Actions by Staff, Boards, and Council

Preapplication Conference

Technical Review Staff

Planning and Zoning Board

Technical Review Committee

(Technical Review Staff)

Technical Review Meeting

Preapplication Conference

Preliminary Plat Approval

Subdivider meets with Staff and submits five (5) copies of proposed "sketch plan." Plan is distributed to determine if Zoning/Site Plan/DMP approval is required and to determine need for park and school sites.

DMP/Rezoning and Site Plan approvals must occur at this stage.

These requirements can occur simultaneously; however, approvals shall be final or be scheduled for final approval by City Council and/or for Design Review Board prior to Technical Review meeting.

Prefinal Review

Council Approval

Recordation of Plat

Permit Stage

Actions by Subdivider and Progressive Stages of Plat Approval

FIGURE 1
FIGURE 2
If, due to special conditions, the City approves a variance to the maximum cul-de-sac length, then the cul-de-sac radius will increase to 55' with an improved turning radius of 50'.

FIGURE 3
CUL-DE-SACS FOR LOCAL STREETS

INTERSECTIONS ON INSIDE CURVES ARE UNDESIRABLE & WILL REQUIRE SPECIAL STAFF APPROVAL.

CUL-DE-SACS SHOULD BE USED TO SERVE IRREGULAR AREAS OF A TRACT THAT WOULD OTHERWISE BE INACCESSIBLE. CUL-DE-SACS SHOULD NOT BE USED EXCESSIVELY NOR AS A PRIMARY DESIGN FEATURE.
Avoid acute angle intersections with rear lot lines.

Side lot lines should be perpendicular or radial to R/W lines.

Corner lots should be 10% - 20% wider than interior lots.

When R/W, provide adequate access to alley.

Provide radius on corner lots.

FIGURE 5
CURVE DATA FOR LOCAL STREETS

REVERSE CURVES

100' foot tangent section. (Tangent section is not required on local streets.)

NOTE: Centerline curve length cannot be less than 100' feet long.

SINGLE CURVE REQUIRED

CURVE ALONGS CANNOT BE LESS THAN 300' FEET NOR HAVE A CENTERLINE CURVE LENGTH LESS THAN 100' FEET LONG.

HIGH ANGLE DEFLECTIONS OVER 1° BUT LESS THAN 30°

CURVE LENGTH NOT LESS THAN 400'.

200' MINIMUM STRAIGHT TANGENT.

Right-of-Way Line

Local Collector or Arterial Street

* Terminating street at "tee" intersection only.

FIGURE 6
MINIMUM CENTERLINE OFFSETS FOR LOCAL, COLLECTOR, AND ARTERIAL STREETS

MIN. OFFSET FOR LOCAL 40' COLLECTOR STREETS.

MIN. OFFSET FOR ALL OTHER COLLECTOR STREETS.

ARTERIAL TO ARTERIAL STREET INTERSECTIONS MUST ALIGN.
ILLUSTRATION #1
UNACCEPTABLE DESIGN
(INTERSECTIONS ARE TOO CLOSE AND EXCESSIVE).

INTERSECTIONS WITH ARTERIAL STREETS SHOULD BE LIMITED TO QUARTER MILE INTERVALS. HOWEVER, SHOULD MORE FREQUENT INTERSECTIONS BE NECESSARY, THEY SHOULD BE 'T' TYPE INTERSECTIONS AS ILLUSTRATED IN ILLUSTRATION #3.

ILLUSTRATION #2
PREFERRED DESIGNS

ILLUSTRATION #3
"T" TYPE INTERSECTIONS

FIGURE 8
ILLUSTRATION 1
MULTIPLE LEGS-
IN EXCESS OF FOUR (4).

ILLUSTRATION 2
ACUTE ANGLE OR Y-TYPE
INTERSECTIONS,
(LESS THAN 90°).

ILLUSTRATION 3
INSIDE OF A CURVE.

FIGURE 9
Blocks shall be as long as reasonably possible in order to achieve adequate street length, reduce expense and safety hazards arising from excessive street intersections, yet still provide necessary interior circulation between adjacent subdivisions and neighborhoods.

Lots under one half acre, 1500' maximum block length. Lots of one half acre or greater, 2000' is the maximum block length.
ILLUSTRATION #1
PEDESTRIAN/BICYCLE WAY
REQUIRED UNDER SPECIAL
CONDITIONS FOR ACCESS
TO SCHOOLS, PARKS,
SHOPPING CENTERS, ETC.

ILLUSTRATION #2

FIGURE 11
LOT DESIGN
(DEPTH & WIDTH RATIO AND LOT ACCESS)

THE DEPTH-TO-WIDTH RATIO OF THE USBABLE
AREA OF THE LOT SHALL NOT BE GREATER
THAN THREE (3) TO ONE (1).

ILLUSTRATION # 1

MIN. DEPTH
AS PER ZONING
DISTRICT.

ILLUSTRATION # 2

NOTE:
EVERY LOT SHALL
HAVE FRONTAGE
ON A FULLY DEDICATED
PUBLIC STREET. THE
ZONING DISTRICT
DETERMINES THE
MINIMUM FRONTAGE
IN ORDER TO OBTAIN
A BUILDING PERMIT.

PARCELS IN REAR

VEHICULAR BASEMENTS TO
REAR PARCELS DO NOT
QUALIFY AS LEGAL FRONTAGE

PUBLIC STREET

UNACCEPTABLE LOT ACCESS

FIGURE 12
NOTE: LOTS MAY BE DESIGNED WHICH MEET ALL CODE MINIMUMS, YET WILL NOT ACCOMMODATE A BUILDERS PRODUCT. SUCH LOTS ARE UNACCEPTABLE AND WILL NOT BE APPROVED. ADEQUATE BUILDING AREAS MUST BE PROVIDED.

SPECIAL LOT TYPES WILL RECEIVE SPECIAL CONSIDERATION WHEN DETERMINING LOT WIDTHS AND DEPTHS.

BUILDING SETBACK LINES.

THE LOT WIDTH IS DETERMINED BY THE LENGTH OF A LINE PERPENDICULAR TO THE AXIS OF THE LOT TAKEN AT THE NARROWER OF EITHER THE FRONT OR REAR BUILDING SETBACK LINE. SPECIAL CONSIDERATION IS GIVEN ON UNUSUALLY DEEP AND NARROWER LOTS.

FIGURE 13
REAR LOT LINES SHALL BE A SERIES OF STRAIGHT LINE SEGMENTS OCCURRING AT JUNCTIONS OF SIDE AND REAR LOT LINES.

ILLUSTRATION #1

CURVED REAR LOT LINES WILL BE PERMITTED IF CURVE RADIUS IS 600 OR GREATER.

MINIMIZE THE NUMBER OF 'KEY' LOTS WHENEVER POSSIBLE.

ILLUSTRATION #2
MINIMUM 35' REAR YARDS ADJACENT TO ARTERIAL STREETS (ALL SINGLE RESIDENCE DISTRICTS).

1' VEHICULAR NON-ACCESS EASEMENT

130' MIN. ARTERIAL STREET

ILLUSTRATION #1
THROUGH LOT REQUIREMENTS ADJACENT TO ARTERIAL STREETS.

PUBLIC

LESS THAN 135°

OVER 135°

CORNER LOT EXAMPLES.

CORNER LOT

NOT A CORNER LOT

FIGURE 15
ILLUSTRATION #1

AREA EXCESSIVELY STEEP OR MAY BE COVERED BY WATER OR BASEMENTS.

BUILDING AREA AFFECTED.
LOT AREA AFFECTED.

ILLUSTRATION #2

MAJOR POWER TOWER

USEABLE LOT AREA

BASEMENT

SETBACKS

FIGURE 16
ILLUSTRATION #1

AERIAL OVERHEAD EASEMENTS, WHEN REQ'D, SHALL BE COVERED IN THE FLAT DEDICATION STATEMENT ONLY.

WIDTH OF ALLEY

ILLUSTRATION #2

STANDARDS FOR FRONT, REAR & SIDE PUFE'S AND GUY & ANCHOR EASEMENT DESIGNS... (SOME VARIATIONS IN SIZE MAY OCCUR AS CONDITIONS VARY... UTILITY COMPANIES WILL PROVIDE FINAL LOCATIONS DURING THE TECHNICAL REVIEW PROCESS.)

FIGURE 17
PUBLIC ALLEY REQUIREMENTS

WIDTHS, PAVING, PARKING, AND DUMPSTER EASEMENTS

ILLUSTRATION #1

DEAD END ALLEYS PROHIBITED.

COMMERCIAL ALLEY, ASPHALTIC PAVING WITH A 2" CONCRETE VALLEY GUTTER.

VALLEY GUTTER

MAX. 30" TO SANITATION TRUCK DIRECTION OF TRAVEL.

(EIGHT STANDARD DETAILS)

BASEMENT SIZED TO ACCEPT DUMPSTER UNIT.

REQUIRED GUARD RAIL TO PROTECT PEDESTRIANS ETC. WHEN VEHICLES BACK INTO ALLEY.

INSTALL TO CITY 3" ECS.

ILLUSTRATION #3

NOTE: THE (G)nelly IS MAXIMUM THAT CAN BACK INTO A PUBLIC ALLEY. SIX (G) OR MORE MUST ENTER AND EXIT IN A FORWARD MOTION TO ANY PUBLIC WAY.

ILLUSTRATION #2

RESIDENTIAL ALLEY (SECONDARY ACCESS)

4" ABC OR GRANITE TO CITY 3" ECS.

COMMERCIAL & MULTI-RESIDENTIAL ALLEY (PRIMARY ACCESS)

ILLUSTRATION #4

FIGURE 18
DEVELOPER MAY NEED TO ACQUIRE ADDITIONAL ROW FOR COMPLIANCE WITH 24' MINIMUM HALF STREET REQUIREMENTS. (REFER TO MESA STANDARD DETAILS).

NOTE: HALF STREETS PROHIBIT ON-STREET PARKING. A VARIANCE MUST BE OBTAINED TO CONSTRUCT HOMES ON LESS THAN A FULLY DEDICATED STREET.
REFER TO ENGINEERING PROCEDURE MANUAL FOR SPECIFIC REQUIREMENTS
(Ord #5395)
"EYEBROW" DESIGNS
FOR LOCAL STREETS

NOTE: EYEBROW DESIGNS SHOULD
NOT BE USED ON COLLECTOR OR
ARTERIAL STREETS.

EYEBROW DESIGN PROVIDES
NECESSARY FRONTAGE FOR
ADDITIONAL LOTS; HELPS TO
BALANCE LOT Size AND
CREATE SAFETY ZONES IN
THE DEEPER PORTIONS OF A
BLOCK THAT RESULT FROM
CURVILINEAR STREET
PATTERNS.

ILLUSTRATION #1

ILLUSTRATION #2

ILLUSTRATION #3

FIGURE 21
TEMPORARY TURNAROUND
ALTERNATE TURNAROUNDS FOR DIFFICULT SITES

ILLUSTRATION #1

FUTURE DEVELOPMENT

ILLUSTRATION 2

PROVIDE TEMPORARY EASEMENT AND ASPHALT TURN-AROUND ABLE TO SUPPORT FIRE DEPARTMENT VEHICLES.

ILLUSTRATION 3

ILLUSTRATION 4

FIGURE 22
FRONTAGE STREET DESIGN STANDARDS
(REQUIRES SPECIAL APPROVAL BY BOARD AND COUNCIL)

FIGURE 23

NOTE: DUE TO EXCESSIVE COSTS, FRONTAGE STREETS ARE PERMITTED ONLY WITH SPECIAL APPROVAL BY THE BOARD AND COUNCIL.
STREETS SHOULD BE SO DESIGNED AND ARRANGED IN RELATION TO EXISTING TOPOGRAPHY AS TO FACILITATE DRAINAGE. PROPER DESIGN WILL ELIMINATE EXCESSIVE CUTS AND FILLS AND UNNECESSARY DRAINAGEWAYS BETWEEN LOTS.

ILLUSTRATION #1

ILLUSTRATION #2

FIGURE 24a
STREETS SHOULD BE SO DESIGNED AND ARRANGED IN RELATION TO EXISTING TOPOGRAPHY AS TO FACILITATE DRAINAGE. PROPER DESIGN WILL ELIMINATE EXCESSIVE CUTS AND FILLS AND UNNECESSARY DRAINAGE WAYS BETWEEN LOTS.

ILLUSTRATION #1

ILLUSTRATION #2

FIGURE 24b
ILLUSTRATION #1

FACE OF CURB

PAVEMENT NOT LESS THAN 24' FOR
HALF STREETS.

WIDTH VARIES 4' / 48'

1' MIN.

SEWER

P.U.E. (WIDTH MAY VARY)

ILLUSTRATION #2

SIDEWALK

WIDTH VARIES 4' / 48'

SEWER.

RIGHT-OF-WAY VARIES 80' MIN.

SIDEWALK MAY BE REQUIRED - (LAND USE,
BUILDING OCCUPANCY, LOCATION & OTHER
FACTORS WILL INDICATE SIDEWALK NEED.
SIDEWALK ON ONE SIDE MAY BE ADEQUATE).
ALL BUILDINGS SHALL BE LOCATED BELOW RIDGE LINE.

WALLS TO MATCH CHARACTER AND APPEARANCE OF HOME.

GRADES UP TO 12% (12% TO 15% UP TO 400' LONG, WITH APPROVAL).

RIBBON CURB, (INTEGRAL COLORING ENCOURAGED).

REDUCED CENTERLINE RADIUS AND CURVE LENGTHS WITH APPROVAL.

FIGURE 26
ILLUSTRATION 1

- TERRACED VERTICAL RETAINING WALLS.
- TERRACES TO BE LANDSCAPED.
- 5'-0" MAX.
- 2'-6" MINIMUM.
- SIZE DETERMINED BY STRUCTURAL CALCULATIONS, SOIL STABILITY, SLOPE.

ILLUSTRATION 2.

MORTAR-FREE RETAINING WALL WITH PLANTING. SUBJECT TO STRUCTURAL AND SLOPE STABILITY DESIGN CONSIDERATIONS.

R/W.

60° OR LESS

NON-COMPACTED SOIL

U- COMPACTED SOIL

FIGURE 27
MULTIPLE CULVERTS
FOR LARGER DRAINAGEWAYS

ROADWAY

MULTIPLE CULVERTS SUGGESTED FOR
SHALLOW WASHES, SUBJECT TO HYDRAULIC
REQUIREMENTS, TO CARRY 10 YEAR STORM.

CULVERTS

NATIVE STONE HEADWALLS, NOT IN
RIGHT-OF-WAY. STONES SHALL BE
PERMANENTLY HELD IN PLACE
MECHANICALLY BY CEMENTATION
OR SOME OTHER APPROVED METHOD.

FIGURE 30
"SHOEBOX" STREETLIGHT

REFER TO ENGINEERING PROCEDURE MANUAL & MESA STANDARD DETAILS FOR SPECIFIC REQUIREMENTS

FIGURE 31
DESERt UPLANDS AREA
PERIMETER WALLS

Wall heights to respond to topographic changes to preserve desert vistas.

Illustration #1

Individual lot walls, visible from street to match character and appearance of home.

Illustration #2

In larger subdivisions, fencing encouraged to be confined to private activity areas.

Figure 32
THORNY PLANT BUFFERING REQUIREMENTS

7' MIN. SETBACK, SIDEWALK OR CURB TO NEAREST THORNY PLANT. (BASED ON FULL GROWTH).

ROADWAY

RETENTION BASIN

STREET

GUARD RAIL

MAXIMUM S:1
SLOPE ADJACENT TO STREET.

EXAMPLE: HITEX ANGUS CASTUS PURPLE CHASTE TREE (MULTI-BRANCH)

HEADWALL

PLAN VIEW

GUARD RAIL PAINTED TO BLEND WITH ENVIRONMENT (LT. GREEN OR Tan FOR EXAMPLE).

TO LARGE MASH OR RETENTION BASIN

FIGURE 33
BOULDERS, TREES, & THORNY PLANTS IN LARGE-WIDTH MEDIANS

FIGURE 34
LANDSCAPING WITH ROCK, NATIVE PLANT MATERIALS, INTEGRAL COLORED GUNNITE SIDES AND BOTTOM.
NATIVE PLANT PRESERVATION IN DESERT UPLANDS AREA

Figure 36