



**MINUTES OF THE REGULAR SESSION MEETING OF THE QUEEN CREEK  
PLANNING AND ZONING COMMISSION**

**Wednesday, April 8, 2009 7:00 P.M.**

**Council Chambers, 22350 S. Ellsworth Road, Queen Creek, AZ 85242**

1. **CALL TO ORDER** The meeting was called to order at 7:00 p.m.

2. **ROLL CALL**

**Present**

Vice-Chairman Trapp-Jackson  
Commissioner Perry  
Commissioner Fehlan  
Commissioner Sossaman

**Absent**

Chairman Ingram  
Commissioner Atkinson  
Commissioner Moore

**Staff**

**Present**

Community Development Director Tom Condit  
Planning Manager Balmer  
Principal Planner Brittingham  
Planner Williams  
Community Development Assistant Moats

**Absent**

3. **PUBLIC COMMENT**

Members of the public may address the Commission on items not on the printed agenda. Please observe the time limit of three minutes. Speakers' cards are available at the door, and may be delivered to staff prior to the commencement of the meeting.

4. **Consent Agenda:** Matters listed under the Consent Agenda are considered to be routine and will be enacted by one motion and one vote. Public Hearing items are designated with an asterisk (\*). Prior to consideration of the Consent Agenda, the Chairman will ask whether any member of the public wishes to remove a Public Hearing item for separate consideration. Members of the Commission and/or staff may remove any item for separate consideration.

- a. **Consideration and Possible Approval of March 11, 2009 Work Study and Regular Session Minutes;**

**Motion:** Commissioner Sossaman  
**To Approve the Consent agenda as presented.**  
**2<sup>nd</sup>:** Commissioner Fehlan

**Vote:** All ayes Motion carried 4-0 (Ingram, Atkinson, Moore absent).

## **PUBLIC HEARINGS**

5. **Public Hearing, Discussion and Possible Action on RZ08-138/SP08-139/CU09-008, “Queen Creek RV Storage”**, A request by Keith Rayburn for rezoning from R1-43 to I-1, Site Plan, Landscape Plan, Building Elevation Plan and Conditional Use approval for an RV storage facility. The proposal consists of a 178-stall RV storage facility and leasing office on a site with existing R1-43 zoning. The project is located on the south side of Germann Road, approximately 1,600 feet east of Sossaman Road.

Planner Dave Williams presented a brief description of the applicant’s request, noting this proposal conforms to the Town’s General Plan, as well as architectural design guidelines. No formal presentation was requested by the Commission.

Vice-Chairman Trapp-Jackson opened the Public Hearing at 7:04 p.m. There were no public comments.

Commissioner Sossaman stated he feels it is good placement to have this RV Storage facility in its proposed location; it is zoned properly, it fits in, it follows all the rules of the Town, it is architecturally pleasing and there is one neighbor in favor of the application.

**Motion:** Commissioner Sossaman  
**To recommend Council approval of RZ08-138/SP08-139/CU09-008, “Queen Creek RV Storage” as presented.**

**2<sup>nd</sup>:** Commissioner Fehlan

**Vote:** All ayes. Motion carried 4-0. (Ingram, Atkinson, Moore absent).

6. **Public Hearing, Discussion and Possible Action on GPA09-015, Minor General Plan Amendment** to Circulation/Transportation Element of the General Plan concerning the Signal Butte and Meridian roads corridor. **Continued from March 11, 2009 Meeting.**

Community Development Director Condit presented the staff report, stating this proposed realignment is the definition of a regional transportation corridor that would link the 802 Freeway to Signal Butte, connecting at the 802, and then connect to Meridian Road to the south. Mr. Condit provided a Power Point, including the following key points:

- **CURRENT PLANNED TRANSPORTATION NETWORK** – includes the proposed 802 Freeway; the existing 202 Freeway. Eventually funding is anticipated and based on Mesa’s projections, the freeway should be constructed to Signal Butte Road on or about 2016. This connection will provide benefits to Queen Creek as far as more land uses, improved traffic flow, and employment opportunities at the northern end of the Town.

- **802 FREEWAY PROPOSED ALIGNMENT** – includes the 202 Freeway with the 802 Freeway coming off of that; and interchange at Ellsworth Road and Signal Butte Road. There would be no interchange at Crismon. Ultimately, the freeway will extend to Meridian and beyond. Everything east of Meridian is State land, therefore half of an intersection is initially expected at Meridian Road.
- **SIGNAL BUTTE ROAD CORRIDOR STUDY** – MCDOT is currently conducting a corridor study. This slide shows the study area, bound by Crismon to the west, Meridian to the east, the Superstition Freeway/US 60 to the north, and Rittenhouse Road to the south. Signal Butte is the middle and cuts through the middle of the former GM Proving Grounds site.
- **MESA GATEWAY STRATEGIC PLAN** – This is an additional element of the plan, showing a project Mesa completed over the last 18 months. Mesa reviewed all of the various land uses and transportation elements in a 40 square mile area. Mr. Condit pointed out Meridian Road is not listed as a corridor in the Mesa Strategic Plan.
- **DMB CONCEPT PLAN** – This is a Mesa project currently going through the development/approval process. It is bound by Ellsworth Road to the west, Elliot to the north, Signal Butte road on the east, and Williams Field Road on the south.
- **LEVINE CONCEPT PLAN** – This is a second Mesa project, located south of DMB. The proposed freeway goes through this site and crosses at Signal Butte Road.
- **SIGNAL BUTTE AT RITTENHOUSE**  
Mr. Condit illustrated the challenges related to Signal Butte Road:
  - 1) Dead ends at railroad tracks; there is no railroad crossing at Signal Butte
  - 2) There is an existing platted subdivision to the south
  - 3) Even a grade separated or at-grade crossing would make it difficult to make a regional connection. It would come too close to the residential lots.
  - 4) A water tank is in the way to the south
  - 5) No funding for this railroad crossing at this time. Union Pacific will likely not approve any more crossings. As a basis of comparison, the underpass just completed at Ellsworth Loop was approximately \$15-\$20 million.
- **MERIDIAN AND GERMANN**  
Mr. Condit illustrated the challenges related to Meridian and Germann roads:
  - 1) CMC Steel Plant (Mesa) is now under construction. Queen Creek had lobbied Mesa to include a full half-street improvement on Meridian Road for this project, but was unsuccessful. Meridian is not a key interest to Mesa.
  - 2) Wildcat subdivision in Pinal County, which extends all the way north to Pecos Road. Queen Creek would have to purchase additional right-of-way to get a regional corridor in this location.

- **ORIGINAL CONCEPT PLAN**

Mr. Condit illustrated a map of the proposed principal arterial connecting Signal Butte Road to Meridian. This map includes arterials connecting to the principal arterial from the north at Meridian and from the south on Signal Butte.

**Proposed Realignment Alternatives:**

**Alternative #1**

Proposal includes options for different roadway configurations and arterial connector points in an area located between Queen Creek and Ocotillo roads and Meridian and Signal Butte roads. The arterial could run directly east to west and to the south, or anywhere in between. The arterial connectors would come in at an angle from Meridian at the north and Signal Butte Road at the south.

**Alternative #2**

Proposal includes a diagonal connection in a large shaded area between Signal Butte and Meridian roads, with arterials located at the far north and south ends of the proposed area. This map is very conceptual in nature. Specifics would have to be worked out with property owners.

**Alternative #3**

This proposal includes a conceptual connection between Signal Butte and Meridian roads in a large shaded area that runs from Germann Road to Ocotillo Road and Signal Butte Road to Meridian Road (2 square mile area). The additional square mile between Signal Butte and Meridian roads and Germann and Queen Creek roads is located on property owned by the Barney family. The Barney family has voiced interest in creating a partnership to facilitate improved transportation in this corridor. There is a park site located on this property, as well. Regardless of exactly where in this area the connection is made, a major General Plan Amendment would be necessary due to the proposed land use change. The annual General Plan Amendment applications are received by the Town in June, and would be acted upon by the Town Council in December, 2009.

Mr. Condit reiterated the proposed Council resolution presented to the Commission at its March 11, 2009 meeting has been revised to include the following language suggested by the Commission:

*“Whereas, the Town recognizes the regional benefits, benefits to the Town, and benefits to the private property owners in this area and to the maximum extent possible will work with them to find mutually beneficial partnership opportunities for funding of these transportation improvements. Such partnerships may include, but shall not be limited to, development agreements, improvement districts, community facilities districts, intergovernmental agreements and partnerships, and other creative financing tools.”*

This resolution and the three realignment alternatives were presented to the Transportation Advisory Committee at its April 2, 2009 meeting, at which time they recommended approval to the Planning & Zoning Commission and Town Council with the proposed resolution and **Alternative #3**.

There were no questions from the Commission.

Vice-Chairman Trapp-Jackson opened the Public Hearing at 7:15 p.m.

- 1) **Jason Barney** of Gilbert (no address provided) stated he thinks this is a good idea from regional transportation standpoint. This will solve a lot of problems. He stated the Barneys were not in favor of the proposed realignment when Town staff presented the original realignment, primarily because this would involve a considerable cost related to right-of-way and improvements. He is appreciative that the proposed resolution provides language addressing this issue. He feels this would be a win-win for Town in accomplishing regional transportation goals, as well as the Barneys wanting to make their property more viable. Whatever alternative the Commission recommends, there should be more specificity in the future. If the realignment does proceed on the Barney property, the Barney's will apply for major General Plan Amendment in June, which will include specifics on where the alignments might be, how the minor arterials will tie in, and focus on what the land uses would be that might bring benefits to the Town. He looks forward to combining the land use and transportation elements to make this a win-win for everyone.
- 2) **Seth Keeler (W Holdings), 1121 W. Warner, Suite 109, Tempe AZ.** Mr. Keeler thanked the Commission for the dialogue that took place at the March Commission meeting. He felt as a property owner with concerns, his concerns were being heard and appreciated that. After meeting with Jason Barney, W Holdings supports this alignment going through the Barney property. W Holdings still does not want the realignment to go through the W Holdings property, citing the same reasons previously provided. He feels Alternative #3 provides more flexibility.
- 3) **Michael Robin Benning, 20521 E. Ocotillo Road, Queen Creek, Chairman of TAC.** Mr. Benning stated he spoke to landowners following the Commission meeting last month, as he felt this was an issue that should come before the TAC for discussion. Mr. Condit spoke at the TAC meeting. Based on the information the TAC received at that meeting, and based on fact that Mesa is not agreeing to make Meridian a major regional road, the TAC feels the proposed realignment is a great way to meet the needs of community, to serve the community in channeling the large flow of traffic from the south to the north, and to create more commercial and employment opportunities. Mr. Benning stated for these reasons, the TAC made a recommendation to the Town Council and now to the Commission to support Alternative #3 because it provides the most flexibility to Planning staff and the Planning & Zoning Commission.

- 4) **Jackie Guthrie, 19410 W. Black Knob, Casa Grande, 85222 representing Daryl Wolfswinkel, owner of 240 acres located at the northeast corner of Signal Butte and Ocotillo roads.** Ms. Guthrie referred to a letter submitted by Mr. Wolfswinkel in March, stating his support of the realignment as presented at the Commission's March meeting. She stated Mr. Wolfswinkel still supports this realignment, has no objection and would support the proposal if part of the alignment came through his property.
- 5) **Steve Bergman, 22332 E. Nightingale, Queen Creek,** Mr. Bergman stated his house is on Signal Butte Road. He supports the realignment just south of Queen Creek, jogging back over to Meridian. He was told Signal Butte Road would be three lanes on both sides. If that happens, it will take over a significant amount of his property. He does not want this directly in front of his house. He would support it if it came south on Queen Creek or further north, but not in front of his house on Signal Butte Road.
- 6) **Greg Bond, 21108 S. 223<sup>rd</sup> Way, Queen Creek,** Mr. Bond lives off of Signal Butte Road, next to Mr. Bergman. He is in favor of a jog within the proposed square mile away from his subdivision. It would cut down on noise if a six-lane road came through. He feels it is also a safety issue as these are only one-lane roads, which presents ingress/egress issues if the realignment goes straight down Signal Butte Road. Therefore, he is in favor of jog over to Meridian, which is a better choice in getting across the railroad tracks. It also gives the property owners in this section more property area to develop, whether commercial or not. He is not opposed to commercial inside of this square mile through the jog.
- 7) **Eric Sarge (sp?) 21105 S. 223<sup>rd</sup> Street, Queen Creek,** Mr. Sarge stated he feels some of this does not make sense because 99% of the traffic is coming from east to west to go north. He stated it would make more sense for the traffic to go up to freeway further to the east. Additionally, it would makes more sense to bring the road through the park area, and move the park area south to use as a buffer for the quiet area. The farthest east the realignment can go, the more it would make sense, rather than locating it further west, where traffic comes from in order to go north. He stated it takes over five minutes to exit his subdivision due to the heavy traffic coming from the east.

There being no further public comment, the Public Hearing was closed at 7:27 p.m.

#### **COMMISSION DISCUSSION**

Commissioner Sossaman asked staff if both parcels shown on Alternative #3 (Germann to Queen Creek and Queen Creek to Ocotillo), have similar land uses. Mr. Condit responded one is predominantly Employment Type A and the other is predominantly Employment Type B.

Commissioner Sossaman then asked if there are any big differences in the manner in which the Town would approach a land use change when it comes through with a proposed realignment.

Mr. Condit responded there have been other Major General Plan Amendment applications that have come forward, however, without a complete picture it's hard to say. Mr. Condit stated he anticipates the major GPA application would include residential as Mr. Barney had alluded to. There are over flight and other issues that will need to be taken into account.

**Motion:** Commissioner Perry  
**To recommend approval of GPA09-015, Town initiated Minor General Plan Amendment for the Transportation/Circulation Element of the General Plan, with the recommendation that Alternative #3 be approved as the proposed conceptual route of realignment, and the modification to the resolution as represented tonight.**

**2<sup>nd</sup>:** Commissioner Fehlan

**All ayes. Motion carried 4-0. (Ingram, Atkinson, Moore absent).**

Commissioner Sossaman expressed his appreciation to the public for their input..

#### **ADMINISTRATIVE ITEMS**

These items (#7-#9) took place during Work Study session

7. **Review** of next month's agenda items.
8. **Report** on Town Council Action
9. **Communication** from members of the Commission and Staff.
10. **Adjournment**

**Motion:** Commissioner Sossaman

**To adjourn.**

**2<sup>nd</sup>:** Commissioner Fehlan

**Vote:** **All ayes. Motion carried 4-0. (Ingram, Atkinson, Moore absent)**

**The meeting adjourned at 7:30 p.m.**

#### **PLANNING AND ZONING COMMISSION**

By: \_\_\_\_\_  
Kathy Trapp-Jackson, Vice-Chairman

ATTEST:

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Laura Moats, Community Development Assistant

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I, Laura Moats, do hereby certify that, to the best of my knowledge and belief, the foregoing Minutes are a true and correct copy of the Minutes of the April 8, 2009 Regular Session Meeting of the Planning and Zoning Commission. I further certify that the meeting was duly called and that a quorum was present.

Dated this 9th day of April, 2009.

Passed and Approved this 10th day of June, 2009.