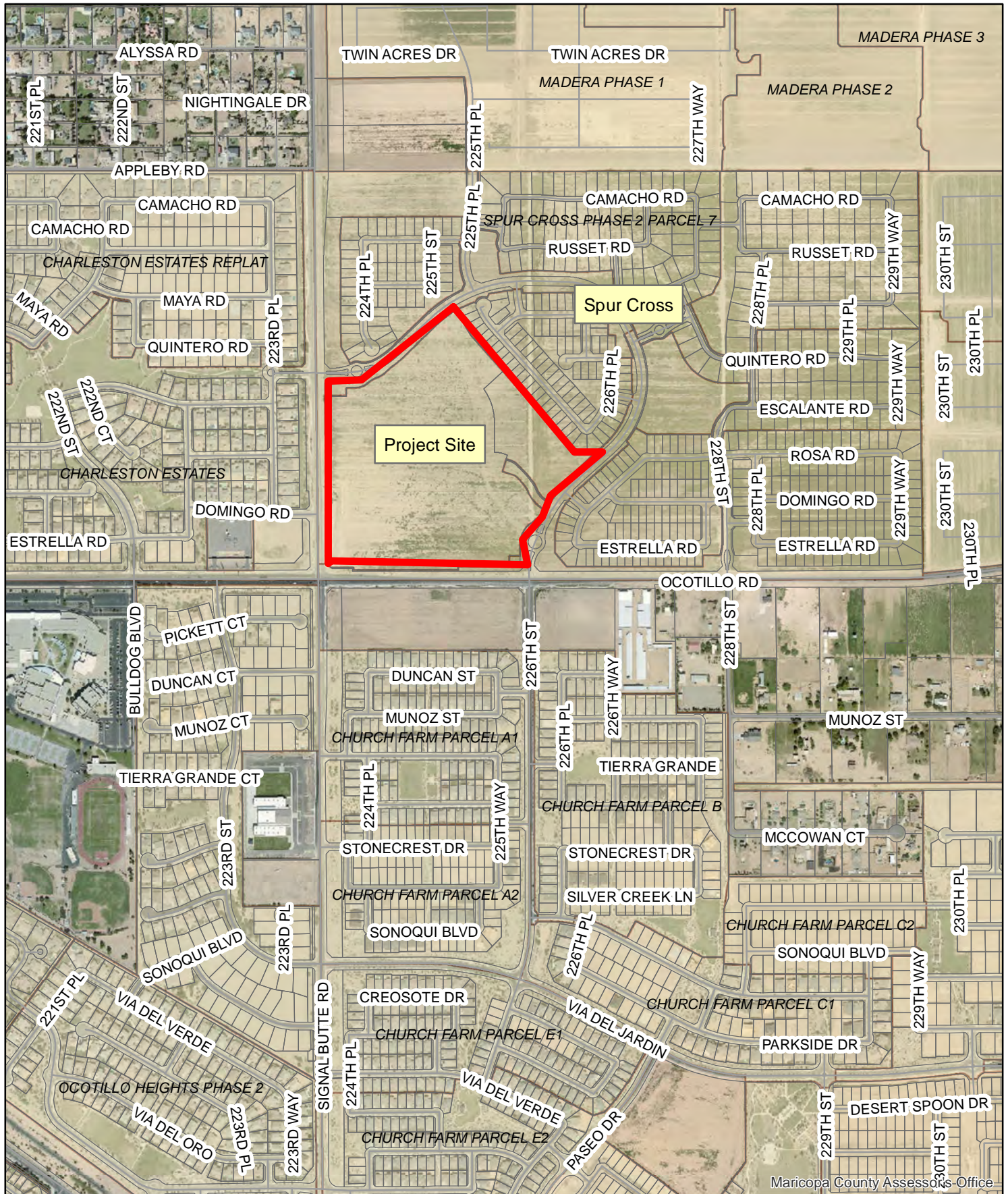


Project Name: Spur Cross PAD Amendment Aerial Exhibit

Case Numbers: P19-0049 / P19-0066

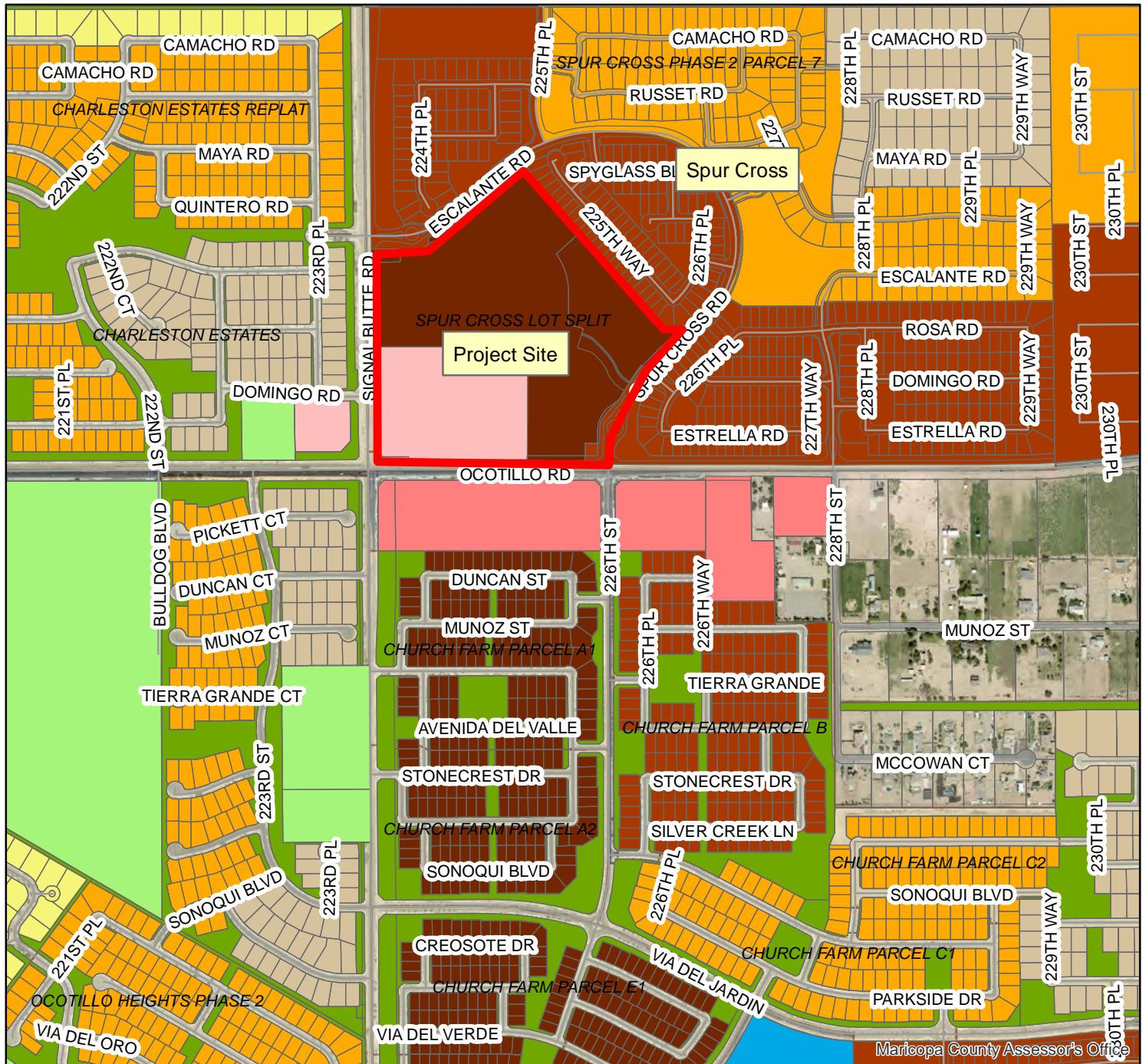
Hearing Date: September 11, 2019 (Planning Commission)



























Project Name: Spur Cross PAD Amendment Zoning Map Exhibit

Case Numbers: P19-0049 / P19-0066

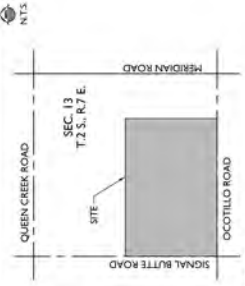
Hearing Date: September 11, 2019 (Planning Commission)



Zoning Districts

 C-1 - Commercial	 PQP - Public/Quasi-Public	 R1-7 - Residential	 R1-35 - Residential
 C-2 - Commercial	 RC - Recreation/Conservation	 R1-8 - Residential	 R1-43 - Residential
 C-3 - Commercial	 MDR - Residential	 R1-9 - Residential	 R1-54 - Residential
 TC - Commercial	 R1-4 - Residential	 R1-12 - Residential	 R1-190 - Residential
 EMP A - Office/Industrial Park	 R1-5 - Residential	 R1-15 - Residential	 PCD - Planned Community
 EMP B - General Industrial	 R1-6 - Residential	 R1-18 - Residential	 AT - Agritainment

VICINITY MAP



PROJECT TEAM

OWNER: PERMANENT LAND, LLC
 PLANNING CONSULTANT: EPS GROUP, INC.
 PROJECT NO.: 15131
 ADDRESS: 15131 ACRES
 TEL: (480) 952-7424
 CONTACT: BOB HESTON

PARCEL	ACRES	PROP. ZONING	LOT SIZE	MAX. LOTS	# OF UNITS
1	15.13	PAD R1-5	50' x 115'	5,750	59
2	23.59	PAD R1-5	50' x 115'	5,750	81
3	27.88	PAD R1-5	50' x 125'	5,750	103
4	19.27	PAD R1-7	80' x 135'	5,750	53
5	19.28	PAD R1-5	50' x 115'	5,750	77
6	21.41	PAD R1-5	60' x 120'	5,750	50
7	33.49	PAD R1-7	70' x 175'	9,750	85
8	29.17	PAD R1-7	100' x 145'	15,000	65
SCHOOL	6.07	PAD R1-5	-	-	-
CHURCH	6.00	PAD R1-5	-	-	-
MULTI-FAMILY	18.44	PAD MDR	-	-	174
COMMERCIAL	6.05	PAD C-1	-	-	174
TOTAL	214.19	-	-	-	740

PREVIOUS DENSITY CALCULATION

NET AREA: 214.19 ACRES
 ARTIFICAL & COLLECTOR ROADS (AF): 15.38 ACRES
 COMMERCIAL AREA (CA): 6.05 ACRES
 TOTAL NO. OF UNITS: 722 (SINGLE-FAMILY UNITS)
 DENSITY: 3.37 (15.38 + 15.31) = 3.10 DU/AC

PROPOSED DENSITY CALCULATION

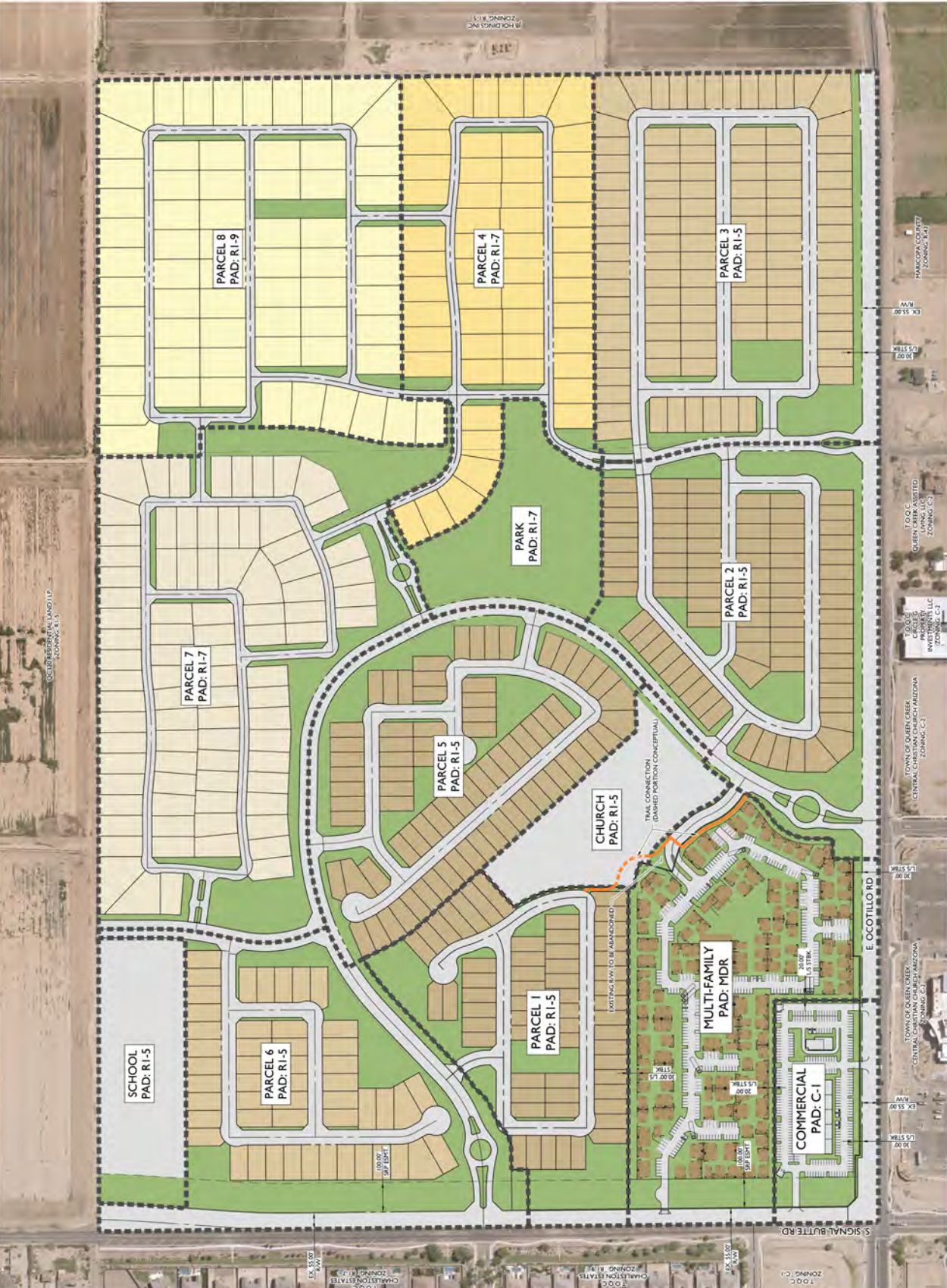
NET AREA: 214.19 ACRES
 ARTIFICAL & COLLECTOR AREA (AF): 26.10 ACRES
 COMMERCIAL AREA (CA): 4.44 ACRES
 CHURCH AREA (CH): 1.81 ACRES
 NO. OF UNITS: 573
 DENSITY: 2.67 (26.10 + 4.44 + 1.81) = 3.37 DU/AC

PREVIOUS OPEN SPACE SUMMARY

NET AREA: 214.19 ACRES
 OPEN SPACE (PL OF NET): 44.59 ACRES
 DENSITY: 22%

PROPOSED OPEN SPACE SUMMARY

NET AREA: 214.19 ACRES
 OPEN SPACE (PL OF NET): 44.48 ACRES
 DENSITY: 21%



July 9, 2019

Development Plan

Queen Creek, AZ

Spur Cross





El Dorado at Spur Cross Queen Creek, Arizona

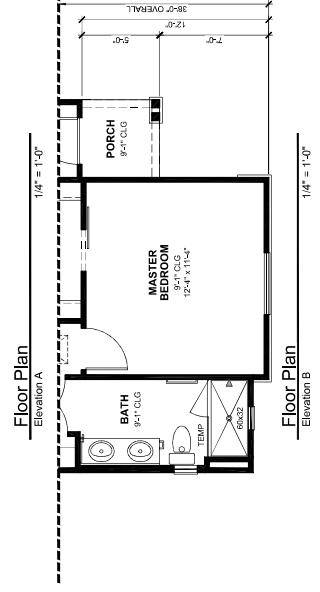
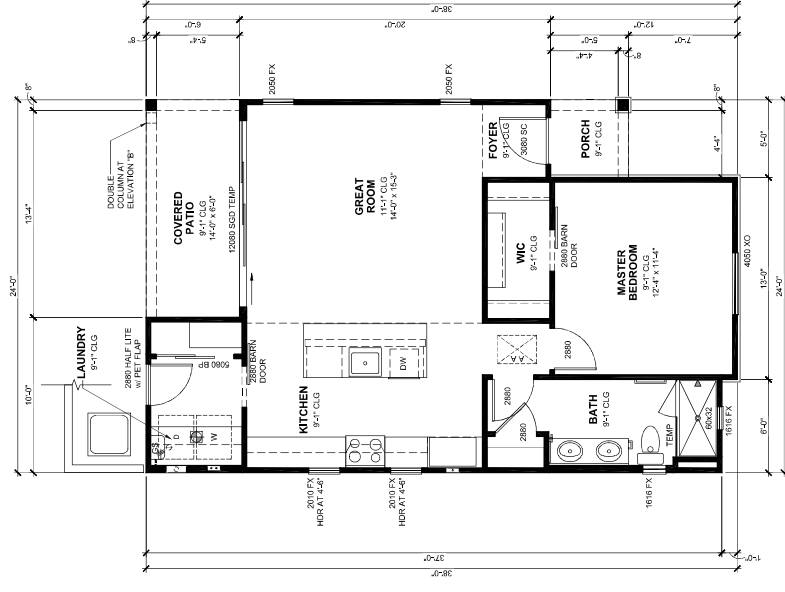
Landscape Site Concept

GREY | PICKETT

1"=50'-0" May 29, 2019

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Plan 1 | Spur Cross | Queen Creek, AZ

SONORA WEST
 ARCHITECTURE INC.
 1001 E. Oak Mill, Suite 100, Gilbert, AZ 85234
 480.494.1111

El Dorado
 Holdings, Inc.
 8501 N. Scimitar, Suite 120, Scottsdale, AZ 85251
 482.993.2424



Right Elevation
Elevation A
1/8" = 1'-0"



Rear Elevation
Elevation A
1/8" = 1'-0"



Left Elevation
Elevation A
1/8" = 1'-0"



Front Elevation
Elevation A
1/4" = 1'-0"

Plan 1 | Spur Cross | Queen Creek, AZ



Right Elevation
Elevation B
1/8" = 1'-0"



Rear Elevation
Elevation B
1/8" = 1'-0"



Left Elevation
Elevation B
1/8" = 1'-0"



Front Elevation
Elevation B
1/4" = 1'-0"

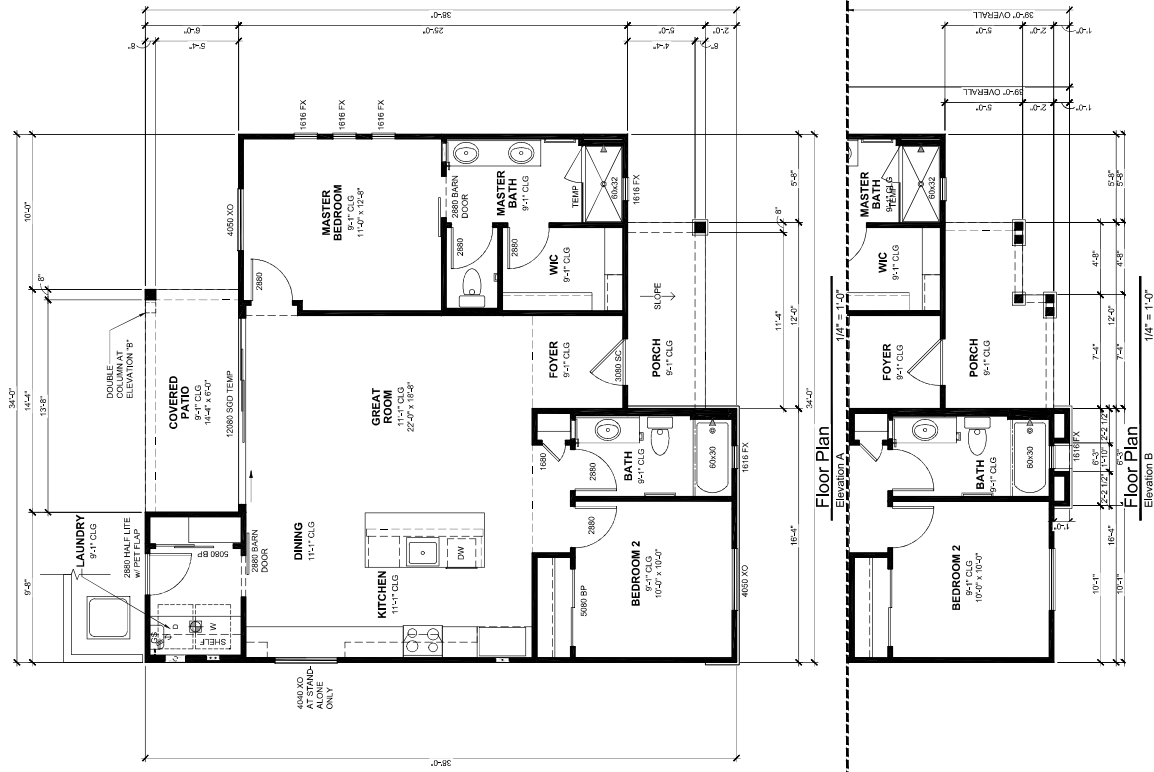
Plan 1 | Spur Cross | Queen Creek, AZ



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Plan 2 | Spur Cross | Queen Creek, AZ

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 8501 N. Scottsdale Rd, Suite 120 | Scottsdale, AZ 85251
 480.293.2424



Right Elevation
Elevation A
1/8" = 1'-0"



Rear Elevation
Elevation A
1/8" = 1'-0"



Left Elevation
Elevation A
1/8" = 1'-0"



Front Elevation
Elevation A
1/4" = 1'-0"

Plan 2 | Spur Cross | Queen Creek, AZ

7-9-2019



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Holdings, Inc.

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4017 E. Park Rd., Suite 100, AZ 85034
480.495.2424

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Right Elevation
Elevation B
1/8" = 1'-0"



Rear Elevation
Elevation B
1/8" = 1'-0"



Left Elevation
Elevation B
1/8" = 1'-0"



Front Elevation
Elevation B
1/4" = 1'-0"

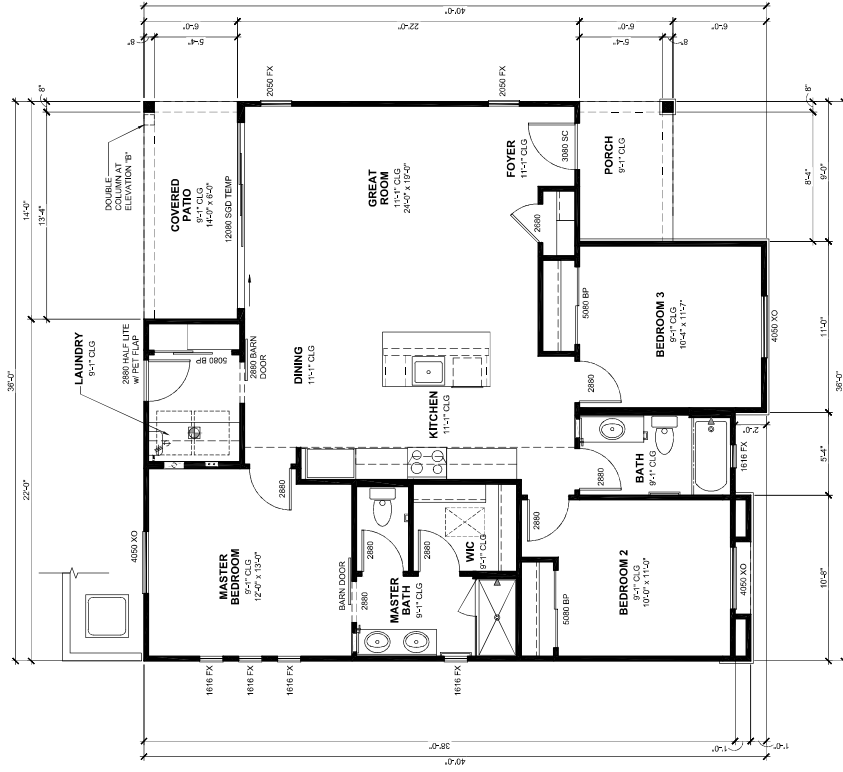
Plan 2 | Spur Cross | Queen Creek, AZ



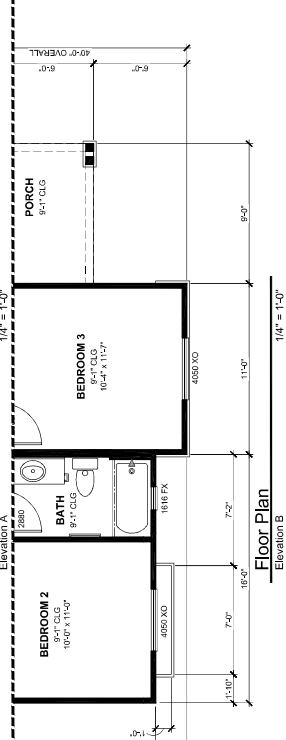
4917 E. BULFORD ROAD, SUITE 110, PHOENIX, AZ 85044
PHOENIX, AZ 85044



8041 N. SCOTTSDALE BL, SUITE 1201, SCOTTSDALE, AZ 85258
480.555.2424



Floor Plan
Elevation A



Floor Plan
Elevation B

Plan 3 | Spur Cross | Queen Creek, AZ

7-9-2019

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Right Elevation
Elevation A
1/8" = 1'-0"



Rear Elevation
Elevation A
1/8" = 1'-0"



Left Elevation
Elevation A
1/8" = 1'-0"



Front Elevation
Elevation A
1/4" = 1'-0"

Plan 3 | Spur Cross | Queen Creek, AZ

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DEVELOPMENT, INC.



El Dorado
Holdings, Inc.

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Right Elevation
Elevation B
1/8" = 1'-0"



Rear Elevation
Elevation B
1/8" = 1'-0"



Left Elevation
Elevation B
1/8" = 1'-0"



Front Elevation
Elevation B
1/4" = 1'-0"

Plan 3 | Spur Cross | Queen Creek, AZ

7-9-2019

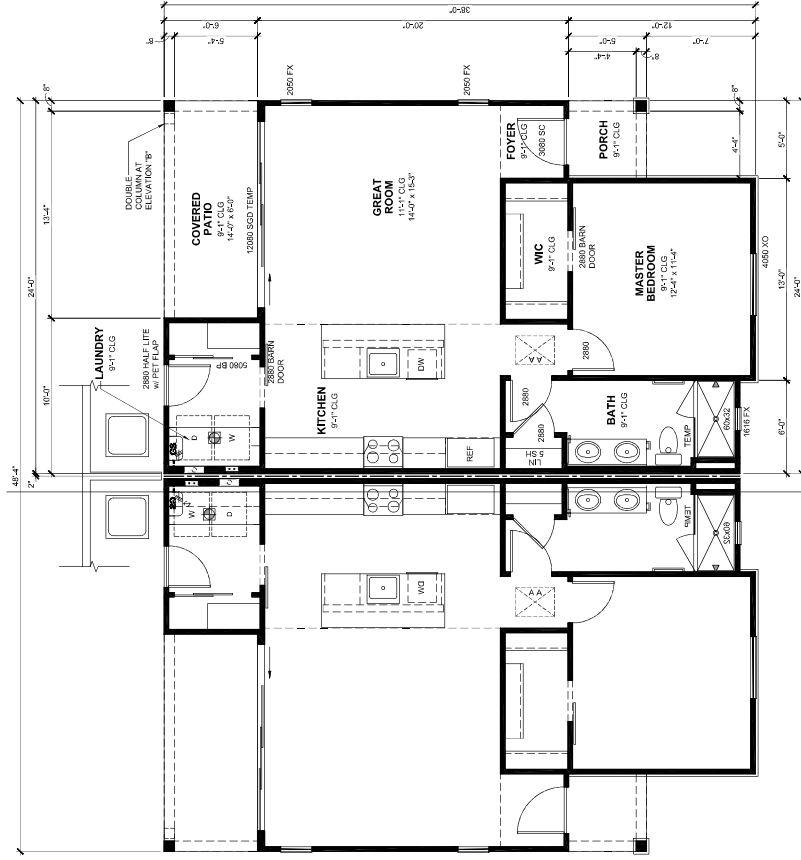


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PHOENIX, AZ

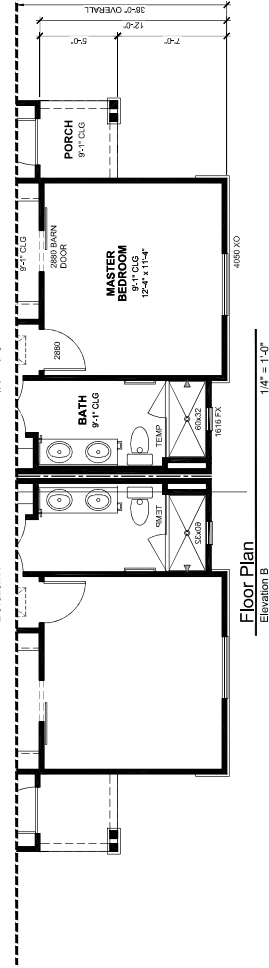


El Dorado
Holdings, Inc.
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Floor Plan
Elevation A



Floor Plan
Elevation B

Plans 1-1 | Spur Cross | Queen Creek, AZ

7-9-2019



Right Elevation
Elevation A
1/8" = 1'-0"



Rear Elevation
Elevation A
1/8" = 1'-0"



Left Elevation
Elevation A
1/8" = 1'-0"



Front Elevation
Elevation A
1/4" = 1'-0"

Plans 1-1 | Spur Cross | Queen Creek, AZ



Right Elevation
Elevation B
1/8" = 1'-0"



Rear Elevation
Elevation B
1/8" = 1'-0"



Left Elevation
Elevation B
1/8" = 1'-0"

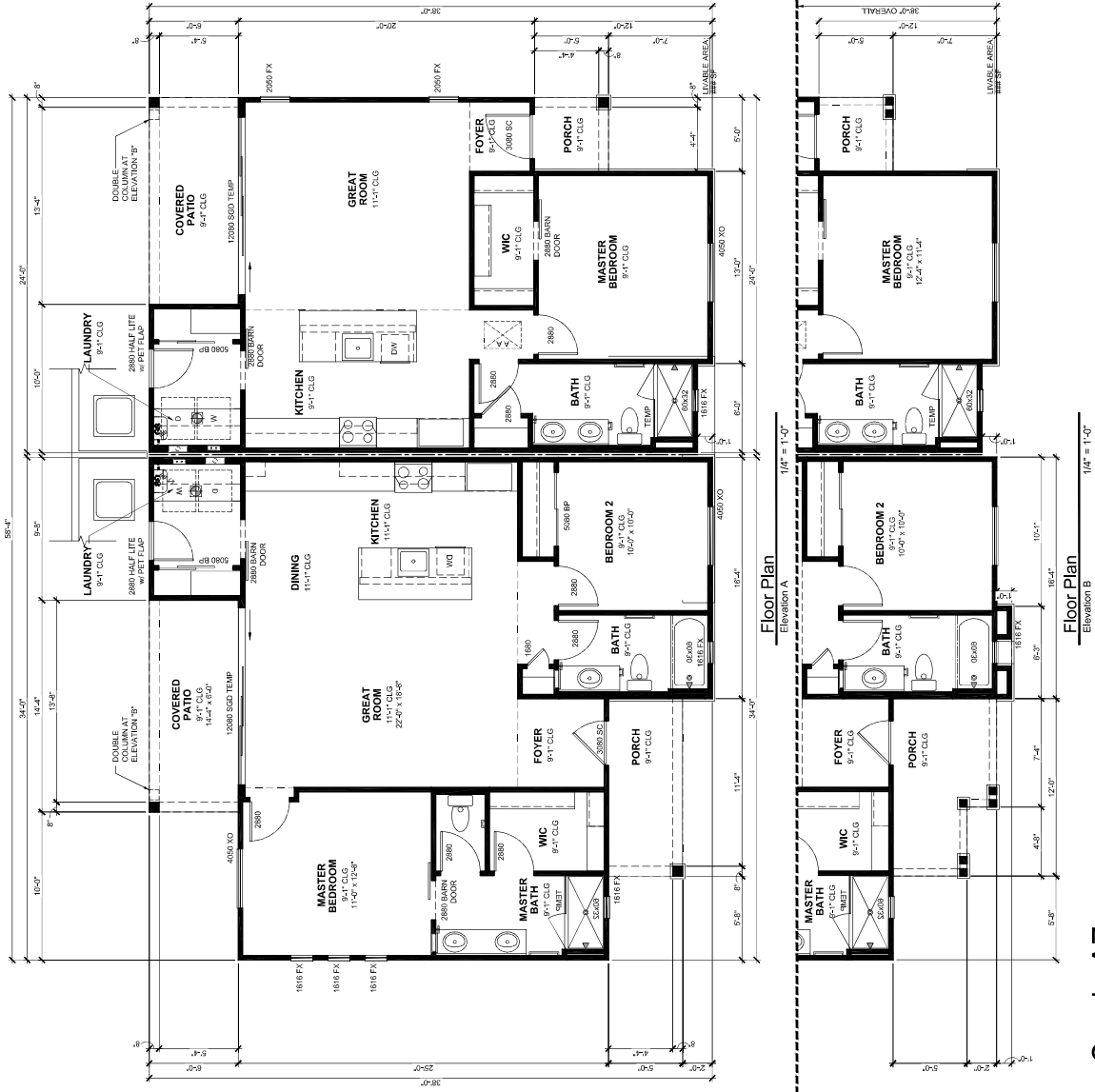


Front Elevation
Elevation B
1/4" = 1'-0"

Plans 1-1 | Spur Cross | Queen Creek, AZ


SONORA WEST DEVELOPMENT INC.
 10000 W. BUCKLEBOURNE DR. SUITE 100 | AVAZA, AZ 85324
 480.955.2424


El Dorado Holdings, Inc.
 8001 N. SCOTTSDALE BL. SUITE 120 | SCOTTSDALE, AZ 85253
 480.955.2424



Plans 2-1 | Spur Cross | Queen Creek, AZ

7-9-2019



Right Elevation
Elevation A
1/8" = 1'-0"



Rear Elevation
Elevation A
1/8" = 1'-0"



Left Elevation
Elevation A
1/8" = 1'-0"



Front Elevation
Elevation A
1/4" = 1'-0"

Plans 2-1 | Spur Cross | Queen Creek, AZ



SONORA WEST
DEVELOPMENT, INC.



El Dorado
Holdings, Inc.

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8501 N. Scottsdale Rd., Suite 1201, Scottsdale, AZ 85254
480.495.2148
480.293.2424



Right Elevation
Elevation B
1/8" = 1'-0"



Rear Elevation
Elevation B
1/8" = 1'-0"



Left Elevation
Elevation B
1/8" = 1'-0"



Front Elevation
Elevation B
1/4" = 1'-0"

- ASPHALT SHINGLES
- BRICK ROWLOCK
- DECORATIVE GABLE VENT
- WOOD FASCIA
- STUCCO/LACE FINISH
- GABLE SHUTTER
- WOOD COLUMNS
- BRICK VENER

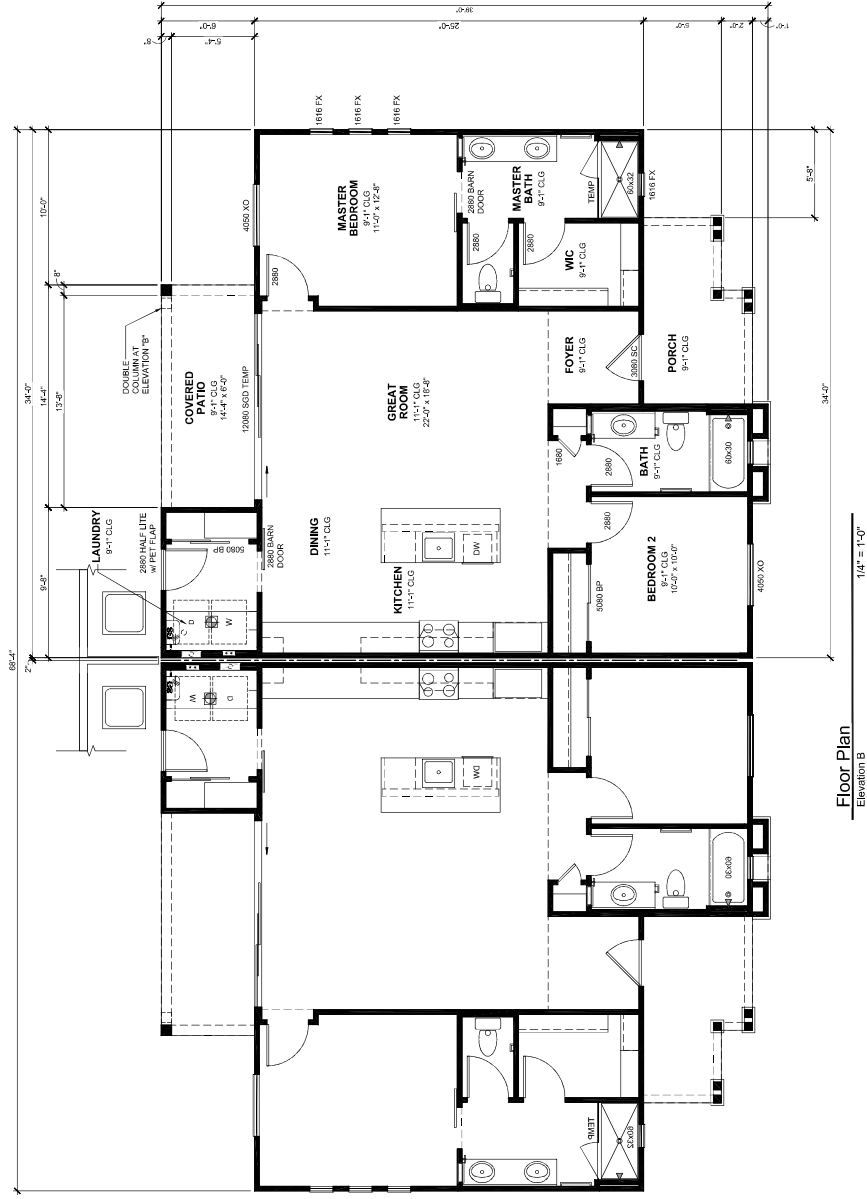
Plans 2-1 | Spur Cross | Queen Creek, AZ

7-9-2019



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8001 N. Scottsdale Rd., Suite 1201, Scottsdale, AZ 85258
480.255.2424



Floor Plan
Elevation B
1/4" = 1'-0"

Plan 2-2 | Spur Cross | Queen Creek, AZ



SONORA WEST
WYLLIAMS INC.



El Dorado
Holdings, Inc.

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Right Elevation
Elevation B
1/8" = 1'-0"



Rear Elevation
Elevation B
1/8" = 1'-0"



Left Elevation
Elevation B
1/8" = 1'-0"



Front Elevation
Elevation B
1/4" = 1'-0"

Plans 2-2 | Spur Cross | Queen Creek, AZ



4817 E. 8th St., Suite 100, Phoenix, AZ 85028
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8081 N. Scenic Rd., Suite 120 | Scottsdale, AZ 85258
480.555.2424

June 29, 2016

Mr. Chris Grogan
El Dorado Holdings, Inc.
8501 N. Scottsdale Road, Suite 102
Scottsdale, AZ 85253

Re: Meridian Ranch
Queen Creek, AZ

Dear Chris:

We have reviewed the plan indicating the 19+ acres of planned commercial on the NEC Signal Butte and Queen Creek Road in Queen Creek. Currently the existing retail in the trade area is located two miles west along Ellsworth Loop Road. There is still additional capacity for retail in that immediate trade area and we do not expect there to be demand for significant retail at the corner of Signal Butte and Queen Creek.

Ironwood Road is the next major north/south arterial that major retailers will be targeting as the area continues to develop. Signal Butte currently does not connect through to the north of the subject intersection further limiting the corner for commercial uses.

There are a number of corners designated for commercial uses along the Meridian and Signal Butte alignments in addition to the Germann, Queen Creek and Ocotillo alignments. We do not expect full commercial buildout as designated on the land use plan. If desired, the corner should be limited to 2-12 acres for commercial of which will compete heavily with the surrounding commercial corners along Meridian and Signal Butte at Germann & Queen Creek. Again, we anticipate some, but not all of these areas will develop into viable commercial corners as the Town of Queen Creek continues to improve its transportation infrastructure.

Please call should you have additional questions.

Sincerely,

John Schweikert

Cc: Dan Gardiner

Brokers Opinion of Value

<u>City:</u>	Queen Creek
<u>State:</u>	Arizona
<u>Property Address:</u>	N/A
<i>Tenant:</i>	N/A
<i>Nearest Intersection:</i>	NEC Signal Butte Rd & Ocotillo Rd
<u>Type of Availability:</u>	± 19.83 acres of vacant land
<u>Property Features:</u>	
<i>Building Square Footage:</i>	N/A
<i>Lot Size:</i>	863,636 SF or 19.83 acres
<i>Parking:</i>	N/A
<i>Zoning:</i>	R1-43, Town of Queen Creek (hard corner is planned for commercial)
<i>General Description:</i>	Hard corner parcel; ideal for multi-family and possibly 2 to 5 acres of retail or medical/office
<i>Nature of Immediate Vicinity:</i>	Surrounded by growing residential neighborhoods in all directions. A new master-planned community called Meridian Estates is planned surrounding this site on the northeast corner. Average household income within 1 mile of the site is over \$105,000. Approximately 2 miles east of the retail hub for Queen Creek.
<i>Visibility:</i>	Good
<i>Access:</i>	Good (although need to know status of Signal Butte to the north; right now it dead ends at Queen Creek, 1 mile north)
<i>Signage:</i>	TBD
<u>Market Value:</u>	
Asking Sales Price:	\$8.00 - \$9.00 PSF
Actual Sales Price:	\$4.00 - \$7.00 PSF

Proposed Retail Development

NEC Signal Butte & Ocotillo Roads

Queen Creek, Arizona

Summary:

Brown Group undertook a market review of the subject property to determine the current need for commercial development. Brown Group was aided in this marketing and research efforts by Velocity Retail Group. Velocity agents used several approaches to market the property including an email campaign to Phoenix Commercial brokerage firms, direct callings and mailing flyers to prospective retail users.

Upon review of these above efforts, Brown Group has concluded the site can support a smaller retail type of development in the 4 to 5 acres range over time. This development would include smaller neighborhood related users, such as quick service restaurants and/or coffee shops, in line retail shops servicing the local customer base and potentially financial, auto, fitness and daycare related uses. This determination that a larger anchored retail center was not currently feasible is based on three (3) main reasons; existing retailers in the region, grocery store status and the effects from online retailing.

Existing Retailers:

The Queen Creek trade area has experienced a tremendous amount of residential growth since 2000. Following this growth has been the development of three (3) main shopping centers anchored by Target, Wal Mart and Sprouts that have collectively become the commercial epicenter for this trade region. Currently there are twenty six (26) national or regional anchor or junior anchor box retailers open for business. Another thirty-seven (37) pad users are operating in the downtown retail area as further outlined in the attached tenant spreadsheet and aerial.

Due to the site's close proximity to this downtown retail core, the existing big box tenants would be hard pressed to justify the need for another store in this same trade market. Existing pad users would also fall under this same train of thought of one store right now in the market. The subject site does however create the opportunity for new pad users coming into the trade market that cannot find a location downtown and want to be located at a key intersection.

Grocery Store Status:

The possibility of a grocery anchor type of development was of keen interest for Brown Group due to its extensive background in this type of development. It was determined that Fry's had already selected a site further to the south as their first entry into the Queen Creek market. Fry's parent company Kroger has slowed down store expansion dramatically across the country that will be explained further in the online retailing section. Fry's representative said the site was interesting but at this point could not

proceed forward. Safeway / Albertson's is about to break ground on a new grocery store one (1) mile to the east of the site and would therefore not be in consideration for the subject site. Aldi, a German based grocery chain that is new to the Phoenix market has already selected a site just north of the downtown core for their first entry. Wal Mart, Target and Sprouts are all ready located in the downtown area would not consider another site this close. Basha's (Food City & AJ's) has faced financial issues since the recession and has not opened a new store since. Other chains such as Whole Foods, Trader Joe's and Natural Grocery are much more specialized in nature and would consider the Queen Creek trade market as a bit green compared to other Valley opportunities.

On Line Retailers:

Traditional brick and mortar retail stores have been facing increasing pressures from online retailers over the past decade. The most notable addition to this group was the grocery segment when Amazon purchased Whole Foods for 13.7 billion in August 2017. This entry by Amazon has left traditional grocery stores with the sobering realization their traditional methods of business would need to adapt and change. Since that time, notable retail giants such as Wal Mart, Target and Kroger have all started investing more time and resources into their online branding and sales platforms to combat Amazon and other online retailers. One fall out from this change in resources is the reduction in the number of new brick and mortar stores. Year after year same store sales have also been falling for many retailers as they adjust to these new market conditions. Other larger scale retailers are facing similar pressures and increasingly studying their options for both physical stores and online presence.

Although Brown Group does not envision a "death" to retail, it is unmistakable the retail market is changing. New terms such as "Amazon proofing" has become more commonplace as business try to determine how to bring services and experiences to the customer base that cannot currently be replicated online. Smaller developments of just pads and shops type have become more common. Many of the development are becoming what is called "mixed use", do to the overlapping users that can include multi family, office, medical and entertainment as part of the overall complex. This new way of thinking about retail and its surrounding neighbors is challenging the more traditional view of the anchored retail center.

For these three (3) main reasons; existing retailers in the region, grocery store status and the effects from online retailers, Brown Group's believes the highest and best use for this commercial property would be for a smaller neighborhood focus retail center.

SITE AREA:

SHOPS A +/- 54,951 SF. - 1.26 ACRES
 PAD A +/- 43,624 SF. - 1.00 ACRES
 PAD B +/- 57,156 SF. - 1.31 ACRES
 PAD C +/- 52,536 SF. - 1.21 ACRES
TOTAL: +/- 208,267 SF. - 4.78 ACRES

BUILDING AREA:

SHOPS A +/- 6,500 SF.
 PAD A +/- 2,800 SF.
 PAD B +/- 2,900 SF.
 PAD C +/- 3,000 SF.
TOTAL: +/- 15,200 SF.

COVERAGE:

+/- 7.3%

PARKING:

REQUIRED:
 SHOPS A 37 SPACES
 PAD A 30 SPACES
 PAD B 32 SPACES
 PAD C 34 SPACES
TOTAL: 133 SPACES

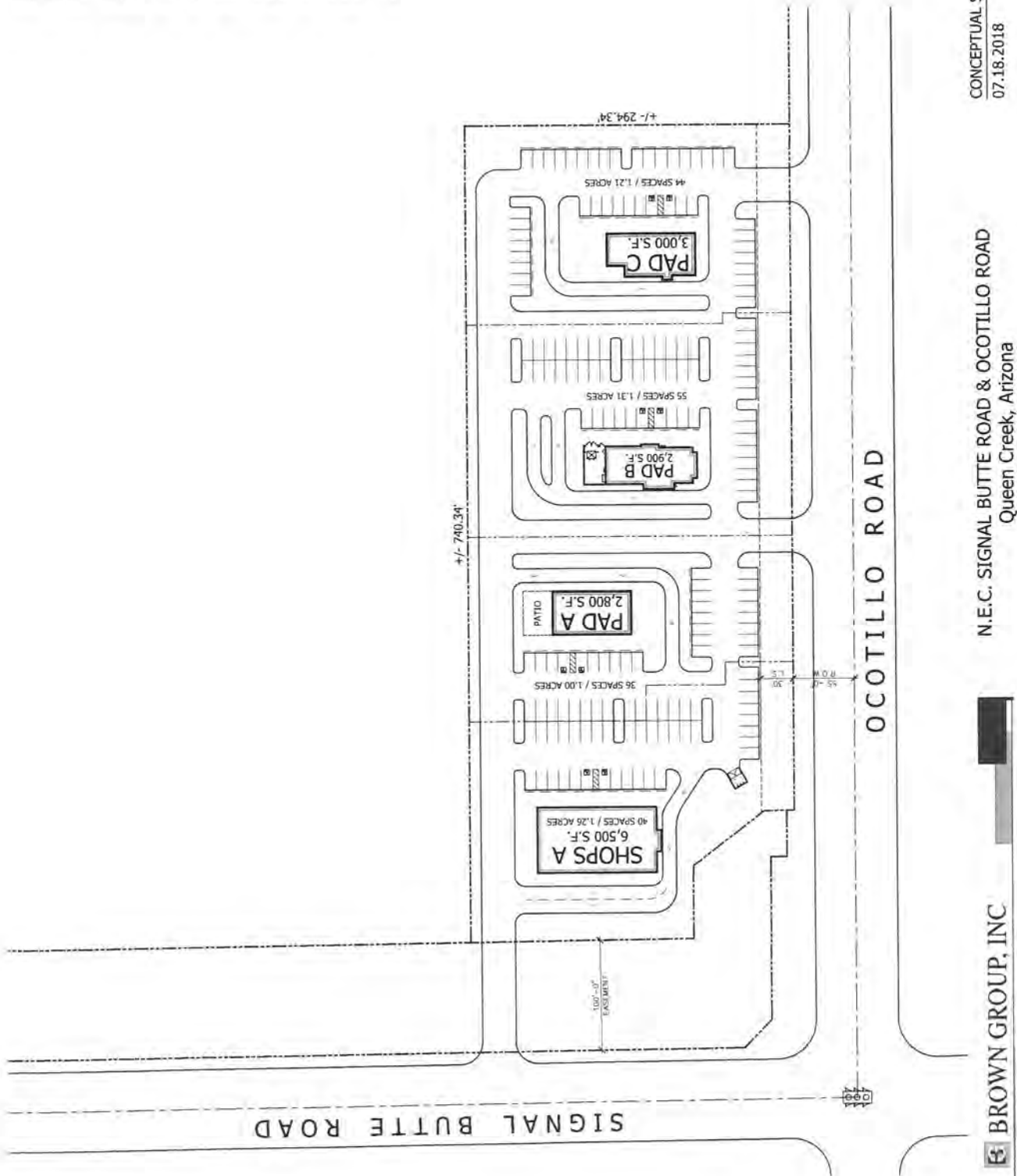
PROVIDED:
 SHOPS A 40 SPACES
 PAD A 36 SPACES
 PAD B 55 SPACES
 PAD C 44 SPACES
TOTAL: 175 SPACES

PARKING RATIO:

+/- 11.5 SPACES PER 1,000 SF.

PARKING REQUIRED:

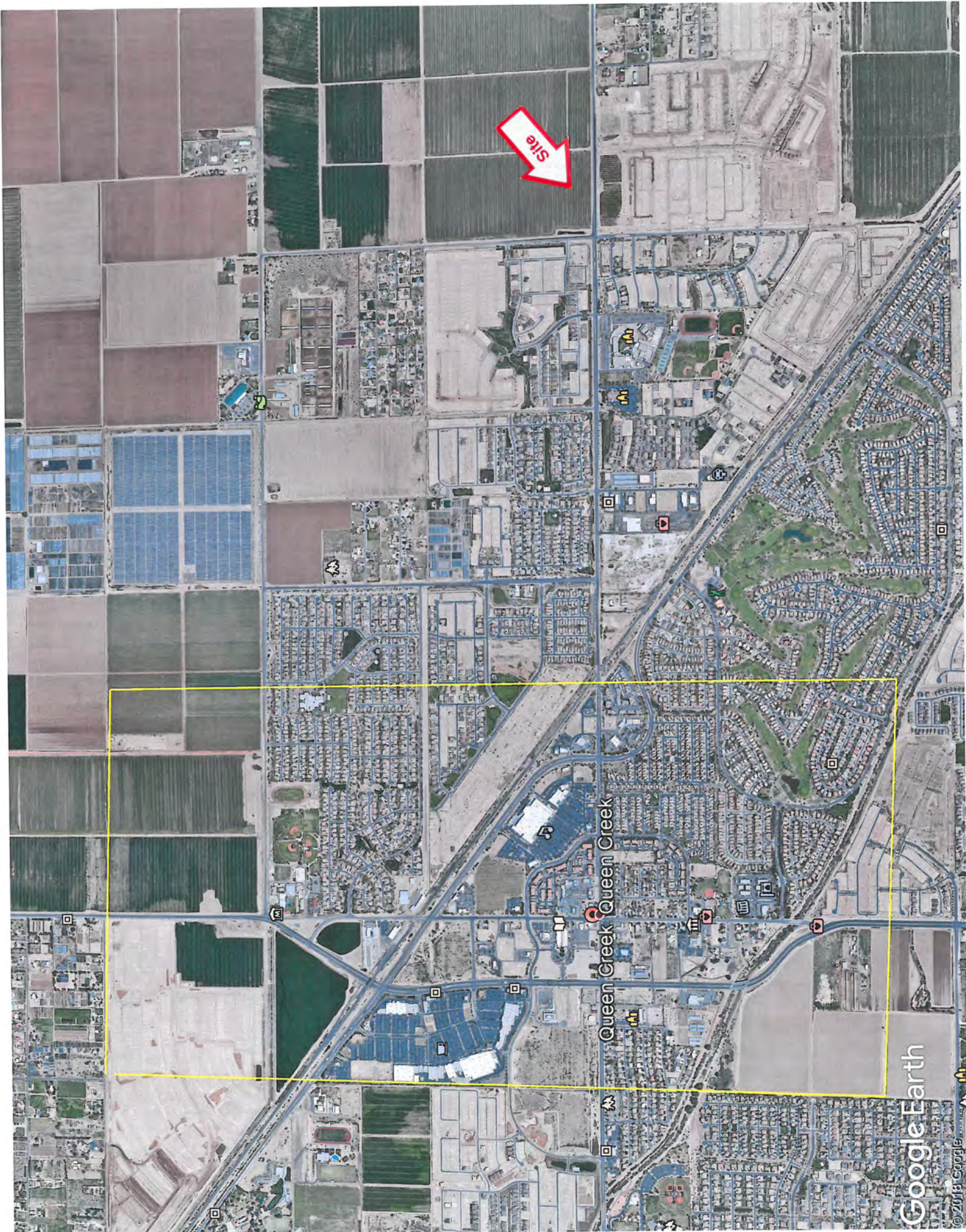
RETAIL 1 SPACE PER 300 SF
 RESTAURANT 1 SPACE PER 50 SF GFA OF PATRON SEATING AREA + 1 PER 200 SF OF OFFICE/FOOD PREP. AREA
 OFFICE 1 SPACE PER 350 SF



CONCEPTUAL SITE PLAN - 13
 07.18.2018

N.E.C. SIGNAL BUTTE ROAD & OCOTILLO ROAD
 Queen Creek, Arizona

BROWN GROUP, INC.



Site

Queen Creek

Google Earth

© 2013 Google

Existing Queen Creek Retailers (downtown core)

<u>Anchor Users</u>		<u>Pad Users</u>	
1	Super Target	1	Circle K
2	Super Walmart	2	Quick Trips
3	Joann Fabrics	3	Bank of America
4	Kohl's	4	Carl Jr's
5	Staples	5	Panda Express
6	Petco	6	Denny's
7	Bed Bath & Beyond	7	Dairy Queen
8	Ross	8	BMO Harris
9	TJ Maxx	9	Popeye's
10	Sprouts	10	Five Guys
11	Goodwill	11	Raising Canes
12	Stein Mart	12	IHOP
13	Sprouts	13	McDonald's
14	Home Goods	14	Burger King
15	BevMo	15	Discount Tire
16	Harkins	16	Brake Masters
17	World Market	17	Olive Garden
18	Rue 21	18	Buffalo Wild Wings
19	Kirklands	19	Chase Bank
20	Famous Footwear	20	Filbertos
21	Ulta	21	Valero
22	Moutainside Fitness	22	Kneaders
23	CVS	23	In n Out Burgers
24	Walgreens	24	Oreganos
25	Dollar Tree	25	Starbucks
26	Tilly's	26	Red Robin
		27	Mayacos
		28	Village Inn
		29	Chick Fil lay
		30	Long John Silvers
		31	Taco Bell
		32	Auto Zone
		33	Discount Tire
		34	Wendy's
		35	Bridgestone Tires
		36	Salads to go
		37	Whataburger

Planned:

- 1 Fry's Marketplace - NEC Riggs & Ellsworth
- 2 Safeway - NWC Ocotillo & Vineyard
- 3 Aldi - NEC Queen Creek and Ellsworth
- 4 Lowes - NWC Queen Creek and Ellsworth
- 5 Dutch Brothers - NWC Queen Creek and Ellsworth
- 6 Sportman's - NWC Queen Creek and Ellsworth *
- 7 Hobby Lobby - NWC Queen Creek and Ellsworth *
- 8 LA Fitness - NEC Ocotillo & Vineyard

* Confidential

**PAD AMENDMENT
NARRATIVE**

SPUR CROSS

**NEC | OCOTILLO AND SIGNAL BUTTE ROADS
QUEEN CREEK, ARIZONA**

Submitted to:

**TOWN OF QUEEN CREEK
PLANNING DEPARTMENT
22358 South Ellsworth Road
Queen Creek, AZ 85242
480-358-3003**

Submitted on Behalf of:



**El Dorado
Holdings, Inc.**

**MERIDIAN ESTATES, LLC
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OVERVIEW

Iplan Consulting, on behalf of Meridian Estates LLC is pleased to submit for your consideration an amendment to an approximate 47-acre portion of the existing PAD for the Spur Cross master plan project that is currently under construction by El Dorado Holdings. The Spur Cross development is comprised of approximately 234 acres in all and is located at the northeast corner of Ocotillo and Signal Butte Roads in eastern Queen Creek. The property is currently zoned PAD with underlying R1-9, R1-7, R1-5, R1-4, and C-1 zoning. The General Plan Land Use classification for the property is Neighborhood.



PAD Amendment outlined in black.

In 2016, El Dorado Holdings processed the Rezoning (RZ16-047) and Preliminary Plat (P16-0010) cases for the subject property through the Town's entitlement process and was approved in September of that year. The PAD rezoning resulted in the master plan community named Spur Cross. Spur Cross was designed to meet a wide variety of housing needs by offering a mix of residential densities and lot sizes from multi-family housing to quarter-acre sized estate lots. In addition to this diversity of residential land uses, a 15-acre commercial parcel was positioned at the corner of Ocotillo and Signal Butte Roads for what was then hoped for; a grocer anchored retail shopping center.

Since the 2016 approval, the majority of the single-family portions of Spur Cross have sold and are at various stages of development. The commercial (C-1) and Cluster home (R1-4) parcels, however, have not had much end user interest as the markets for those land uses has deteriorated in recent years. The retail/commercial market, in particular, has declined to the point where most end users only want to be in large retail hubs like downtown Queen Creek, making secondary locations like the subject site, no longer viable for most users.

Our efforts to market the commercial parcel over the last three years have been disappointing. In 2016 we believed the project had a reasonable chance to land a grocery store anchor which would allow us to fill up most of the 15 acres with commercial users. Unfortunately, that grocer chose to locate at a much busier location along Ironwood Road. Further efforts to locate an anchor user of any size proved fruitless to the point where we now only believe we can market to much smaller standalone users who do not need an anchor tenant to draw in customers. Those standalone users typically only need one to two acres each to accommodate their needs which is why we are proposing the C-1 parcel be reduced to approximately six acres.

To validate the conclusion that the Spur Cross commercial parcel was no longer sized appropriately to be a viable and sustainable retail center, El Dorado Holdings reached out to the Brown Group and Phoenix Commercial Advisors to assess the market viability of the parcel. Both experts analyzed the site, existing and planned commercial sites in the market area, and the general trend of commercial development in the greater Phoenix metropolitan area. Both experts concluded that there are too many better located commercial sites in the market area that are competing for fewer and fewer commercial users for this site to be even remotely competitive. That said, they do see a demand in the area for smaller non—anchored sites for sit down restaurants and non-chain “unique” retail and/or service-based users. As such, both groups conclude that the subject site would be much more viable and sustainable if reduced in size to two and six acres in size.

The R1-4 parcel was originally planned for approximately 150 “Cluster” home type units where four to six single family homes would share a common driveway. What we have come to find is that this product type is too similar to a conventional lot single-family home and doesn’t offer the diversity in house design, lifestyle, and value necessary to be successful with the other housing offerings in Spur Cross and nearby.

El Dorado Holdings original envision was to create a large range of housing types from quarter acre lots down to low intensity multi-family homes. As such, they have teamed up with a residential architecture firm that specializes in unique low intensity multi-family products that are lifestyle based instead of rent based, to design a brand-new MDR multi-family housing product that provides a more diverse lifestyle choice for the community. The result of that collaboration is the single level for rent product described later in this narrative.

EXISTING CONDITIONS | RELATIONSHIP TO SURROUNDING PROPERTIES

The Spur Cross project area is bound on the north by the Madera project. Agricultural fields lie contiguous to the eastern project boundary. Ocotillo Road comprises the southern boundary of the project, with the Central Christian Church and the Meridian master plan community further beyond. Also across Ocotillo Road is a portion of the Country Mini-Farms neighborhood which not annexed into the Town. To the west is Signal Butte Road with the Charleston Estates

neighborhood beyond. The General Plan land use classifications, along with the existing zoning and uses for the adjacent parcels, are listed below:

DIRECTION	GENERAL PLAN LAND USE CLASSIFICATION	EXISTING ZONING	EXISTING USE
<i>On-Site</i>	Neighborhood	PAD; R1-4, R1-5, R1-7, R1-9, & C-1	Vacant & SFR
<i>North</i>	Neighborhood	PAD; R1-5	Agriculture
<i>East</i>	Neighborhood	R1-5	Agriculture
<i>South</i>	Neighborhood	PAD; C-2, R1-43	Church & SFR
<i>West</i>	Neighborhood	PAD; R1-7, R1-9	Single family residential

GENERAL PLAN COMPLIANCE

Queen Creek’s current General Plan Land Use Map classifies the entire property as Neighborhood, which land use classification is intended to serve as a primarily residential area with a range of densities and an allowance for commercial land uses where appropriate. We believe the proposed zoning request contains several notable features that respond to the 2018 General Plan vision through:

LAND USE ELEMENT GOAL 1: Maintaining the Town’s unique community character by:

- Protecting the Town’s development potential and enhancing economic sustainability by maintaining a viable and sustainable amount of commercial land use and a mix of residential lot sizes that reduce the ratio of public service costs to revenue generation as compared to existing zoning (Strategy 1.A);
- Ensuring compatibility between this project and existing/approved projects adjacent to the site (Action 1.A.4);
- Implementing the Town’s high-quality design standards throughout the project (Action 1.C.1).

LAND USE ELEMENT GOAL 2: Effectively managing the Town’s growth by:

- Providing both commercial and residential in the project which maximize the land use opportunities (Strategy 2.A);
- Proposing a mix of residential lot sizes and densities in the project which is classified as Neighborhood in the Town’s 2018 General Plan (Action 2.A.2).

HOUSING ELEMENT GOAL 1: Provide a diverse range of quality housing options for current & future residents by:

- Designing a neighborhood project that meets and/or exceeds the Town’s design standards and regulations, resulting in a healthy, safe, and attractive place to live (Strategy 1.A).
- Providing a variety of housing options that meet the socioeconomic needs of people who live and work in Queen Creek (Strategy 1.C).
- Providing a portion of the project that will offer entry-level housing opportunities for Queen Creek’s work force.

CIRCULATION ELEMENT GOAL 1: Develop a multi-modal transportation system for all users by:

- Providing the impetus and funding for the continued development of the Town’s Arterial road system as per the Town’s 2025 and 2035 transportation plan (Action 1.A.2).
- Using a hierarchy of streets to promote safe and efficient circulation for current and future residents that include local, collector, and arterial level streets (Action 1.B.2).
- Providing a Traffic Impact Analysis to help Town officials assess both existing and future traffic needs in this area (Action 1B.9).
- Incorporating sidewalks and bicycle lanes that meet or exceed the Town standards within and adjacent to our project (Action 1.C.2).

OPEN SPACE ELEMENT GOAL 1: Develop a comprehensive park system to provide open spaces and recreation opportunities appropriate to a community the size of Queen Creek by:

- Including both park and trail elements in the project that will be able to connect to the Town wide trail and open space plan (Strategy 1.A.2).

OPEN SPACE ELEMENT GOAL 5: Design Parks and trails that are safe by:

- Designing all access to parks and trails to be safe for pedestrians and bicyclists Action 5.A.2)

ZONING

Implementation of the General Plan is based on fostering the overall vision, specific goals, objectives and policies adopted by the community. Zoning of real property is the legal tool frequently used to implement the General Plan vision. The proposed zoning promotes many of the tenants set forth in the Town of Queen Creek Zoning Ordinance provisions and corresponding Design Standards while: still allowing creative solutions to address the desired mix of residential densities; encouraging compatible land use relationships; implementing pedestrian connectivity; greatly enhancing the community experience through a unique open space and amenity package;

and, allowing carefully crafted site development regulations to protect surrounding properties and future residents of the project area alike.

Zoning Data Table

DESCRIPTION	ACREAGE (AC.)	PERCENTAGE OF GROSS AREA
Total Area (gross):	+/- 234.19	100%
Arterial & Collector Roadways:	+/- 15.67	6%
Commercial Parcel Area (net):	+/- 4.66	2%
Church Site (net):	+/- 5.83	3%
Total Area (net):	+/- 208.03	89%
OPEN SPACE SUMMARY	ACREAGE (AC.)	PERCENTAGE OF NET AREA
Total Area - Open Space Required:	+/- 41.6	20%
Total Area - Open Space Provided:	+/- 44.9	22%
Total Area – Active Open Space Required:	+/- 12.5	30%
Total Area – Active Open Space Provided:	+/- 13.3	32%
Total Number of Lots/Dwelling Units:	747	100%
PAD Overall Density (net):	3.59 DU/AC	

The above table represents a comparison between the proposed development and the Town Zoning Code requirements. However, since this proposal is an amendment to an existing PAD, we have provided a comparison between the density and open space data between the proposal and the approval PAD. The density stays about the same (0.1 DU/acre more) as the 25 additional units is partially offset by the increase in residential acreage. The open space acreage increases by about one-quarter acre but the percentage stays the same (22%) which exceeds the Town Zoning Code requirement of 20%.

PROPOSED DENSITY CALCULATION

GROSS AREA (A):	+/- 234.19 ACRES
ARTERIAL & COLLECTOR AREA (a):	+/- 15.67 ACRES
COMMERCIAL AREA (C):	+/- 4.66 ACRES
CHURCH AREA (CH):	+/- 5.83 ACRES

NO. OF UNITS	
SINGLE-FAMILY	573
MULTI-FAMILY	174
TOTAL	747

$$\text{DENSITY} = \frac{\text{DU}}{\text{A} - (\text{a} + \text{C} + \text{CH})} = \frac{747}{234.19 - (15.67 + 4.66 + 5.83)} = 3.59 \text{ DU/AC}$$

PREVIOUS DENSITY CALCULATION

GROSS AREA (A):	+/- 234.19 ACRES
ARTERIAL & COLLECTOR ROADS (a):	+/- 15.28 ACRES
COMMERCIAL AREA (C):	+/- 12.51 ACRES

TOTAL NO. OF UNITS 722 (SINGLE-FAMILY UNITS)

$$\text{DENSITY} = \frac{\text{DU}}{\text{A} - (\text{a} + \text{C})} = \frac{722}{234.19 - (15.28 + 12.51)} = 3.50 \text{ DU/AC}$$

PROPOSED OPEN SPACE SUMMARY

NET AREA:	+/- 208.03 ACRES
OPEN SPACE:	44.86 ACRES
OPEN SPACE (% OF NET):	22%

PREVIOUS OPEN SPACE SUMMARY

NET AREA:	+/- 206.40 ACRES
OPEN SPACE:	44.59 ACRES
OPEN SPACE (% OF NET):	22%

As aforementioned, only about 47 acres of the Spur Cross PAD are proposed to be amended by this request. Those areas include the commercial parcel, the R1-4 parcel, and a portion of the R1-5 parcel. The effect of those changes to the zoning districts is shown in the table below:

Zoning Category	Approved Plan	Proposed Plan
R1-9	29 acres	29 acres
R1-7	59 acres	59 acres
R1-5	98 acres	120 acres
R1-4	33 acres	0 acres
MDR	0 acres	20 acres
C-1	15 acres	6 acres
TOTAL	234 acres	234 acres

The most significant change to the project is the replacing of the R1-4 “cluster” project with a new MDR multi-family product. Complete design details of the MDR proposal are provided in an accompanying Site Plan submittal but we have included a few exhibits and details in this narrative to illustrate the character of the proposed product. Although, the project does fall under the multi-family zoning designation, it lives more like a single-family neighborhood due to the low intensity and detached nature of many of the units. All of the proposed unit types are single-story with architecture that reflects the residential setting of the Spur Cross project. That includes material variety, pitched roofs, ornamental details around the doors and windows, and four-sided architecture. An example is provided below.



The proposed MDR product is a combination of 174 standalone and duplex single-story units that are built in pod combinations of four to nine units. All of the units in a pod front onto a shared landscaped courtyard area but each unit also has a private outdoor covered patio and small yard space. The MDR parcel also features a primary amenity area that is exclusive to this neighborhood. Amenity details include a clubhouse building, multiple outdoor gathering spaces, and a large swimming pool with accompanying sun deck.



Differing from traditional multi-family projects that are typically large two- and three-story structures, this neighborhood will have a much more single-family residential look and feel due to the single-story design. The intention is to spread the units around the parcel but cluster them together in groups that all open onto a shared common courtyard space. However, in order to provide this more pedestrian scale, we are proposing to position the buildings in a manner similar to single family homes where you have a minimum of 10-feet between buildings.

Since all of the units are single story and use either a standalone or duplex design, they are much more similar to a single-family home than a massive 30-foot tall apartment building housing 30-40 families where you would expect a 15-foot or greater separation between buildings. Our building footprints range from 1,000 to 2,500 square feet which is similar to single family home sizes in the R1-4 and R1-5 zoning districts which use a 10-foot building separation as proposed here. Although a deviation, we believe this design is appropriate given the specific product type.

As with the previous “Cluster” proposal, we have designed this new neighborhood to be compatible with the adjacent Spur Cross neighborhoods. An example of this is our inclusion of the buffer separation distances prescribed by the Town’s Zoning Ordinance, but we have purposely adjusted how those buffers straddle parcel lines to make them more usable and easier to maintain.

Along the north boundary a 30-foot buffer is required but instead of creating two 15-foot wide spaces that would be maintained by two different HOAs and be separated by a wall, we are proposing to include the entire 30-foot buffer on the MDR parcel to both keep the entire area under

one HOA control and to allow the area to be utilized for the benefit of the MDR residents as a larger passive recreation area.

Along the south boundary where the MDR parcel adjoins the C-1 parcel, we are proposing to expand the landscape buffer to be 20-foot wide on the MDR parcel side to keep the space large enough to be a safe, usable area for the MDR residents while still maintaining the 10-foot wide landscape buffer required on the commercial parcel.

Requested Deviations from PAD Ordinance and Zoning Ordinance include:

Ord. 622-166 #4 – The R1-4 zoning district will no longer be needed in the Spur Cross PAD.

DS.5.C.1.a. – Reduction in the 15-foot minimum separation between buildings in the MDR zoning district to 10-foot minimum.

5.6.c. – Allowance to place 100% of the 30-foot required landscape buffer along the north boundary in the MDR parcel.

5.6.9.d. – Allow a two-foot overhang dimension to count towards the required 20-foot parking space depth for surface parking spaces in the MDR parcel.

DEVELOPMENT PLAN

The land use planning concept for Spur Cross centers on *five primary elements*: transitional and appropriate residential densities, open space use and connections, appropriate commercial development, implementation of the General Plan vision, and facilitation of key infrastructure improvements for the contiguous arterial level streets: Signal Butte and Ocotillo Roads.

This land use concept is implemented by strategically transitioning intensity and balancing complementary land uses – commercial and residential -- to provide for a successful and sustainable project for the Town of Queen Creek and the region as a whole. Implementation of these elements is further accomplished through the provision of quality open space design.

The Development Plan for Spur Cross is unchanged for approximately 187 acres and is only proposed to be amended in the 47 acres located in the southwest portion of the project. Below is a list of the significant changes in the new plan:

- Reduction of the C-1 parcel size.
- Elimination of the R1-4 zoning “Cluster” parcel.
- Addition of the MDR zoning parcel.
- Expansion of the R1-5 zoning parcel area(s).
- Addition of a church site.

The ultimate effect of the above changes does not significantly impact the overall layout or circulation of the project. The primary project access points off of Ocotillo Road and Signal Butte Road remain as approved as does the location of the collector road running through the project.



The parcel boundaries and vehicular access/circulation of the R1-5 (Parcel 1) are different from the approved plan but still adhere to Town requirements. Parcel 1 proposes two local road access points with the collector road with an internal loop road circulation design and one cul-de-sac providing access to the 59 lots proposed in this parcel.

The church site, which is a new addition to the plan, is located off the south portion of the collector loop road. However, in an effort to limit the number of access points on the main collector road, we are proposing a new spur collector road that will provide direct access to the church site. The church parcel backs up to the redesigned portions of Parcel 1 and existing portions of Parcel 5.

The commercial parcel is proposed to be about six acres in area which will accommodate two or three standalone buildings. The Development Plan illustrates a retail in-line suite building and a standalone pad building. Irrespective of the ultimate building configuration, we do plan on access to be provided from both Ocotillo and Signal Butte Roads. All parking spaces and site circulation are intended to meet Town regulations. At this time, we do not envision any direct vehicular connection with the residential portions of Spur Cross, but a pedestrian connection might make sense depending on how the commercial site and the MDR parcel ultimately develop.

The MDR parcel is located where the previous cluster project was proposed, but will feature a brand new, completely unique multi-family product type that is low intensity and very residential in character. Primary access to the MDR parcel is proposed off the collector spur road along the east side of the parcel (shared with the church site). A secondary point of access is proposed directly out to Signal Butte Road to the west. Parking is provided via private garages, covered carports and open parking spaces. Please note that when parking is adjacent to a landscape area, we are allowing for a two-foot overhang making the parking pavement areas 18-feet long.

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: City of Mesa
- Telecommunications: Cox Communications; CenturyLink
- Police: Maricopa County Sheriff
- Fire: Town of Queen Creek
- School: Queen Creek Unified School District

WATER

Potable water is to be provided by Town of Queen Creek facilities, which a portion of these facilities were installed as part of a 2017 Capital Improvement Project within the Town. The proposed water system improvements will be designed and developed in accordance with Town of Queen Creek and Maricopa County Environmental Services Department requirements.

The water demand for Spur Cross has been calculated per Town of Queen Creek Design and Construction Standards Manual for Water, Wastewater, and Irrigation Systems, December 2013. Section 2.1, Table 2.1.1. Calculations assume:

- 573 single family units
- 175 multi-family units
- 4.53 acres of commercial zoning
- 125 Average Day Demand per Person (GPD) for single family
- 110 Average Day Demand per Person (GPD) for multi-family
- 3.2 Persons Per single family Dwelling Unit
- 2.0 Persons Per multi-family Dwelling Unit
- 1,700 gpd/acre of commercial land

Based on the above stated assumptions the water demand for Spur Cross is as follows:

- Average Day Demand: 275,401 GPD
- Average Year Demand: 308 acre-feet / year
- Max Day Demand: 0.50 MGD
- Peak Hour Demand: 0.83 MGD

WASTEWATER

Wastewater from Spur Cross will be serviced by Town of Queen Creek facilities. Spur Cross is currently within the Town of Queen Creek Sewer Service Area, per map dated March 07, 2012. The project area is illustrated as “Developable Area” in the current Town of Queen Creek Sewer Master Plan, which indicates a future 12-inch sewer line along the project’s western boundary and a 12-inch sewer line along the E. Riggs Road.

The Wastewater demand for Spur Cross has been calculated per Town of Queen Creek Design and Construction Standards Manual for Water, Wastewater, and Irrigation Systems, December 2013. Section 5.1, Table 5.1.1. Calculations assume:

- 573 single family units
- 175 multi-family units
- 4.53 acres of commercial zoning
- 75 Gallons per Day per Capita
- 2.7 Persons Per Dwelling Unit
- 1,000 gpd/acre of commercial land

Based on the above stated assumptions the wastewater demand for Spur Cross is as follows:

- Cumulative Day Flow: 156,000 GPD

PUBLIC PARTICIPATION

A neighborhood meeting was held on June 26th at the Town Council Chambers in accordance with the Town of Queen Creek Public Participation requirements with six nearby residents in attendance. Issues discussed included traffic, building heights, roadway construction, and project timing. A summary of the meeting is on file with the Town Planning Department.

Prior to the meeting, a total of 11 calls we received by the development team from adjacent property owners asking questions about the proposal specific to the commercial acreage change and the impacts to traffic that would result. The consensus of the property owners was that they were relieved that the commercial parcel was being reduced which would also reduce the potential amount of traffic generated by the project. Most of the callers stated they felt this change would make the project a much better fit into their community.

CONCLUSION

In summary, we are proposing to modify the Spur Cross PAD by reducing the C-1 parcel acreage and eliminating the R1-4 zoning designation, replacing that acreage with the existing R1-5 zoning designation and new MDR zoning designation. The proposed land use change will result in the commercial parcel shrinking by approximately 9 acres and the “cluster”/multi-family parcel shrinking by approximately 13 acres. These combined 22 acres are being added to the R1-5 parcel with approximately 16 acres being proposed as single-family lots and the remaining 6 acres proposed for a future church site. The proposed unit count of the new plan currently is 747 units which is 25 more units than the original approval, but since the residential land area is increasing by 9 acres, the overall project density remains consistent at 3.59 DU/acre thus maintaining the intent of the original PAD approval.

Although the development team strives to design projects to accommodate future fluctuations in residential and commercial markets, we sometimes accommodate for major changes in these larger market movements. The significant change in online retail shopping has forever altered the demand for retail/commercial land. Housing/lifestyle choices can and do also shift quickly, especially in the high-density SF / low-density MF housing sector which has been the case here. This PAD Amendment request is in response to those two major market shifts and fortunately, we now have the opportunity to reshape those portions of our project to meet the new market needs. We are grateful for all of the Town’s assistance on this project to date and look forward to continuing that cooperation to complete the build out of this great community.