



Requesting Department:
Development Services

TO: PLANNING AND ZONING COMMISSION

THROUGH: CHRIS ANARADIAN, DEVELOPMENT SERVICES DIRECTOR

FROM: WAYNE BALMER, PLANNING ADMINISTRATOR

RE: DISCUSSION AND POSSIBLE ACTION ON MAJOR GENERAL PLAN AMENDMENT GP13-029 (The Vineyard), A request by Ralph Pew on behalf of Healy Faulkner LLC to amend the General Plan Land Use Map for 55 acres west of Ironwood Road on the north side of Combs Road from Commercial and Mixed Use to Medium Density Residential

DATE: DECEMBER 5, 2013

STAFF RECOMMENDATION

Staff recommends this request be denied.

Staff also recommends the applicant present their proposed change for consideration as part of the update of the entire General Plan to begin in 2014. See the Staff Conclusion section for additional comments.

RELEVANT GENERAL PLAN AND COUNCIL GOALS

General Plan Land Use Element Goals and Policies:

- **Goal 1: Maintain the Town's unique community character**
 - Policy 1a: Protect and promote the Town's history, location, amenities and development potential to develop a unique, attractive, desirable and economically sustainable community.
- **Goal 2: Effectively manage the Town's growth**
 - Policy 2b: Coordinate the Town's efforts with the private sector to provide the additional infrastructure when and where needed to accommodate new development.
 - Policy 2d: Where the public services needed to support new development are not available and cannot reasonably be provided, requests for additional development may be asked to adjust their timetables.
- **Goal 3: Develop superior neighborhoods**

- Policy 3b: Provide a diversity of housing opportunities within the Town ranging from lower density residential areas in the desert foothills and equestrian neighborhoods to higher density housing in master planned communities in the Town Center and near future shopping and employment areas.
- Policy 3d: Ensure compatibility between new projects and existing neighborhoods by providing appropriate transitional treatments when:
 - a. New residential subdivisions are adjacent to existing residential areas; and,
 - b. New development contains lots adjacent to an open space, a non-residential land use or an arterial street.

Growth Areas Element Goals and Policies

- **Goal 2: Coordinate the timing of construction for new private development with the provision of public services needed to serve such development**
 - Policy 2c: The Town Capital Improvement Program will be used to provide direction on the location, timing and types of new public infrastructure for coordination with the private sector requests.
- **Goal 4: Ensure long-term employment and economic stability**
 - Policy 4a: Develop a diversified and robust economic development base to ensure the Town’s long term financial stability.

Economic Development Element Goals and Policies

- **Goal 1: Enhance the economic wealth of the community**
 - Policy 1d: Grow the retail and service base of the Town, including unique retailers, to enhance the Town’s retail image and expand the sales tax base to reduce sales tax “leakage” to other communities.
- **Goal 2: Cultivate the Town’s Economic Development centers and assets**
 - Policy 2d: Direct major commercial growth and service projects to the Town’s Meridian Road, Riggs Road, Germann Road transportation corridors and the 802 Freeway.
- **Goal 4: Promote development of the employment sector identified in the Town’s Economic Development Strategic Plan**
 - Policy 4d: Develop a job to population ratio for the Town at build-out greater than the Maricopa County average – currently 0.4 jobs per capita.

Cost Of Development Goals And Policies

- **Goal 1: Ensure the Town is financially self sustainable at build-out.**
 - Policy 1a: Designate areas and land uses in the General Plan which are appropriate in size and location for future revenue or employment-generating uses.
 - Policy 1b: Minimize land use changes which would reduce the size of areas designated for future revenue or employment-generating land uses.

Queen Creek Town Council 2013-18 Corporate Strategic Plan

- **KRA 5: Financial Management/Internal Services And Sustainability**

- Goal 1: Maintain long-term financial sustainability for local government operations.
 - Continue with policies and implementation practices that evaluate use and sources of revenues, in particular recurring versus one-time sources of revenue.

SUMMARY

In 2008 the applicant’s property was annexed as part of 80 acres at the northwest corner of Ironwood and Combs Roads. The corner property was zoned C-2 for commercial use, with the balanced zoned R1-43 for single family residential use as a holding zone. At the time it was anticipated a commercial “power center” would be developed at this location. In conjunction with the development of the current General Plan, the area adjacent to Combs and Ironwood Roads was designated for future higher intensity uses including mixed-use and commercial activities. This was done to encourage development of a higher density commercial center at this location to accommodate additional “spin-off” development and secondary uses which might be generated by the development of the Banner Medical Center as well as the prominent location of this property at the Combs/Ironwood intersection.

Since then the property has remained in agriculture and development in the area has been slowed by the recession. In addition, due to the need to reconstruct the Combs/Riggs/Gary/Meridian intersection to the west, Combs/Riggs Roads has not yet become the “route of regional significance” as originally planned, and the traffic volume on Combs has not been as great as anticipated.

HISTORY

- September 17, 2008: Property annexed by Ordinance 440-08 and subsequently zoned C-2 and R1-43.
- September 2, 2008: Current General Plan was adopted.
- August 28, 2013: Staff conducted an Open House to receive public comments on the proposed Major General Plan amendments for 2013.
- September 25, 2013: Staff conducted a second Open House to receive public comments on the proposed Major General Plan amendments for 2013.
- September 30, 2013: The applicant conducted a neighborhood meeting to discuss both this General Plan amendment the future rezoning request, if the amendment is approved.
- October 15, 2013: Special Planning and Zoning Commission meeting to introduce the proposed General Plan amendments.

PUBLIC OUTREACH

Planning staff conducted community wide Open Houses on August 28th and September 25th to present the request to the public. Survey forms were distributed at each meeting to solicit comments from those present.

Information on the request has also been posted on the Town of Queen Creek website. Public hearing signs were posted on the property, letters sent to property owners within 1,200 feet of the site, an insert was placed in the Town's November 2013 Utility Bill, and a public hearing notice was advertised in the Gilbert Edition of the Arizona Republic. A summary of the comments received to date is attached.

In addition to the Town's outreach efforts, the applicant also conducted a neighborhood meeting on September 30, 2013. A copy of the minutes is attached.

DISCUSSION

This request, coupled with GP13-026, GP13-027 and GP13-028 represent a substantial shift in the land uses proposed in the General Plan. In total they have proposed that over 900 acres currently designated for future employment use be converted to single family residential use. This represents a significant amount of the undeveloped land within the Town.

The underlying justification proposed for all four changes is that the town has an excessive amount of area designated for employment use, and development of the property will take years (if ever) to occur. In contrast, they state development of the property for single family homes could occur quickly (3-5 years). They also state that development of the property for residential use would be beneficial to the town in that it would generate near term revenues as a result of new construction and long term revenue from sales taxes paid by the residents. These may be true statements, but they sidestep the fact that once development is complete, the revenues generated by the project do not match the revenues required by the Town to provide public services to the new residents over the long term.

The long term financial sustainability of the town was a key issue in the development of the current General Plan, as reflected by the number of goals and policies in the plan related to this issue. This concern is accentuated by a study completed by MAG in 2001 which determined residential uses generate approximately 80% of the revenues needed to provide the public services they require. The balance is derived from employment related uses, particularly offices (132%) and retail uses (923%). As a result, the conversion of employment areas to residential uses could create a significant future financial concern for the Town. It was for this reason the Town commissioned

TischlerBise to study the fiscal sustainability issue as part of the General Plan amendment review and future update process.

With the update of the entire General Plan scheduled to begin in 2014 the use of the remaining vacant properties in town, particularly large properties such as those mentioned above, will be a pivotal issue. Rather than considering these four properties now as separate cases, and in isolation from the larger discussion of the long-term buildout and financial sustainability of the Town, it may be more appropriate to consider these four properties as part of the General Plan update, rather than taking action now.

ANALYSIS

A summary of the surrounding area is provided below.

Surrounding Zoning and Land Uses	
North:	Low Density Residential (LDR up to 2 du/ac), zoned Suburban Ranch in Pinal County.
South:	Medium-density Residential (MDR up to 3 du/ac), zoned CR-3 PAD and TR PAD in Pinal County.
East:	Commercial – zoned C-2 General Commercial
West:	Mixed Use – zoned R1-43 currently in agriculture.

The preliminary development plan submitted for this request reflects a total of 162 lots with a gross density of 2.94 dwellings per acre. Almost all lots shown are 65'x120' (7,800 s.f.). The propose concept plan has been submitted for a pre-application for rezoning, and several issues were noted with the plan that will need to be addressed by the applicant before the project moves forward to possible rezoning.

It should also be noted that the property is adjacent on the north by a developed low-density residential area in Pinal County developed for very large lots (5+acres). This project, should it proceed, would be expected to provide an appropriate transitional/buffer land use or lot sizes between the two uses to provide a greater degree of compatibility between the two uses.

Staff has reviewed the traffic, drainage, utility and economic impact studies submitted by the applicant and have concluded:

- The Town's water and wastewater systems will be adequate to accommodate the anticipated demand from the proposed project, once the appropriate line extensions are completed.
- Combs Road, once construction is complete would be adequate to accommodate the traffic that would be generated by the proposed project. The applicant would

also be required to complete the north side of Combs Road, adjacent to their property.

- The economic impact study submitted by the applicant states the proposed project would have a negative fiscal impact to the Town in 2027 of about \$75,400 annually. This is in contrast to the \$1.4 million in revenue to the Town which would be generated under the current land use designation (assuming it begins development in 2018). The report also states that since the project is adjacent to other property also owned by the applicant, the negative impact on this project would be more than offset by revenues generated on the remaining property when commercial development occurs.

GENERAL PLAN AMENDMENT FINDING OF FACT

General Plan Amendment Finding of Fact Analysis:

By State law and the Town’s zoning requirements, an applicant is required to demonstrate a “finding of fact” that their proposed project meets certain “tests” to be considered for approval. Nine factors, or findings of fact, established in the Zoning Ordinance, are to be used in evaluating a General Plan amendment request.

Of these nine criteria, the applicant for a General Plan amendment is asked to provide a written response to the first four. The applicant’s proposed findings of fact are contained in the project narrative and shown below, along with the staff’s comments on each item.

1. Whether the development pattern contained in the future land use plan provides appropriate optional sites for the uses proposed in the amendment.

Applicant Response - According to the “Queen Creek Future Land Use Plan”, shown as Table 1 of the Town’s General Plan, Medium Density Residential (MDR up to 3 du/ac) comprises approximately 16% of the Town’s total acreage. However, except for the MDR land located east on Ellsworth Road and south of the Queen Creek Wash, there is no MDR land south of Chandler Heights Road in the Town’s incorporated boundaries.

The existing pattern of land uses in the vicinity of the Amendment inadequately provides for MDR except for “The Parks” subdivision located in Pinal County east of Meridian Road and south of Combs Road. For the reasons articulated in this narrative, the Amendment will allow the development of 55 acres of MDR single family uses in an area dominated by Commercial, Mixed Use and Regional Commercial designations. According to the Town’s General Plan Land Use map, the intersection of Meridian and Combs Roads is the epicenter of Commercial, Regional Commercial and Mixed Use Land Use designations. Our estimate is that, in this area, there are approximately 1,000 acres of mixed use, 530 acres of Regional Commercial and 310 acres of Commercial Land Use designations. Even though the land use patterns in the vicinity of this Amendment inadequately provide for Medium

Density Residential within the Town's incorporated boundaries, the more significant point is that the existing land use patterns in the area designate an extraordinary quantity of Mixed Use, Regional Commercial and Commercial land uses that have no reasonable prospect of development as currently planned. The Owner acknowledges and recognizes the results of the fiscal impact study performed by Applied Economics concerning this Amendment. It is obvious to all and substantiated by this fiscal analysis that if this 55-acre property was improved to its full potential as a mixed use and commercial development, and also assuming high occupancy rates and significant consumer spending at this location, the economic benefit to the Town is clear. However the bigger question is when or if this type of development will ever occur at this location.

Approval of this Amendment will allow the Owner the development potential for the 55 acre Residential community and a more focused emphasis on bringing commercial development of the Town on its 51 +/- acres at the northwest corner of Combs and Gantzel Roads.

Staff Comment – This property was designated for Mixed-Use and Commercial use based on the concept of development of an employment center along Riggs/Combs Road between the Regional Commercial at Meridian, and Ironwood Road. A precondition to this development, however, has been the reconstruction of the Riggs/Combs/Gary/Meridian Road at the Union Pacific Railroad. This project has been delayed due to the economy, however the Design Concept Report has been completed and the project is now proposed for funding. As a result, the area adjacent to Combs Road has not reached the level of development anticipated in the General Plan, although that is still the plan for the area.

In addition, it has been anticipated that the development of the Banner Ironwood Medical Center would generate additional secondary retail/office/medical uses in the future, as has occurred near other hospitals, and the Mixed-Use and Commercial uses shown on the General Plan were to anticipate this future employment growth.

It should also be noted that Regional Commercial "epicenter" referenced by the applicant at Riggs and Meridian Roads is also being proposed for deletion and conversion to single family residential by another applicant in case GP13-027.

The Town's intention to develop Riggs Road as a "route of regional significance" and the focus on development of the area for future employment uses as reflected in the following goal:

Economic Development Goal 2: Cultivate the Town's Economic Development centers and assets

- Policy 2d: Direct major commercial growth and service projects to the Town's Meridian Road, Riggs Road, Germann Road transportation corridors and the 802 Freeway.

Cost of Development Goal 1: Ensure the Town is financially self sustainable at build-out.

- Policy 1a: Designate areas and land uses in the General Plan which are appropriate in size and location for future revenue or employment-generating uses.
- Policy 1b: Minimize land use changes which would reduce the size of areas designated for future revenue or employment-generating land uses.

2. That the amendment constitutes an overall improvement to the Town of Queen Creek General Plan and not solely for the good or benefit of a particular landowner or owners at a particular point in time.

Applicant Response - While the Amendment presented here is beneficial to the Owner, it is not solely for the good of the Owner, rather, important planning and sustainability benefits are made available to the Town. This Amendment, like all General Plan Amendments, typically results in greater optimization and quicker absorption of property and is beneficial to the land owner. As indicated in the answer to Finding of Fact #1 above, because of the extreme disproportionality of Mixed Use, Regional Commercial, and Commercial land use designations in the area, the property that is the subject of this Amendment would likely remain undeveloped for many years. This site does not enjoy a competitive advantage over other similarly situated Mixed Use and Commercial land uses in the area. By approving this Amendment, the Town benefits by reducing the quantity of undevelopable Mixed Use and Commercial Land and replacing it with a well-designed Medium Density Residential community that will contribute to the population base in the area to help support a reasonable amount of Commercial in the vicinity including the Owner's 51 acres of Commercial uses located east of the site.

Staff comment – The primary reason given by the applicant for the change is the amount of other property in the area designated for Commercial and Mixed Use. This would result in delaying development of the applicant's property beyond what would be expected if it were designated for the proposed residential use, given the current real estate market.

As noted above, development of the area on Riggs Road between Ellsworth and Ironwood Road has been delayed by the delay in construction of the needed street improvements. As a result, the full development potential of the area as a future employment center has not been determined. It should also be noted that the other major employment center in the area is also being proposed for conversion to residential by another General Plan amendment.

The General Plan recognizes the importance of providing sufficient retail opportunities within the community to effectively capture the sales taxes generated by Town residents, as well as attracting sales from Pinal County residents who travel through the Town on a daily basis. It was in part for that reason the regional, retail, mixed use areas were designated along Riggs and Meridian Roads. This property

was included in that discussion, given its location on one of the more prominent commercial/service intersections in the area.

The emphasis in the General Plan on the need for an expanded retail and service base in the community is reflected in the following goal:

Economic Development Goal 1: Enhance the economic wealth of the community

- Policy 1d: Grow the retail and service base of the Town, including unique retailers, to enhance the Town’s retail image and expand the sales tax base to reduce sales tax “leakage” to other communities.

3. The degree to which the amendment will impact the community as a whole or a portion of the community by:

a. Significantly altering acceptable existing land use patterns.

Applicant Response - This finding is answered in Findings of Fact #1, above.

Staff Comment – This proposed change would reduce the proposed development density in the area adjacent to Combs Road in an area designated as an employment corridor in the General Plan and introduce single family residential development where it has not been intended or proposed. Although an area of similar density was allowed previously in Pinal County, within the Town the goal has been for more employment oriented uses. Rather than modifying this one property in isolation, staff would recommend the concept of the Riggs Road employment corridor be revisited as part of the General Plan update to begin in 2014.

b. Requiring larger and more expensive improvements to roads, sewer, or water systems that are needed to support the prevailing land uses in which, therefore, may negatively impact development of other lands. The Commission and/or Town Council may also consider the degree to which the need for such improvements will be mitigated pursuant to binding commitments by the applicant, public agency, or other sources when the impacts of the uses permitted pursuant to the General Plan amendment will be felt.

Applicant Response - This finding is answered in Section 4, page 7 of this narrative.

Staff Comment – Staff concurs that adequate public infrastructure would be available to support the project, once the appropriate improvements have been made by the developer.

c. Adversely impacting existing uses due to increased traffic on existing systems.

Applicant Response - As indicated in the traffic statement provided by CivTech, the development of the property for approximately 162 single family homes in the MDR land use category (up to 3 du/ac) will not necessitate any additional roadway improvements to Combs Road and will have a positive impact on existing and future land uses in the area by beginning the design and implementation of transportation corridors to provide connectivity among various properties north of Combs Road between Ironwood and Meridian Roads.

Staff Comment – Staff concurs with the applicant regarding traffic volume. The north side of Combs Road will be installed when this property is developed.

d. Affecting the livability of the area or the health and safety of the residents.

Applicant Response - Very few Town residents live in the area of the Amendment. As indicated in prior sections of this narrative report, the land east and west of the site is undeveloped and designated for commercial and mixed use purposes. The Amendment will not adversely impact the livability of the area; to the contrary, approval of this Amendment will create the opportunity for a residential use in this eastern edge of the Town’s incorporated boundary.

Staff Comment – At present this property is located on the eastern edge of the community. While the Town’s emergency services plan calls for the development of a new fire station in the southeastern portion of the community no funding has been designated for either purchase of a site or construction of the station. This site is located approximately 4 miles east of the Town’s nearest fire station in the Town Center.

4. That the amendment is consistent with the overall intent of the General Plan.

Applicant Response - Determining “the overall intent” of the Town’s General Plan is arrived at by evaluating the cumulative impact of the goals and policies expressed throughout the General Plan. This amendment is consistent with various goals and policies of the General Plan as described in the section of this narrative report identified as “General Plan Land Use Amendment”, on page 4.

Staff Comment – As described above in the goals and policies in the General Plan, the intent of the current General Plan to focus on development of future employment opportunities, and locations on the main arterial streets and roads serving the community – including Riggs/Combs Road.

The proposed change would introduce a single family residential subdivision in an area where none were anticipated, and where it may be out of place should the uses proposed in the General Plan come to fruition.

As part of the development of an updated General Plan the “employment corridor” may be re-evaluated and an alternative concept considered. Staff would encourage the applicant to participate in that process.

The remaining five criteria are evaluated by the Planning and Zoning Commission and Town Council when the application is considered:

- 5. Whether there was an error in the original General Plan adopted that the Council failed to take into account then existing facts, projects or trends that were reasonably foreseeable to exist in the future.**
- 6. Whether events subsequent to the General Plan adoption have invalidated the Council’s original premises and finding made upon plan adoption.**
- 7. Whether any or all of the Council’s original premises and findings regarding the General Plan adoption were mistaken.**
- 8. Whether events subsequent to the General Plan adoption have changed the character or condition of the area so as to make the application acceptable.**
- 9. The extent to which the benefits of the Plan amendment outweigh any of the impacts identified in Subsections One (1) through Eight (8) hereto.**

STAFF CONCLUSION

Riggs Road has been identified as a transportation “route of regional significance” crossing the community for many years. Due to the need to design and reconstruct the Meridian/Riggs intersection and lack of funding to initiate the project, the segment of Riggs Road from Ellsworth to Ironwood Road has been slowed. As a result, Riggs Road has not reached its full potential as a transportation corridor which could support the development of additional commercial uses in the area.

The location of the Banner Ironwood Medical Center at the southwest corner of Combs and Ironwood Roads is also seen as an economic development asset of the community, and one with the potential to attract additional employment relates uses and services to the area. For this reason, combined with the improved Riggs Road infrastructure, the General Plan identified this location as a future location for higher density and employment related uses. This position was stated and reinforced by the General Plan goals and policies described above.

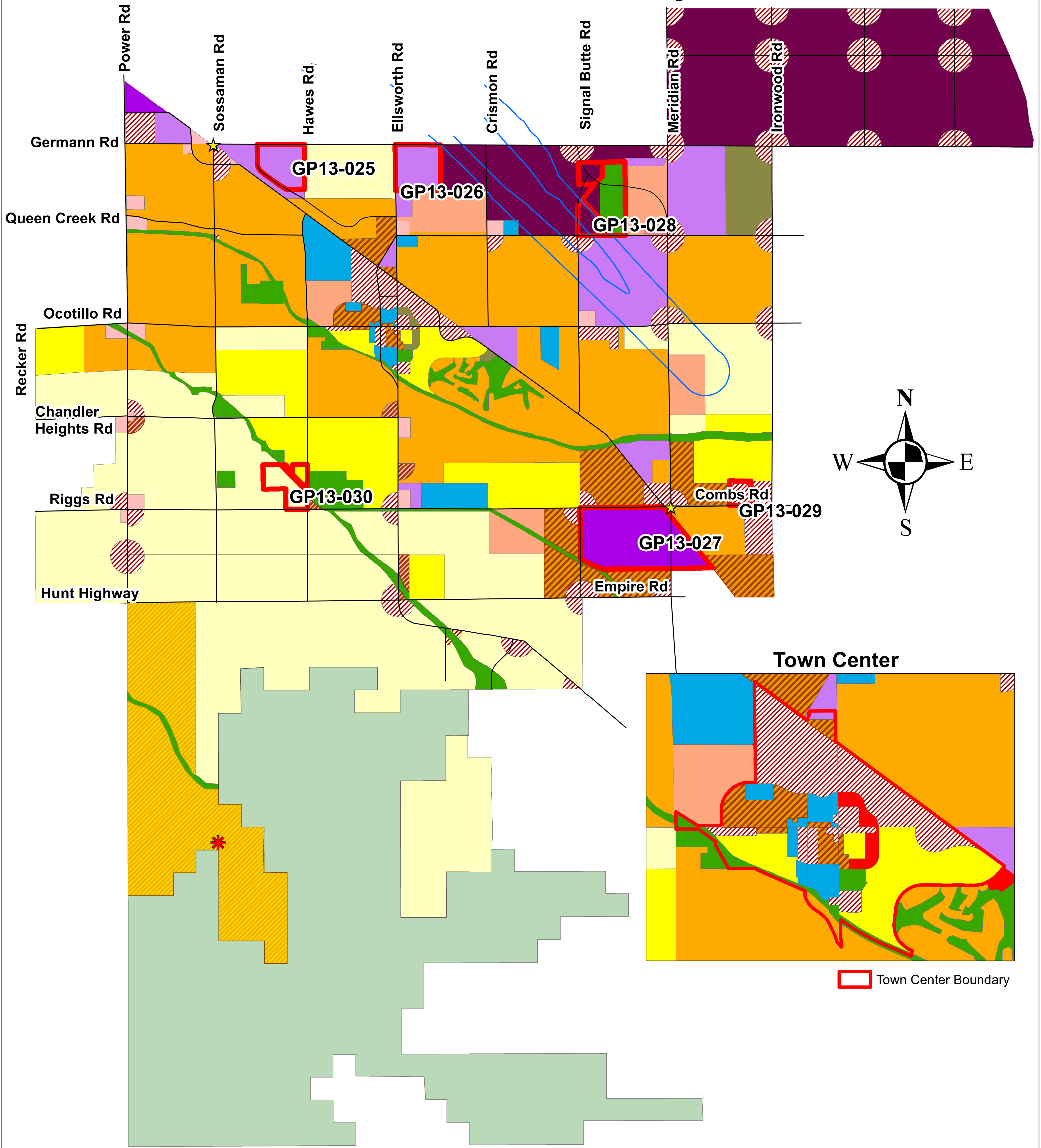
As a result, staff does not believe the applicant has met the Finding of Fact requirement demonstrating this proposed change is consistent with the intent of the General Plan or sufficiently demonstrated that the proposed change is in the best interest of the community – and for that reason staff has recommended this request be denied.

In addition, as part of the update to the Town's entire General Plan scheduled to begin in 2014 the concept of the long term financial sustainability of the Town will be discussed. This will involve a discussion on the appropriate balance of revenue generating to revenue requiring activities within the Town at "buildout" including the type, amount and location of future commercial use. Staff recommends the applicant participate in the update process and this proposed land use change be evaluated as part of that larger discussion.

ATTACHMENTS

1. Existing General Plan Map
2. Existing classification and proposed change
3. Applicant Concept Plan
4. Applicant Narrative
5. Fiscal Impact Analysis Summary
6. Traffic Study
7. Alternative D graphic
8. Applicant neighborhood meeting minutes and public comments
9. Public comments received
10. Applicant October 15 Planning Commission presentation

Town of Queen Creek 2008 General Plan Map



General Plan Land Use Legend

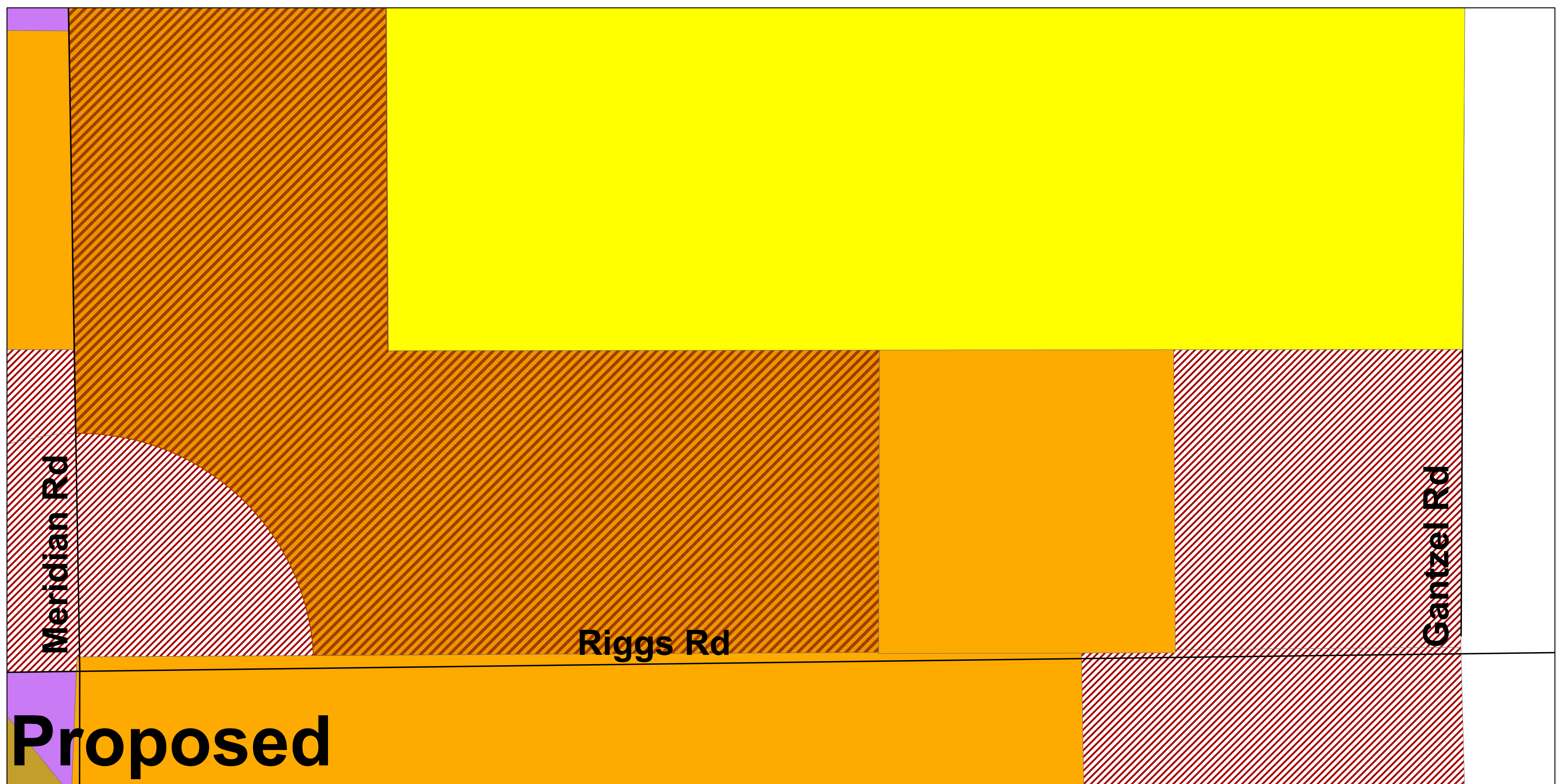
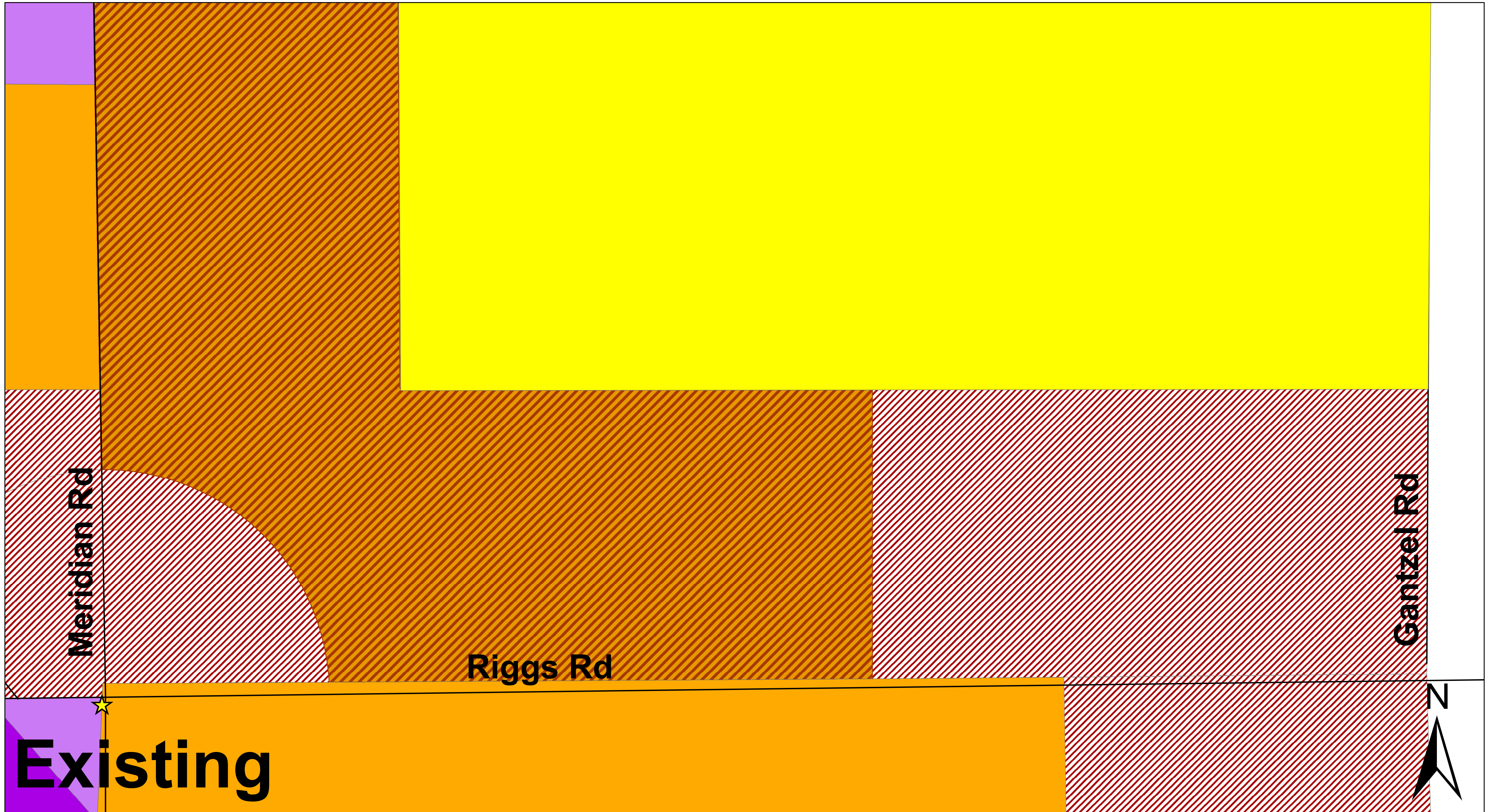
Very Low Density Residential (0-1 DU/AC)	Mixed Use	Employment Type B	Future Intersection Modification
Low Density Residential (0-2 DU/AC)	Neighborhood Commercial	Public/Quasi-Public	Resort / Tourism / Entertainment
Medium Density Residential (0-3 DU/AC)	Community Commercial	Open Space	General Plan Amendments 2013
Master Planned Community (0-1.8 DU/AC)	Office/Services	Regional Commercial Center	
Medium High Density Residential Type A (0-5 DU/AC)	Commercial	San Tan Regional Park	
Medium High Density Residential Type B (0-8 DU/AC)	Employment Type A	Noise Contours	

Modified by Resolutions 813-09, 814-09, 824-10, 924-12 and 934-13

All information is believed to be accurate as the date of publication, however is not guaranteed.



Town of Queen Creek 2013 General Plan Amendment GP13-029 The Vineyards



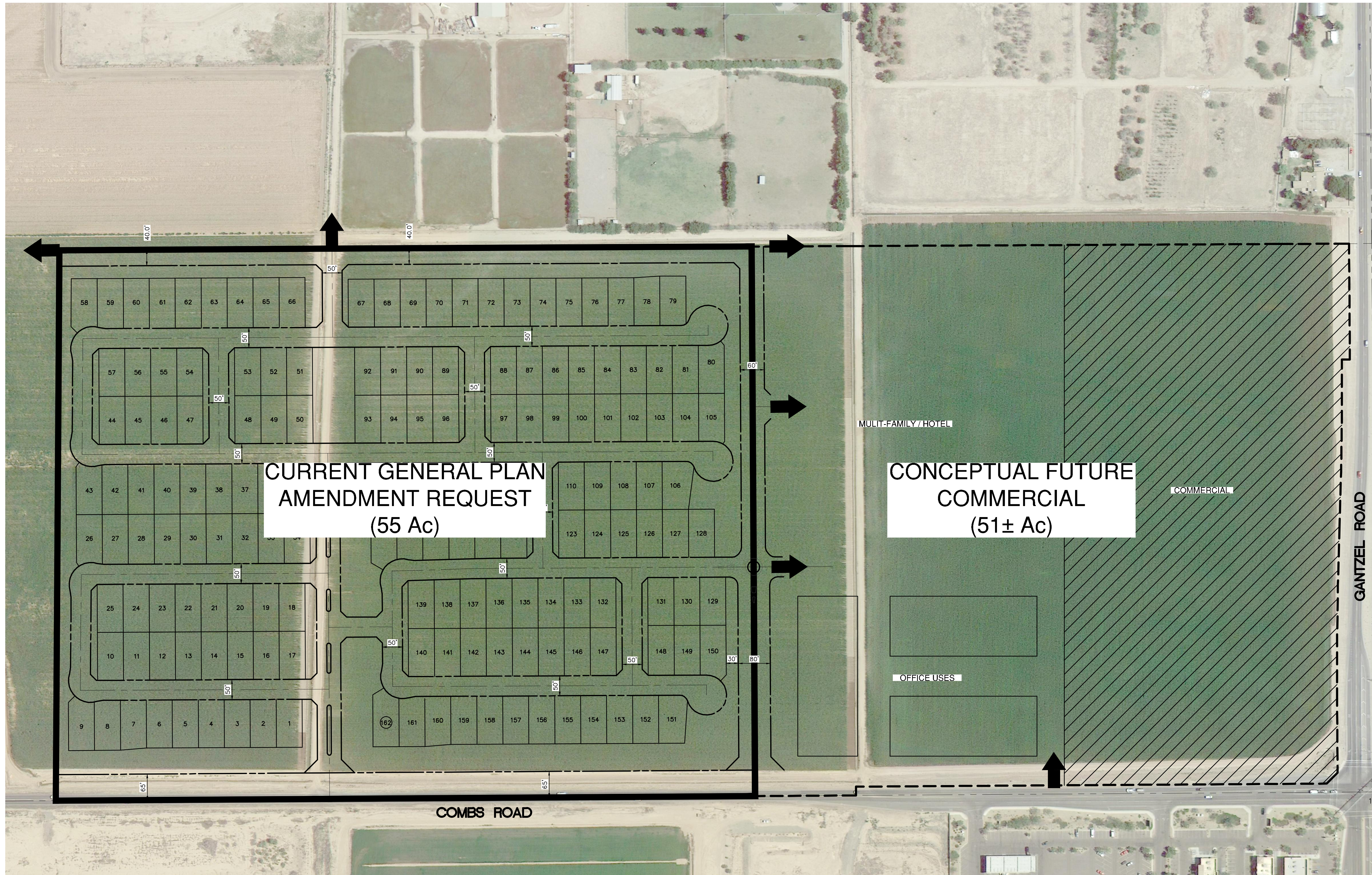
General Plan Land Use Legend

	Very Low Density Residential (0-1 DU/AC)		Multifamily		Employment Type A		Future Intersection Modification
	Low Density Residential (0-2 DU/AC)		Mixed Use		Employment Type B		Resort / Tourism / Entertainment
	Medium Density Residential (0-3 DU/AC)		Neighborhood Commercial		Public/Quasi-Public		
	Master Planned Community (0-1.8 DU/AC)		Community Commercial		Open Space		
	Medium High Density Residential Type A (0-5 DU/AC)		Office/Services		Regional Commercial Center		
	Medium High Density Residential Type B (0-8 DU/AC)		Commercial		San Tan Regional Park		
					Noise Contours		

Modified by Resolutions 813-09, 814-09, 824-10, 924-12 and 934-13

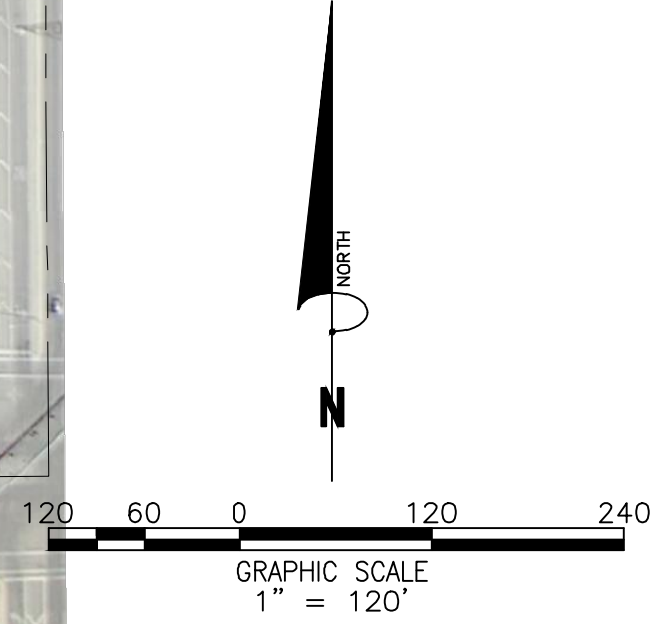
All information is believed to be accurate as the date of publication, however is not guaranteed.
Created by Sidney Urias 480-358-3094





**CURRENT GENERAL PLAN
AMENDMENT REQUEST
(55 Ac)**

**CONCEPTUAL FUTURE
COMMERCIAL
(51± Ac)**



LAND USE DATA	
EXISTING ZONING	MIXED USE/ COMMERCIAL (TOWN OF QUEEN CREEK)
PROPOSED ZONING	
TOTAL SINGLE FAMILY LOTS:	162
GROSS AREA:	55 ac
NET AREA:	52.4 ac
DENSITY:	2.94 du/ac
TOTAL OPEN SPACE:	9.63 ac (18%)
LOT SIZES:	(65' x 120')
MIN LOT AREA:	7,800 sf
LATITUDE:	33°13'19.88"N
LONGITUDE:	111°34'10.96"W

PROJECT NUMBER

PLAN STATUS

DATE	DESCRIPTION
DD	DD
DESIGN	DRAWN
SCALE	H: 1"=120'
	V: NONE
JOB No.	9788-01-001
DATE :	6/10/2013

Major General Plan Amendment Narrative

for 55 acres known as The Vineyards

West of the NWC of Combs and Gantzel Roads

Submitted by:

Bowman Consulting

3010 S. Priest Drive, Suite 103
Tempe, AZ 85282

and

Pew & Lake, P.L.C.

1744 S. Val Vista Drive, Suite 217
Mesa, AZ 85204

Submitted on Behalf of:

Healy Faulkner, LLC (“Owner”)

4455 E. Camelback Road, Suite E-280
Phoenix, AZ 85018

Submitted to:

Town of Queen Creek (“Town”)

22350 South Ellsworth Road
Queen Creek, AZ 85242

Prepared: June 12, 2013

The Vineyards

Major General Plan Amendment Narrative

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Also Included With this Narrative:

- Exhibit A - Aerial Vicinity Map
- Exhibit B - Queen Creek General Plan Land Use Plan (Existing)
- Exhibit C - Queen Creek General Plan Land Use Plan (Proposed)
- Exhibit D- Conceptual Site Plan

1. REQUEST

The law firm of Pew and Lake, P.L.C. together with Bowman Consulting, on behalf of the Owner are pleased to submit for your consideration an application for a Major General Plan Amendment for approximately 55 acres of what has been referred to as The Vineyards (the “Amendment”), as more particularly described in this narrative.

AMENDMENT TO LAND USE PLAN

The Amendment is for approximately 55 acres, generally located west of the northwest corner of Combs and Gantzel Roads, and will result in a *decrease* in land intensity from the existing Land Use Plan by changing the Land Use Plan classifications from Commercial and Mixed-Use to Medium Density Residential (2-3 DU/AC).

2. DESCRIPTION OF PROPOSAL

OVERVIEW

The property is located in an area designated on the Town’s General Plan as being an area saturated with land planned for Mixed Use, Commercial, Regional Commercial and Employment. The planned overabundance of these uses in such close vicinity to one another and at such a large scale makes meaningful and sustainable development of these areas very difficult and unrealistic.

The Owner, through its principals, the Hatch family, has significant land holdings in the Town’s planning area including several key properties designated for mixed use and commercial uses, as illustrated in Table 1, below. The Owner believes that the parcels referred to in Table 1 are better suited for such type of land use enabling quality development that does not cannibalize on nearby similar sites. This 55-acre property has been determined to be the least likely to develop under the existing mixed-use and commercial land use designations by the Owner, and now proposes this Amendment to allow the site to be suitable for residential development. This Amendment will provide a larger consumer base for the nearby proposed commercial and mixed use areas.

Table 1: Hatch Family Land Holdings

Location	Acres	General Plan Designation
NWC Ellsworth and Queen Creek Roads	39	Mixed Use
SEC Ellsworth and Rittenhouse Roads	14	Commercial
NWC Meridian and Ocotillo Roads	42	Commercial
NWC Ironwood and Ocotillo Roads	43	Commercial
NWC Gantzel and Combs Roads	105	Mixed Use/ Commercial
Total	243	

The Amendment will allow a land use designation that is fully compatible and complementary with adjacent uses, providing for smooth transitions between existing and new development and varying intensities of uses. Integration into the Owner’s remaining 51-acre commercially planned property to the east is also being designed into the project for relief to the existing road infrastructure and enhanced traffic circulation to the area. We have included with this application a Conceptual Site Plan depicting the proposed Amendment and how it will connect to the Owner’s remaining 51 acres to the east.

The Owner intends to make an application for Rezoning/PAD on the Amendment property in the near future. The Rezoning /PAD application will represent the initial implementation and development on this site under the General Plan Land Use proposed with this Amendment. It will provide a more detailed depiction of how the proposed Medium Density Residential (2-3 du/ac) land use designation will be implemented to establish a unique character and presence for the Town as well as a more detailed example of the quality with which the property will develop. Attached to this narrative, we have included a Conceptual Lot Layout illustrating a subdivision design, half-street dedication on the north of the site and connectivity to surrounding properties.

GENERAL PLAN LAND USE PLAN AMENDMENT

This Amendment will provide a development plan that is achievable in today’s market and sustainable in the future Town of Queen Creek. We have also included exhibits with this narrative which indicate the existing and proposed Land Use designations.

The following Table 2 identifies the existing General Plan Land Use designations that would be changed by this request:

Table 2 - Proposed Changes to General Plan Land Use Designations

Existing General Plan Land Use	Acreage	Proposed General Plan Land Use	Acreage
Mixed Use	21.2	Medium Density Residential (2-3 DU/AC)	21.2
Commercial	33.8	Medium Density Residential (2-3 DU/AC)	33.8
Total Amended Acreage	55		55

Despite a modest increase in the Town’s total acreage available for residential development, the Amendment will result in a *decrease* in the land intensity and the reduction of mixed-use and commercial land uses in the area and will provide for a more sustainable development in the vicinity.

The Amendment responds to the Town’s General Plan Vision and specifically addresses a number of its Goals and Policies, including the following:

Land Use Element Goals & Policies

Goal 1 - Policy 1a

This Amendment will protect and promote the Town's sustainable future while providing a unique, attractive, and desirable community by providing for land uses and infrastructure that provide transition from the current vision and development of the Town to the future.

Goal 3 – Policy 3b

This Amendment will provide housing opportunities within the Town for medium density residential areas which are near future shopping and employment areas while buffering the existing residential areas.

Goal 3 – Policy 3d

This Amendment will help ensure compatibility between new projects and existing neighborhoods by providing appropriate transitional treatments. The Amendment is compatible with the surrounding existing development and proposed future development.

Goal 4 – Policy 4a

This Amendment will diversify the area to become more economically sustainable by providing a consumer and employment population base that is closer to the nearby mixed-use and commercial areas for long term success.

Growth Areas Element Goals & Policies

Goal 5 – Policy 5b

This Amendment will use available infrastructure capacity to accommodate new development consistent with the land use goals and provisions of the General Plan.

Economic Development Element Goals & Policies

Goal 1 – Policy 1a

This Amendment proposes building an economically attractive community providing new investment in the Town's future sustainable development with close access to future commercial development.

Goal 1 – Policy 1c

This Amendment proposes the opportunity for a variety of housing to enhance the Town's attractiveness for companies locating in the southeast valley and the Phoenix-Mesa Gateway Airport area and with close proximity to a variety of services and desired amenities.

GENERAL PLAN CIRCULATION & LAND USE PLAN IMPLEMENTATION

As previously indicated, the Owner will be processing a request in the near future for the Rezoning/PAD for The Vineyards. This Rezoning /PAD application will represent the initial implementation and development of this site under this Amendment. It will provide a detailed depiction of how the proposed

Medium Density Residential land use designation will be implemented and will set the tone for the establishment of the unique character for the site.

3. RELATIONSHIP TO SURROUNDING PROPERTIES

This site is bound on the south by Combs Road, on the north by Pinal County large lot residential homes and land, on the east by 51 acres of land within the Town owned by the Owner and planned for commercial development and on the west by land with a mixed-use designation.

The General Plan Land Use classifications, along with the existing zoning and uses for the adjacent parcels, are listed in Table 3, below.

Table 3 – Adjacent Land Uses

Direction	General Plan Land Use	Existing Zoning	Existing Use
North	Low Density Residential (1-2 DU/AC)	Suburban Ranch (Pinal County)	Low Density Residential
South	Medium Density Residential (2-3 DU/AC)	CR-3 PAD TR PAD (Pinal County)	Agriculture/ Commercial
East	Commercial	C-2 Commercial	Agriculture
West	Mixed Use	R1-43	Agriculture

IMPACT ON SURROUNDING PROPERTIES

The Amendment will not create adverse impacts on adjacent uses. This amendment will provide an improvement over the existing Land Use Plan for the existing adjacent low density residential uses and is completely consistent with the Pinal County CR-3 PAD single family subdivision to the south. Appropriate transition and buffering adjacent to these commercial uses to the east will be accomplished through the Rezoning/PAD process.

4. PUBLIC UTILITIES AND SERVICES

Utilities and services will be provided as follows:

Water:	Town of Queen Creek
Sewer:	Town of Queen Creek
Electric:	Salt River Project
Gas:	Southwest Gas
Cable:	Cox Communications
Telephone:	Qwest/Century Link
Police:	Maricopa County Sheriff
Fire:	Town of Queen Creek
School:	J.O. Combs Unified School District

Water

Potable water is proposed to be provided by the Town. Preliminary discussions with the Town's Water Department indicate that existing water lines near the project boundaries can be tapped and new lines extended within and around the development to serve the project's potable water demand.

In 2011, an Analysis of Assured Water Supply was approved for the project site by the Arizona Department of Water Resources under file number 28-700693.0000. A Certificate of Assured Water Supply will be required for this property prior to the recording of a final plat.

The proposed water system improvements will be designed and developed in accordance with Town and ADEQ requirements.

Wastewater

Sewer service will be provided by the Town's sewer system. The current Town Wastewater Master Plan includes systems provisions to serve this property. More detailed analysis of the wastewater collection system for this project along with connections to existing infrastructure will be determined along with the preliminary plat.

This project will install additional utility improvements in an effort to adequately connect to existing infrastructure improvements and convey the wastewater according to Town and ADEQ requirements. The project team is committed to working with the Town to determine the overall system needs to provide sewer service for this proposed Amendment.

Schools

Efforts will be coordinated with the J.O. Combs Unified School District throughout the entitlement process to ensure that our responsibilities for adequate educational facilities are accomplished for the District.

5. PUBLIC PARTICIPATION

While this Amendment has already been discussed with a number of the adjacent property owners, the project team will be implementing significant neighborhood outreach efforts and conducting a neighborhood meeting with property owners consistent with the Town's General Plan Amendment procedures, to address any questions they may have and bring them to the attention of the Town.

The project team is committed to continuing public participation efforts throughout the entitlement process.

6. FINDINGS OF FACT

The Town's General Plan Amendment Application process instructs the Applicant to respond to four (4) Findings of Fact concerning the approval of a General Plan Amendment application. The four (4) Findings are listed below with the Applicant's response:

1. *The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use proposed in the Amendment.*

According to the "Queen Creek Future Land Use Plan", shown as Table 1 of the Town's General Plan, Medium Density Residential (MDR) Land Use acreage comprises approximately 16% of the Town's total acreage. However, except for the MDR land located east on Ellsworth Road and south of the Queen Creek Wash, there is no MDR land south of Chandler Heights Road in the Town's incorporated boundaries. The existing pattern of land uses in the vicinity of the Amendment inadequately provides for MDR except for "The Parks" subdivision located in Pinal County east of Meridian Road and south of Combs Road.

For the reasons articulated in this narrative, the Amendment will allow the development of 55 acres of MDR single family uses in an area dominated by Commercial, Mixed Use and Regional Commercial designations. According to the Town's General Plan Land Use map, the intersection of Meridian and Combs Roads is the epicenter of Commercial, Regional Commercial and Mixed Use Land Use designations. Our estimate is that, in this area, there are approximately 1,000 acres of mixed use, 530 acres of Regional Commercial and 310 acres of Commercial Land Use designations.

Even though the land use patterns in the vicinity of this Amendment inadequately provide for Medium Density Residential within the Town's incorporated boundaries, the more significant point is that the existing land use patterns in the area designate an extraordinary quantity of Mixed Use, Regional Commercial and Commercial land uses that have no reasonable prospect of development as currently planned. The Owner acknowledges and recognizes the results of the fiscal impact study performed by Applied Economics concerning this Amendment. It is obvious to all and substantiated by this fiscal analysis that if this 55-acre property was improved to its full potential as a mixed use and commercial development, and also assuming high occupancy rates and significant consumer spending at this location, the economic benefit to the town is clear. However, the bigger question is when or if this type of development will ever occur at this location

given the trends of development in the area and the significant amount of competing mixed use and commercial land nearby.

Approval of this Amendment will allow the Owner the development potential for the 55 acre Residential community and a more focused emphasis on bringing commercial development to the Town on its 51+/- acres at the northwest corner of Combs and Gantzel Roads.

2. *That the amendment constitutes an overall improvement to the Queen Creek General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.*

While the Amendment presented here is beneficial to the Owner, it is not solely for the good of the Owner, rather, important planning and sustainability benefits are made available to the Town. This Amendment, like all General Plan Amendments, typically result in greater optimization and quicker absorption of property and is beneficial to the land owner. As indicated in the answer to finding of fact #1 above, because of the extreme disproportionality of Mixed Use, Regional Commercial, and Commercial land use designations in the area, the property that is the subject of this Amendment would likely remain undeveloped for many years. This site does not enjoy a competitive advantage over other similarly situated Mixed Use and Commercial land uses in the area. By approving this Amendment, the Town benefits by reducing the quantity of undevelopable Mixed Use and Commercial Land and replacing it with a well-designed Medium Density Residential community that will contribute to the population base in the area to help support a reasonable amount of Commercial in the vicinity including the Owner's 51 acres of Commercial uses located east of the site.

3. *That the amendment will not adversely impact the community as a whole or a portion of the community by:*

- a. *Significantly altering acceptable existing land use patterns.*

This finding is answered in Findings of Fact #1, above.

- b. *Requiring larger and more expensive improvements to roads, sewer or water systems than are needed to support the prevailing land uses and which, if not ameliorated properly, may negatively impact development of other lands.*

This finding is answered in Section 4, page 7 of this narrative.

- c. *Adversely impacting existing uses due to increased traffic on existing systems.*

As indicated in the traffic statement provided by CivTech, the development of the property for approximately 162 single family homes in the MDR land use category will not necessitate any additional roadway improvements to Combs Road and will have a positive impact on existing and future land uses in the area by beginning the design and implementation of transportation corridors to provide connectivity among various properties north of Combs Road between Ironwood and Meridian Roads.

- d. *Affecting the livability of the area or the health and safety of the residents.*

Very few Town residents live in the area of the Amendment. As indicated in prior sections of this narrative report, the land east and west of the site is undeveloped and designated for commercial and mixed use purposes. The Amendment will not adversely impact the livability of the area, to the contrary, approval of this Amendment will create the opportunity for a residential use in this eastern edge of the Town's incorporated boundary.

- 4. *That the amendment is consistent with the overall intent of the General Plan.*

Determining "the overall intent" of the Town's General Plan is arrived at by evaluating the cumulative impact of the goals and policies expressed throughout the General Plan. This amendment is consistent with various goals and policies of the General Plan as described in the section of this narrative report identified as "General Plan Land Use Amendment", on page 4.

7. CONCLUSION

The Amendment is consistent and compatible with the, goals and policies of the Town's General Plan and satisfies the findings of fact described in the Town's General Plan Amendment procedures. The Amendment will begin the process of arriving at the optimal balance of mixed use, commercial, Regional Commercial and residential land uses in the area and achieving near-term development with long term sustainability for the Town. The Owner respectfully requests the Town's approval of this Amendment.



**FISCAL IMPACTS OF THE
PROPOSED GENERAL PLAN
AMENDMENT FOR THE VINEYARDS**

PREPARED FOR:
HATCH FAMILY
4455 E. CAMELBACK ROAD, SUITE E280
PHOENIX, AZ 85018

MAY 2013

Economic & Fiscal Impact

Demographic Analysis

Economic Development

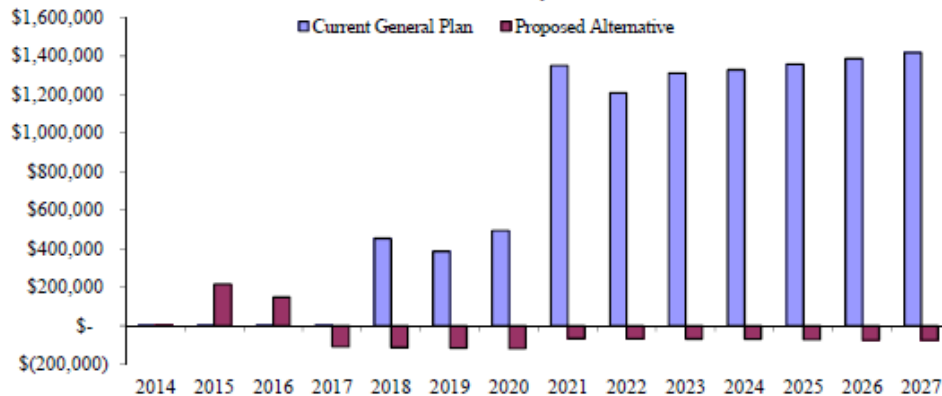
EXECUTIVE SUMMARY

This analysis demonstrates the potential socioeconomic and fiscal impacts of the proposed General Plan Amendment for The Vineyards on the Town of Queen Creek. The proposal for the 55 acre property just to the west of the northwest corner of Gantzel Road and Combs Road involves changing the land use from 21.2 acres of Mixed Use and 33.8 acres of Commercial (Current General Plan), to 55 acres of Medium Density Residential (Proposed Alternative). The fiscal results included in this analysis show annual impacts from 2014 through 2027. Impact results include the General Fund, Transportation and Emergency Services Funds.

The impact calculation for the current and proposed land uses for The Vineyards reveals that the proposed medium density residential alternative would have an annual net impact in 2027 of about (\$75,400) on the Town's operations and maintenance budget, with expenditures exceeding revenues by 19 percent (Figure 1). This result can be compared to an annual net impact under the current mixed use designation of \$1.4 million by 2027.

It is typical given the local tax structure in Arizona that residential land uses in isolation do not create positive net fiscal impacts. However, this 55 acre parcel is part of a larger site under the same ownership group that includes 105 acres. Under proposed alternative the small negative annual impact of the medium density residential development could be significantly offset by the surrounding commercial development within the remaining 50 acres. These additional sales tax revenues would more than outweigh the cost of providing municipal services to the single family households.

FIGURE 1
Annual Net Impact of Proposed General Plan Amendment
for The Vineyards





June 12, 2013

Mr. Adam Hatch
H&QC LLC
4455 E Camelback Rd.
Suite E 280
Phoenix, AZ 85018

RE: Traffic Statement for the NWC of Gantzel Road and Combs Road Development in Queen Creek, Arizona

Dear Mr. Hatch:

CivTech Inc. has been retained by H&QC, LLC, to prepare a traffic statement for the proposed NWC of Gantzel Road and Combs Road development located on the northwest corner of Gantzel Road and Combs Road in Queen Creek, Arizona. The proposed development will provide 162 single family dwelling units. The site also reserves approximately 50 acres for future development. A site plan showing the subject property has been included in **Exhibit A**. The purpose of this letter is to provide projections of future daily traffic on the roadways within the vicinity of the site, and estimate future segment levels of service.

PROPOSED DEVELOPMENT

The NWC of Gantzel Road and Combs Road development proposes 162 single family dwelling units on ± 55 acres on the west side of the ± 106 acre site. The ± 51 acre eastern portion of the site is reserved for future development. A conceptual plan for future development includes ± 31 acres of community commercial land use, ± 10 acres of multi-family residences, ± 7 acres of office/services land use, and ± 3 acres of hotel land use. The conceptual site plan of the development is included as **Exhibit A** in the **Attachments**. A map of the existing general plan of the area and proposed general plan is included in the **Attachments**.

ACCESS AND CIRCULATION

The site plan depicts two north-south collector corridors servicing the residences. The east-most corridor closely aligns with the existing dirt road approximately $\frac{1}{2}$ -mile west of Gantzel Road. The other is depicted approximately 1,550 feet west of Gantzel Road. Both of these collector roadways may potentially connect with future developments to the north to provide access to Combs Road.

The site plan also depicts an east-west collector corridor along the entire northern frontage of the site. This roadway may be as a connection for future developments to the north and west of the site to provide direct access to Gantzel Road and indirect access to Combs Road.

Internal Circulation

All proposed dwelling units are assumed to be accessed through the east-west local roads as seen on the site plan. The collector roads described previously provide access to Gantzel Road and Combs Road. The collector road on the east of the proposed residences is depicted to connect with the future on-site developments. The conceptualized commercial parcel along the

eastern frontage of the site does not show potential access driveways. It is assumed that the potential commercial parcel will have at least three driveways on Gantzel Road and two to three driveways on Combs Road, including shared access to the conceptualized office parcel, the proposed housing and the potential commercial parcel.

PROPOSED TRIP GENERATION

The proposed NWC of Gantzel Road and Combs Road development is planned to provide 162 single family detached residences. For study purposes, the site was analyzed to provide 165 dwelling units. Trip generation average rates from ITE's Trip Generation, 9th Edition, were used to calculate the anticipated trips for the proposed site. **Table 1** summarizes the anticipated build-out trip generation for the proposed NWC of Gantzel Road and Combs Road development. A detailed trip generation worksheet has been included as part of the **Attachments**.

Table 1: Proposed Trip Generation Potential

Land Use	ITE Code	Size		Weekday Generated Trips		
		Quantity	Units	Daily	AM Peak Hour	PM Peak Hour
Homes	210	165	Dwelling Units	1,572	124	165

The results of the trip generation summarized in **Table 1** indicate that the NWC of Gantzel Road and Combs Road development is anticipated to generate approximately 1,600 daily trips. For purposes of this study, the NWC of Gantzel Road and Combs Road development is analyzed to reach build-out during the year 2015.

TRIP DISTRIBUTION

Since the proposed development consists of residential land use, trips generated by site are anticipated to be predominantly to/from employment areas. It is assumed that the distribution of generated trips may be similar to the employment opportunity distribution within a 7-mile radius of the site. This distribution was assessed using future socioeconomic information predicted by the Maricopa Association of Governments (MAG) and Central Arizona Association of Governments (CAAG). The resulting distribution was applied through the major travel routes in the area to approximate travel behavior of the expected trips to the site.

Table 2 displays the resulting trip distribution utilized while assigning new trips to the roadway network.

Table 2: Trip Distribution

Roadway	Direction	Distribution
Gantzel Road	North	46%
Gantzel Road	South	13%
Rittenhouse Road	Northwest	28%
Combs Road	East	8%
Combs Road	West	5%
Total		100%

TRIP ASSIGNMENT

The trip distribution displayed in **Table 2** was applied to the anticipated trips generated by the site as displayed in **Table 1**. The resulting daily trips at several locations within the vicinity of the site are displayed in **Table 3** and in **Exhibit B**.

Table 3: Site Generated Daily Trips

Roadway	Location	Site Generated Daily Trips
Rittenhouse Road	North of Combs Road	450
Combs Road	East of Rittenhouse Road	100
Combs Road	West of Gantzel Road	550
Combs Road	East of Gantzel Road	150
Gantzel Road	North of Site	725
Gantzel Road	North of Combs Road	225
Gantzel Road	South of Combs Road	225

As seen in **Table 3**, the proposed NWC of Gantzel Road and Combs Road development is anticipated to generate 450 daily trips on Rittenhouse Road, 550 daily trips on Combs Road, and 725 daily trips on Gantzel Road.

BACKGROUND TRAFFIC VOLUMES

Existing Traffic

24-hour counts were conducted in the following two locations: Combs Road, immediately west of the site, and Gantzel Road, north of Combs Road. The counts were conducted on June 4, 2013. The results for the 24-hour counts are included in the **Attachments** and are summarized in **Table 4**.

Nearby Development

Circle Cross Ranch is an approved residential development located off of Gantzel Road, approximately ½-mile south of the site. Circle Cross Ranch was evaluated to reach build-out during the year 2014. Projected daily trips from the nearby development have been included in **Table 5**.

Background Growth

In addition to new trips on the roadways within the vicinity of the site by Circle Cross Ranch, overall traffic volumes are anticipated to grow. To estimate this increase in traffic, a annual growth rate was determined. Historical average daily traffic (ADT) data from 2011 was obtained from CAAG and compared to the 24-hour counts that were recorded in 2013. A comparison of the data indicates that ADT on Combs Road increased by an average annual growth rate of 4.5 percent while ADT on Gantzel Road decreased by an average annual growth rate of -4.9 percent. For future ADT growth, an annual growth rate of 4.5 percent was projected for Combs Road and an annual growth rate of 2.0 percent was projected for Gantzel Road. The historical ADT data has been included in the **Attachments** and are summarized in **Table 4**.

Table 4: Average Daily Traffic Volumes and Growth Rates

Roadway	Location	Daily Volume		Annual Growth	
		2011	2013	Calculated	Projected
Rittenhouse Road	North of Combs Road	-	-	-	-
Combs Road	East of Rittenhouse Road	9,287	10,140	+ 4.5%	+ 4.5%
Combs Road	West of Gantzel Road	9,287	10,140	+ 4.5%	+ 4.5%
Combs Road	East of Gantzel Road	-	-	-	-
Gantzel Road	North of Site	23,317	21,097	- 4.9%	+ 2.0%
Gantzel Road	North of Combs Road	23,317	21,097	- 4.9%	+ 2.0%
Gantzel Road	South of Combs Road	14,235	-	-	+ 2.0%

The background ADT volumes projected for 2015 were determined by adding expected daily trips from Circle Cross Ranch to the existing ADT volumes grown by their respective growth rates. The projected 2015 background ADT volumes are displayed in **Table 5**.

Table 5: Projected 2015 Background Average Daily Traffic Volumes

Roadway	Location	Existing	Growth	Circle Cross Ranch	Background Total
Rittenhouse Road	North of Combs Road	-	-	2,125	-
Combs Road	East of Rittenhouse Road	10,140	925	2,350	13,425
Combs Road	West of Gantzel Road	10,140	925	1,500	12,575
Combs Road	East of Gantzel Road	-	-	225	-
Gantzel Road	North of Site	21,097	850	1,275	23,225
Gantzel Road	North of Combs Road	21,097	850	1,275	23,225
Gantzel Road	South of Combs Road	14,235 ⁽¹⁾	1,175 ⁽¹⁾	1,875	17,275

(1) 2013 ADT was not obtained. Projected growth is from 2011 ADT.

TOTAL TRAFFIC VOLUMES

The total ADT volumes projected for 2015 were determined by adding the anticipated daily trips from the NWC of Gantzel Road and Combs Road development to the projected background ADT volumes. The projected 2015 total ADT volumes are displayed in **Table 6** and depicted in **Exhibit B** in the **Attachments**. All ADT calculations are included in the **Attachments**.

Table 6: Projected 2015 Total Average Daily Traffic

Roadway	Location	Site	Background	Total
Rittenhouse Road	North of Combs Road	-	-	-
Combs Road	East of Rittenhouse Road	10,140	13,425	14,000
Combs Road	West of Gantzel Road	10,140	12,575	13,500
Combs Road	East of Gantzel Road	-	-	-
Gantzel Road	North of Site	21,097	23,225	24,000
Gantzel Road	North of Combs Road	21,097	23,225	23,500
Gantzel Road	South of Combs Road	14,235	17,275	17,500

As seen in **Table 6**, total ADT volumes on Combs Road and Gantzel Road are projected to be approximately 14,000 and 24,000, respectively.

ROADWAY CAPACITY AND LEVELS OF SERVICE

The anticipated roadway segment levels of service of the roadway network was determined using segment capacity and level of service standards. The daily volume thresholds for each level of service, displayed in **Table 7**, were derived within the *Southwest Valley Transportation Study* compiled by BRW, Inc. for Maricopa County Department of Transportation (MCDOT).

Table 7: Projected 2015 Total Average Daily Traffic

Classification	Daily Volume Thresholds and Level of Service				
	A	B	C	D	E
Principal Arterial (6-lane)	30,000	35,000	40,000	45,000	50,000
Minor Arterial (4-lane)	16,500	19,000	22,000	25,000	27,500
Major Collector (4-lane)	14,700	17,100	19,600	22,000	24,400
Minor Collector (2-lane)	4,300	5,000	5,700	6,400	7,100
Rural Highway (2-lane)	--	--	6,600	11,200	19,000

Table recreated from Table 2.1, *Southwest Valley Transportation Study*, by BRW, Inc. for MCDOT. Based on MCDOT Roadway Design Manual, 1994 *Highway Capacity Manual*, Florida Department of Transportation 1995 *LOS Manual*, and BRW, 1996.

Gantzel Road is a 4-lane roadway and is projected to have a daily volume of approximately 24,000 to the north of the site and approximately 17,500 south of Combs Road. This corresponds to a level of service (LOS) D and LOS B, respectively, when compared to 4-lane minor arterial LOS thresholds.

Combs Road is a 4-lane roadway to the west of the site and a 2-lane roadway to the east of the site. According to the projected ADT, Combs Road is anticipated to operate at LOS E if compared to rural highway LOS thresholds. It is assumed that ½-street improvements will be made to Combs Road along the southern frontage of the site as a part of the proposed development. Combs Road is anticipated to operate at LOS A if improved to a 4-lane arterial roadway.

Rittenhouse Road is a 2-lane roadway within the vicinity of the site. The LOS of Rittenhouse Road was not determined as part of this study as existing/background ADT was not found. Should ADT data become available, LOS thresholds for a rural highway may be compared.

CONCLUSIONS

From the above, the following could be concluded.

- The NWC of Gantzel Road and Combs Road development proposes 162 single family dwelling units on \pm 55 acres on the west side of the \pm 106 acre site.
- The \pm 51 acre eastern portion of the site is reserved for future development. A conceptual plan for future development includes \pm 31 acres of community commercial land use, \pm 10 acres of multi-family residences, \pm 7 acres of office/services land use, and \pm 3 acres of hotel land use.
- Existing general plan and proposed general plan maps are included in the **Attachments**.
- NWC of Gantzel Road and Combs Road development is anticipated to generate approximately 1,600 daily trips.
- The development is anticipated to generate an average of 450 daily trips on Rittenhouse Road, 550 daily trips on Combs Road, and 725 daily trips on Gantzel Road.
- Total ADT volumes on Combs Road and Gantzel Road are projected to be approximately 14,000 and 24,000, respectively.
- Gantzel Road is anticipated to operate at a level of service (LOS) D and LOS B to the north and south of Combs Road, respectively.
- Combs Road is anticipated to operate at LOS E if compared to rural highway LOS thresholds.
- It is assumed that $\frac{1}{2}$ -street improvements will be made to Combs Road along the southern frontage of the site as a part of the proposed development. Combs Road is anticipated to operate at LOS A if improved to a 4-lane arterial roadway.

In closing, this traffic statement has been prepared to document the potential traffic impacts of the proposed development. Should you wish to discuss this information further, please contact me at (480) 659-4250.

Sincerely,

CivTech



Dawn Cartier, P.E., PTOE
Project Manager

Attachments:

Exhibit A: Site Plan

Exhibit B: Trip Distribution and ADT Volumes

Existing General Plan Map

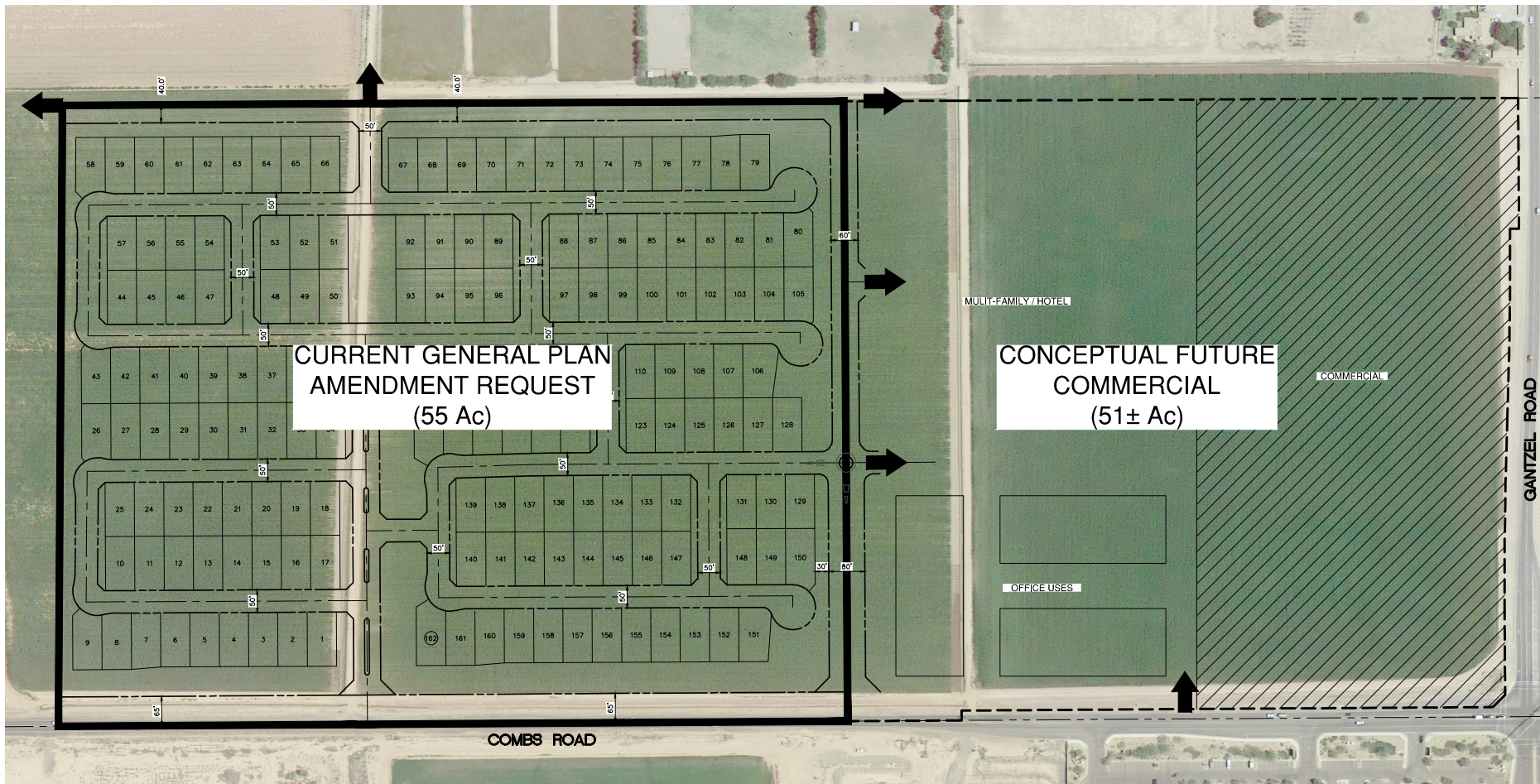
Proposed General Plan Map

Trip Generation Calculations

Trip Distribution Calculations

ADT Data and 24-hour Counts

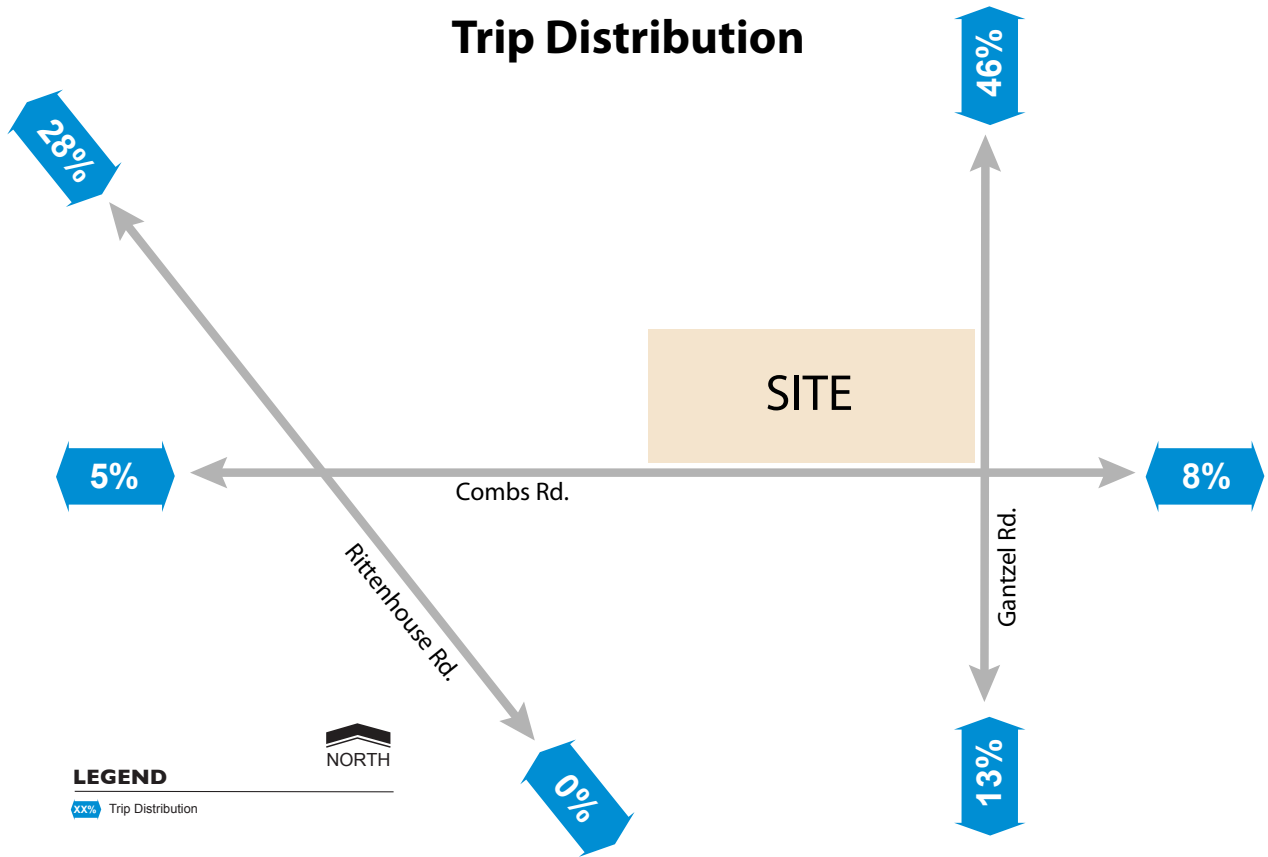
ADT Projection Calculations



NORTH

Exhibit A: Site Plan

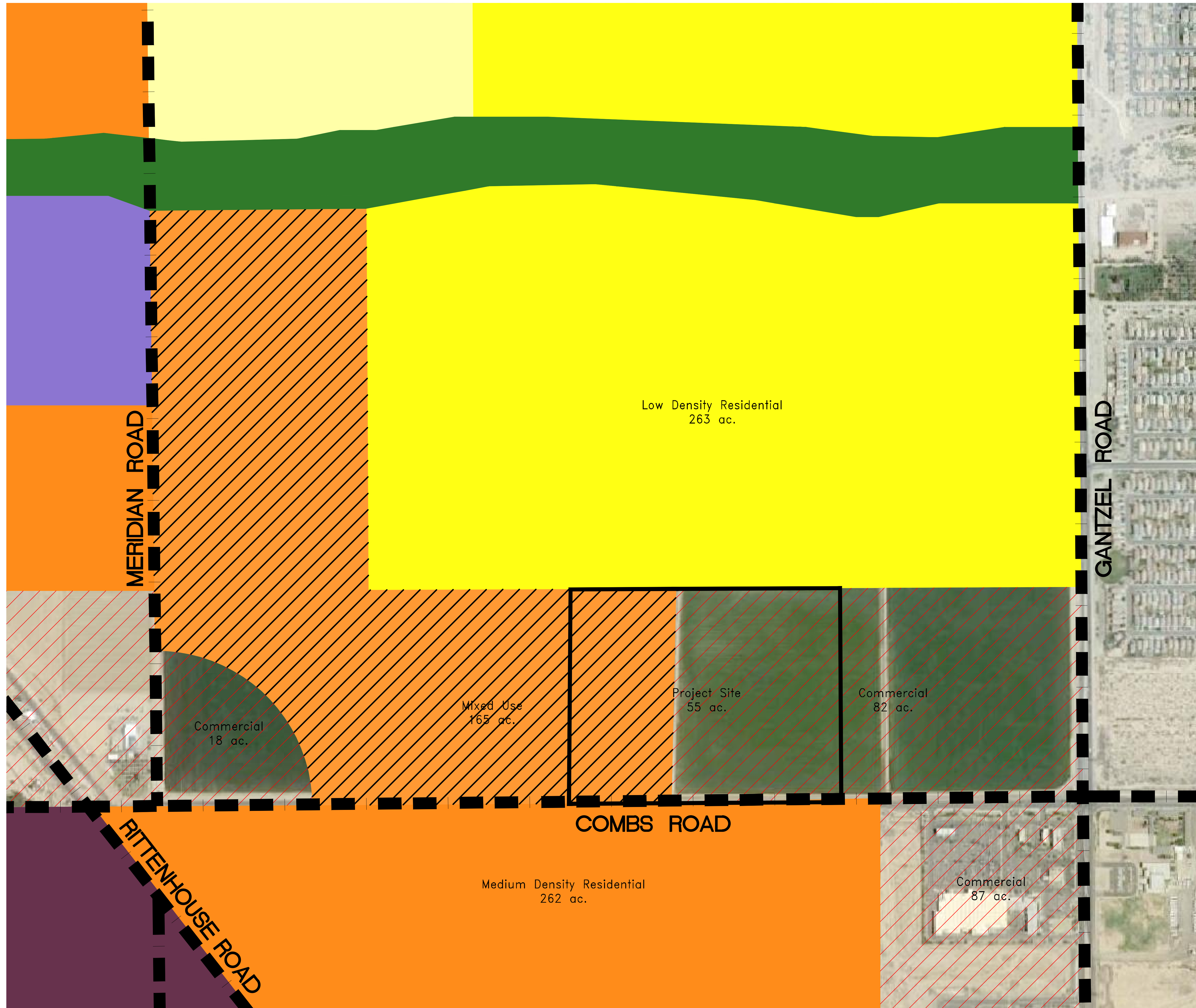
Trip Distribution



Projected ADTs

Roadway	Location	Site Generated	Total
Rittenhouse Road	North of Combs Road	450	
Combs Road	East of Rittenhouse Road	525	14000
Combs Road	West of Gantzel Road	600	13500
Combs Road	East of Gantzel Road	150	
Gantzel Road	North of Site	725	24000
Gantzel Road	North of Combs Road	275	23500
Gantzel Road	South of Combs Road	225	17500

Exhibit B: Distribution and Projected Daily Volumes



PROJECT DATA

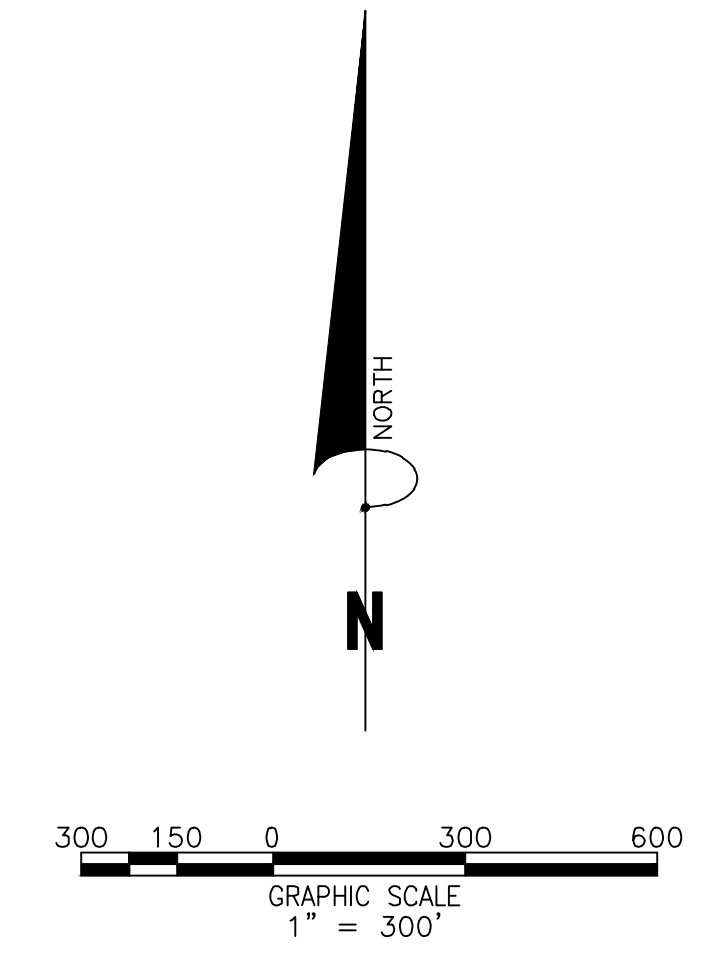
SITE:
 PARCEL 104-53-012D (21.2 acres) AND A PORTION OF
 104-53-110 (33.8 acres)

GROSS ACRES: 55
 NET ACRES: 52.76

CLASSIFICATIONS:
 CURRENT GENERAL PLAN CLASSIFICATION FOR PARCEL
 104-53-012D (21.1 acres) IS MIXED USE, AND FOR PART OF
 PARCEL 104-53-110 (33.8 acres) IS COMMERCIAL.

PROPOSED GENERAL PLAN CLASSIFICATION IS TO BE MEDIUM
 DENSITY RESIDENTIAL 2-3 DU/AC (55 acres total), 100% OF
 THE TOTAL ACREAGE TO BE RE-CLASSIFIED.

COMBS ROAD TO BE CLASSIFIED AS A MAJOR ARTERIAL.

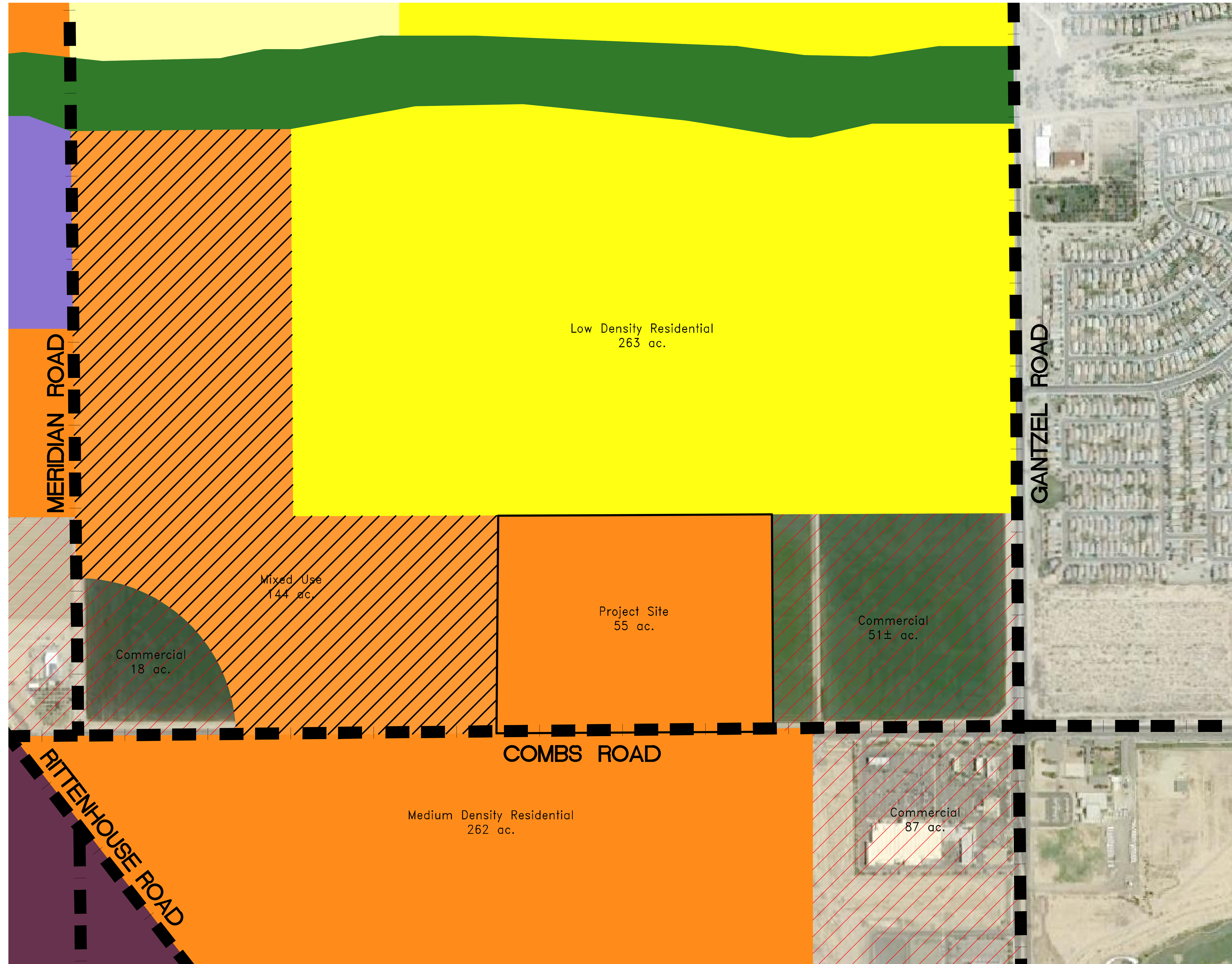


- Very Low Density Residential (0-1 du/ac)
- Low Density Residential (0-2 du/ac)
- Medium Density Residential (0-1.5 du/ac)
- Mixed Use
- Commercial
- Employment Type A
- Regional Commercial Center
- Open Space

PROJECT NUMBER

PLAN STATUS

DATE	DESCRIPTION
DD	DD JS
DESIGN	DRAWN CHKD
SCALE	H: 1"=300'
	V: NONE
JOB No.	9788-01-001
DATE :	4/22/2013



PROJECT DATA

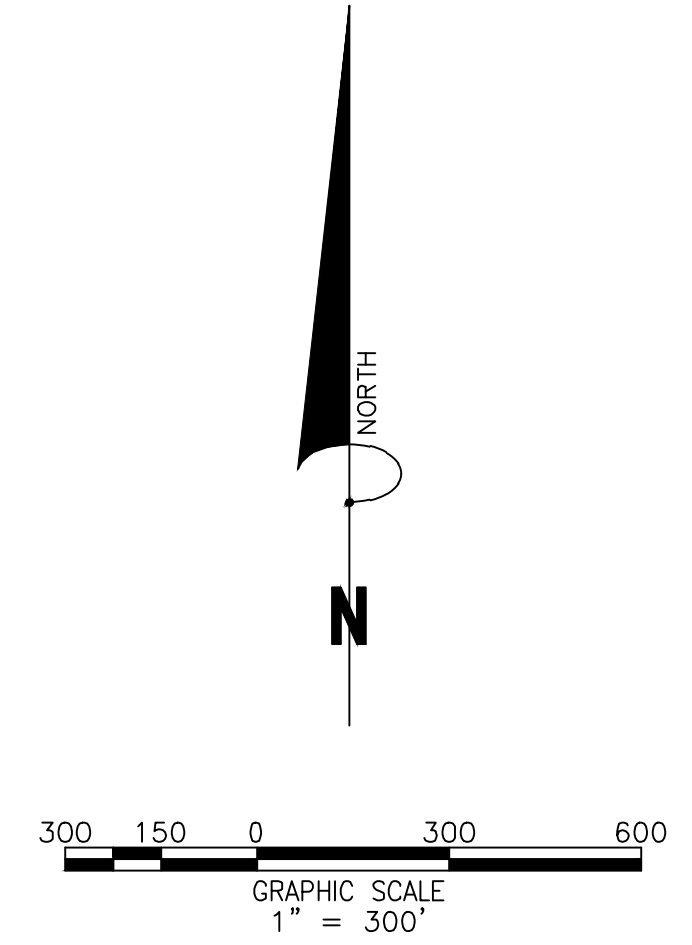
SITE:
 PARCEL 104-53-012D (21.2 acres) AND A PORTION OF
 104-53-110 (33.8 acres)

GROSS ACRES: 55
 NET ACRES: 52.76

CLASSIFICATIONS:
 CURRENT GENERAL PLAN CLASSIFICATION FOR PARCEL
 104-53-012D (21.1 acres) IS MIXED USE, AND FOR PART OF
 PARCEL 104-53-110 (33.8 acres) IS COMMERCIAL.

PROPOSED GENERAL PLAN CLASSIFICATION IS TO BE MEDIUM
 DENSITY RESIDENTIAL 2-3 DU/AC (55 acres total), 100% OF
 THE TOTAL ACREAGE TO BE RE-CLASSIFIED.

COMBS ROAD TO BE CLASSIFIED AS A MAJOR ARTERIAL.



- Very Low Density Residential (0-1 du/ac)
- Low Density Residential (0-2 du/ac)
- Medium Density Residential (2-3 du/ac)
- Mixed Use
- Commercial
- Employment Type A
- Regional Commercial Center
- Open Space

Bowman Consulting Group, Ltd.
 3010 South Priest Drive Site 103
 Tempe, Arizona 85282
 Phone: (480) 629-8830
 www.bowmanconsulting.com
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PROPOSED GENERAL PLAN
NWC Ironwood & Combs
 PINAL COUNTY
 TOWN OF QUEEN CREEK, ARIZONA

PROJECT NUMBER

PLAN STATUS

DATE	DESCRIPTION
DD	DMC JS
DESIGN	DRAWN CHKD
SCALE	H: 1"=300' V: NONE
JOB No.	9788-01-001
DATE :	6/5/2013

GPE01
 SHEET 1 OF 1

NWC Gantzel Rd. & Combs Rd.
Traffic Impact Analysis

Trip Generation

Land Use	ITE LUC	ITE Land Use Name	Quantity	Units	AM Distribution		PM Distribution	
					In	Out	In	Out
Homes	210	Single-Family Detached Housing	165	Dwelling Units	25%	75%	63%	37%

Land Use	ADT		AM Peak Hour			PM Peak Hour				
	Avg Rate	Total	Avg Rate	In	Out	Total	Avg Rate	In	Out	Total
Homes	9.52	1,572	0.75	31	93	124	1.00	104	61	165
TOTALS		1,572		31	93	124		104	61	165

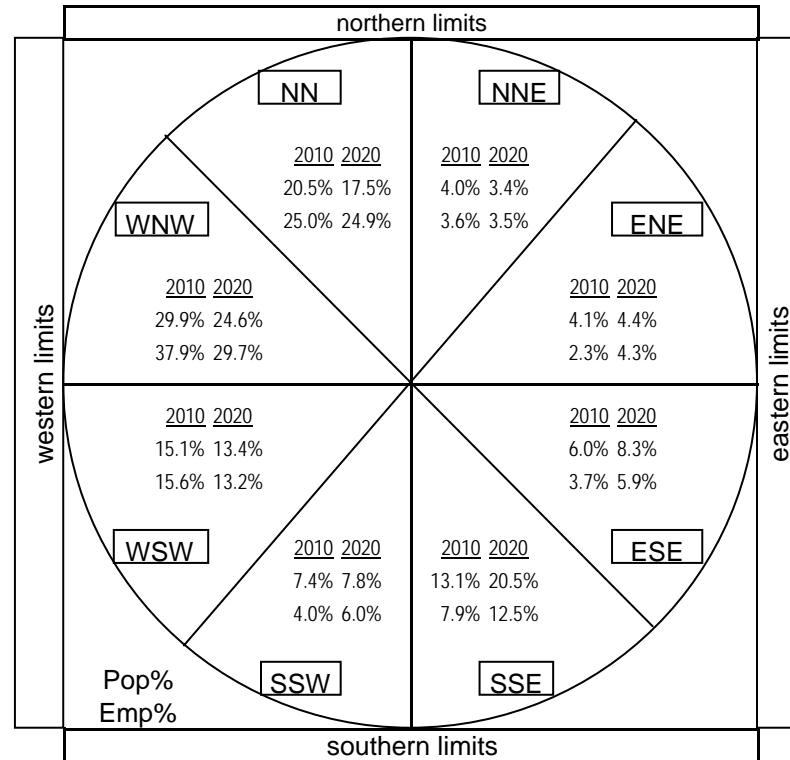
NWC Gantzel Rd. & Combs Rd.

Trip Distribution - Summaries

Quadrant	2010				2020			
	Population	Percent	Employment	Percent	Population	Percent	Employment	Percent
North Northwest	13,598	20.5%	3,609	25.0%	22,861	17.5%	11,186	24.9%
North Northeast	2,621	4.0%	522	3.6%	4,437	3.4%	1,578	3.5%
North	16,218	24.5%	4,131	28.6%	27,297	20.9%	12,765	28.4%
East Northeast	2,714	4.1%	335	2.3%	5,707	4.4%	1,921	4.3%
East Southeast	3,973	6.0%	531	3.7%	10,877	8.3%	2,661	5.9%
East	6,686	10.1%	866	6.0%	16,584	12.7%	4,582	10.2%
South Southeast	8,660	13.1%	1,136	7.9%	26,673	20.5%	5,594	12.5%
South Southwest	4,873	7.4%	584	4.0%	10,224	7.8%	2,674	6.0%
South	13,533	20.5%	1,720	11.9%	36,897	28.3%	8,268	18.5%
West Southwest	10,013	15.1%	2,245	15.6%	17,436	13.4%	5,925	13.2%
West Northwest	19,770	29.9%	5,472	37.9%	32,075	24.6%	13,310	29.7%
West	29,783	45.0%	7,717	53.5%	49,510	38.0%	19,236	42.9%
Totals	66,221	100.1%	14,434	100.0%	130,289	99.9%	44,849	100.0%

Radii

Population: 7-mile Radius
 Employment: 7-mile Radius



NWC Gantzel Rd. & Combs Rd.

Trip Distribution - Emp from North

7-mile Radius

RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted
NNW						
322	ME	5,440	19,909	40%	2,176	7,964
339	QC	9,652	22,213	10%	965	2,221
134	PC	340	710	70%	238	497
136	PC	105	260	0%	105	260
139	PC	415	815	30%	125	245
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-

RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted
NNE						
132	PC	1,345	8,320	5%	67	416
133	PC	105	1,105	50%	53	553
135	PC	405	600	60%	243	360
137	PC	200	700	10%	20	70
138	PC	349	449	40%	140	180
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
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0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-

From North					3,609	11,186	522	1,578
							4,131	12,765

NWC Gantzel Rd. & Combs Rd.

Trip Distribution - Emp from East

7-mile Radius

RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted	RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted
ENE							ESE						
133	PC	105	1,105	50%	53	553	131	PC	1,240	6,465	20%	248	1,293
135	PC	405	600	20%	81	120	135	PC	405	600	20%	81	120
132	PC	1,345	8,320	15%	202	1,248	132	PC	1,345	8,320	15%	202	1,248
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
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0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
From East					335	1,921						531	2,661
												866	4,582

NWC Gantzel Rd. & Combs Rd.

Trip Distribution - Emp from South

7-mile Radius

RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted
SSE						
129	PC	845	4,070	10%	85	407
130	PC	615	2,615	50%	308	1,308
131	PC	1,240	6,465	60%	744	3,879
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
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0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-

SSW

RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted
129	PC	845	4,070	40%	338	1,628
130	PC	615	2,615	40%	246	1,046
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
0	-	-	-	0%	-	-
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0	-	-	-	0%	-	-
0	-	-	-	0%	-	-

From South

1,136 5,594

584 2,674
1,720 8,268

NWC Gantzel Rd. & Combs Rd.

Trip Distribution - Emp from West

7-mile Radius

RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted	RAZ	MPA	2010 Em- ployment	2020 Em- ployment	% of TAZ	2010 Adjusted	2020 Adjusted
WSW							WNW						
129	PC	845	4,070	30%	254	1,221	322	ME	5,440	19,909	10%	544	1,991
130	PC	615	2,615	10%	62	262	339	QC	9,652	22,213	50%	4,826	11,107
339	QC	9,652	22,213	20%	1,930	4,443	134	PC	340	710	30%	102	213
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
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0	-	-	-	0%	-	-	0	-	-	-	0%	-	-
From West					2,245	5,925						5,472	13,310
												7,717	19,236

CAG_ID	Area	Street	From	To	Day Started	Day 1	Direction	Avg Pos Vol	Avg Neg Vol	Avg Daily Traffic	Volume or Class	Method	Latitude	Longitude
U69	Pinal County	Bella Vista Rd	Hunt Hwy	Gantrel Rd	Tuesday	3/29/2011	EW	7,210	7,540	14,750 V	Tube	33.161720	-111.564600	
306	Pinal County	Chulchu Rd	Selma Hwy	I-8	Wednesday	4/20/2011	NS	1,195	1,048	2,243 C	Tube	32.826380	-111.757390	
U90	Pinal County	Chulchu Rd	Houser Rd	Battaglia Dr	Tuesday	5/3/2011	NS	1,143	1,103	2,246 V	Tube	32.767150	-111.757350	
U91	Pinal County	Chulchu Rd	Main St	Peters Rd	Wednesday	5/4/2011	NS	1,157	999	2,156 V	Tube	32.866660	-111.757350	
267	Pinal County	Combs Rd	Meridian Rd	Gantrel Rd	Wednesday	3/16/2011	EW	4,809	4,479	9,287 C	Tube	33.219910	-111.574390	
U96	Pinal County	Coolidge Ave	Christensen Rd	Attawaford Rd	Tuesday	9/13/2011	EW	1,241	1,370	2,611 V	Tube	32.973690	-111.505620	
U106	Pinal County	Cox Rd	Val Vista Boulevard	Edwin Rd	Tuesday	5/3/2011	EW	835	864	1,698 V	Tube	32.953930	-111.687570	
U134	Pinal County	Eagle Crest Ranch Blvd	SR77	Edwin Rd	Wednesday	4/27/2011	EW	3,289	2,764	6,053 V	Tube	32.511850	-110.923980	
U131	Pinal County	Farell Rd	Ralston Rd	SR347	Tuesday	4/12/2011	EW	951	947	1,898 V	Tube	33.029060	-112.049590	
U125	Pinal County	Gantrel Rd	Union Pacific RailRd	Union Pacific RailRd	Tuesday	4/15/2011	NS	6,948	7,288	14,235 V	Tube	33.194660	-111.561950	
268	Pinal County	Gary Rd	Combs Rd	Skyline Dr	Tuesday	3/22/2011	NS	10,061	8,982	19,042 C	Tube	33.198250	-111.561710	
U127	Pinal County	Germann Rd	Ironwood Dr	Kenworthy Rd	Tuesday	4/5/2011	NS	1,506	1,631	3,137 V	Tube	33.278020	-111.561710	
300	Pinal County	Gila Bend Hwy	Anderson Rd	Montgomery Rd	Wednesday	4/20/2011	EW	1,753	1,768	3,520 C	Tube	32.879420	-111.911060	
262	Pinal County	Hunt Hwy	Elsworth Rd	Skyline Dr	Wednesday	3/16/2011	EW	8,408	8,806	17,212 C	Tube	33.197270	-111.608970	
U147	Pinal County	Hunt Hwy	Gary Rd	Bella Vista Rd	Tuesday	3/29/2011	NS	13,553	14,477	28,029 V	Tube	33.176040	-111.579740	
U148	Pinal County	Hunt Hwy	Bella Vista Rd	Judd Rd	Tuesday	3/29/2011	NS	11,407	12,359	23,766 V	Tube	33.158460	-111.560620	
U149	Pinal County	Hunt Hwy	Hunt Hwy	Arizona Farms Rd	Tuesday	9/13/2011	NS	5,711	5,929	11,640 V	Tube	33.133060	-111.539280	
U150	Pinal County	Hunt Hwy	Arizona Farms Rd	Merrill Ranch Parkway	Tuesday	3/29/2011	NS	5,628	5,703	11,331 V	Tube	33.098560	-111.506940	
256	Pinal County	I-10	Riggs Rd	St Peters Mission Rd	Tuesday	4/19/2011	EW	23,149	23,952	47,101 C	Tube	33.193140	-111.900270	
294	Pinal County	I-10	SR387	SR387	Tuesday	4/19/2011	EW	20,347	19,885	40,232 C	Tube	32.996340	-111.747360	
298	Pinal County	I-10	Stanfield Rd	Montgomery Rd	Wednesday	5/4/2011	EW	2,351	2,449	4,800 C	Tube	32.828030	-111.922910	
U163	Pinal County	Ironwood Dr	Queen Creek Rd	Ocotillo Rd	Tuesday	4/13/2011	NS	13,130	12,793	25,923 V	Tube	33.263050	-111.563170	
U169	Pinal County	La Palma Hwy	Overfield Rd	Signal Peak Rd	Tuesday	9/27/2011	EW	2,837	2,759	5,596 V	Tube	32.929220	-111.624780	
U170	Pinal County	La Palma Hwy	Signal Peak Rd	Curry Rd	Wednesday	9/14/2011	EW	2,648	2,464	5,112 V	Tube	32.879690	-111.615100	
299	Pinal County	Maricopa-Casa Grande Hwy	Val Vista Boulevard	Ethington Rd	Tuesday	4/12/2011	EW	1,876	2,584	4,460 C	Tube	32.918770	-111.877460	
U188	Pinal County	Maricopa-Casa Grande Hwy	Murphy Rd	Anderson Rd	Tuesday	4/12/2011	EW	2,938	2,840	5,778 V	Tube	32.987690	-111.979590	
U189	Pinal County	Martin Rd	Macrae Rd	Skousen Rd	Tuesday	5/3/2011	EW	2,100	2,269	4,369 V	Tube	32.956600	-111.560600	
283	Pinal County	McCartney Rd	I-10	Cox Rd	Tuesday	4/12/2011	EW	3,393	3,470	6,862 C	Tube	32.938130	-111.695490	
302	Pinal County	Montgomery Rd	I-10	I-8	Wednesday	4/20/2011	NS	101	99	200 C	Tube	32.834980	-111.860520	
260	Pinal County	Ocotillo Rd	Meridian Rd	Ironwood Dr	Wednesday	3/16/2011	EW	7,703	7,843	15,546 C	Tube	33.249900	-111.573900	
275	Pinal County	Old SR84	Selma Hwy	I-10	Tuesday	4/5/2011	EW	4,797	4,746	9,542 C	Tube	32.837770	-111.693050	
U210	Pinal County	Old SR84	Sunland Gin Rd	Sunland Gin Bypass	Tuesday	9/13/2011	NS	2,932	3,153	6,085 V	Tube	32.814650	-111.651910	
U213	Pinal County	Overfield Rd	Woodruff Rd	McCartney Rd	Tuesday	5/3/2011	NS	3,133	3,484	6,617 V	Tube	32.950970	-111.659010	
U215	Pinal County	Overfield Rd	Battaglia Dr	Milligan Rd	Tuesday	5/3/2011	NS	485	1,366	1,851 V	Tube	32.762000	-111.654180	
U216	Pinal County	Papago Rd	Amarillo Valley Rd	SR347	Tuesday	4/12/2011	EW	1,376	1,456	2,831 V	Tube	32.985600	-112.049580	
290	Pinal County	Park Link Dr	I-10	SR79	Tuesday	4/5/2011	NS	202	219	420 C	Tube	32.593560	-111.335720	
269	Pinal County	Pleacho Hwy	I-10	Shay Rd	Tuesday	4/5/2011	NS	322	320	641 C	Tube	32.710280	-111.498740	
U232	Pinal County	Quail Run Rd	Skyline Dr	Bella Vista Rd	Tuesday	3/29/2011	NS	960	874	1,833 V	Tube	33.164280	-111.492140	
U234	Pinal County	Ralston Rd	SR288	Farrell Rd	Tuesday	4/26/2011	NS	777	795	1,572 V	Tube	33.078400	-112.117490	
U235	Pinal County	Ralston Rd	Peters and Mall Rd	Papago Rd	Wednesday	9/14/2011	NS	450	434	884 V	Tube	32.986640	-112.117300	
U236	Pinal County	Randolph Rd	Curry Rd	Eleven Mile Corner Rd	Tuesday	5/3/2011	NS	460	502	962 V	Tube	32.922230	-111.570740	
U237	Pinal County	Redington Rd	SR77	Magma Plant Rd	Wednesday	4/27/2011	NS	1,464	1,509	2,973 V	Tube	32.653710	-110.679650	
279	Pinal County	Sacaton Rd	SR587	BIAD07	Tuesday	3/22/2011	NS	2,187	2,269	4,456 C	Tube	33.116620	-111.883660	
U242	Pinal County	Saddlebrooke Boulevard	SR77	Mountain View Blvd	Wednesday	4/27/2011	EW	2,946	2,745	5,691 V	Tube	32.524930	-110.924170	
U243	Pinal County	Schnepp Rd	Ocotillo Rd	Combs Rd	Tuesday	4/5/2011	NS	3,358	3,170	6,527 V	Tube	33.247760	-111.528740	
U244	Pinal County	Schnepp Rd	Combs Rd	Skyline Dr	Tuesday	4/5/2011	NS	2,481	2,186	4,667 V	Tube	33.203020	-111.528740	
U245	Pinal County	Selma Hwy	Curry Rd	Eleven Mile Corner Rd	Tuesday	5/3/2011	EW	499	534	1,033 V	Tube	32.850360	-111.571060	
U246	Pinal County	Signal Peak Rd	Korsten Rd	Cottonwood Ln	Tuesday	5/3/2011	NS	366	422	787 V	Tube	32.907340	-111.618710	
U248	Pinal County	Skousen Rd	Marlin Rd	Barlett Rd	Tuesday	5/3/2011	NS	931	794	1,725 V	Tube	32.956810	-111.509170	
297	Pinal County	SR177	US60	Florence-Kelvin Hwy	Wednesday	4/20/2011	NS	894	858	1,752 C	Tube	33.144850	-110.991740	
280	Pinal County	SR187	I-10	SR387	Tuesday	3/16/2011	EW	19,668	19,597	39,164 C	Tube	33.005720	-111.751390	
257	Pinal County	SR347	Riggs Rd	Bajochule Rd	Wednesday	4/12/2011	EW	7,205	7,005	14,209 C	Tube	32.998800	-111.755480	
274	Pinal County	SR387	Val Vista Blvd	Val Vista Blvd	Tuesday	4/12/2011	NS	3,927	4,122	8,048 C	Tube	33.189730	-111.840990	
252	Pinal County	SR587	Riggs Rd	St. Peters Mission Rd	Wednesday	3/22/2011	NS	9,320	7,746	17,066 C	Tube	33.123850	-111.840950	
278	Pinal County	SR587	St Peters Mission Rd	Sacaton Rd	Tuesday	3/22/2011	NS	3,930	3,812	7,746 C	Tube	33.090360	-110.719020	
U10	Pinal County	SR77	North of Winkelman	North of Winkelman	Wednesday	4/20/2011	NS	909	682	1,599 C	Tube	32.694830	-110.645210	
U257	Pinal County	SR77	Redington Rd	Los Molina St	Wednesday	4/27/2011	NS	2,027	1,972	3,999 V	Tube	32.998700	-110.645210	
U258	Pinal County	SR77	SR79	Old Hwy 77	Wednesday	4/27/2011	NS	3,911	3,748	7,660 V	Tube	32.600890	-110.870840	
U259	Pinal County	SR77	South of Eagle Crest Ranch Rd	North of E Everett St	Wednesday	4/20/2011	NS	11,264	10,573	21,836 C	Tube	32.503240	-110.926040	
U255	Pinal County	SR79	Park Link Dr	SR77	Wednesday	4/27/2011	NS	1,304	1,225	2,529 V	Tube	32.572190	-110.946210	
288	Pinal County	SR84	Old SR84	I-10	Tuesday	3/29/2011	NS	1,735	1,731	3,465 C	Tube	32.285000	-111.519510	
205	Pinal County	SR84	I-8	Amarillo Valley Rd	Wednesday	4/20/2011	NS	737	442	819 C	Tube	32.837840	-112.144770	
253	Pinal County	SR87	Arizona Ave	BIAD07	Wednesday	3/16/2011	NS	1,676	1,646	3,322 C	Tube	33.191020	-111.817160	
293	Pinal County	SR87	Sandia Way	Sandia Way	Tuesday	4/19/2011	NS	3,200	4,192	7,390 C	Tube	33.013690	-111.625720	

CAG_ID	Area	Street	From	To	Day Started	Day 1	Direction	Avg Pos Vol	Avg Neg Vol	Avg Daily Traffic	Volume or Class	Method	Latitude	Longitude
301	Pinal County	Stanfield Rd	Selma Hwy	I-8	Wednesday	4/20/2011 NS		344		679 C		Tube	32.833060	-111.963570
281	Pinal County	Sunland Gin Rd	Old SR84	I-10	Tuesday	3/29/2011 NS		2,586	2,377	4,963 C		Tube	32.815850	-111.671050
U265	Pinal County	Sunland Gin Rd	Battaglia Dr	Aldorf Rd	Tuesday	5/3/2011 NS		3,479	3,736	7,215 V		Tube	32.762480	-111.671090
U266	Pinal County	Sunland Gin Rd	Milligan Rd	Phillips Rd	Tuesday	5/3/2011 NS		327	333	660 V		Tube	32.737250	-111.691290
U267	Pinal County	Superstition Blvd	Goldfield Rd	Mountain View Rd	Tuesday	4/15/2011 EW		1,226	1,468	2,694 V		Tube	33.422390	-111.501700
303	Pinal County	Thoron Rd	Selma Hwy	I-8	Wednesday	4/20/2011 NS		943	1,009	1,951 C		Tube	32.833030	-111.774350
U278	Pinal County	Tomahawk Rd	Southern Ave	US60	Tuesday	3/29/2011 NS		3,354	4,260	7,614 V		Tube	33.889770	-111.528790
304	Pinal County	Trekell Rd	Selma Hwy	I-8	Wednesday	5/4/2011 NS		1,087	1,205	2,292 C		Tube	32.832710	-111.740100
U282	Pinal County	Trekell Rd	I-8	Hanna Rd	Wednesday	5/4/2011 NS		469	677	1,145 V		Tube	32.822260	-111.740090
U283	Pinal County	Trekell Rd	Main St/Jimmie Kerr Hwy	Peters Rd	Wednesday	5/4/2011 NS		1,958	1,608	3,566 V		Tube	32.865280	-111.740230
248	Pinal County	US60	Germann Rd	El Camino Viejo Rd	Wednesday	4/20/2011 EW		7,249	7,414	14,663 C		Tube	33.309140	-111.408540
U11	Pinal County	US60	East of Pinto Valley Mine Rd	West of Miami	Wednesday	5/4/2011 EW		3,917	3,789	7,705 C		Tube	33.366640	-110.934450
282	Pinal County	Val Vista Blvd	at I-10	at I-10	Tuesday	4/12/2011 EW		716	695	1,410 C		Tube	32.967460	-111.727800
U296	Pinal County	Warren Rd	Papago Rd	Val Vista Rd	Tuesday	4/26/2011 NS		698	704	1,402 V		Tube	32.982230	-112.134510
U298	Pinal County	White and Parker Rd	Clayton Rd	SR84	Tuesday	4/12/2011 NS		840	799	1,639 V		Tube	32.883410	-111.976800
U126	Queen Creek	Gantzel Rd	Ocotillo Rd	Combs Rd	Tuesday	4/15/2011 NS		11,798	12,020	23,817 V		Tube	33.223690	-111.563390

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, June 04, 2013

City: Queen Creek

Project #: 13-1157-001

Location: Combs Rd. btwn. Rittenhouse Rd. & Gantzel Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			7	5	12:00			116	75			
00:15			5	7	12:15			90	85			
00:30			8	2	12:30			81	67			
00:45			4	24	3	17	41	75	362	81	308	670
01:00			7	4	13:00			66	69			
01:15			3	2	13:15			75	76			
01:30			2	3	13:30			84	56			
01:45			6	18	3	12	30	88	313	78	279	592
02:00			5	4	14:00			99	64			
02:15			3	5	14:15			94	62			
02:30			9	5	14:30			87	95			
02:45			4	21	0	14	35	85	365	72	293	658
03:00			3	7	15:00			127	67			
03:15			3	24	15:15			86	90			
03:30			5	15	15:30			102	74			
03:45			9	20	23	69	89	88	403	75	306	709
04:00			7	27	16:00			115	79			
04:15			19	34	16:15			129	87			
04:30			15	23	16:30			120	82			
04:45			20	61	29	113	174	122	486	84	332	818
05:00			25	30	17:00			111	69			
05:15			23	45	17:15			124	94			
05:30			49	54	17:30			110	79			
05:45			33	130	72	201	331	87	432	82	324	756
06:00			44	83	18:00			92	58			
06:15			43	74	18:15			91	67			
06:30			61	62	18:30			98	74			
06:45			48	196	62	281	477	85	366	55	254	620
07:00			60	70	19:00			79	42			
07:15			67	90	19:15			73	54			
07:30			66	61	19:30			48	46			
07:45			59	252	71	292	544	59	259	57	199	458
08:00			61	88	20:00			52	43			
08:15			57	63	20:15			65	35			
08:30			64	67	20:30			52	26			
08:45			51	233	68	286	519	32	201	43	147	348
09:00			48	64	21:00			51	30			
09:15			72	68	21:15			35	26			
09:30			67	74	21:30			28	22			
09:45			66	253	60	266	519	27	141	17	95	236
10:00			61	68	22:00			27	19			
10:15			58	62	22:15			13	12			
10:30			82	88	22:30			21	12			
10:45			83	284	71	289	573	14	75	13	56	131
11:00			69	76	23:00			10	11			
11:15			83	126	23:15			11	3			
11:30			71	123	23:30			10	4			
11:45			60	283	139	464	747	11	42	5	23	65

Total Vol. 1775 2304 **4079** 3445 2616 **6061**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
		5220	4920	10140

AM

PM

Split %	43.5%	56.5%	40.2%	56.8%	43.2%	59.8%
Peak Hour	11:45	11:00	11:15	16:00	16:00	16:00
Volume	347	464	793	486	332	818
P.H.F.	0.75	0.83	0.95	0.94	0.95	0.95

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, June 04, 2013

City: Queen Creek

Project #: 13-1157-002

Location: Gantzel Rd. north of Combs Rd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	13	21			12:00	177	117				
00:15	13	17			12:15	148	120				
00:30	12	19			12:30	154	134				
00:45	6	44	12	69	113	12:45	159	638	153	524	1162
01:00	11	14			13:00	164	145				
01:15	6	12			13:15	160	149				
01:30	9	12			13:30	162	145				
01:45	13	39	12	50	89	13:45	165	651	134	573	1224
02:00	9	6			14:00	153	147				
02:15	10	9			14:15	164	160				
02:30	10	10			14:30	167	180				
02:45	14	43	11	36	79	14:45	142	626	165	652	1278
03:00	26	10			15:00	137	191				
03:15	19	10			15:15	164	191				
03:30	37	17			15:30	140	204				
03:45	54	136	14	51	187	15:45	160	601	208	794	1395
04:00	54	24			16:00	153	226				
04:15	73	42			16:15	173	247				
04:30	79	63			16:30	167	249				
04:45	121	327	66	195	522	16:45	161	654	230	952	1606
05:00	113	68			17:00	179	240				
05:15	134	76			17:15	176	252				
05:30	140	87			17:30	192	211				
05:45	169	556	96	327	883	17:45	139	686	217	920	1606
06:00	189	92			18:00	121	205				
06:15	178	77			18:15	132	187				
06:30	191	101			18:30	129	206				
06:45	177	735	99	369	1104	18:45	145	527	152	750	1277
07:00	199	98			19:00	122	137				
07:15	174	125			19:15	110	155				
07:30	150	128			19:30	115	141				
07:45	152	675	110	461	1136	19:45	105	452	128	561	1013
08:00	162	97			20:00	100	122				
08:15	136	91			20:15	99	112				
08:30	131	121			20:30	81	98				
08:45	148	577	115	424	1001	20:45	79	359	94	426	785
09:00	144	104			21:00	92	89				
09:15	143	123			21:15	58	84				
09:30	153	113			21:30	49	73				
09:45	132	572	130	470	1042	21:45	51	250	69	315	565
10:00	135	133			22:00	49	53				
10:15	130	137			22:15	37	53				
10:30	172	135			22:30	31	48				
10:45	150	587	141	546	1133	22:45	20	137	39	193	330
11:00	171	138			23:00	13	39				
11:15	151	203			23:15	14	36				
11:30	163	190			23:30	16	16				
11:45	177	662	206	737	1399	23:45	15	58	19	110	168

Total Vol. 4953 3735 **8688** 5639 6770 **12409**

GPS Coordinates:

Daily Totals

NB	SB	EB	WB	Combined
10592	10505			21097

AM

PM

Split %	57.0%	43.0%	41.2%	45.4%	54.6%	58.8%
Peak Hour	06:15	11:00	11:00	16:45	16:30	16:30
Volume	745	737	1399	708	971	1654
P.H.F.	0.94	0.89	0.91	0.92	0.96	0.97

NWC of Gantzel Road and Combs Road

ADT Projection Calculations

Site Generated Trips

Roadway	Location	Percentage	Daily Volume	Daily trips: 1572
Rittenhouse Road	North of Combs Road	28%	450	
Combs Road	East of Rittenhouse Road	33%	525	
Combs Road	West of Gantzel Road	37%	600	
Combs Road	East of Gantzel Road	8%	150	
Gantzel Road	North of Site	46%	725	
Gantzel Road	North of Combs Road	16%	275	
Gantzel Road	South of Combs Road	13%	225	

Trips from Circle Cross Ranch

Roadway	Location	Daily Volume
Rittenhouse Road	North of Combs Road	2125
Combs Road	East of Rittenhouse Road	2350
Combs Road	West of Gantzel Road	1500
Combs Road	East of Gantzel Road	225
Gantzel Road	North of Site	1275
Gantzel Road	North of Combs Road	1275
Gantzel Road	South of Combs Road	1875

2011 ADT

Roadway	Location	Daily Volume
Rittenhouse Road	North of Combs Road	
Combs Road	East of Rittenhouse Road	9287
Combs Road	West of Gantzel Road	9287
Combs Road	East of Gantzel Road	
Gantzel Road	North of Site	23317
Gantzel Road	North of Combs Road	23317
Gantzel Road	South of Combs Road	14235

2013 24-hour Counts

Roadway	Location	Daily Volume	Avg. Annual Growth	
			Calculated	Projected
Rittenhouse Road	North of Combs Road			
Combs Road	East of Rittenhouse Road	10140	4.5%	4.5%
Combs Road	West of Gantzel Road	10140	4.5%	4.5%
Combs Road	East of Gantzel Road			
Gantzel Road	North of Site	21097	-4.9%	2.0%
Gantzel Road	North of Combs Road	21097	-4.9%	2.0%
Gantzel Road	South of Combs Road			2.0%



NWC of Gantzel Road and Combs Road

ADT Projection Calculations

2015 Projected ADT Growth

Roadway	Location	Daily Volume	
Rittenhouse Road	North of Combs Road		
Combs Road	East of Rittenhouse Road	925	
Combs Road	West of Gantzel Road	925	
Combs Road	East of Gantzel Road		
Gantzel Road	North of Site	850	
Gantzel Road	North of Combs Road	850	
Gantzel Road	South of Combs Road	1175	<-- from 2011

2015 Projected Background ADT

Roadway	Location	Daily Volume	
Rittenhouse Road	North of Combs Road		
Combs Road	East of Rittenhouse Road	13425	
Combs Road	West of Gantzel Road	12575	
Combs Road	East of Gantzel Road		
Gantzel Road	North of Site	23225	
Gantzel Road	North of Combs Road	23225	
Gantzel Road	South of Combs Road	17275	

2015 Projected Total ADT

Roadway	Location	Daily Volume	
Rittenhouse Road	North of Combs Road		
Combs Road	East of Rittenhouse Road	14000	
Combs Road	West of Gantzel Road	13500	
Combs Road	East of Gantzel Road		
Gantzel Road	North of Site	24000	
Gantzel Road	North of Combs Road	23500	
Gantzel Road	South of Combs Road	17500	

The Vineyards
NWC of Gantzel & Combs
Queen Creek, Arizona
Minutes of Neighborhood Meeting
September 30, 2013
Jack Harmon Elementary School

Public Notification Area:

- a. Property owners within 1,200 feet from the site.
- b. All registered neighborhood associations within one mile of the project.
- c. Homeowners Associations within one half mile of the project.
- d. Addresses were obtained using the Pinal County Assessor's parcel information.

The meeting began at 6:15. There was one member of the public in attendance along with the applicant, Ralph Pew, and three other members of the development team.

Using the attached PowerPoint presentation, Ralph Pew began the meeting by giving an overview of the site location and the nature of the request being made to the Town of Queen Creek. Mr. Pew explained that the request is to take approximately 55 acres of land that is currently designated in the General Plan as Commercial and Mixed Use, and change the designation to Medium Density Residential. Mr. Pew discussed the challenging nature of land designated as Mixed Use, and explained that it is more appropriate in dense, urban environments with access to various transportation options, but is very difficult in an outlying suburban area. Mr. Pew reviewed the Conceptual Lot Layout and indicated that the owners would ultimately be building 162 homes on the site. He further reviewed the zoning on the site and noted that the site is currently zoned for Commercial (C-2) and Residential (R1-43) uses.

After the brief presentation, the meeting was opened up to questions and comments from the neighbor, Cody Soloman. The responses are from Mr. Pew, unless otherwise noted.

Question:

I own property to the north of the site you are talking about, and am wondering if your project will have any effect on my property or if it will change my CC&R's?

Answer: CC&R's are documents which are specific to your property and others that may be in your subdivision. Nothing we do on our piece of property can impact, change or restrict your CC&R's. Likewise, nothing in your CC&R's can impact or restrict anything that we do on our property.

Comment:

Well if your project doesn't impact anything I do on my property, and it isn't a heavy commercial use, I think it's a good idea.

The meeting concluded at 7:00 p.m.

Attachments:

PowerPoint Presentation
Sign-In Sheet
Notification Letter

2013 GENERAL PLAN AMENDMENT OPEN HOUSE PUBLIC COMMENTS

Below are the highlights from the comments received at the Open Houses held on August 28 and September 25, 2013 to discuss the Major General Plan Amendments proposed for 2013.

+Positive comments

- Negative comments

*Mentioned multiple times

The majority of the comments received were regarding Sonoqui Creek Village (GP13-030). Included is a table reflecting the main categories of concern to the residents. Generally they do not support the project, and are concerned with decreased property values, increased traffic flow, increased noise levels, and losing scenic views.

GP13-025, La Jara Farms:

- + Proposed GPA housing density is very low density.
- Properties are close the airport & has a potential to take away from Queen Creek's tax revenues
- + The existing General Plan is balanced

GP13-026, Estates at Queen Creek Station.

- + Proposed GPA housing density is very low density.
- Properties are close the airport & has a potential to take away from Queen Creek's tax revenues
- + Proposed GPA density is too high when changing employment to housing
- + Resident's neighborhood is not directly impacted by this project, just the Town
- + Existing GP does have balance and clusters
- Increased density to residential
- +/- Placement of employment & commercial areas vs. residential was well thought out & should be honored over time

GP13-027, Meridian Crossings

NO COMMENTS RECEIVED

GP13-028, Barney Farms:

- Proposed density to too high** (lot sizes, street widths, set-backs, and drive way lengths)
- Impact property/home values
- Close the airport & flight path

- Existing Plan is good overall, maintains property values
- Proximity of proposed new residential to CMC Steel could be an issue

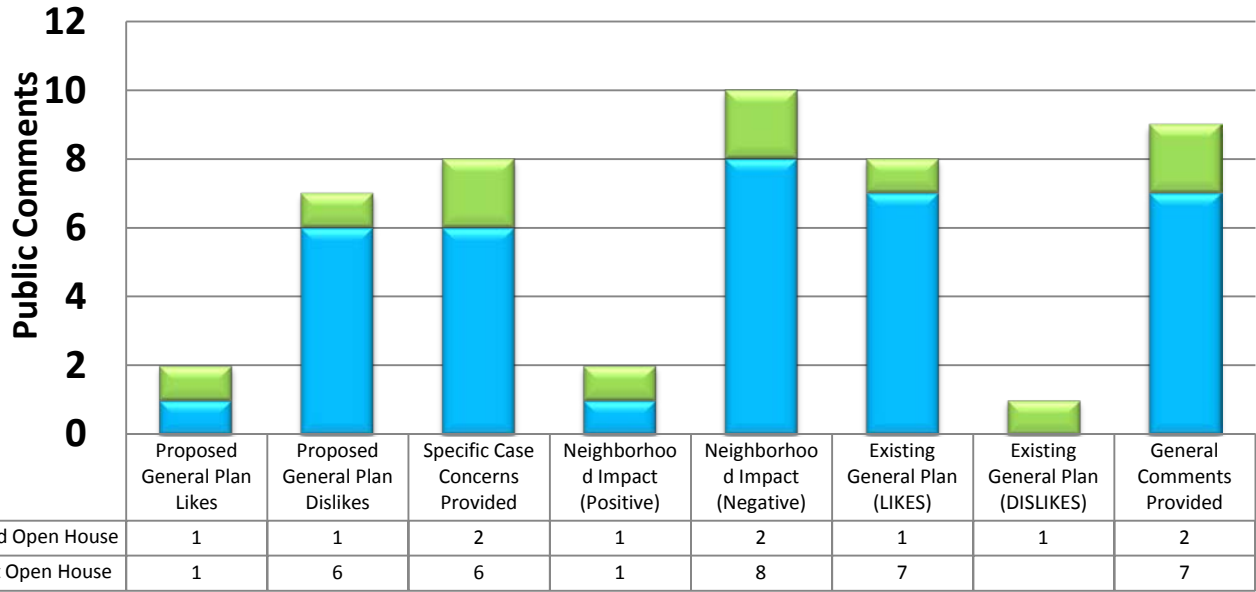
GP13-029, The Vineyards

NO COMMENTS RECEIVED

GP13-030, Sonoqui Creek Village

- Multiple residents expressed that they are not in favor*****
- + Supports land development as approved in the previous housing plan
- Decrease property/home values*****
- Increased traffic flow*****
- Increased noise levels*
- Concerned about safety for families*
- Concerned about local wildlife
- Opposed to (2) story homes****
- Concerned with losing scenic views*****
- Concerned Town's sense of a "Rural Community" will be lost* **
- Lot sizes*
- Track homes being integrated into custom lots
- + Existing GP has low density** transitions to higher density, and accommodates friendly equestrian areas
- + Economic Development
- + Existing GPA matches the surrounding area, it's more cohesive
- Proposed GPA density is too high* **
- Increased density to residential is too high**
- +/- Placement of employment & commercial areas vs. residential was well thought out & should be honored over time
- Attorneys representing this project suggest that there is no market for larger custom home lots
- Comments/concerns are not being heard or addressed
- Too much residential, not enough commercial
- Need to generate revenue for the Town

Public Comments Received Regarding Sonoqui Creek Village GP13-030



The Vineyards

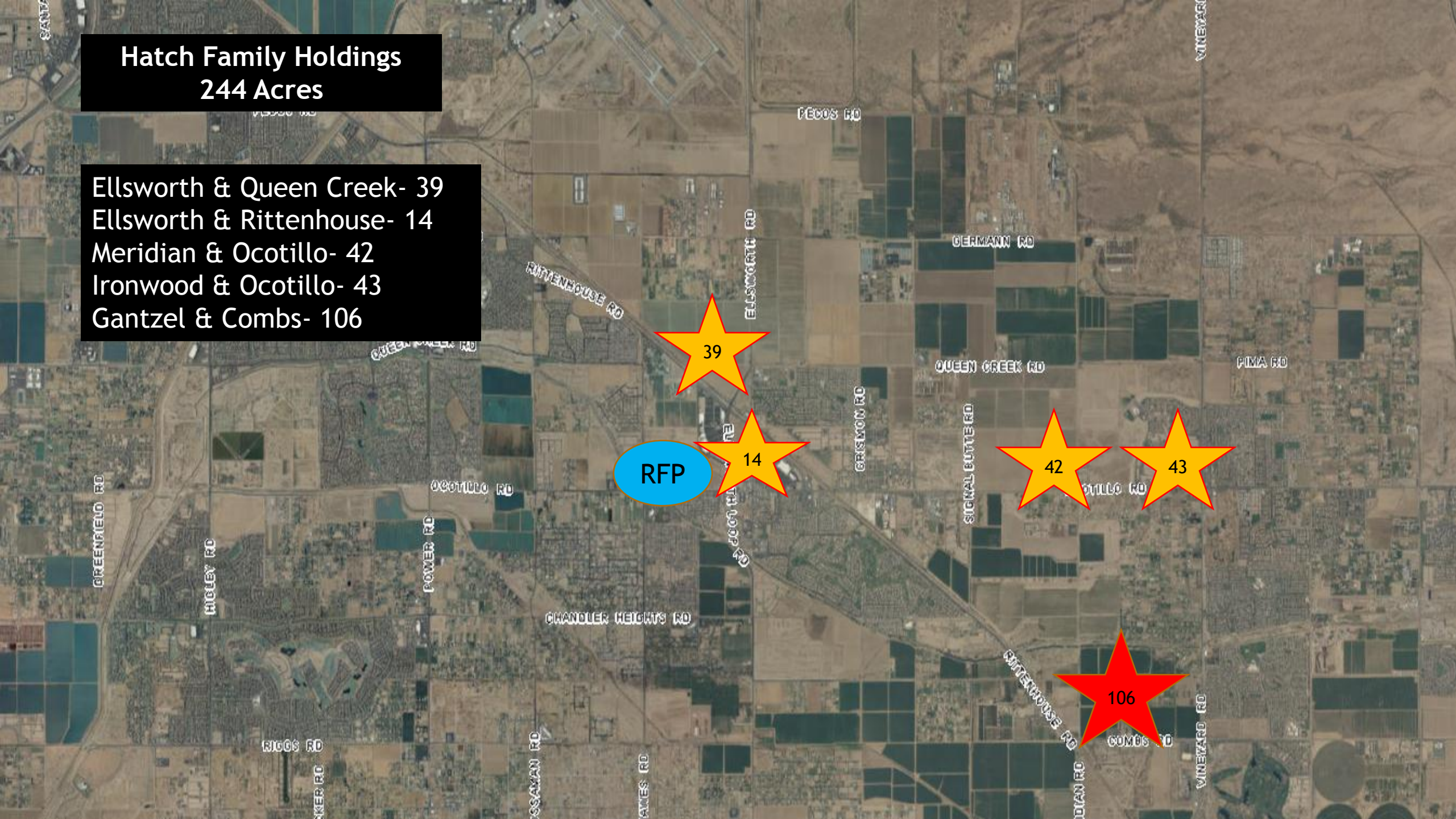
GP13-029 General Plan Amendment Request
by Healy Faulkner, LLC

First Planning Commission Meeting

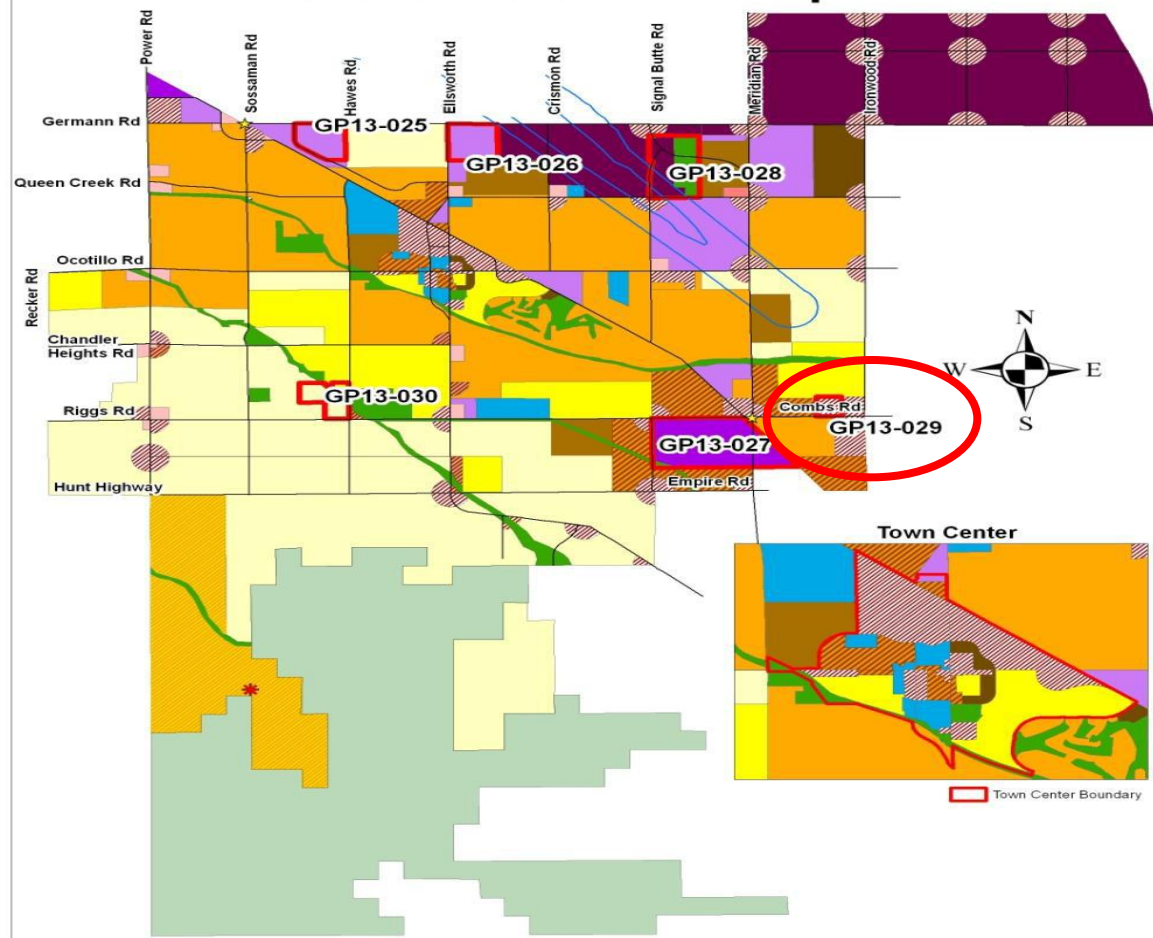
October 15, 2013

**Hatch Family Holdings
244 Acres**

- Ellsworth & Queen Creek- 39
- Ellsworth & Rittenhouse- 14
- Meridian & Ocotillo- 42
- Ironwood & Ocotillo- 43
- Gantzel & Combs- 106



Town of Queen Creek 2008 General Plan Map



General Plan Land Use Legend

	Very Low Density Residential (0-1 DU/AC)		Mixed Use		Employment Type B		Future Intersection Modification
	Low Density Residential (0-2 DU/AC)		Neighborhood Commercial		Public/Quasi-Public		Resort / Tourism / Entertainment
	Medium Density Residential (0-3 DU/AC)		Community Commercial		Open Space		General Plan Amendments 2013
	Master Planned Community (0-1.8 DU/AC)		Office/Services		Regional Commercial Center		
	Medium High Density Residential Type A (0-5 DU/AC)		Commercial		San Tan Regional Park		
	Multifamily		Employment Type A		Noise Contours		

Modified by Resolutions 813-09, 814-09, 824-10, 924-12 and 934-13

All information is believed to be accurate as the date of publication, however is not guaranteed.
Created by Sidney Urias 480-358-3094

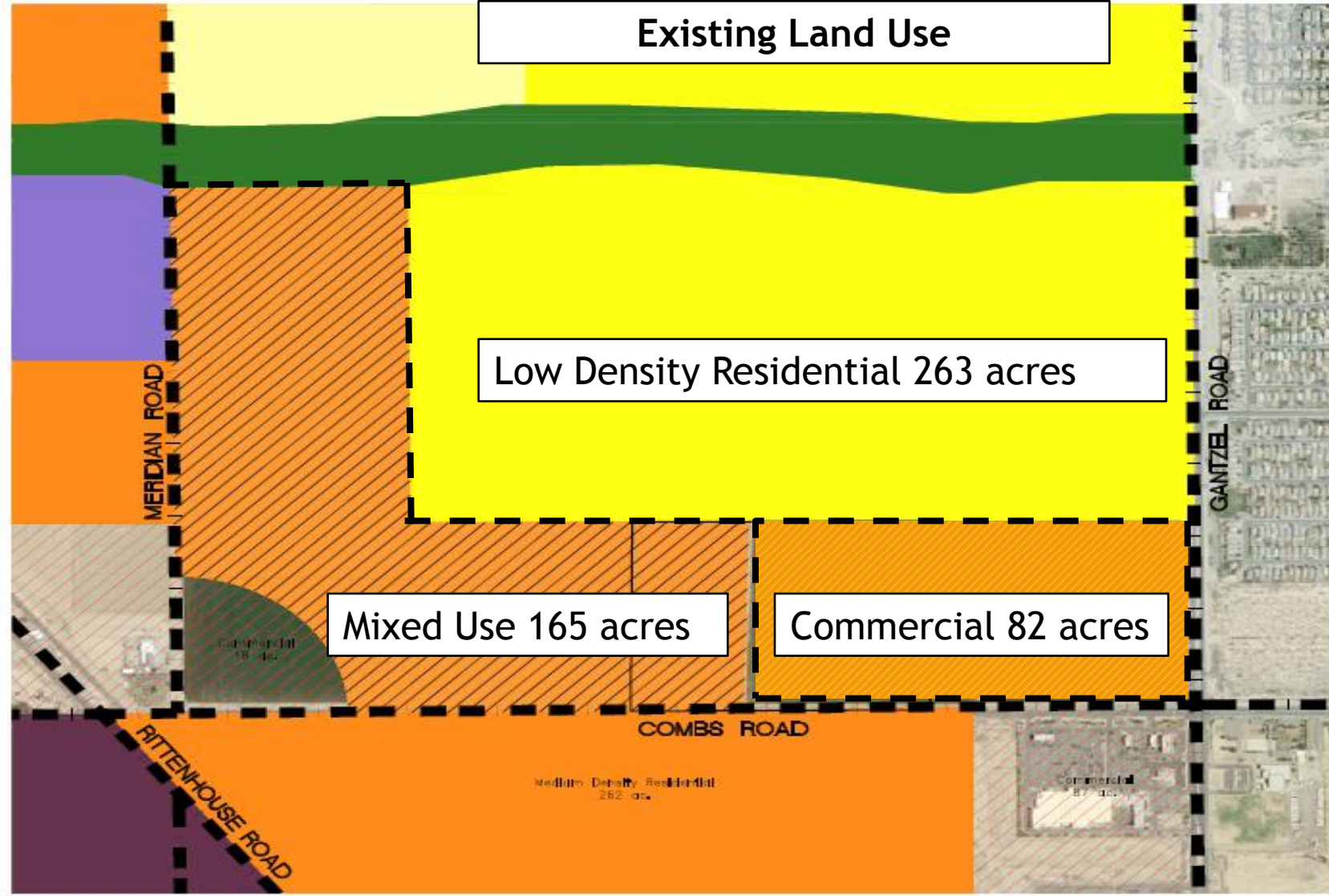


Existing Land Use

Low Density Residential 263 acres

Mixed Use 165 acres

Commercial 82 acres



PROJECT DATA:
SITE: PARCEL 100-01-02-000 (21.0 acres) AND A PORTION OF COMBSTRAD (2.88 acres).
OWNER: ACHD, CO.
NET ACRES: 23.88.
CLASSIFICATION:
ZONING: GENERAL PLAN CLASSIFICATION FOR PARCEL 100-01-02-000 (21.0 acres) IS VLD-1 USE AND FOR PART OF PARCEL 100-01-02-000 (2.88 acres) IS COMMERCIAL.
PROPOSED: GENERAL PLAN CLASSIFICATION IS TO BE KEPT AS VLD-1 RESIDENTIAL AND ROAD 100-01-02-000 IS TO BE KEPT AS VLD-1 RESIDENTIAL FOR THE PARCEL.
COMBSTRAD TO BE CLASSIFIED AS A MAJOR ARTERIAL.



- Very Low Density Residential (0-1 du/ac)
- Low Density Residential (0-2 du/ac)
- Medium Density Residential (0-1.5 du/ac)
- Mixed Use
- Commercial
- Employment Type A
- Regional Commercial Center
- Open Space



12200 N. Ironwood Blvd.
Suite 100
Denver, CO 80240
TEL: 303.733.8888
WWW.BOWMANCONSULTING.COM

EXISTING GENERAL PLAN
NWC Ironwood & Combs
MAYESDA COUNTY
TOWN OF QUEEN CHEEK, ARDEN

PROJECT STATUS:

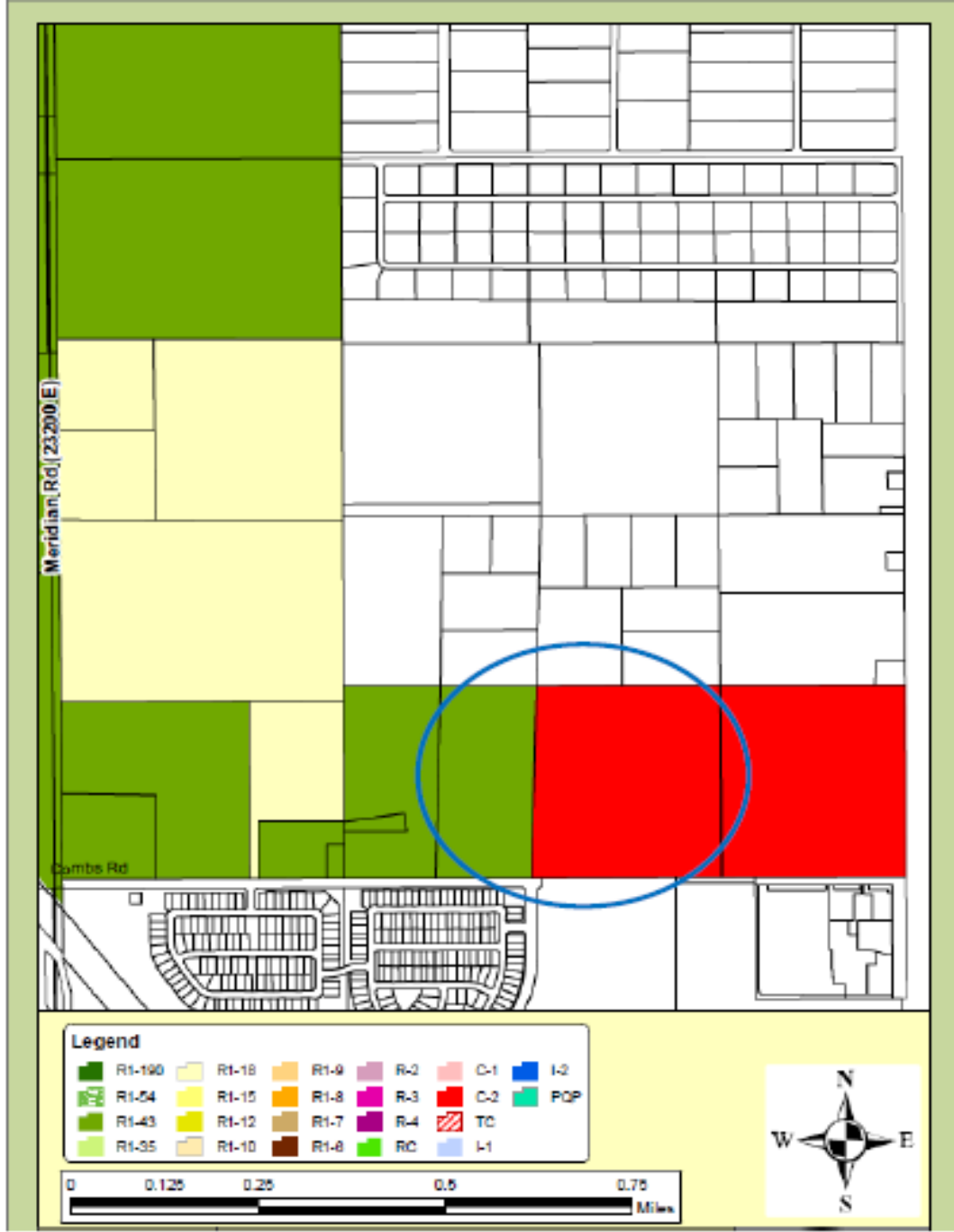
DATE	DESCRIPTION
03/20/2013	INITIAL CONCEPT PLAN
05/01/2013	CONCEPT PLAN APPROVED
08/14/2013	PRELIMINARY ENGINEERING
09/11/2013	FINAL ENGINEERING
10/01/2013	PERMITS OBTAINED
11/01/2013	CONSTRUCTION STARTED
12/01/2013	CONSTRUCTION COMPLETED
01/01/2014	PROJECT CLOSED

PROJECT INFORMATION:

PROJECT NO.	GPE01
DATE	11/15/13

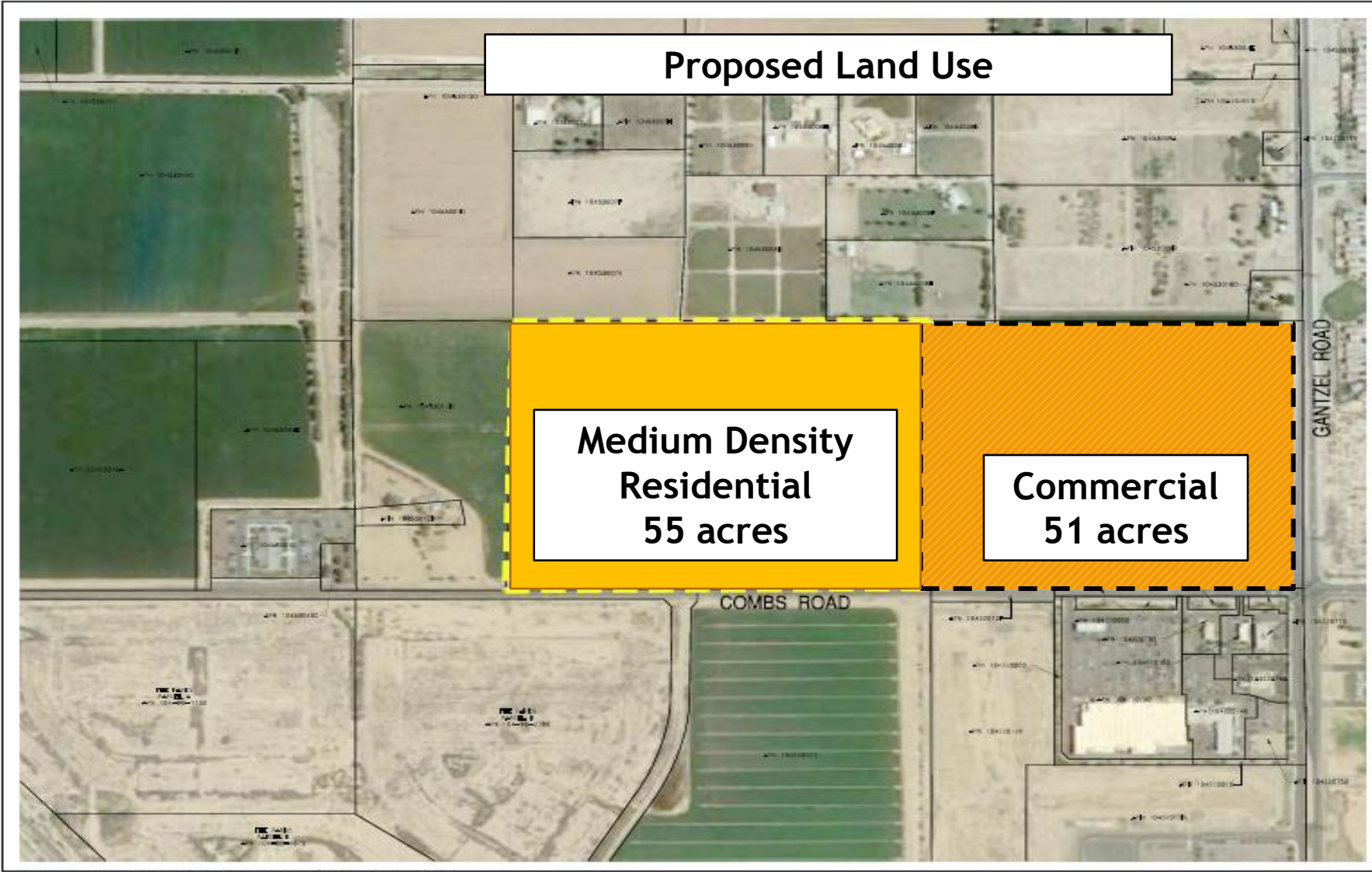
Existing Zoning:

C-2 and R1-43



Our Request

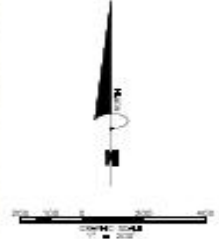
Existing General Plan Land Use	Acreage	Proposed General Plan Land Use	Acreage
Mixed Use	21.2	Medium Density Residential (2-3 DU/AC)	21.2
Commercial	33.8	Medium Density Residential (2-3 DU/AC)	33.8
Total Amended Acreage	55.0		55.0



Proposed Land Use

Medium Density
Residential
55 acres

Commercial
51 acres



- LEGEND
- PARCEL BOUNDARY
 - PROPOSED SITE

Conceptual Lot Layout



Project Data

- Acreage: 55
- Lots: 162
- Density: 2.94 du/ac
- Lot sizes: (65'x 120')
- Minimum Lot Area: 7,800 s.f.
- Open Space: 18%
- Both water and sewers are currently in place (confirm)

LOT DETAILS

LAND USE DATA

EXISTING ZONING	CR-5 (FINAL COUNTY)
PROPOSED ZONING	CR-5 PAD (FINAL COUNTY)
TOTAL SINGLE FAMILY LOTS	162
GROSS AREA	52.8 AC
NET AREA	52.8 AC
DENSITY	2.94 DU/AC
TOTAL OPEN SPACE	9.45 AC (17.9%)
LOT SIZE:	65' x 120'
MIN LOT AREA	7,800 SF
LANDSCAPED	377,570 SF (4.8%)
CONCRETE	17,247.0 SQ YD

RETENTION REQUIRED

162 - 504,590.00 SQ FT (12.0 AC) = 3M.815000

RETENTION PROVIDED

LOT NO.	1-162
TRACT #1	22,311
TRACT #2	37,708
TRACT #3	25,181
TRACT #4	17,790
TRACT #5	28,219
TRACT #6	115,491
TRACT #7	45,519
TRACT #8	26,241
TOTAL	383,179

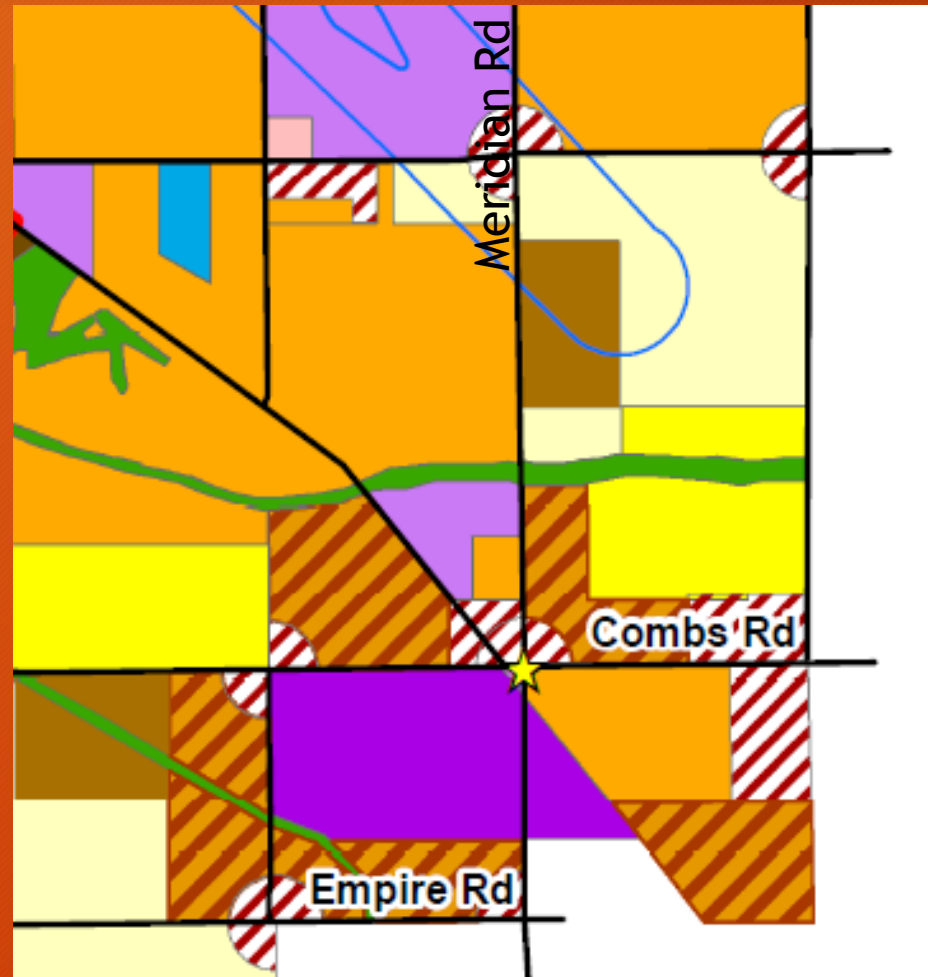
LEGEND

- BOUNDARY
- LOT LINE
- RIGHT OF WAY
- LOCATION OF PROPOSED 6' WALK
- STORM WATER FLOW
- FUTURE ACCESS TO ADJACENT PARCELS

Project Data

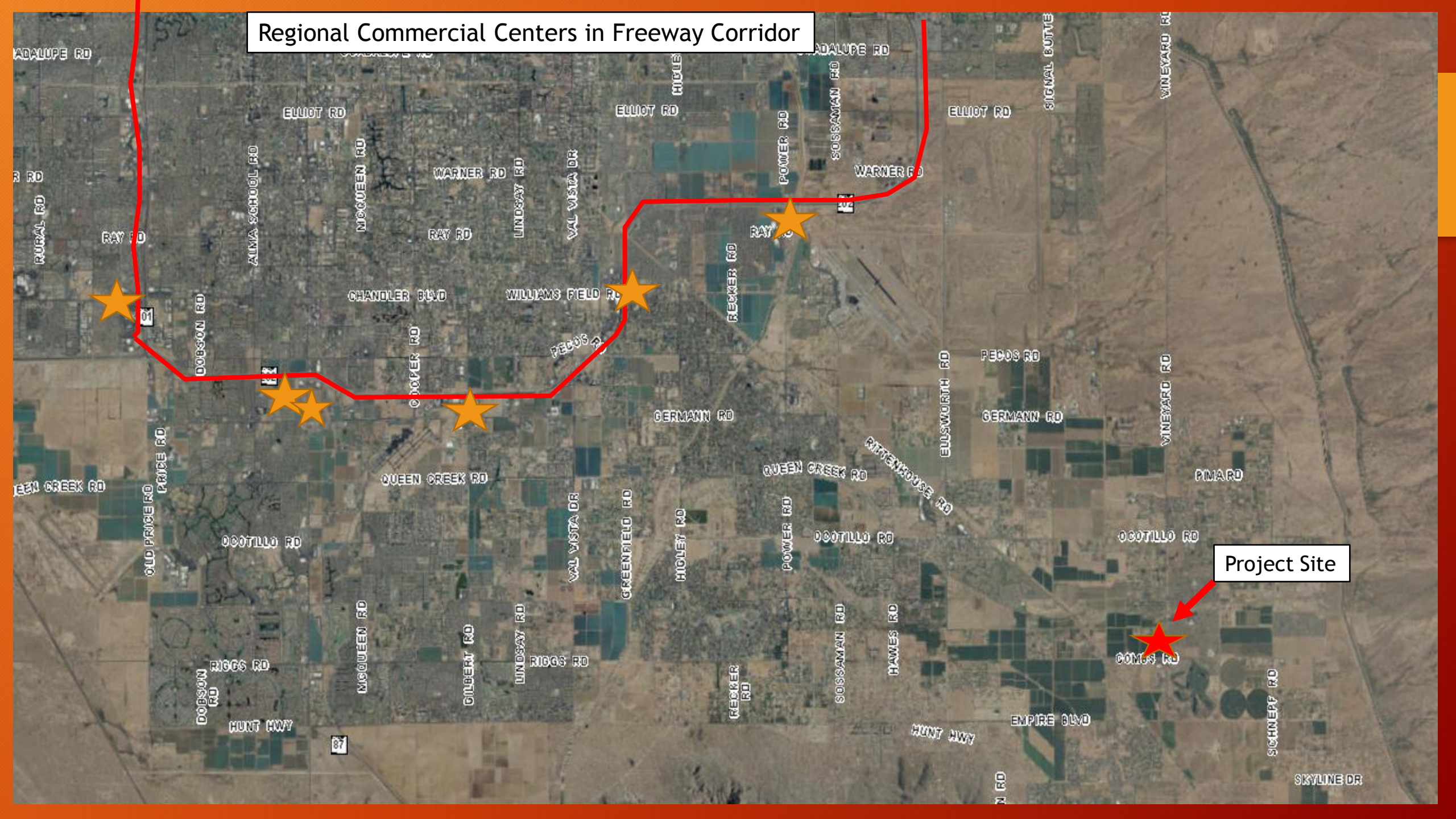
- Acreage: 55
- Lot: 162
- Density: 2.94 du/ac
- Lot sizes: (65' x 120')
- Minimum Lot Area: 7,800 s.f.
- Open Space: 18%

Abundance of Mixed Use in Vicinity



There are over 640 acres of Mixed Use (MU) land surrounding the Combs and Meridian intersection.

Regional Commercial Centers in Freeway Corridor



Project Site