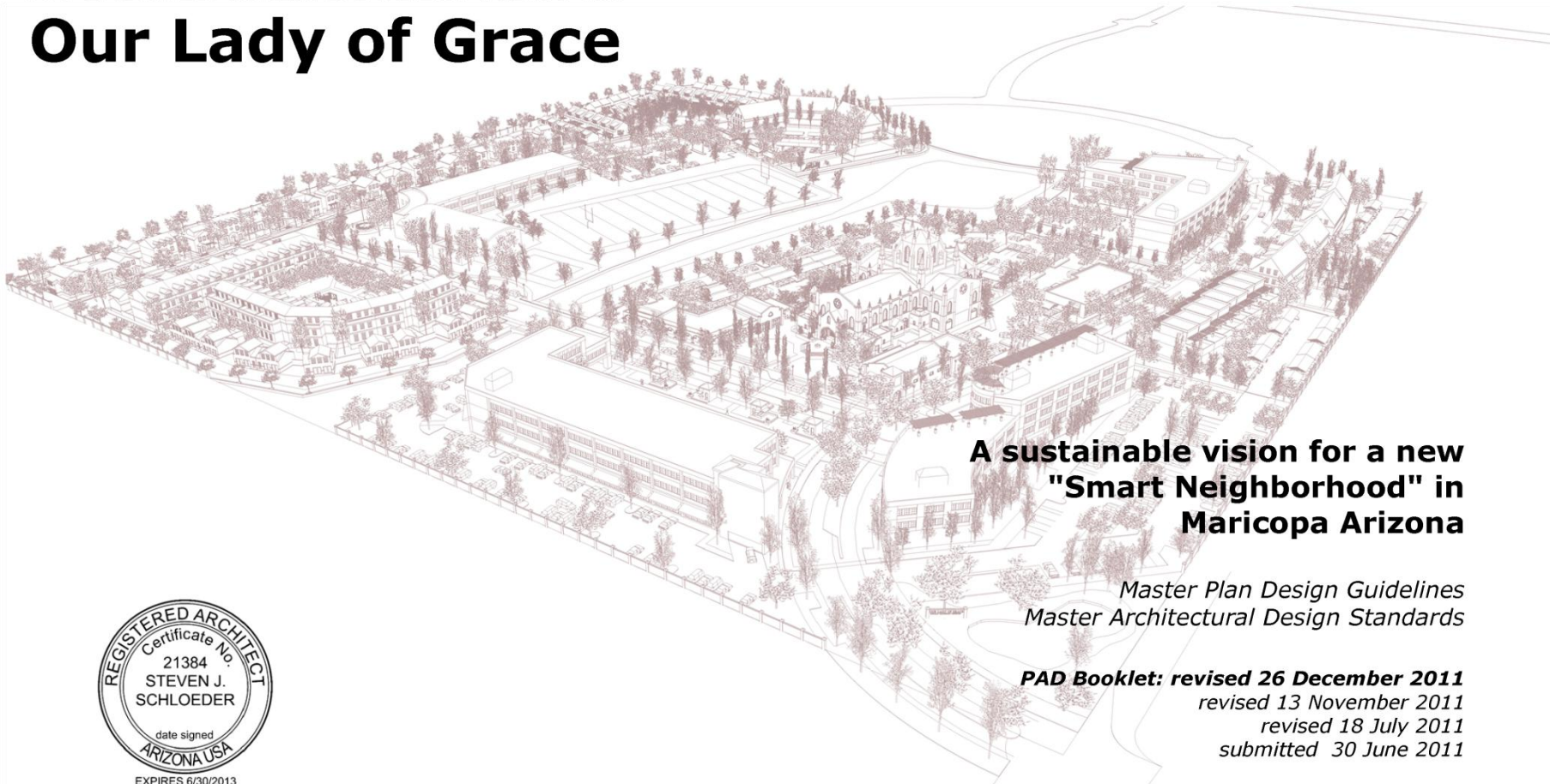


City of Maricopa City Council Work Session

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 December 2011

revised 13 November 2011

revised 18 July 2011

submitted 30 June 2011



Our Lady of Grace Planned Area Development

Maricopa Arizona

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P.A.D. Proposal for Our Lady of Grace Catholic Church – Maricopa AZ

City of Maricopa City Council Work Session

Project Introduction

Area

Bubble Zoning

Conceptual Master Plan

Open Space Plan

Optimizing Traffic

Form Based Design/ Smart Growth

A Sustainable Neighborhood

Residential

Commercial

Civic

Table of Variations

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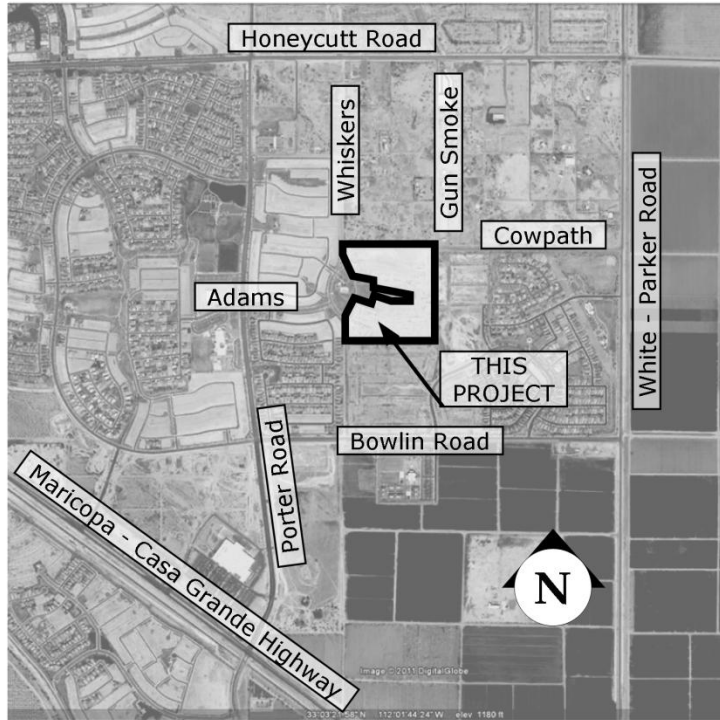


Project Introduction

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Area Map & Adjacent Zoning

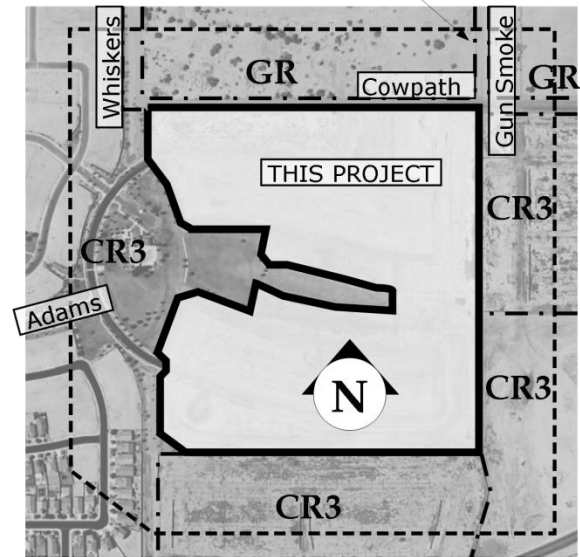
3.1



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 Glennwilde development. The land to the east, south and west are zoned CR3, the land to the north is zoned GR.

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Optimized Traffic Patterns: Abandoning the VNAE

3.7

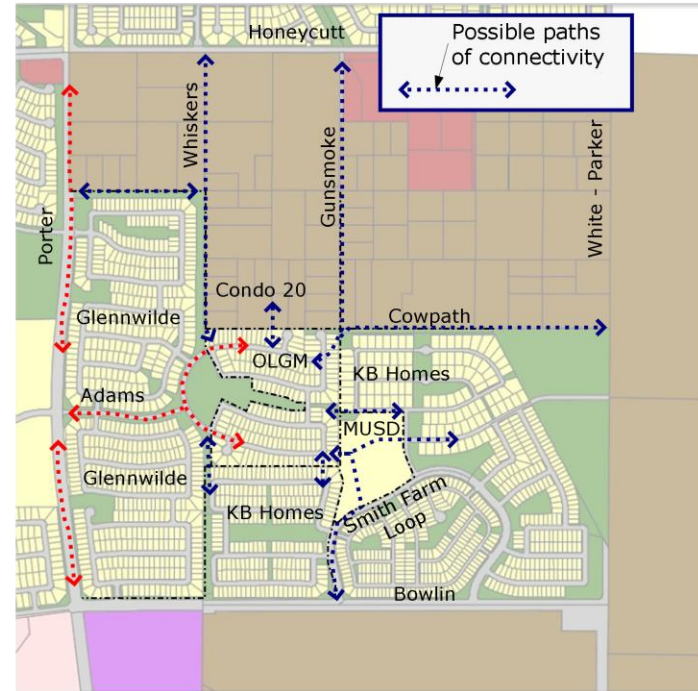
Existing Conditions



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 disperse 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.

Our Lady of Grace Planned Area Development

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Bubble Map Land Use and Zoning Plan

3.2

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



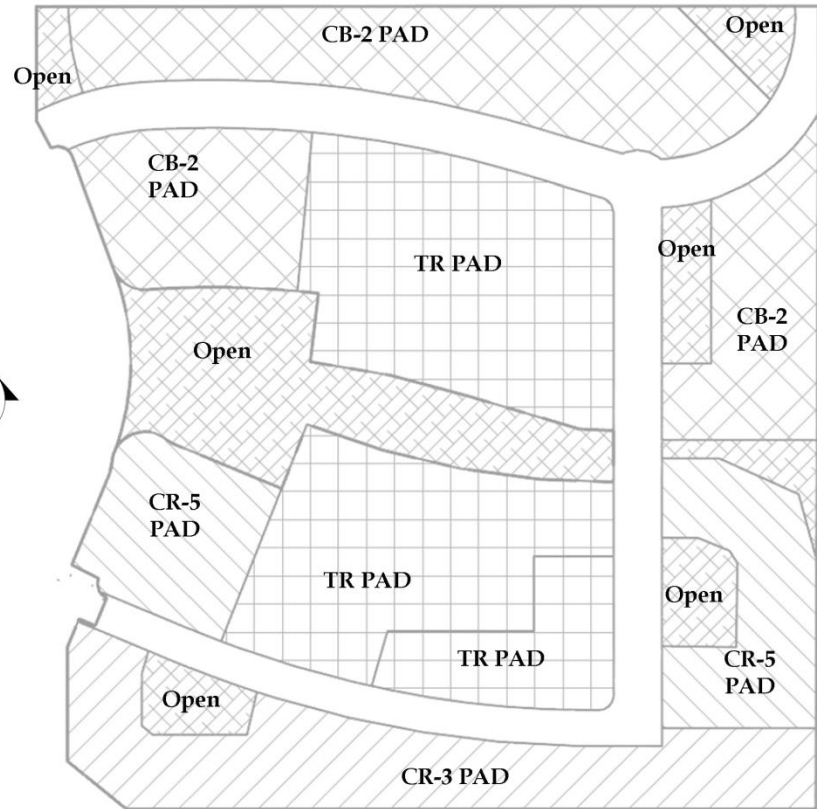
Open

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



Our Lady of Grace Planned Area Development

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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.

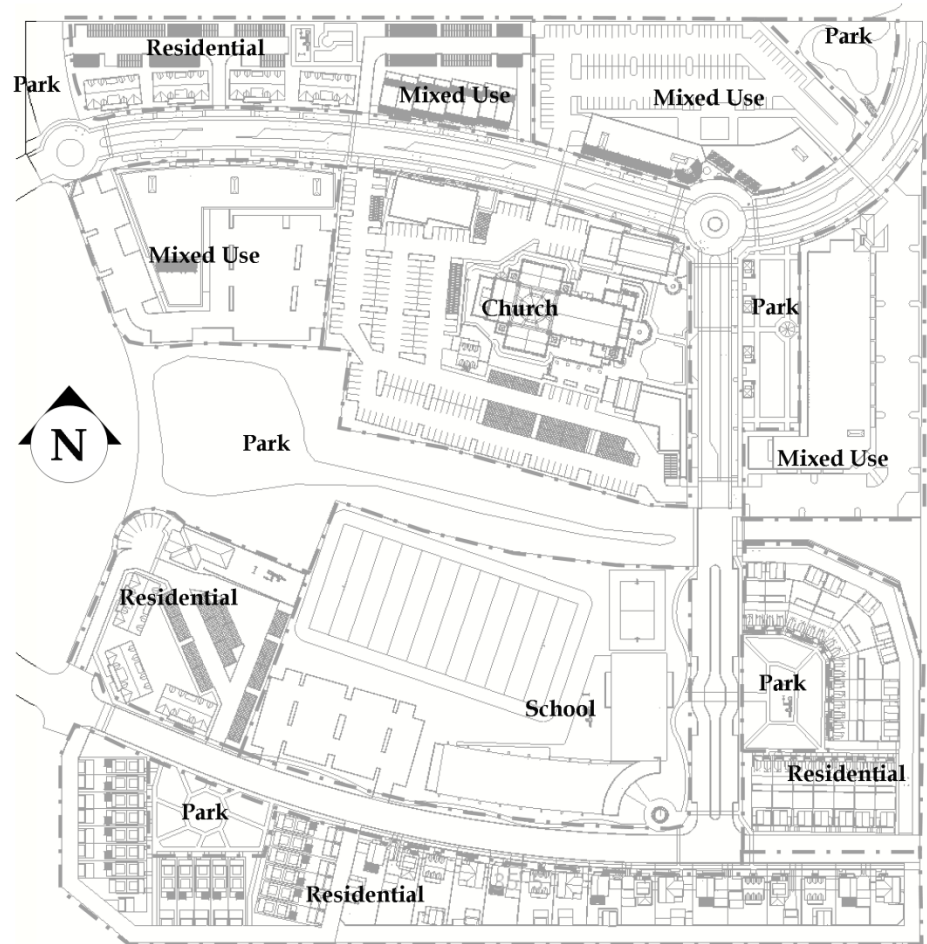
This retention basin will become an amenity of dedicated recreational use -- a sort of mini "Central Park" -- around which church, school, residential and commercial are gathered.

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 6.14.



Our Lady of Grace Planned Area Development

Maricopa Arizona

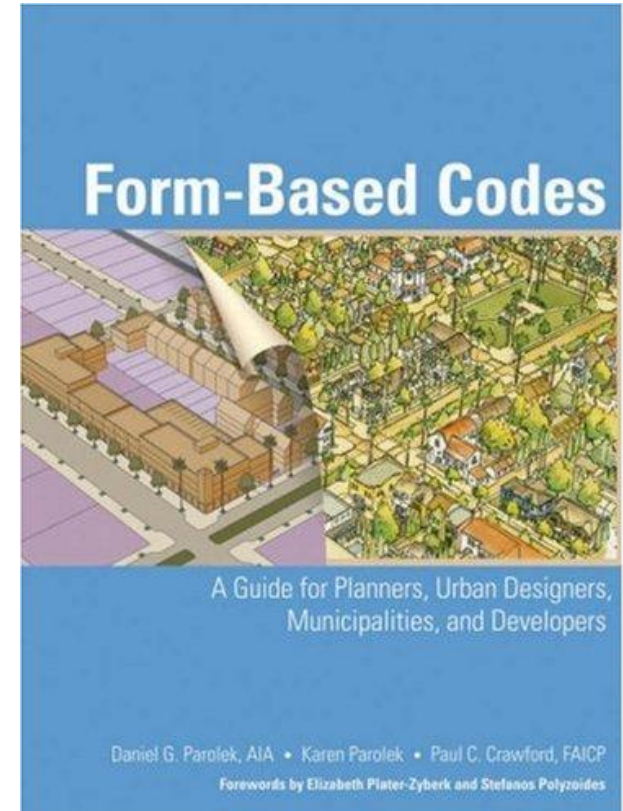
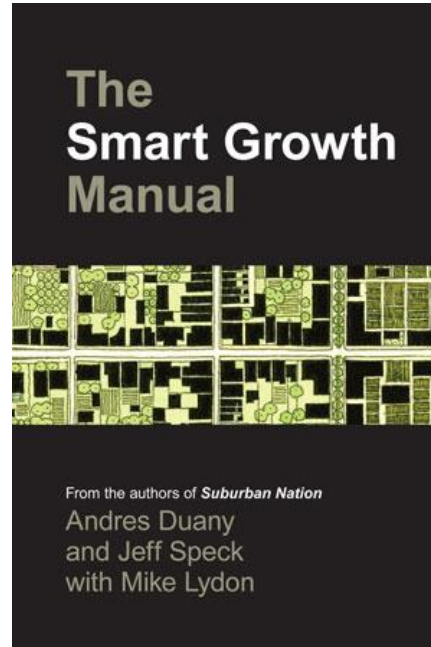
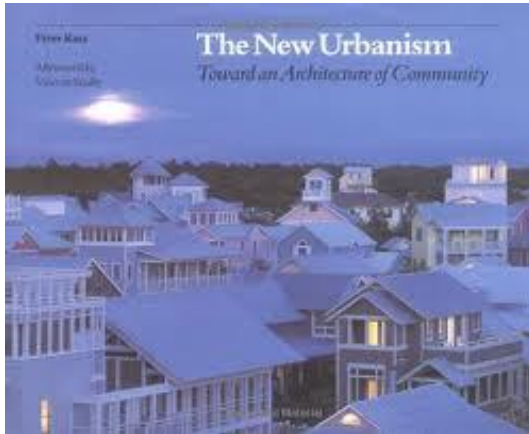
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Smart Growth / Form Based Design

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Form Based Design and Smart Growth



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Form Based Design and Smart Growth



LIVE



WORK



PLAY



CIVIC

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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

Our Lady of Grace Planned Area Development

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Build-to Lines and Build-to Zones vs. Setbacks

2.6



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 Built-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. Built-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 Built-to Zone (BTZ) is similar to the Built-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 Built-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".

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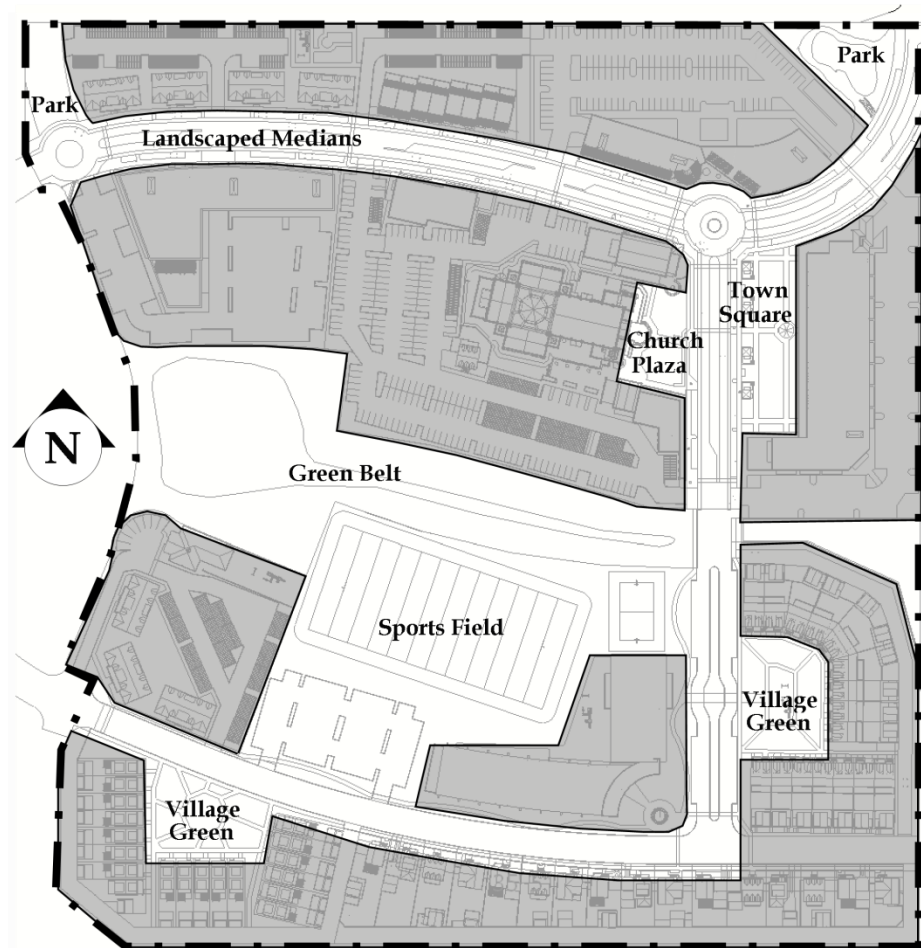
Recreation & Open Space Plan

3.5

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.



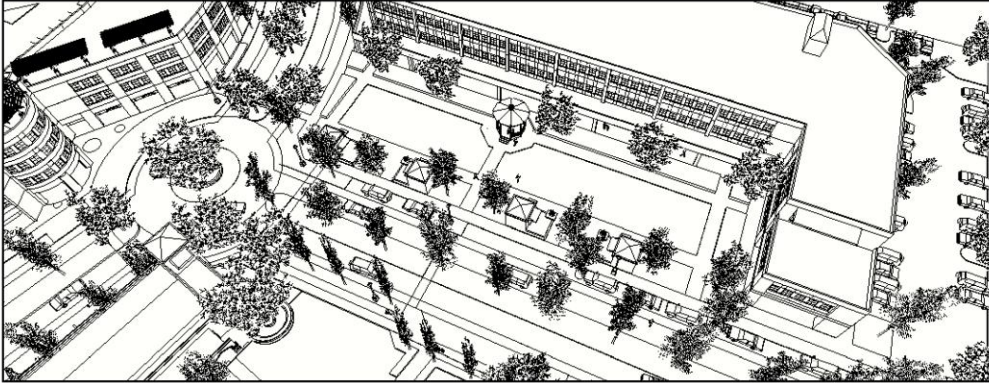
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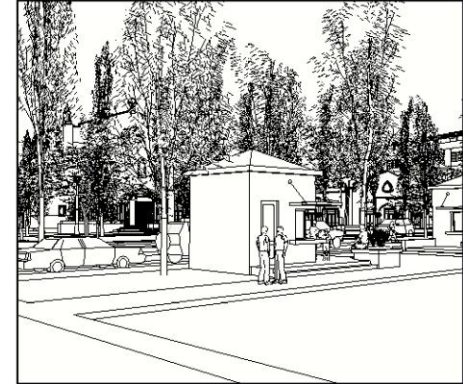
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Community Open Spaces

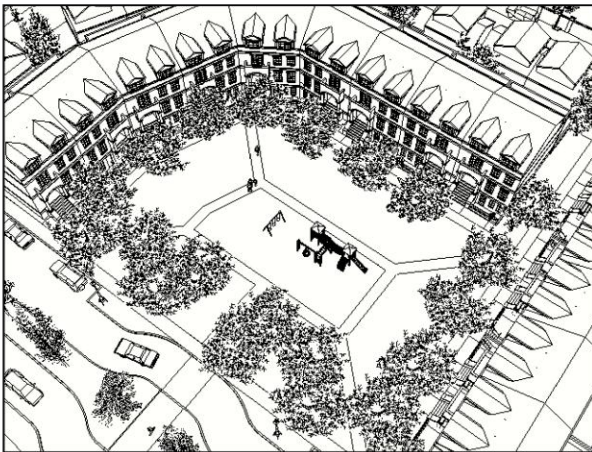
5.2



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.*

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Landscape Strategies : Microclimates

7.4

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



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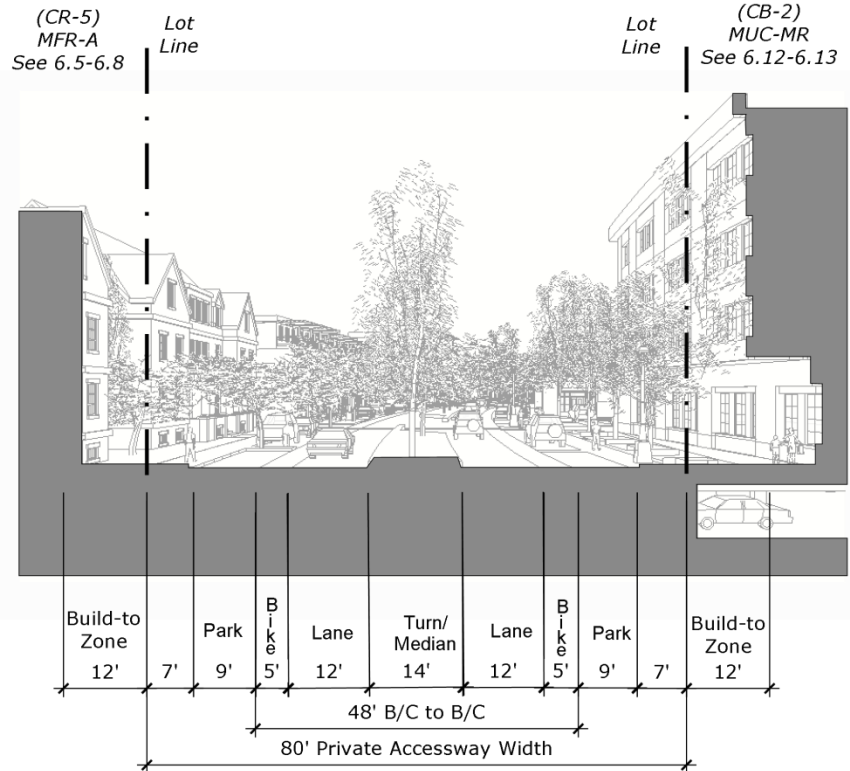
A Sustainable
Neighborhood

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Private Accessway: Major Street

4.2

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
Curb/ 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".

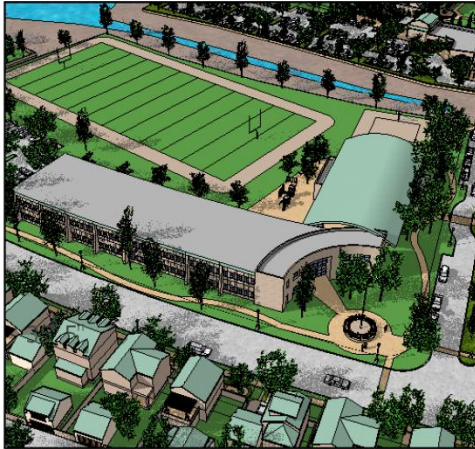
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TR Transitional PAD : Civic Buildings

5.1

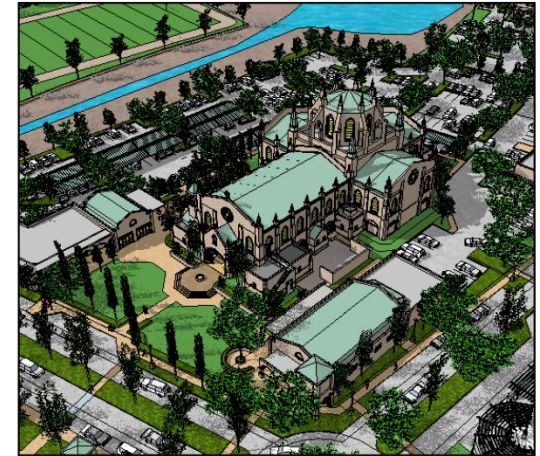


Aerial of Conceptual School Project

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 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		Acc. Bldg	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							
Main Bldg(s)	10,000	0'	60'	0'	30'	75' (n3)	20'	0'	7' each	0'	25'	0'	n/a	14'	14'	Y	-	-	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.

Our Lady of Grace Planned Area Development

Maricopa Arizona

P.A.D. Proposal for Our Lady of Grace Catholic Church – Maricopa AZ

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CR-3 Single Residence PAD : Houses

6.1



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

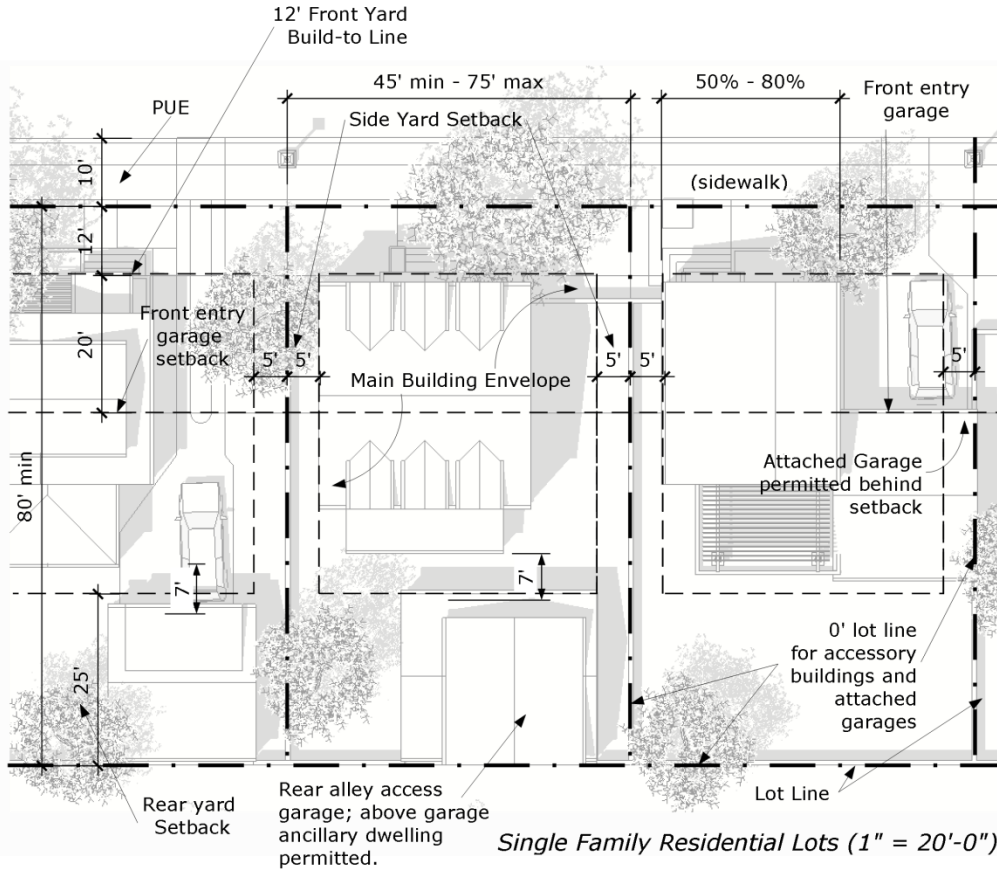
The original CR-3 Single Residence plat as part of the Cimmaron at Glennville Parcel 17 had a density of about 5 to 6 residential lots per acre. This general scale has been maintained in the planning of the CR-3 PAD SFR-H houses.

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.



Our Lady of Grace Planned Area Development

Maricopa Arizona

City of Maricopa City Council Work Session

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.

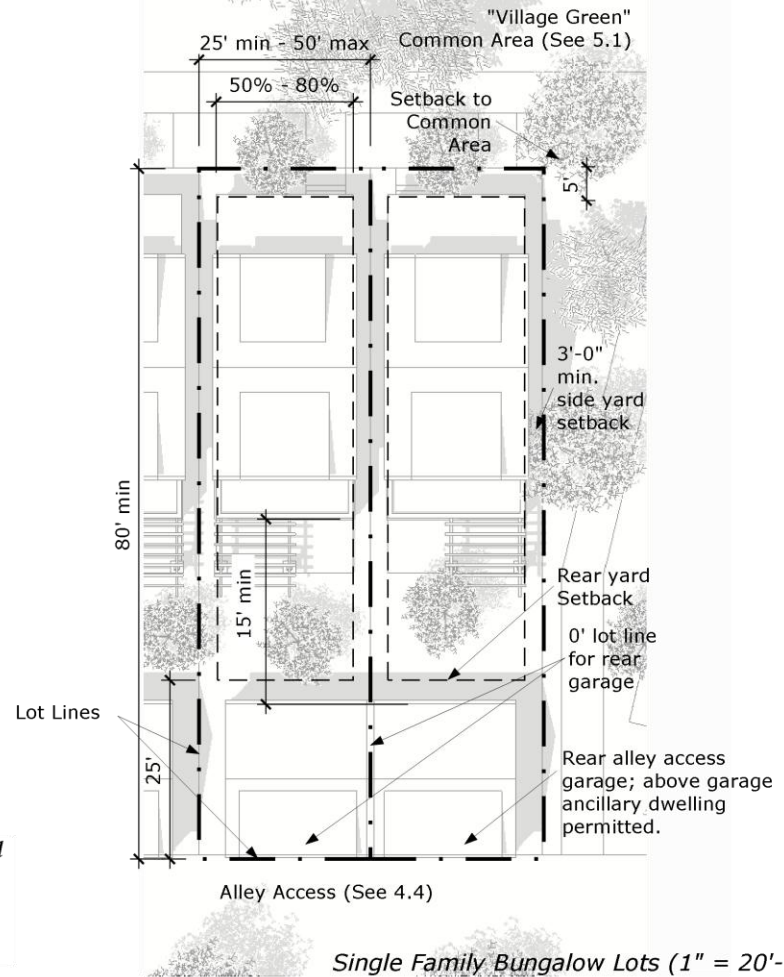
Bungalows are typically smaller homes which are more closely spaced (typically 5' front setbacks and narrow sideyards), but quality of life issues can be enhanced with generous front porches, roof decks, private back yards, and clustered around spacious "village greens".

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.



Our Lady of Grace Planned Area Development

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CR-5 Multiple Residence PAD : Row Houses

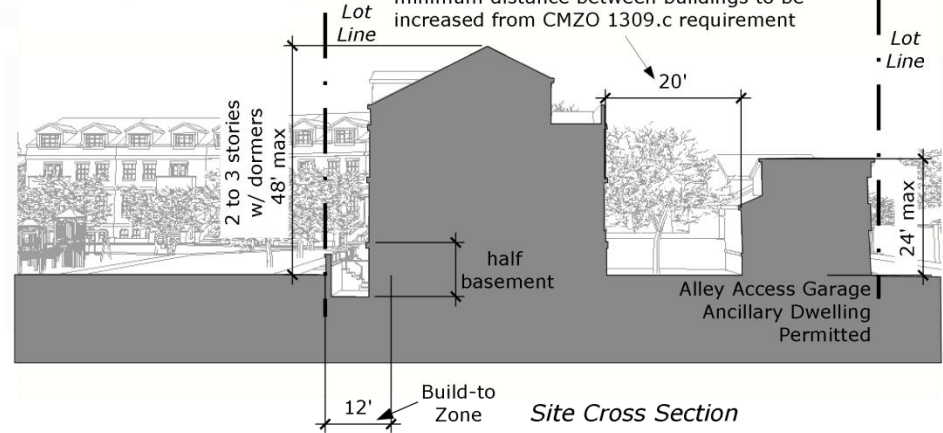
6.6



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

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.

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



Site Cross Section

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

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						Garage	Min. Dist. btw Main Bldgs		Acc. Bldg	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	Front Yard(n5)	Side Yard	Rear Yard	City Req'd	PAD Prop'd	City Req'd		PAD Prop'd	City Req'd		PAD Prop'd	City Req'd	
Main Bldg(s)	7000	1600	60'	20'	30'	48'	25'	12' BTZ	7' each	0'	25'	20' (n3)	(n4)	14'	20' (n6)	Y	-	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.

Our Lady of Grace Planned Area Development

Maricopa Arizona

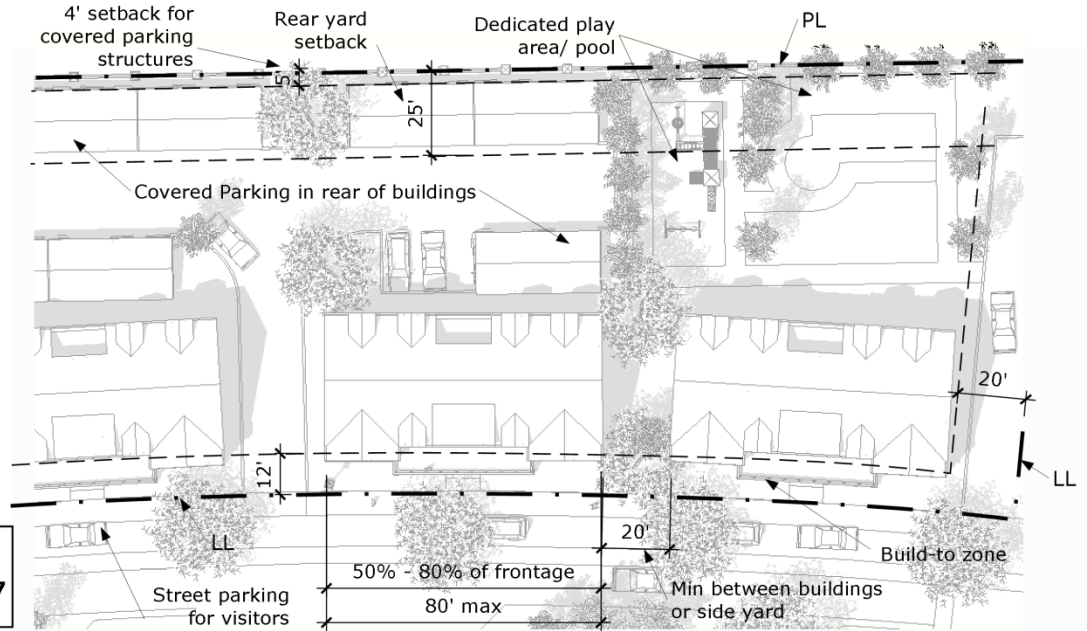
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CR-5 Multiple Residence PAD : Apartment Houses

6.8



Apartment House Character Study



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

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

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	Acc. Bldg	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	Front Yard(n5)	Side Yard	Rear Yard	Garage	City Req'd	PAD Prop'd			PAD Prop'd	City Req'd		PAD Prop'd	City Req'd
Main Bldg(s)	7000	7000	60'	60'	30'	48'	25'	12' BTZ	7' each	20'	25'	25'	-	14'	20'	Y	-	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.

Our Lady of Grace Planned Area Development

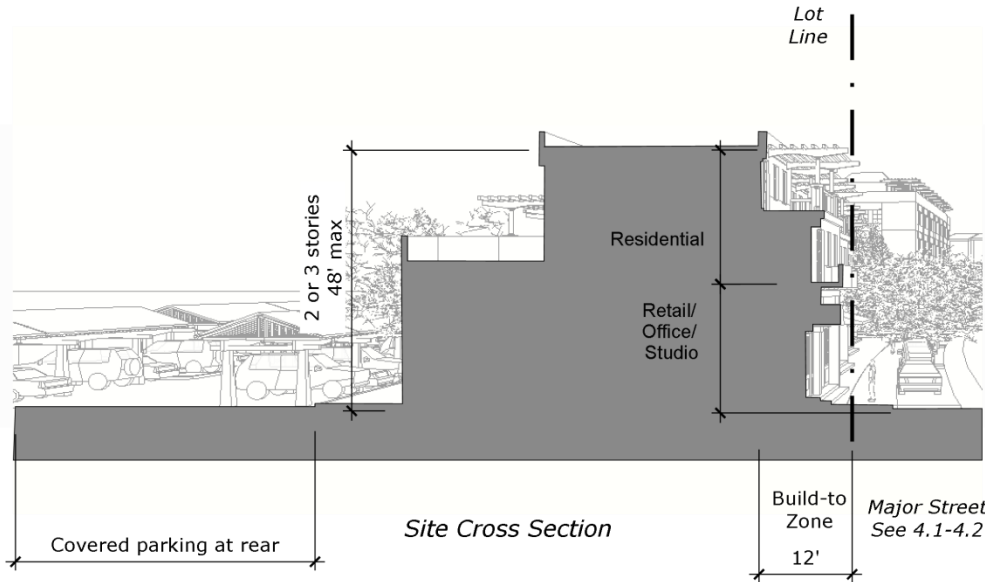
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CB-2 General Business PAD : Live/ Work Units

6.10



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.

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-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	Acc. Bldg	Max. Lot Coverage		Net Density Range (du/ac)			
	Min. Area (SF)		Min. Lot Width		City Req'd	PAD Prop'd	Front Yard(n3)		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								
Main Bldg(s)	-	-	-	-	35'	48'	15'	12' BTZ	0/7' (n4)	20'	10'/25' (n5)	25'	(n7)	0' (n8)	20'	Y	-	-	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; (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.

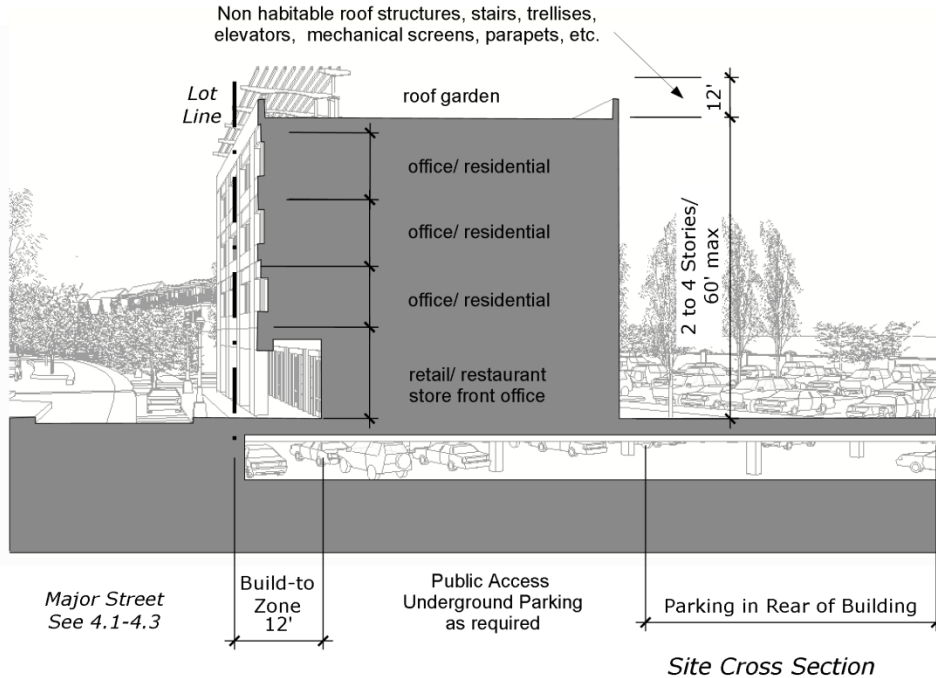
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CB-2 General Business PAD : Mixed Use Mid-Rise

6.12



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	Acc. Bldg	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
Main Bldg(s)	-	-	-	-	35'	60'	15'	12' BTZ	0'/7' (n4)	20'	10'/25' (n5)	25'	(n7)	0' (n8)	20'	Y	-	-	32
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) CMZO 1610; (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.

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Tables of Variations

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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 pre 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

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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. Third floors to have pitched roofs with dormers or mansards.

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 permitted in 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, parapets, satellite dishes or antennae, and the like) shall be allowed to project up to 12 feet above the stipulated building height.

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:

16010.d: Detached accessory buildings must be behind the main buildings.

2103 Table A: see 7.3 for Parking Variations

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Definitions

8.1

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 shopfront 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".

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.

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Discussion
Q & A