important role as signature community identification elements. The Focal Parks will be accessible through pedestrian linkages, community streets, and linear park and paseo trails. Focal Parks will have passive landscaped open spaces, and may include a street side trail. All pocket parks will have passive open spaces, and may include open turf areas and desert planting. (See Figure 10.4, Focal/Pocket Parks Concept)



Figure 10.4, Focal/ Pocket Park Concept

10.5. Community Plazas.

Non-residential areas within Avalon Crossing will be designed to include appropriately scaled plazas and open space areas that will serve as both formal and informal community gathering spots. Community Plazas will be both active and passive and may include elements such as seating areas and shade, outdoor dining amenities, water elements and gardens, or simple hardscape. Community Plazas will be designed to contribute to an active streetscape. (See Figure 10.5, Community Plaza Concepts)



10.6. Pedestrian Sidewalk, Trail and Paseo System.

A continuous system of landscaped on-street sidewalks, and off-street trails and paseos will provide interconnectivity throughout the community and will extend and enrich the community-wide parks and open space system. A comprehensive on-street sidewalk system is planned along all community streets. An extensive system of off-street pedestrian and bicycle trails and paseos will be directly connected to the on-street sidewalk system to ensure comprehensive and uninterrupted connectivity throughout the community. These pedestrian sidewalk, trail and paseo system is designed to promote walkability and provide an amenity for each neighborhood while forging strong links with surrounding neighborhoods. Avalon Crossing community will contain five different types of sidewalks and trails. They include: Paseo Trails , the Freeway Paseo Trail, Park Trails, Internal Street Sidewalks, and Perimeter Road Sidewalks. (**See Figure 10.6, Pedestrian Sidewalks, Trails and Paseos**)



Figure 10.6, Pedestrian Sidewalks, Trails and Paseos

Chapter 11. Airport Compatibility Standards

The Phoenix–Mesa Gateway Airport is a prominent contextual feature that both guides and limits development within Avalon Crossing. Development of Avalon Crossing is specifically intended to compliment and support the current and planned operations at the Airport.

The Avalon Crossing property falls within the “territory in the vicinity of an airport” as established pursuant to ARS 24-8486, Public Airport Disclosure. Development of Avalon Crossing will comply with Title 14 of the Code of Federal Regulations, Part 77, Objects Affecting Navigable Airspace, which regulates heights and building encroachments into regulated airspace as well as the requirements set forth within the Phoenix-Mesa Gateway Airport Master Plan.

Further, within the 1999 FAR Part 150 Noise Compatibility Study, the Phoenix-Mesa Gateway Airport established recommended overflight districts that proscribe compatibility standards for development. The Avalon Crossing site falls within Airport Overflight Area III. There are no land use restrictions within Airport Overflight Area II or III. Further, Avalon Crossing is located outside the 2020 and 2027 DNL Noise Contours as outlined within the Phoenix-Mesa Gateway Airport Master Plan.

Avalon Crossing AOA Justification

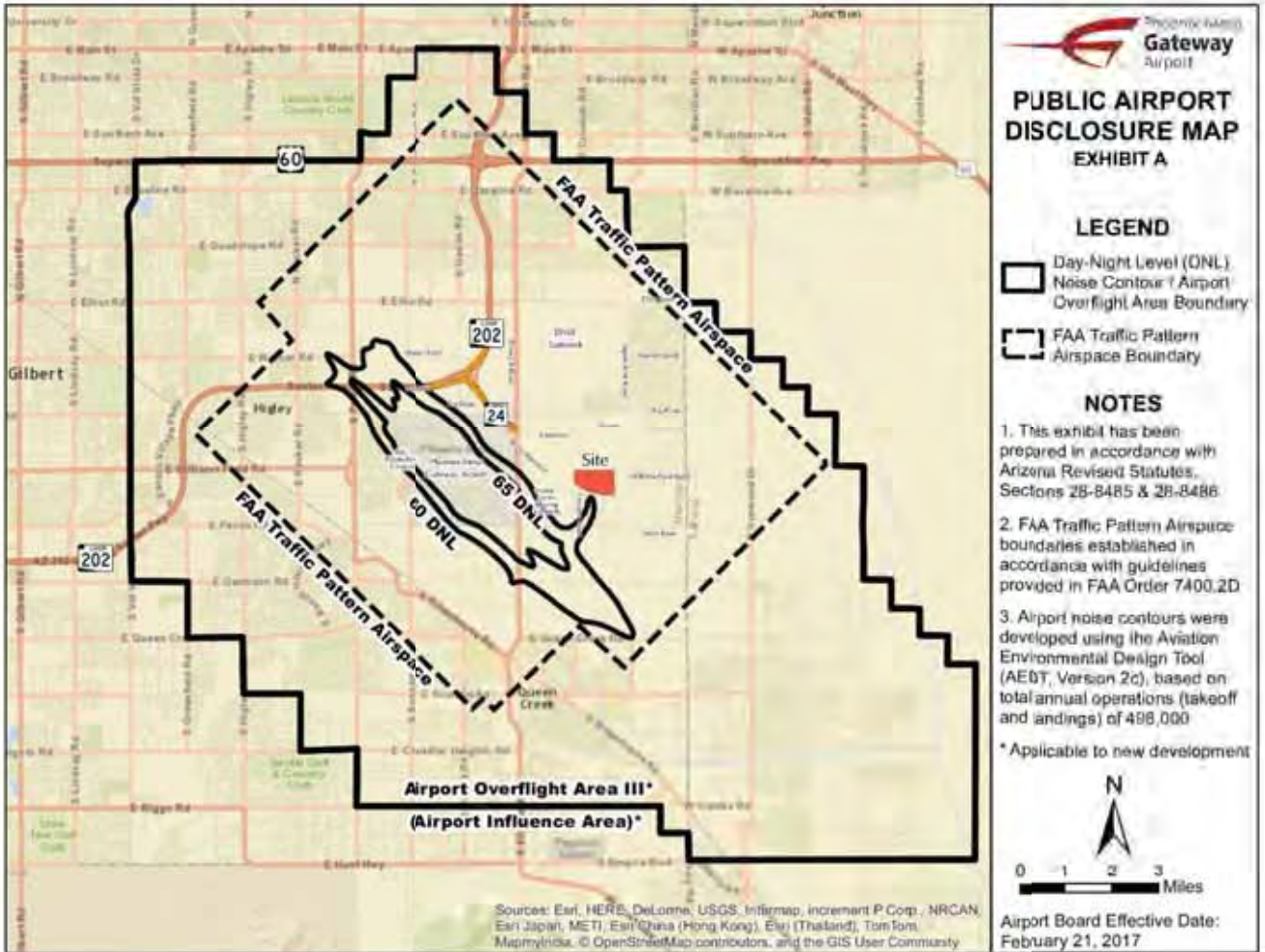
The Avalon Crossing property is located in the southeastern portion of the City of Mesa planning area and is generally bounded by Crismon Road to the west, the Williams Gateway Freeway alignment (SR 24) to the south, Signal Butte Road to the east and Williams Field Road to the north. The property is currently located +/- 5,000 feet from the 60 DNL, +/- 5,600 feet from the 65 DNL AOA per The Phoenix Mesa Gateway Airport Public Disclosure Map (Feb. 21, 2017).

Avalon Crossing is proposed as primarily of Single Family Residential uses North of Arizona State Route 24. The property is over 1 mile from The Phoenix Mesa Gateway Airport and shall not have any residential development restrictions. Avalon Crossing’s proposed master plan is consistent with the current development patterns in the Airport area and will provide additional quality residential opportunities.

The Avalon Crossing PCD is consistent with the City’s General Plan designation of Mixed Use Community. In addition, Avalon Crossing is located within the study area of the Mesa Gateway Strategic Development Plan and is specifically located within the Mixed-Use Community District.

Avalon Crossing shall comply with the following Airport Compatibility Standards:

1. Compliance with the Supplementary Provisions for Airport Overflight Area III as outlined in the Mesa Zoning Ordinance. These standards are incorporated into the Avalon Crossing Community Plan and represent the Airport Overflight Area standards for all development within Avalon Crossing.
2. Dedication of an aviation easement for the entire Avalon Crossing Community Plan project area at the time of the first Development Unit Plan approval. The aviation easement shall be executed for the benefit of the City of Mesa and Phoenix-Mesa Gateway Airport in the form included in Appendix 19.2
3. Written notification to all buyers disclosing potential noise impacts resulting from Phoenix-Mesa Gateway Airport operations and notice that the property is within one mile of an airport, and including:
 - a. Acknowledgment form signed by buyer at the execution of a purchase contract, which discloses proximity to the Phoenix-Mesa Gateway Airport, and
 - b. Notice of proximity to the Phoenix-Mesa Gateway Airport in the future Covenants, Conditions and Restrictions.
4. The following industry standards and construction techniques shall be used for all residential development within Avalon Crossing:
 - a. Exterior wall insulation equal to or greater than a value of R-13 where adjacent to livable areas.
 - b. Ceiling insulation equal to or greater than a value of R-30 over livable areas.
 - c. All exterior doors exiting from livable areas shall be solid core or insulated, with weather tight gaskets and thresholds, or gasketed glass.
 - d. All exterior windows adjacent to livable areas shall be double glazed / dual paned.
 - e. All sole plates of exterior walls adjacent to livable areas shall be caulked or sealed at the floor line.



Chapter 12. Freeway Compatibility Standards

The Avalon Crossing community is strategically located adjacent to the future Williams Gateway Freeway (“SR24 Freeway”), which is an important contextual reference for Avalon Crossing and also a significant design consideration. The freeway establishes Avalon Crossing as a tremendously accessible community providing residents with ease of access to regional transportation corridors and job centers. The freeway must also be sensitively considered in the design of the community.



Chapter 13. On-Site Parking, Loading, and Circulation

13.1. PURPOSE AND APPLICABILITY.

13.1(a) Purpose. The purpose of this Chapter is to provide standards for parking and loading facilities to accommodate the various land uses permitted by the Avalon Crossing Community Plan. It is the intent of this Chapter to require the minimum number of on-site parking and loading spaces with maneuvering areas, driveways, and surface materials for the efficient movement of vehicular traffic, and to provide flexibility in meeting these requirements for sites with special needs. Additional purposes of this Chapter include:

1. Ensuring the provision of safe and convenient places to park personal transportation vehicles, including automobiles, bicycles and motorcycles,
2. Providing paved surfaces and alternative dust control measures to control and reduce the amount of dust and PM-10 particulates released to the atmosphere,
3. Limiting the area of land consumed by parking through allowances for reductions to the number of required parking spaces and allowances for sharing of parking spaces among multiple uses where appropriate,
4. Minimizing conflicts between pedestrian and vehicular circulation,
5. Reducing the scale of paved surfaces and shading these surfaces, to reduce heat gain that contributes to the urban heat island effect, and
6. Encourage sustainable development by promoting the use of alternative modes of transportation, walking and bicycling through recalibrating parking regulations for mixed use and transit-oriented developments.

13.1(b) Applicability. The parking and loading requirements of this Chapter apply to all development within PPGN. They may be modified pursuant to the provisions for certain LUGs.

1. *Additions to Existing Buildings and Changes in Use.* When a change in use, expansion of a use, or expansion of floor area creates an increase of 5% or more in the number of required off-street parking or loading spaces, based on the initially approved and constructed facility or development, off-street parking and loading shall be provided

according to the provisions of this Chapter. The additional parking shall be required only for such addition, enlargement, or change in use and not for the entire building or site. A change in occupancy is not considered a change in use for the purpose of this paragraph unless the new occupancy is in a different land use classification than the former occupant.

2. *Alterations that Increase Number of Dwelling Units.* If an alteration to an existing building increases the number of residential dwelling units on the site, off-street parking to serve the new dwelling units must be provided according to the provisions of this Chapter.
3. *Off-street Parking and Loading When Required.* Off-street parking and loading facilities required by this Chapter shall be constructed or installed prior to the issuance of a Certificate of Occupancy for the uses that they serve.

13.2. GENERAL REGULATIONS AND STANDARDS.

13.2(a) Location. All required parking and loading spaces and maneuvering areas shall be located on the lot upon which the use served is located, except that parking spaces may also be located upon a contiguous lot incorporated into the development site. Parking spaces and maneuvering areas shall not be located within the required front yard in any Single Residence LUG or in any required front or corner side yard or landscaped area in any other zoning district, except driveways that directly and immediately allow a vehicle to access the site from a street or abutting property may encroach into a required yard or landscape area.

13.2(b) Commercial Vehicles. No commercial vehicle having a gross vehicle weight rating (GVWR) exceeding 13,000 pounds and is intended to be used primarily for commercial purposes rather than private or individual use shall be parked overnight or stored on any residential lot.

13.2(c) Standards. The following standards apply to required onsite parking and loading spaces, maneuvering areas, and access:

1. Unless allowed for otherwise within this Community Plan, all required permanent parking and loading spaces, maneuvering areas, and driveways shall be paved with asphalt, concrete, paving stone, or masonry to a sufficient thickness to withstand repeated vehicular traffic, except in Single Residence uses. The Zoning Administrator, in collaboration with the City Engineer, may establish alternative standards for porous surface paving.

2. Required parking spaces shall be permanently marked and shall be accessible from a street or alley by a driveway or aisle such that all vehicles shall approach the street or alley in forward motion, except in Single Residence uses. See Chapter 13.4(g).
3. Failure by the owner of the site to maintain the parking surface and markings according to the industry standards and schedules shall be considered a violation of this Ordinance.

13.2(d) Compact Parking. On a site with at least 10 required parking spaces, up to 20 percent of the total required parking spaces may be compact spaces, provided that the following standards are met:

1. Where covered parking is required all covered parking spaces shall be standard size;
2. All compact spaces are to be designated with a sign or pavement marking; and
3. Compact spaces shall be distributed throughout the parking area, with no more than 9 compact spaces in a single cluster. Each cluster of up to 9 spaces shall be separated by a minimum radius of at least 60-feet from the next cluster of compact parking spaces.

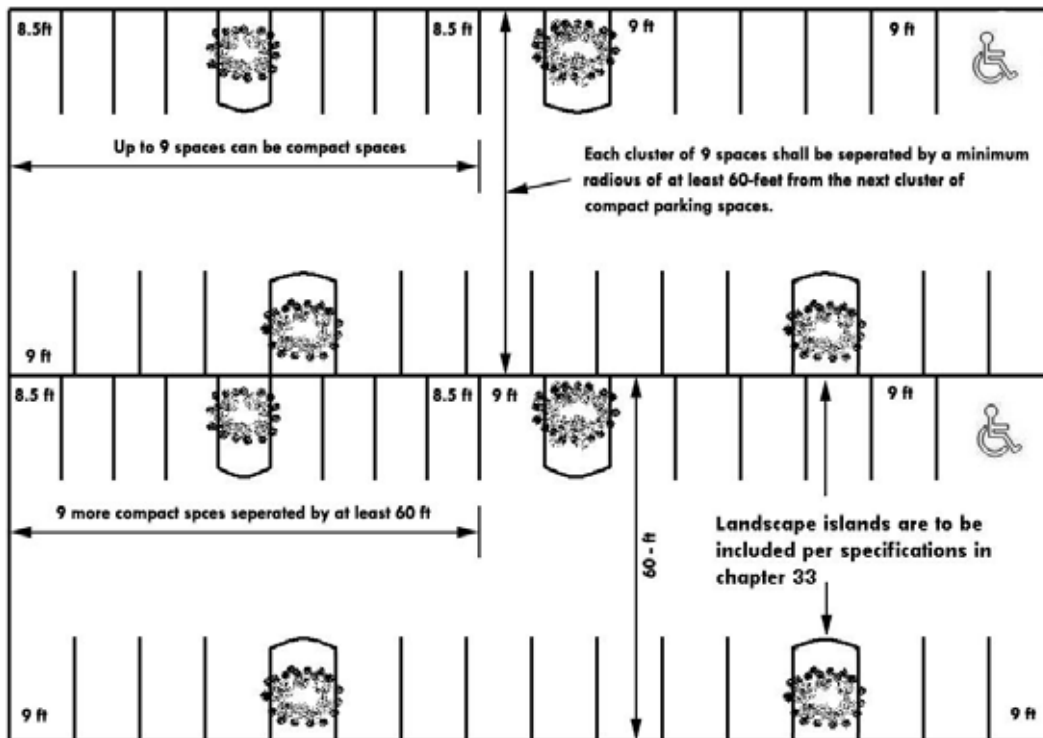


FIGURE 13.1: COMPACT PARKING SPACES

13.2(e) Accessible Parking. Accessible parking spaces shall be provided and maintained pursuant to the Mesa City Code pertaining to the Arizona Americans with Disabilities Act of 1992.

13.2(f) Structured Parking. The exterior elevations of any multi-level parking structure must be designed so as to screen or conceal parked cars on the first and second floors of the structure from view from public streets and open space. The floors of structured parking garages must be screened or concealed by one or more of the following methods:

1. **Ground-Floor Commercial.** The garage's ground-level street frontage (except for driveways and pedestrian entrances) for the designated front of the structure shall be improved with Retail Sales, Food and Beverage Sales, Eating and Drinking Establishments, Personal Services, Offices, or similar pedestrian-oriented uses.
2. **Landscaping.** Landscaping shall be provided in the form of perimeter planters within openings of the structure, and/or the incorporation of hanging baskets, flower boxes, or planting trellises.
3. **Landscape Setback.** A parking structure that does not incorporate ground-floor retail or other commercial use or is not otherwise screened or concealed at street frontages on the first and second levels, must provide a densely planted landscaped yard that is a minimum of 10 feet in depth, or the required setback for the district in which it is located, whichever is greater.
4. **Combination of Opaque Screen Walls and Open Decorative Panels.** A combination of opaque screening devices and decorative panels may be used to screen parking within above ground structures. Opaque screen walls shall not be higher than 3'-6" relative to the abutting floor height, and shall not exceed 45 percent of the aggregate surface area of the exterior wall. Decorative panels or other devices with opacity of at least 40% shall be used to screen the remainder. The decorative panels shall be constructed of durable materials, such as iron, steel, copper, aluminum, formed concrete, glass block, brick or other textured masonry.
5. **Approval of Alternative Architectural Structure.** In lieu of providing screening or concealment, a parking garage structure that incorporates attractive architectural forms and detailing that have interest equal to an occupied structure may be approved during the

Site Plan and Design Review process pursuant to the procedures in Chapter 3.9.

13.2(g) Recreational Vehicle (RV) Parking. Recreational Vehicles shall not be parked, stored, or occupied on any property except as follows:

1. The temporary parking of an RV on public streets in a residential area, or within the front yard of a residential lot for the purpose of loading, unloading, or cleaning for a period of time not to exceed 48 hours shall be permitted subject to parking and traffic regulations of the City of Mesa and provided that the vehicle is not parked as to create a traffic hazard or obstruct traffic visibility.
2. On-site parking or storage of a recreational vehicle in accordance with the following, provided such recreational vehicle is not used for living quarters or commercial purposes:
 - a. Within an enclosed accessory building or garage in all LUGs.
 - b. Where outdoor storage is otherwise allowed in the Community Commercial (CC) and Community Mixed Use (CMU) LUGs.
 - c. On any parcel as an interim use upon approval of a TUP subject to the requirements of Chapter 9.
 - d. On single residence lots:
 - i. For Lots of a minimum 15,000 sq ft or greater, anywhere within the buildable area behind the front line of the dwelling unit; or anywhere within the rear yard; or in the side yard behind the front line of the dwelling unit provided such recreational vehicle does not exceed 40-ft in length exclusive of tongue.
 - ii. For Lots less than a minimum 15,000 sq ft or greater, anywhere within the buildable area behind the front line of the dwelling unit; or anywhere within the rear yard; or in the side yard behind the front line of the dwelling unit provided such recreational vehicle does not exceed 30 ft in length exclusive of tongue.
 - iii. A recreational vehicle parked in the side yard which exceeds 6 feet in height as measured from grade and is visible from a public street shall be screened from such public street by a 6 ft high opaque fence.

- e. On multiple Residence lots: only in an approved parking space; or within an approved, designated storage area.

13.2(h)Size of Parking Spaces and Maneuvering Aisles. Parking spaces and maneuvering aisles shall be provided to meet the minimum dimensions required by this subsection. Screening walls, roof support posts, columns, or other structural members shall not intrude into the required dimensions for parking spaces.

13.2(h)(i) Standard Parking Spaces. The minimum basic dimension for standard parking spaces is 9 feet by 18 feet. Table 13.1 provides the dimensions of spaces (stalls) and aisles according to the angle of parking spaces.

Table 13.1: Standard Parking Space and Aisle Dimensions					
<i>Angle of Parking</i>	<i>Stall Width</i>	<i>Curb Length Per Stall</i>	<i>Stall Depth</i>	<i>One-Way Aisle Width</i>	<i>Two-Way Aisle Width</i>
Parallel	9'0"	22'0"	9'0"	12'	20'
30°	9'0"	18'0"	17'4"	11'	20'
40°	9'0"	14'0"	19'2"	12'	22'
45°	9'0"	12'9"	19'10"	13'	24'
50°	9'0"	11'9"	20'5"	15'	24'
60°	9'0"	10'5"	21'0"	18'	24'
70°	9'0"	9'8"	21'0"	19'	24'
90°	9'0"	9'0"	18'0"	24'	24'

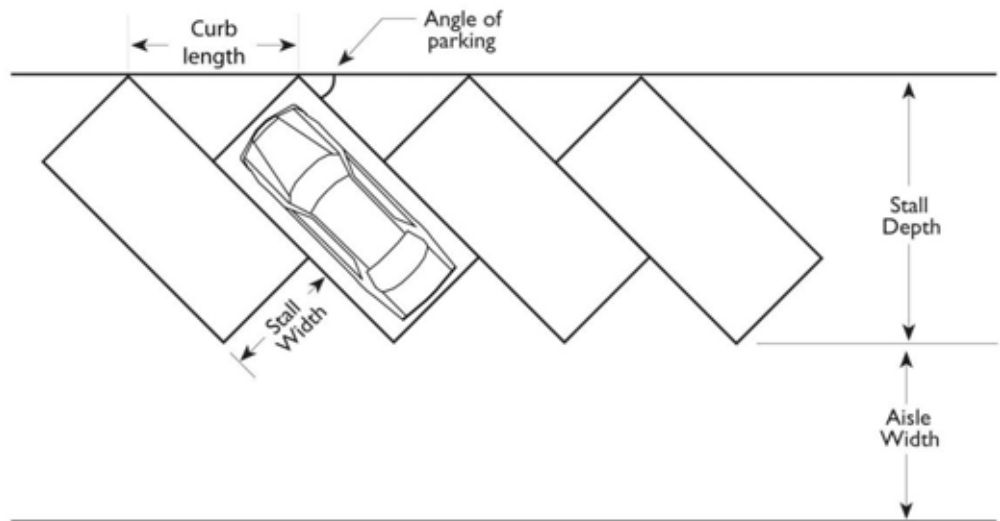


FIGURE 13.2: PARKING SPACES AND AISLES

13.2(h)(ii) Compact Parking Spaces. The minimum basic dimension for compact parking stalls shall be 8 feet by 16 feet. Table 13.2 provides the dimensions of spaces and aisles according to angle of parking spaces.

Table 13.2: Parking Area and Space Dimensions – Compact Spaces					
<i>Angle of Parking</i>	<i>Stall Width</i>	<i>Curb Length Per Stall</i>	<i>Stall Depth</i>	<i>One-Way Aisle Width</i>	<i>Two-Way Aisle Width</i>
Parallel	9'0"	22'0"	9'0"	11'	20'
30°	9'0"	18'0"	14'11"	11'	20'
40°	9'0"	14'0"	16'5"	11'	22'
45°	9'0"	12'9"	17'0"	11'	24'
50°	9'0"	11'9"	17'5"	13'	24'
60°	9'0"	10'5"	17'10"	16'	24'
70°	9'0"	9'8"	17'9"	16'	24'
90°	9'0"	9'0"	16'0"	21'	24'

13.2(h)(iii) Loading Spaces. If loading spaces are provided they shall be a minimum 10 feet by 30 feet.

13.2(i) Size of Parking Spaces for Motorcycles, Scooters, and Golf Carts.

Motorcycle and Scooter parking spaces shall have a minimum dimension of 5 feet by 9 feet. Golf cart parking spaces shall have a minimum dimension of 5 feet by 10 feet.

13.2(j) Drive Aisle without Associated Parking Spaces.

One-way drive aisles that do not provide access to parking or loading spaces shall be at least 12-feet wide. 2-way drive aisles that do not provide access to parking or loading spaces shall be at least 20-feet wide.

13.3. PARKING SPACES REQUIRED.

13.3(a) Required Parking Spaces By Use. The following Table 13.3 specifies the minimum parking spaces required for each permitted use (For exceptions, see Chapter 13.5, 13.6, and 13.7):

Table 13.3: Required Parking Spaces By Use		
Land Use	Minimum Standard	
Residential		
Single Residence, detached or attached,	2 spaces per dwelling, which may be in tandem with Zoning Administrator approval	
Multiple Residence (Typical)	See sub categories, below	
Apartments, multiple residence condominiums, and mixed-use residential, townhomes, patio homes and similar multiple residence buildings: development site located within 1/8 mile radius (660 feet) of bus rapid transit or light rail station, regardless of bedroom count	9 or fewer total units	1.4 spaces per dwelling unit
	10 – 25 total units	1.3 spaces per dwelling unit
	26 or more total units	1.2 spaces per dwelling unit

Table 13.3: Required Parking Spaces By Use	
<i>Land Use</i>	<i>Minimum Standard</i>
Apartments, multiple residence condominiums, mixed-use residential, townhomes, patio homes, and similar multiple residence buildings: development site not located within 1/8 mile radius (660 feet) of bus rapid transit or light rail station, regardless of bedroom count	2.1 spaces per dwelling unit
Group Residential (, Assisted Living, Group Homes for the Handicapped in excess of 10 persons)	1.2 spaces per dwelling unit for development with distinguishable dwelling units 1.0 space for each room plus 2 additional spaces for development with congregate dining and no distinguishable separate dwelling units
Group Home for the Handicapped (10 or less persons)	Same as Single Residence
Live-Work Units	2.1 spaces per unit
Residential Care, Stand Alone Facility (Nursing Home, Hospice)	1.0 space per room or dwelling unit plus 2 additional spaces
Residential Care within a Hospital or Medical Campus (Nursing Home, Hospice, Convalescent Care)	1 space per 400 square feet
Public Assembly and Schools	
Theaters, auditoriums, assembly halls, places of worship, clubs, lodges and fraternal buildings, funeral homes, community centers, libraries	1 space per 75 square feet used for public assembly
Museums	1 space per 250 square feet used for public assembly plus accessory uses
Stadiums	1 space per 5 seats plus 1 space per 300 square feet for accessory uses
School, kindergarten through 9th grade or middle school	1 space per 75 feet for public assembly space, such as auditoriums and theaters, and 1 space per 600 square feet for all other areas

Table 13.3: Required Parking Spaces By Use	
<i>Land Use</i>	<i>Minimum Standard</i>
High schools, academies, colleges, universities, trade or vocational schools	1 space per 200 square feet
Health Care	
Medical/dental offices and outpatient clinics	1 space per 200 square feet
Hospitals	1 space per 400 square feet
Day care centers (stand alone, not part of a community center)	1 space per 375 square feet
Group Commercial Developments	
Shell buildings (no specified use)	1 space per 275 square feet
Independent Commercial Buildings and Uses	
General offices, retail, and services	1 space per 375 square feet
General auto repair, garages, service stations, car washes, and drive-through lubrication shops	1 space per 375 square feet, including service bays, wash tunnels, and retail areas
Hotels and motels	1 space per room or suite of rooms with individual exits plus ancillary use requirements
Eating and Drinking Establishments (no drive through window)	1 space per 75 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Eating Establishments (with drive-through window and associated queuing drive aisle)	1 space per 100 square feet for indoor area, and 1 space per 200 square feet for outdoor seating area
Outdoor sales and service areas (car lots, plant nurseries, building supplies, etc.)	1 space per 375 square feet of sales and service building, but not less than 4 spaces per use
Temporary Outdoor Uses	
Swap Meets	1 space per 300 square feet of designated vendor area
Mobile Food Vending including Push Carts and Food Trucks	As determined by the Zoning Administrator as a part of the TUP approval.

Table 13.3: Required Parking Spaces By Use	
<i>Land Use</i>	<i>Minimum Standard</i>
Temporary Retail Businesses including Roadside Stands, Pop-Up Retail and Kiosks,	As determined by the Zoning Administrator as a part of the TUP approval.
Farmer's Markets	1 space per 400 square feet of designated vendor area
Recreation	
Bowling centers	5 spaces per lane plus ancillary use requirements
Golf driving range	1 space per tee plus ancillary use requirements
Miniature golf, amusement parks, batting ranges, and water slides	1 space per 500 square feet of outdoor recreations area plus ancillary use requirements
Health space and clubs, gyms, and tennis, handball, and racquetball courts and clubs	1 space per 100 square feet, excluding courts, plus 2 spaces per court
Skating rinks and dance halls	1 space per 75 square feet used for recreational activities plus ancillary use requirements
Light Industrial Buildings and Uses	
Shell buildings (no specified use)	75% at 1 space per 500 square feet plus 25% at 1 space per 375 square feet
Mini-storage (dead storage only)	4 spaces plus 2 for manager's quarters; Drive aisles between buildings shall maintain minimum distance of 24 feet
Public Facilities and Uses	
Fire stations	1 space per bed, plus 1 space per 75 square feet for Community Room
Police Substations	1 space per 300 square feet, plus 1 space per 75 square feet for Community Room, plus ancillary use requirements

13.3(b)Basis of Calculation. The on-site parking requirements specified in this Section are based on gross floor area unless otherwise stated.

1. In the case of mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements of the various uses computed separately as specified in this Section, and the off-street parking space for one use shall not be considered as providing the required off-street parking for any other use, unless a Shared Parking Plan has been approved in accordance with the requirements of Chapter 13.5.
2. In case of fractional results in calculating parking requirements from the chart above, the required number shall be rounded up to the nearest whole number.

13.3(c) Maximum Parking Spaces. The number of parking spaces provided by any development in surface parking lots shall not exceed 125% of the minimum required spaces in Table 13.3, except as follows:

1. Parking within the building footprint of a structure (e.g., rooftop parking, below grade parking, multi-level parking structure);
2. When a change in use to an existing development causes a lower parking requirement;
3. Parking spaces managed for shared parking;
4. An Administrative Use Permit is required to provide more surface parking than the maximum standard and additional landscape is required in compliance with Chapter 15, Interior Parking Lot Landscaping.
5. Phased projects do not need to comply with the maximum parking space requirement until the final phase is constructed.

13.3(d)Covered Spaces. Covered parking spaces shall be provided as follows:

1. Single residences shall provide a minimum of 2 covered parking spaces per dwelling unit.
2. Multiple residence projects shall provide a minimum of 1 covered parking space per dwelling unit.

3. Office-use developments requiring a minimum of 10 parking spaces or more shall provide a minimum of 1 covered parking space per office or suite plus 1 additional space.
4. Covered spaces may be counted concurrently with the minimum aggregate parking space requirements for the development.

13.3(e) Minimum Number. Unless otherwise specifically stated in this Community Plan, all uses, except single residences, shall provide at least 4 on-site parking spaces.

13.3(f) Credit for On-Street Spaces. On-street parking spaces located immediately adjacent to the frontage of properties in the CC and CMU LUGs, or LUGs with a “-U” designator, may be counted toward required off-street parking for non-residence uses. One on-street parking space may be substituted for each required off-street space. These provisions only apply to street frontages where on-street parking is allowed and provided. The parking space credit shall be determined at the time of site plan approval.

13.3(g) Uses not Specified. The parking requirement for any use not listed in Table 13.3 shall be determined by the Zoning Administrator based upon the requirements for the most similar comparable use, the particular characteristics of the proposed use, and any other relevant data regarding parking demand. In order to make this determination, the Zoning Administrator may require the applicant to submit a parking demand study or other information, at the applicant’s cost.

13.4. PARKING AREA DESIGN.

13.4(a) Setback of Cross Drive Aisles. Parking spaces along main drive aisles that connect directly to a street and drive aisles that cross such main drive aisles shall both be set back at least 50 ft from the property line abutting the street.

13.4(b) Parallel Parking Spaces Abutting Wall or Fence. Each parallel parking space adjoining a wall, fence, column, or other obstruction higher than 0.5 feet shall be increased by 2 feet on each obstructed side, provided that the increase may be reduced by 0.25 feet for each one foot of unobstructed distance from the edge of a required aisle, measured parallel to the depth of the parking space. See Figure 13.3 below.

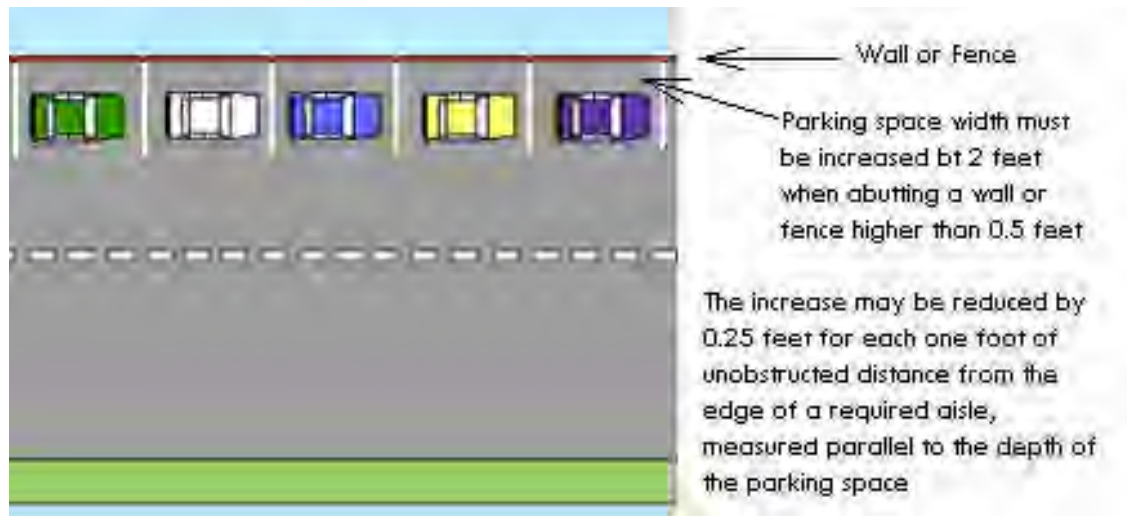


FIGURE 13.3: Parallel Parking Spaces Abutting Wall or Fence

13.4(c) Optional Double-Line Striping. Each parking space shall measure at least 9 feet from center to center, with double stripes 2 feet apart.

13.4(d) Long-Term Parking. In parking areas, or portions of parking areas, restricted to employee use rather than customer or visitor use, and in which a vehicle is not normally moved during the period of an employee's work shift, the width of parking spaces may be reduced to 8.5 feet for standard and compact spaces.

13.4(e) Minimum Dimensions for Residential Carports. Each single-car carport shall measure at least 10 feet wide by 20 feet long. Each double carport shall measure at least 18 feet wide by 20 feet long. The width of the carport is to be measured from inside face of support to inside face of opposite support. The carport roof shall cover the entire 20-foot length of the space.

13.4(f) Minimum Dimensions for Residential Enclosed Garages. Enclosed garages serving residence uses shall be constructed to meet the following minimum inside dimensions.

1. A single-car garage shall be at least 10 feet wide and 22 feet long.
2. A double-car garage shall be at least 20 feet wide and 22 feet long.
3. A garage for tandem parking shall be at least 10 feet wide and 44 feet long.

13.4(g) Parking Location, Circulation and Safety.

13.4(g)(i) *Internal Circulation.*

1. Visibility shall be assured for pedestrians, bicyclists, and motorists entering individual parking spaces, circulating within a parking facility, and entering or leaving a parking facility.
2. Internal circulation patterns, and the location and traffic direction of all access drives, shall be designed and maintained in accordance with accepted principles of traffic engineering and traffic safety.
3. Off-street parking and loading areas shall be provided with sufficient maneuvering room so that all vehicles can enter and exit from a public street by forward motion only. This regulation does not apply to parking areas serving Single Residences served by individual driveways. The maneuvering of vehicles necessary to enter or exit loading areas shall not occur on City of Mesa streets.
4. Parking lots shall be designed so that solid waste, emergency, and other public service vehicles can provide service without backing unreasonable distances or making other dangerous or hazardous turning movements.

13.4(g)(ii) *Parking Lot Layout.* No more than 200 parking spaces shall be allowed together in one group or cluster. Parking lot clusters shall be separated by landscaping, pedestrian connections, cross aisles, retention basins or similar features.

1. In office-use and industrial projects, a minimum 25 percent of the required parking spaces shall be provided within 200 feet of the building served, with the balance of the required parking within 400 feet.
2. In commercial and mixed use projects, a minimum of 50 percent of the required parking spaces shall be located within 300 feet of the building served.
3. In residential projects, required parking spaces shall be arranged to provide at least one parking space per unit within 200 feet of the dwelling units they are intended to serve.
4. Drive aisle intersections are to be perpendicular to each other.
5. Separate vehicular and pedestrian circulation systems shall be provided where possible.

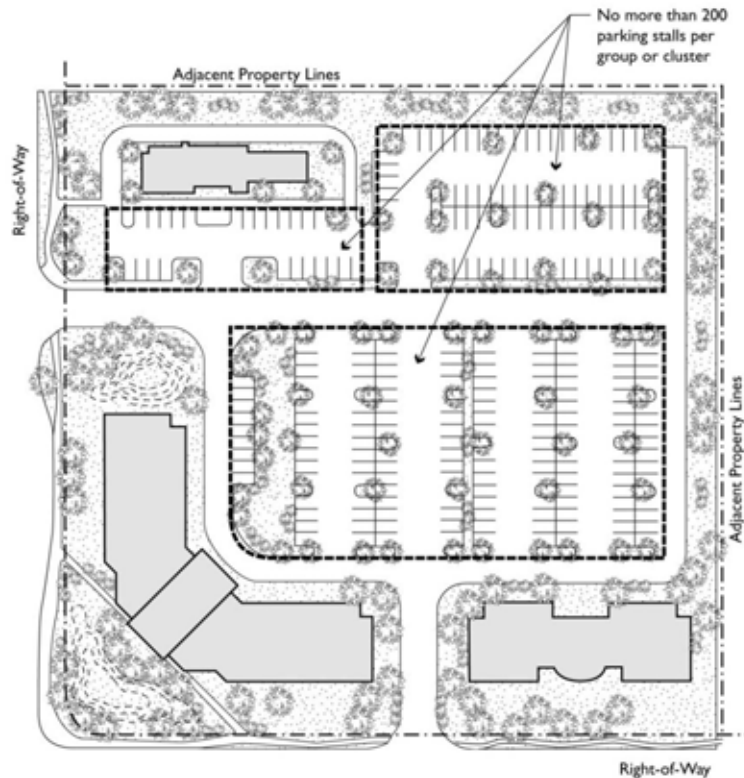


FIGURE 13.4: Parking Lot Layout

13.4(g)(iii) *Parking Area Location, General.* Parking areas should be designed as a series of outdoor spaces that are spatially defined by adjacent buildings, landscaping, and other site design features, and should contribute to the structure of the overall development site plan. Parking areas may be a series of smaller spaces or several larger ones, depending on project needs, but should be located in close proximity to building entrances. To the extent practicable, the visibility of parking areas from adjacent public streets should be minimized by locating parking areas to the side or behind buildings, or through the strategic use of landscaping and other site design features.

13.4(g)(iv) *Parking Area Location in CMU and -U Designated Areas.* Parking areas that are part of a more urban development form should be located behind or beside buildings, away from primary street frontages and street corners, and should be centralized to the extent practicable. Larger parking areas should be divided both visually and functionally into smaller parking courts. Parking areas should be located in close proximity to building entrances or other pedestrian destinations. Except for on-street parking, parking areas should not be located between the front facade line of buildings and a street edge

along any principal pedestrian oriented/gathering street or private drive.

13.4(g)(v) *Pedestrian Access.* Design Objective: Provide a safe, convenient and comfortable network of pedestrian walkways within parking areas for users and residents.

The design standards described below shall be provided for multiple residence developments of 5 or more units and for commercial, mixed-use, and/or employment developments that are 80 feet or more in depth and/or include 50 or more parking spaces.

1. *Pedestrian Safety.* Parking lot design should be laid out in a way to minimize the times pedestrians would typically have to walk between parked cars and then cross a drive aisle to get to locations on the site. Internal circulations systems shall be clearly defined.
2. *Materials and Width.* Walkways shall provide at least 5 feet of unobstructed width and be hard-surfaced with a material that differs from the drive aisle by composition, texture, or through the use of a differing color that is integral to the material.
3. *Identification.* Pedestrian walkways shall be clearly differentiated from driveways, parking aisles, and parking and loading spaces through the use of elevation changes, a different paving material, or similar method. Where a pedestrian sidewalk crosses a vehicle lane, the pedestrian sidewalk shall be raised a minimum of 3-inches above the vehicle lane and made distinct by use of textured paving and contrasting color.
4. *Separation.* Where a pedestrian walkway is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or other physical barrier.

13.4(h) Electric Vehicle Charging Stations. If spaces for electric cars are provided, allowed compact parking spaces can be increased by 1% for every 2 electric car charging stations; up to a maximum of 25-percent of the total minimum required.

13.4(i) Additional Requirements. For additional design requirements related to parking, See Chapter 15 (Landscaping), Chapter 8 (Residential Land Use Groups) and Chapter 9 (Commercial and Mixed Use Land Use Groups).

13.4(j) Alternative Parking Area Designs. Where an applicant can demonstrate to the satisfaction of the approval authority that variations on the dimensions otherwise required by this Section are warranted in order to achieve to environmental design and sustainable building objectives (i.e. certification under the LEED™ Green Building Rating System or an equivalent), a specific parking area design may be approved.

13.5. SHARED PARKING.

13.5(a) Description. Shared parking represents an arrangement in which 2 or more non-residential uses, or a mixed-use residential development, with different peak parking periods (hours of operation) use the same off-street parking spaces to meet their off-street parking requirements.

13.5(b) Authorization and Criteria.

13.5(b)(i) *Permit Requirement.* A Administrative Use Permit may be approved, allowing shared parking arrangements for uses with different hours of operation.

13.5(b)(ii) *Criteria for Approval.* Up to 100% of the parking required for one use may be supplied by the off-street parking spaces provided for another use if the Zoning Administrator determines:

- a. that the various activities will have peak parking demands at different periods of the day or week; and,
- b. based on competent evidence provided by the applicant, that there is no substantial conflict in the principal operating hours of the uses for which the sharing of parking is proposed.

13.5(b)(iii) *Application Requirements.* A request for approval of a shared parking arrangement must be accompanied by such information determined by the Zoning Administrator to be necessary to evaluate the peak parking demand characteristics or difference in hours and/or days of operation, including, but not limited to, a description of the uses and their operational characteristics, a site plan including a description of pedestrian access, and a parking study prepared by a licensed professional traffic engineer or equivalent qualified professional which justifies the reduction in parking requested.

13.5(b)(iv) *Location of Shared Parking Facility.* A facility or land use activity for which shared parking is proposed should be located within 660 feet of the shared parking, measured from the entrance of the use to the nearest parking space within the shared parking lot. A Shared

Parking Facility greater than 660 feet from the location of the activity served may be reviewed and approved by the Zoning Administrator if compelling evidence is provided as a part of the Special Use Permit to justify that appropriate pedestrian connections exist between the facility or land use and the remote parking..

13.5(b)(v) Agreement. An agreement providing for the shared use of parking areas, executed by the parties involved, must be filed with the Zoning Administrator in approved form, and then recorded with the Office of the Maricopa County Recorder. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking. If a shared parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this Chapter.

13.6. PARKING REDUCTIONS.

Required parking for any use may be reduced through approval of a Special Use Permit, unless specified otherwise, and the following:

13.6(a) Criteria for Approval. A Special Use Permit for reduced parking shall only be issued if the following criteria are found to be true:

1. Special conditions—including but not limited to the nature of the proposed operation; proximity to frequent transit service; transportation characteristics of persons residing, working, or visiting the site—exist that will reduce parking demand at the site;
2. The use will adequately be served by the proposed parking; and
3. Parking demand generated by the project will not exceed the capacity of or have a detrimental impact on the supply of on-street parking in the surrounding area.

13.6(b) Parking Demand Study. In order to evaluate a proposed project's compliance with the above criteria, the Zoning Administrator may require submittal of a parking demand study that substantiates the basis for granting a reduced number of spaces and includes any of the following information:

1. Total square footage of all uses within existing and proposed development and the square footage devoted to each type of use.
2. A survey of existing on-street and off-street parking within 300 feet of the project site.

3. Standard parking requirements for the use, based on Table 13.xx.
4. Estimated parking demand for the use, using any available existing parking generation studies from the Institute for Transportation Engineers (ITE) or other professionally recognized, and/or accredited sources. If appropriate parking demand studies are not available, the City may require the applicant to conduct a parking demand survey of a development similar to the proposed.
5. Comparison of proposed parking supply with parking requirements.
6. A shared parking analysis, as appropriate.
7. A description any other characteristics of the site or measures being undertaken that could result in reduced parking demand, including staggered work shifts, telecommuting, shuttles to transit stations, or similar programs.
8. Other information as required by the City of Mesa.

13.6(c) Optional Transit Reduction. Except residence uses, the following reductions may be factored directly when determining the minimum number of parking spaces required for a development, and do not require an Special Use Permit to be approved by the Zoning Administrator:

1. The minimum number of parking spaces may be reduced by up to 10% for sites in which the closest portion of the requested parcel is no more than a 1/8 of a mile (660 linear feet) radius from a light rail station or bus rapid transit stop.
2. The minimum number of parking spaces may be reduced by up to 5 percent for sites in which the closest portion of the requested parcel is no more than a 1/4 of a mile (1320 linear feet) radius from a light rail station or bus rapid transit stop.
3. The distances specified shall be measured in a straight line from the nearest property line of the development site to the nearest pay kiosk, shade canopy, or bus stop sign post, whichever is closest.

Additional reductions to the minimum number of parking spaces may be requested through the Special Use Permit process described in Paragraph A of this Section.

13.7. ALTERNATIVE COMPLIANCE WITH MINIMUM PARKING REQUIREMENTS.

13.7(a) Authorized Alternatives. The Zoning Administrator is authorized to approve alternative compliance parking permits for the following:

1. Off-site parking (See 13.7(c), below);
2. Valet parking (See 13.7(d), below);
3. Transit accessibility (See 13.7(e), below);
4. Residential Special Needs (See 13.7(f), below); and
5. Community building(s) for residential developments (See (13.7(g), below).

13.7(b) Special Use Permit Required. Applicants seeking approval of an alternative compliance parking plan must secure approval of a Special Use Permit.

13.7(c) Off-Site Parking. The Zoning Administrator may permit all or a portion of the required off-street parking spaces to be located on a remote and separate lot from the lot on which the principal use is located, subject to the standards of this Section.

1. ***Location.*** No off-site parking space may be located more than 1,000 feet from the primary entrance of the use served, measured along the shortest legal, practical walking route. This distance limitation may be waived by the Zoning Administrator if adequate assurances are offered that van or shuttle service will be operated between the off-site parking areas and the principal use.
2. ***Off-Site Parking Agreement.*** An agreement providing for the use of off-site parking, executed by the parties involved, must be filed with the Zoning Administrator, in an approved form. Off-site parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Agreements must guarantee long-term availability of the parking, commensurate with the use served by the parking, and shall be recorded with the County Recorder's Office. If an off-site parking agreement lapses or is no longer valid, then parking must be provided as otherwise required by this Chapter.

13.7(d) Valet Parking. Valet parking may be authorized through a Special Use Permit as a means of satisfying up to 100 percent of otherwise applicable off-street parking ratios. In order to approve an alternative parking plan for valet parking the Zoning Administrator must determine that the proposal satisfies the approval criteria of off-site parking (see C, above) and that the

valet parking will not cause interference with the public use of rights-of-way or imperil public safety.

13.7(e) Transit Accessibility. The Zoning Administrator may authorize up to a 33 percent (total) reduction in parking ratios for uses located within 660 feet of a bus rapid transit or light rail stop with 30-minute or more frequent service during the hours of 7:00 a.m. to 9:00 a.m. and 5:00 p.m. to 7:00 p.m. The basis point for determining the reduction shall be the aggregate number of parking spaces for the total development required before any reductions have been applied.

13.7(f) Residential Special Needs. If a developer can demonstrate that a Multiple- Residence or Group Residential housing project designed for residents with special needs, such as senior citizens or handicapped individuals, will not generate a need for as much parking as such a project designed for a general market, the approving body shall have the authority to allow a reduction in the number of required parking spaces. Upon conversion of a senior citizen or other special needs group housing project to a general market apartment or condominium complex, parking must be provided consistent with the requirements of Table13.xx.

13.7(g) Community Building(s) for Residential Developments. Community buildings used for the common benefit of residents within residential subdivisions; or otherwise designed to be used by multiple-residence projects such as townhouse developments, apartments, and residential condominiums may substitute up to 50 percent of required full-size parking spaces with golf-cart spaces, motorcycle/scooter spaces, or bicycle parking. Up to 50 percent of the substituted spaces may be bicycle parking.

13.8. BICYCLE AND MOTORCYCLE PARKING.

13.8(a) Bicycle Parking.

13.8(a)(i) *Spaces Required*.

1. Bicycle parking is required for multi-unit residential buildings and nonresidential development. Unless otherwise expressly stated, buildings and uses subject to bicycle parking requirements must provide at least 3 bicycle parking spaces or at least 1 bicycle space per 10 on-site vehicle parking spaces actually provided, whichever is greater. After the first 50 bicycle parking spaces are provided, the required number of additional bicycle parking spaces is 1 space per 20 vehicle parking spaces.

2. The requirements of subsection 1, above, notwithstanding, the following minimum bicycle parking requirements apply to colleges, universities, schools and libraries:
 - a. Elementary and junior high school: 1 bicycle parking space per 1000 square feet;
 - b. High school: 1 bicycle parking space per 1500 square feet;
 - c. Colleges and universities: 1 bicycle parking space per 5 vehicle parking spaces provided; and
 - d. Libraries: 1 bicycle space per 5 vehicle parking spaces provided.

13.8(a)(ii) *Design and Location.*

1. *General.* Required bicycle parking spaces must:
 - a. Consist of racks or lockers anchored so that they cannot be easily removed and of solid construction, resistant to rust, corrosion, hammers, and saws;
 - b. Allow both the bicycle frame and the wheels to be locked using a standard U-lock;
 - c. Be designed so as not to cause damage to the bicycle;
 - d. Facilitate easy locking without interference from or to adjacent bicycles and maintain a separation of at least 24 inches from the nearest wall; and
 - e. Be located in close proximity to entrances and other high activity areas, highly visible, active, well-lighted areas without interfering with pedestrian movements.
2. *Size.* Required bicycle parking spaces for non-residential uses must have minimum dimensions of 2 feet in width by 6 feet in length, with a minimum overhead vertical clearance of 7 feet.



Figure 13.5: BICYCLE PARKING SPACES

3. *Location.* Required bicycle parking may be located indoors or outdoors. Such spaces must be located out of the ROW unless an encroachment agreement is approved. If required bicycle parking facilities are not visible from the abutting street or the building's main entrance, signs must be posted indicating their location.

13.8(b) Motorcycle and Scooter Parking. For any non-residential use providing 50 or more off-street spaces, a maximum of 2 required off-street parking spaces per 50 vehicle spaces may be reduced in size or otherwise redesigned to accommodate parking for motorcycles and scooters. When provided, motorcycle and scooter parking must be identified by a sign. Motorcycle and Scooter parking shall be counted concurrently as part of the minimum number of vehicle spaces required for the development.

Chapter 14. Landscaping

14.1. Purpose and Applicability.

14.1(a) Purpose. This Chapter establishes the standards for all landscaping within Avalon Crossing. The purpose of the landscaping standards are to:

1. Improve the appearance of the community by requiring aesthetically pleasing landscaping on public and private sites;
2. Soften the appearance of urban development;
3. Ensure appropriately designed and maintained landscaping elements that allow natural surveillance;
4. Generate and preserve community identity to reinforce a sense of place that is unique to Avalon Crossing;
5. Encourage the use of native or adapted plant species and demonstrate appropriate design and maintenance techniques;
6. Promote water conservation through low water use plant selection as well as appropriate plant maintenance and water conserving irrigation techniques, and
7. Provide environmental improvements such as mitigating air and storm water pollution, providing shade and reducing the effects of the urban heat island.

14.1(b) Applicability. The regulations of this Chapter shall apply to all buildings and uses of land. These standards may be augmented, modified or replaced with specific landscaping standards, design guidelines and plant lists as approved with a DUP if consistent with the purpose of this Chapter and found to be substantially in conformance with the intent of these standards.

14.2. General Requirements.

14.2(a) Landscaped Areas. Required landscaped areas shall be maintained free from encroachment by any use, structure, vehicle, or feature not a part of the landscaping design, except as specified herein.

1. Where turf abuts decomposed granite or similar inorganic landscape material, a hardscape edging material such as brick or concrete curb/mow-strip shall be provided.
2. Where vehicular cross-access is provided between adjoining properties that are not part of group commercial, office, industrial development, a 10-foot-wide perimeter landscape yard shall be provided, except where drive aisle occurs.
3. Electric vehicle charging stations may be placed in parking lot landscape islands. If necessary, shrubs and ground cover may be eliminated to accommodate the charging equipment.

14.2(b) Tree Size.

1. Minimum tree sizes in all non residential applications, including recreational uses, will be a minimum of 24 inch box trees. Residential tree installation will be governed by subsequent residential design guidelines authored by the developer and reviewed and approved by the City of Mesa at the time of DUP approval.

14.2(c) Tree Substitution.

1. Palm. Palm trees may be substituted for 20 % of the total required trees along streets and driveways according to the following table:

Table 14.1: Substitute Palm Tree Heights	
<i>Required Tree Size</i>	<i>Substitute Palm Tree Heights (in feet)</i>
24-inch box	20
36-inch box	25

2. Saguaros. Saguaros may be substituted for 10% of the total required trees along streets and driveways according to the following table:

Table 14.2: Substitute Saguaro Heights	
<i>Required Tree Size</i>	<i>Substitute Saguaro Heights (in feet)</i>
24-inch box	10
36-inch box	15

- 14.2(d) Shrubs.** Required shrubs shall have a minimum mature growth height of 18 inches. At least 50% of required shrubs shall be a minimum of 5 gallons in size upon installation, but in no case shall any shrub be less than one gallon size.

- 14.2(e) Turf.** Turf is an allowed plant material within Avalon Crossing subject to compliance with all requirements of the Arizona Groundwater Management Act and the following general guidelines. Specific guidelines for the use of turf that promote water conservation and sustainability will be established within each individual DUP, and will include turf species, planning and design of turf areas, and irrigation management practices.

- 14.2(e)(i) Allowed Areas for Turf.** Turf areas should be functional and serve a specific purpose. Turf areas are appropriate for:

1. recreational spaces,
2. play areas,
3. pet areas,

4. residential landscapes,
5. pedestrian oriented outdoor spaces,
6. strategic streetscape elements, and
7. community entry and theming areas.

14.2(e)(ii) *Prohibited Areas for Turf.* Turf is prohibited within the public right-of-way, but may be utilized within public utilities and facilities easement areas adjacent to the public right-of-way.

14.2(f) Ground Cover. Required ground cover may be of two types:

1. Vegetative ground cover consisting of living plant materials generally characterized by primary horizontal growth, as well as secondary vertical growth, generally not exceeding 18 inches in height.
2. Inert ground cover consisting of gravel, decomposed granite, crushed rock, desert tree mulch or other approved materials. The use of “desert varnish or cobble” that looks like the desert floor, consisting of natural desert covers and seed mix, is encouraged.

14.2(g) Irrigation Systems. Required irrigation systems shall be underground automatic watering systems.

14.2(h) Paving and Hardscape Materials. Paving and ground treatment shall be an integral part of site and landscape design.

14.2(i) Selection of Plant Materials. The physical characteristics of the species and variety of plants selected, at maturity, shall correspond closely with the design objectives listed for each of the respective landscape requirements, including the following:

1. Characteristics of trees and shrubs used in locations required for screening and buffering shall include dense foliage and relatively wide diameters.
2. Trees and shrubs with thorns, spines and sharp points should not be placed within 7' of sidewalks and/or vehicular roadways and should not be placed within 3' of median island curbing. Exceptions may be made for plants placed in controlled locations, such as plazas and outdoor seating, clearly designed as being away from access aisles, connecting routes or through pathways.
3. Trees designated to meet the shading requirements shall meet at least 50% of the required shading within 4 years and the full shading within 8 years.

14.2(j) Maintenance of Landscaping.

1. An irrigation system shall be provided to all landscaped areas containing living plant materials, unless otherwise approved.
2. Lack of maintenance as above described shall constitute a violation of this Community Plan. The property owner and/or occupant or lessee shall be held jointly and severally liable for any infraction of the requirements set forth in this Chapter.
3. In the event a plant specified as required on an approved landscape plan dies or is removed, the property owner and or occupant or lessee are jointly responsible and shall replace the plant with one of a similar species with a similar size as specified in the approved landscape plan.
4. Landscape Plans shall designate plant material to be kept in either a natural state (minimal pruning) or a formal state (regularly trimmed and pruned to a sculpted appearance). Plant materials shall be maintained as designated.
5. Property owners shall maintain landscaping in accordance with the best management practices of the landscaping industry. Pollarding of trees and similar practices of over pruning are discouraged.

14.2(k) Installation of Landscaping. Landscaping shall be installed with adequate precautions to insure survival, as shown on the approved development plan or landscape plan, prior to the issuance of a Certificate of Occupancy for the building or use.

14.2(l) Perimeter Landscaping. Required landscaped areas adjacent to the property lines of the site shall be installed with the first phase of construction when adjacent to residential districts.

14.2(m) Undeveloped Parcel within a Group Commercial, Industrial, or Office Project. Extruded concrete curbing and a 5 foot-wide landscape area along the undeveloped edge(s) shall be provided, unless otherwise approved.

14.2(n) Substantial Conformance. Landscaping installation shall be in substantial conformance with the approved plans. Significant alteration in the design or installation without appropriate plan amendment approval is subject to the withholding of final inspection approval.

14.2(o) Curbing. Where wheel stops are required to prevent vehicular intrusion, poured-in-place continuous concrete curbing or decorative bollards shall be installed.

14.2(p) Parking. When a parking space abuts a landscape island or planter, a poured-in-place continuous concrete wheel stop or curbing shall be provided.

14.2(q) Right-of-Way. Landscaping of adjacent undeveloped right-of-way is required in addition to the minimum on-site requirements. Right-of-way landscaping shall be limited to non-vegetative ground cover and low-water-use plants, including those drought-tolerant plants listed by the Arizona Department of Water Resources for the Phoenix Active Management Area. The City of Mesa Planning Division will maintain a list of such plants.

14.2(r) Parking Lot/Site Lighting. Light standards shall be located only within the parking area.

1. Light Standard Heights. Maximum standard height shall be 14 feet when within 50 feet of the perimeter of the development and also when adjacent to a residential use. When adjacent to any other use, the maximum height shall be 20 feet within 50 feet of the perimeter. The maximum height shall be 25 feet everywhere else on the site.
2. House side shields shall be provided on all light standards adjacent to residential development.
3. Building mounted lights shall maintain the same heights as specified above.
4. For additional lighting requirements refer to the Mesa City Code.

14.3. Perimeter Landscaping.

14.3(a) Streets.

1. Allowable Uses. Landscape yards shall be exclusively maintained as landscaped areas with plant materials and may include monument signs, parking screen walls, and retention basins.
2. Exceptions. Outdoor seating, outdoor plazas and other open space gathering areas may encroach up to 50 percent of the width of the required landscape area. In areas designated CMR-U or CMX, outdoor seating, outdoor plazas and other open space gathering areas may encroach the entire width of the required landscape area.
3. Basis for Calculation. Plant materials shall be calculated based on a linear module of 25 feet. Trees and shrubs may be clustered.

4. Numbers of Plants:

Table 14.3: Required Number of Plants by Street Type	
<i>Street Right-of-Way</i>	<i>Min. Required Plants</i>
Arterial Streets (110-130')	1 Tree and 6 Shrubs per 25 Linear Feet of Street Frontage (4 trees and 24 shrubs per 100')
Community Collector (90-110')	1 Trees and 6 Shrubs per 25 Linear Feet of Street Frontage (4 trees and 24 shrubs per 100')
Public or Private Local Streets (Less than 60')	1 Tree and 4 Shrubs per 25 Linear Feet of Street Frontage (4 trees and 16 shrubs per 100')
All Fractional Amounts shall be rounded up to the next whole number (Example: 2.15 trees rounds up to 3 trees)	

5. CMR-U and CMX LUGs. All new development shall provide shade with canopy trees, shade structures or building overhangs for at least 50% of sidewalk along street frontages.
6. Minimum Size. Minimum size of plant materials shall be as follows:
 - a. Trees.
 - i. A minimum of 25 percent of the total required trees shall be 36-inch or larger box trees.
 - ii. The balance of the total required trees shall be 24-inch box trees.
 - iii. When located in front of buildings that could contain commercial signage, install trees that branch at sufficient height to allow people to see the signage beyond the tree.
 - b. Shrubs.
 - i. A minimum of 50 percent of the total required shrubs shall be 5-gallon size or larger.
 - ii. No shrubs shall be less than one (1)-gallon size.
7. All landscape areas shall be either covered with decomposed granite, "desert varnish or cobble", desert tree mulch, turf, and/or acceptable alternative with supplemental shrubs and ground covers, accents,

flowers, vines. Fifty percent of the landscape area shall be vegetative material at maturity.

8. All landscape plant material should be appropriate for the developed environment.

14.3(b) Adjacent Property Lines.

14.3(b)(i) Landscaping for Non-Single Residence Uses Adjacent to Single Residence.

1. Width. Minimum 20 feet measured from the common property line.
2. Ground Treatment. The entire landscape yard shall be either covered with decomposed granite, 'desert varnish or cobble', desert tree mulch and/or turf or as approved.
3. Number of Plants.
 - a. *Screening*. Landscape yards not visible from public parking/drive aisles and adjacent to loading, service and unsightly areas shall have a minimum of 4 non-deciduous trees per 100 linear feet of adjacent property line (1 tree per 25 linear feet) or shall have continuous tree canopy between 6'-20' height at maturity, 50 percent canopy within 5 years, 70 percent canopy within 7 years and 100 percent within 10 years.
 - b. *Enclosed yards, not visible from public parking or drive aisles*. Trees and shrubs are not required.
 - c. *Areas visible from public parking or drive aisles*. A minimum of 4 non-deciduous trees and 20 shrubs per 100 linear feet of adjacent property line shall be provided.
 - d. *Transition Areas*. A planted transition between visible areas and loading/service areas shall be provided.
4. Size of Plants. Required trees shall be at least 24-inch box size.
5. Wall. Refer to Fences and Freestanding Wall standards in Chapters 8 and 9 as applicable for standards regarding screening design of exterior walls and equipment.

14.3(b)(ii) Landscaping for Non-Single Residence Uses Adjacent to Other Non-Single Residence.

1. Width. Landscaping width shall conform to minimum yard and setback requirements as established for each zone in Chapters 8 and 9.
2. Ground Treatment. The entire landscaped yard shall be either covered with decomposed granite, 'desert varnish or cobble', desert tree mulch and/or turf as approved. Supplemental shrubs and ground covers including accents, flowers, and vines shall provide 50 percent vegetative ground coverage.

3. Number of Plants. A minimum of 3 non-deciduous trees and 20 shrubs per 100 linear feet of adjacent property line shall be provided. In the event of fractional results, the resulting number will be rounded to the next highest whole number. Shrubbery and ground covers are not necessary if the area is not visible from public parking and drive aisles.
4. Size of Plants. Trees will be a minimum of 24 inch box size specimen.
5. Plant types. In areas with no pedestrian activity, appropriate low water use desert trees shall be planted.

14.4. Interior Parking Lot Landscaping.

14.4(a) Applicability. The interior parking lot landscaping standards of this Chapter apply to all off-street parking lots containing 10 or more parking spaces. They do not apply to vehicle/equipment storage lots or vehicle and equipment sales lots. In addition, refer to Chapter xx for additional parking lot standards.

14.4(b) Landscape Islands.

1. Parking lot landscape islands shall be installed at each end of a row of stalls and in between for maximum 8 contiguous parking spaces.
2. Landscape islands shall be a minimum of eight feet wide and 15 feet in length for single-row and 30 feet in length for double-row parking. All measurements are to face of curb.
3. Radius curbing shall be provided along drive aisles with a minimum 4 foot radius.
4. For rows of more than 16 parking spaces, landscape islands shall be staggered.

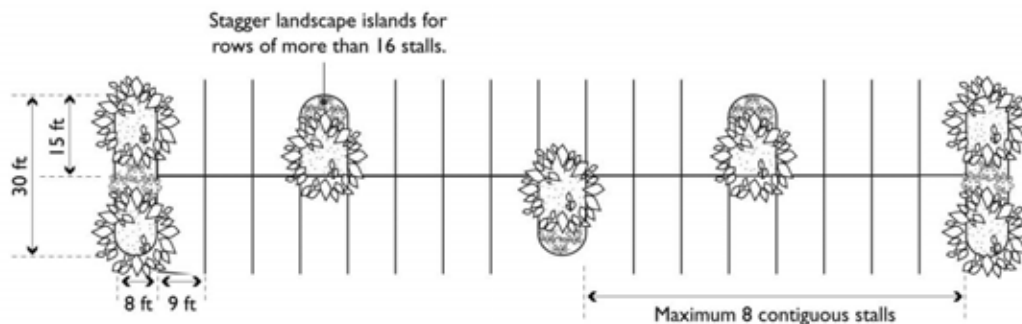


FIGURE 14.1: INTERIOR PARKING LOT LANDSCAPE ISLANDS

5. The maximum length of a covered parking canopy shall be 15 parking stalls in a row. Landscape islands may be eliminated when a conflict with the covered parking canopy occurs.

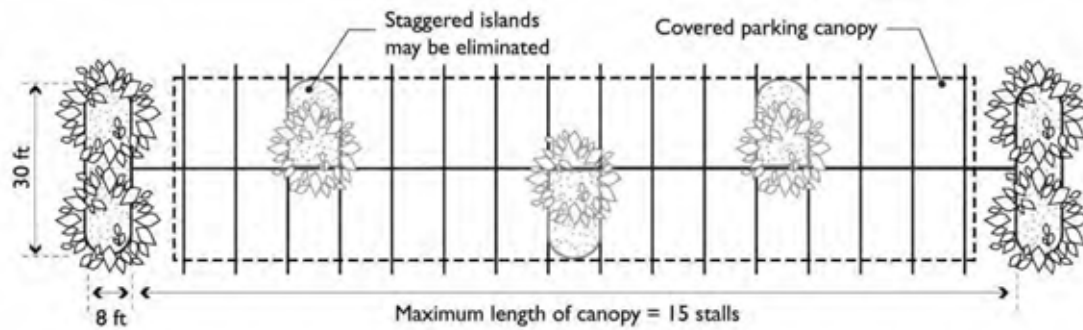


FIGURE 14.2: INTERIOR PARKING LOT COVERED PARKING CANOPY

6. When parking canopies are adjacent to each other in a single row, the total length of each canopy shall not exceed 15 parking stalls and the adjoining canopies shall be separated by at least a 24-foot-wide landscape island as depicted in the following illustration.

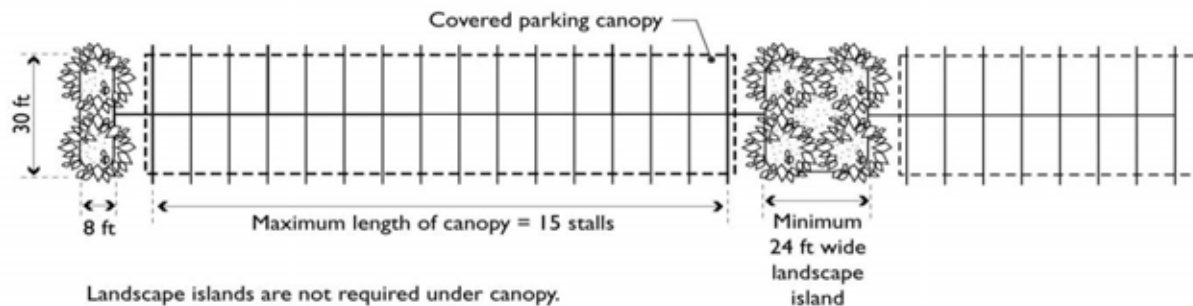


FIGURE 14.3: INTERIOR PARKING LOT COVERED PARKING CANOPY

7. For parking lots containing more than 200 spaces, one 8-foot-by-15-foot staggered landscape island may be replaced with 2 landscape islands of at least 25 square feet clear landscape area each. Each landscape island/ planter shall contain at least 1 tree and 3 shrubs. These landscape islands/ planters may be designed in any combination of shape and size provided the minimum clear landscape area dimension is 5 feet.

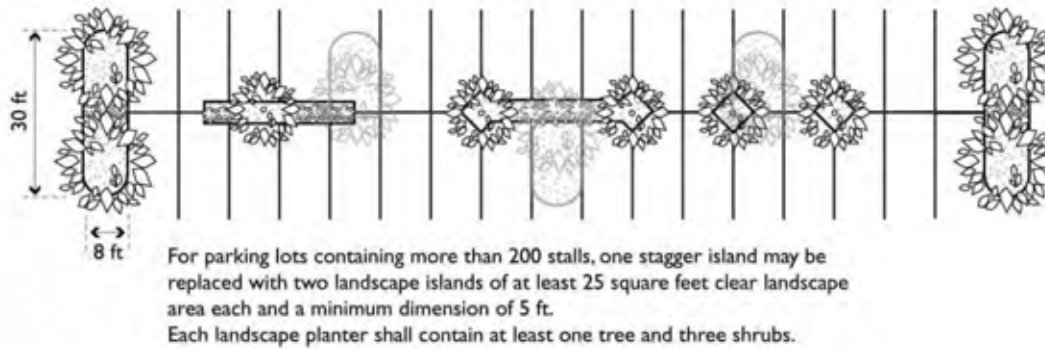


FIGURE 14.4: INTERIOR PARKING LOT LANDSCAPE ISLANDS

14.4(c) Medians. Where divider medians occur adjacent to head-in parking, allow for vehicle overhang and shall be as follows:

14.4(c)(i) Single-Row Parking. Minimum 7-foot landscape area measured from face of curb to face of curb is required. The required median width does not include a sidewalk.

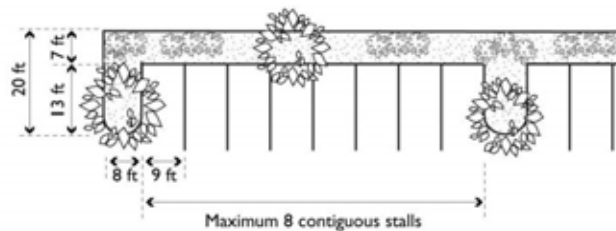


FIGURE 14.5: INTERIOR PARKING LOT LANDSCAPE ISLANDS

14.4(c)(ii) Double-Row Parking. Minimum 8-foot landscape area measured from face of curb to face of curb. Required median width does not include sidewalk.

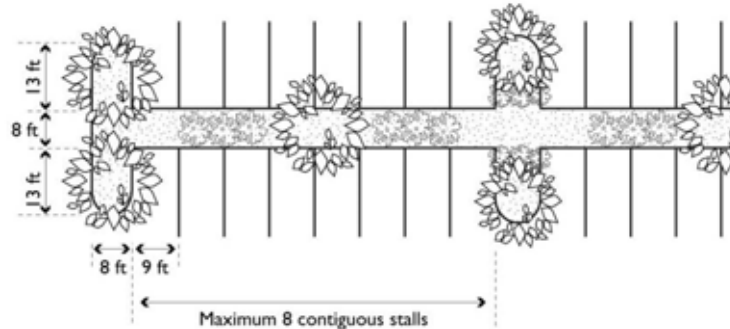


FIGURE 14.6: INTERIOR PARKING LOT MEDIAN DOUBLE ROW PARKING

14.4(c)(iii) Medians with sidewalks. When a sidewalk is located within median, shade trees should be placed so that at least 25 percent of the sidewalk is shaded, at noon.

14.4(d) Plant Materials.

14.4(d)(i) Number of Plants.

1. Parking lot landscape islands. One shade tree and three shrubs shall be provided for every 15-foot parking island.
2. Parking lot divider medians. In addition to the above requirements, minimum 1 shade tree and 6 shrubs shall be provided for every 8 parking spaces.

14.4(d)(ii) Size of Plants. All required trees shall be a minimum 24-inch box. Substitution based on plant size is not permissible for trees planted within the interior of a parking lot.

14.4(d)(iii) Ground Treatment. All landscape planting areas that are not dedicated to trees or shrubs shall be decomposed granite and/or turf or as approved.

14.5. Foundation Base.

All buildings shall provide a foundation base of plant materials such as trees, shrubs, ground covers, and/or accent plants and hardscape such as decorative pavement adjacent to the exterior walls. Pedestrian areas and building entrance plazas should be shaded with trees and shade structures.

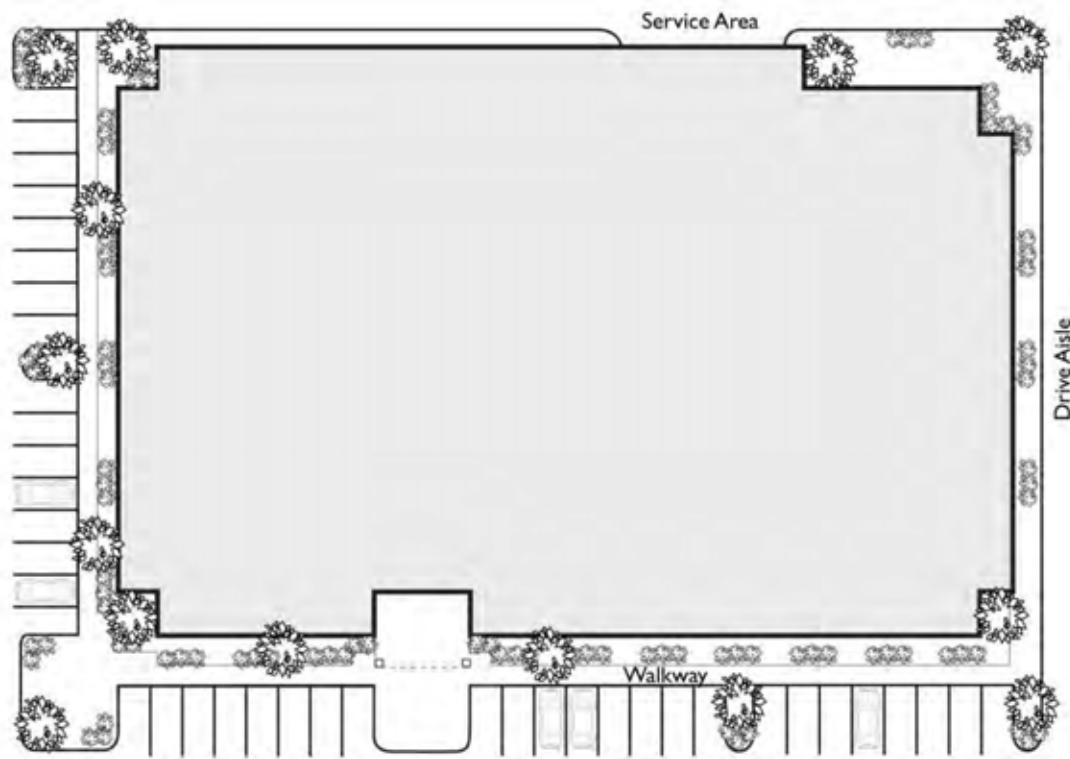


Figure 14.7: Foundation Base

14.5(a) Foundation Base along Exterior Walls.

14.5(a)(i) Exterior Walls with Public Entrance. An average 15-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall. For buildings with corner entries, both adjacent walls require a 15-foot-wide foundation base.

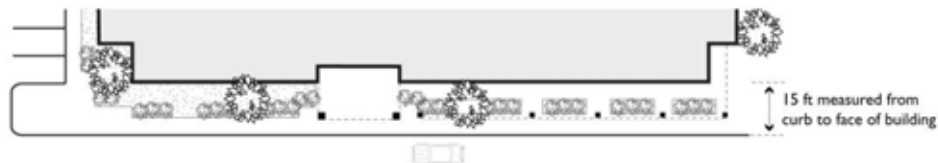


FIGURE 14.8: FOUNDATION BASE AT EXTERIOR WALL WITH PUBLIC ENTRANCE

1. For buildings larger than 10,000 square feet with parking spaces that abut the foundation base, additional foundation base width is required as follows:

- a. *Typical Building Entrances.* An additional foundation base shall be provided at the entrance to create an entry plaza area. The plaza area shall have a minimum width and depth of 20 feet and a minimum area of 900 square feet unless a comparable alternative is approved at the time of Site Plan and Design Review.
- b. *Buildings with Corner Entrances.* A foundation base shall be provided to area equivalent to 900 square feet unless a comparable alternative is approved at the time of Site Plan and Design Review.

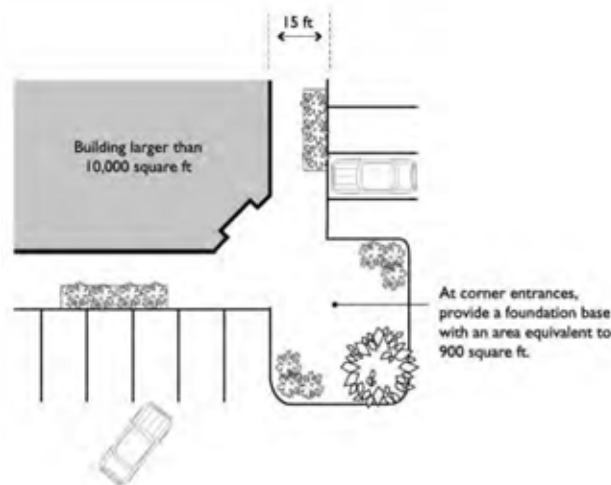


FIGURE 14.9: FOUNDATION BASE WITH CORNER ENTRANCE

- 2. *Medical Buildings Less Than 10,000 Square Feet.* A 13-foot-wide patient drop-off area shall be provided with at least one 5-foot-wide accessible sidewalk.

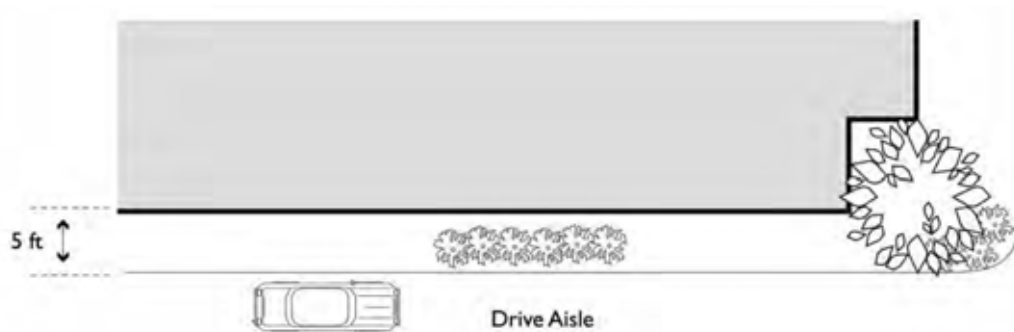


FIGURE 14.10: FOUNDATION BASE AT MEDICAL BUILDINGS

14.5(a)(ii) Exterior Walls without a Public Entrance.

1. A minimum 10-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall adjacent to parking stalls.

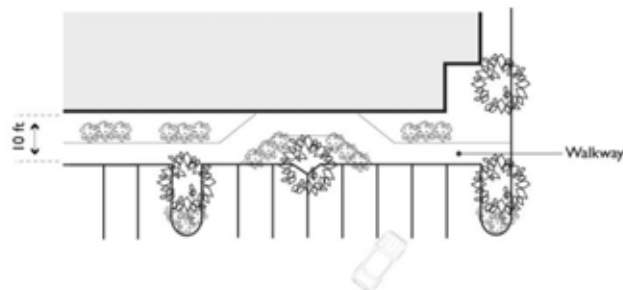


FIGURE 14.11: FOUNDATION BASE EXTERIOR WALL WITHOUT A PUBLIC ENTRANCE

2. A minimum 5-foot-wide foundation base shall be provided, measured from face of building to face of curb along the entire length of the exterior wall adjacent to drive aisles as illustrated below.

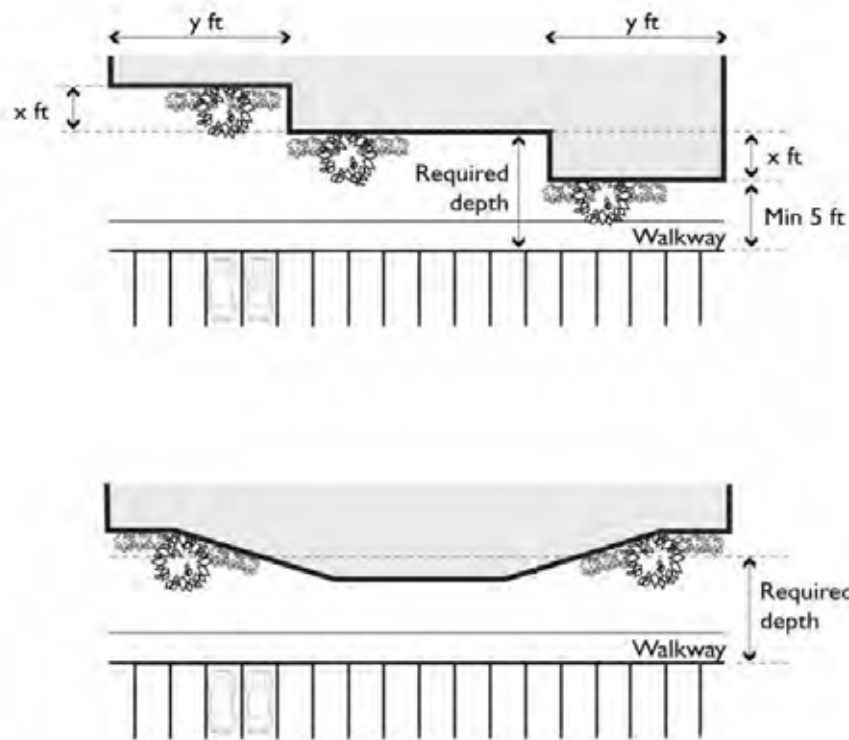


FIGURE 14.12: FOUNDATION BASE AT EXTERIOR WALL WITHOUT A PUBLIC ENTRANCE

14.5(a)(iii) Averaging Depth of Foundation Base. The designated depth of the foundation base may be less than the minimum required depth (as specified above), provided:

1. That for each location in which the depth is less, a corresponding location along the same foundation base exceeds the minimum depth by the same amount; (for example, if 15 feet is the minimum required depth of a foundation base, the foundation base may be reduced to 10 feet at one (1) point provided that an equal portion of the same foundation base depth extends to 20 feet in depth) and;
2. In all cases involving principally pedestrian access points into a building, the foundation base shall be no less than 5 feet in depth.
3. The foundation base area remains equivalent to or more than the amount of foundation base area that would be provided if the edge of the foundation base remained parallel to the building elevation.

FIGURE 14.13: AVERAGING FOUNDATION BASE

14.5(b) Landscape Area in Foundation Base.

14.5(b)(i) *Number of Trees.* A minimum one (1) tree per 50 linear feet or less of exterior wall length of a building shall be provided. Trees in a parking lot and within 30 feet of the building may be counted toward this requirement. Any calculation resulting in a percentage of a whole tree shall be rounded up to the nearest whole.

14.5(b)(ii) *Size of Trees.* All trees shall be 24-inch box size. Substitution of landscape plants based on plant size is not permissible for trees planted within a required foundation base.

14.5(b)(iii) *Plant Material within Foundation Base.*

1. **Exterior Walls Visible From Public Parking or Right-of-Way with Public Entrances.** A landscape area shall be provided equal in length to 33 percent (minimum) of adjacent exterior wall.
 - a. ***Exterior Walls Visible From Public Parking or Right-of-Way without Public Entrances.*** A landscape area shall be provided equal in length to 25 percent (minimum) of adjacent exterior wall.
 - b. ***Exterior Walls Not Visible From Public Parking or Right-of-Way without Public Entrances.*** A landscape area shall be provided equal in length to 10 % (minimum) of adjacent exterior wall.

14.5(b)(iv) Trees shall be in planters that are at least 8 feet wide. Other plant material shall be in planters that are at least 3 feet wide.

14.5(b)(v) If the foundation base contains expansive soils (as determined by a certified engineer) the plant material shall be placed away from the building.

14.5(c) Setback for Raised Planter Boxes. Raised planter boxes shall be 5 feet minimum from drive aisles and parking stalls.

14.5(d) Setback for Columns in Foundation Base. Columns shall be 5 feet minimum from drive aisles and parking stalls.

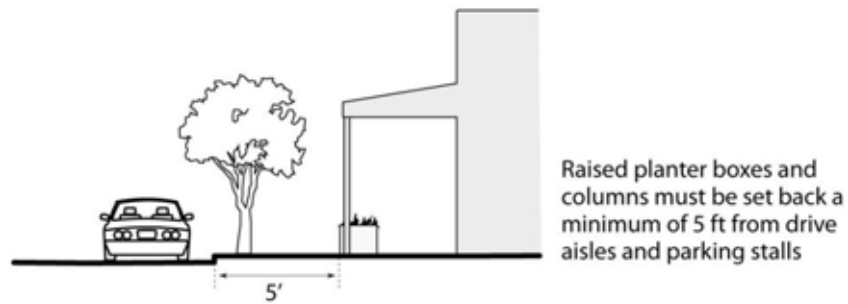


FIGURE 14.14: SETBACKS FOR RAISED PLANTER BOXES AND COLUMNS

14.5(e) Exceptions.

14.5(e)(i) Loading and Service Areas. A foundation base is not required along exterior walls at overhead doors.

14.5(e)(ii) Foundation Base Adjacent to Drive-Thru Lanes. Provide 2-foot-wide foundation base along exterior wall, except at window.

14.6. Retention Basins.

Refer to Chapter 17, Stormwater Management and Drainage Standards, for retention basin design standards.

14.7. Alternative Landscape Plan.

14.7(a) An applicant who can demonstrate that the intent of this Chapter can be exceeded, in whole or in part, may submit an Alternative Landscape Plan (ALP) prepared in accordance with the following principles and design criteria. The ALP shall include a narrative that clearly details the modifications being requested and explains how they enhance the landscape design principles listed below.

14.7(b) Design Principles. In order to qualify for consideration, an ALP shall demonstrate compliance with at least 6 of the following principles:

1. *Innovative Design.* Innovative use of plant materials and design techniques in response to unique characteristics of the site.
2. *Native Vegetation.* Preservation or incorporation of existing native vegetation.
3. *Plant Variety.* Use of a variety of plant material, including plants of color, form, and texture, in excess of the minimum requirements.
4. *Naturalistic Design.* Incorporation of naturalistic design principles, such as variations in topography, meandering or curvilinear plantings,

and grouping of dominant plant materials (trees, large shrubs) in a manner consistent with native vegetation. Bio-swales are encouraged adjacent to all paved areas.

5. *Compatibility with Surrounding Uses.* A greater degree of compatibility with surrounding uses than a standard landscape plan would offer. The number of trees required should depend on the type of tree planted, not some set number. There cannot be a trade off in the number of trees due to the size of the tree at initial planting because what is needed is the ultimate screening.
6. *Water Efficiency.* Use of water-efficient irrigation systems, such as rain water harvesting that allows paved surfaces to drain to adjacent bio-swales and spread rain water more evenly throughout the site, and xeriscaping at appropriate locations.
7. *Storm Water Management.* Use of bio-swales with plant material and desert varnish clean storm water before it percolates into the ground.
8. *Site-Specific Attributes.* The design incorporates specific environmental attributes such as soil, hydrology, and vegetative communities unique to the site, and which are compatible with environmental features on adjacent properties. Additional design attributes may include incorporation of landscaping selections for the consistency of the streetscape in character areas.
9. *Tree Substitution.* Substitution resulting in fewer, larger, and more mature trees to replace the required numbers of smaller varieties when placed in perimeter areas at the inverse of the ratios stated in Table 14.1 & 14.2. (Example: One 60-inch box tree may substitute for four 15-gallon trees when approved by the Zoning Administrator through the use of an ALP).
10. *Plant Viability and Longevity.* The landscape plan takes into account the effect of plants on the surrounding activities over the lifetime of the land use, and attempts to promote the viability and long term maturation of plants. It does this by:
 - a. Accounting for microclimates and the specific context of the plant's location in choosing of plant varieties.
 - b. The use of advanced installation techniques, such as structured soils and Silva cells, to promote the permeability of air and water into the root zone of the plant, and to resist compaction of the soils.

- c. Accounting for the effects that plants may have on a site as the plants mature into adult forms, providing shade while limiting potential restrictions on visibility of the site from adjacent streets; including consideration of visibility of signs, vehicle traffic sight angles, and the type and context of the specific land use.

11. *Overhead Utility Line Easements.* For those portions of sites impacted by the presence of overhead utility lines, the landscape plan:

- a. Uses plants from an approved list suggested by the Arizona Community Tree Council for placement near utility lines (a copy of which shall be kept on file in the Planning Division office), or
- b. Makes other design considerations to meet the intent of the landscape requirements while reducing potential interference of mature plants limbs growing up into vertical space occupied by suspended utility cables.

14.7(c) Allowable Modifications. The following standards may be modified by an ALP:

1. *General Requirements.*

- a. Allowed percentage of palm tree and saguaro substitution.
- b. Ground treatment materials.
- c. Irrigation type and coverage.
- d. Landscape buffer along undeveloped edges.
- e. Right-of-way landscaping and plant types.

2. *Perimeter Landscaping.*

- a. Minimum percent of vegetative ground coverage.
- b. Minimum size of plant materials.
- c. Substituting smaller trees with larger, more mature varieties.

3. *Interior Parking Lot Landscaping.*

- a. Length and width of required landscape islands.
- b. Size and number of plants on landscaped islands.

4. *Foundation Base.*

- a. Width of foundation base.
- b. Size of entry plaza area.

14.7(d) Review, Approval and Required Findings. An ALP shall be reviewed and evaluated as follows:

1. An application for an ALP may be submitted:
 - a. In conjunction with any request for Site Plan and Design Review, Subdivision Plat, Council Use Permit, Special Use Permit, variance, or building permit applications.
2. An ALP may be approved upon finding that:
 - a. There are unique characteristics of the property, site design, or use that warrant special consideration to modify or deviate from the requirements of this Chapter.
 - b. The ALP meets or exceeds the minimum requirements of this section, while recognizing the unusual site design or use restraints on the property.
 - c. Approval of an ALP will provide for both increased consistency and compatibility with adjacent properties.
 - d. The ALP conforms to the allowable modifications listed in subsection B, above, and no exceptions to the limitations on the standards that may be modified are requested.

Chapter 15. Sign Regulations

15.1. Purpose and Applicability.

Signage is an important component of the overall community theming and identity. Signage plays a vital role in communicating to the residents and visitors within Avalon Crossing, both at the pedestrian level and to those travelling along roadway corridors. The following regulations establish the procedures for the review and approval of all signs within Avalon Crossing. **All signage regulations will conform with the City of Mesa Sign Ordinance per the Zoning Code, passed July 9, 2018.**

The signage standards and criteria as set forth within the Mesa Zoning Ordinance are the base sign standards and criteria for use within Avalon Crossing except as modified within this Chapter or through an approved comprehensive sign plan. If this Chapter is silent on a signage regulation, then the Mesa Zoning Ordinance regulation controls except as may be modified through an approved comprehensive sign plan as well as through additional signage criteria and design guidelines developed at the time of DUP approval. All permanent signage within Avalon Crossing shall be reviewed and approved as part of a Master Comprehensive Sign Plan or Individual Comprehensive Sign Plan as discussed below in 15.2 and 15.3. Certain temporary signs are subject to approval of a Temporary Comprehensive Sign Plan as discussed in 15.4(c).



-  Primary Entry Monumentation
-  Secondary Entry Monumentation
-  Non-Residential Signage
-  Neighborhood Entry Signage
-  Facility/Identity Signage
-  Directional Signage
-  Builder Signage

15.2. Master Comprehensive Sign Plans.

A Master Comprehensive Sign plan is intended to create a cohesive and flexible foundation for community-wide signage within Avalon Crossing that is appropriate to the character of the overall community, provides adequate identification and information, provides a good visual environment, promotes traffic safety and is regulated to the extent reasonably necessary.

15.2(a) Review and Approval. A Master Comprehensive Sign Plan shall be reviewed and approved by the Zoning Administrator or Board of Adjustment in conjunction with the granting of a Special Use Permit ("SUP") to establish the regulations for all permanent community-wide signage, such as overall project monumentation and identification, entry monumentation, directional signage, and other permanent signage of a community-wide nature. A Master Comprehensive Sign Plan must contain all of the following information for each proposed sign:

1. Sign Type (attached, wall mounted, monument, awning, etc.)
2. Sign Area.
3. Height and Length.
4. Location.
5. Color and Materials.
6. Lighting, Electronics, or Animation.

15.2(a)(i) Review Criteria. Because of the unique nature of land use styles and architectural characteristics within Avalon Crossing, a Master Comprehensive Sign Plan may contain signage standards and criteria that exceed the permitted height, area and number of signs specified in the Mesa Zoning Ordinance based on the following criteria:

1. **Placement.** All signs shall be placed where they are sufficiently visible and readable for their function. Factors to be considered shall include the purpose of the sign, its location relative to traffic movement and access points, site features, structures, and sign orientation relative to viewing distances and viewing angles.
2. **Quantity.** The number of signs that may be approved shall be no greater than that required to provide reasonable project identification and entry signs, internal circulation and directional information to destinations and development sub-areas, and business identification. Factors to be considered shall include the size of the development, the number of development sub-areas, and the division or integration of sign functions.
3. **Size.** All signs shall be no larger than necessary for visibility and readability unless unique land use or architectural considerations

exist. Factors to be considered in determining appropriate size shall include topography, volume of traffic, speed of traffic, visibility range, proximity to adjacent uses, amount of sign copy, placement of display (location and height), lettering style and the presence of distractive influences.

4. **Materials.** Sign materials shall be compatible with architectural and/or natural features of the project. This may be accomplished through similarity of materials for sign structures and faces, the use of complementary colors, similarity of architectural style, or the use of a consistent lettering style or copy.
5. **Context.** The design of all signs should respect the context of the surrounding area and the character established by existing signage. Items to be considered include, but are not limited to, lettering style, sign placement, and architectural style.
6. **Sign Illumination and Brightness.** Signs, when illuminated, shall conform to the Mesa Lighting and Electrical Code, and shall conform to the brightness standards specified in the Mesa Sign Ordinance.

15.3. Individual Comprehensive Sign Plans.

An Individual Comprehensive Sign plan is intended to establish flexible signage criteria tailored to a specific development project with standards appropriate to the unique character of the development.

15.3(a) Review and Approval. An Individual Comprehensive Sign Plan shall be reviewed and approved by the Zoning Administrator or Board of Adjustment in conjunction with the granting of a Special Use Permit ("SUP") to establish the regulations for all permanent signs. An Individual Comprehensive Sign Plan may be submitted at or after the time of Site Plan and Design Review or Subdivision Plat review and must contain all of the following information for each proposed sign:

1. Sign Type (attached, wall mounted, monument, awning, etc.)
2. Sign Area.
3. Height and Length.
4. Location.
5. Color and Materials.
6. Lighting, Electronics, or Animation.

15.3(a)(i) Review Criteria. An Individual Comprehensive Sign Plan may contain signage standards and criteria that exceed the permitted height, area and

number of signs specified in the Mesa Zoning Ordinance based on the following criteria:

1. **Placement.** All signs shall be placed where they are sufficiently visible and readable for their function. Factors to be considered shall include the purpose of the sign, its location relative to traffic movement and access points, site features, structures, and sign orientation relative to viewing distances and viewing angles.
2. **Quantity.** The number of signs that may be approved shall be no greater than that required to provide project identification and entry signs, internal circulation and directional information to destinations and development sub-areas, and business identification. Factors to be considered shall include the size of the development, the number of development sub-areas, and the division or integration of sign functions.
3. **Size.** All signs shall be no larger than necessary for visibility and readability unless unique land use or architectural considerations exist. Factors to be considered in determining appropriate size shall include topography, volume of traffic, speed of traffic, visibility range, proximity to adjacent uses, amount of sign copy, placement of display (location and height), lettering style and the presence of distractive influences.
4. **Materials.** Sign materials shall be compatible with architectural and/or natural features of the project. This may be accomplished through similarity of materials for sign structures and faces, the use of complementary colors, similarity of architectural style, or the use of a consistent lettering style or copy.
5. **Context.** The design of all signs should respect the context of the surrounding area and the character established by existing signage. Items to be considered include, but are not limited to, lettering style, sign placement, and architectural style.
6. **Sign Illumination and Brightness.** Signs, when illuminated, shall conform to the Mesa Lighting and Electrical Code, and shall conform to the brightness standards specified in the Mesa Sign Ordinance.

Chapter 16. Street Systems

As discussed in Chapter 4, Community Vision, the street systems within Avalon Crossing are a core component of the overall planning framework and are integral to establishing Avalon Crossing as a New Traditional Community. The street systems within Avalon Crossing will be designed to function as efficient movement corridors that also fulfill a role as an important component of the overall community design and contribute to shaping the sense of place and social life of the community. In order to promote the desired streetscape throughout Avalon Crossing, this Chapter sets forth the overall vision for the Avalon Crossing street systems as well as defines unique street cross sections and right-of-way standards that support the desired formal, pedestrian friendly environment this is a key design characteristic of the overall community.

16.1. Great Streets Vision.

The overall connectivity network within Avalon Crossing, which includes the streets, pedestrian walkways and trails, and bicycle circulation systems, will be built upon many of the recognized elements of “Great Streets.” The “Great Streets” concept recognizes that streets are an important public place and should be designed to provide equal access to all modes of transportation. A “Great Street” can be divided into three realms, the Street Realm, Pedestrian Realm, and Private Realm as discussed below.

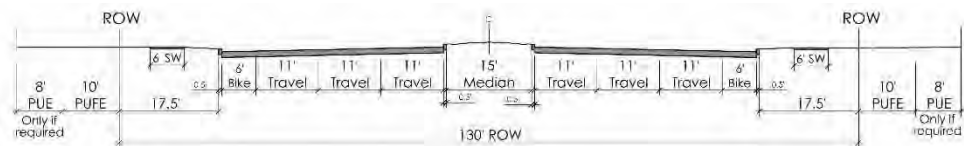
1. **Street Realm.** The street realm generally accommodates non-pedestrian modes of transportation and is comprised of the vehicular travel lanes as well as bicycle lanes, public transit facilities, on-street parking areas, median areas and pedestrian cross walks.
2. **Pedestrian Realm.** The pedestrian realm is comprised of the areas generally back of curb and oriented towards pedestrian use. The pedestrian realm includes elements such as sidewalks, street trees and landscaping, lighting, bike racks, transit shelters and signage.
3. **Private Realm.** The private realm includes private land uses and buildings, off-street parking areas, and other private elements such sidewalk dining, and street facing open space areas

Each realm is an important component of the overall streetscape and should be given equal design consideration. The following are key design elements of “Great Streets” that will be incorporated into the street design within Avalon Crossing.

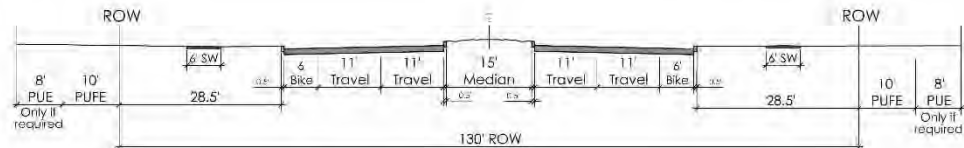
1. Connected, gridded street system.
2. Balance among various modes of transportation.
3. Sidewalks separated from vehicular traffic by landscaping or curbs.
4. Street trees and landscape buffers.
5. Shaded pedestrian amenities, including street furniture.

6. Visually narrowed street through the use of street trees and buildings oriented towards the street.
7. Strategic, but limited use of cul-de-sacs designed to foster connectivity.
8. Appropriate intensity lighting for both vehicular and pedestrian users.
9. Parking on the street where appropriate.
10. Off-street parking areas generally oriented away from the street unless operational needs demand otherwise.
11. Diversity of land use along the streetscape.
12. Continuity between land uses.
13. Private land uses that engage the street.
14. Appropriate directional and wayfinding signage.
15. Use of architectural features that contribute towards a unique sense of place.

A
Arterial Roadway
(6 Lane)
Williams Field Road
Crismon Road
at William Field Road



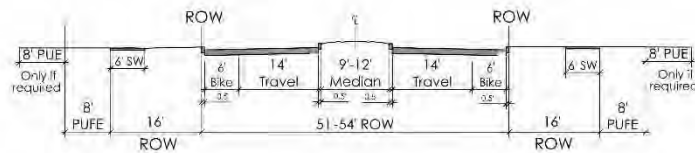
B
Arterial Roadway
(4 Lane)
Crismon Road



C
Community Collector Road &
Neighborhood Entry (2 Lane)

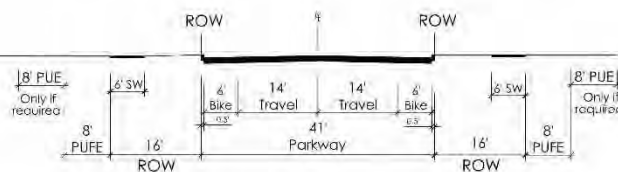
*Median may be located within a private tract with a PUE or Parkway Easement in certain locations upon review and approval by the Engineering Department.

** Parkway width may vary when sidewalk is detached.

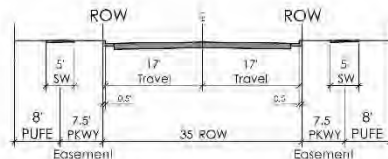


D
Community Collector Road &
Neighborhood Entry (2 Lane)

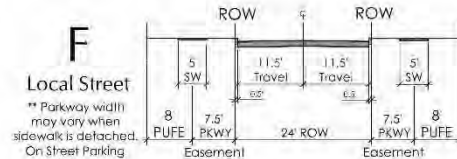
** Parkway width may vary when sidewalk is detached.



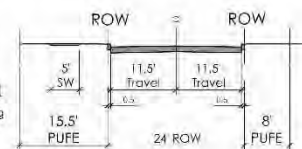
E
Local Street
*On Street Parking Allowed
** Parkway width may vary when sidewalk is detached.



F
Local Street
** Parkway width may vary when sidewalk is detached.
On Street Parking not allowed.



G
Local Street
On Street Parking not allowed.



16.2. Avalon Crossing Great Streets.

The “Great Streets” concept has been refined for use within Avalon Crossing. The street system within Avalon Crossing will be both formal and simple, providing uncomplicated access to the various land uses and establishing a strong backbone for landscaping throughout the community. Streets will be visually narrowed through the use of classic, formal tree-lined streets and other design elements such as landscape buffering and medians. A signature feature of the Avalon Crossing street system is a network of focal roundabouts that will act as both a formal terminus for each internal roadway segment and as an important community identity element. The roundabouts will be complimented by adjacent parks that are positioned to accent these special community features and identify recreational nodes.

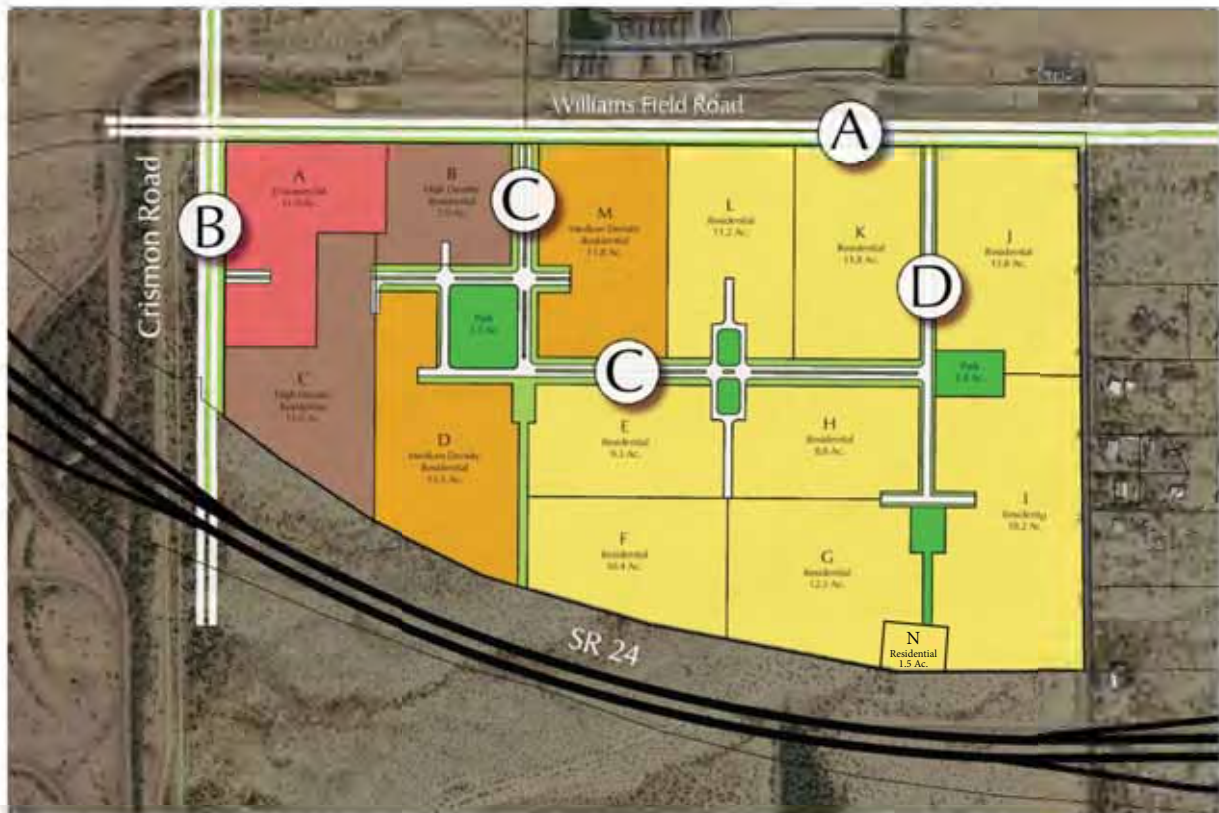
Neighborhood planning will be closely coordinated with the streetscape design to promote an active, lively street scene that is complimented by homes and buildings oriented towards the street with public places such as porches, patios and courtyards designed to enliven the front yard experience. Non-residential areas will include design elements such as shaded sidewalks, outdoor seating and dining, buffer areas for protection from vehicles, and distinctive and functional design elements that create interesting places along the streets. Parking areas will be visually minimized and located to the side or behind buildings where possible.

The streets within Avalon Crossing will also be designed to extend and enrich the open space system and network of pedestrian pathways throughout the community. A comprehensive on-street sidewalk system is planned that will be interconnected to off-street pedestrian trails and paseos. Pedestrian pathways will be designed to promote walkability and provide an amenity for each neighborhood while forging strong links with surrounding neighborhoods. The trail and paseo system will include direct linkages to the on-street connectivity system, resulting in a highly accessible and connected community designed to serve the varying needs of all residents and users. Pedestrian pathways are more fully discussed within Chapter 10 Parks and Open Space Systems.

DU1 will incorporate a primary pedestrian oriented street as a central design element to create a walkable, pedestrian friendly environment with shops, offices and higher density housing. The primary pedestrian oriented street will incorporate buildings developed close to the street frontage, a pedestrian friendly sidewalk area, and on-street parking. The primary pedestrian oriented street may be developed as either a

public street or private drive. A specific cross section and design guidelines for the primary pedestrian oriented street will be included within the DUP for DU1.

The result will be a highly connected community that fosters thoughtful integration of land uses through a multi-modal connectivity network that balances the needs of competing modes of transportation by welcoming and encouraging walking, jogging, and biking as primary modes of transportation in addition to traditional automotive travel.



- A** Arterial Roadway (6 Lane)
Williams Field Road
- B** Arterial Roadway (4 Lane)
Crismon Road
- C** Community Collector (2 Lane with Median)
- D** Community Collector (2 Lane)

16.3. Avalon Crossing Roadway Classifications and Right of Way Standards.

Avalon Crossing's roadway system is comprised of three main roadway classifications, 1) Arterials, 2) Community Collectors and Neighborhood Entry Streets, and 3) Local Streets. 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 Ellsworth, Crismon and Williams Field Roads, and the future SR24 freeway. Multiple connections to the perimeter arterial streets will be established to promote an even distribution of traffic that minimizes impacts on individual neighborhoods and adjacent communities (see Exhibit 16.1, Transportation Plan).

In order to implement the Avalon Crossing Great Streets concept, unique street cross sections have been designed for use within Avalon Crossing (see Exhibit 16.2, Community Street Cross Sections and Exhibit 16.3, Streetscape Concept). With the exception of arterials, which will be developed utilizing the City of Mesa design standards, unique cross sections are proposed for the Community Collectors, Neighborhood Entry Streets, and Local Streets within Avalon Crossing. Utilities, landscaping and sidewalks will be located back of curb within in a Public Facilities and Utilities easement. While it is intended that these unique street cross sections be utilized throughout Avalon Crossing, the location of specific street cross sections will be identified at the DUP planning stage for arterials and collectors, and at the Site Plan Review and Design Review or Subdivision Plat planning stage for local streets. The Avalon Crossing street cross sections represent a modification of the City of Mesa Design and Engineering Standards and, therefore, are subject to approval pursuant to the procedures outlined in 3.12(c). The City of Mesa Design and Engineering Standards are the default standards for all aspects of street design unless modified pursuant to Chapter 3.12(c).

16.4. Master Traffic Impact Analysis.

As part of the Avalon Crossing Community Plan, a Master Traffic Impact Analysis ("Master TIA") has been submitted for review and approval. The Master TIA analyzes entire Avalon Crossing development based on maximum allowable densities and estimates traffic generation and traffic distribution as well as establishes lane configurations and traffic control needs both internal to Avalon Crossing and at adjacent intersections and roadways. Pursuant to the DUP Administration procedures outlined in Chapter 3.7, an update to the Master TIA will be prepared with each DUP. Further, updates to the Master TIA may be required if significant changes are made to the land uses and assumptions utilized to prepare the Master TIA. The Master TIA is included as Appendix 19.5.

Crismon Road is planned to be an overpass at the future SR 24.

Chapter 17. Stormwater Management & Drainage Standards

17.1. Stormwater Drainage and Retention Standards.

The proper conveyance, storage and release of stormwater are critical to the function of the Avalon Crossing property and the relationship to regional flood control behavior. Drainage facilities, including retention basins, storm drains, mains and headwalls, channels, drywells and sub-surface storage, shall be designed compliant to City of Mesa practice and code while also designed as a supplement to enhance surrounding aesthetic features.

17.1(a) General Information. The City of Mesa Drainage Design Standards and the Uniform Drainage Policies and Standards for Maricopa County as published by the FCDMC (“Drainage Standards”), as may be amended, are applicable to all development within Avalon Crossing. Modifications to the provisions of the applicable Drainage Standards may be proposed during the DUP and Design Review, or Subdivision Plat processes and are subject to approval by the City Engineer or designee following the procedures outlined in Chapter 3.12.

17.1(b) Drainage Reports.

17.1(b)(i) Master Drainage Report. A Master Drainage Report for Avalon Crossing has been reviewed and approved by the City of Mesa and is included as Appendix 19.6. The Master Drainage Report considers the design for the development of the overall Avalon Crossing Community Plan as well as the possible influence that drainage criteria may play in phasing for the development of the individual DUs. The Master Drainage Report focuses primarily on the existing surrounding regional conditions, the proposed regional conditions with the development of Avalon Crossing among other planned regional improvements, and a broad analysis of the Avalon Crossing drainage areas, runoff, retention, and storage bleed-off strategy. Updates to the Master Drainage Report may be required by the City Engineer if significant changes are made which would influence assumptions made to prepare the Master Drainage Report.

17.1(b)(ii) DUP Drainage Report. A more detailed drainage analysis for each DU will be provided at the time of DUP review and approval. The DU Drainage Report will be prepared in conformance with the criteria outlined in Chapter 3.7(a)(v) and will address final layouts specific to that particular DUP and the means and methods to appropriately address the DU’s particular drainage conditions.

17.1(b)(iii) Final Drainage Reports. Final Drainage Reports are required for specific individual developments to ensure compliance with the Master Drainage Report, the DU Drainage Report, and to identify significant changes in

infrastructure needed to serve the parcel.

17.1(c) Stormwater Management.

17.1(c)(i) Retention Methods. The implementation of the Community Plan for Avalon Crossing may warrant modification to the City's standard surface storage retention requirements to allow retention basins that are decentralized and distributed across the property as a compliment to the proposed higher density neighborhood design concepts. Traditionally, the City of Mesa has required retention to be accommodated in a limited number of well defined, irregular shaped areas and multiple small retention basins are not acceptable. The development environments proposed with Avalon Crossing may require retention basins distributed across development parcels that may be of smaller size, regular shape and varied depth.

The following are anticipated modifications to the City's Engineering and Design Standards for retention basins subject to approval by the City Engineer pursuant to the procedures in Chapter 3.12.

1. Maximum depths and side slopes of retention basins may vary from city standards. Aesthetic features may be incorporated into the retention basin design so long as safety concerns are addressed. Details of facilities are subject to the approval of the City Engineer.
2. Alternative storm drain inlets and outlets may be approved by the City Engineer. The details may be approved at the DUP, or subdivision level processes by the City Engineer.
3. Alternative storm drain materials may be approved by the City Engineer with proper justification and analysis provided. This may be approved at the DUP, or subdivision level processes by the City Engineer. Requests to depart from approved storm drain materials and/or appurtenances must be specifically identified, submitted, reviewed and approved by the City Engineer or designee. Inclusion on a submittal without receiving comment will not constitute approval. Drywell percolation rates must be verified at installation. Once installed, drywells must be maintained regularly per ADEQ even if no decline in performance has been observed.
4. Alternative detailed channel designs may be approved by the City Engineer, with concurrence from the Planning Director, with proper justification and analysis provided.
5. While the Avalon Crossing development intends to use a low flow bleed-off system to dispose of retained stormwater, a permanent solution to disposal of

stormwater retention may be accomplished by the construction of drywells. Percolation rates for drywells will be based on standards approved by the City Engineer. Drywells must be maintained and refurbished by the Master Developer or other designated entity when they cease to function properly. Drywells may only be used when approved by the City Engineer or designee.

17.1(c)(ii) Retention Basin Design Standards. The following retention basin design standards shall be applied to all retention basins within Avalon Crossing.

1. In both residential and nonresidential developments, the basin design shall be incorporated with the overall property by providing access, landscape, and amenities.
2. Retention basin layout shall be relative in shape to the design of the proposed architecture and designed as an integral part of the landscaping theme, and shall not take on the appearance of a ditch. The depth of water in retention basins shall not exceed 3 feet 6 inches.
3. A 3-foot transition area shall be provided where the retention basin side exceeds 6-to-1 slope measured horizontal to vertical and basin is adjacent to right-of-way and sidewalks. Transition area shall be less than 6-to-1 slope. A maximum 4-to-1 slope allowed in other locations.
4. Retaining walls shall not exceed 50 percent of the basin perimeter (measured at the high waterline). The maximum height of retaining walls is 18 inches.
5. Retention basins along public streets that incorporate retaining walls shall utilize catch basins and pipes to collect and direct water to the bottom of the basins. Where retention basins occur along arterial streets, berms shall be provided along 33 % of basin frontage. Berms are to be 4-to-1 (horizontal-to-vertical) maximum slope, 2 feet high. Within public right-of way maximum slope is 6 to 1. Berms shall not obstruct run-off from streets into the retention basin.
6. Landscaping shall be provided in all areas of the retention basin (slope, top, and bottom).

Chapter 18. Definitions

A

Accessory Building or Structure: A detached subordinate building or structure, the use of which is customarily incidental to that of the main building or to the main use of the land, and on the same lot or parcel of land with the main building or use.

Accessory Use: See “Use, Accessory”

Adjoining: 2 or more lots or parcels of land sharing a common boundary line, or 2 or more objects in contact with each other. Lots or parcels of land which touch at corners only shall not be deemed adjoining. “Abut” or “abutting” and “contiguous” means the same as adjoining.

Adult: A person who is 18 years of age or older.

Alley: A public right-of-way or private drive used to provide secondary vehicular access to properties which abut it.

Alteration: Any addition or modification that changes the exterior architectural appearance or materials of a structure or object. Alteration includes changes in exterior surfaces, changes in materials, additions, remodels, demolitions, and relocation of buildings or structures, but excludes ordinary maintenance and repairs.

ANA Standards: Standardized plant nursery trade definitions of plant size, including container size, trunk caliper, plant height and canopy radius for trees and shrubs as determined by the Arizona Nurseryman’s Association.

Animal Sales and Services Use Definitions

Small Animal Day Care: Facilities in which owners of small animals, principally dogs and cats, may contract with the operator for the keeping of pets for short, temporary periods, usually 1 day or less, but occasionally up to a week or so while the pet owner(s) are unable to care for the animals.

Kennels: Facilities for keeping, boarding, training, breeding or maintaining for commercial purposes, 4 or more dogs, cats, or other household pets not owned by the kennel owner or operator. This classification excludes pet shops and animal hospitals that provide 24-hour accommodation of animals receiving medical or grooming services.

Pet Stores: Retail sales of animals and/or services, including grooming, for animals on a commercial basis. This classification excludes dog walking and similar pet care services not carried out at a fixed location, and excludes pet supply stores that do not sell animals or provide on-site animal services.

Veterinary Services: Medical care for small and large animals on a commercial basis. This classification allows 24-hour accommodation of animals receiving medical or grooming services but does not include kennels. This classification includes animal hospitals and clinics providing services such as medical examinations, diagnosis, and procedures; dispensing of medications for animals; providing surgical procedures, and space for supervised recuperation from medical and surgical procedures.

Apartment, One-Bedroom: A dwelling unit in an apartment house that contains a maximum of 3 habitable rooms, 1 of which shall be a kitchen.

Apartment, Two or More Bedroom: A dwelling unit in an apartment house that contains more than 3 habitable rooms, 1 of which shall be a kitchen.

Apartment House: A building, or a portion of a building, designed or used for occupancy by 3 or more families living independently of each other, and containing 3 or more dwelling units.

Area, Net: See “Lot Area”

Artists’ Studios. Work space for artists and artisans, including individuals practicing one of the fine arts or performing arts, or skilled in an applied art or craft. There must be incidental retail sales of items produced on the premises. This category may also include incidental instruction.

Assisted Living Facility: A residential care institution intended for occupancy by persons of advanced age or limited ability for self-care, which may provide food, transportation, recreation, or other services to the residents thereof, and which is licensed by the Arizona Department of Health Services to perform supervisory care, personal care, or custodial care services. The term shall include boarding houses, dormitories, apartments, and similar multiple-residence living arrangements when operated as an assisted living facility as defined herein, but shall not include group homes for the handicapped, adult care homes, nursing homes, hospitals, or hotels.

Automobile Display Space: Any permanently maintained space so located and arranged as to permit the display of a motor vehicle, including passenger vehicles, automobiles, trucks, motorcycles, scooters and self-propelled off-road equipment.

Automobile Parking Space, Compact: Any permanently maintained space, having a width of not less than 8 feet and a length of not less than 16 feet, so located and arranged as to permit direct access to and from the parking space without crossing an adjacent parking space, and the storage of a passenger automobile of compact size.

Automobile Parking Space, Standard: Any permanently maintained space, having a width of not less than 9 feet and a length of not less than 18 feet, so located and arranged as to permit direct access to and from the parking space without crossing an adjacent parking space, and the storage of a passenger automobile of standard size.

Automobile Storage Space: Any permanently maintained space so located and arranged as to permit the storage of a passenger automobile of standard size, without regard to how the parking space is accessed.

Automobile/Vehicle Sales and Services Use Definitions

Accessory Automobile Rentals: Rental and/or parking of automobiles or light-duty sport utility vehicles as an accessory use to a motel, hotel or resort, or an individual tenant space in a with a limited number of on-site parking spaces available to the rental office. Incidental maintenance of vehicles takes place off site at another facility.

Automobile Rentals: Rental of automobiles, including storage and incidental maintenance.

Automobile/Vehicle Sales and Leasing: Sales or leasing of automobiles, motorcycles, trucks, and motor homes, including storage and incidental maintenance.

Automobile/Vehicle Service and Repair, Minor: The service and repair of automobiles, light-duty trucks, and motorcycles, including the sale, installation, and servicing of related equipment and parts. This classification includes quick-service oil, tune-up, wheel and brake shops, muffler shops, auto glass services, and tire sales and installation, where repairs are made or service provided in enclosed bays and no vehicles are stored overnight. This classification excludes establishments providing engine repair, body and fender work, vehicle painting, or towing. It also excludes repair of heavy trucks or construction vehicles.

Automobile/Vehicle Washing: Washing, waxing, vacuuming, or cleaning of automobiles or similar light vehicles, including automatic, self-serve and hand washing facilities.

Service Station: Establishments primarily engaged in retailing automotive fuels or retailing these fuels in combination with activities, such as providing repair services; selling automotive oils, replacement parts, and accessories; and/or providing food services.

B

Banks and Financial Institutions: Financial institutions providing retail banking services. This classification includes only those institutions engaged in the on-site circulation of money, including credit unions and businesses offering check-cashing facilities, but excluding non-chartered financial institutions.

Bank or Financial Institution with Drive-Through Facilities: Establishments providing banking services to patrons remaining in automobiles.

Banquet and Conference Centers: Facilities that are rented for short-term events such as weddings, receptions, banquets, and conferences, as a principal business activity (not accessory to another use such as a Place of Worship or Community Center).

Bay Door or Bay Entry: Openings into a building wider than 6-feet, and designed for use principally by a vehicle to access a building, typically for vehicle parking, storage, repair or maintenance, or to access a building such as a warehouse or factory.

Bicycle Parking

Long-Term: Bicycle parking, designed to serve employees, students, residents, commuters, and others who generally stay at a site for four hours or longer.

Short-Term: Bicycle parking designed to serve shoppers, customers, messengers, guests, and other visitors to a site who generally stay for a period of less than 4 hours.

Building: Any structure having a roof supported by columns or by walls and intended for the shelter, housing or enclosure of persons, animals, or property of any kind.

Building, Enclosed: A building composed of rigid walls on all sides, and a roof.

Building Frontage: The exterior wall of a building oriented toward a private drive, public street, highway or parkway.

Building Height: The vertical distance from the natural mean ground elevation of the lot to the top of the parapet of a flat roof or the mean height between the plate line and the ridge of mansard, gable, hip, shed, or similar roof, excluding embellishment.

Build-to Line: The maximum distance a front building façade may be set back from the front lot line.

Business Services: Establishments that primarily provide goods and services to other businesses on a fee or contract basis, including printing and copying, blueprint services, advertising and mailing, equipment rental and leasing, office security, custodial services, photo finishing, and model building.

C

Caretaker: A person residing on the premises of an employer and who is receiving meaningful compensation to assume the primary responsibility for the necessary repair, maintenance, supervision or security of the real or personal property of the employer which is located on the same or contiguous lots or parcels of land.

Carport: An accessory structure that is roofed but permanently open on at least 2 sides and maintained for the storage of motor vehicles.

Casita: See “Residential Use Definitions”

Centerline: The centerline established by the city engineer for any proposed or dedicated public way.

Chapter: A chapter set out in this Community Plan unless another ordinance or statute is mentioned.

Charitable Organization: Any benevolent, philanthropic, patriotic, not-for-profit, or eleemosynary group, association or corporation, or such organization purporting to be such, which solicits and collects funds for charitable purposes.

Child: A person under 18 years of age.

City Code: The Mesa City Code.

Clinics: See “Hospitals and Clinics Use Definitions”

Clubs and Lodges: Meeting, recreational, or social facilities of a private or nonprofit organization primarily for use by members or guests. This classification includes union halls and social clubs.

Colleges and Trade Schools Use Definitions.

Colleges or Universities: A public or private post-secondary institution of higher learning that grants associate and/or bachelor’s degrees, and may also have research facilities and/or professional schools that grant master and/or doctoral degrees. This classification includes community colleges that grant associate degrees, and/or certificates of completion in business or technical fields.

Commercial Trade Schools: Public or private schools established to provide teaching of clerical, managerial, or artistic skills, such as accounting, data processing, or computer repair. This classification excludes establishments providing training for activities that are not otherwise allowed in the LUG. Incidental training or instruction done in conjunction with an on-site business use permitted as a primary activity in the LUG shall not be considered a business or trade school.

Commercial Entertainment: Provision of spectator entertainment to the general public including live and motion picture theaters and concert halls. This category excludes cabarets, nightclubs, and similar establishments providing entertainment incidental to food or beverage sales.

Commercial Recreation: Provision of participant or spectator recreation to the general public, excluding public park and recreation facilities.

Small-Scale: This classification includes small, generally indoor facilities, that occupy less than 50,000 square feet of building area, such as billiard parlors, bowling centers, card rooms, dance studios, exercise studios, health clubs, yoga studios, dance halls, small tennis club facilities, poolrooms, and amusement arcades. This classification may include restaurants, snack bars, and other incidental food and beverage services to patrons.

Large-Scale: This classification includes large, generally outdoor facilities such as amusement and theme parks, sports stadiums and arenas, racetracks, amphitheaters, driving ranges, golf courses (daily fee), as well as indoor facilities with more than 50,000 square feet in building area, including fitness centers, gymnasiums, handball, racquetball, or large tennis club facilities; ice or roller skating rinks; swimming or wave pools; miniature golf courses; archery or indoor shooting ranges; riding stables; campgrounds; stables, etc. This classification may include restaurants, snack bars, and other incidental food and beverage services to patrons.

Commercial Vehicle: Any vehicle currently registered as such with the state Department of Motor Vehicles or equivalent out-of-state or federal agency and is used primarily in the conduct of a business as opposed to private family or individual use.

Community Center: Any non-commercial facility established primarily for the benefit and service of the population of the community in which it is located. Examples include youth centers, senior centers and community recreation facilities owned or managed by an homeowner's association or multi-residence community.

Community Garden: Area of land managed and maintained by a group of individuals to grow and harvest food crops and/or non-food, ornamental crops, such as flowers, for personal or group use, consumption or donation. The area may be divided into separate plots for cultivation by one or more individuals or may be farmed collectively by members of the group and may include common areas maintained and used by group members.

Condition of Use: See "Use, Condition of"

Cultural Institutions. Public or non-profit institutions engaged primarily in the display or preservation of objects of interest in the arts or sciences that are open to the public on a regular basis. This classification includes performing arts centers for theater, dance, and events; libraries; museums; historical sites; aquariums; art galleries; and zoos and botanical gardens.

D

Day Care Centers: Establishments providing non-medical care for persons on a less than 24-hour basis other than Day Care Group Homes. This classification includes nursery schools, preschools, and day care facilities for children or adults, and any other day care facility licensed by the State of Arizona.

Day Care Group Home: See “Residential Use Definitions”

Day Care Services, Accessory: Day care services within a Community Center or Recreation Center when provided as an amenity by a homeowner’s association (HOA) or multi-residence community for the principal benefit of residents of that same HOA or multi-residence community.

Density: The number of dwelling units per unit of land area.

Desert Cobble: Refers to a process that re-creates the look of the rugged desert floor by salvaging and redistributing the top four inches of native soil and native “Desert Pavement” cobble. The desert cobble textures allow the establishment of plant communities by providing a protected place to take root.

Development: Any manmade change to improved or unimproved real estate, including but not limited to the division of a parcel of land into 2 or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, landfill or land disturbance; and any use or extension of the use of land.

Disability: A condition which renders an individual unable to engage in normal activities by reason of a medically determinable physical or mental impairment which can be expected to last for a continuous period for not less than 12 months.

Domestic Animal: An animal which is commonly maintained in residence with man.

Dripline: A vertical line extending from the outermost portion of a tree canopy to the ground. Potential dripline is based on the average tree canopy diameter, as determined by the Arizona Nurseryman’s Association.

Driveway: An access way that provides vehicular access between a street, private drive or alley and the on-site parking or loading facilities.

Dwelling Unit: A room or group of rooms forming an independent living area which may contain sleeping quarters, sanitary facilities, and a kitchen. The term shall include an apartment but shall not include a hotel room or suite, rooms within an Assisted Living Facility, Nursing or Convalescent Homes, and Casitas.

E

Easement: A portion of land created by grant or agreement for specific purpose; an easement is the right, privilege or interest which one party has in the land of another.

Eating and Drinking Establishments Use Definitions

Bars/Clubs/Lounges: Businesses serving beverages for consumption on the premises as a primary use including on-sale service of alcohol including beer, wine, or mixed drinks, and businesses that do not meet the definition of Full Service or Limited Service Restaurants.

Coffee Shops/Cafes: Establishments that primarily serve nonalcoholic beverages, such as coffee, juices, or sodas for consumption on or near the premises, or a specialty snack, such as ice cream, frozen yogurt, cookies or popcorn.

Establishment With Drive-Through Facilities: Any of the defined types of Food and Beverage Establishments providing food and beverage services to patrons remaining in automobiles.

Establishment With Outdoor Seating Areas: Any of the defined types of Food and Beverage Establishments providing provision for outdoor dining facilities on the same property or in the adjacent public right-of-way.

Mobile Food Vending: Vending, selling, serving, displaying, offering for sale, or giving away prepared food or beverages from a Food Truck, Push Cart, or other temporary or portable display, structure, stand, or enclosure.

Push Cart: A non-self-propelled trailer or cart utilized for the preparation of food or beverages.

Food Truck: A motorized or non-motorized vehicle or trailer utilized for the preparation of food or beverages.

Neighborhood Restaurant: An Eating and Drinking Establishment located in a residential Land Use Group or as an accessory use within a Community Center, Recreation Center, or Park as allowed by Chapter 7.

Restaurants, Bar and Grill: Restaurants providing food and beverage services to patrons who order and are served while seated and pay after eating. Takeout service may be provided, but a minimum of 30 percent of gross sales revenue must be from serving food to be classified as a Bar and Grill Restaurant.

Restaurants, Full Service: Restaurants providing food and beverage services to patrons who order and are served while seated and pay after eating. Takeout service may be

provided, but a minimum of 40 percent of gross sales revenue must be from serving food to be classified as a Full Service Restaurant.

Restaurants, Limited Service: Establishments where food and beverages may be consumed on the premises, taken out, or delivered, but where no table service is provided. This classification includes cafeterias, fast-food restaurants, carryout sandwich shops, limited service pizza parlors and delivery shops, self-service restaurants, snack bars and takeout restaurants. A minimum of 40 percent of gross sales revenue must be from serving food to be classified as a Limited Service Restaurant.

Equipment Cabinet or Enclosure: A cabinet or structure used to house equipment associated with any utility.

F

Façade: The exterior elevation of a building extending vertically from the grade to the top of a parapet wall or eave, and horizontally across the entire width of the building elevation.

Farmer's Market: Periodic outdoor sales activities involving the display and sale of fresh produce and locally produced food and beverage items, including baked goods, jams, jellies, and similar food products. The display and sale of hand-crafted artisan items may be considered as an accessory activity, provided the principal activity remains the sale of the food- or produce-related items.

Fence: An artificially-constructed barrier of any material or combination of materials erected to enclose or screen an area of land.

Floor Area, Gross (GFA): The total floor area in a building (including basements, mezzanines, interior balconies, and upper stories or levels in a multistory building) unless otherwise stipulated; e.g., "ground" floor area.

Floor Area Ratio (FAR): The numerical value obtained through dividing the aboveground gross floor area of a building or buildings located on a lot or parcel of land by the total area of such lot or parcel of land.

Food and Beverage Sales Use Definitions

Convenience Market: Retail establishments that sell a limited line of groceries, prepackaged food items, tobacco, magazines, and other household goods, primarily for off-premises consumption and typically found in establishments with long or late hours of operation and a relatively small building of less than 6,000 square feet.

General Market: Retail markets of food and grocery items for offsite preparation and consumption. Typical uses include supermarkets and specialty food stores, such as

bakeries, candy, nuts and confectionary stores, meat or produce markets, vitamins and health food stores, cheese stores and delicatessens.

Foundation Base: The area adjacent to the exterior walls of a building containing hardscape, (entry plazas, covered walkways, sidewalks), ground cover, or landscaping.

Funeral Parlors and Mortuaries: An establishment primarily engaged in the provision of services involving the care, preparation, or disposition of the human dead and conducting memorial services. Typical uses include a crematory, columbarium, mausoleum, or mortuary.

Future Width Right-of-Way Line: The planned maximum width of a public freeway, road, or street, determined by the City of Mesa Traffic Engineer for local, collector and arterial streets, as determined by the applicable Transportation, Freeway or Major Street Plan adopted by the City, Maricopa County, and/or the State of Arizona for arterial streets and freeways.

G

Garage: A building or portion of a building that is enclosed and roofed and designed for the parking of motor vehicles.

General Development Standards: Design standards, parking requirements and other zoning related Development Standards specified in a Community Plan and adopted with a particular Planned Community (PC) District, as specified in Chapter 11 of the City of Mesa Zoning Ordinance. These standards would include the type of standards and requirements specifically associated with land uses listed in Article 2 of the Mesa Zoning Ordinance, or generally applicable as found in Article 4 of the Mesa Zoning Ordinance. The term includes building setbacks, maximum building heights, parking stall sizes, parking ratios, minimum building separation requirements, landscape setbacks, landscape planting ratios and other similar requirements. The term does not include design guidelines and design concepts, permitted land uses, prohibited land uses, and uses requiring a conditional use permit. As a general rule, dimensional General Development Standards include requirements which are characterized by minimum or maximum physical characteristics that can be measured as floor area, width, length, depth or height.

General Plan: The General Plan of the City of Mesa, and all elements thereof.

Glare: The effect produced by a light source within the visual field that is sufficiently brighter than the level to which the eyes are adapted, such as to cause annoyance, discomfort or loss of visual performance and ability.

Grade-related definitions:

Grade, Below: Location of any facility or part of a facility located underground or beneath ground level.

Grade, Existing: The elevation of a lot or parcel prior to approved demolition, excavation, fill, construction or modification.

Grade, Finished: The final elevation of the lot or parcel, paved or unpaved, when all construction and landscaping are complete. Grade refers to finished grade unless otherwise stated.

Grade, Finished Floor: The elevation of the ground floor of the building.

Grade, Natural: The elevation of a lot or parcel unaffected by construction techniques such as fill, excavation, landscaping or berming. Mean natural grade refers to the elevation midway between the highest and lowest elevations on the lot or parcel.

H-J

Handicapped Person: An individual who: one (1) has a physical or mental impairment which substantially limits 1 or more of such person's major life activities; 2 has a record of having such an impairment; or 3 is regarded as having such an impairment. However, "handicapped" shall not include current illegal use of or addiction to a controlled substance (as defined in Section 102 of the Controlled Substance Act [21 United States Code 802]).

Handicraft/Custom Manufacturing: Manufacture of crafts, art, sculpture, stained glass, jewelry, apparel, furniture, cabinet making, and similar items using hand tools and small mechanical devices.

Hardscape: Part of a building's grounds consisting of structures, such as plazas, retaining walls and sidewalks, made with materials such as but not limited to, concrete and sidewalk pavers.

Hazardous Materials: Includes any substance characterized as flammable solids, corrosive liquids, radioactive materials, oxidizing material, highly toxic materials, poisonous gases, reactive materials, unstable materials, hypergolic materials and pyrophoric materials and any substance or mixture of substances which is an irritant, a strong sensitizer or which generates pressure through exposure to heat, decomposition or other means.

Height of Building or Structure: See "Building Height".

Heliport: Facilities for the takeoff and landing of helicopters, as a primary use. Heliports typically contain one or more helipads and may have limited facilities, such as fuel, lighting, a windsock, or even hangers.

Home Occupations: An ancillary use in any Residence or Mixed Use LUG which:

1. Is clearly incidental to a residence use;

2. Is subordinate to the purpose of the residence use;
3. Contributes to the comfort, convenience, or necessity of occupants in the residence use;
4. Is located on the same lot or parcel as the residence use served;
5. Includes swimming lessons, babysitting, and fine arts instruction, each for 5 or fewer persons;
6. Includes door-to-door and telephone solicitation, and,
7. Includes uses and activities that can be conducted entirely indoors without negatively impacting the residential character of the neighborhood or health, safety, and welfare of neighbors; and,
8. Excludes on-site exchange of sold or bartered goods (exceptions made for occasional and infrequent exchanges), on-site vehicle repair as a commercial use, commercial warehousing or commercial storage (indoor or outdoor), more than one non-resident employees working in the home, or manufacturing of products using hazardous materials or equipment not typically found in household settings.

Hospitals and Clinics Use Definitions

Clinics: Facilities other than hospitals where patients are admitted for examinations and treatment by one (1) or more physicians, on either a “walk-in” or “appointment” basis. Patients are treated on an outpatient basis and are not admitted for overnight treatment or observation. This classification includes emergency medical services offered exclusively on an out-patient basis, such as urgent care centers, as well as licensed facilities offering substance abuse treatment, blood banks and plasma centers.

Hospitals: Facilities providing medical, surgical, psychiatric, or emergency medical services to sick or injured persons. Institutions providing medical and surgical care to the sick or injured, including operating facilities and beds for patients to stay overnight. These establishments may include nursing facilities, extended care facilities, physical therapy, gift shops, retail pharmacies, employee housing, temporary housing for patient families, cafeterias or restaurants, and related uses operated primarily for the benefit of patients, staff, and visitors. This classification includes facilities for inpatient or outpatient treatment, including substance-abuse programs as well as training, research, and administrative services for patients and employees.

Hotels and Motels: Establishments offering lodging to transient patrons. These establishments may provide additional accessory services, such as conference and meeting rooms, restaurants, bars, or recreation facilities available to guests and the general public. This classification includes motor lodges, motels, hostels, extended-stay hotels, and tourist courts, but does not include rooming houses, boarding houses, or private residential clubs. The lengths of stays for the majority of guests at these facilities are for 30 days or less.

K

Kitchen: Any room or space used, or intended or designed to be used for cooking or the preparation of food.

L

Laboratories: Establishments providing medical, dental or optical laboratory services or establishments providing photographic, analytical, research and development or testing services.

Large Vehicle: Any vehicle with a gross vehicle weight rating (GVWR) exceeding 13,000 pounds and intended to be used primarily for commercial purposes rather than use as for private or personal individual trips.

Land Use Group (LUG): A specifically delineated geographic area in the city within which regulations and requirements uniformly govern the use, placement, spacing, and size of land and buildings.

Landscaping: The planting, configuration and maintenance of trees, ground cover, shrubbery and other plant material, decorative natural and structural features (walls, fences, hedges, trellises, fountains, sculptures), earth patterning and bedding materials, and other similar site improvements that serve an aesthetic or functional purpose.

Lighting Related Definitions

Lamp: Any source created to produce optical radiation (i.e. “light”), often called a bulb or tube.

Light Shelf: An exterior architectural element that allows reflective daylight to penetrate deep into a building.

Light Trespass: Unwanted light that falls on neighboring properties or public right-of-ways. Light trespass also includes glare or distraction for observers away from the area for which the light is intended.

Lighting, Exterior: Any equipment or fixture located or used to provide illumination of outdoor areas, objects or activities.

Lighting Fixture: Light fixtures include but are not limited to the lamp, pole, post, ballast, reflector, lens diffuser, shielding, electrical wiring, and other necessary or auxiliary components.

Lighting System: All exterior man-made lighting sources, associated infrastructure and controls on a site.

Light Assembly/Cabinetry: Putting together, fabricating, or making minor modifications to pre-manufactured items or pre-cut lumber as a last step for items intended to be sold as finished products. Includes assembling cabinets, and furniture making, but excludes metal extrusion, welding, sawmills, and manufacturing.

Light Fleet-Based Services: Passenger transportation services, local delivery services, medical transport, and other businesses that rely on fleets of 3 or more vehicles with rated capacities less than 10,000 lbs. This classification includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, non-emergency medical transport, local messenger and document delivery services, home cleaning services, and similar businesses. This classification does not include towing operations (See Automobile/Vehicle Sales and Service,) or taxi or delivery services with 2 or fewer fleet vehicles on-site (See Business Services).

Live/Work Unit: A commercial or industrial unit with incidental residential accommodations that includes adequate working space reserved for office, commercial or industrial use and regularly used for such purpose by 1 or more persons residing in the unit and a cooking space and sanitary facilities in conformance with applicable building standards. Up to 60 percent of the gross floor area may be reserved for and primarily used as living space.

Lot related definitions:

Lot: A piece or parcel of land separated from other pieces or parcels by description, as in a subdivision or on a recorded survey map or by metes and bounds, for purpose of sale, lease, or separate use.

Lot, Corner: A lot or parcel of land situated at the intersection of 2 or more parkways, highways or streets, which parkways, highways or streets have an angle of intersection measured within said lot or parcel of land of not more than 135 degrees.

Lot, Flag: A lot or parcel of land taking access by a strip, owner of which lot or parcel of land has fee-simple title to said strip extending from the main portion of the lot or parcel of land to the adjoining parkway, highway or street.

Lot, Frontage: That portion of a lot or parcel of land which borders a street, highway or parkway.

Lot, Interior: A lot or parcel of land other than a corner or flag lot.

Lot, Key: An interior lot adjoining the rear lot line of a corner lot.

Lot, Through: A lot having frontage on 2 parallel or approximately parallel parkways, highways and/or streets.

Lot Area: The area of a parcel, lot or property bounded by the lot lines and exclusive or right-of-way and tracts, generally expressed in square feet.

Lot Area, Net Buildable: Lot Area exclusive of the required setbacks.

Lot Line: A boundary line of a lot or of a parcel of land.

Lot Line, Front: A line separating the front yard from the parkway, highway, or street frontage upon which the yard fronts; or, in the case of a flag lot where the front yard is oriented toward an adjoining lot, the line separating such front yard from the adjoining lot.

Lot Line, Rear: A lot line which is opposite and most distant from the front lot line. For a triangular shaped lot, the rear lot line shall mean a line 10 feet to the length within the lot which is parallel to the front lot line, or parallel to the chord of a curved front lot line, and the maximum distance from the front lot line.

Lot Line, Side: Any lot boundary line which is not a front lot line or a rear lot line

M

Maintenance and Repair: The repair or replacement of individual building components or paint, stucco or other exterior finishes that restores the character, scope, size or design of a structure to its previously existing, authorized, and undamaged condition. This definition shall not include replacement of primary structural elements or complete replacement of the building or structure.

Manufacturing: The process of creating a finished product by fabrication or from raw materials.

N

Nursing and Convalescent Homes. Establishment that provide 24-hour medical, convalescent or chronic care to individuals who, by reason of advanced age, chronic illness or infirmity, are unable to care for themselves, and is licensed as a skilled nursing facility by the State of Arizona, including but not limited to, rest homes and convalescent hospitals, but not Residential Care, Hospitals, or Clinics.

O

Occupant: The person occupying or having custody of a structure or premises as a lessee or other.

Occupant Load: The total number of persons that may occupy a building or structure, or portion thereof, at any one time as provided by the City of Mesa Building Code.

Off-Track Betting Establishment. A facility in which simulcasting of horse or dog racing events held away from the facility are shown for the purpose of pari-mutuel wagering. Operated as an accessory use to any Eating and Drinking Establishment as defined by this Community Plan, and authorized by issuance of an Off-site Teletrack Wagering Permit in accordance with applicable Arizona Revised Statutes and Arizona Administrative Code regulations.

Offices Use Definitions

Business and Professional Office: Offices of firms or organizations providing professional, executive, management, administrative or design services, such as accounting, architectural, computer software design, engineering, graphic design, interior design, investment, and legal offices.

Medical and Dental Office: Offices where medical and dental services are provided by physicians, dentists, chiropractors, optometrists, and similar medical professionals. This classification also includes physical therapy, massage therapy, and counseling services related to medical conditions.

Neighborhood Office: Business and Professional or Medical and Dental offices located as an accessory use within a Community Center, Recreation Center, or park as allowed by Chapter 7.

On-Site: Located on the lot that is the subject of discussion.

Open Space related definitions:

Open Space: The area or areas of a lot or parcel intended to provide light and air, and is designed for either scenic or recreational purposes, excluding buildings, parking, driveways and other vehicular surfaces.

Open Space, Common: An open space intended for the shared, common use of the occupants of a development.

Open Space, Private: An open space intended for the exclusive use of the occupants of a dwelling unit.

Open Space, Usable Outdoor: Useable Outdoor Open Space is the area(s) of a lot or parcel, within the Net Buildable Lot Area, that is sufficiently sized to provide functional space for outdoor leisure, activities, and recreation. Usable Outdoor Open Space may include hardscape surfaces for patios, dining areas, and courtyards, lawn areas, garden areas, play areas, swimming pools and other recreation areas, but excludes any driveways or parking areas.

Ordinance: An ordinance of the City of Mesa.

Outdoor Entertainment or Outdoor Activities: Any type of live entertainment or recreational activity taking place in a location visible to public view and not within an enclosed building.

Outside Display: The placement of goods, equipment, merchandise or exhibits at a location visible to the public view, other than within a building.

Outside Storage: The storage of goods, equipment or materials outside of a building for any purpose other than outside display.

Owner: The person indicated on the records of the Maricopa County Assessor, or other official body, as the owner of record of the property in question.

P-Q

Parcel of Land: See “Lot”

Parking, Commercial: Surface lots and structures offering parking to the public for a fee when such use is not incidental to another activity.

Parking Lots or Parking Buildings: Readily accessible areas within structures or surface parking areas, inclusive of aisles, driveways, ramps and columns, maintained exclusively for the parking of vehicles, not including areas for the parking or storage of commercial vehicles.

Parks and Recreation Facilities, Public: Parks, playgrounds, recreation facilities, trails, wildlife preserves, and related open spaces, all of which are noncommercial. This classification also includes playing fields, courts, gymnasiums, swimming pools, picnic facilities, tennis courts, and golf courses, botanical gardens, as well as related food concessions or community centers within the facilities.

Pedestrian Oriented Use: A land use intended to encourage walking customers and which, generally, does not limit the number of customers by required appointments or otherwise excluding the general public. A pedestrian-oriented use may suggest or require appointments for services when primarily for the convenience of the customer, such as reservations for restaurants, beauticians or opticians to avoid being turned away due to unavailability. Where feasible the pedestrian oriented use shall have external entrances directly accessible from public sidewalk space. At a minimum, the business shall be of those generally considered to be open typical business hours that can range from 4-10 hours a day, and 4-7 days a week.

Permit: Any Special Use Permit, Council Use Permit, Temporary Use Permit, license, certificate, approval, or other entitlement for development and/or use of property as required by any public agency.

Permitted Use: See “Use, Permitted”

Person: Any individual, firm, co-partnership, joint adventure, association, social club, fraternal organization, corporation, estate, trust, business trust, receiver, syndicate, this and any other city, county, municipality, district or other political subdivision, or any other group or combination acting as a unit.

Personal Services: Provision of recurrently needed services of a personal nature. This classification includes barber and beauty shops, seamstresses, tailors, dry cleaning agents (excluding large-scale bulk cleaning plants), shoe repair shops, self-service laundries, photocopying and photo finishing services, and travel agencies.

Places of Worship: A facility for religious worship and incidental religious education and offices, and may include private schools (Grades: Kindergarten through 12) for primary or secondary education, as defined in this Community Plan. This classification includes churches, temples, and other facilities used primarily for religious services or activities.

Plant Nurseries and Garden Centers: Establishments primarily engaged in retailing nursery and garden products — such as trees, shrubs, plants, seeds, bulbs, and sod — that are predominantly grown elsewhere.

Porch: Structure or appendage of a building adjacent to a building entrance, typically covered and/or elevated from adjacent grade, and open with no walls on at least one (1) side.

Principal Use: See “Use, Principal”

Public Safety Facilities: Facilities providing public-safety and emergency services, including police and fire protection and emergency medical services, with incidental storage, and maintenance facilities.

R

Recreational Vehicle (RV): A vehicle-type unit which is one of the following:

1. A portable camping trailer mounted on wheels and constructed with collapsible partial side walls which fold for towing by another vehicle and unfold for camping.
2. A motor home designed to provide temporary living quarters for recreational, camping, or travel use and built on or permanently attached to a self-propelled

motor vehicle chassis or on a chassis cab or van that is an integral part of the completed vehicle.

3. A park trailer built on a single chassis, mounted on wheels, and designed to be connected to utilities necessary for operation of installed fixtures and appliances, and having a gross trailer area of not less than 320 square feet and not more than 400 square feet when it is set up, except that it does not include fifth wheel trailers.
4. A travel trailer mounted on wheels, designed to provide temporary living quarters for recreational, camping, or travel use, of a size or weight that may or may not require special highway movement permits when towed by a motorized vehicle and having a trailer area of less than 320 square feet. This type includes fifth wheel trailers.

Recycling Collection Facilities: A center for the collection and/or processing of recyclable materials.

Small Collection Facility: A Recycling Collection Facility where the public may donate, redeem or sell recyclable materials, which may include the following, where allowed by the applicable LUG:

1. Reverse Vending Machines;
2. Small Indoor Collection Facilities.

Research and Development: Establishments primarily engaged in scientific research, and the design, development, engineering, and testing of high-technology electronic, industrial or scientific products in advance of product manufacturing. The production of products, plans, or designs may be part of this classification when the primary purpose of such production is research, development, or evaluation, rather than sale. Typical uses include biotechnology firms, electronic research firms, or pharmaceutical research laboratories.

Residential Use Definitions

Group Home for the Handicapped (GHH): A dwelling shared as a primary residence by handicapped persons living together as a single housekeeping unit, in which staff persons may provide on-site care, training, or support. Group Homes for the Handicapped shall not include nursing homes, boarding houses, personal care homes, recovery homes, other kinds of group homes, foster homes or homes for the developmentally disabled. GHH or service provided therein shall be licensed and certified, as may be required by the applicable federal, state, or county agency.

Residence, Assisted Living: A residential care institution intended for occupancy by persons of advanced age or limited ability for self-care, which may provide food, transportation, recreation, or other services to the residents thereof, and which is licensed by the Arizona Department of Health Services to perform supervisory care, personal care, or custodial care services. The term shall include boarding houses, dormitories, apartments, and similar multiple-residence living arrangements when operated as an assisted living facility as defined herein, but shall not include group homes for the handicapped, adult care homes, nursing homes, hospitals, or hotels.

Residence, Multiple: Two or more primary dwelling units on a single lot. Types of multiple residence dwellings include duplexes, garden apartments, and multi-story apartment buildings.

Residence, Single: A dwelling unit designed for occupancy by one household, and located on a separate lot from any other unit (except accessory dwelling units, where permitted).

Attached: A single residence dwelling unit, located singly on a lot, but attached through common vertical walls to one or more dwellings on abutting lots. An attached single residence dwelling unit is sometimes referred to as a “townhome” or a “rowhouse.”

Casita: A secondary living quarters, attached or detached from the primary dwelling, located on a single residence lot when authorized as described in Chapter 8 , which may or may not have a second kitchen, and may function independently of the primary dwelling by means of separate access.

Detached: A single residence dwelling unit that is not attached to any other dwelling unit (except secondary living quarters, where permitted).

Day Care Group Home: A facility, the primary use of which is a residence, in which care of no more than 5 children through the age of 12 years is regularly provided for compensation for periods of less than 24 hours per day.

Responsible Party: A person who knows or has reason to know of the existence of any violation of this chapter on that person’s property or property which that person occupies or controls, in whole or in part, including but not limited to an owner, occupant, lessor, lessee, manager, managing agent, licensee or any person who has legal care or control of the property.

Retail Sales Use Definitions

General Retail: The retail sale or rental of merchandise not specifically listed under another use classification. This classification includes department stores, clothing stores, furniture stores, pet supply stores, small hardware stores (with 25,000 square feet or less of floor area), and businesses retailing the following goods: toys, hobby materials, handcrafted items, jewelry, cameras, photographic supplies and services (including portraiture and retail photo processing), medical supplies and equipment, pharmacies, electronic equipment, records, sporting goods, kitchen utensils, hardware, appliances, antiques, art galleries, art supplies and services, paint and wallpaper, carpeting and floor covering, office supplies, bicycles, video rental, and new automotive parts and accessories (excluding vehicle service and installation). Retail sales may be combined with other services such as office machine, computer, electronics, and similar small-item repairs. This classification includes secondhand and wholesale stores.

Large Format Retail: General retail activities as described above taking place within a store in excess of 25,000 square feet.

Neighborhood Retail: Retail sales located in a Residence Land Use Group or as an accessory use within a Community Center, Recreation Center, or park as allowed by Chapter 7.

Temporary Retail: Peddling, vending, selling, serving, displaying, offering for sale, or giving away goods, wares, merchandise, or services from a Pop-Up Retail location, Roadside Stand, Kiosk or other temporary or portable display, structure, or enclosure.

Pop-Up Retail: A location that allows for the temporary sale of goods or offering of services from a permanent or temporary structure, building, or enclosure or from a motorized or non-motorized vehicle or trailer.

Roadside Stand: A stand or enclosure that allows for the sale of goods on property alongside a public or private roadway for the display and sales of goods and services.

Kiosk: A stand-alone structure or cart for the display or limited sales of goods and services.

Roof Area: That portion of a lot or parcel covered by the roof structure of all buildings, excluding the eaves and overhangs, but including covered porches, patios and carports.

Roof Profile: shape or form of the roof above residential dwelling units, such as gable, gambrel, hip, mansard, parapet, pitched and shed.

Room, Habitable: An enclosing subdivision in a building commonly used for sleeping, living, cooking or dining purposes, excluding closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage space, cellars, utility rooms, and similar spaces.

S

Schools, Public or Private: Facilities for primary or secondary education, including public schools, charter schools, and private institutions having curricula of general academic education consistent with the academic requirements of the State of Arizona, including kindergarten, elementary, junior high school, and high school, including accessory facilities traditionally associated with schools, such as athletic stadia, cafeterias and libraries.

Screening: A wall, fence, hedge, informal planting, or berm, provided for the purpose of buffering a building or activity from neighboring areas or from the street.

Section: A section of this Community Plan, unless some other ordinance or statute is mentioned.

Setback: The area between a lot line and a building or structure which must be kept clear or open.

Sidewalk: A paved, surfaced, or leveled area used as a pedestrian walkway.

Sign Related Definitions: See the City of Mesa Zoning Ordinance Chapter 41

Special Event: A temporary use in all LUGs which:

1. Is intended for purposes of entertainment, education, commercial promotion, or cultural, religious, ethnic, or political expression; and
2. Is conducted on public or private property on a site or in an area which may not be specifically zoned, authorized, or otherwise approved for such use on a permanent basis; and
3. Is carried on in a temporary structure or outside; and
4. May occur in conjunction with an existing permitted use or as a separate activity; and
5. Includes parades, sporting events, circuses, fairs, carnivals, festivals, religious revivals, political rallies, vehicle shows and displays, and similar recognized temporary activities.
6. Shall not include wedding and funeral ceremonies, holiday boutiques, elections, private yard sales, Christmas tree and pumpkin sales lots, and charity car washes.

Stand: A structure for the display and sale of products with no space for customers within the structure itself.

Story: Is that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the roof above. "Story" includes a basement, but not a cellar.

Street-related definitions:

Freeway: A restricted access highway.

Highway: Includes any expressway, freeway, or parkway.

Parkway: A tract of land adjacent to the right-of-way that may be used for landscaping, utilities, sidewalks or other similar uses.

Right-of-way: A strip of land intended to be used as a road, railroad, electric transmission line, oil or gas pipeline, water line, sanitary storm sewer or other similar use.

Road: An open way used for the passage of vehicles, and includes alleys, streets and highways.

Street: Any public street, avenue, boulevard, road, lane, parkway, place, viaduct, easement for access, or other way which is an existing state, county, or municipal roadway; or a street or way shown in a plat heretofore approved pursuant to law or approved by official action; or a street or way in a plat duly filed and recorded in the Maricopa County Recorder's Office. A street includes the land between the right-of-way lines, whether improved or unimproved, and may be comprised of pavement shoulders, curbs, gutter, sidewalks, parking areas, and landscape areas.

Street Frontage: The lineal width of a street along the front of a lot or parcel.

Street, Arterial: A general term including section line and major streets and state or county highways providing a system for citywide through traffic movement.

Street, Collector: Provides the traffic movement within neighborhoods of the City, between major streets and local streets, and for direct access to abutting property.

Street, Cul-de-Sac: A short local street permanently terminated in a vehicular turnaround; provides direct access to a limited number of adjacent properties.

Street, Frontage: A local street parallel and adjacent to an arterial route which intercepts minor residential streets and controls access to an arterial route.

Street, Half: Any street improved to a width of less than 34 feet or with concrete curb and sidewalk on only one (1) side of said street.

Street, Local: Provides for direct access to residential, commercial, industrial, or other abutting land; primarily for local traffic movements with connections to collector and/or major streets.

Street, Private: Real property recorded as improved roadway for pedestrian and motor vehicle traffic, constructed and maintained by private parties.

Street, Public: Real property dedicated for, and recorded as, public right-of-way for pedestrian and motor vehicle traffic, having a minimum width of 30 feet. The term shall not include public right-of-way designated for limited access freeways or public alleys.

Structural Alteration: Any change of the supporting members of a building, such as bearing walls, columns, beams or girders, floor joists, ceiling joists, or roof rafters.

Structure: Anything constructed or erected which requires a fixed location on the ground, or is attached to something having a fixed location on the ground.

Swap Meets (Flea Markets): Occasional or periodic commercial activities held in an open area where: 1) groups of sellers rent space to display, barter or sell goods to the public; and/or 2) one or more sellers bring goods for auction to the public. A swap meet is composed of semi-enclosed or outdoor stalls, stands or spaces, and is distinguished from a farmer's market or craft fair in that the principal items sold, displayed or bartered at a swap meet are not fresh produce items, art items or handicrafts.

Swimming Pool: A contained body of water used for bathing or swimming purposes either above or below ground level with the container being 18 or more inches in depth at any point, and/or wider than 8 feet at any point measured on the long axis.

T

Tandem Parking: The placement of parking spaces one behind the other, or "end-to-end", such that the second space furthest from the access drive is accessed only by crossing the first space nearest the access drive.

Telecommunication Facilities Use Definitions

Antenna and Transmission Towers. Broadcasting and other communication services accomplished through electronic or telephonic mechanisms, as well as structures designed to support one (1) or more reception/transmission systems. Examples of transmission towers include, but shall not be limited to, radio towers, television towers, telephone exchange/microwave relay towers, and cellular telephone transmission/personal communications systems towers.

Facilities within Buildings. Includes radio, television, or recording studios; telephone switching centers; excludes Antennae and Transmission Towers.

For **Telecommunication Related Definitions**, see the City of Mesa Zoning Ordinance Chapter 87.

Theater: An enclosed building used for public assembly and/or entertainment, including sports events, theatrical performances, concerts and recitals, circuses, stock shows and conventions. "Theater" includes auditoriums.

Trade Schools, Commercial: see "Colleges and Trade Schools Use Definitions"

Transparent or non-opaque: Any surface, screen, window, wall, or other structural element through which objects can be clearly seen by the human eye.

Transportation Passenger Terminals. Facilities for passenger transportation operations. This classification includes rail stations, bus terminals, and scenic and sightseeing facilities, but does not include airports or heliports.

U

Usable Outdoor Open Space: see “Open Space, Usable Outdoor”

Use Related Definitions

Use: Includes construction, establishment, maintenance, alteration, moving onto, enlargement and occupation. Wherever this title prohibits the “use” of any premises for any purposes, such premises and any building, structure or improvement on such premises shall not be used, occupied, altered or improved for such purpose, and no building, structure or improvement on such premises shall be erected, constructed, established, maintained, allowed to remain, altered, moved onto or enlarged which is designed, arranged or intended to be occupied or used for such purpose.

Use, Accessory: A use customarily incidental to, related and clearly subordinate to a principal use established on the same lot or parcel of land, which accessory use does not alter said principal use nor serve property other than the lot or parcel of land on which the principal use is located. “Appurtenant Use” means the same as Accessory Use.

Use, Condition of: A development standard determined to be necessary to permit harmonious classification of a use as listed in a LUG and therefore a prerequisite to place, or for application to place, such use as classified.

Use, Conditional: Any use allowed in a LUG, pursuant to Chapters 7 or 8, without a requirement for approval of a discretionary use permit, but subject to any restrictions applicable to that LUG. and additional standards in Chapter 9.

Use, Illegal: Any use of land or building that does not have the currently required permits and/or was originally constructed and/or established without permits required for the use at the time it was brought into existence.

Use, Permitted: Any use allowed in a LUG, pursuant to Chapters 8 or 9, without a requirement for approval of a discretionary use permit, but subject to any restrictions applicable to that LUG.

Use, Principal: A primary or dominant use established, or proposed to be established, on a lot or parcel of land.

Use, Prohibited: Any use not specifically listed, or analogous to a use listed as allowed in a LUG pursuant to Chapters 8 or 9 of this Community Plan.

Use, Temporary: A use of land that is designed, operated and occupies a site for a limited time, typically less than twenty four months.

Utilities, Major: Generating plants, electric substations, solid waste collection, including transfer stations and materials recovery (recycling processing) facilities, solid waste treatment and disposal, water or wastewater treatment plants, and similar facilities of public agencies or public utilities.

Utilities, Minor: Facilities necessary to support established uses involving only minor structures, such as electrical distribution lines, electric vehicle charging stations, reverse vending machines and underground water and sewer lines.

V

Visible: Capable of being seen (whether or not legible) by a person of normal height and visual acuity.

W

Warehousing and Storage Use Definitions

Outdoor Storage: Storage of vehicles or commercial goods (other than construction materials) in open lots.

Mini-Storage: Facilities offering storage for individual use. An on-site residence may be present for use by the site manager and family.

Wheel Stop: A physical barrier sufficient in size to prevent the movement of automobiles or other vehicles over or past such barrier.

Wholesale: Establishments engaged in the distribution and sale of items for resale by retail stores, or bulk sale of goods to other professional business, industrial, or institutional users. Such activities are characterized through sales of items in large or gross quantities and not as individual items, and such establishments are typically not open to the general public for the purpose of offering items for individual sale or consumption of goods.

Wild Animal: Any wild, exotic, dangerous or nondomestic animal, including but not limited to mammals, fowl, fish or reptiles.

X-Y-Z

Yard-related definitions:

Yard: The area on a lot or parcel of land, unoccupied and unobstructed from the ground upward, as required pursuant to Chapter 7.4 or Chapter 8.4 of this Community Plan unless otherwise permitted.

Yard, Front: A yard extending across the full width of the lot or parcel of land whose depth is measured from the front lot line or as otherwise required within this Community Plan. On corner lots, the front yard shall be located across the narrower frontage of the lot.

Yard, Corner Side: A yard bounded by a highway, street, extending from the required front yard, or the front lot line on which the property fronts where no front yard is required, to the required rear yard or to the rear lot line where no rear yard is required.

Yard, Interior Side: A yard extending from the required front yard, or the front lot line where no front yard is required, to the required rear yard or to the rear lot line where no rear yard is required on other than a corner side yard.

Yard, Rear: A yard extending across the full width of the lot or parcel of land whose depth is measured from the rear lot line or as otherwise required within this Community Plan.

Chapter 19. Appendix

- 19.1. Avalon Crossing Legal Description**
- 19.2. Sample Neighborhood Notification Letter**
- 19.3. Sample Avigation Easement**
- 19.4. Sample Development Parcel Allocation Tracking Sheet**
- 19.5. Master Transportation Impact Analysis**
- 19.6. Master Drainage Study**
- 19.7. Master Water Report**
- 19.8. Master Wastewater Report**

Appendix 19.4**Sample Development Parcel Allocation Tracking Sheet**

Development Parcel Allocation Tracking Sheet

DU	Parcel	Unit #
DU1	A	#
DU1	B	#
DU2	C	#
DU2	D	#
DU2	E	#
DU2	F	#
Total		#

March 16, 2022

Avalon Crossing Notch Parcel

City of Mesa, Arizona

Citizen Participation Plan

Related to:
A Major Amendment to the Community Plan, and
A Major Amendment to the Development Unit Plan
for Development Unit 2 of the
Avalon Crossing Project

Developer:
Pacific Proving, L.L.C.
2801 E. Camelback Rd., Suite 450
Phoenix, AZ 85016
Attn: Mr. Andrew Cohn
602-268-8181
andrew@levineinvestments.com

Planning/Civil Engineering Consultant:
Coe & Van Loo Consultants, Inc.
4550 North 12th Street
Phoenix, Arizona 85014-4291
Attn: Chris Lindahl
602-285-4710
clindahl@cvlc.com



Citizen Participation Plan

Related to:

A Major Amendment to the Community Plan, and
A Major Amendment to the Development Unit Plan
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for

Avalon Crossing

Notch Parcel

City of Mesa, AZ

March 16, 2022

Developer

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2. Stakeholders and Parties Affected by this Application.....	2
3. Neighborhood Notification	2
4. Response Procedure	3
5. Status Procedure.....	3
6. Conclusion	4

Exhibits

Vicinity Map	Exhibit A
CPP Notification Letter.....	Exhibit B
CPP 750' Notification Boundary Exhibit	Exhibit C
CPP 750' Notification Mailing List.....	Exhibit D
Preliminary Site Plan	Exhibit E

1. Project Introduction:

This Citizen Participation Plan is included in conjunction with the Major Amendment to the Community Plan and Major Amendment to the Development Unit Plan (DUP) for Development Unit 2 (DU 2), of the Avalon Crossing project. These Major Amendments are needed due to the proposed addition of the Notch Parcel to the overall Avalon Crossing project, which totals 140.61 net acres. The overall goal of this project is to develop a residential subdivision project consisting of 6 distinct land parcels (Parcels D-G) containing 5 types of homes, centralized open space, interconnected trail system and other amenities. The subject parcel will be located within Parcel G. The project is located along the south side of Williams Field Road approximately 1000' west of Crismon Road in Mesa Arizona. (See Exhibit A - Vicinity Map). The name of this proposed development is "Avalon Crossing Notch Parcel". (See Exhibit E – Preliminary Site Plan).

2. Stakeholders & Parties Affected by this Application:

The stakeholders and other parties most likely to be affected by the proposed Major Amendment to the Avalon Crossing Community Plan and Major Amendment to the DUP for Avalon Crossing DU 2, which are required to add the Notch Parcel to the overall Avalon Crossing project, includes:

- All property owners within 750' of the subject property (or within 1000' if requested by the City of Mesa). (See Exhibit C – 750' CPP Notification Boundary Exhibit),
- Neighborhood Home Owners Associations, other property owners associations or groups in the vicinity of the subject property, as identified by City of Mesa Staff, as having an interest in the subject property or immediate area,
- Any other interested persons or parties having an interest in the property, as identified by the City of Mesa Staff.

3. Neighborhood Notification:

With the substantial completion (approval pending) of the Major Amendment to the Avalon Crossing Community Plan and the Amended DUP for DU 2, and notification to proceed by the City of Mesa's Planning Staff, the Applicant has commenced with the following initial citizen notification steps for this property:

- Forward project notification letters via first-class U.S. Mail to all property owners within 750' of the subject property, as well as any other interested persons, parties, and / or interested neighborhood groups as identified by City of Mesa Staff. (See Exhibit D – List of Persons and Addresses within 750' of the Project). The City of Mesa Development Services Staff will also be notified of this project. Notification includes information regarding the description of the proposed project, and the name and contact information of the applicant, and an invitation to submit pertinent comments regarding the intent of the project and its overall design. (See Exhibit B – CPP Notification Letter).
- Post a project notification sign will be installed in a clearly visible and conspicuous location, which will contain a description of the project and contact information for the applicant. A timeframe for inquiry regarding this project is also clearly provided.

Details of any correspondence from interested parties will be documented and maintained, including the names and addresses of all inquiries as well as comments made by participants and responses offered to these comments by the applicant.

As necessary, a follow-up correspondence will be initiated as directed by City Staff, which may include a neighborhood meeting or meetings with individuals or small groups as required. Details of these meetings will also be recorded and forwarded to City Staff.

4. Response Procedure:

Throughout the entitlement process, should any additional comments be received on this application, the applicant will meet with and work with any groups, interested parties, and/or individuals to discuss the proposed development and to work to mitigate any concerns. Meetings with any interested party, group, or individual will, to the extent possible, be scheduled at a date, time and location (and method) as requested by the interested party.

Additionally, the applicant will work closely with the City of Mesa Planning Department to ensure that the proposed development is in conformance with their requirements.

From these meetings and discussions, as well as any other comments provided by other interested parties and/or City of Mesa, the related zoning request will be amended to the extent possible to address any comments / concerns that are made.

5. Status Procedure:

The applicant recognizes that it is to our benefit to keep City of Mesa Planning Department staff apprised of the notification efforts that occur and any responses received by any interested party. Therefore, in addition to preparing and providing the Citizen Participation Results Report noted above, the Applicant will keep staff apprised of meetings and discussions through periodic correspondence, including letters and / or e-mails, as well as phone calls with interested members of the public. Additional notices of status changes will occur as necessary and/or requested by City of Mesa.

6. Conclusion

The proposed amendment to the DUP for the Avalon Crossing DU 2 Project, to include the Notch Parcel, is very well suited for the project site and the surrounding area. The proposed amendment to the Avalon Crossing Community Plan and the proposed amendment to the DUP for DU 2 is consistent with the City's General Plan, and once approved will be in conformance with the Community Plan for the overall project. The project as proposed has not received any negative feedback from area residents, businesses, or land owners thus far. The design and development team believes this project will add to the synergy of development already at work in the area, and will serve as a catalyst for the further development of surrounding parcels and within this part of the City of Mesa.

May 17, 2022

Avalon Crossing

City of Mesa, Arizona

Final Citizen Participation Report

Related to:
Avalon Crossing – Community Plan
(ZON22-00023)

Developer:
Pacific Proving, L.L.C.
2801 E. Camelback Rd., Suite 450
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Attn: Mr. Andrew Cohn
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Coe & Van Loo Consultants, Inc.
4550 North 12th Street
Phoenix, Arizona 85014-4291
Attn: Curt Johnson
602-285-4908
cjohnson@cvlc.com



Final Citizen Participation Report

Related to:
Avalon Crossing - Community Plan (ZON22-00023)

for

Avalon Crossing

City of Mesa, Arizona

May 17, 2022

Developer

Pacific Proving, L.L.C.
2801 East Camelback Road, Suite 450
Phoenix, AZ 85016
Contact: Andrew Cohn
602-268-8181
andrew@levineinvestments.

**Planning/Civil Engineering
Consultant**

Coe & Van Loo Consultants, Inc.
4550 North 12th Street
Phoenix, Arizona 85014-4291
Attn: Curt Johnson
602-285-4708
cjohnson@cvtci.com

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1. Project Introduction:

This Final Citizen Participation Report covers the citizen outreach efforts for Avalon Crossing - Community Plan (ZON22-00023) which requests a Major Modification to the Avalon Crossing Planned Community District Community Plan generally located near the southwest corner of Williams Field Road & 222nd Street in the City of Mesa.

The project encompasses approximately 1.51 gross acres of land surrounded on three sides by the overall Avalon Crossing project site, which is located south of Williams Field Road, east of Crimson Road, west of 222nd Street, and is bound by the future SR 24 alignment to the south. This request is for development of a single residence development. (Refer to Exhibit A, Conceptual Land Use Plan).

2. Stakeholders & Parties Affected by this Application:

The stakeholders and other parties determined the most likely to be affected by this request for the subject property included:

- Citizen Participation contacts: All property owners within 1,000' of the subject property. (Refer to Exhibits B and C, Citizen Participation: Buffer Map and Ownership List).
- Property Owner Notification contacts: All property owners within 500' of the subject property. (Refer to Exhibits D and E, Property Owner Notification: Buffer Map and Ownership List).
- Neighborhood Home Owners Associations, other property owners associations or groups in the vicinity of the subject property, as identified by City of Mesa Staff, as having an interest in the subject property or immediate area,
- Any other interested persons or parties having an interest in the property, as identified by the City of Mesa Staff.

3. Neighborhood Notification:

The Applicant completed the following citizen notification steps for this project:

- Mailed project notification letters on May 17, 2022 via first-class U.S. Mail to all property owners within 500' of the subject property, as well as any other interested persons, parties, and / or interested neighborhood groups as identified by City of Mesa Staff. (Refer to Exhibit F, Property Owner Notification: Mailing Labels).
- City of Mesa staff was included in the mailing. (Refer to Exhibit F, Property Owner Notification: Mailing Labels).
- Notification included information regarding the description of the proposed project, and the name and contact information of the applicant, and included an invitation to submit pertinent comments regarding the intent of the project and its overall design. (Refer to Exhibit G, Notification Letter).
- Two (2) project notification signs were posted by May 24, 2022 in clearly visible and conspicuous locations that were approved by staff. These signs contained a description of the project and contact information for the applicant. A timeframe for inquiry regarding this project was also clearly provided. (Refer to Exhibit H, Sign Photos and Affidavit).

4. Response Procedure:

The Applicant received no correspondence from the above-mentioned outreach efforts. As such, no further communication was made. No meetings with individuals or small groups were requested or required.

The applicant has developed and completed this Final Citizens Participation Report in conformance with City of Mesa requirements and the Citizens Participation Plan for this project.

Throughout the remainder of this process, should any additional comments be received on this application, the Applicant will work with any interested parties or groups to discuss the proposed development and to work closely with City of Mesa Staff to help mitigate any concerns raised.

5. Status Procedure:

The development team has kept City of Mesa Planning Department staff apprised of the notification efforts for this project. The Applicant has received no responses as a part of the above-mentioned outreach efforts.

6. Conclusion

The Avalon Crossing project as proposed is very well suited for the project site and the surrounding area. The proposed Community Plan is consistent with the City's General Plan, and the approvals for the overall project. The project as proposed did not received any negative feedback from area residents, businesses, or land owners. The development team believes that this project will add to the synergy of development already at work in the area, and respectfully requests City Staff support as we complete the land entitlement process.



EXHIBIT A

Conceptual Land Use Plan

AVALON CROSSING

DEVELOPMENT UNIT PLAN FOR AMENDED DU2

Conceptual Land Use Plan

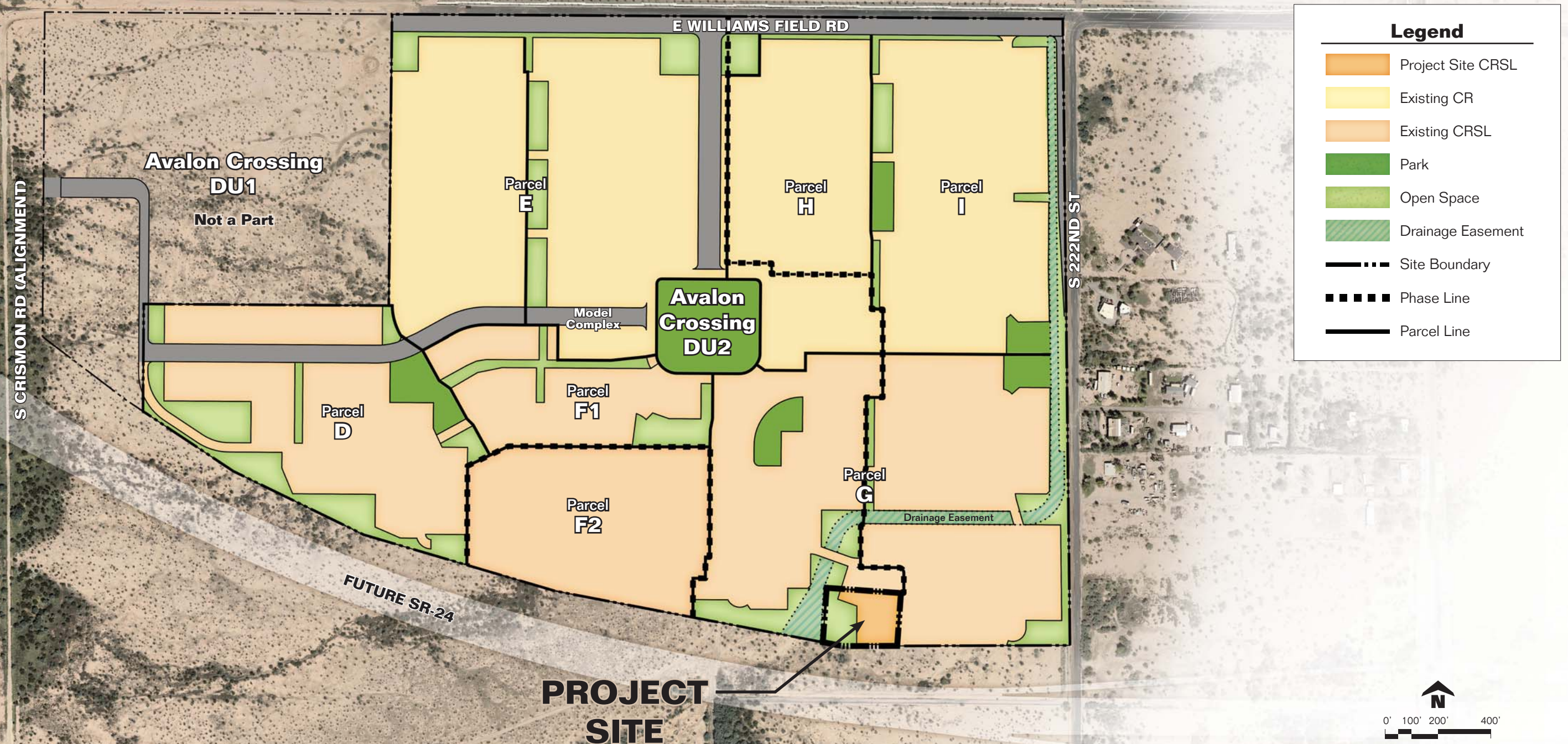




EXHIBIT B

Citizen Participation: Buffer Map

Intersection of Williams Field Road
& 222nd Street

1,000' Buffer

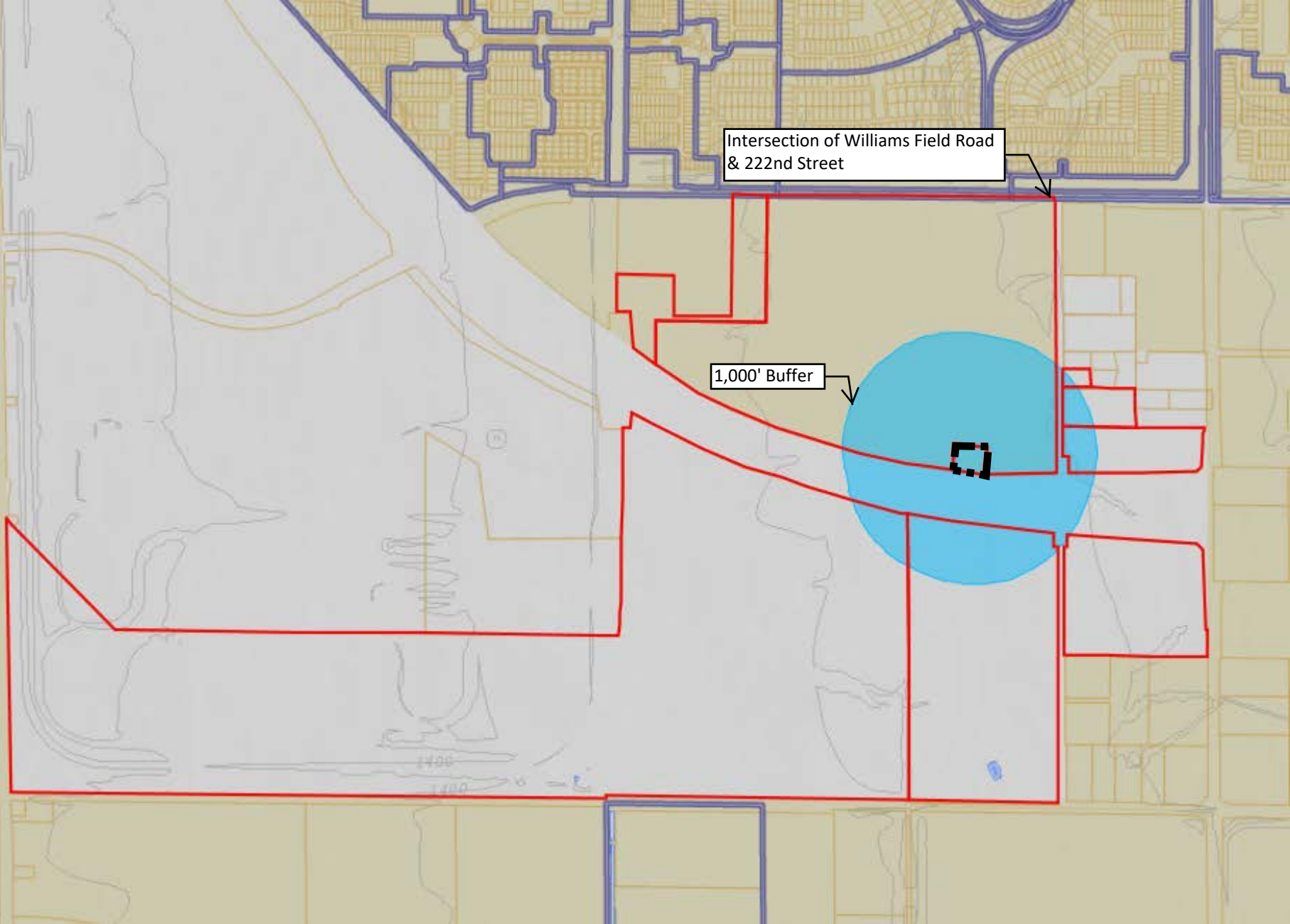




EXHIBIT C

Citizen Participation: Ownership List

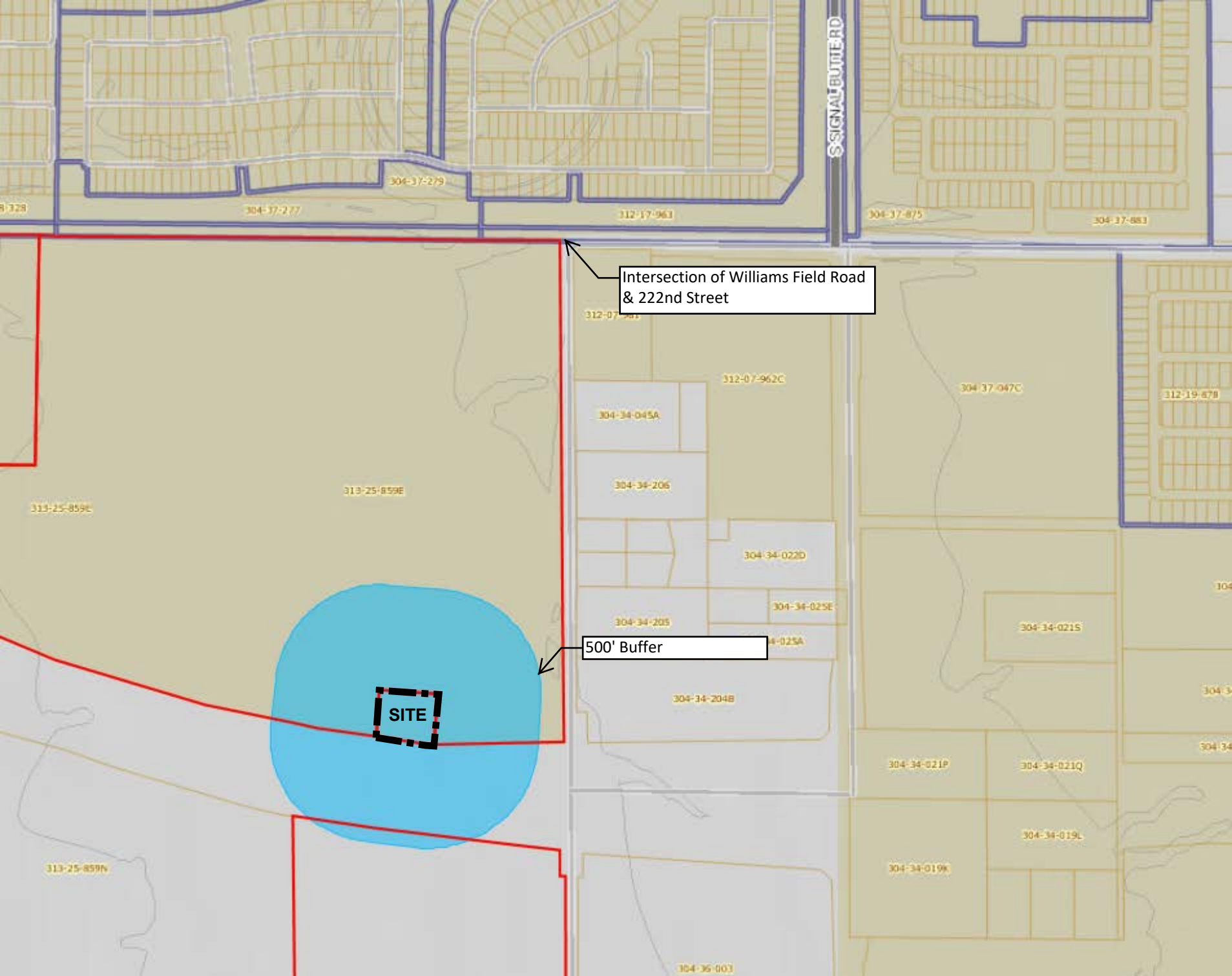
Avalon Crossing (ZON22-00023)**1,000' Ownership List**

Owner	Address	City	State	Zip
AMAZON US REAL ESTATE LLC	PO BOX 80416	SEATTLE	WA	98108
SINCLAIR KATHY	16015 S 222ND ST	QUEEN CREEK	AZ	85242
SR24 STORAGE LLC	1129 S OAKLAND STE 101	MESA	AZ	85206-2684
LIBBEY JOSEPH H/WILLIE M	16025 S 222ND ST	QUEEN CREEK	AZ	85242
HORNE REAL ESTATE INVESTMENTS LLC	1465 E MOTORPLEX LOOP STE 200	GILBERT	AZ	85297
SHEA HOMES LIMITED PARTNERSHIP	8800 N GAINES CENTER DR STE 350	SCOTTSDALE	AZ	85258
PACIFIC PROVING LLC	2801 E. CAMELBACK ROAD STE 450	PHOENIX	AZ	85016
PACIFIC PROVING LLC	2801 E. CAMELBACK ROAD STE 450	PHOENIX	AZ	85016



EXHIBIT D

**Property Owner
Notification: Buffer Map**



Intersection of Williams Field Road
& 222nd Street

500' Buffer

SITE



EXHIBIT E

Property Owner Notification: Ownership List

Avalon Crossing (ZON22-00023)

500' Mailing List

Owner	Address	City	State	Zip
AMAZON US REAL ESTATE LLC	PO BOX 80416	SEATTLE	WA	98108
SHEA HOMES LIMITED PARTNERSHIP	8800 N GAINES CENTER DR STE 350	SCOTTSDALE	AZ	85258
PACIFIC PROVING LLC	2801 E. CAMELBACK ROAD STE 450	PHOENIX	AZ	85016



EXHIBIT F

**Property Owner
Notification: Mailing Labels**

AMAZON US REAL ESTATE LLC
PO BOX 80416
SEATTLE, WA 98108

SHEA HOMES LIMITED
PARTNERSHIP
8800 N GAINES CENTER DR STE
350
SCOTTSDALE, AZ 85258

PACIFIC PROVING LLC
2801 E. CAMELBACK ROAD STE 450
PHOENIX, AZ 85016

Josh Grandlienard
Planning Division
City of Mesa
P.O. Box 1466
Mesa, AZ 85211-1466



EXHIBIT G

Notification Letter

May 17, 2022

Avalon Crossing - Development Unit Plan 2 (ZON22-00023) - Public Hearing Notification

Dear Neighbor,

We have applied for a Major Modification to the Avalon Crossing Planned Community District Community Plan generally located near the southwest corner of Williams Field Road & 222nd Street in the City of Mesa. This request is for development of a single residence development. The case number assigned to this project is ZON22-00023.

This letter is being sent to all property owners within 500 feet of the property at the request of the City of Mesa Planning Division. Enclosed for your review is a copy of the conceptual land use plan for the community. If you have any questions regarding this proposal, please call me at 602-285-4765 or e-mail me at jvermillion@cvlci.com.

This application will be scheduled for consideration by the Mesa Planning and Zoning Board at their meeting held on June 8, 2022 in the City Council Chambers located at 57 East First Street. The meeting will begin at 4:00 p.m. You are invited to attend this meeting and provide any input you may have regarding this proposal.

The public can attend the meeting either in-person or electronically and telephonically. The live meeting may be watched on local cable Mesa channel 11, online at Mesa11.com/live or www.youtube.com/user/cityofmesa11/live, or listened to by calling 888-788-0099 or 877-853-5247 (toll free) using meeting ID 530 123 2921 and following the prompts. If you want to provide a written comment or speak telephonically at the meeting, please submit an online comment card at <https://www.mesaaz.gov/government/advisory-boards-committees/planning-zoning-board/online-meeting-comment-card> at least 1 hour prior to the start of the meeting. If you want to speak at the meeting, you will need to indicate on the comment card that you would like to speak during the meeting, and you will need to call 888-788-0099 or 877-853-5247 (toll free) using meeting ID 530 123 2921 and following the prompts, prior to the start of the meeting. You will be able to listen to the meeting; and when the item you have indicated that you want to speak on is before the Board, your line will be taken off mute and you will be given an opportunity to speak. For help with the online comment card, or for any other technical difficulties, please call 480-644-2099.

The City of Mesa has assigned this case to Josh Grandlienard of their Planning Division staff. He can be reached at 480-644-4691 or Joshua.Grandlienard@MesaAZ.gov, should you have any questions regarding the public hearing process. If you have sold this property in the interim, please forward this correspondence to the new owner.

Sincerely,



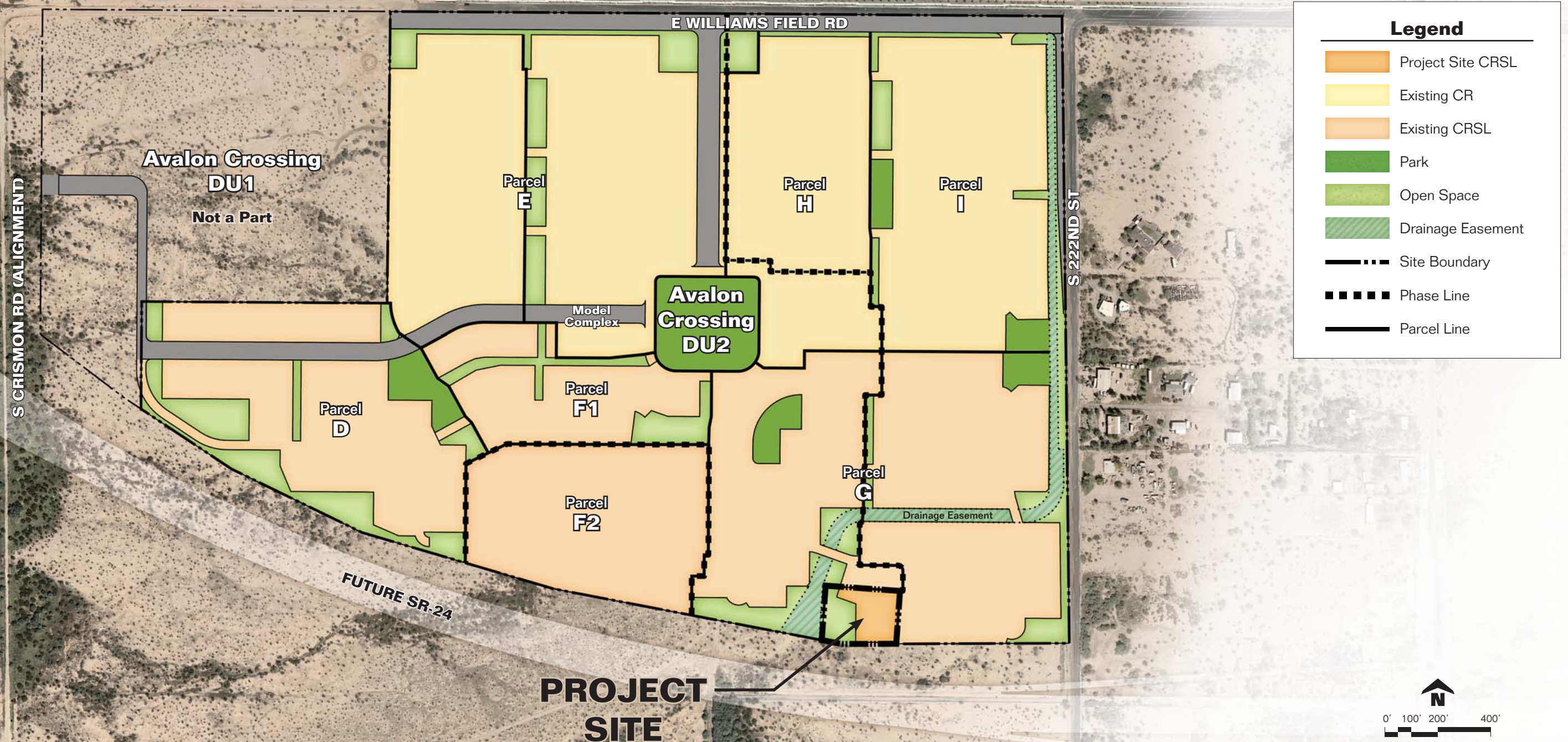
Julie Vermillion
Assistant Project Manager, CVL Consultants
4550 North 12 Street, Phoenix, Arizona 85014
Phone: 602-285-4765 | Email: jvermillion@cvlci.com

Attachments: Proposed Development Unit Plan, Conceptual Land Use Plan, Neighborhood Characteristics

AVALON CROSSING

DEVELOPMENT UNIT PLAN FOR AMENDED DU2

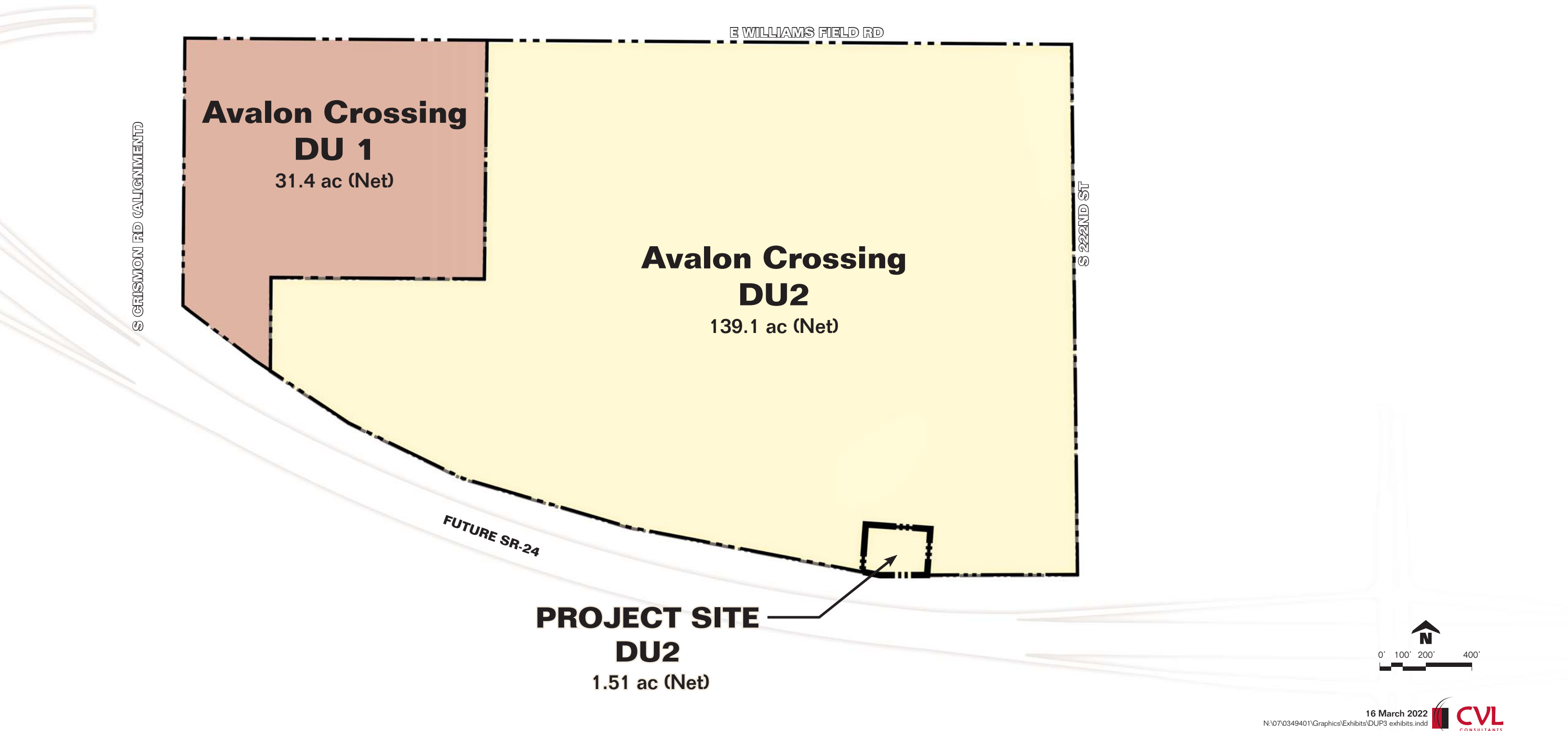
Conceptual Land Use Plan



AVALON CROSSING

DEVELOPMENT UNIT PLAN FOR AMENDED DU2

Proposed Development Unit Plan





AVALON CROSSING

DEVELOPMENT UNIT PLAN

16 March 2022

Neighborhood Characteristics





EXHIBIT H

Sign Photos and Affidavit

City of Mesa Planning Division

AFFIDAVIT OF PUBLIC POSTING

Date: 05/23/22

I, Meghan Liggett, being the owner or authorized agent for the zoning case below, do hereby affirm that I have posted the property related to case # ZON22-00023, on SWC Williams Field & 222nd St. The posting was in one place with one notice for each quarter mile of frontage along perimeter right-of-way so that the notices were visible from the nearest public right-of-way.

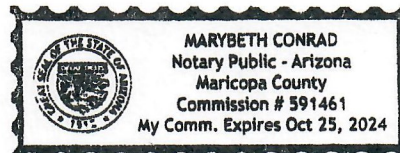
SUBMIT PHOTOGRAPHS OF THE POSTINGS MOUNTED ON AN 8.5" BY 11" SHEET OF PAPER WITH THIS AFFIDAVIT.

Applicant's/Representative's signature:

Meghan Liggett

SUBSCRIBED AND SWORN before me on 05/23/22

Marybeth Conrad
Notary Public



CITY OF MESA
PUBLIC NOTICE
ZONING HEARING

PLANNING & ZONING BOARD
57 EAST FIRST STREET
MESA, ARIZONA

TIME: 4:00 PM DATE: June 8, 2022

CASE: ZON22-00023

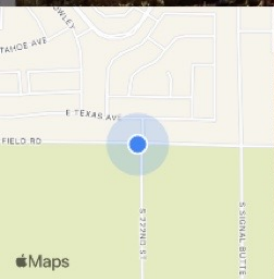
REQUEST: Major Modification to
the Avalon Crossing Planned Community
District Community Plan. This request
will allow for a single residence development.

APPLICANT: Julie Vermillion

PHONE: 602-285-4765

Planning Division 480-644-2385

Posting date: 5/23/2022



Williams Field Rd
Mesa AZ 85212

+33.306509,-111.605109

Monday, May 23, 2022 at 6:27:49 AM

CITY OF MESA
PUBLIC NOTICE
ZONING HEARING

PLANNING & ZONING BOARD
57 EAST FIRST STREET
MESA, ARIZONA

TIME: 4:00 PM DATE: June 8, 2022

CASE: ZON22-00023

REQUEST: Major Modification to
the Avalon Crossing Planned Community
District Community Plan. This request
will allow for a single residence development.

APPLICANT: Julie Vermillion

PHONE: 602-285-4765

Planning Division 480-644-2385

Posting date: 5/23/2022

Williams Field Rd
Mesa AZ 85212

+33.306515,-111.610315

Monday, May 23, 2022 at 6:04:23 AM

