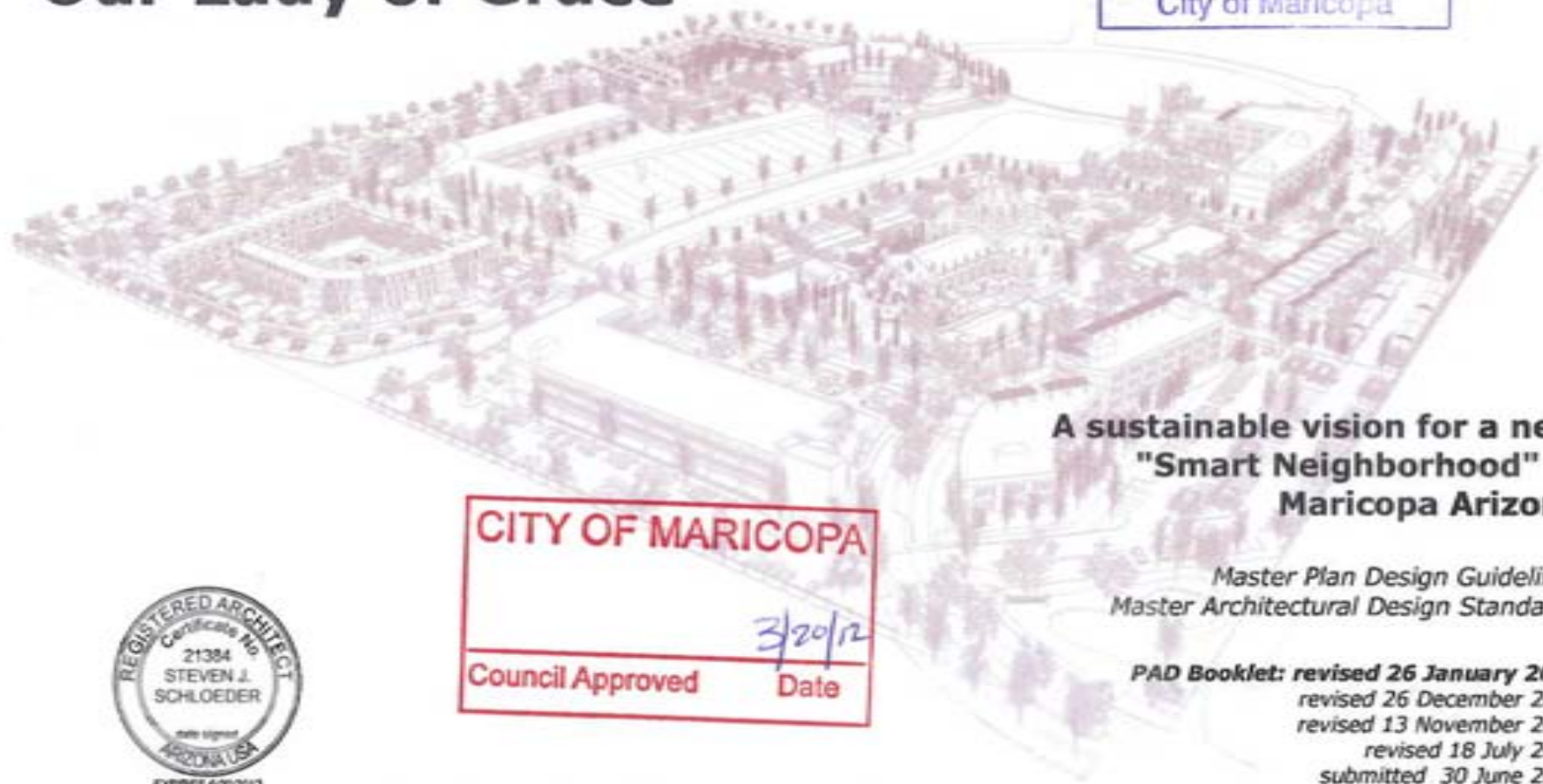


A PLANNED AREA DEVELOPMENT for **Our Lady of Grace**



**A sustainable vision for a new
"Smart Neighborhood" in
Maricopa Arizona**

*Master Plan Design Guidelines
Master Architectural Design Standards*

PAD Booklet: revised 26 January 2012
revised 26 December 2011
revised 13 November 2011
revised 18 July 2011
submitted 30 June 2011



Our Lady of Grace Planned Area Development P&Z #11-01

Maricopa Arizona

LITURGICAL ENVIRONS PC | 9402 SOUTH 47TH PLACE | PHOENIX ARIZONA 85044 | T. 480.783.8787

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DEVELOPMENT TEAM

Owner:	OUR LADY OF GRACE ROMAN CATHOLIC CHURCH The Rev. Marcos Velasquez 45295 West Honeycutt Ave. Maricopa AZ 85139 t. 520.226.9881
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Traffic:	JMO TRAFFIC TECHNOLOGIES LLP Lowell O'Grady, PE PO Box 21152 Phoenix AZ 85036 t. 602.403.5190
Landscape:	THE CAMPBELL COLLABORATIVE Donald R. Campbell, RLA 111 East Dunlap - Suite 1-278 Phoenix AZ 85020 t. 602.266.1644

UTILITY AND SERVICE PROVIDERS

Electrical:	ELECTRICAL DISTRICT #3
Natural Gas:	SOUTHWEST GAS CORPORATION
Potable Water:	SANTA CRUZ WATER COMPANY LLC
Solid Waste:	<i>Local Providers - TBD</i>
Sewer:	PALO VERDE UTILITY COMPANY LLC
Telephone:	QWEST TELEPHONE COMPANY
Cable TV:	ORBITEL
Police:	CITY OF MARICOPA POLICE DEPARTMENT
Fire:	CITY OF MARICOPA FIRE DEPARTMENT
Schools:	MARICOPA UNIFIED SCHOOL DISTRICT

The Roman Catholic Parish of Our Lady of Grace in Maricopa Arizona ("Owner") is proposing to develop this 34.11 acre parcel as part of a Planned Area Development. While following the existing pattern of Mixed-Use development in the City of Maricopa Zoning Ordinance (CMZO), the project will incorporate ideas found in the "Smart Neighborhood" and "Form Based" approaches to city design.

Land use will be regulated by the proposed zoning categories which is concurrently being rezoned for higher uses. The Bubble Map [see 3.2] presumes optional development patterns in anticipation of developer-partner economic interests, retaining the CR-3 zoning (Single Family Residential Zone) throughout the property, and allowing CR-5 (Multiple Residence Zone) and CB-2 (General Business Zone) in certain areas. This is to ensure the economic interest of the Owner and the community at large.

The Basis for a PAD Development

The PAD District structure is envisioned

"to encourage imaginative and innovative planning of neighborhoods, particularly with respect to diversification in the use of the land and flexibility in site design with respect to various features, including but not limited to, spacing, heights, density, open space, circulation, private roadways, reservation of natural features, and innovation in residential development that results in the availability of a variety of housing opportunities, both in terms of affordability and lifestyle to all citizens and guests of Pinal County; and to ensure the establishment of developments consistent with the goals and objectives of the Board of Supervisors of Pinal County."
(PCZO 3302).

This vision aligns directly with the interest of the owner to provide for a vital and vibrant village-scaled development that incorporates various types of housing, local work places, businesses and shopping, education and religious facilities, and significant outdoor social spaces that serve both the immediate community and the larger City of Maricopa.

The PAD District structure optimizes both the City's interest in coordinating future development by setting guidelines and restrictions for future development, as well as the Owner's interest in developing the property to the highest and best use.



The Owner intends to develop the land as owner and leaser with a variety of development partners and other stakeholders through a Community Land Trust (or similar) which will own the land, streets and public spaces, and maintain the infrastructure (roads, sidewalks, utilities) through land leases and property assessments similar to a Home Owner Association structure.

All streets, alleys, paths, etc. in this development are private accessways owned and maintained by Owner.

Public and city use of the streets will be granted through perpetual easements for purposes of public service access and private transit. The Owner will retain the right to limit private transit to functions deemed conducive to the development, and to assert the Owner's right to consider the entire project as "Private Property".

The Our Lady of Grace Planned Area Development is intended to create a sustainable, high intensity, mixed use neighborhood to provide a whole new type of development in the City of Maricopa.

Centered around a new parish church and a future K-8 parochial school, this planned community will provide core amenities for a dynamic, active lifestyle that serves all sectors of the community with housing, social activities, educational, and business opportunities. The major functional uses include:

Single Family Housing

The existing CR-3 Single Residence zoning will be maintained throughout the site as a "base zoning", to keep in character with the existing housing patterns through much of the City of Maricopa.

CR-3 Single Residence PAD will be intensified through incentives to allow higher densities and a wider range of housing types to serve diverse economic sectors. Reductions in setbacks and increases in building heights and lot coverage will be incentivized through community oriented "village greens" and pedestrian oriented street scapes through rear alley parking access.

Smaller bungalow scaled to accommodate diverse housing sectors, will be allowed as grouped meaningfully around "village green" common spaces which seek to socialize the land for the mutual benefit of the residents.

Garages, which can dominate typical suburban streetscapes, are required to be either alley access or set back a minimum of 20' behind the house facade to reduce the visual clutter of automobiles. In consideration of this additional front yard setback, side yard and rear yard setbacks for garages and ancillary dwellings will be eliminated ("zero lot line" behind the setback).

Following the wisdom of "smart neighborhoods", these homes may also be allowed an "ancillary dwelling" -- such as a basement or attic apartment or loft above a garage -- typically 1 bedroom and 1 bath with kitchen, to allow for extended family, home offices or a small rental unit. [see 6.9]

Multi Family Residential Zones

In order to provide for broader sectors of the economy, including "workforce housing", several areas will be designated CR-5 Multiple Residence PAD to provide a variety of apartments or attached row houses with higher densities. These projects are envisaged around larger public spaces, such as a village green concept, or provided with communal recreation areas such as swimming pools and playgrounds, to create for significant social spaces with shared usage. [see 6.5-6.8]

Commercial Development

A truly sustainable neighborhood requires both retail and office space in a symbiotic relationship where the residents can shop, dine, work, find services, and own businesses.

The CB-2 General Business PAD, located on the North side of the site, is intended to provide for the commercial, retail, office, and food service needs of a sustainable community, offering amenities within easy walking distance of the residents.

Some of the properties may be "live/work units", with owner occupied businesses at the street level and residential above, as found in many older American and European cities. Other properties may be significantly more dense and mixed use, with street level shopping and storefront type businesses to encourage walk in traffic, and several stories of office, hotel, residential condominium or elderly care facilities in the upper floors.

Underground parking may be used to achieve adequate parking ratios for the anticipated density.

Civic Functions

The TR Transitional PAD zone will anchor the entire development with a church and school. This zoning category will also allow for additional civic opportunities for a police substation, post office, utility payment center, public library, and the like to serve the immediate residents and the general area.

Parking Considerations

As is typical of "smart neighborhoods" which seek to reduce automobile traffic and increase pedestrian, bicycle, and public transit, parking is intended to be shared between functions. Additionally, parallel street parking and below grade parking can serve the needs of higher density mixed use projects.

Creating Smart Neighborhoods

2.4

In the past 20 years we have witnessed a radical rethinking of urban planning principles to promote "smart neighborhoods", also commonly thought of as "sustainable design", "new urbanism", or "smart growth".

The smart neighborhood increases connections between people, families, and various public and private associations. It favors the human scale over the automotive scale, and seeks a quilt-work of uses, functions, building types, living patterns and the like to create diversity, heterogeneity, and richer urban textures.

The smart neighborhood approach increases density, relationship, interconnectivity, and mixed uses where people can live, work, study, play, pray, shop, eat, and socialize. The community is built because the sense of "place" has been first been defined.

Mixed use developments are encouraged with retail and restaurants on the street level, commercial offices and condo housing on upper floors. If economically viable, underground parking may be used to achieve the required parking counts, in addition to on street parking and parking lots placed behind the buildings. Parking counts are typically mixed and shared for both public access and building occupants.

Smart neighborhoods are intended to be socio-economically diverse, and amenable to various age brackets and family structures, with larger single family houses, smaller bungalows, a variety of apartment houses, row houses, condominiums, basement rentals, mother-in-law cottages, above garage units, live-work units, and elderly care facilities. This allows a richer mix of community members to live and socialize in the same place.

In a smart neighborhood, land is treated more as a social and public amenity than a private one. Housing in smart neighborhoods tends to be more dense, compact, vertical, and closely spaced, which is compensated for with larger common areas such as town squares, village greens, playgrounds, and "pocket parks".

Streets are designed to facilitate pedestrian and bicycle traffic while allowing for low speed automobile traffic. Various traffic calming techniques are used to reduce psychological speed (narrower lanes, planted medians and verges, roundabouts, on street parking, raised crosswalks, material changes, etc.).

By socializing the public spaces -- allowing all the members of the community to share in these area -- opportunities are created for building real communities of meaningful relationships.



Resources:

The Smart Growth Manual. Andres Duany, Jeff Speck, Mike Lyndon. New York: McGraw Hill 2010
Form Based Codes. Daniel Parolek, Karen Parolek, Paul Crawford. Hoboken: Wiley 2008
A Pattern Language. Christopher Alexander. New York: Oxford 1977.
Form-Based Codes Institute. www.formbasedcodes.org

The Form Based Approach

2.5

The design principle of this project is rooted in the "Form Based" approach to city planning. Within the existing structure of the City of Maricopa Zoning Ordinance, this project will offer a new and sustainable vision for future developments in the City.

In contrast to the standard "Euclidean Planning" -- the conventional planning approach that has created "suburban sprawl" across America and which is heavily dependent on automobiles -- Form Based developments seek to create livable and sustainable neighborhoods where pedestrian, bicycle and public transit are preferred to automobiles, where mixed use and heterogeneous neighborhoods are created instead of single use and homogenous "zones", and where a sense of place is created by using the buildings to define the urban place rather than where the buildings are unrelated objects in ill-defined spaces.



Conventional "Euclidean" Zoning

Use (Zoning type) is primary

Proscriptive regulations

"What is not allowed is prohibited"

Segregated land use planning
Homogenous use

Regulates to create buildings

Buildings as objects in space

Unpredictable and quantitative:
Undefined spaces
Floor to Area ratios
Setbacks

Building Height (max)

Favors automobiles

Over calculates vehicle parking
requires more hardscape
more heat absorbing mass
higher development costs

High carbon footprint

Developer based and reactive

Competitive land values
Adjacent properties can devalue

Form Based Development

Physical form and character are primary

Prescriptive regulations

"What is not prohibited may be allowed"

Mixed use, integrated, interconnected
Heterogeneous uses

Regulates to create places

Buildings in relationship and defining place

Predictable and qualitative:
Defined places
Site coverage; density
Build-to lines; frontage requirements

Number of floors (min/max)

Favors pedestrians, bicycles & mass transit

Shared parking right sizes vehicle parking
reduces hardscape and impervious surfaces
reduces heat sink effect of pavement
reduces infrastructure costs

Low carbon footprint, sustainable

Neighborhood and community based, proactive

Synergistic land values
Adjacent properties are symbiotic



Typical "Setback" Zoning is designed to preference automobile traffic

An important tool to creating a meaningful sense of "place" in the urban environment is the "Build-to Line" (BTL), which replaces the "Setback Line". The "Build-to" concept is generally used only at the street frontage, and standard setbacks may still be used to regulate the side yards and rear yard of the property.

The setback regulates how close to the property line one is allowed to build. Typically, the space between setbacks and property line are used for parking or large expanses of landscape, which set the buildings away from the street and pedestrian traffic. Setbacks can thus create a sense of randomness to the street and isolation of the buildings, and tend to set buildings as "objects in space". Setbacks are the product of an "automobile mentality": they increase the need for autos since they space buildings farther apart and away from pedestrian traffic.

The Build-to Line, conversely, regulates how close to the property line one "must" build, and thus creates a more regular, harmonious, and place-defining street scape. Build-to lines promote a sense of relationship between buildings, and of buildings to the street, and help to create a human scale and pedestrian oriented sense of place.



"Build-to Line" helps to define relationships between the street, the buildings, and the occupants.



"Build-to Zone" variations help to create a strong sense of place and human interest

The Build-to Zone (BTZ) is similar to the Build-to Line, except that it defines a swath from the front lot line to determine the minimum and maximum distances in which the building's frontage must be built. The Build-to Zone thus allows more variation in the street scape, and can provide a defined area for landscaping, outdoor seating, small courtyards, and the like to give the street added texture and pedestrian scaled interest.

See Section 8, "Definitions", for more information on the differences between "Setback Line", "Build-to Line" and "Build-to Zone".

Land Use and Lot Statistical Tables

3.0

APPROXIMATE LAND AREA USE		SF	AC	%	DU/AC	Max DU
CR-3 Single Residence PAD	CR-3 PAD	178,667	4.10	11.0%	12-20	66
CR-5 Multiple Residence PAD	CR-5 PAD	162,015	3.72	9.9%	20-32	119
CB-2 General Business PAD	CB-2 PAD	370,612	8.51	22.7	20-32	272
TR Transitional PAD	TR PAD	429,931	9.87	26.4%	-	-
Open Space	Open	248,333	5.70	15.2%	-	-
Private Accessways, etc.	Road	240,005	5.51	14.7%	-	-
TOTALS		1,629,563	37.41	100%	12.25	457

SITE DATE

PARCEL : Glennwilde 17 (Parcel #512-42-717 and 512-42-718)

GROSS AREA: 1,629,563 SF (+/-)

NET AREA: 1,389,558 SF (+/-)

OPEN SPACE : 248,333 / 1,629,563 = 15.24% Note: >15%

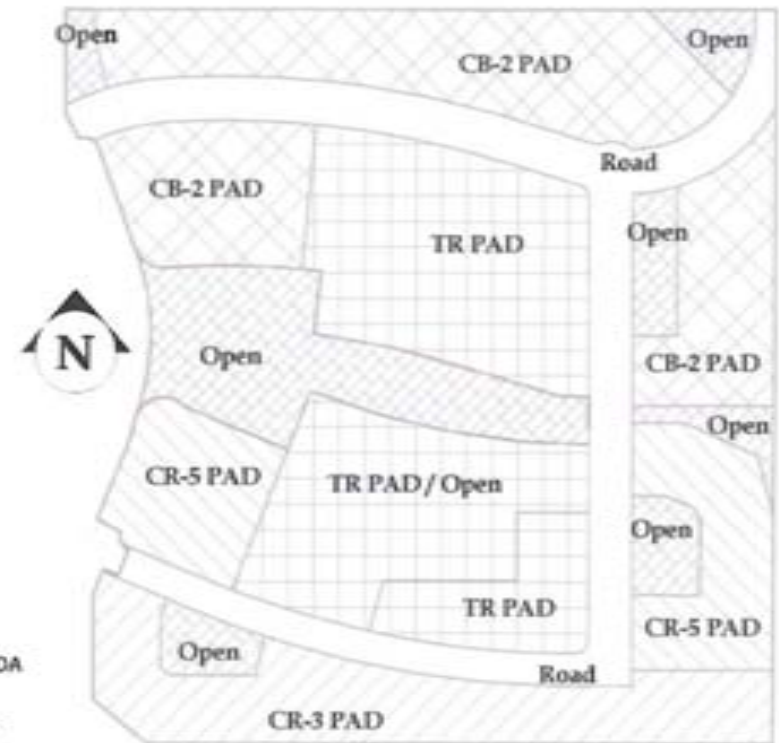
IMPERVIOUS SURFACES (approx. SF based on probable/maximum coverage values)

Roofs	275,000
Paved Roads	156,000
Parking Lots	375,000
TOTAL	806,000

IMPERVIOUS SURFACE RATIO 806,000 / 1,629,463 = 49.46% Note: >50%

Note: Sidewalks not part of ISR calculation; sidewalks and low use parking spaces may be detailed with ADA compliant permeable surface materials where applicable.

Note: All roof surfaces where economically feasible and sustainable are intended to be detailed with water harvesting technology.

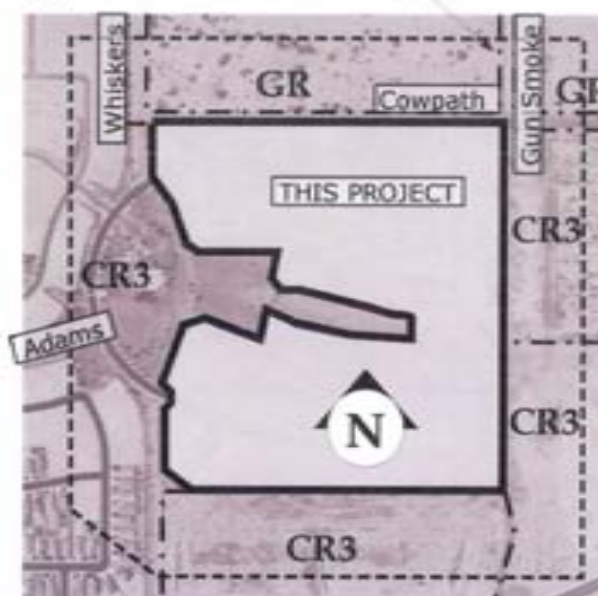




Our Lady of Grace Planned Area Development is located in the future heart of Maricopa, on a large parcel that will be easily accessible from Porter Road to the West, Honeycutt to the North, White and Parker to the East, and the Maricopa-Casa Grande Highway and Bowlin to the South.

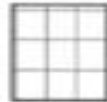
With Banner Health currently developing a large health care facility at Bowlin, and the future Maricopa City Center planned for the corner of Bowlin and White-Parker, this area of the city is prime for future development.

Approximate 300' Notification Zone



The site for Our Lady of Grace Planned Area Development was culled from the Glennville development. The land to the east, south and west are zoned CR3, the land to the north is zoned GR.

TR Transitional PAD:
Transitional Zone
Civic Buildings
(Church, School, etc.)
See 5.1



CR-3 Single Residence PAD:
Single Family Residential
(Houses, Bungalows)
See 6.1-6.4



CR-5 Multiple Residence PAD
Multi Family Residential
(Row houses, Apartment houses,
Condos, etc) See 6.5-6.8



CB-2 General Business PAD
Mixed Use Commercial
(Retail, Office, Condo, Food, etc)
See 6.9-6.13



Open
Dedicated Open Space/
Common Area
See 5.2



NOTE:
TR PAD & Open allowed on all properties;
CR-3 PAD allowed on CR-5 PAD and CB-2 PAD;
CR-5 PAD allowed on CB-2 PAD



Conceptual Master Plan

3.3

The conceptual master plan is based on the existing rough graded road system from the previous residential development, which created a U-shaped arrangement surrounding a required central retention basin.

This retention basin will become an amenity of dedicated recreational use -- a sort of mini "Central Park" -- around which church, school, residential and commercial are gathered.

The north side of the property, around the church project, is envisaged for higher density residential and mixed use commercial; while the south half will retain a more residential scale gathered around the primary school.

Throughout the project, smaller scale village greens, a church plaza and a town square, and "pocket parks" will create significant public spaces for recreation and social interaction.

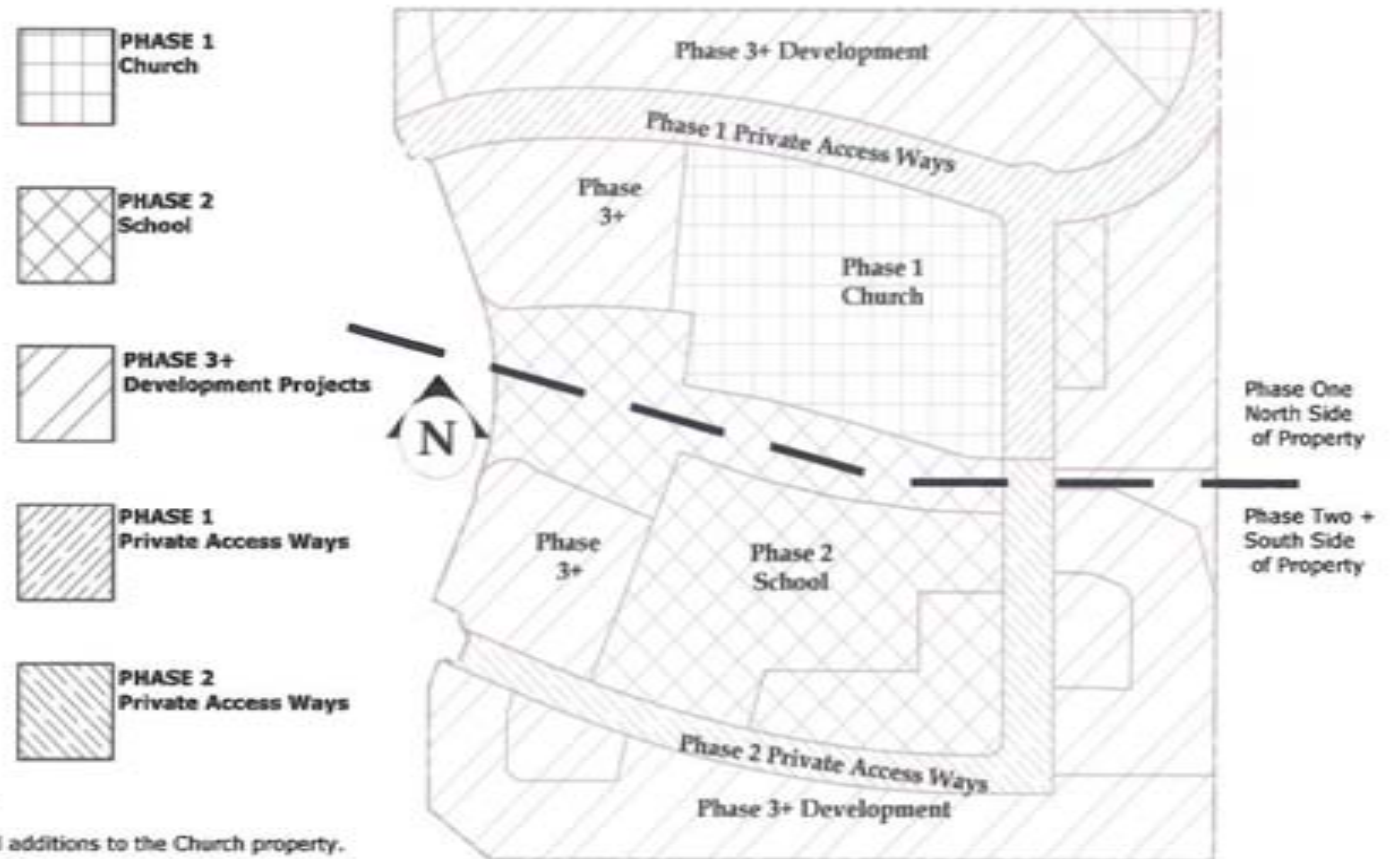
The entire development is ordered to encourage pedestrian and bicycle traffic. Sidewalks and dedicated bicycle lanes, traffic calming devices, lush planting along the roads, rear alley garage access and parking lot placement behind the major buildings all contribute to a more pedestrian-oriented development and a human scale street scape.

For considerations regarding Fire Department access, turning radius, and other requirements, please see Note F, pg 8.14.



Anticipated Phasing Diagram

3.4



Note: Phase 1 is for the Church alone.

Phase 2 is anticipated for the School and additions to the Church property.

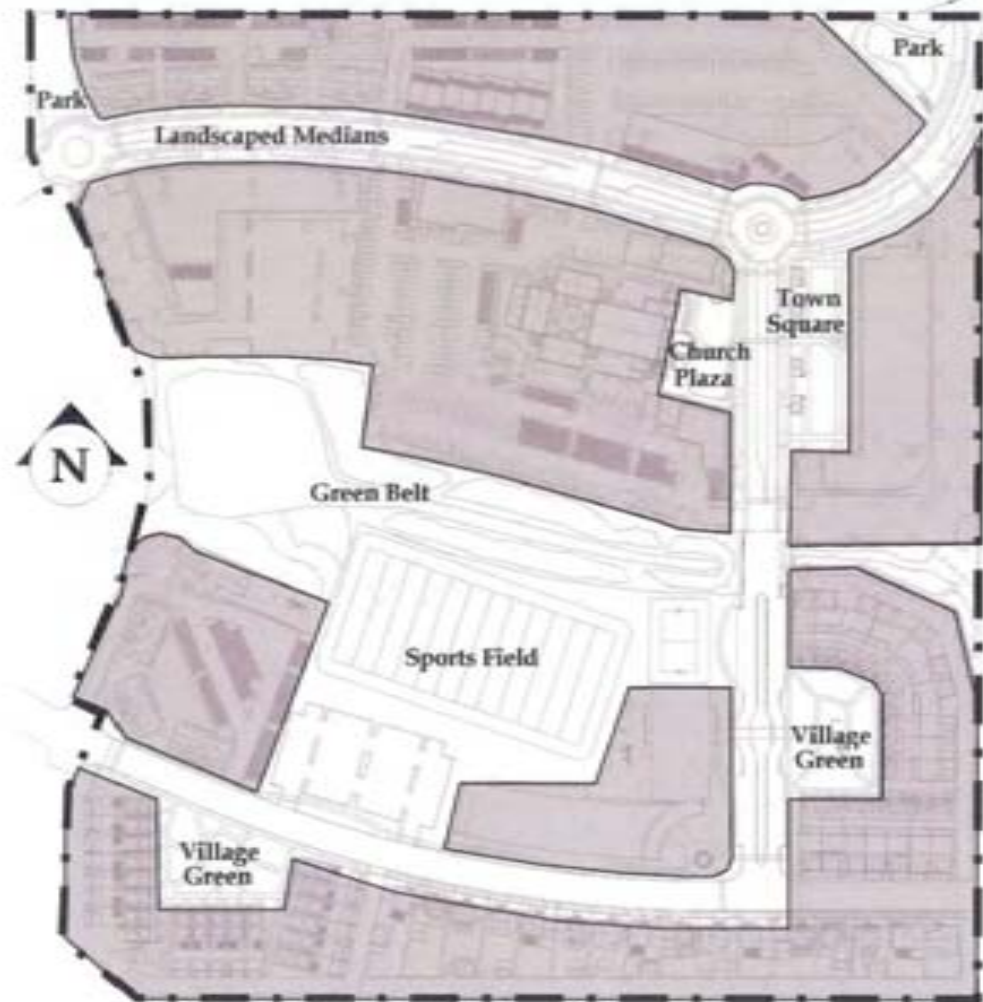
Phase 3 developments shall contain a mix of residential lot sizes, product designs, etc.

Each phase of the project shall be self sufficient in regard to connectivity, transportation, utilities, services, and open space amenities. Each phase shall be resolved for grading and drainage, both per phase and within the entire master grading and drainage plan

One of the main principles of the "smart neighborhood" approach is to socialize the public spaces for the benefit of the entire community.

By socializing the public spaces -- allowing all the members of the community to share in these areas -- opportunities are created for building real communities of meaningful relationships.

With a combination of large scale recreational retention areas, lush landscaped roads and sidewalks, formal church plaza and town square, village greens, pocket parks, and dedicated sports fields, this project will provide approximately 40% of the gross land area to open uses including circulation; with approximately 15.24% of the gross land area dedicated to public open spaces for recreation and social opportunity.



Phase 1: Church



Phase One of Our Lady of Grace Planned Area Development will be for the church and administration/ social buildings.

Anticipated traffic patterns and vehicle counts will be serviced from the West through the existing paved sections of Adams Way and Conner Drive; with a limited fire access road connecting to the paved portion of Cowpath to the East.

Phase 2: Future Development



As future phases develop and traffic counts increase, Cowpath will provide the dominant East-West traffic connectivity through the site.

As the south side of the PAD is developed with a future school and residential, the Lucera loop will be completed to provide access throughout the site.

Future improvements to Gunsmoke are also anticipated as this region of the City of Maricopa develops.

Optimized Connectivity



Increased connectivity is important to creating sustainable "smart neighborhoods". Ease of access mutually serves adjacent properties and can increase property values by providing proximity to church, school, business and shopping.

Depending on future discussions with neighboring property owners and developers, including the Maricopa Unified School District, KB Homes, and the north property owners, potential connections might allow greater access to the development from the existing network of streets, including the Smith Farm Loop to the South East; the Hoskin Drive alignment to Bowlin to the South; and Whiskers and Gunsmoke to Honeycutt to the North.

Existing Conditions



Due to an existing Vehicular Non Access Easement (VNAE) the only access for ingress and egress to the Our Lady of Grace development is from Porter Road via Adams Way.

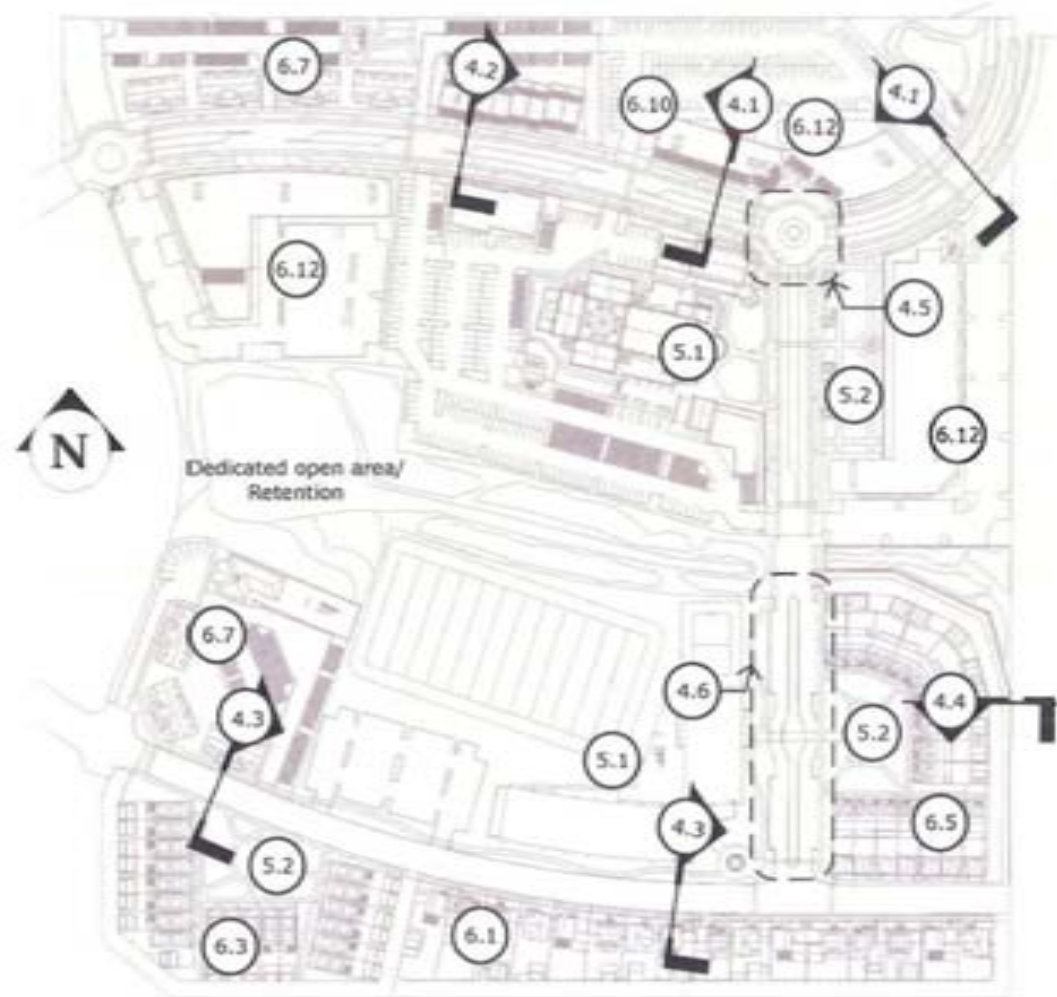
In the general interest of the City to promote connectivity and disburse traffic patterns, as well as to provide fire and other municipal and public access to the property, as well as the owner's interest to facilitate access to the church and school and other developments, as well as anticipating neighboring owners' interests to increase the property values in the area with better access to amenities that the PAD will offer, it is recommended to abandon all VNAEs.

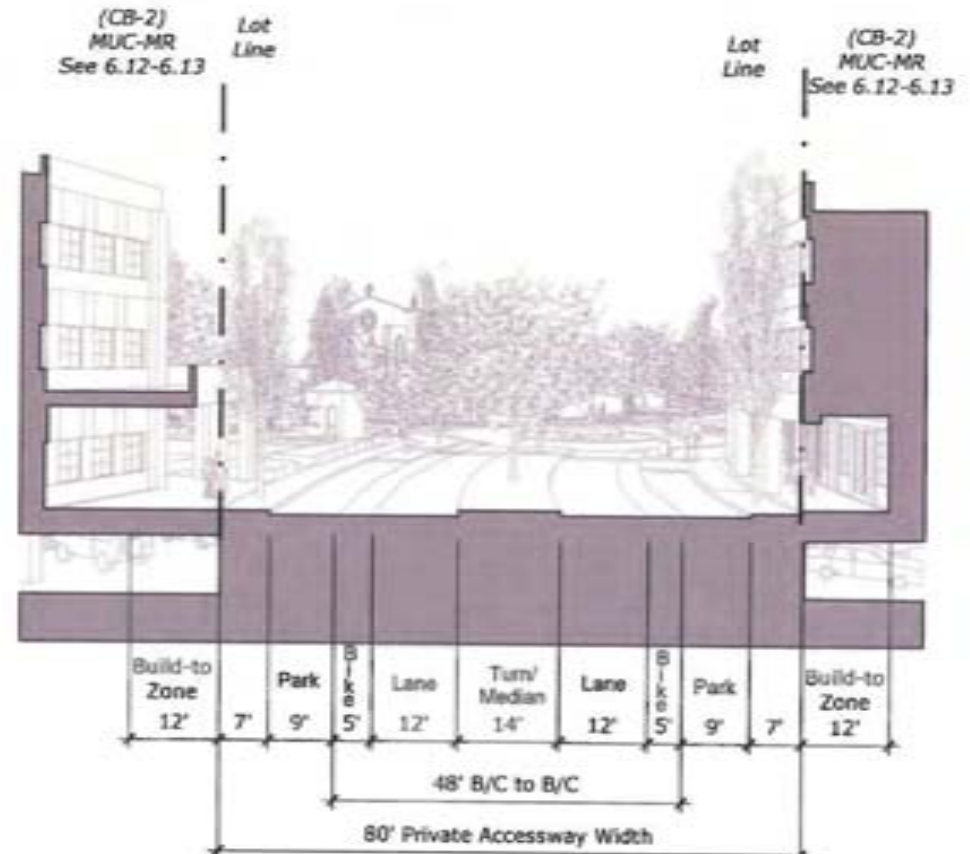
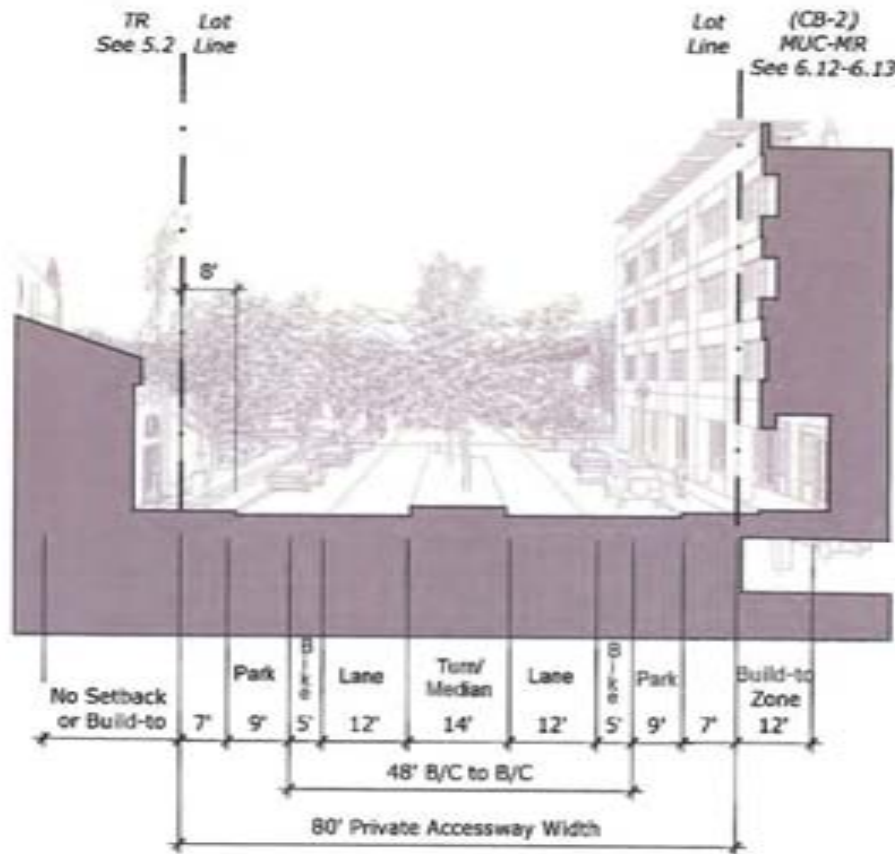
Optimized Connectivity



The VNAE needs to be abandoned minimally to provide for Fire Department access to Cowpath/ Gunsmoke. This would open up opportunities for discussions and agreements with the City and owners of neighboring properties to take advantage of the initiatives, vision, and amenities in the Our Lady of Grace PAD.

Increased connectivity is important to creating sustainable "smart neighborhoods. Ease of access mutually serves adjacent properties and can increase property values by providing proximity to church, school, business and shopping. The Owner intends to work with the City and neighbors to find mutually beneficial opportunities that serve the entire area.





Designation:	Super Local/ Collector Hybrid
Design Speed:	35 MPH
Posted Speed:	25 MPH
Private Accessway Width:	80 feet
Number of Lanes:	2
Street Width:	48' (b/c to b/c)
Pavement Width:	34'
Lane Width:	12'
Bike Lane:	5'
Turn/ Median Width:	14'
Design ADT:	8000
Curbs/ Edge:	Vertical or Rolled
Pedestrian:	5' min over 8' PUE
Bike Lane:	5' marked in 17' Lane
Transit:	Bus Stop permitted
Parking:	Marked 9' x 22' Parallel
Driveway access:	150' min at median cuts
Public Street Access:	No restrictions
Street Purpose:	Private Accessway

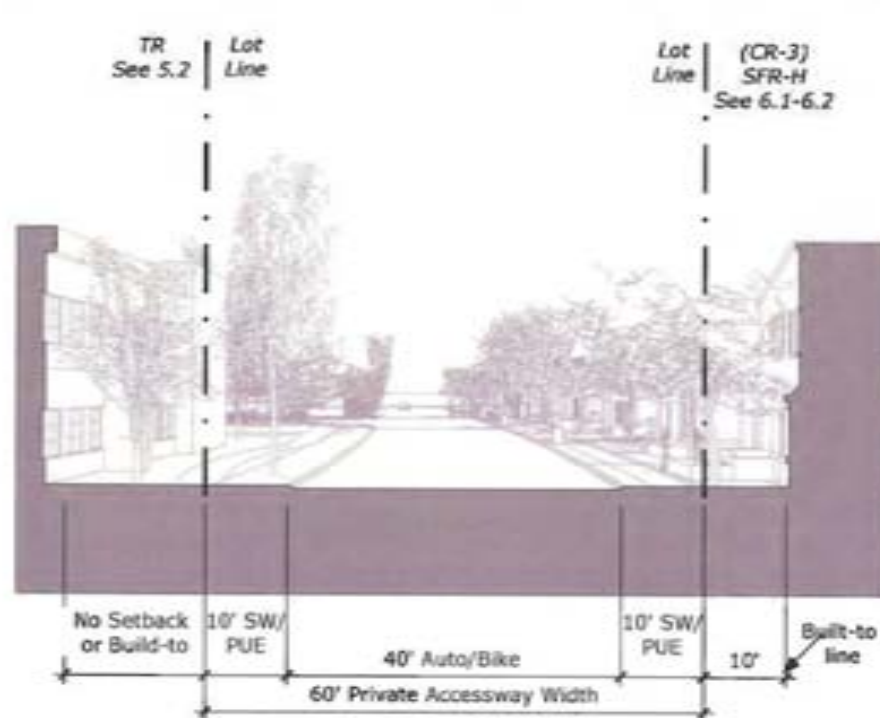
NOTE: All streets, alleys, paths, etc. in this development are private accessways owned and maintained by Owner.

Public and city use of the streets will be granted through perpetual easements for purposes of public service access and private transit. The Owner will retain the right to limit private transit to functions deemed conducive to the development, and to assert the Owner's right to consider the entire project as "Private Property".

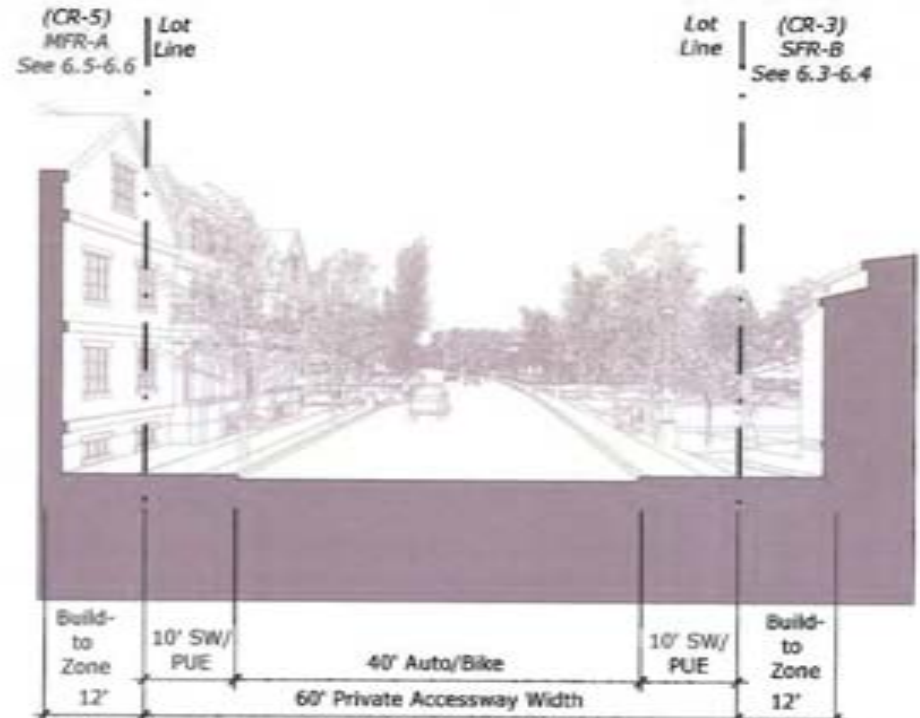


Private Accessway: Minor Street

4.3



Designation:	Local/ Super Local Hybrid
Design Speed:	35 MPH
Posted Speed:	25 MPH
Private Accessway Width:	60 feet
Number of Lanes:	2
Street Width:	40' (b/c to b/c)
Pavement Width:	40'
Lane Width:	20'
Turn/ Median Width:	None



Design ADT:	8000
Curb/ Edge:	Vertical or Rolled
Pedestrian:	5' min over 10' PUE
Bike Lane:	none
Transit:	None
Parking:	Parallel permitted (unmarked)
Driveway access:	Individual driveways
Public Street Access:	No restrictions
Street Purpose:	Private Accessway

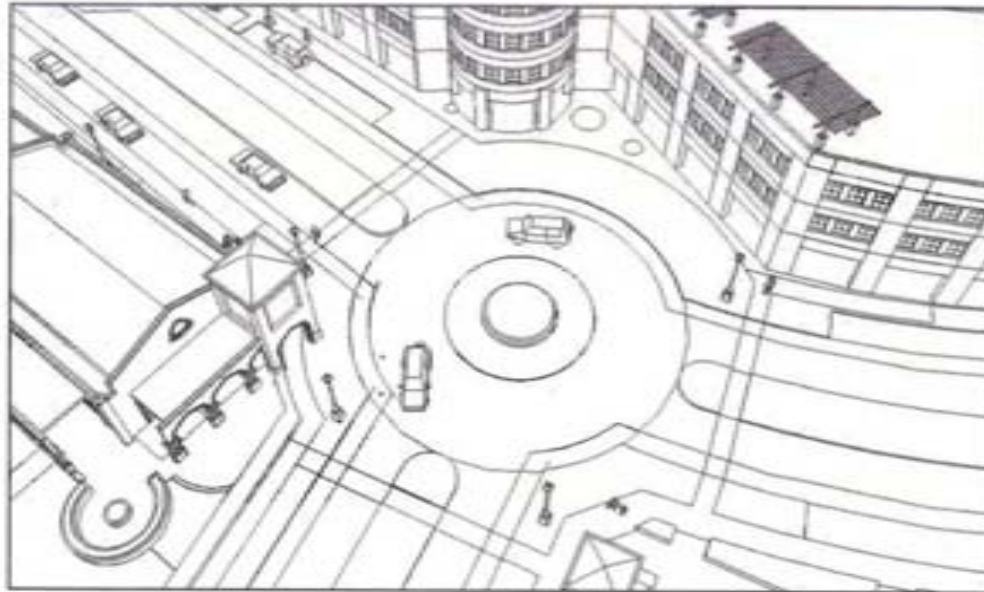
Private Accessway: Alley

4.4

Designation:	Alleyway
Design Speed:	20 MPH
Posted Speed:	15 MPH
Private Accessway Width:	25' min
Number of Lanes:	1
Street Width:	12' (20' clear if fire access required)
Pavement Width:	21' (if side parking provided)
Lane Width:	12' (20' if fire access required)
Turn/ Median Width:	None
Design ADT:	500
Surface:	Stabilized Decomposed Granite
Curb/ Edge:	Rolled
Pedestrian:	None
Bike Lane:	None
Transit:	None
Parking:	9' x 22' Parallel against wall where available in marked spaces
Driveway access:	Individual driveways
Public Street Access:	No restrictions
Street Purpose:	Private Accessway/ PUE

With a combination of a tall (6' min) architectural wall and canopy shade trees at 25' intervals, the alley creates a significant setback to buildings from the property line to mitigate the visual impact of the alley and the adjoining buildings from neighboring development properties.





Character Study of Roundabout

Roundabouts will conform to Federal Highway Administration standards as an "Urban Compact" category roundabout (Inscribed circle diameter range = 80' to 100'), for a "Single Unit Truck/ Bus" typical vehicle design, as defined in *Roundabouts: An Informational Guide* (FHWARD-00-067)

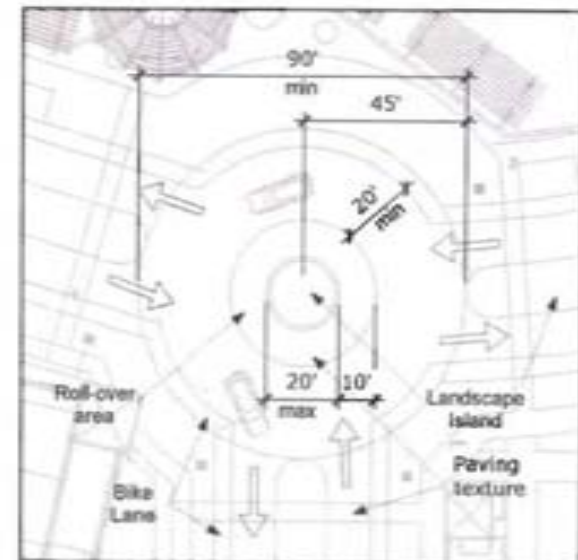
Source: <http://www.fhwa.dot.gov/publications/research/safety/00067/index.cfm> (accessed 2 November 2011).

According to the Arizona Department of Transportation modern roundabouts provide the following benefits:

- Reduce injury accidents by 75 percent and fatal accidents by 90 percent.
- Increase efficient traffic flow up to 50 percent.
- Help the environment by reducing carbon emissions by double digits.
- Decrease fuel consumption by as much as 30 percent.
- Cost less than traffic signals and do not require expensive equipment or maintenance.

Source:

<http://www.azdot.gov/ccpartnerships/Roundabouts/index.asp> (accessed 24 March 2011)



Roundabout

Private Accessway: Traffic Calming

4.6

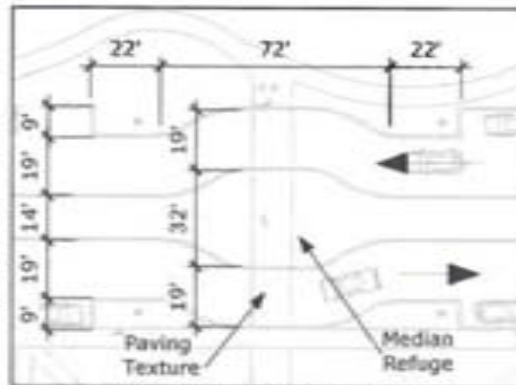
As part of a comprehensive strategy for encouraging pedestrian and bicycle traffic, the development will include traffic calming devices which recommended by the Arizona Department of Transportation under the "Safe Routes to School" program. The property developer may seek grant opportunities with the State of Arizona for such improvements.

These improvements include:

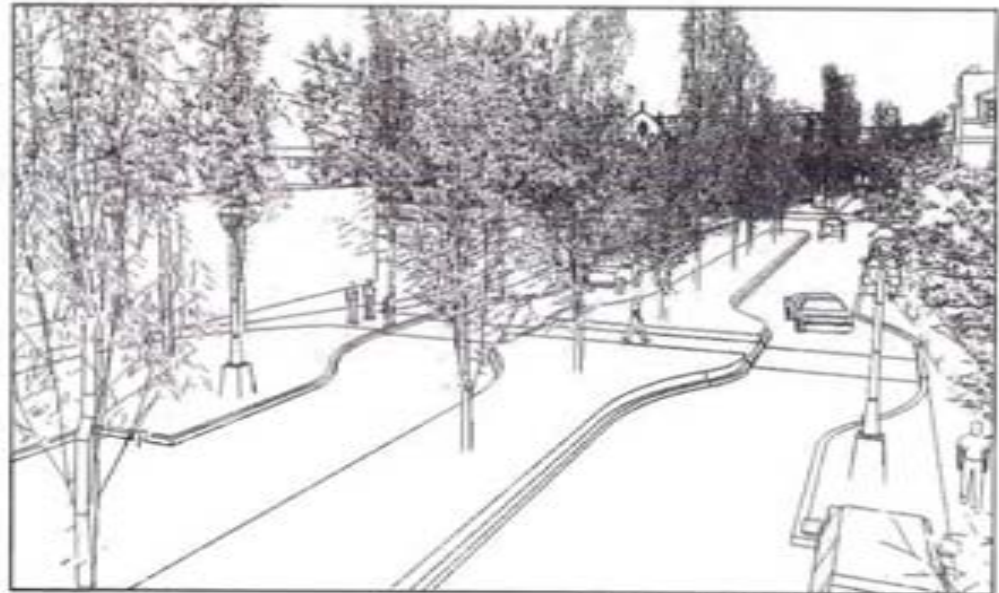
- * raised crossings
- * median refuges
- * texture/ material changes at crossings
- * pathway changes to reduce speed

Other proven strategies for traffic calming that are planned into this project include:

- * Buildings that define streets
- * Street connectivity encourages walking
- * On-street parking and off-street parking lots at rear of buildings.
- * Trees in median islands and along street sides.
- * Traffic roundabouts
- * "Sight Visibility Triangles" (SVT) to promote safe vehicular and pedestrian traffic will be implemented per City of Maricopa traffic standards.



Conceptual Traffic Calming Device



Character Study of Traffic Calming

For considerations regarding Fire Department access, turning radius, and other requirements, please see Note F, pg 4.16.

TR Transitional PAD : Civic Buildings

5.1



Aerial of Conceptual School Project

Since civic buildings are at the core of any society, they recommend the greatest sense of "presence" in the urban fabric. In a well ordered city or town, the civic buildings are the most important in a hierarchy of building types and scale. They make a claim on the attention of the citizens and they should speak to a just sense of civic pride.

Therefore, civic buildings have the fewest constraints placed on their design and disposition on the site. Within the CMZO, the civic buildings will be designated in TR Transitional Zone PAD with variations to allow for: no setbacks, no build-to lines, no lot coverage or frontage minimums or maximums, and generous height restrictions.

Civic buildings are those public and semi-public/private institutions intended to serve the broader community: specifically for the purposes of this project they are the church building and facilities, and the parochial school and pre school. Civic buildings may also include municipal buildings in partnership with the City of Maricopa, such as police stations, fire stations, public libraries, courts, and the like.



Aerial of Conceptual Church Project

For Summary of Proposed Zoning Modifications from TR Transitional (CMZO) to TR-PAD see 6.15

In addition to the uses permitted for TR Transitional Zone under the CMZO, TR Transitional PAD will allow for, but not be limited to, parish festivals and similar events, farmers' market, parish and school related commercial office, retail and social services such as bookstore, adoption agency, job bank, orphanage, transitional housing, and similar as deemed appropriate by the Owner.

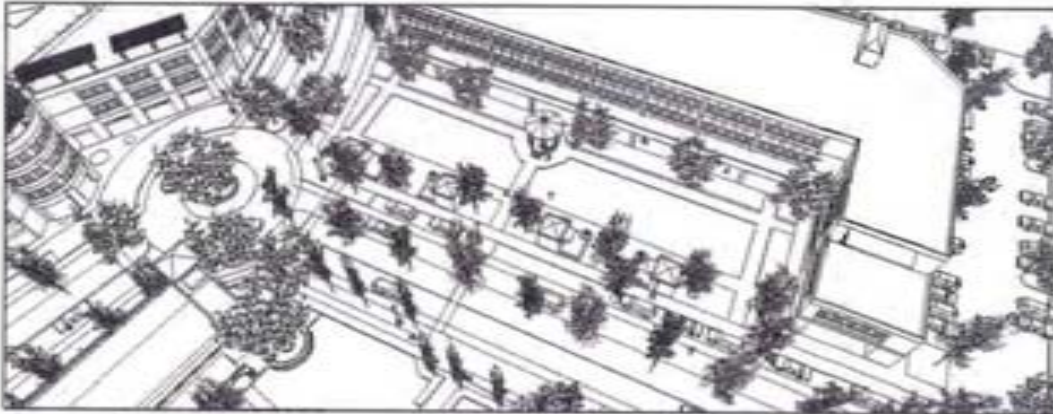
All major structures (e.g., church, school, administration, social hall, educational, rectory, commercial, bleachers, etc.) shall be deemed as a "Main Building" for the purpose of the PAD Standards.

The specifics of any proposed design are intended to be handled in a separate design review process between the Owner and the City of Maricopa.

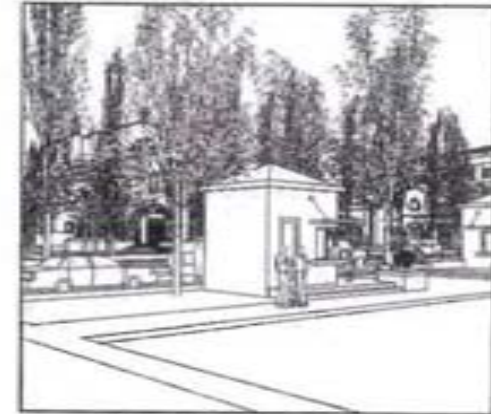
Proposed PAD Standards : TR PAD

TR Zoning (CMZO) to TR-PAD	Lot Area Standards				Max. Bldg. Height (n1)		Minimum Yard Setbacks								Min. Dist. btw Main Bldgs		Max. Lot Coverage		Net Density Range (du/ac)
	Min. Area (SF)		Min. Lot Width		City Req'd	PAD Prop'd	Front Yard		Side Yard		Rear Yard		Garage	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd		
	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd			City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd						City Req'd	
Main Bldg(s)	10,000	0'	60'	0'	30'	75' (n3)	20'	0'	7' each	0'	25'	0'	n/a	14'	14'	-	-	n/a	
Accessory Bldg(s)	-	-	-	-	20'	20'	60'	0'	4' each	0'	4' (n2)	0'	-	7'	7'	40% (n2)	-	-	

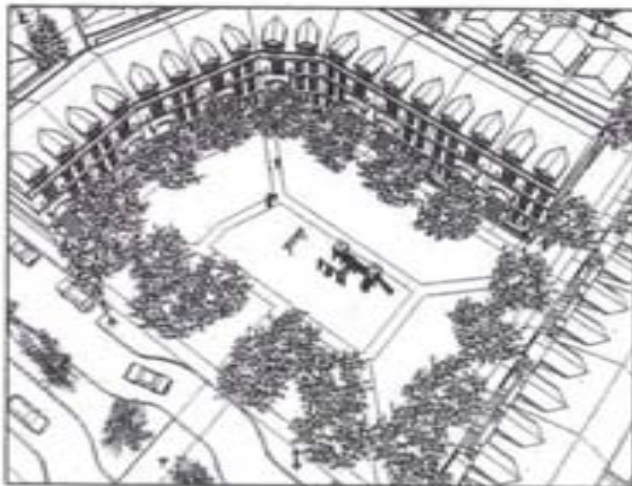
NOTES: (1) For building height definition, CMZO 414; (2) See CMZO 1410; (3) Does not include non-habitable roof structures - see Note A, pg. 6.14.



Aerial of Town Square concept



Character Study of Kiosks

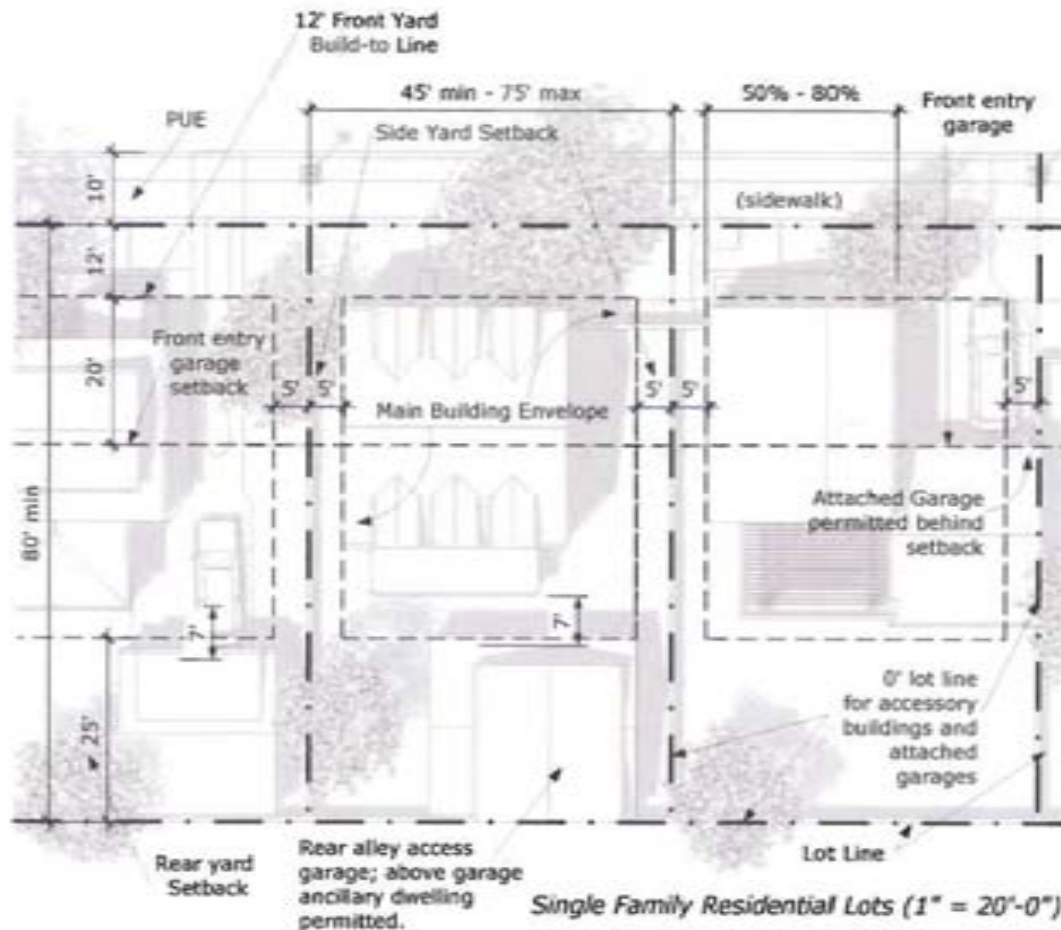


Aerial of Village Green concept

In consideration of the relative densities of the project, a variety of public "common area" facilities are proposed to allow for socialization of the land. Approximately 15.24% is provided per typical CMZO PAD requirements.

The church plaza, the town square, several village greens and other "pocket parks" and green belt type amenities create public spaces, each with their own relevant character:

- *The church plaza is more formal for liturgical uses, outdoor receptions, and church festivals.*
- *The town square is a dedicated community space that might include a band shell or gazebo, commercial kiosks, and the like.*
- *The village greens are more residential in character to provide common areas for playgrounds, community gardens, community swimming pools, recreation centers, and the like.*
- *The sports fields at the school can serve after hours for social activities -- these may be designated "Limited Use Open Space".*
- *The retention basin will become an amenity of dedicated recreational use -- a sort of mini "Central Park" -- around which church, school, residential and commercial are gathered.*



CR-3 Single Residence PAD
Single Family Residential Houses (SFR-H)

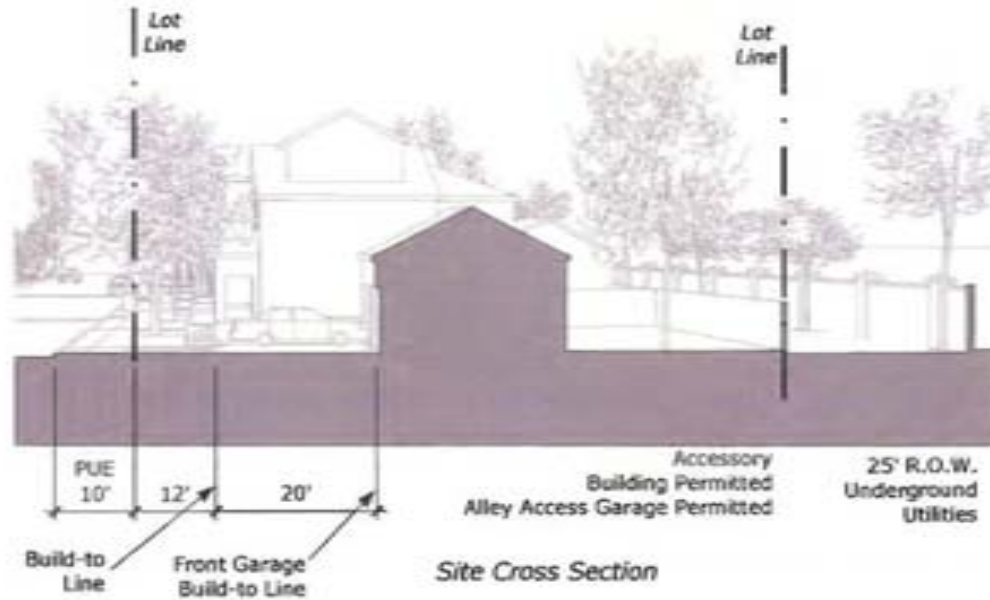
The original CR-3 Single Residence plat as part of the Cimmaron at Glennwide Parcel 17 had a density of about 5 to 6 residential lots per acre. This general scale has been maintained in the planning of the CR-3 PAD SFR-H houses.

Lot widths of 45' to 75' will allow for a variety of housing budgets, and the 50% to 80% frontage requirement will create a comfortable residential streetscape.

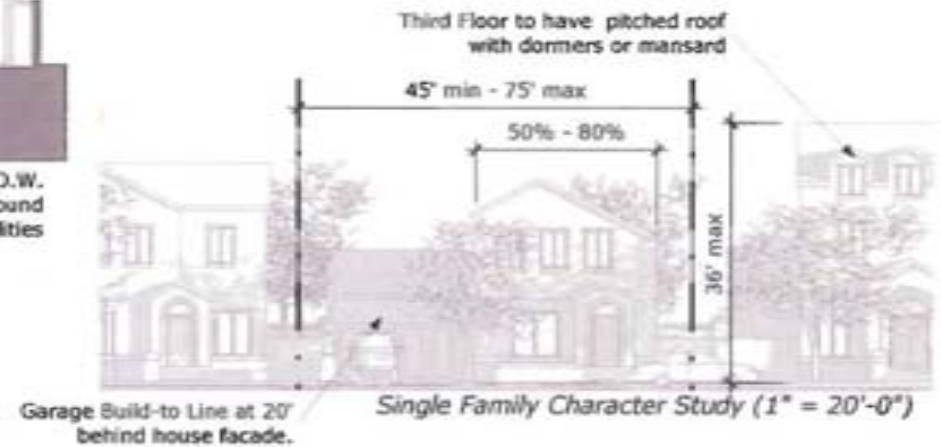
Alleys will provide for utility easements, garbage collection and garage access. Street entrance garages are permitted, but require a minimum 20' setback behind the main house facade to diminish the garage doors and allow for side yard parking.

In consideration of additional garage setbacks, attached garages and detached garages/accessory buildings are permitted zero lot line behind the required front yard setback.

Each lot may have an accessory building for a garage, workshop, studio, home office and/or ancillary dwelling unit.



For Summary of Proposed Zoning Modifications from CR-3 Single Residence(CMZO) to CR-3 PAD/SFR-H see 6.16



Proposed PAD Standards : SFR-H

CR-3 Zone (CMZO) to CR-3 PAD (SFR-H)	Lot Area Standards				Max. Bldg. Height (n1)		Minimum Yard Setbacks								Min. Dist. btw Main Bldgs		Max. Lot Coverage		Net Density Range (du/ac)
	Min. Area (SF)		Min. Lot Width		City Req'd	PAD Prop'd	Front Yard		Side Yard		Rear Yard		Garage PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd		
	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd			City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd							
Main Bldg(s)	7000	3600	60'	45'	30'	36'	20'	12' (n6)	8' each	5' each	25'	25'	(n4)	16' (n2)	10'	40%	60%	12	
Accessory Bldg(s)	-	-	-	-	20'	24'	60'	32' (n4)	4' each	0'	4'	0'	-	7'	7'	(n3)	incl. (n5)	-	

NOTES: (1) For building height definition, CMZO 414; (2) See CMZO 1109; (3) See CMZO 1111.a.; (4) Front garage to be 20' behind house facade; (5) Total lot coverage of all buildings, both main and accessory, shall not exceed 60% of total lot area. (6) Build-to Line (BTL) instead of Setback, see Definitions Section 8. Stoops, porches and awnings are allowed in BTL area.

CR-3 Single Residence PAD : Bungalows

6.3

CR-3 Single Residence PAD Single Family Residential Bungalows (SFR-B)

Single family residential should serve a diversity of family situations and budget ranges to promote a socio-economically diverse community. Smaller "bungalow" houses can serve low-income, starter families, singles, and elderly empty nesters.

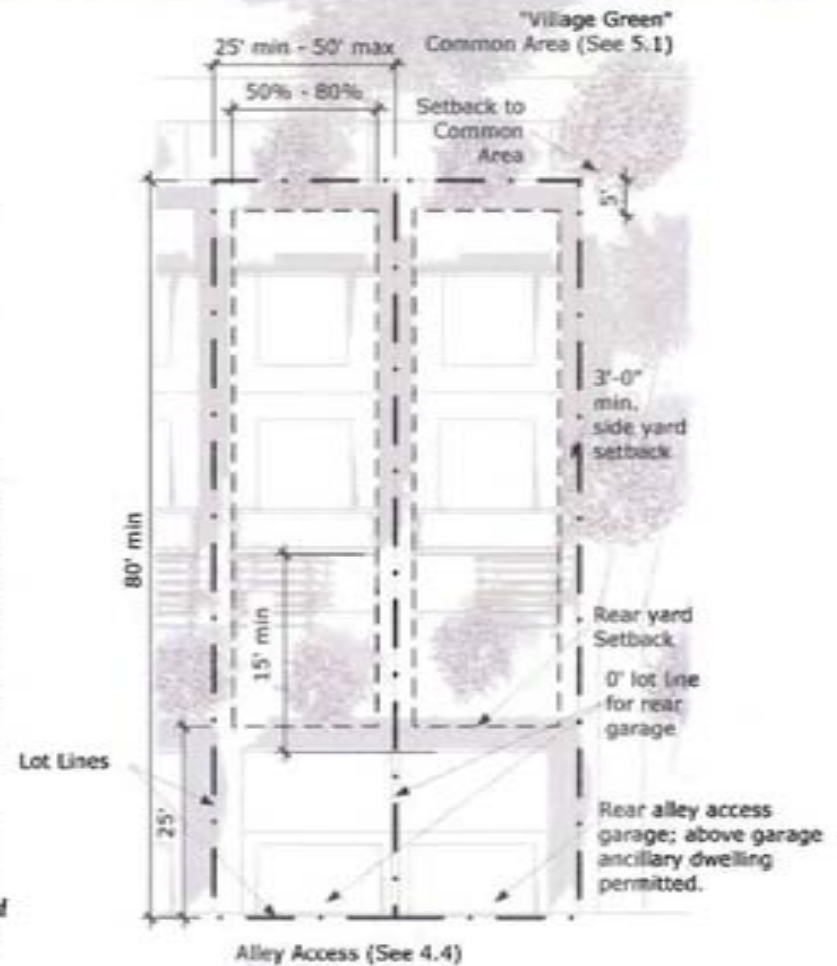
Bungalows are typically smaller homes which are more closely spaced (typically 5' front setbacks and narrow sideyards), but quality of life issues can be enhanced with generous front porches, roof decks, private back yards, and clustered around spacious "village greens".

Rear alley access protects the pedestrian character of the neighborhood, and allows for above garage accessory dwellings for work studios, extended family or rental income, as well as provide for utility easements and garbage collection.

In consideration of required rear alley access, detached garages/accessory buildings are permitted zero lot line rear and side yard setbacks.



Quality of life is enhanced by grouping such projects around a significant, landscaped open area - similar to the "village green" - which gives everyone access to socialized public areas while providing each resident with smaller scale private areas.



Single Family Bungalow Lots (1" = 20'-0")

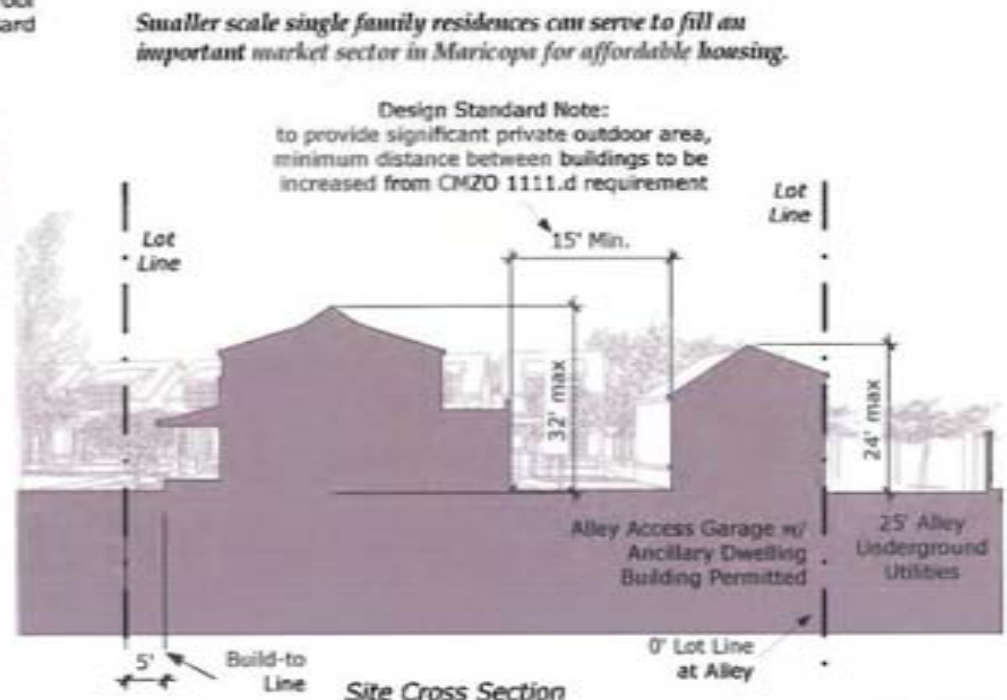
CR-3 Single Residence PAD : Bungalows

6.4



Bungalow Elevation Study (1" = 20'-0")

For Summary of Proposed Zoning Modifications from CR-3 Single Residence (CMZO) to CR-3 PAD/SFR-B see 6.16



Proposed PAD Standards : SFR-B

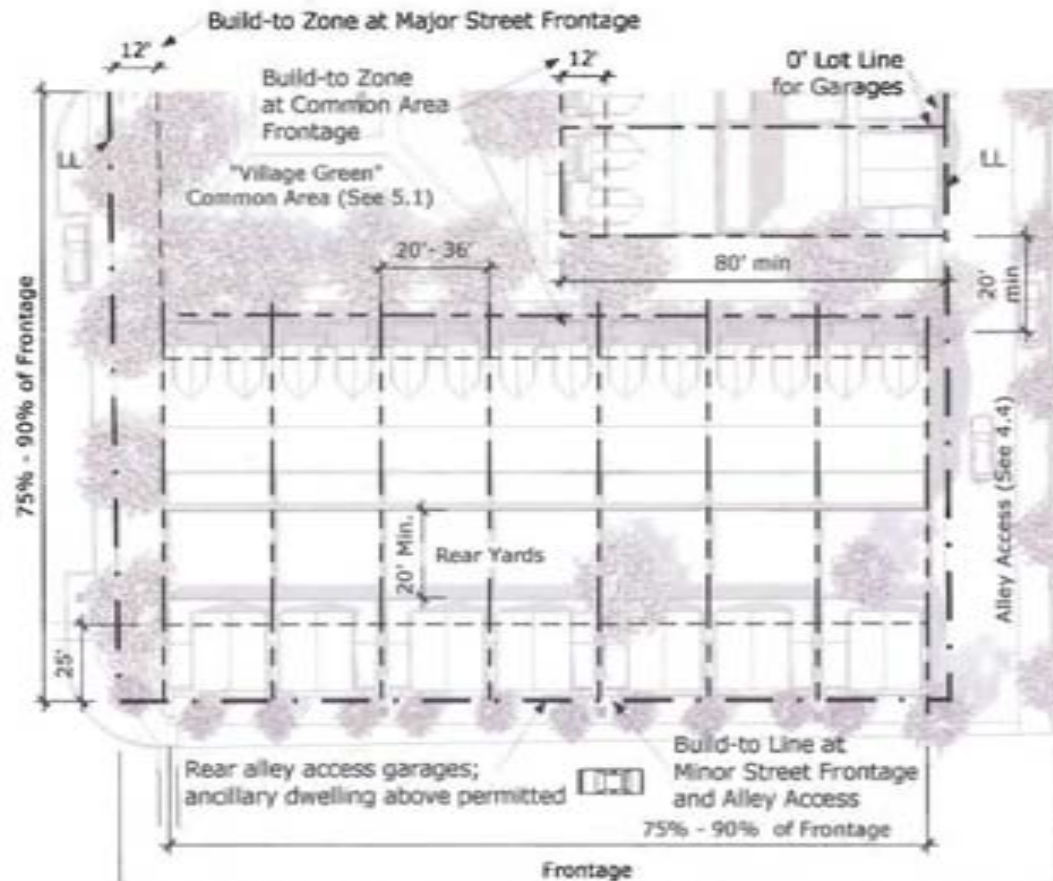
CR-3 Zone (CMZO) to CR-3 PAD (SFR-B)	Lot Area Standards				Max. Bldg. Height (n1)		Minimum Yard Setbacks								Min. Dist. btw Main Bldgs		Max. Lot Coverage		Net Density Range (du/ac)
	Min. Area (SF)		Min. Lot Width				Front Yard		Side Yard		Rear Yard		Garage						
	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd		
Main Bldg(s)	7000	2000	60'	25'	30'	32'	20'	(n5)	8' each	3' each	25'	25'	(n4)	16' (n2)	6'	40%	60%	20 (n8)	
Accessory Bldg(s)	-	-	-	-	20'	24'	60'	(n6)	4' each	0'	4'	0'	(n6)	7'	15'	(n3)	incl. (n9)	-	

NOTES: (1) For building height definition, see CMZO 414; (2) See CMZO 1109; (3) See CMZO 1111.a.; (4) Garage/ Ancillary Dwelling to be rear access from alley; (5) Front yards to be "Build to Line" (BTL) instead of setbacks. See Definitions, Section 8 for more information.; (6) All garages to be rear alley access - Front yard not applicable. (7) not used; (8) See Note E; p. 6.14; (9) Total lot coverage of all buildings, both main and accessory, shall not exceed 60% of total lot area.

CR-5 Multiple Residence PAD : Row Houses

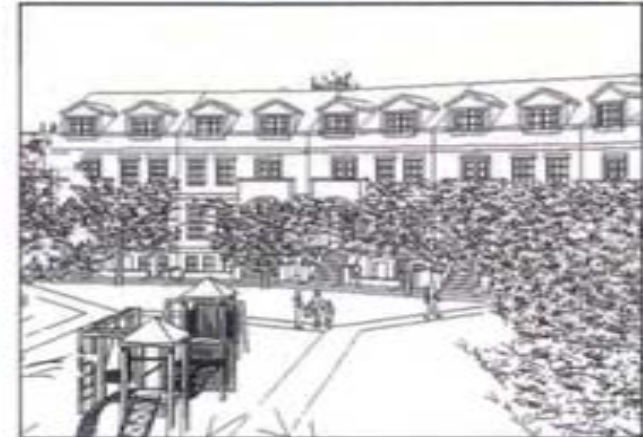
6.5

Row houses provide another solution to increasing density while enhancing quality of life and defining significant urban spaces for shared communal use.



For considerations regarding Fire Department access, turning radius, and other requirements, please see Note F, pg 6.14.

Row House Site Study (1" = 40'-0")



Row House Character Study

CR-5 Multiple Residence PAD Multifamily Residential Row House (MFR-R)

Several types of Multi Family residential can be achieved to meet market expectations and prices ranges, and to offer more possibilities for housing types in the City of Maricopa.

Traditional neighborhoods can have fully attached rowhouses which form large public spaces, such as "village greens".

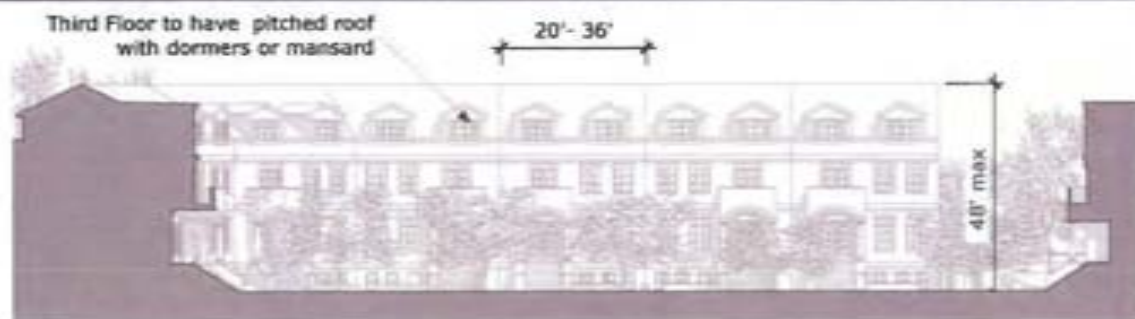
Rowhouse configurations can either be single family or split into smaller units, typically with half basement units or ancillary dwellings over the rear accessory building garage.

Rear access alleys for vehicle circulation protect the pedestrian character of the common area, and provide for utility easements and garbage collection.

In consideration of Common Area frontage requirements, rear alley access detached garages/accessory buildings are permitted zero lot line setbacks.

CR-5 Multiple Residence PAD : Row Houses

6.6

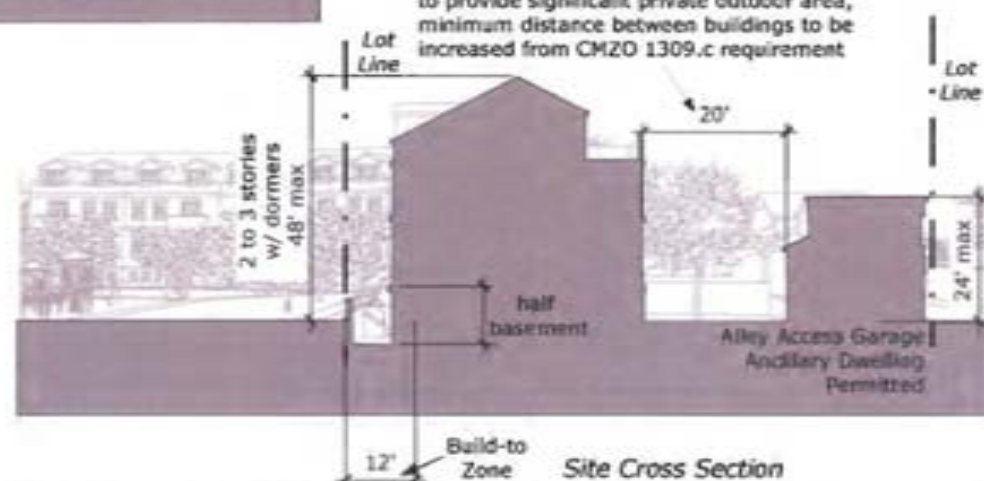


Row House Elevation Study (1" = 30'-0")

For Summary of Proposed Zoning Modifications from CR-5 Multiple Residence (CMZO) to CR-5 PAD/MFR-R see 6.17

These types of projects can serve a variety of socio-economic groups - either as large scale single family residences or divided into smaller apartments or condominiums. Architectural features such as covered stoops encourage neighborly interaction. Rear alley access garages allow for pedestrian friendly frontage and provide opportunities for ancillary dwellings.

Design Standard Note:
to provide significant private outdoor area, minimum distance between buildings to be increased from CMZO 1309.c requirement



Proposed PAD Standards : MFR-R

CR-5 Zone (CMZO) to CR-5 PAD (MFR-R)	Lot Area Standards				Max. Bldg. Height (n1)		Minimum Yard Setbacks								Min. Dist. btw Main Bldgs		Max. Lot Coverage		Net Density Range (du/ac)
	Min. Area (SF)		Min. Lot Width		City Req'd	PAD Prop'd	Front Yard(n5)		Side Yard		Rear Yard		PAD Prop'd	Garage	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	
	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd			City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd							
Main Bldg(s)	7000	1600	60'	20'	30'	48'	25'	12' BTZ	7' each	0'	25'	20' (n3)	(n4)	14'	20' (n6)	-	60%	32	
Accessory Bldg(s)	-	-	-	-	20'	24'	60'	(n9)	4' each	0'	4'	0'	-	7'	7' (n6)	(n2)	incl. (n8)	-	

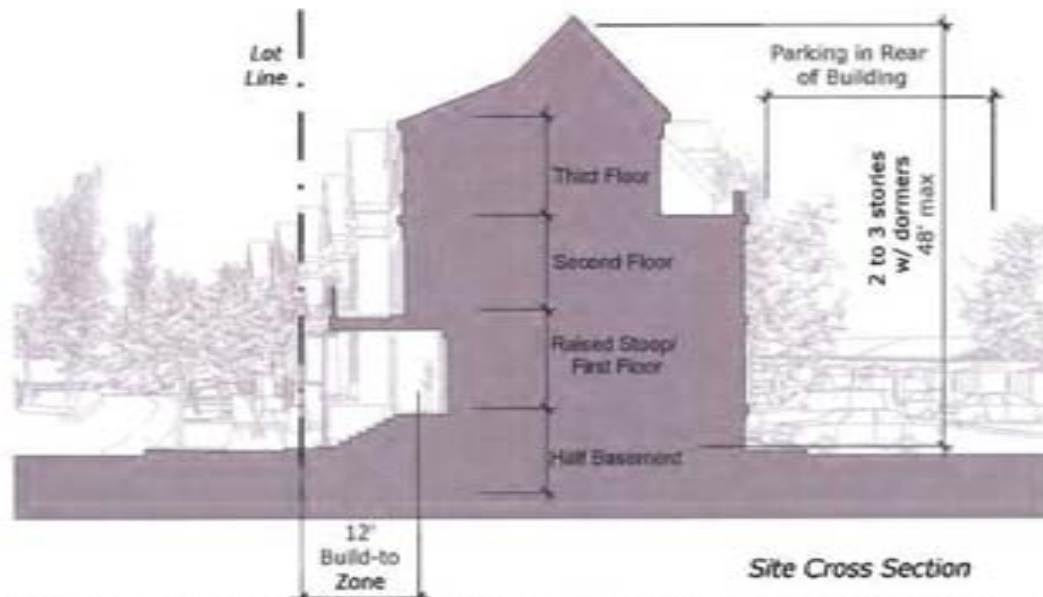
NOTES: (1) For building height definition, see CMZO 414; (2) See CMZO 1309.a; (3) Minimum rear yard to garage; (4) Garage to be rear alley access; (5) Front yards to be "Build to Zone" (BTZ) instead of setbacks. See Definitions, Section 8 for more information. (6) Except for adjoining lots, which are per side yard. (7) See Note E; p. 6.14; (8) Total lot coverage of all buildings, both main and accessory, shall not exceed 60% of total lot area; (9) Detached accessory buildings must be behind main building.

CR-5 Multiple Residence PAD : Apartment Houses

6.7



Apartment Houses Elevation Study (1" = 30'-0")



Site Cross Section

CR-5 Multiple Residence PAD Multifamily Residential Apartment Houses (MFR-A)

Apartment house developments are intended to facilitate a mixed economic group, including lower income and workforce housing, live/work lofts, and assisted living units.

These are medium high density projects, up to 32 dwelling units per acre.

Apartment houses are free standing structures, on the scale of a large house (up to 80' frontage); 2 to 3 stories tall (up to 40' high); "half basements" permitted; typically 2 to 4 units per floor; set close to the road with raised stoops and porches; balconies, common gardens, pools and playgrounds.

Multiple buildings may be on each lot, and each apartment house building shall be deemed as a "Main Building" for the purpose of the PAD Standards.

Parking loads are modified from the CMZO Sec.2103, Table A (see 8.1), with covered spaces provided by ramada-type open carports in the rear and visitor parking on-street.

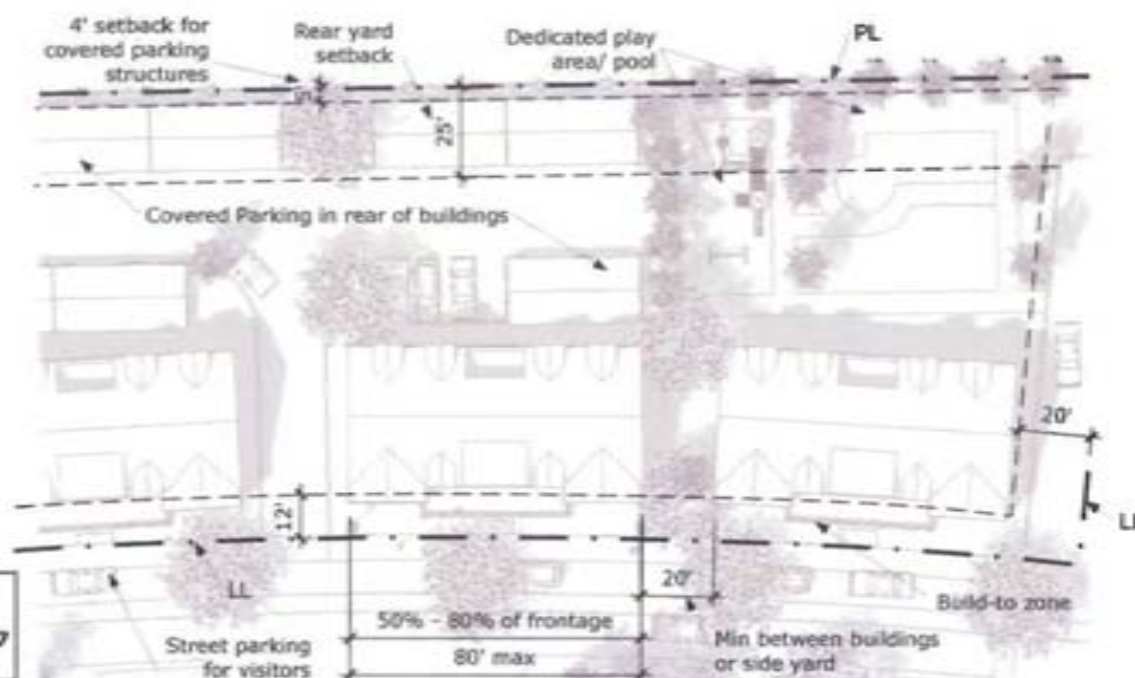
CR-5 Multiple Residence PAD : Apartment Houses

6.8



Apartment House Character Study

For Summary of Proposed Zoning Modifications from CR-5 Multiple Residence (CMZO) to CR-5 PAD/MFR-A see 6.17



Apartment Houses Site Study (1" = 40'-0")

Proposed PAD Standards : MFR-A

For considerations regarding Fire Department access, turning radius, and other requirements, please see Note F, pg 6.14.

CR-5 Zone (CMZO) to CR-5 PAD (MFR-A)	Lot Area Standards				Max. Bldg. Height (n1)		Minimum Yard Setbacks								Min. Dist. btw Main Bldgs		Max. Lot Coverage		Net Density Range (du/ac)
	Min. Area (SF)		Min. Lot Width		City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd		
	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd															
Main Bldg(s)	7000	7000	60'	60'	30'	48'	25'	12' BTZ	7' each	20'	25'	25'	-	14'	20'	-	60%	32	
Accessory Bldg(s)	-	-	-	-	20'	24'	60'	(n7)	4' each	4'	4'	4'	(n4)	7'	7'	(n2)	incl (n6)	-	

NOTES: (1) For building height definition, see CMZO 414; (2) See CMZO 1309.a; (3) not used; (4) Covered parking not considered "accessory building"; (5) Front yards to be "Build to Zone" (BTZ) instead of setbacks. See Definitions, Section 8 for more information; (6) Total lot coverage of all buildings, both main and accessory, shall not exceed 60% of total lot area; (7) Detached accessory buildings must be behind main building.

Accessory Buildings & Ancillary Dwellings

Accessory buildings and "ancillary dwellings" help to create economically sustainable and diverse neighborhoods. Accessory buildings provide opportunities for home based offices, art studios, crafts workshops and the like. The opportunity for ancillary dwellings should be positively encouraged in a "smart neighborhood". As Andres Duany notes,

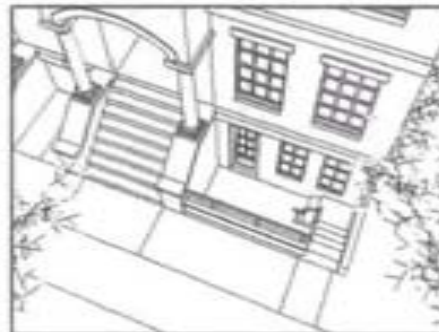
"Ancillary dwellings add affordable housing inconspicuously to single-family housing areas. They were once a staple in many older communities, where their presence provided socioeconomic diversity as well as quarters for extended families. These come with a built-in symbiotic support mechanism, since the landlord in the principle dwelling often watches over the well-being and behavior of the tenants. The rental payments help to cover the mortgage on the main house, making it more affordable. Despite all their advantages, ancillary dwellings are prohibited by conventional codes, which fear overcrowding, when the only real challenge is where to put the additional parking."[1]

As part of the effort to create a more sustainable neighborhood, a variety of accessory buildings are allowed in conjunction with single family residences -- houses, bungalows, row houses and live work units -- in several configurations: above garage units, half basements, and penthouse apartments.

Given the desirability for on-street parking as a means of traffic calming and accessibility, additional parking is not to be required on a per unit basis for ancillary dwellings, but rather dispersed in general with street parking, driveways, uncovered or covered parking on the lots off the alley or behind the buildings, and parking where permitted along the access alleyways (see 4.6).



Above Garage Units

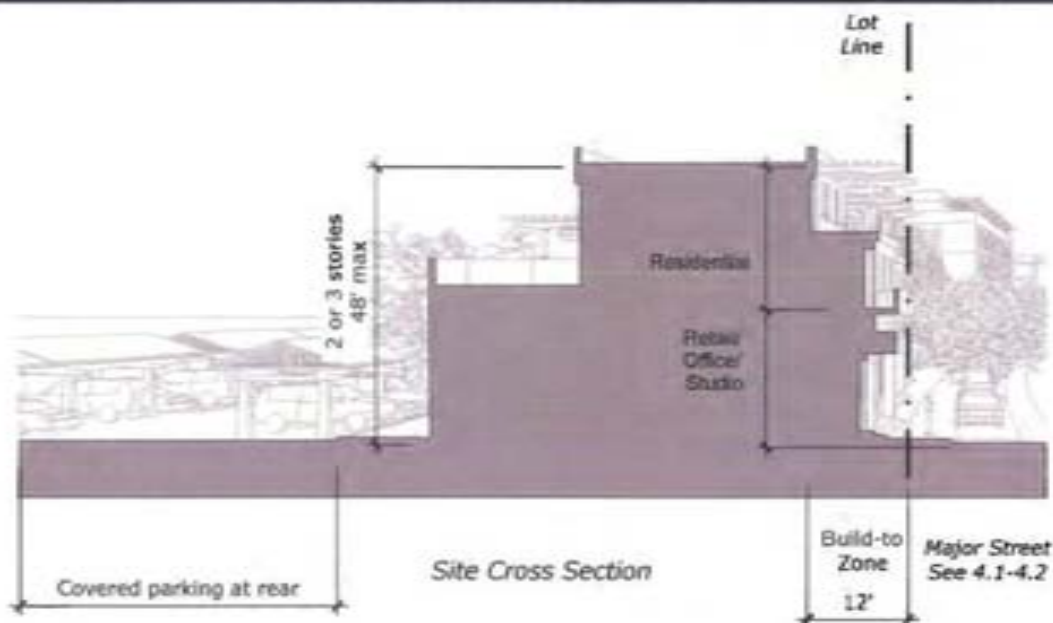


Half Basement Units



Penthouse Apartment

[1] The Smart Growth Manual.
A. Duany et al.
New York: McGraw Hill 2010: 12.10.



For Summary of Proposed Zoning Modifications from CB-2 General Business (CMZO) to CB-2 PAD/MUC-MR see 6.17



Character Study

Live/ Work Units are intended to create a lively streetscape, evocative of a traditional "Main Street" feeling.

Street level retail frontage provides owner occupants with opportunities for small businesses, with upper floor residential to create optimal living conditions for select sectors of the population.

Proposed PAD Standards : MUC-LW

CB-2 Zone (CMZO) to CB-2 PAD (MUC-LW)	Lot Area Standards				Max. Bldg. Height (n1)		Minimum Yard Setbacks								Min. Dist. btw Main Bldgs		Max. Lot Coverage		Net Density Range (du/ac)
	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	
Main Bldg(s)	-	-	-	-	35'	48'	15'	12' BTZ	0/7' (n4)	20'	10/25' (n5)	25'	(n7)	0' (n8)	20'	-	-	-	20
Accessory Bldg(s)	3500 (n9)	n/a	-	-	20' (n5)	20' (n5)	15'	(n10)	0'	0'	4'	4'	-	7'	7'	40% (n2)	-	-	-

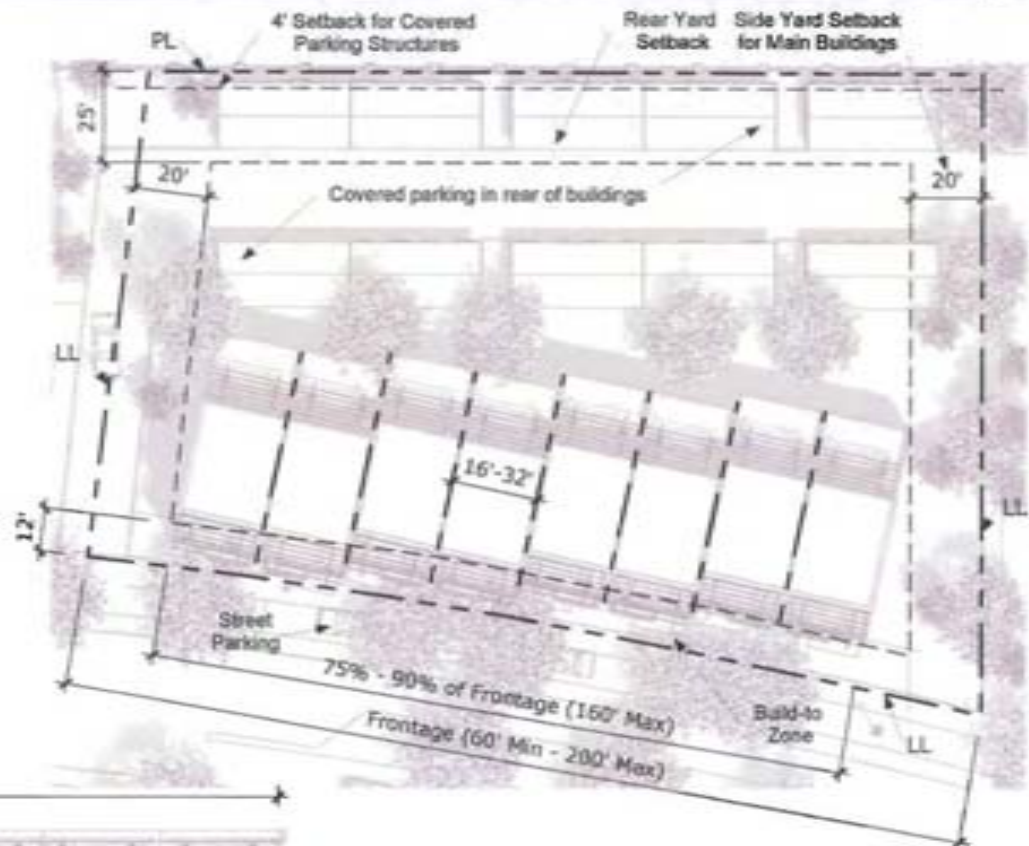
NOTES: (1) For building height definition, see CMZO 414; (2) See CMZO 1610.a; (3) Front yards to be "Build to Zone" (BTZ) instead of setbacks. See Definitions, Sec. 8; (4) CMZO 1607; (5) CMZO 1610.b; (6) not used; (7) Covered parking not considered "accessory building"; (8) CMZO 1609; (9) CMZO 1605; (10) Must be behind main building.

CB-2 General Business PAD Mixed Use Commercial: Live/Work (MUC-LW)

"Live/ Work" developments create the opportunity for entrepreneurs, small businesses, art studios, etc., with a traditional "Main Street" character.

Each unit typically has a storefront at street level with a separate residential entrance. Features such as deep awnings, entrance canopies, balconies, and roof decks can enliven the facade and offer both interaction with the street and domestic privacy. Units can be subdivided to allow for ancillary dwelling with a penthouse apartment above the second floor residence.

Live/Work units are attached structures sharing common party walls; typically 2 or 3 stories; set at the street front "build-to zone" to create a strongly defined street wall. Covered parking for residents and customers in rear of building is supplemented by on-street parallel parking.

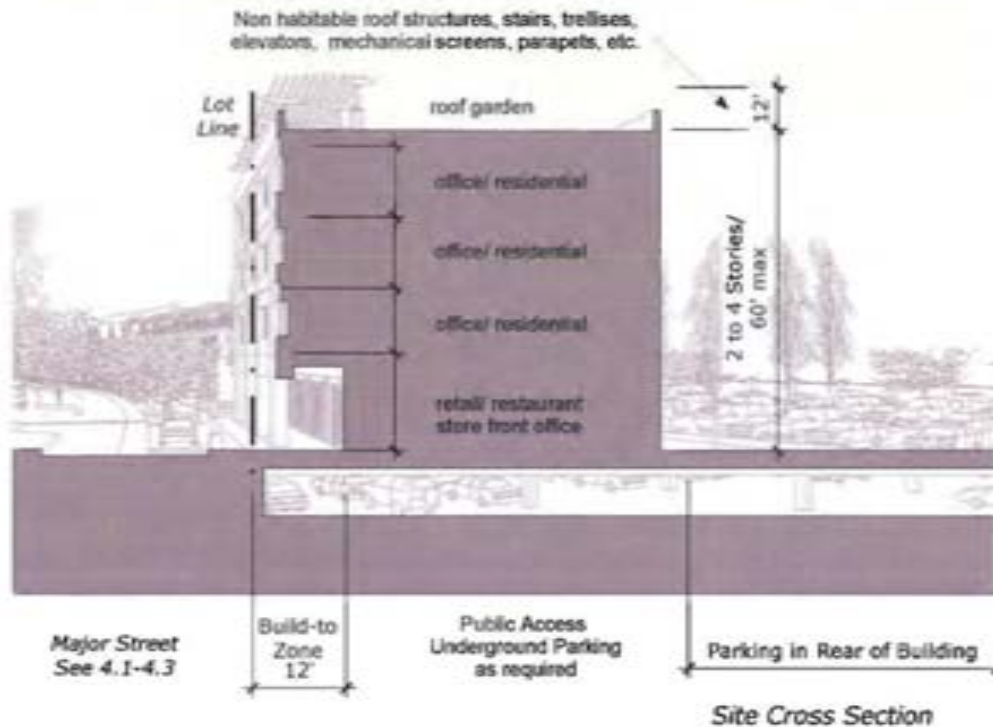


Mixed Use Live/ Work Site Study (1" = 40'-0")

For considerations regarding Fire Department access, turning radius, and other requirements, please see Note F, pg 6.14.



Mixed Use Live/Work Elevation Study (1" = 30'-0")



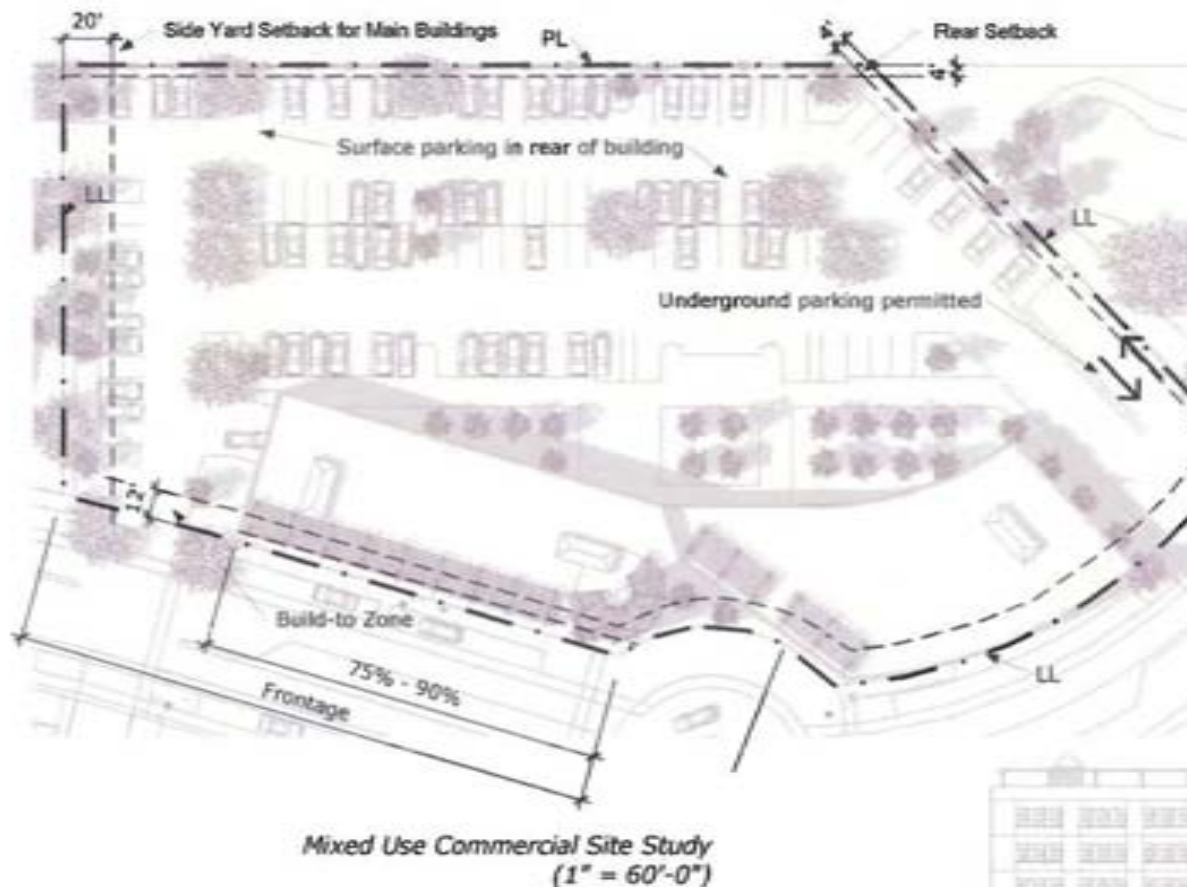
Mixed Use Commercial Study

For Summary of Proposed Zoning Modifications from CB-2 General Business (CMZO) to CB-2 PAD/MUC-MR see 6.17

Proposed PAD Standards : MUC-MR

CB-2 Zone (CMZO) to CB-2 PAD (MUC-MR)	Lot Area Standards				Max. Bldg. Height (n1)		Minimum Yard Setbacks								Min. Dist. btw Main Bldgs		Max. Lot Coverage		Net Density Range (du/ac)
	Min. Area (SF)	Min. Lot Width	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	City Req'd	PAD Prop'd	
Main Bldg(s)	-	-	-	-	35'	60'	15'	12' BTZ	0/7' (n4)	20'	10/25' (n11)	25'	(n7)	0' (n8)	20'	-	-	-	32
Accessory Bldg(s)	3500 (n9)	n/a	-	-	20' (n5)	20'	15'	(n10)	0'	0'	4'	4'	-	7'	7'	40% (n2)	-	-	-

NOTES: (1) For building height definition, see CMZO 414; (2) CMZO 1610.a; (3) Front yards to be "Build to Zone" (BTZ) instead of setbacks. See Definitions, Sec. 8; (4) CMZO 1607; (5) CMZO 1610.b; (6) not used; (7) Covered parking is not considered "accessory building"; (8) CMZO 1609; (9) CMZO 1605; (10) Must be behind Main Building; (11) CMZO 1608.



For considerations regarding Fire Department access, turning radius, and other requirements, please see Note F, pg 6.14.

CB-2 General Business PAD

Mixed Use Commercial: Mixed Use Mid-Rise (MUC-MR)

Mixed Use Mid-Rise projects are intended to encourage a sustainable and walkable neighborhood bringing together work, recreation, shopping, restaurants, living and other appropriate facilities in compact buildings. Typically, retail, restaurant and store front office are on the ground floor; with commercial office and various multifamily residential types (apartments, condominiums, lofts) are on the upper floors. Live/work lofts are also encouraged, as well as elderly care, workforce, and low-income housing.

Building heights are optimized at 2 to 4 stories to create an appropriate sense of "street wall", while avoiding adverse conditions of high-rise residential living. Balconies and shared outdoor roof gardens are encouraged.

Buildings are not "set back", but rather set near the street and sidewalk, with a "build-to zone" or a "build-to line" with ground floor covered walks and promanades or awnings, to develop pedestrian friendly street scenes while allowing for some variation in building frontage design.

Parking requirements are met through a combination of short term on-street parking, parking lots to the rear of the building, and underground parking depending on densities and anticipated loads.

Parking counts are shared across buildings and building types, and public access is encouraged.



Mixed Use Commercial Elevation Study (1" = 50'-0")

General Notes:

A) **Building Height:** In accordance with CMZO Sec. 414, building height shall be considered as "the vertical distance from the average finished grade at the front of the building to the highest point of the building".

For the purposes of TR-PAD and CB-2 PAD Zoning in this PAD development, minor non-habitable roof structures (e.g., stair and elevator shafts, mechanical screens, roof trellises, solar panels, parapets, satellite dishes or antennae, and the like) shall be allowed to project up to 12' above the allowable building height. All roof mounted mechanical equipment, communications equipment, and the like, shall be screened up to 6' above roof level where necessary to screen from public view at street level.

Church buildings in TR-PAD Zone are permitted nonhabitable spires, towers, domes, lanterns, etc., without height restrictions.

B) Accessory use is considered per Maricopa Subdivision Ordinance (November 20, 2006) Sect 14-1-6, Definition "Accessory Use" and Section 8 "Definitions" of this document.

C) Covered, open ramada type parking structures are not considered as "detached accessory buildings" under the PAD code, and may be built without restriction over any standard parking spaces in a parking lot, provided a minimum of 4' to any rear setback line.

D) In general parking requirements are to follow the requirements CMZO Chapter 16, Table 1-A, as modified herein per page 7.3. Ancillary dwellings do not require separate or dedicated parking, although such parking is to be encouraged in order to make such accessory dwellings more marketable and attractive.

E) CR-3 SFR-B and CR-5 MFR-R must have at least 70% of lots fronting on at least two sides of a common open area of at least 0.40 acres.

F) The illustrated lot configurations are conceptual in design. At the time of individual site development, each parcel will be engineered to accommodate fire department access in conformance with the requirements of the current International Fire Code and the requirements of the City of Maricopa Fire Department. Such development will be subject to the standard site plan review and approval process with the City of Maricopa.

Proposed Modifications from TR Transitional (CMZO) to TR-PAD

1401. Uses Permitted: In addition to uses permitted in Article 14 (CMZO), any additional use for church, school, and/or civic related services shall be allowed as deemed appropriate by the Owner.

1402. Building Height:

(a) Maximum Building Height increased to 75 feet.

(b) Minor non-habitable roof structures (e.g., stair and elevator shafts, mechanical screens, roof trellises, solar panels, parapets, satellite dishes or antennae, and the like) shall be allowed to project up to 12' above the allowable building height. All roof mounted mechanical equipment, communications equipment, and the like, shall be screened up to 6' above roof level where necessary to screen from public view at street level.

1403. Minimum Lot Area: No minimum residential lot area is required.

1404. Minimum Lot Width: No minimum lot width is required.

1405. Minimum Area per Dwelling Unit: No minimum area required.

1406. Minimum Front Yard: No minimum front yard required.

1407. Minimum Side Yard: No minimum side yard required.

1408. Minimum Rear Yard: No minimum rear yard required.

1410.d. Detached Accessory Buildings Minimum Distance to Front Lot Line: No minimum distance required.

1410.e. Detached Accessory Buildings Minimum Distance to Side Lot Line: No minimum distance required.

1410.f. Detached Accessory Buildings Minimum Distance to Rear Lot Line: No minimum distance required.

2103 Table A: see 7.3 for Parking Variations

Proposed Modifications from CR-3 Single Residence(CNZO) to CR-3 PAD

Allowable density for SFR-H to be 12 du/ac.

Allowable density for SFR-B to be 16 du/ac. SFR-B must have at least 70% of lots fronting on at least 2 sides of a common open area of at least .40 acres.

1101. Uses Permitted:

a: Each lot shall be permitted one (1) ancillary dwelling either over attached garage or rear detached garage.

1102. Building Height: Maximum height of any structure shall be:

(a) SFR-H = 36 feet

(b) SFR-B = 32 feet

1103. Minimum Lot Area: Minimum lot area shall be decreased to:

(a) SFR-H = 3600 square feet

(b) SFR-B = 2000 square feet

Note: these reductions are in consideration of required rear alley access.

1104. Minimum Lot Width: Decrease minimum lot width to:

(a) SFR-H = 45 feet

(b) SFR-B = 24 feet

1105. Minimum Area per Dwelling Unit: Eliminate minimum area per dwelling unit.

1106. Minimum Front Yard: Decrease minimum front yard to:

(a) SFR-H = 12 feet Build to Line (BTL) for house façade instead of Setback.

Front entry garage to be minimum of 20' behind house façade.

Stoops, covered porches, trellises, and awnings are permitted over the Build to Line.

(b) SFR-B = 5' Build to Line (BTL) for house façade.

1107. Minimum Side Yard: Decrease minimum side yard to:

(a) SFR-H = 5 feet each side. Attached garages behind garage setback (see 1106.a above) may be zero lot line.

(b) SFR-B = 3 feet each side.

1109. Minimum Distance Between Main Buildings: Delete reference to Section 2310. Rear ancillary dwellings shall have unoccupied and unobstructed access way to a private accessway (street or alley) per PAD accessway standards (see 4.1 - 4.4).

1110. Buildable Area: Increase to permitted lot coverage of all buildings, both main and accessory, shall not exceed 60% of total lot area. (See Definitions, Sec 8. herein).

1111. Detached Accessory Buildings:

1111.a: Permitted coverage is unlimited provided buildable area percentage is not exceeded (see 1110. above)

1111.b: Increase maximum building height to 24 feet.

1111.c: SFR-B requires 15 feet minimum between main building and detached rear garage to provide private rear yard.

1111.d:

(a) SFR-H Detached accessory building to be minimum 20 feet behind line of front façade (see 1106 (a)).

(b) SFR-B Detached rear garage to be rear alley access behind main building.

1111.e: Decrease minimum side and rear yard lot lines to 0 (zero) feet.

2103 Table A: see 7.3 for Parking Variations

Summary of Proposed Zoning Modifications (cont.)

6.17

Proposed Modifications from CR-5 Multiple Residence (CMZO) to CR-5 PAD

Allowable density for MFR-A to be 32 du/ac.

Allowable density for MFR-R to be 32 du/ac. MFR-R must have at least 70% of lots fronting on at least 2 sides of a common open area of at least .40 acres.

1302. Building Height: Maximum height of any structure shall be 48 feet.

1303. Minimum Lot Area: Minimum lot area shall be decreased to:

(a) MFR-R = 1600 square feet for attached row house lots

Note: this reduction is in consideration of required rear alley access.

1304. Minimum Lot Width: Decrease minimum lot width to:

(a) MFR-R = 20' for attached row house lots.

1305. Minimum Front Yard: Decrease minimum front yard to 12 feet Build to Zone (BTZ) instead of Setback.

1306. Minimum Side Yard:

(a) MFR-R Decrease minimum side yard to zero (0) feet for attached row houses.

(b) MFR-A Increase minimum side yard setback to 20 feet for apartment houses.

1307. Minimum Rear Yard:

MFR-R = required 20 foot minimum rear yard between main building and detached garage building to provide private rear yard.

1308. Minimum Distance Between Main Buildings:

MFR-A = Increase to 20 feet.

MFR-R = except for adjoining lots, which are per 1306.a.

1309. Detached Accessory Buildings:

1309.a: Increase permitted lot coverage of all buildings, both main and accessory, shall not exceed 60% of total lot area.

1309.b: Increase maximum building height to 24 feet.

1309.d: Detached accessory buildings must be behind the main buildings.

1309.e: MFR-R = Decrease minimum side and rear yard lot lines to 0 (zero) feet.

2103 Table A: see 7.3 for Parking Variations

Proposed Modifications from CB-2 General Business (CMZO) to CB-2 PAD

Allowable density for MUC-LW to be 20 du/ac.

Allowable density for MUC-MR to be 32 du/ac.

1601. Uses Permitted: Owner shall be allowed to limit any use otherwise permitted under CMZO CB-2, as deemed appropriate by Owner.

1602. Building Height: Increase maximum building height to:

(a) MUC-LW = 48 feet

(b) MUC-MR = 60 feet

(c) Minor non-habitable roof structures (e.g., stair and elevator shafts, mechanical screens, roof trellises, solar panels, parapets, satellite dishes or antennae, and the like) shall be allowed to project up to 12' above the allowable building height. All roof mounted mechanical equipment, communications equipment, and the like, shall be screened up to 6' above roof level where necessary to screen from public view at street level.

1605. Minimum Front Yard: Decrease minimum front yard to 12 feet Build to Zone (BTZ) instead of Setback.

1607. Minimum Side Yard: Increase to 20 feet.

1608. Minimum Rear Yard: 25 feet for all uses, except for detached accessory buildings.

1609. Minimum Distance Between Main Buildings: Increase to 20 feet.

1610. Detached Accessory Buildings:

1610.d: Detached accessory buildings must be behind the main buildings.

1610.f: Minimum distance to rear lot line: 4 feet.

2103 Table A: see 7.3 for Parking Variations

*"Mixed use neighborhoods require less parking than conventional single-use zones for several reasons. They allow some people to live without a car, especially where good transit is provided. Beyond that, they have a significant number of on-street spaces, which are available to complementary uses at different times, so they need not be provided twice. Given these efficiencies, mixed use neighborhoods should not be held to suburban parking standards." ***

Due to the intended character of mixed use neighborhoods, required parking counts are significantly reduced and more latitude is given for on-street and shared parking. Typically, ancillary dwellings do not require separate or dedicated parking, although such parking is to be encouraged in order to make such ancillary dwellings more marketable and attractive.

TR Civic Buildings PAD: Per CMZO Chapter 16, Sec. 2103 Table A. Note: Shared parking for Church events is anticipated with School and Mixed Use Commercial functions, and full credit for all on-street parking is to be given.

CR-3 Single Residence PAD - Houses: 2 covered spaces in garage per lot; none required for ancillary units. (See **Alleys** below for additional parking).

CR-3 Single Residence PAD - Bungalows: 2 covered spaces in garage per lot; none required for ancillary units.

CR-5 Multiple Residence PAD - Row Houses

Where individual Row House lot is unsubdivided for a single residential use: 2 covered spaces in garage per lot; none required for ancillary units.

Where individual Row House lot has more than one residence per building: 1 covered space per dwelling unit; none required for ancillary units.

(See **Alleys** below for additional parking).

CR-5 Multiple Residence PAD - Apartments:

Efficiency and 1 bedroom units: 1 covered space per unit

2 bedroom or larger units: 1 covered space + 1 uncovered space per unit

Limited on street parking for visitors may be provided.

CB-2 General Business PAD - Live/Work Units: 4 spaces per unit with at least 2 covered spaces assigned for residence use; and 2 space available for customer, employee and / or ancillary dwelling; plus on-street parking.

CB-2 General Business PAD - Mixed Use Mid-Rise: 3 car parking spaces per 1000 gross square feet of office, retail, food service, etc. Each residential dwelling unit to have:

Efficiency and 1 bedroom units: 1 covered space per unit

2 bedroom and larger units: 1 covered space + 1 uncovered space per unit

Limited on street parking for visitors may be provided

Major Streets: On-street parallel parking shall be in marked 9' x 22' spaces.

Minor Streets: On-street parallel parking shall be permitted in unmarked spaces.

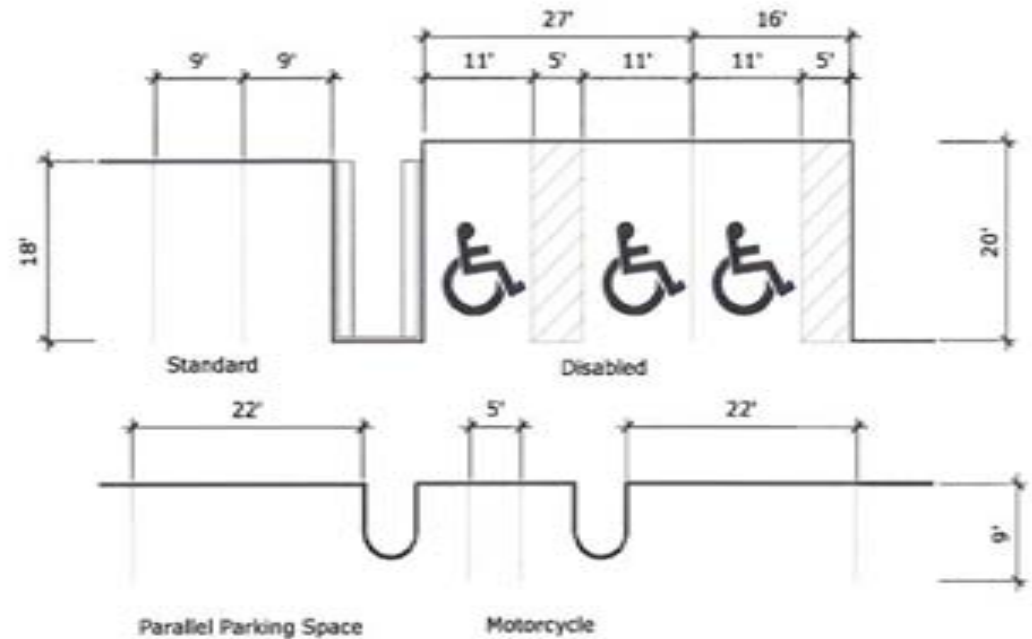
Alleys: On-street parallel parking shall be permitted in marked 9' x 22' spaces.

** A. Duany et al. *The Smart Growth Manual*. McGraw-Hill 2010: 11.4

Note: H/C space requirements to be calculated per IBC 2006 Table 1106.1

Parking Space/ Maneuvering Dimensions: All parking space dimensions to be per CM20 Chapter 16, Sec. 2104

Standard Spaces: 9' wide x 18' long
Disabled Single Space: 16' wide x 20' long
Disabled Double Spaces: 27' wide x 20' long; each space at 11' wide with a marked 5' access aisle between.
Parallel Parking: 9' wide x 22' long
Motorcycle Parking: 5' wide x 9' long
Bicycle Parking: provided per CM20 Chapter 16.



TYPICAL PARKING SPACES

Parking: Table of Variations

7.3

Rationale: Sustainable "smart neighborhoods" seek to right-size parking requirements to probable actual needs. Over-parking a project requires unnecessary resources, is uneconomical, creates large heat islands, and takes away land from more social and communitarian uses.

Because higher densities with a diversity of functions reduces the need to drive, and create more opportunities for public transit and alternative means of travel, the typical suburban standards parking under the City of Maricopa Zoning Code should be reduced to promote a more pedestrian friendly and less automobile dependent development.

Given the intense mixed use nature of this project, which allows for shared parking among various activities that occur at different times throughout the week, redundancy in parking should be eliminated to enhance the overall quality of the project. The proposed 20% parking reductions are justified due to the close proximity of the shared use functions - church and commercial retail and office - each of which require high parking ratios but are not generally maximized at the same times throughout the week.

Parking Variation Table

ZONE	Maricopa Zoning Ordinance Chapter 16 Table A	Proposed PAD Standards (typically approximately 20% reduction)	
CR-3	2 spaces/ dwelling	CR-3 PAD	2 covered spaces in garage/ lot 1 space recommended but not required for ancillary dwelling
CR-5	Efficiency units : 1 space/ unit plus* One (1) bedroom units : 1.5 space/ unit plus* Two (2) bedroom units and larger : 2 spaces/ unit plus* Town homes or Condomiums : 2 spaces/ unit plus* * = One (1) visitor space per ten (10) units must be provided At least one (1) parking space per multiple residence unit must be covered and assigned to a unit.	CR-5 PAD	Efficiency units : 1 covered space/ unit One (1) bedroom units : 1 covered space/ unit Two (2) bedroom units and larger : 1 covered space/ unit + 1 uncovered space/ 2 units Town homes or Condomiums : 1 covered space/ unit + 1 uncovered space/ 2 units Visitor parking is assumed to be accommodated with on-street parking and in other shared parking facilities.
TR	Church (fixed seating) : 1 space/ 4 seats Church (other uses) : 1 space / 300 SF GFA School : 1 space/ classroom + 1 space/ 600 SF GFA	TR PAD	Church (fixed seating) : 1 space/ 5 seats Church (other uses) : 1 space/ 375 SF GFA School : 1 space/ classroom + 1 space/ 600 SF GFA
CB-2	General Retail : 1 space/ 200 SF GFA General Office : 1 space/ 300 SF GFA Medical and Dental Office : 1 space/ 200 SF GFA + 1 space/ 2 employees Restaurants, Bars & Lounge : 1 space/ 75 GFA Mixed Use Residential : See CR-5 above Swap Meets, Farmers' Market : 1 space / 100 SF sales area	CB-2 PAD	General Retail : 1 space/ 250 SF GFA General Office : 1 space/ 350 SF GFA Medical and Dental Office : 1 space/ 250 SF GFA Restaurants, Bars & Lounge : 1 space/ 100 GFA Mixed Use Residential : See CR-5 above Swap Meets, Farmers' Market : 1 space / 300 SF sales area

Note: On street parking can, and shall be assumed to accommodate any additional parking requirements for any type of zoning or function that may require it.

Living in the Sonoran desert presents challenges for creating lush landscapes which are not only visually appealing, but that are also usable for the residents year 'round.

Particularly in denser neighborhoods, where pedestrian and bicycle traffic are to be encouraged year 'round, the quality and livability of the public areas need to be carefully considered and planned to make these places "user friendly" while respecting the limited water resources and plant palette in the region.

This project will combine a number of different landscape strategies to create a visually attractive, user friendly, and ecologically sustainable development:

1) Creating Microclimates

A microclimate is a local atmospheric zone where the climate differs from the surrounding area. Especially in the desert region of Arizona, microclimates greatly increase the year 'round livability and attractiveness of a development. This project will seek to create a temperate microclimate through the following strategies:

- The disposition of the buildings to create areas of summer shade and winter sun.
- Provide deep overhangs and covered walkways on buildings to reduce surface absorption of solar energy and create pedestrian friendly zones.
- Reduce hardscape surfaces such as asphalt and concrete that create heat sinks.
- Encourage water retention and percolation with pervious surfaces for low usage parking areas and for walkways. All such materials to be engineered, ADA-compliant materials. A palette of materials might include pea gravel, decomposed stabilized granite, grass-crete, pavers, and the like.
- Retaining water on site increase evaporation the assists in cooling the microclimate.
- Preferring organic groundcovers to inorganic minerals such as decomposed granite, river rocks, and crushed stone.
- Lining the streets with trees along the sides and in landscape medians to create shaded canopies along the circulation routes are intended to encourage pedestrian and bicycle traffic.
- Yard trees to provide outdoor shade and help increase and sustain property values.
- Provide organic ground covers and under canopy dense shrubs to contribute moisture, increasing evaporative cooling.
- Provide ponds and water features with reclaimed water to provide evaporative cooling



2) Xeriscape

Xeriscape generically means "low water landscaping". This, however, is not the same in strategy or intent as "desert landscaping". Xeriscape is a strategy to achieve a lush, attractive and user friendly landscape through the careful design of the landscape:

- *Hydrozoning*: the strategy of group plants according to similarities in their water use patterns.
- *Umbrellation*: The strategy of creating shade, filtered light, and frost protection through canopy trees. Especially in a harsh climate such as Zone 9, umbrellation allows more delicate and tropical plants to thrive under the protective canopy.
- *Plant Selection and Placement*: The strategy of considering the natural characteristics of various species and cultivars to optimize their vitality in different field conditions. Plants can be ranked and placed based on their water use, sun tolerance, shade tolerance, heat tolerance, hardiness, and growth patterns.
- *Plant List*: Plants shall be lower water use drought tolerant plants as listed in the Arizona Department of Water Resources Pinal Active Management Area.



3) Water management

The dry and harsh conditions of Arizona require careful use of water resources. The ecological goal of this project is to create a microclimate which increases livability and sustains property values, while conserving and using wisely water to create an environmentally sustainable development.

- **Water harvesting:** As part of the efforts to reduce water usage and maximize the utility of the water on the site, both as delivered by the public utility and as natural precipitation, the project will strive to use water harvesting strategies both to reclaim "grey water" from human use and to contain rain water. Roofs on this project will preferably be metal seamed pitched roofs and rubberized sheet (EPDM, etc) for flat roofs to facilitate water capture. Where economically feasible and truly sustainable, gutters, downspouts and internal drains will bring the harvested water to cisterns for use in irrigation. Filtration and sterilization systems (UV, chlorination, etc) will maintain the water to a standard sufficient for irrigation use.
- **Stored water** will be used preferentially over utility delivered water for irrigation purposes.
- **Promote site retention:** Hardscape surfaces will be pervious where feasible to reduce run off and promote soil percolation. Curbs, swales and tree wells will capture water for street trees.
- **Drip System** with appropriate emitter heads will be used for water delivery to shrubs, bushes, flower beds, ground covers and the like.
- **Seasonal water use** will be managed by "intelligent controllers" as part of the drip and sprinkler systems.
- **Flood irrigation and water retention basins:** Large areas of grass, such as sports fields and village greens, will be sunken to double as retention basins. Where possible, these areas can be best maintained through economical flood irrigation rather than radiating arm sprinkler systems. Smaller grass areas and lawns will be watered with pop up sprinkler heads.
- **Deep pipe irrigation (DPI)** uses 1" to 2" diameter perforated pipe (PVC or even bamboo) installed vertically to deliver water to the root zone of the tree. The root zone is typically 18" to 36" below the surface, depending on species, which is where the plant receives the hydration necessary for life and health. A tree might have 4 or more DPI points, typically within the perimeter of the canopy above. As the tree grows, DPI points can be moved to accommodate the growing root structure. Rather than surface watering, which requires percolation and entails a loss due to evaporation, DPI delivers the water efficiently to where the plant utilizes the water. Combined with a drip system, DPI is the most effective and efficient method for delivering water to trees and optimizes tree health and a strong root system.



Generally the intent of this project is to meet or exceed the minimum landscape requirements set forth in Maricopa Subdivision Ordinance 14-6-5. (MSO)

- **Major Streets** (see 4.1-4.3) will be lined with canopy shade trees on the sides and in the center median. Sidewalks and parallel street parking will include tree wells for shade trees, and thick ground covers. Center median will have low, thick groundcovers serviced by drip system. Per MSO 14-6-5, a minimum of one tree and three shrubs shall be placed on average every 30' feet, dependent on species needs.
- **Minor Streets** (see 4.4-4.5) will be lined with canopy shade trees on both sides. Sidewalks and PUEs will include tree wells for shade trees and thick ground covers. Per MSO 14-6-5, a minimum of one tree and three shrubs shall be placed on average every 30' feet, dependent on species needs.
- **Alleys** (see 4.6) will have canopy trees in tree wells along the site perimeter wall at approximately 25' o.c. to allow for parallel parking in alley between. Alleys may be hardscaped with engineered, ADA-compliant materials such as pea gravel, decomposed stabilized granite, grass-crete, pavers or other permeable materials, rather than asphalt or concrete, to increase water retention.
- **Common Areas** (see 5.2) Large common areas such as town square, village greens, church courtyard, and sports fields will be lined with canopy and other trees to help define the sense of place. Umbrellation strategies for under canopy planting of bushes, shrubs, accent plants, etc., are encouraged where appropriate. Grass areas are to use lower water usage seasonal grasses. Pea gravel or paver walking surfaces are preferred over concrete sidewalks to increase water retention. All surfaces shall meet ADA requirements where required by law to do so.
- **Parking lots:** parking areas in view of street frontage shall be significantly screened with a decorative screen wall and/or berms not to exceed 36" tall, and/ or dense foliage hedges at least 18" tall. Per Maricopa Zoning 2105, parking lots shall have a minimum of one tree and two shrubs per eight required parking spaces. Parking lots shall have a minimum of 5' landscape strip along property lines, with a minimum of one tree and two shrubs and organic groundcover every 25' to provide visual screening between uses. Low usage parking areas, such as parking spots in church lots, may be hardscaped with engineered, ADA-compliant materials such as pea gravel, decomposed stabilized granite, grass-crete, pavers or other permeable materials, rather than asphalt or concrete, to increase water retention.
- **Commercial, Multifamily and Single Family** (see 6.1-6.13) shall generally meet or exceed the requirements of MSO 14-6-5.
- **Maintenance:** All planting materials in the common areas (private access ways, public parks, church and school grounds, retention areas, etc) shall be maintained by the Owner as part of a Covenant for Maintenance (or similar legal structure).

Planting on single family, multifamily, or commercial land shall be maintained by the individual property owners/ leasees or others, which shall be enforceably maintained to project standards via a Covenants, Conditions and Restrictions (or similar) structure.



Lighting Standards and Monumentation

7.8

Street Lighting Standards

In conformance with Maricopa Subdivision Ordinance 14.6.15 (D):

Collector Roads : Street lights shall be limited to an installation height of twenty (20') feet.

Parking lots in recreational, commercial and civic areas : Lights shall be limited to an installation height of sixteen (16') within the interior of the parking lot and twelve (12') feet along the perimeter of the parking lot.

Parking lots in multifamily residential areas : Lights shall be limited to an installation height to twelve (12') feet for free standing fixtures. Lights may be provided under the parking canopy structures.

Walkways: Lighting shall be limited to an installation height of ten (10') for free standing fixtures.

Street lights will be installed in conformance with *AASHTO Roadway and Lighting Design Guidebook*, Oct 2005.



Monument Signs

Architecturally integrated monument signs will be located at each of the main entrance locations to Our Lady of Grace Planned Area Development.



Light standards will typically be period lamp post styles, on an architectural plinth, with height adjusted to meet the requirements of MSO 14.6.15 (D).

Some common definitions in Form Based Codes are included herein for reference:

Accessory Building: A structure, designed for the shelter or enclosure of persons, animals or property of any kind that is customarily associated with, incidental and subordinate to the principal building on the lot. An example may be a detached garage, shed, or a guesthouse.

Accessory Use: A use, building, structure, part of a building, or part of a structure which is subordinate to, and the use of which is incidental to, that of the main building, structure or use on the same lot, including a private garage. If a building otherwise qualified as an accessory building is attached to the main building by a common wall or roof, such building shall be considered part of the main building. (Cf. City of Maricopa Subdivision Ordinance, November 30, 2006; 14-1-6 Definitions "Accessory Use")

Alley: A right-of-way, dedicated to public uses, which gives a primary or secondary means of vehicular access to the rear or side properties otherwise abutting a street, and which may be used for utility access but is not intended for general traffic circulation. (Cf. City of Maricopa Subdivision Ordinance, November 30, 2006; 14-1-6 Definitions "Alley")

Ancillary Dwelling: A self contained dwelling unit which is on the same lot as the primary residence, intended for separate occupancy for extended family, as a rental unit, as an office or studio for a home based business, or other similar uses.

Arcade: A covered passage contiguous to a street or plaza with shops on one or both sides, accessible to the public. Generally, the façade overlaps the sidewalk while the storefront remains set back. The sidewalk is fully covered with an overhang.

Awning: A roof-like cover, often made of fabric or metal, designed and intended for protection from the weather or as a decorative embellishment, and which projects from a wall or roof of a structure over a window, walk, or door. Awnings extending less than six feet (6') and at least eight feet (8') above the adjacent grade, are not to be considered in respect to **setback line** requirements or **build-to lines** or **build-to zones**.

Build-to Line: Rather than a setback, which defines a minimum distance to property line, the **build-to line** is an alignment establishing a specific distance from the property line (street right-of-way line) along which the building frontage is required to be built.

Build-to Zone. Rather than a setback, which defines a minimum distance to property line, the **build-to zone** defines both the minimum and maximum distances to the property line - creating a zone - in which the building frontage is required to be built. The purpose of a **build-to zone** as distinct from a **build-to line** is to allow variation with the street frontage while still defining a strong sense of "street wall".

Buildable Area: See **Lot Coverage**.

Building: A structure having one or more stories and a roof, designed primarily for the shelter, support or enclosure of persons, animals, or property of any kind. Buildings include houses, office buildings, barns, garages, and sheds.

Building, Main: A building in which is conducted the principal use of the lot on which it is located. In a residential zone, the primary residence is deemed to be the main building on the lot on which it is located.

Building Height: In accordance with MCZO 414, building height shall be considered as "the vertical distance from the average finished grade at the front of the building to the highest point of the building". For the purposes of TR-PAD and CB-2 PAD Zoning in this PAD development, minor non habitable roof structures (e.g., stair and elevator shafts, mechanical screens, roof trellises, parapets, satellite dishes or antennae, and the like) shall be allowed to project up to 12' above the stipulated building height.

Building frontage: The length of any side of a building which fronts on a public street, measured in a straight line parallel with the abutting street.

CPTED (Crime Prevention Through Environmental Design): The concept of CPTED is based upon the following theory: the proper design and effective use of the built environment can lead to the reduction in the incidence and fear of crime, and an improvement in the quality of life.

Disposition: The placement of a building on its lot.

Dwelling: A building or portion of a building arranged or designed to provide living facilities for one or more families. Dwellings may be further identified as one-family, multiple-family semi-detached, or attached.

Euclidean Zoning: A method of dividing a community by zones characterized by 1) prioritization of use regulations and 2) inclusion of proscriptive rules (what the jurisdiction does not want to see). Euclidean zoning has been the trend of land use regulations for most of the last century in Maricopa and throughout the country. This conventional zoning has produced patchwork quilts of single-use districts (only residential uses allowed or only commercial uses), often with minimal connections (vehicular, pedestrian, or visual) between neighboring zones. The term is derived from the 1926 Supreme Court case of *Town of Euclid, Ohio v. Ambler Realty Company*, which established the right of communities to separate uses into zones.

Floor area: The sum of the gross horizontal areas of each floor of the principal building, and any accessory buildings, measured from the exterior walls or from the center line of party walls. The term does not include any area used exclusively for the surface parking of motor vehicles or for building or equipment access, such as stairs, elevator shafts, and maintenance crawl space.

Floor area ratio (FAR): The total floor area of the building or buildings on a lot or parcel divided by the gross area of the lot or parcel.

Form Based Zoning: A method of land use regulation characterized by 1) emphasis on form regulations (building size, location, appearance) and 2) prescriptive rules (what a community does want to see built). Form based zoning focuses on established bulk regulations to solve the Euclidian "problem" of use separation. Form codes are designed to provide more flexibility than conventional codes to promote development in largely built out communities. These codes work well in established communities because they effectively define and codify a neighborhood's existing characteristics or they can implement new building types when a radical change is desired.

Frontage: The area between a building facade and the vehicular lanes, inclusive of its built and planted components.

Green: An open space available for unstructured recreation, its landscaping consisting of grassy areas and trees.

Green Requirements: Those regulations in a zoning ordinance (open space, impervious surface limitations, screening and landscaping requirements) that mandate that the land have some vegetative cover versus some manmade covering (buildings, asphalt, cement, etc.).

Greenfield Development: Construction on undeveloped lands such as forests or farms.

Impervious Surface: A surface that does not permit the absorption of fluids. As a land use term, impervious surface means any surface such as roads, rooftops, patios, or parking lots that does not allow water to soak into the ground. Impervious surfaces result in runoff from the surface in greater quantities and/or an increased rate when compared to natural conditions prior to development.

Landscaping: Some combination of grass, trees, hedges, shrubs, ground covers or flowers planted and maintained to enhance the appearance of a development including, but not limited to, walks, fountains, reflecting pools, art works, screens, walls, fences, and benches.

Lot: A plot of land developed or to be developed. A lot may or may not be occupied by a building and its accessory buildings or by group dwellings and their accessory building(s), together with open spaces. A record lot (or recorded lot) is a lot that has been legally recorded as part of a subdivision plat filed in the County land records.

Lot Coverage: The percentage of the area of a lot that is occupied by all buildings measured at the outer line of the stem wall or slab edge where it meets the grade. Open trellis, awnings, porches, stoops, open swimming pool structures, ramada type parking structures, paved sidewalks and driveways, and other non-enclosed structures are not considered for the purposes of calculating lot coverage. "Lot coverage" is synonymous with "buildable area" as used in the CMZO for the purpose of this PAD definition.

Lot Line: The legal boundary line of a piece of property or a lot.

Mixed-Use: A building or group of buildings developed for residential uses that are integrated with non-residential uses such as, but not limited to, office, retail, service, commercial, public, or entertainment, in a compact urban form. (Cf. City of Maricopa Subdivision Ordinance, November 30, 2006; 14-1-6 Definitions "Mixed Use Development")

Neighborhood Oriented Open Space: This is shared common open space in a residential or mixed use residential neighborhood that is intended to help create property uniqueness, enhance property value and support neighborhood socialization. It is not a part of the City's parks program or eligible for park dedication fee credits, and it does not include landscaped portions of public street rights-of-way.

New Urbanism: see Urbanism, New.

Open Space: A portion of a lot that is set aside for public or private use and will not be developed. The space may be used for passive or active recreation, or may be reserved to protect or buffer natural areas. "Open space usable by all people within a certain development and such area is owned in common by all property owners in that development." (Cf. City of Maricopa Subdivision Ordinance, November 30, 2006; 14-1-6 Definitions "Open Space, Common")

Optional Method: These procedures allow for large tracts of land, under a single ownership, to be developed in a manner particular to that tract of land. These methods of development are an alternative to the existing zone requirements on that lot. In essence, these options allow a developer to design a project for a tract of land using development standards (such as building height, setback, and lot coverage requirements) unique to the project, within given boundaries, so long as they meet the prescribed approval process and the established goals of the City provided for that type of development option.

Park: A piece of open land for active or passive recreation use in an urban area. "A public/private tract of land that contains a mix of active and passive recreation facilities including for example but not limited to tot lots, defined and improved play fields and/or sport court areas, and/or other recreational components, and picnic/seating/shade areas that are landscaped/hardscaped in a pleasing manner." (Cf. City of Maricopa Subdivision Ordinance, November 30, 2006; 14-1-6 Definitions "Park")

Pedestrian-oriented development: Development designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. The building is generally placed close to the street and the main entrance is oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street.

Plaza: An open area adjacent to a civic or commercial building that functions as a gathering place and may incorporate a variety of non-permanent activities, such as vendors and display stands.

Private Access Way: A private way of access dedicated as a tract to one (1) or more lots or air spaces, which is owned and maintained by an individual or group of individuals and has been improved in accordance with City standards and plans approved by the City Engineer. A private access way is intended to apply where its use is logically consistent with a desire for neighborhood identification and control of access, and where special design concepts may be involved, such as within planned unit developments and condominiums. (Cf. City of Maricopa Subdivision Ordinance, November 30, 2006; 14-1-6 Definitions "Private Access Way")

Public Realm: The term "Public Realm" refers to both the public areas of streets and parks, and the semi-public areas of sidewalks, streets and parks/plazas within a private development which the general public is intended to use, such as in retail and mixed use centers.

Right of Way (R.O.W.): The street width of a private access way required for ingress or egress, including easement for public utilities.(Cf. City of Maricopa Subdivision Ordinance, November 30, 2006; 14-1-6 Definitions "Right of Way"). Note: All roads, alleys and accessways in this PAD are "**private accessways**" and are not subject to Right of Way considerations.

Setback Lines: "Setback lines are established generally, but not always parallel to the center line of a street between which no part of a building or structure may be erected or projected except as otherwise provided in this Ordinance" (Per MCZO 459).

Shopfront: A business or retail use where the façade is aligned directly on the frontage line with the entrance at grade; typical of sidewalk retail. Shopfronts often have awnings.

Sprawl: Low-density development pattern characterized by large lot sizes, rural land conversion, separation of residential and commercial uses, and automobile dependence.

Square: An area for passive recreational use, usually bounded by streets or strongly defined by building facades.

Stoop: An exterior floor, typically but not necessarily constructed of concrete and/or masonry, with a finished floor elevation at least six inches higher than the adjacent ground level, and utilized primarily as an access platform to a building. Stoops are not to be considered in respect to building setback requirements.

Streetscape: An area that may either abut or be contained within a public or private street right-of-way or accessway that may contain sidewalks, street furniture, trees and landscaping, and similar features. Streetscape also includes the visual image of a street, including the combination of buildings, parking, signs, and hardscapes.

Street Wall: The strong delineation of the street edge through the disposition of the various building masses and their frontages creating a sense of the street as an "urban room". Street walls are encouraged to create strong sense of place and to enhance the human scale of a city. The street wall is created through using both **build to lines** and **build to zones** to help define the edges of the urban room.

Style: Refers to acceptable architectural styles, including such things as building articulation, window proportion, doors, garage doors, roof shape, materials and building siting.

Sustainable Design: a broad term which describes a growing trend within many professions including: architecture, landscape architecture, engineering, industrial design, interior design and more. The goal of a sustainable design is to create a product, packaging, building or even an entire community in a way that minimizes negative environmental impacts, reduces the use of non-renewable resources, and connects people with the natural environment.

Traditional Neighborhood Development (TND): An approach to land-use planning, urban design, and development that promotes the building of neighborhoods with a mix of uses and housing types, architectural variety, one or more central public gathering places, interconnected streets (and sometimes alleys), and edges defined by greenbelts or boulevards. The basic goal is the integration of residences with work, shopping, recreation, and transit all within walking distance. These generally incorporate the following characteristics:

- Designed to be pedestrian-oriented with sidewalks of a minimum of 5 feet wide;
- Contain a mixture of residential unit types (such as single family, "mother-in-law" suites, townhomes, multi-unit homes and/or lofts in conjunction with retail);
- A majority of homes include front porches of at least 70 square feet (s.f.) and are generally set back no more than 15-20 feet from the sidewalk;
- Include community-accessible open space;
- All streets are lined with shade trees.

Transect Zone (T-zone): One of several areas on a Zoning Map regulated by the Form-Based Code. Transect Zones are administratively similar to the land use zones in conventional zoning codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and public frontage.

Transit-Oriented Development: A mixed-use community within walking distance of a transit stop that mixes residential, retail, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

Treelawn: The strip of land between the street and the sidewalk where trees are planted.

Urban Design: The process of providing a design vision for the City or portions of the City. Urban design encompasses architectural treatments, landscaping, pedestrian circulation and traffic controls to provide a pleasant, harmonious, and livable public realm.

Urbanism: A collective term for the condition of a compact, mixed use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Variance: A variance is a modification of the density, bulk or area requirements of the zoning ordinance. A variance may be granted if the property owner can demonstrate that, because of conditions peculiar to the property not imposed by the owner, literal conformance will result in practical difficulty. The granting of a variance must not be contrary to the public interest. Typically, the Board of Adjustment of the City of Maricopa administers variances.

Vegetative Covering: A requirement to have soil, plant life or other natural feature within an area instead of any man-made surface or construction.

Village: A small, compact center of predominantly residential character but with a core of mixed-use commercial, residential, and community services. A village typically has a recognizable center, discrete physical boundaries, and a pedestrian scale and orientation.

Workplace: A place of employment, base of operation, or predominant location of an employee.

Zoning: The division of a city into areas (zones) regulating the character of the development allowable in each zone. Common zoning regulations include, but are not limited to, those for the 1) use of the land or building on the land, 2) shape of a building, 3) location of a building on a lot, 4) landscaping requirements, 5) signage regulations, and 6) parking regulations.

Zoning Ordinance: The portion of the City's Code that establishes the type and amount of development that is permissible in the specific zoning districts and which also establishes other development controls.