

TOWN OF  
**QUEEN CREEK**  
ARIZONA

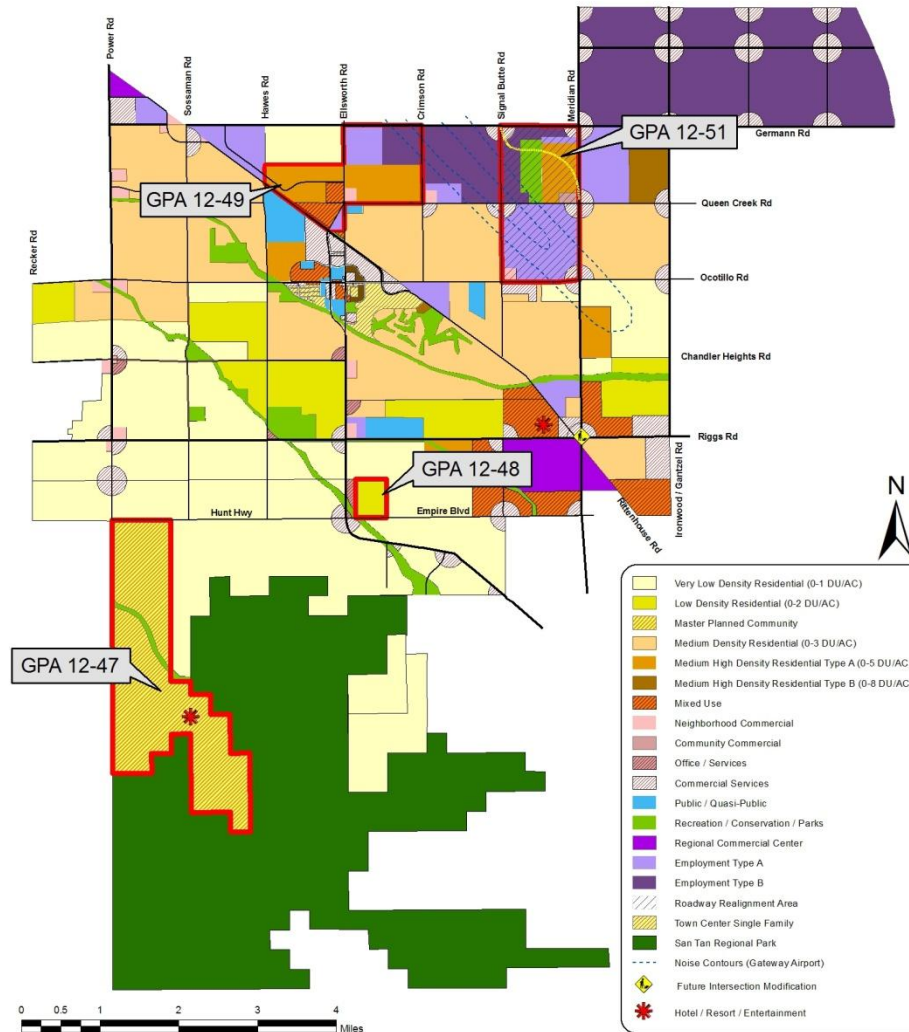
GPA 12-049

**Fulton Homes/Queen Creek Station**

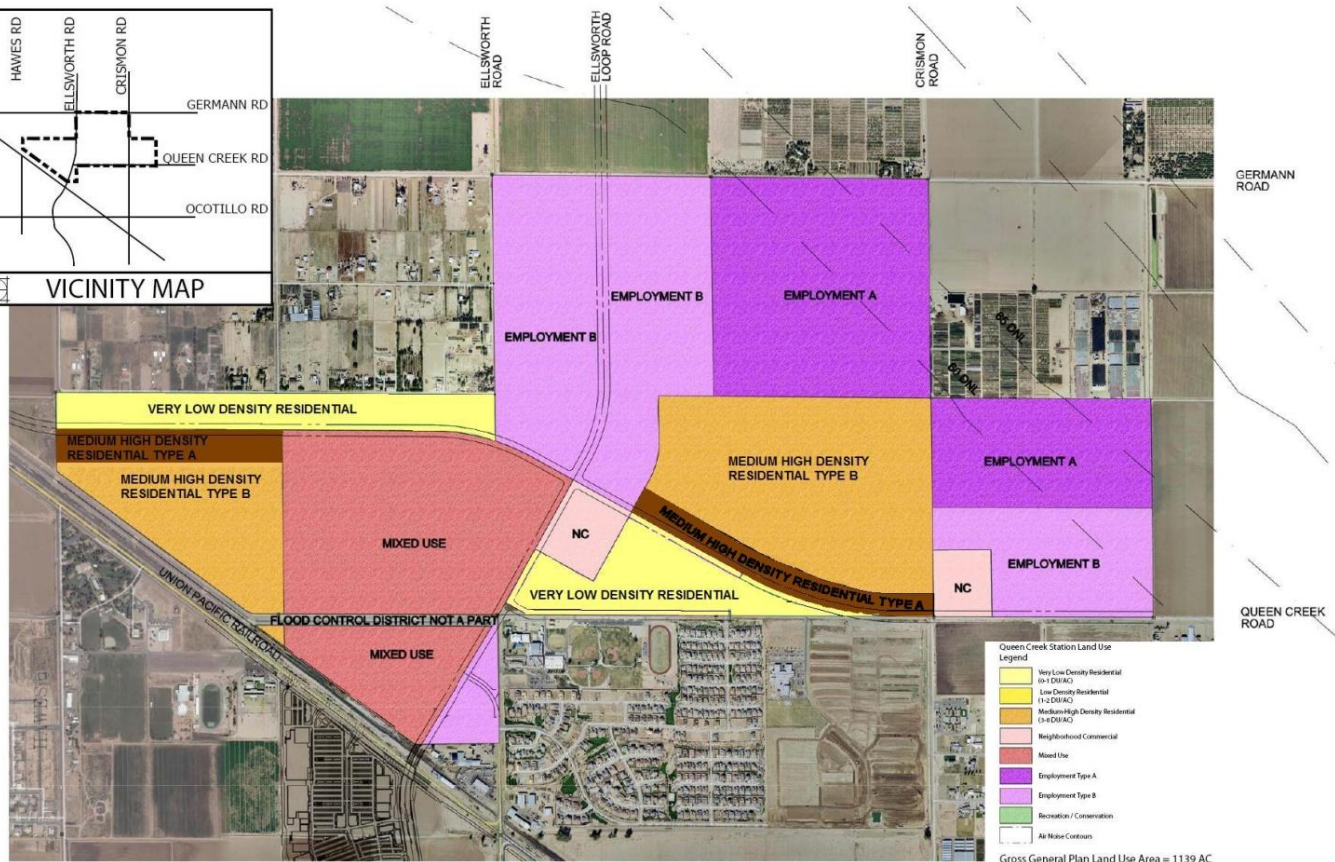
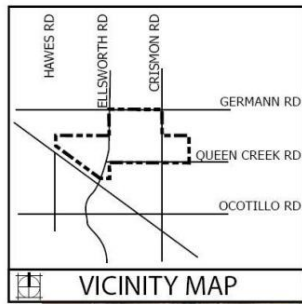
Modification of the Land Use Plan  
and Transportation and Circulation  
Element



# Proposed General Plan Amendments



# Approved General Plan



QUEEN CREEK GENERAL PLAN LAND USE PLAN AMENDMENT  
**Queen Creek Station**  
 QUEEN CREEK, ARIZONA



12/11/11  
 Date: 10-04-2007  
 10/05/07



# 2007 Concept Plan



W HOLDINGS

QUEEN CREEK STATION  
QUEEN CREEK, ARIZONA

J Z M K PARTNERS

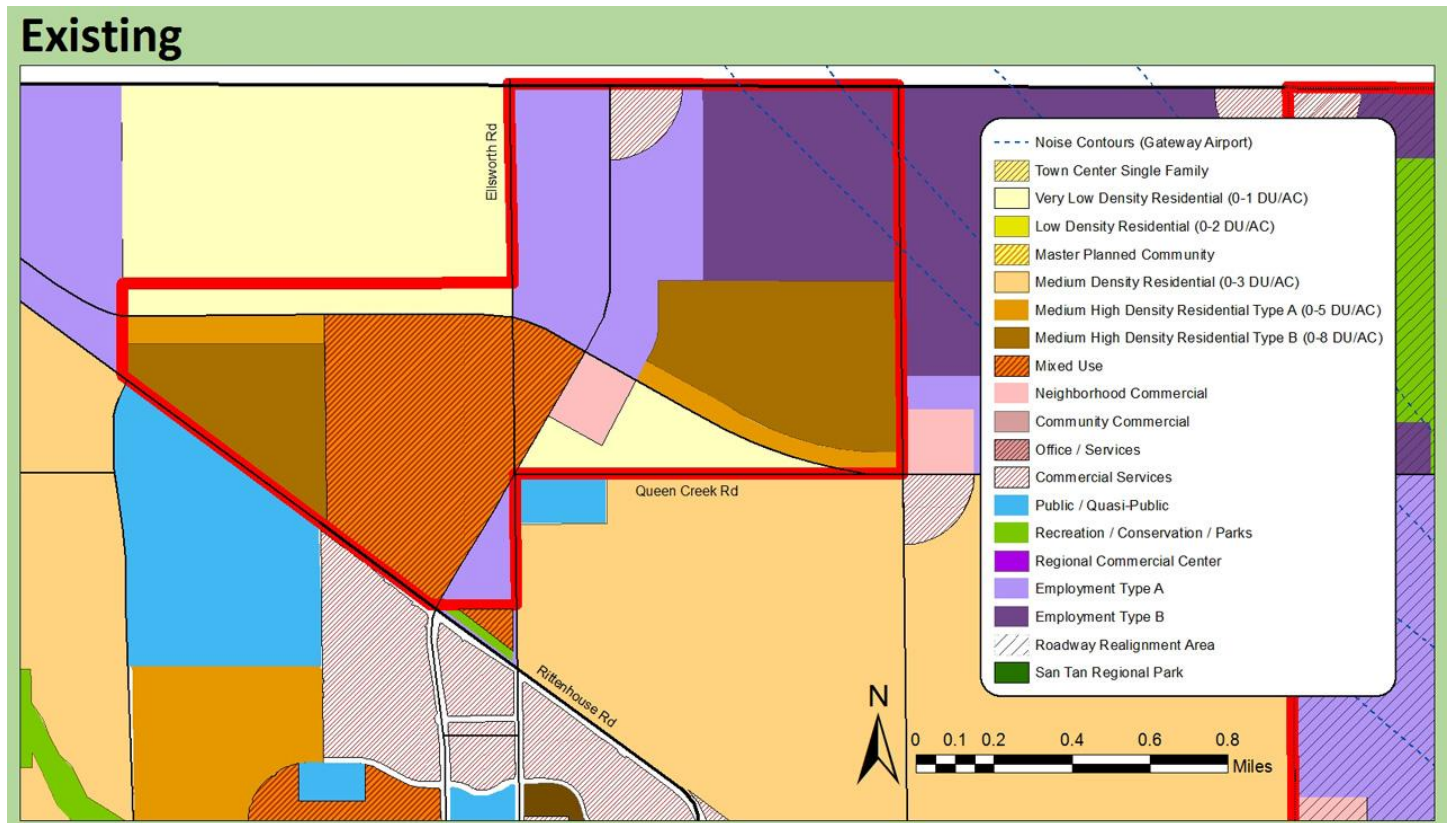
# Changes

- Seven new owners with separate interests – Fulton acting as applicant for the group
- Changes are proposed to the original plan
  - Ellsworth and Queen Creek roads to remain in their current alignments
  - Commercial and mixed use areas to be reduced in acreage and intensity
  - Most of residential area to be designated MHDR-A (up to 5 dwellings per acre)
  - Lower density residential buffers to be reduced or deleted

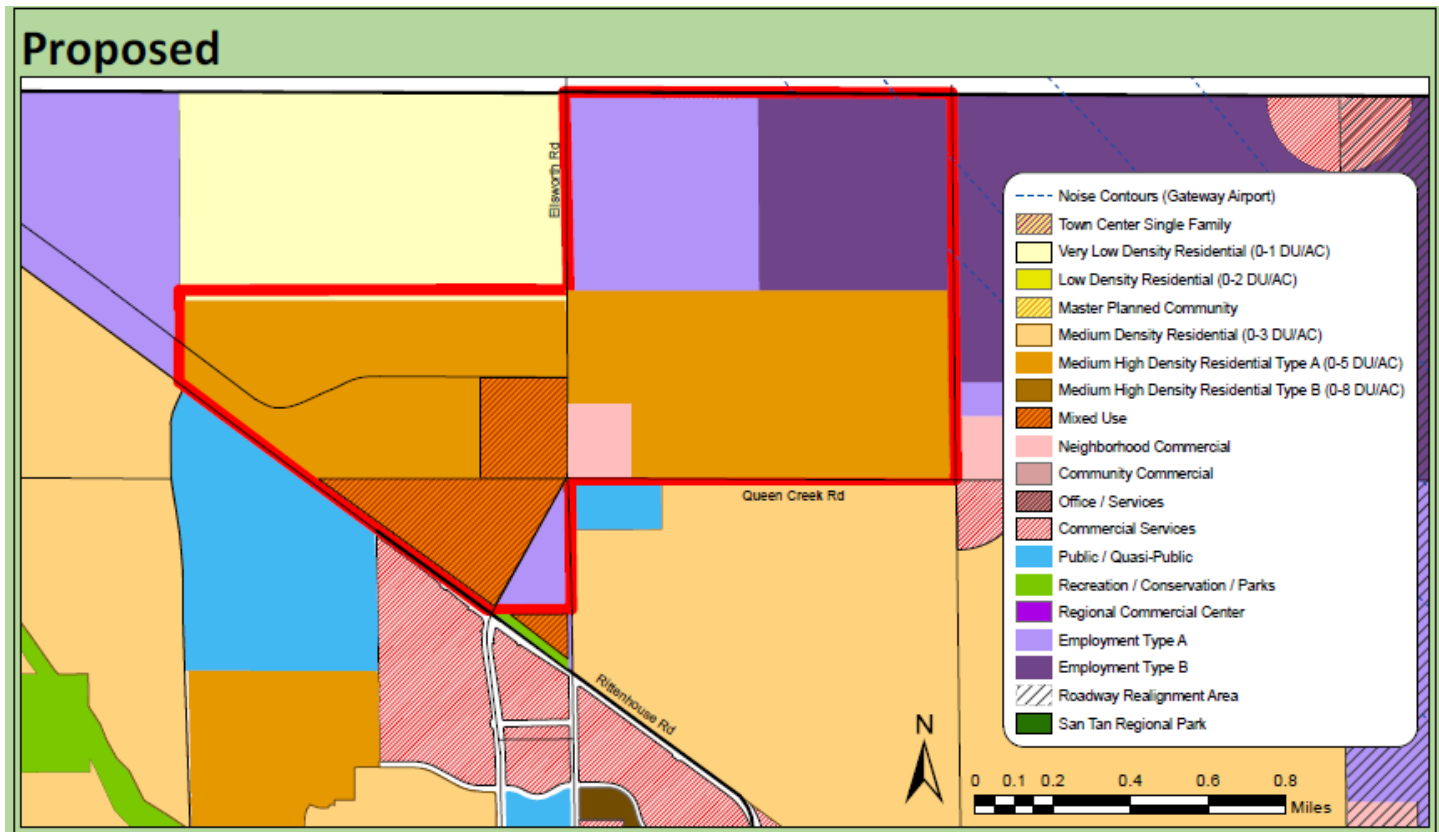


# Queen Creek Station

## Existing Planned Land Use



# Queen Creek Station Initial Applicant Request



# Fulton Homes Concept Plan



## Illustrative SITE PLAN

ISSUE 14-061-0012



Fulton Homes at **Queen Creek Station**

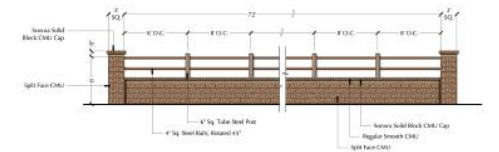
Queen Creek, Arizona





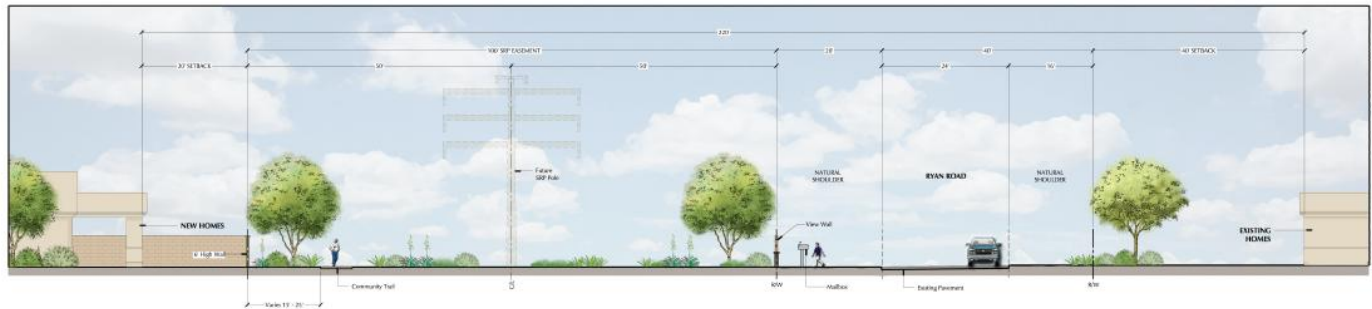
# Very Low Density Residential Transitional Area

Existing Ryan Road – 40'  
 Proposed shoulder – 20'  
 SRP Easement – 100'



2 View Wall

SCALE: 3/16" = 1'-0"



1 Ryan Road Section

SCALE: 1/8" = 1'-0"

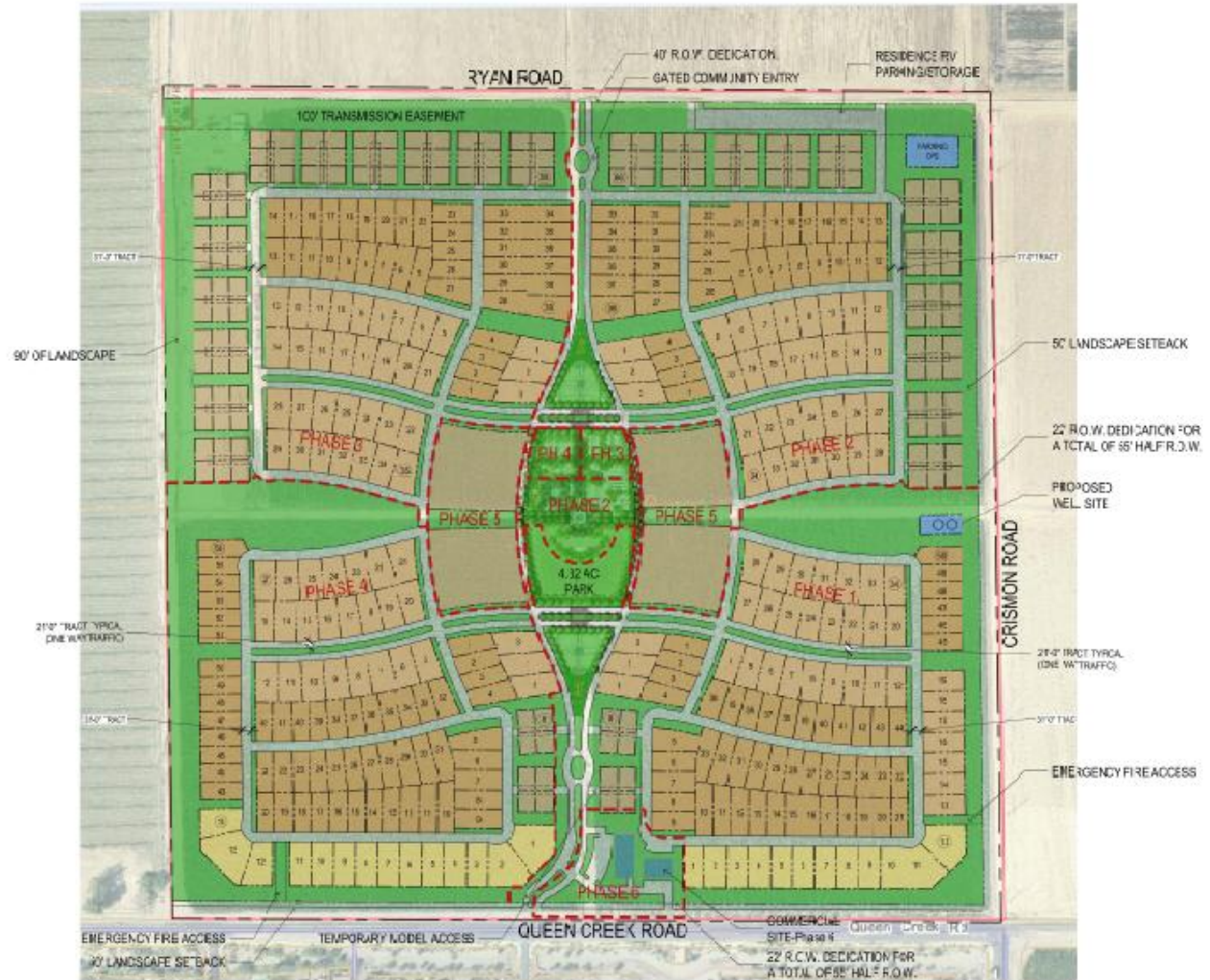
## Ryan Road Boundary SECTION



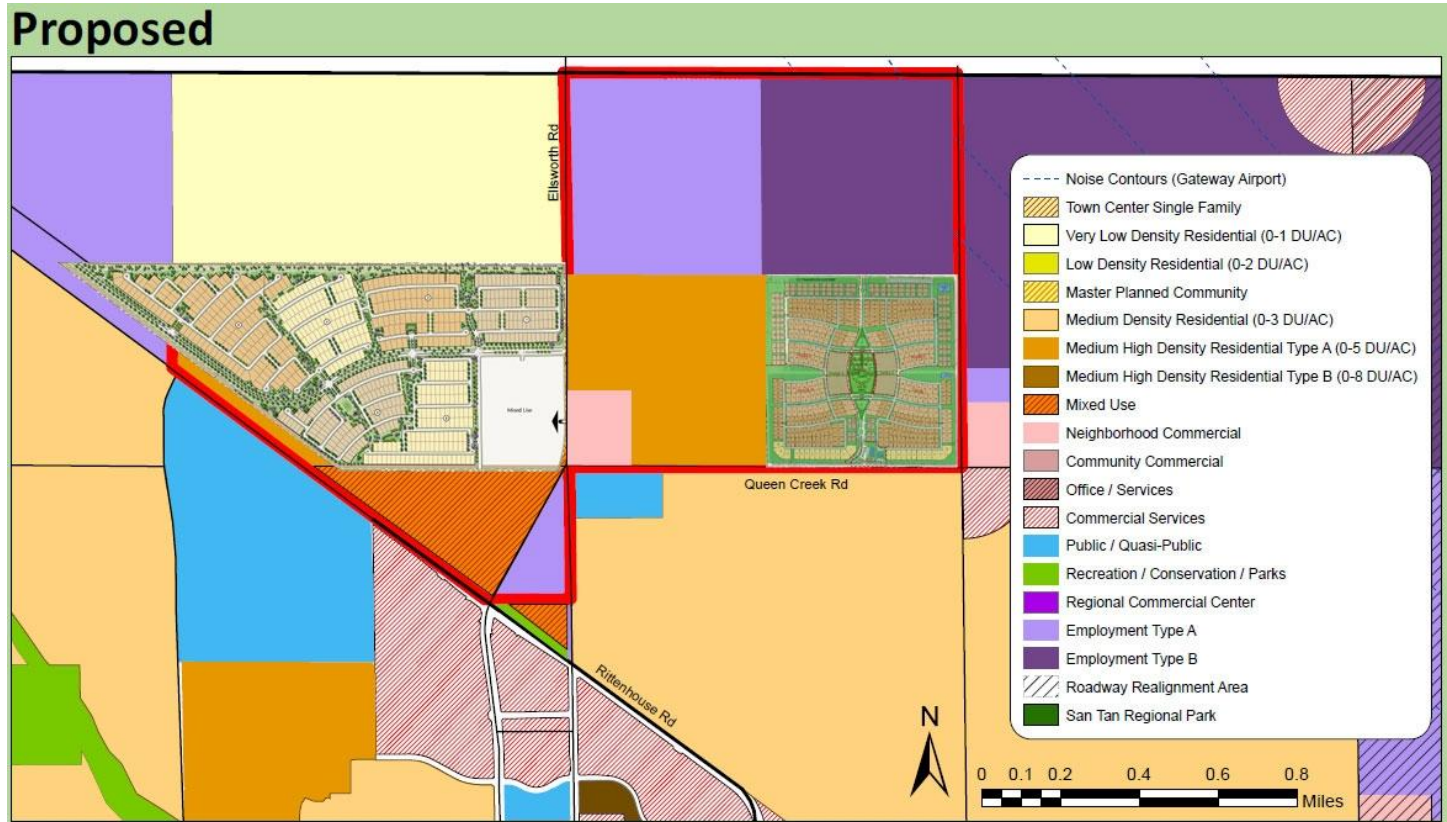
Fulton Homes at **Queen Creek Station**

Queen Creek, Arizona

# San Tan Settings Concept Plan



# Proposed Projects



# Issues

- Elimination of the Medium-High Density Residential B (up to 8 du/ac) and converting balance to Medium-High Density Residential A (up to 5 du/ac)
- Reduction in low density residential transition areas adjacent to existing residential areas
- Deletion of the “Master Planned” project concept and dealing with individual property owners



# Issues

- Change to the Circulation and Transportation Element
  - Retaining Ellsworth and Queen Creek Roads in their current alignments
  - Does Queen Creek Road need to connect east and west of Ellsworth?
- Reduction in the amount of Mixed Use and Employment areas proposed



# Staff Recommendation

- Modification to the Transportation and Circulation Element be approved as proposed
  - Queen Creek Parkway will be developed as a collector both east and west of Ellsworth Road as development occurs, assuming the Parkway will end at Pecos and Crismon
  - Traffic studies reflect the proposed change may not be significant, since Ellsworth Road will be the primary arterial street serving the area
  - If Queen Creek Road is realigned north as a four arterial street, east of Ellsworth Road, it may need to also continue west as an arterial street

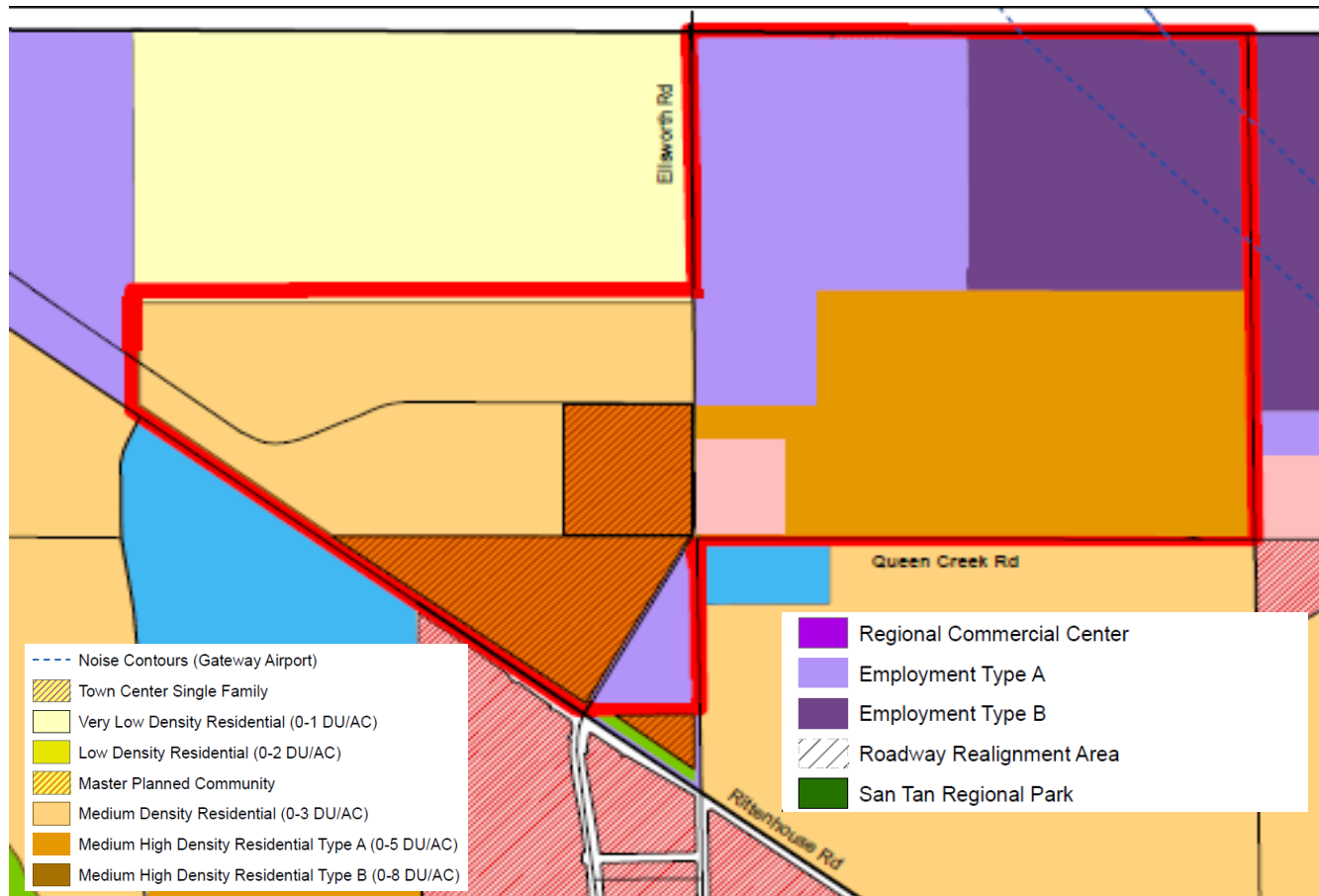


# Staff Recommendation

- Modification of the Land Use Element be approved with the following exceptions:
  - The residential density be changed to the Medium Density Residential (up to 3 dwellings per acre) west of Ellsworth Road
  - The Employment A classification be reconfigured and 30 acres retained on the northeast corner of the new Queen Creek Parkway and Ellsworth Road



# Staff Recommendation to the Planning Commission



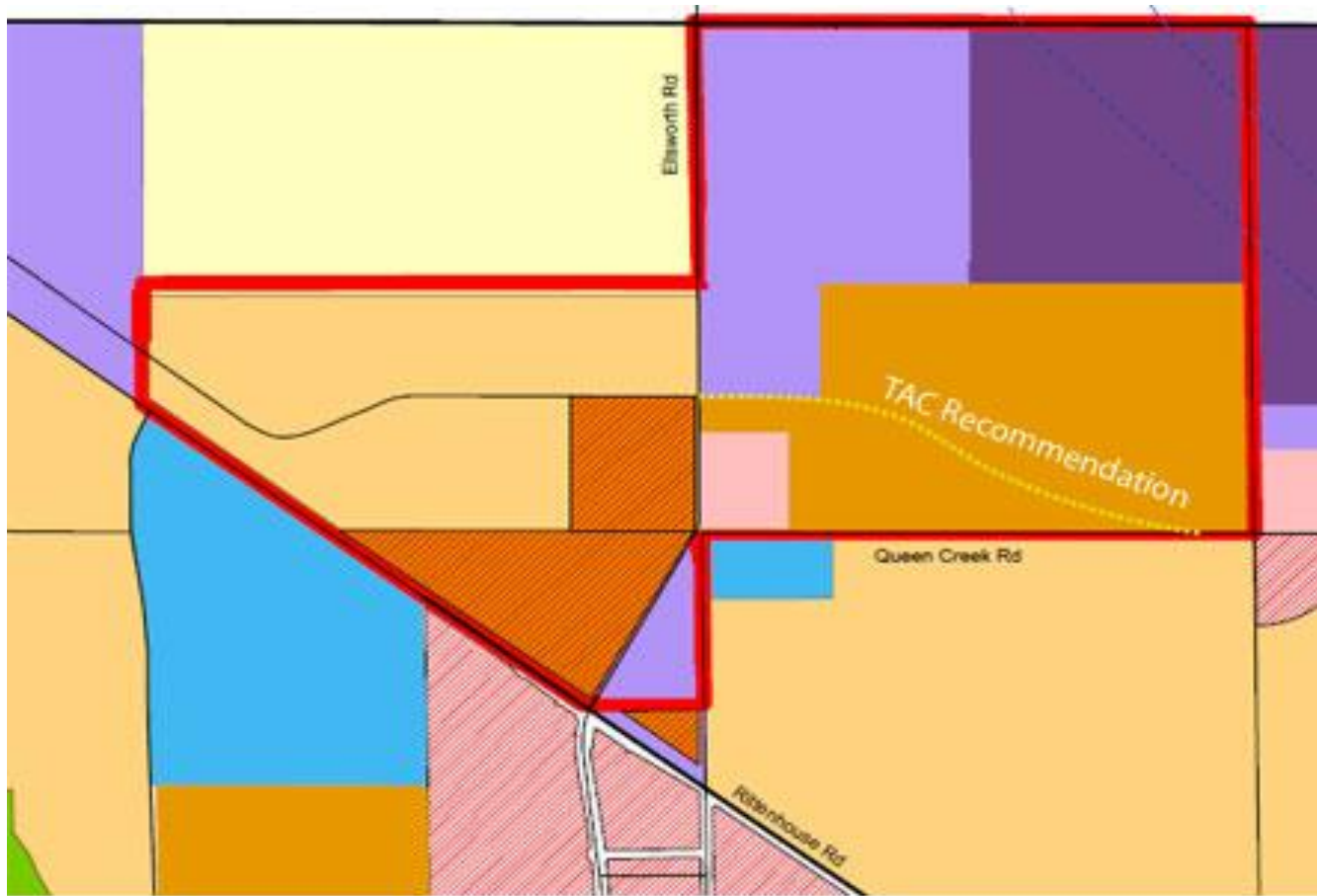


# Committee Recommendations

- Transportation Advisory Committee
  - Approval of the proposed modification to retain Ellsworth Road on its current alignment
  - Retention of the proposed realignment of Queen Creek Road east of Ellsworth Road to align with the proposed Queen Creek Parkway, as shown on the currently approved plan
- Economic Development Commission (comments)
  - Higher density is needed to support the commercial that already exists and is planned in the Town Center. Higher density residential should be located within the Town Center or in the Mixed Use designated areas close to Town Center
  - Any decision should be sensitive to keeping the Town Center as the commercial core successful
  - The Mixed-Use area should incorporate a future commuter rail station
  - QCUSD does not support the relocation of Queen Creek Road
  - Did not support the residential extension between the Employment A and the Neighborhood Commercial
- Town Center Committee (comments)
  - Supported the addition of more residential uses in the area in order to provide more support for the existing Town Center development.



# Transportation Advisory Committee Recommendation



# Planning and Zoning Commission Recommendation

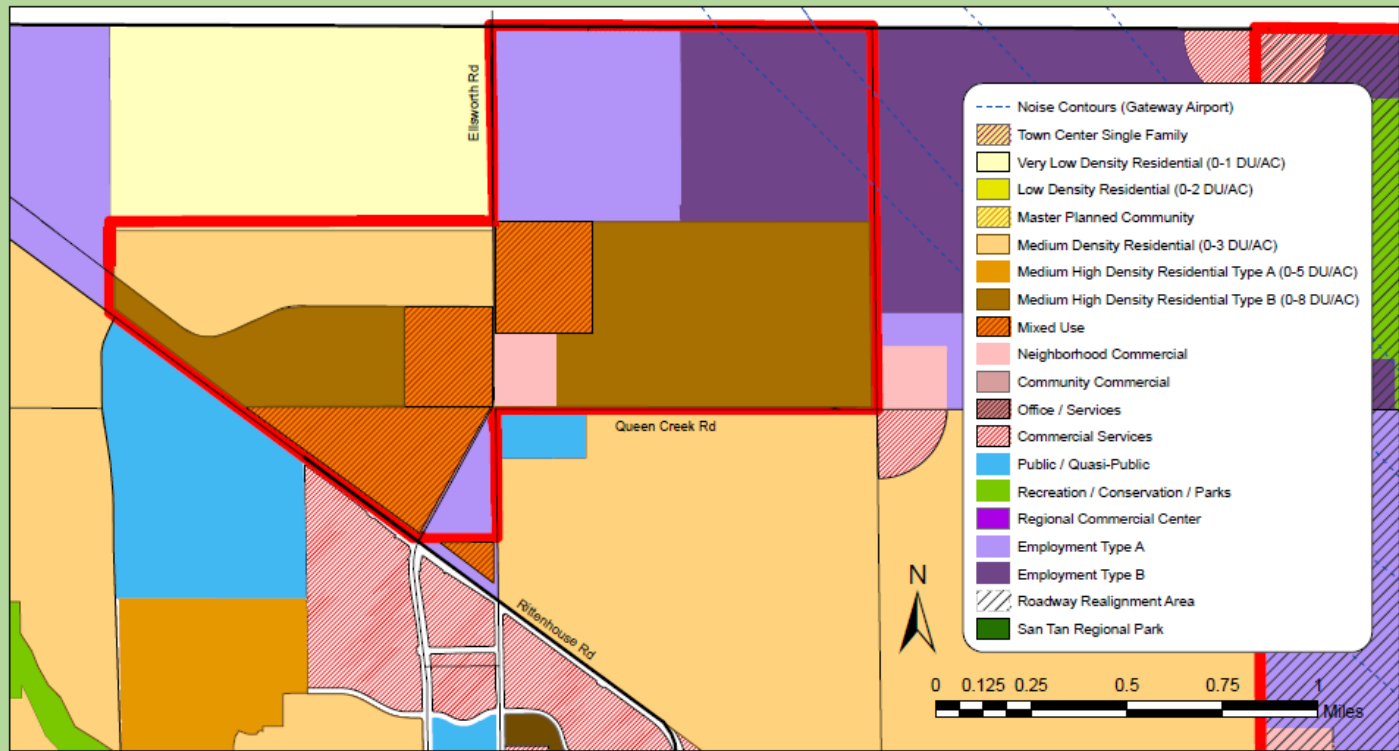
- To designate the area on the east side of Ellsworth Road between the commercial and Ryan Road as Mixed Use for a depth of 1320'
- The residential area east of Ellsworth Road to be MHDR-B (up to 8 du/ac)
- The area on the west side of Ellsworth, south of Queen Creek Parkway as MHDR-B (up to 8 du/ac)
- Approval of the modification of the Transportation and Circulation Element as proposed, showing Ellsworth and Queen Creek roads remaining on their current alignments



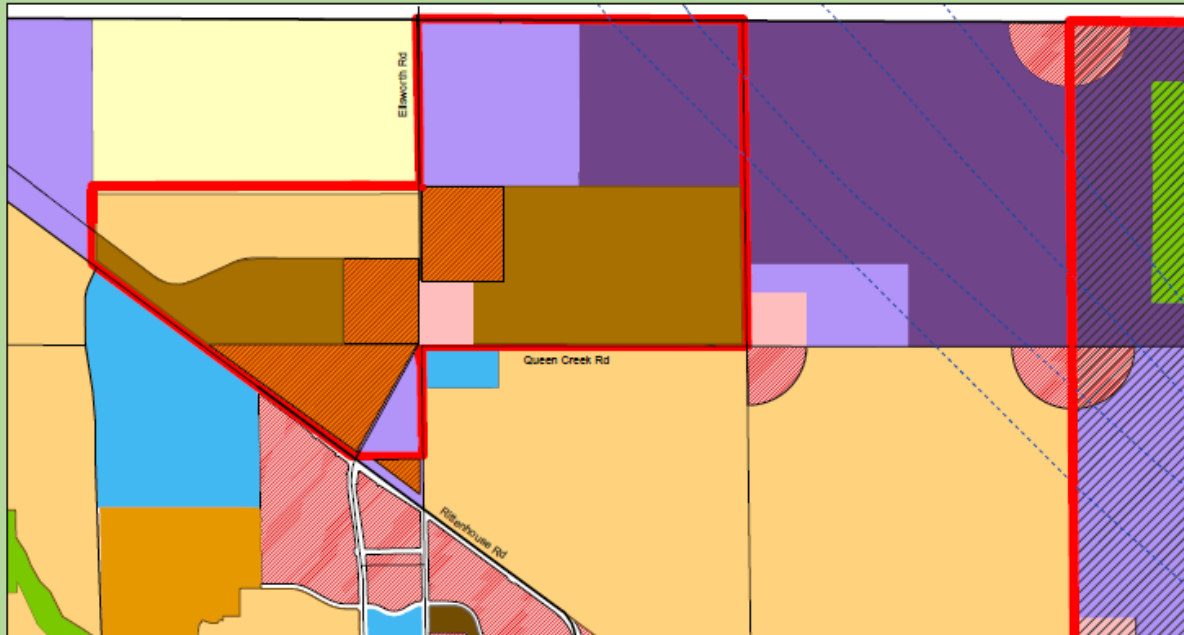
# Planning and Zoning Commission Recommendation



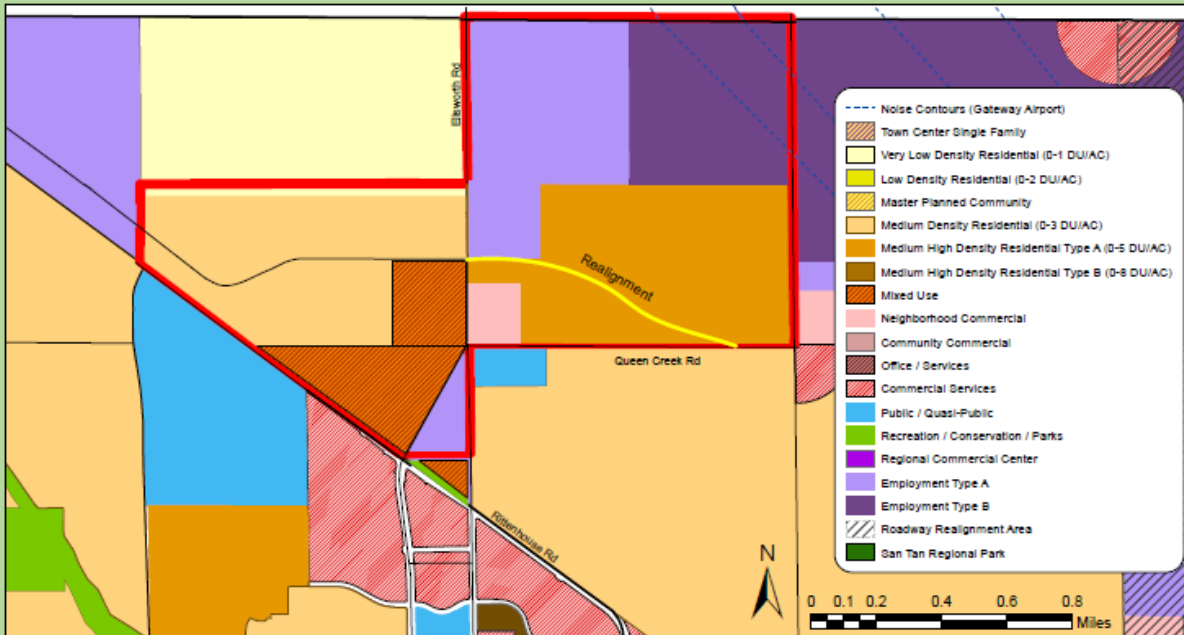
## P&Z Commission Recommendation



# P&Z Commission Recommendation



# Staff Recommendation (with TAC realignment option)



# Activity Update

- Numerous additional emails and letters
- Letters in support from “old town” business owners
- Revised memo from Doreen Cott regarding the Economic Development Commission comments
- Letter from Tom Lindsey (Superintendent of the Queen Creek Unified School District) supporting retention of Queen Creek Road on its current alignment

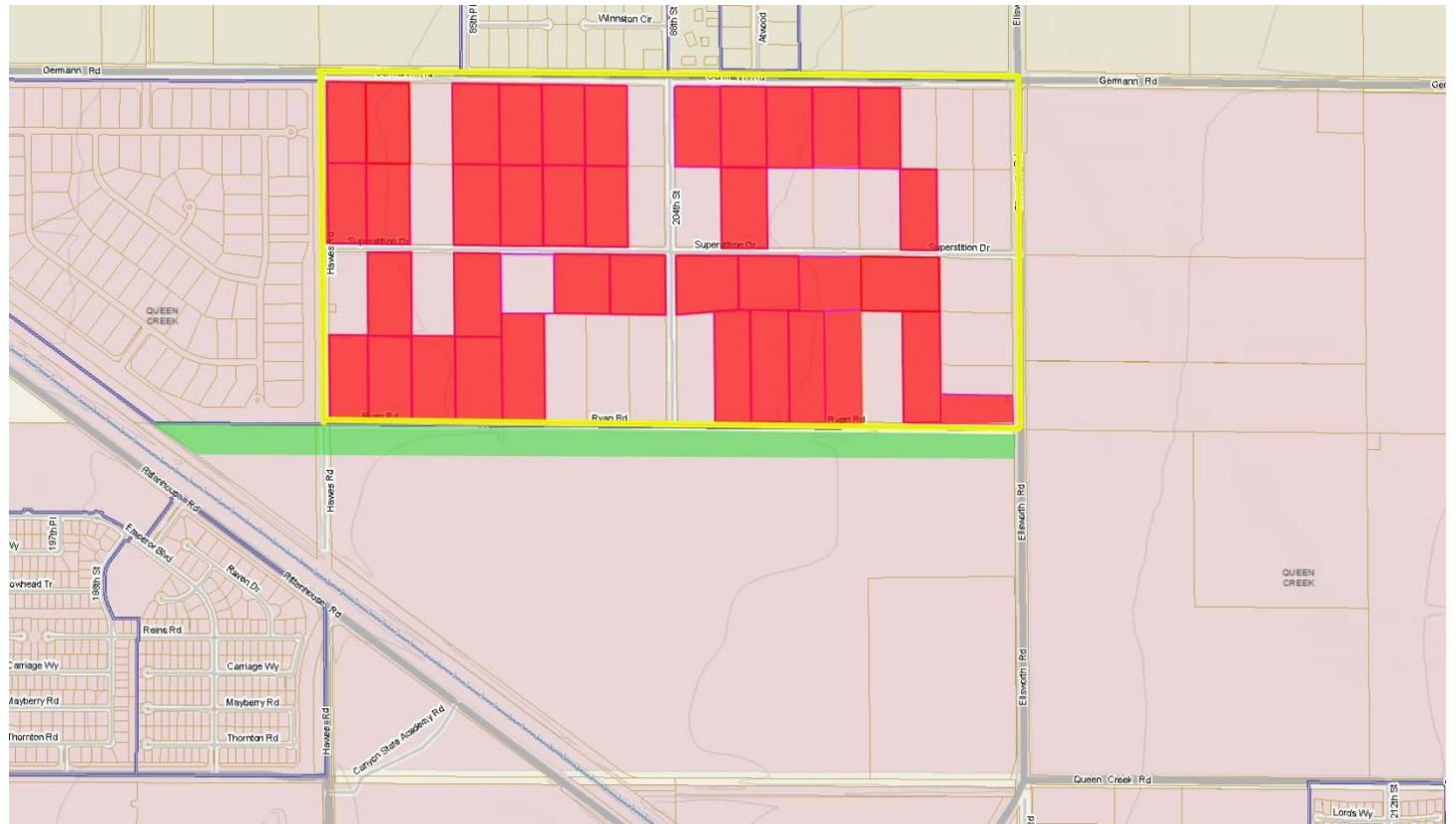


# Activity Update

- Town Center Committee draft minutes
- Planning Commission draft minutes
- December 18 letter from Jordan Rose summarizing project
- December 18 letter from Jordan Rose regarding Mini-farms/Fulton agreement including draft deed restrictions and revised concept plan



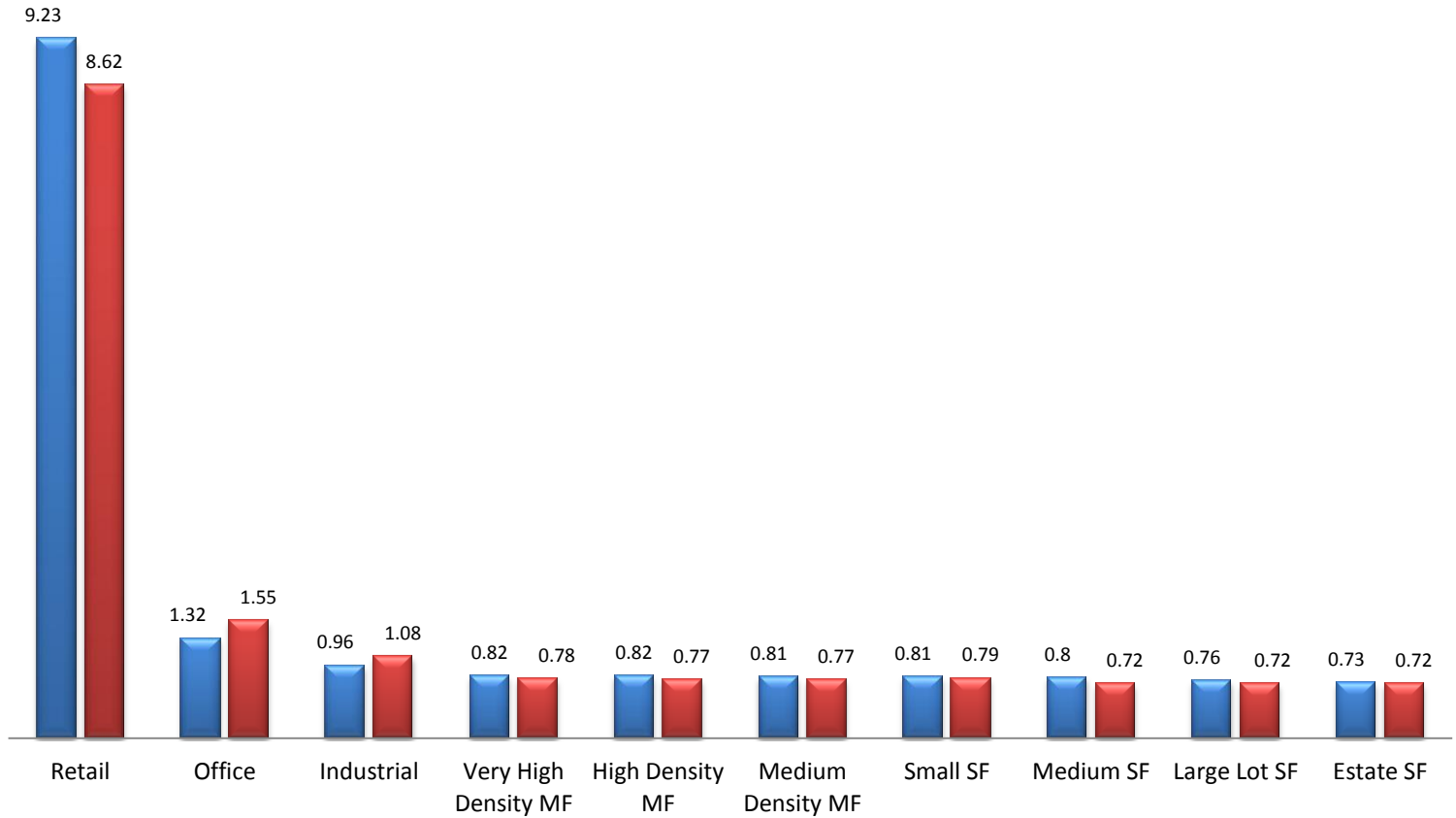
# Mini-farms Letter Signatures





# Net Operating Revenues/Expenditures Ratio by Land Use

■ Queen Creek ■ All Other Towns and Cities



Ratios based on return per \$100 of services provided (i.e. retail generates \$923 in revenues per \$100 in services provided)



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Questions?

