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Anderson Russell Property

PAD Rezoning

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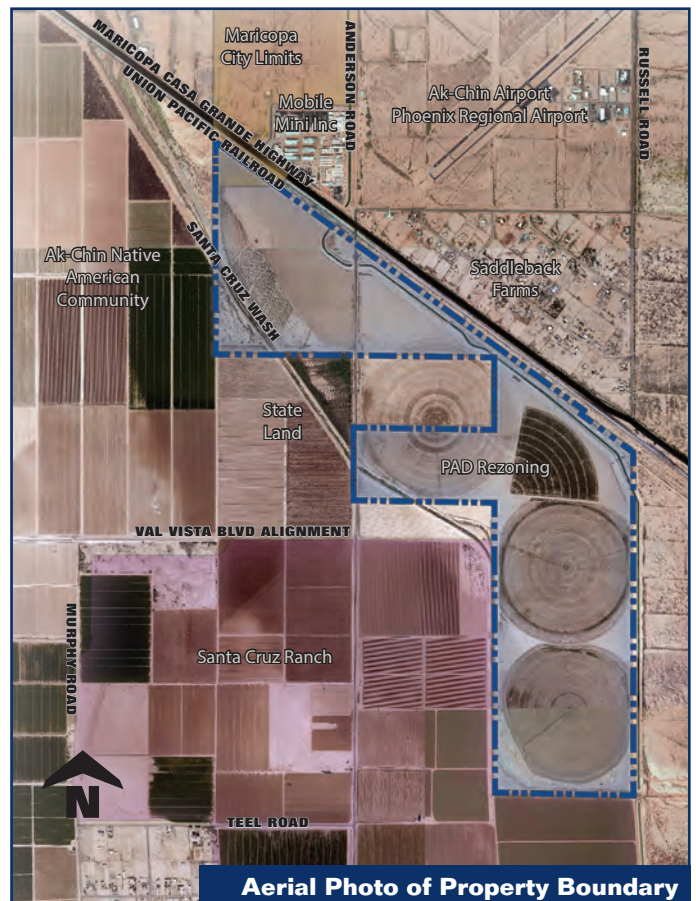
Request Narrative Anderson Russell Property PAD Rezoning

1. Purpose of Request:

We are honored to present the Anderson Russell project as this is the culmination of the planning efforts that really allowed Maricopa to plan to expand to the South. As some in the City may recall, in 2011/2012 the City attempted an annexation on the City's west side to preserve the ability to expand south of the Ak-Chin community. The west side annexation failed and so the City was left contemplating a path towards future growth. Around that same time the Ak-Chin Indian Community made public that they were considering purchasing the land that is now Anderson Russell, on the east side of the City and then taking it into Trust. This would effectively block any expansion by the City through a southeast pathway. The now owners of Anderson Russell heard of Ak-Chin's intent and were already talking to the City about other projects they have in the City and to the south of the City's current boundaries. After lengthy discussions with the then Mayor, City Manager, Planning Staff and (still) City Attorney, Anderson Russell agreed to purchase the property (doing so before the Ak-Chin deal could consummate). Anderson Russell entered into a Pre-Annexation Development Agreement in August of 2012 and ultimately annexed into the City at the City's request to assist the City in preserving contiguity with its southern planning area.

After the failure of the west-side annexation, there was a real risk that without Anderson Russell's annexation, the City would be forever blocked from incorporating the majority of its planning area located south of the Ak-Chin Community. After negotiations with the City, the Anderson Russell community agreed to annex and preserve this southern path for the City's future. The plan that we present today is 100% in line with the plans discussed at that time and the General Plan designation that was adopted and is currently in place.

The purpose of the request is to rezone approximately 776 acres of land (the



“Property”). This application is for Planned Area Development (PAD) zoning and is in conformance with the General Plan’s Master Planned Community (MPC) Land Use Designation.

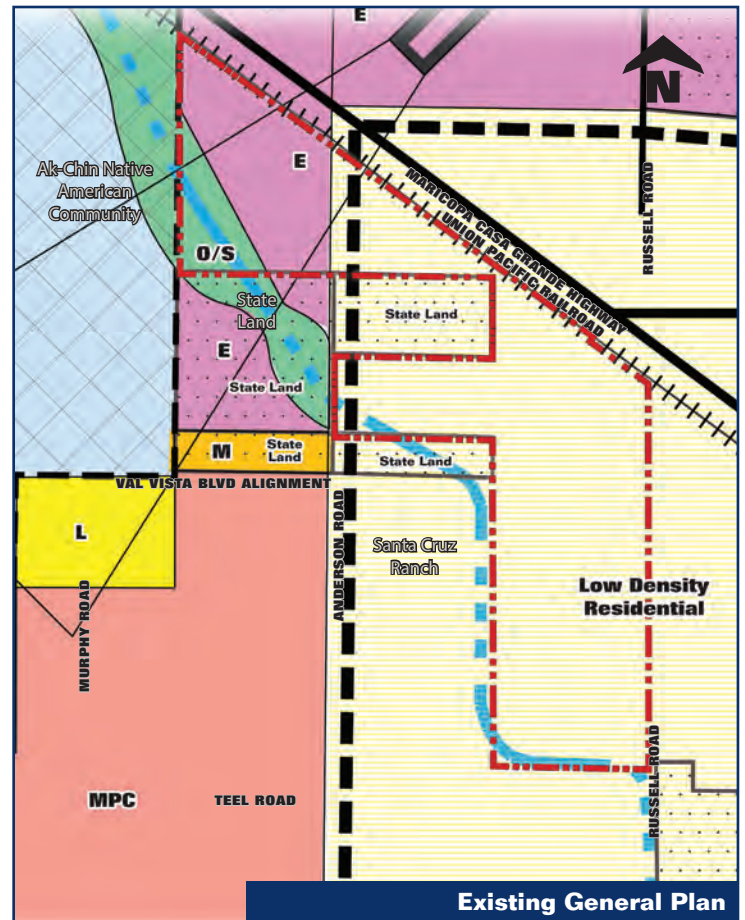
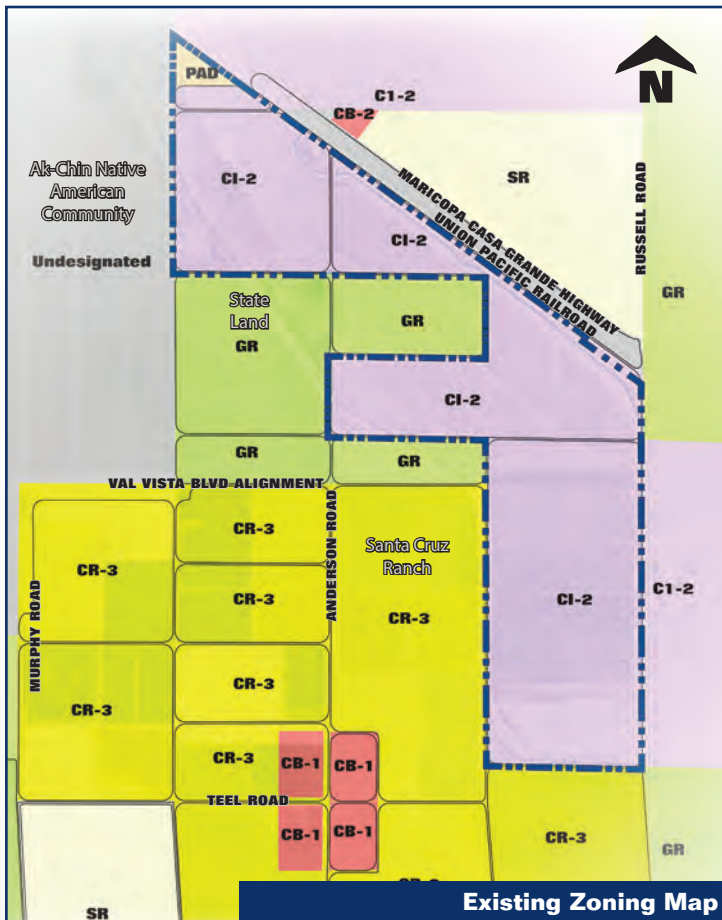
Under the City approved MPC designation the Property will develop with a dynamic mix of uses to include residential, commercial, office/employment, industrial and ample open space and parks, amenities and trails. This application is submitted and processed in accordance with the City of Maricopa Zoning Code Rewrite approved on 11/05/2014; to the applicant’s knowledge, it is the first such MPC/PAD rezoning processed under the new Code in the City of Maricopa.

2. Site Context:

The property is located in sections 15, 22, 23 & 26 of Township 5S, Range 4E of Pinal County. It is bounded by Russell Road alignment on the east; by the Teel Road alignment and the Santa Cruz Wash on the south; by the Santa Cruz Wash, Ensenada Road alignment, Anderson Road, State Land Parcels, and the Ak-Chin Indian Community on the west; and the Maricopa Casa Grande Highway on the North. Anderson Road, a north-south arterial, traverses the property and will serve as the primary access point to the property from the Maricopa Casa Grande Highway on the north and from the south. *(See Exhibit A – Aerial Photo of Property Boundary)* The property is bordered by the Ak-Chin Indian Community lands to the west and by the City of Casa Grande Planning Area to the east. As such the development of this property is a major asset to the City of Maricopa in that it provides an essential corridor or gateway between the Ak-Chin Community and the City of Casa Grande to the south. The Anderson Russell development is that gateway that provides opportunity and potential for the City of Maricopa to expand their boundaries southward.

2a. Site Physical Character:

The majority of the Property is currently in agricultural production with other small parcels currently vacant and unused and undeveloped. Ground cover consists of bare soil and a jojoba orchard area in the northern portion of the Property and fallow agricultural fields covered with low level weeds in the southern portion of the Property. A portion of the Property is classified within a regional floodplain related to the existing Santa Cruz Wash which traverses the property at various locations or runs along its borders in other locations. The floodplain is identified as being located within Zone X (un-shaded), which are areas determined to be outside the 500-year flood plain.



Existing Union Pacific Railroad lines are located along the northern boundary of the Property parallel to and south of the Maricopa Casa Grande Highway. In the same area there is also a large lined MSIDD irrigation canal and levee that runs along the northern boundary then turns south at the Russell Road alignment and continues along the property's eastern boundary. Along this canal there are some apparent old well sites and a pump station. As depicted on the United States Geological Survey(USGS) 7.5 Minute Series Topographical Map (Figure 2.1.1), the Property elevation appears to be approximately 1,260 to 1,285 feet above mean sea level (USGS) with a general downslope to the southwest at approximately 1% slope. (See Exhibit A – Aerial Photo of Property Boundary)

2b. Existing Land Uses and Zoning:

As previously stated, most of the Property is currently in agricultural production with other small parcels currently vacant and undeveloped. The existing land use designations for the property are for Master Planned Community (MPC) uses and the property is presently zoned CI-2. The Casa Grande General Plan land uses to the east are designed for “Neighborhoods”. (See Exhibit B – Existing Zoning Map of Rezoning Property & Adjacent Lands & Exhibit C - City of Maricopa General Plan Land Use.)

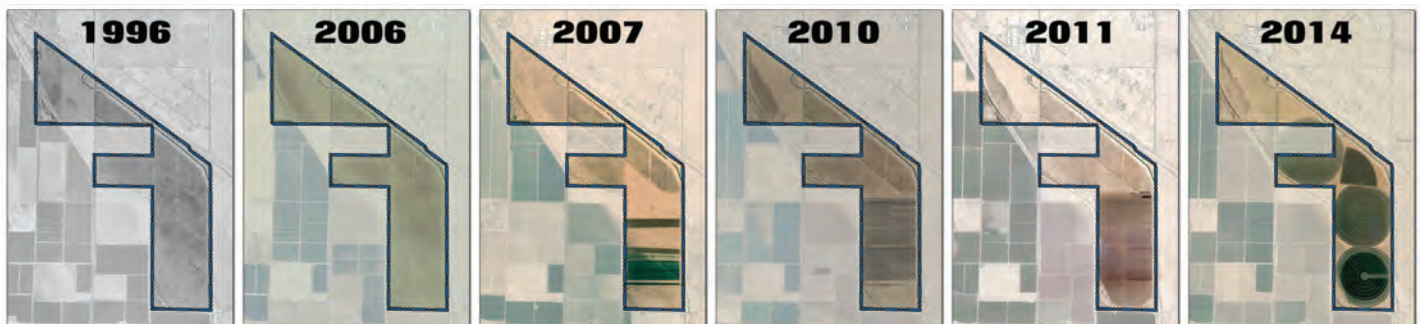
2c. Existing Utilities:

Water and wastewater service will be provided by Global Water Resources. The applicant has been working closely with Global in its process to obtain a CC&N from the Arizona Corporation Commission for service to this area.

At this time there are existing wells and irrigation facilities used only for the existing ongoing agricultural functions in the area. Regional groundwater maps developed by the Arizona Department of Water Resources (ADWR) revealed groundwater elevations ranging from 729 to 747 feet above mean sea level (534 to 552 feet below ground surface) and a westerly groundwater flow direction. However, groundwater flow resulting from local groundwater gradients may vary considerably in the area due to surface recharge, groundwater pumping and local subsurface geology (Hammett).

- The proposed Property and others in this general area are currently serviced by Electrical District No. 3 (ED-3). There are above ground existing electric lines running along Anderson Road, Ruben Drive, and Teel Road. There appears to be adequate service capacity for this property and surrounding properties, however, new facilities, such as substations and additional 12kV lines, may be required as the Property develops. The Project has received a “Will Serve” Letter dated August 25, 2016 from ED#3 (the Provider) copy on file with the City.
- The Property is presently serviced by Southwest Gas Corporation; however, there are no known gas services or facilities on the site. The applicant obtained “Intent to Serve” letter form SWG dated October 24, 2016, copy on file with the City.
- Currently Century Link Communications provides telephone and data service to this area and will provide service lines as the area develops. The applicant has recieved “Intent to Serve” letter from the provider; copy on file with City.
- The surrounding areas are currently serviced for cable TV by Orbital Communications; however, there are no cable TV manholes or junction boxes currently existing, and Orbital has yet to commit to provide service south of RR.

All new and relocated utilities associated with the Anderson Russell development will be installed underground.

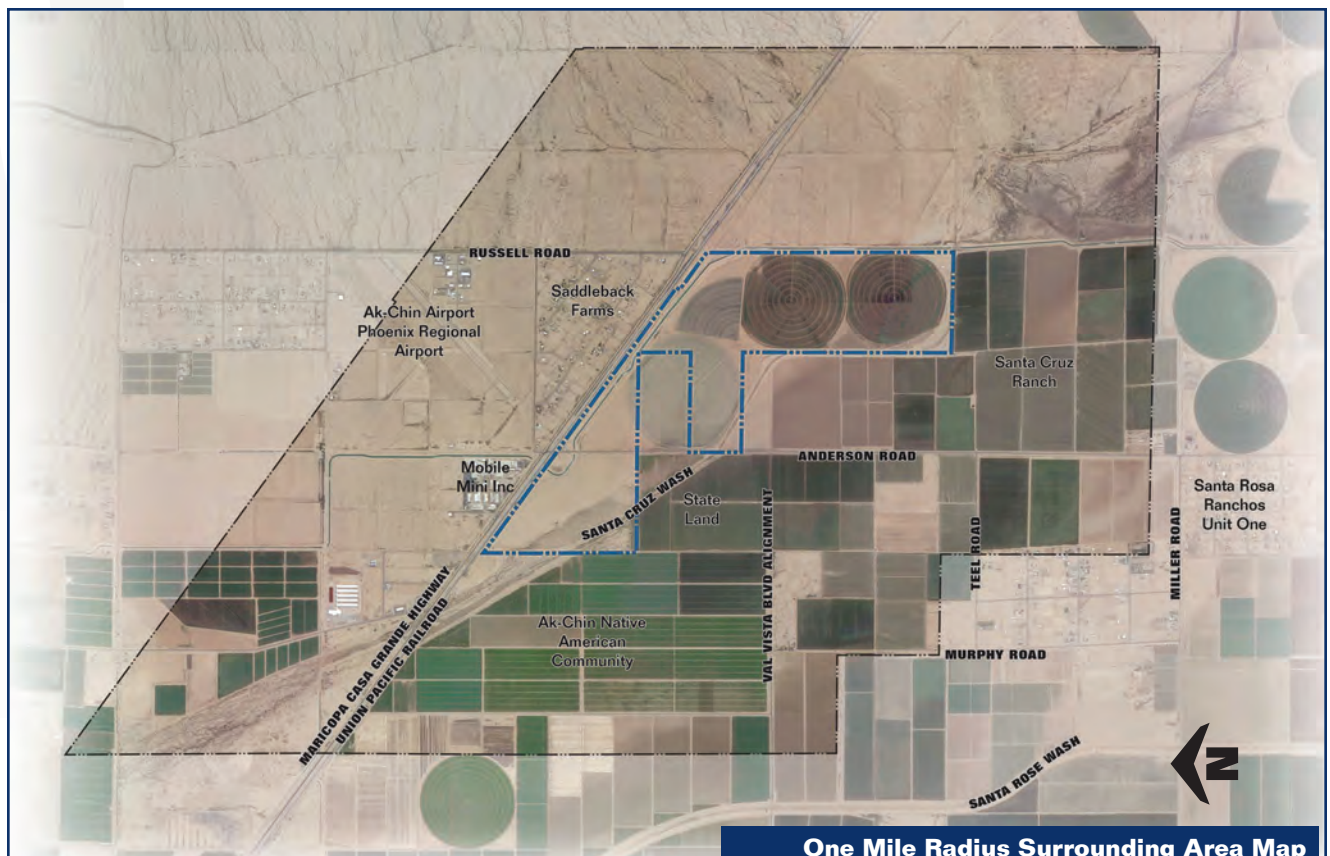


2d. Historical Land Uses:

Based on the Archeological Survey by David S Boloyan Archeological Services (copies on file at City of Maricopa with GPA Case 13-01 & in *Appendix C of this Narrative – 2012 Class III Archaeological Survey*) for both the eastern and western areas of the Property, there is no record or evidence indicating the presence of Historical Land Uses within the Property nor are there any known sites on the Property with significant historical backgrounds or historical credentials. Based on various aerial photographs dating from 1996 to 2009 (above), as well as other institutional sources, including SHPO, the site has never utilized any use other than agricultural use. The applicant intends to coordinate closely with the Ak-Chin community relative to additional and ongoing cultural resource activity.

2e. Surrounding Uses:

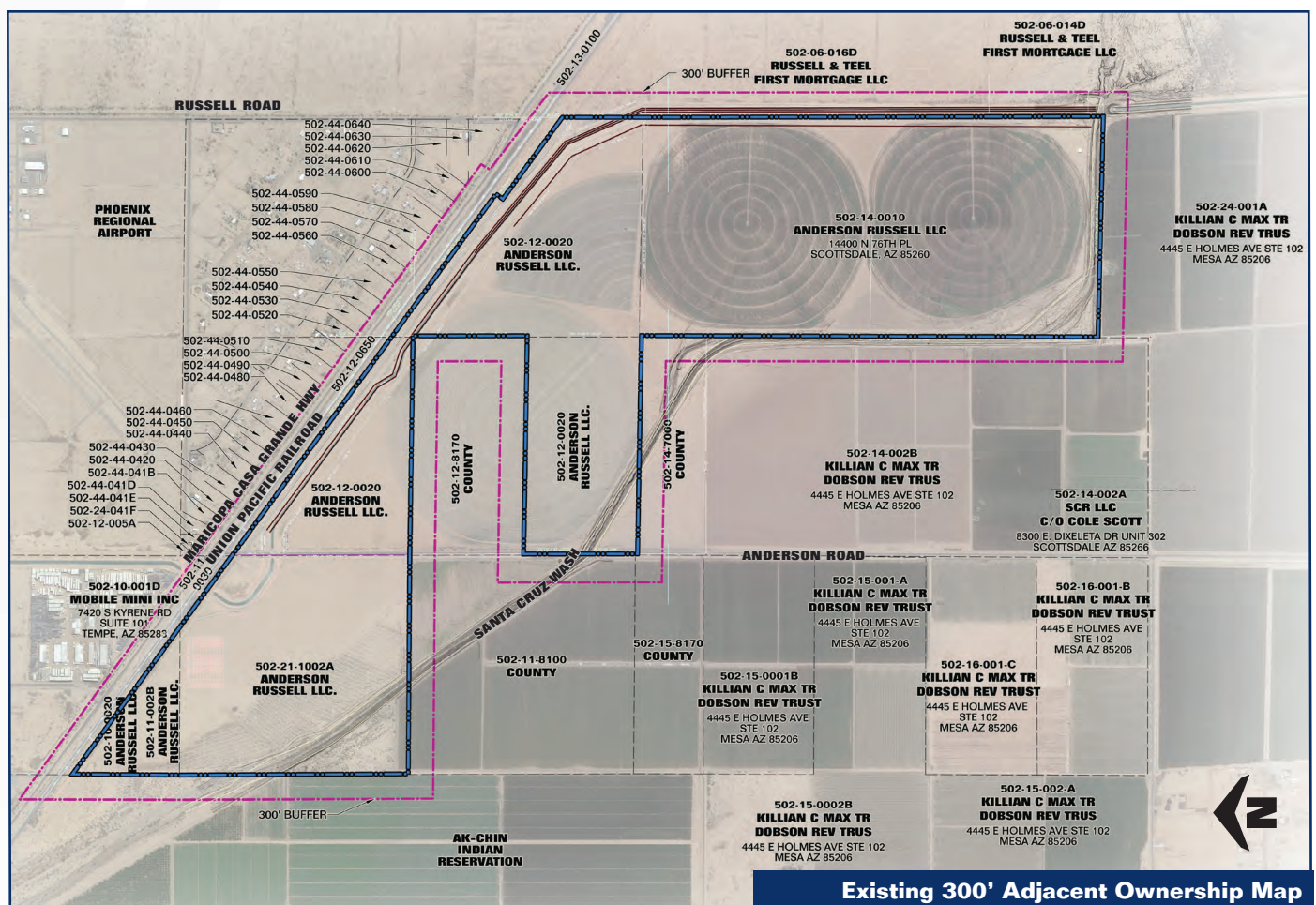
- Adjacent to the Anderson Russell Property (to the south and southwest) is the “Santa Cruz Ranch” proposed community which contains approximately 1,900 acres. Santa Cruz Ranch (SCR) was processed for entitlements as a residential and residential support use master planned community in Pinal County in 2005; annexation to the City of Maricopa is future pending. SCR remains as vacant & undeveloped and/or in agricultural use.
- Adjacent the site to the west/northwest is Ak-Chin Indian Community native/natural desert, and agriculture lands leased by the Arizona State Land Department.



- To the north of the Property, across the Maricopa Casa Grande Highway, there is an existing industrial storage site owned by Mobile Mini Inc.; a large lot residential subdivision called Saddleback Farms; and a small regional airport runway facility.
- East of the Property are Agricultural and vacant/undeveloped lands. (See Exhibit D – One Mile Radius Surrounding Area Map)

Beyond the perimeter of the proposed rezoning Property:

- The nearest schools are the Santa Cruz Elementary School and the Desert Wind Middle School, both approximately 6.5 miles north of the site, within the City of Maricopa.
- Santa Rosa Ranchos, a large lot residential subdivision, and the Nissan Proving Grounds both are located several miles southwest of the site.



- Interstate 10 is approximately 11 miles east of the site and Interstate 8 is approximately 10 miles south of the site.



- Additional neighborhoods, parks, schools, major streets, and retail malls are located generally within the City of Maricopa to the north and northwest of the site. *(See Exhibit E – Existing 300' Adjacent Ownership Map)*

2f. Existing Roadway & Circulation Conditions:

Currently the Maricopa Casa Grande Highway exists as a major roadway at the north boundary of the Property and has been designated as a 6 lane, high priority, Regionally Significant Route (RSR), Principal Arterial corridor as part of the areas Regionally Significant Routes for Safety and Mobility (RSRSM) Report finalized in December of 2008 and the updated Transportation Master Plan & RCP dated November 2015.

Access is provided to the Property by the existing and improved Anderson Road. Anderson Road currently exists as a two lane paved arterial traversing the site from the Maricopa Casa Grande Highway south to State Highway 84. Anderson Road is also indicated as a future 6 lane, high priority, RSR Parkway/Arterial per the RSRSM. All other roadways are only partially improved or exist as dirt farm roads. See Executive Summary, Exhibit A - Area Circulation Plan.

The RSRSM east-west alignment of Val Vista Blvd/Road was shown as located through the approximate middle of the Project, however the latest version design concept alignment (March 2017) turns Val Vista to the south just east of the Project, and continues south a few miles then turning back to the west on the Miller or Barnes Road alignments. Val Vista Road is also designated as a future RSR Parkway.

South of the south boundary of the site is the east-west alignment of Teel Road and which dead-ends west of the Project at the existing Nissan test track. The existing Pinal County Flood Control District's Santa Cruz Wash Channel exists along the eastern alignment of Teel Road east of Anderson Road.

One mile south of the site, the north-south alignment of Miller Road exists as a dirt road east of Anderson Road and as a two lane paved road to the west of Anderson Road. Miller Road is another roadway designated by the RSRSM as a future, high priority, RSR Principal Arterial.

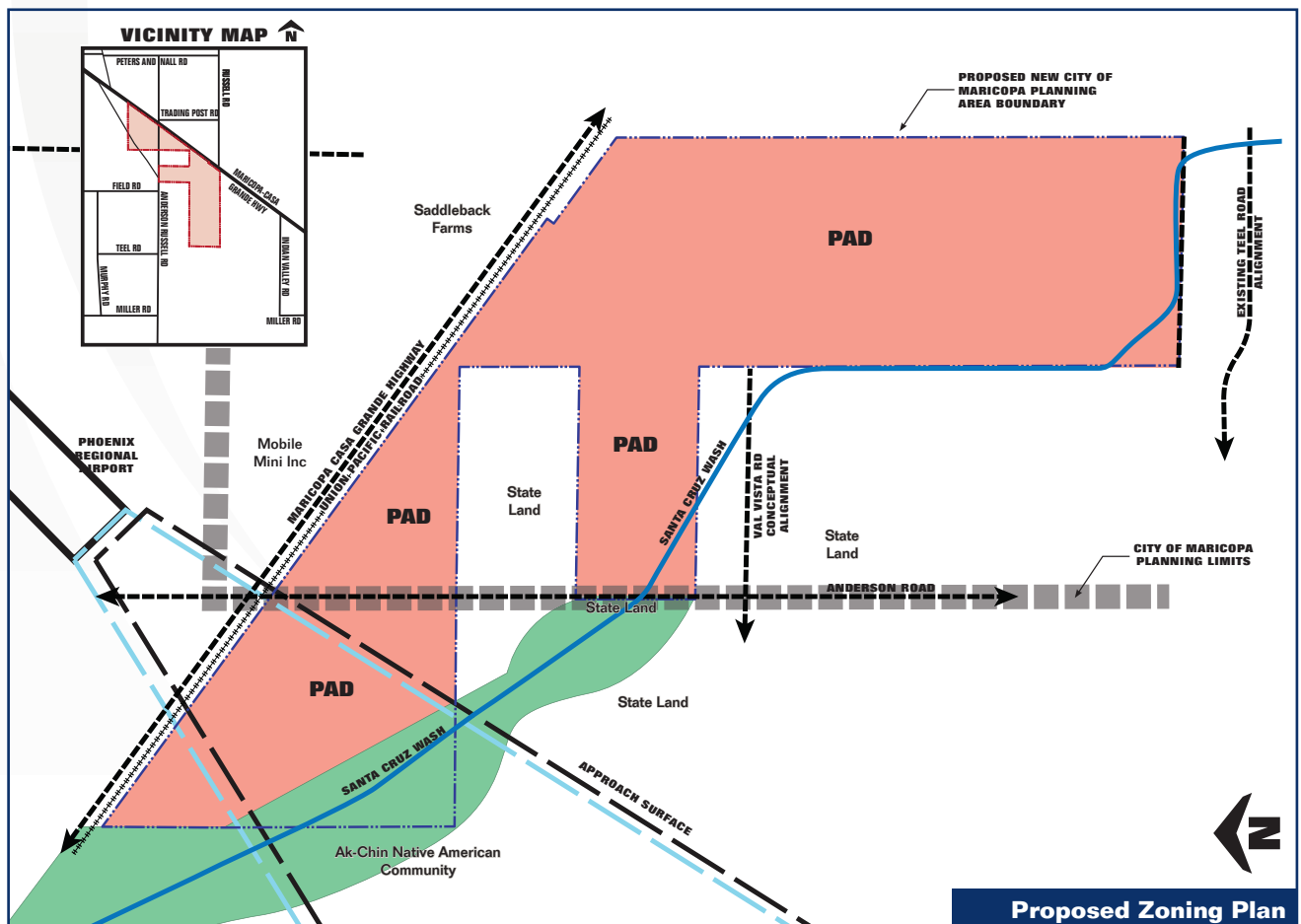
The east boundary of the Property exists as a farm and utilities dirt access and maintenance road used especially as a service road for the existing Maricopa Stanfield Irrigation District Mainline north/south irrigation canal that is located along and within that alignment. There are no future improvement plans proposed for the Russell Road alignment.

A mile west of Anderson Road a small portion of the north-south alignment of Murphy Road exists as a paved road that extends north from the MCG Highway to Honeycutt Road at the entrance to Tortosa.

Interstate 10 is located approximately 11 miles due east of the Property along the Val Vista Road alignment; Interstate 8 is located approximately 9 miles due south of the Property along the Russell Road alignment; the John Wayne Parkway is located approximately 7 miles northwest of the site via the Maricopa Casa Grande Highway.

3. Land Use Analysis – Proposed Description, Concept & Philosophy

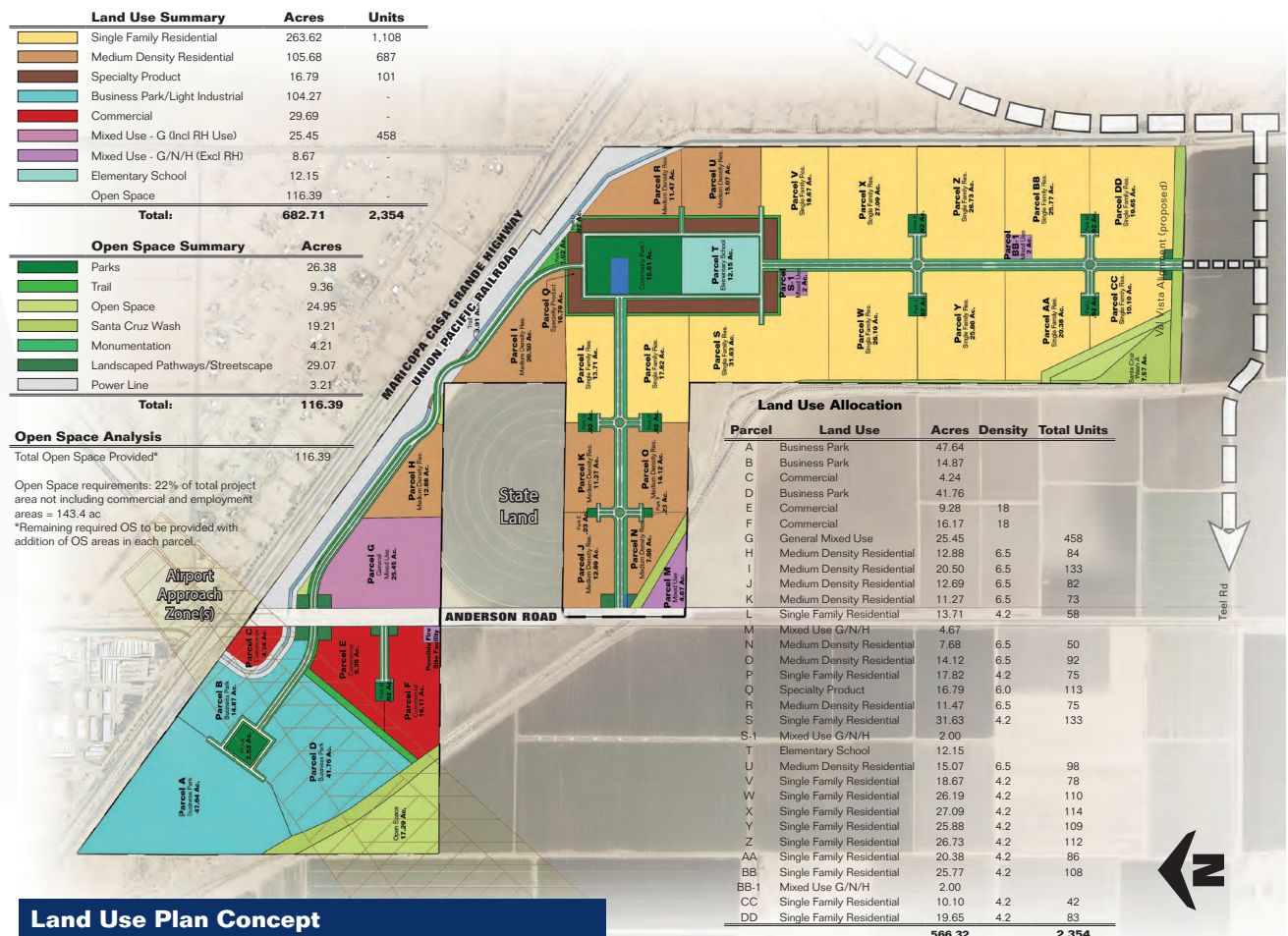
Based on the recently approved GPA, and in accordance with the MPC Land Use Designation, it is proposed that the Property will be rezoned to a Planned Area Development (PAD) district (*See Exhibit F – Proposed Zoning Plan*) and will be developed to include



approximately 20% Commercial and Employment use, with the remainder as Medium and High Density Residential use. This is also in accordance the Pre Annexation Development Agreements between the City of Maricopa and the Property (on file with City of Maricopa and recorded as Documents 2012-068610 & 2012- 055200A; Resolution 12-65), (See Exhibit V - Annexation Development Agreements).

The approximate 776 acre development will be a gateway to the future development of the City of Maricopa to the south. As such, a comprehensive mixed use core is proposed at the development's primary access point at Anderson Road and Maricopa Casa Grande Highway. This high activity use will then transition progressively into medium-high density residential use and, ultimately, a lower density traditional residential use. Please refer to Exhibit G– Land Use Plan Concept C.

The revised Plan puts commercial and employment uses located along the Maricopa Casa Grande Highway corridor on the west side of Anderson Road, with General Mixed Use (refers to a deliberate mix of housing, civic uses, and commercial and employment uses, including retail, restaurants, and offices) located adjacent the east side of Anderson. Non



traditional/higher density residential is anticipated for a portion of the GMU zoning district. Two small mixed use parcels are also proposed for interior the southern leg of the Project. Traditional family residential use is proposed to transition from medium high to medium density with increased distance from the MCGH, the railroad and the airport. A +/- 2.0 acre fire station site will be reserved for City Fire Department use with location subject to review and approval.

3a. Proposed Land Use and Zoning:

Master Planned Community (MPC) is the approved General Plan Land Use Designation for the Property. With an approximate gross area of 776 acres and an approximate net developable area of 682.71 acres (excludes existing right of way easements, canal right-of-way, and right of way for the Santa Cruz Wash). Based on this developable acreage, the MPC is proposed to include approximately 140 acres or 20% Commercial and Employment use, and approximately 412 acres or 60% of various traditional and unique residential uses.

Parks, trails, schools, and other landscape and hardscape features will make up the remainder, with a minimum of 22% of Open Space to be provided.

Unique housing styles and products will be offered to differentiate the community. As a result, this proposal takes advantage of Section 202.03 of the Zoning Code to utilize up to 35% of its medium density housing stock to provide residential products that will comply with the Zoning Code's minimum lot size and width requirements for lot sizes under 7,000 square feet while having a minimum of 45 feet in width and 4,500 minimum square foot lot size. A 10% increase for Medium Density Residential lots less than 5,000 square feet is justified to provide reasonable and appropriate land use transition buffer between more intense uses, such as Commercial, Speciality Residential and High Density Residential land uses, to lower density residential land uses. Due to this property's adjacency to the confluence of two regional transportation corridors (MCG Highway and Anderson Road), a higher intensity combination of land uses is appropriate, including higher density residential products. See *Section 3e – Residential Development Standards – Footnote ***



Table A - PROPOSED LAND USE CATEGORY SUMMARY

Land Use Category	Net Acres	Land Use %	Yield Range	Net Density Range (DU/AC)
Single Family Residential	263.62	38.61%	1,110 - 1,740	4.2 - 6.6
Medium Density Residential	105.68	15.48%	635-1,162	6.0 - 11.0
General Mixed Use/RH	25.45	3.73%	255 - 480	10.0 - 20.0
Specialty Residential	16.79	2.46%	115 - 185	6.0 - 11.0
Business Park	104.27	15.27%	-	-
Commercial	29.69	3.73%	-	-
Mixed Use- N	8.67	1.27%	-	-
Elementary School	12.15	1.78%	-	-
Open Space/Parks	116.39*	17.05%*	-	-
TOTALS	682.71	100.00%	2,100 – 3,570	3.0 – 5.2**

Notes:

* The open space acreage listed in Table A does not include various existing undevelopable areas such as the additional open space within the other various land uses such as retention areas or end tracts. Once added, it is estimated that these additional areas will increase the percentage of gross open space to a minimum of 22% or more.

** The projected density range as listed in Table A is “Net” density based on the Property’s net developable area. The Gross area of the Property is approximately 776 acres which would generate a “Gross” density range of 2.7 to 4.6 DU/GR. AC.

Zoning requested for the Property is Planned Area Development (PAD) with underlying zoning of each parcel corresponding to designations of the 2014 City of Maricopa Zoning Code, unless specified herein. *(See Exhibit F –Proposed Zoning Plan)*



3b. Design Concept:

The proposed master plan for the Anderson Russell Property focuses on three key components. The first, providing a substantial commercial and employment area located along the Maricopa/Casa Grande Highway, the second, creating a cohesive and connected residential community, with relevant, dynamic and sustainable retail and convenience services, and the third, providing a focused core of amenities. The combined use of these three components will produce a comprehensive plan where the residents can live, work, and play all within their own community.

The Business Park area, along with the commercial area represents the employment hub of the project. Located along the Maricopa/Casa Grande Highway, this area is an ideal location



for this type of use. The proximity to the Highway provides great visibility to the parcels. Anderson Road, which splits the Business/Industrial Park/Commercial and the Mixed Use areas, delivers great access to these parcels, and provides additional visibility. The primary entry into the Business Park and Commercial Area is located south of the existing canal, allowing for appropriate separation from the Highway, without bringing unnecessary traffic too far into the community. A small commercial area (Parcel C) is located on the corner of Anderson Road and the Maricopa/Casa Grande Highway for a possible small convenience store at a “going home” corner. (The development of this “going home” commercial parcel is contingent on the final design requirements for the proposed intersection at Anderson Road and Maricopa-Casa Grande Hwy and will be subject to adjustment at the time of final design of the intersection with such adjustment being handled administratively).

A larger commercial area (Parcel E & F) is located on Anderson Road across from the entry to the mixed-use/high density residential parcels G. This commercial area is approximately 25 acres in size, which is appropriate for a major grocer. The location provides for “going home” retail for Anderson Russell residents, as well as easy access for people traveling to destinations south of the Anderson Russell Property.

A Mixed Use parcel is proposed on the east side of Anderson Road and includes the entry road to the Anderson Russell Property (MU-G). This area at over 25 acres in size, will encourage high quality design while providing both greater flexibility and more control. Given the fact of a new development, a hybrid form of the MU district standards is proposed with this PAD.



The location of the proposed business park, employment, commercial facilities and residential land uses have been carefully designed and planned in communication with existing adjacent development and especially the Ak-Chin Community ie the Ak-Chin regional airfield. These uses and their proximity to the Ak-Chin properties provide a development stimulus potential for the Ak-Chin Community and the potential for spill-over of the same type of development into the airfield with the possibility for a Scottsdale Airport type business park development.

The residential areas within the Anderson Russell property are proposed throughout the remainder of the community, with exception of two small-scale mixed use components designed to serve residents internal to the planned neighborhoods. Centrally located, the elementary school and community park make up the “residential core” of the community. The three main residential entry roads all lead to this core area. Parcel Q, “Specialty Product”, surrounds the park and school site and is intended to integrate higher density single family cluster and attached residential housing with neighborhood convenience goods and services, such as a cafe or neighborhood restaurant, live/work residences, child care, community center and other uses permitted in the MU District (MU-G/N/H). Due to the neighborhood character of this area, and the fact of a new development, single-story horizontal - mixed use development is permitted. A maximum of 5 acres of neighborhood commercial can be developed under the MU-H district standards, with the potential for additional area to be permitted by an approved Development Review Permit.

The residential areas are designed to minimize the need for roadways while providing for alternate means of transportation. Pedestrian connectivity is a priority and a cohesive trail system has been incorporated into the design of this master plan. The primary residential entry is located off of Anderson Road, south of the State Land (ASLD) property that abuts the central portion of the Anderson Russell Property. This road features a water runnel, paying homage to the historic agricultural uses of the land. This runnel starts at the entry of the community, and ends in the community park where a small lake will be constructed and function both as a park amenity and irrigation source.

There are two primary planning objectives of the proposed residential development. The first is to provide a variety of housing products, providing starter homes and move-up homes that would accommodate a wide range of buyers and budgets. The second objective is to infuse the residential community with sustainability by supplying all the necessities and support that will nourish the spirit and the vitality of that community and its residents. These support and necessity elements include the wide variety of housing products where the residents have a broad choice of what kind of residence they will live in; A selection of nearby employment and commercial facilities where the residents can work and shop without going outside their community; A school facility within the community where their children will be close by and safe; a social gathering node central to the neighborhoods; and a variety of open spaces, parks and other amenities for their recreation, play and community building.

3c. Public Benefit of the Proposed Zoning:

Maricopa citizens support a smart growth with the promise of the creation of achieving a full-service community. There is a strong preference for expanded commercial and employment-related land uses. Housing development should offer a variety of living options.

Maricopa's land use goals and objectives envision a full-service, balanced community for the future. They stress the importance of retaining a distinctive identity as positive change is accomplished. The City's image as an excellent place to live is promoted and expanded in the overall strategy for preserving, adding and blending compatible types of residential and nonresidential development.

The employment and commercial and mixed-use or form based opportunities proposed by the Anderson Russell development are most certainly a vital part of the City's image and vision of creating a vibrant mixed use core near the eastern boundary and at the City's gateway to the south. The land uses and zoning proposed in this request support and enable the City's Strategic Plan elements of Economic Sustainability, Quality of Life, and Management of the City's Future by providing this "gateway" to the South from the Maricopa Casa Grand Highway.

In compliance with the General Plan the approved request for a General Plan amendment to new commercial, employment and residential uses improves the balance between housing and employment within the City limits and establishes a mixed use development with opportunity for public institutional, commercial, industrial and employment areas near the geographic center of the current Maricopa community as well as higher-density residential uses under the integrated flexibility of a PAD overlay district.

The Anderson Russell project will provide a quality master planned community that will offer diverse and affordable residential housing types, employment, and shopping for residents of Maricopa. The Property provides excellent transportation corridors to numerous existing and future urban centers including Maricopa, Casa Grande, and metro-Phoenix. The development will utilize reasonable design guidelines and standards related to the existing design character of the community and design themes, guidelines and standards that reflect and are related to the existing image of the community.

The proposed commercial components will provide a positive impact on the tax base for the City and will provide employment with an ideal work-and-home location and a balance of jobs and housing for on-site residents.

Paseo Cluster Lot Prototype



In addition the proposed community will extend the reach of the City's recreational amenities, public facilities as well as public safety facilities by the addition of open space, parks, pedestrian trails, a school, and fire facility site to be provided by the Anderson Russell Property (location to be determined).

The Anderson Russell proposal has addressed the implementation and

incorporation of all City adopted transportation studies available to date. The applicant is committed to coordination and cooperation with all jurisdictions, agencies, Indian Communities, and utility providers that are potential stake holders in the development of this project. Any proposed transportation facilities within this project will be designed within the aesthetic expectations of the community.

3d. Estimated Proposed Unit Count, Density, and Housing Mix:

Residential unit count for the Anderson Russell Property is estimated in the range of 2,100 to 3,570. This unit yield generates a net density range of 3.08 to 5.22 units per net residential acre or an average overall density approximately 4.5 units per residential acre; well within the density called for in the General Plan.

Housing products and mix have been estimated at approximately 45% of traditional single family residential; approximately 30% of medium density residential; approximately 20% of high density residential and approximately 5% of a specialty residential product. There will be a range of product types and lot sizes within both the medium density development and the

single family development. A more exact product mix will be determined by market demands over time to project build out which will require an element of flexibility afforded by a PAD.

Presently it is contemplated that the specialty residential product, will be utilized surrounding the community park providing a unique setting around the school and park, and the ability to provide housing diversity and neighborhood serving uses in this area. The specialty residential product is envisioned to consist of a minimum 100 alley loaded single family detached homes, clustered in packs of six units, representing 5% of the total residential units. Between the homes on the front side, is a common path area, used to get to the front of each unit. To promote connectivity, a trail network has been planned to encompass the entire specialty product area, creating a very walkable community. This concept helps to reinforce the residential/amenity core concept as well as improve sustainability by offering a wider range of home ownership opportunities. *(An example of the “Specialty Product” is included in Exhibit U and is titled “Paseo Cluster Lot – Architectural Prototype”).*

High density residential is currently considered for condominium or apartment products (or a combination of both) and is a permitted use in the General Mixed Use District as defined by this PAD (ie with RH a permitted use). The proposed high density residential/mixed-use is now appropriately located on the east side of Anderson Road across from the proposed business park/commercial underlying zoning districts and further distanced (as requested by the Airport Authority) from both the existing and future “Accident Potential Zone”.

3e. Development Standards:

COMMERCIAL, BUSINESS PARK & MIXED USE DEVELOPMENT STANDARDS

All commercial and business park development standards will be subject to Chapter 16, Articles 203, 205 & 206 of the Maricopa Zoning Code, Ordinance 14-12, adopted 11/05/2014. The Mixed Use District development standards shall be subject to Article 204 of the Code, with additional standards and guidelines/modifications having precedence as defined herein this PAD.

It is the vision of this project to establish this area as one of several “village core areas” as defined by the City of Maricopa General Plan (see especially Goals B1.1 and B1.2). As such, it is important to establish Community Character in line with this goal, and to incorporate design sensitive to and in response to the character of the surrounding natural and built

environment, as well as the multitude of regional, historical, cultural and environmental resources available. Given the fact of a new development, while all components of the community will help to create and define place, identity and character, it is envisioned this development to be of “urban” character type, containing higher-density residential, non-residential, and mixed use neighborhoods

COM General Plan - Fig 6, Village Center Development Concept



The Anderson Russell PAD proposes a minimum of 15% of the land area of Parcel G be held to a non-residential standard, utilizing the provisions of the base district MU-G (as defined in Article 204 of the Zoning Code), and inclusive of non-residential uses for ground-floor frontages. This PAD proposes to enhance minimum guidelines and provide enhancements to the base requirements by incorporation of the following:

- development and use of form-based standards where applicable to building and frontage types, building height and articulation, composition, proportion and scale
- design thoroughfares, civic spaces, green spaces, parking, circulation, etc that emphasize the physical character of the development (its form) to ensure high quality development that meets the wants and needs of the community
- generous landscape treatment including tree canopies along streetscape, with varied paving/ surface materials such as stamped/colored concrete, pavers, etc.
- provision of protected bike lanes and ample on-street parking
- offering of roof-top residential amenities such as solar, green/vegetated roofs, ramadas, etc.
- provide opportunities for concentration of complimentary uses around public spaces ie retail, dining, services, convenience/gift shops, offices, education, arts and galleries, etc.

As stated, due the fact of new development, the MU-G development standards proposed this PAD include the RH District Standards as permitted use within the MU-G underlying zoning district. Several. See Exhibits S and T.3 for typical character concepts this district. MU-N standards will conform to Article 204, with horizontal use (versus residential over commercial) permitted.

RESIDENTIAL DEVELOPMENT STANDARDS

A summary of the proposed PAD residential standards are included below in Table B:

(All setbacks are subject to current IRC)

	Base RS-3	PAD Amended	Base RS-4	PAD Amended	Base RS-5	PAD Amended	PAD MU-G	RH Base	PAD Amended
Minimum Lot Area SF	9,000	8,100	7,000	6,300	5,000	4,500	See Table 204.3 Maricopa Zoning Code Table Notes 1 & 2 do not apply. Includes RH PAD Amended Standards this District	7,000	2,400
Minimum Lot Width FT	80	75	60	60	50	45		60	45
Maximum Lot Coverage									
One Story	45%	55%	50%	55%	55%	60%		-	-
Two/Three Story	40%	50%	45%	50%	50%	55%		50%	55%
Max. Building Height	30	30	30	30	30	30		42	45
Setbacks									
Front	20	18	20	18	15	10	Includes RH PAD Amended Standards this District	20	Per Dev. Permit or by Approved PAD
Interior Side	7.5	5	5	5	5	5		5	
Street Side	7.5	5	5	5	5	5		20	
Rear	20	20	20	20	15	15		20	
Street Side Setbacks	For all lots under 10,000 square feet, a minimum 10 foot landscape tract or no-build easement must be provided on the street side of the lot, in additional to the minimum interior side setback required.							20	20
Max. Density (DU/AC)	Overall PAD Density up to 4.6 du/ac (Max Gross)							20	20

¹ No one (1) residential lot size category, including multi-family, shall comprise more than forty (40%) percent of the total number dwellings

* Condominium/Apartment, Specialty Product

- For Condominium/Apartment Developments, 50% of the required open space must be usable as defined by the Subdivision Ordinance. Specialty Product Development around the proposed Community Park/School shall require 0% useable open space, and adhere to the spirit of Section 14-6-4 B.2 of the Subdivision Ordinance.
- Condominium/Apartment (in MU-G) & Specialty Product Development shall have a density range of 6 to 20 units per net acre.

** Open Space for RS projects with lots less than 7,000 square foot lot size shall be a minimum of 22 percent of the total net acres. Up to 35 percent of the lots in a subdivision may be smaller than the minimum lot size, with a minimum width of 45 feet. No lot shall be less than 4,500 +-square feet. Refer to Section 3a for justification.

*** For RS-3 RS-4 and RS-5 Districts, livable areas and side entry garages may have a minimum setback of 10 feet from the property line, street facing garage entrances shall be no less than a distance of 18 feet to the nearest sidewalk or to the back of curb, when a sidewalk is not provided.

**** For all lots under 10,000 square feet, a minimum 10 foot landscape tract or no-build easement must be provided on the street side of the lot, in addition to the minimum interior side setback required.

Note: Projections into setbacks and additional standards:

- For all residential unit types see the Maricopa Zoning Code Sec. 401.04 Building Projections into Yards for regulations and standards. (cont. next page)

- All RS residential unit types are subject to additional standards (where not stated this PAD) or requirements per Chapter 16, Sections 202.03, 401.02, 401.04, 401.08, 401.09, 401.10, 401.11, 401.12, 401.15, Articles 404, 405, 407, & 409, of the Maricopa Zoning Ord., Adopted 11/05/2014.

3f. Design Guidelines: Open Space and Single Family Residential:

Open Space Design Guidelines

A general theme for the project has been established through the land use design, streetscape character, and open space amenities, that has rural agricultural influences with Neo-traditional neighborhood planning characteristics, which including the following elements:

- Formal tree lined collector streets with medians and roundabouts that connect to neighborhoods.
- A “village center”, complete with mixed use development, a school and a community park.
- Walkable neighborhood character with multiuse pathways, trails, and detached sidewalks along the infrastructure. Each builder should carry this walkable character into the individual single family parcels by maintaining connectivity from each parcel to the infrastructure pathways and trail system. A critical part of a walkable network is provision of shade, achieved through tightly spaced canopy trees or structured shade such as trellises and shade sails.
- A hierarchy of neighborhood parks has been established based on size and activity, with the largest and most actively oriented park being located at the ‘village center’ which includes a lake, sport courts, and active and passive recreation areas. Smaller parks are located throughout the development so that each residential parcel is contiguous to a passive park, trail, or picnic area. These smaller parks are located at visual terminuses at the parcel entries or the end of round-about spines. Builders shall maintain this hierarchy by maintaining the open space connectivity discussed previously, and by organizing their internal open space areas, including parcel retention basins, to provide maximum visual impact upon entering the parcel. Parcel entry roads terminating on the front of houses is discouraged.
- A second hierarchy of landscape character exists, as the project transitions from a naturalized desert palette on its perimeter and along the wash corridors, to a formal and slightly lush palette indicative of an agricultural character at the collector streets and parks. Low water use plants, as listed in the ADWR Low Water Use Plants for this region are to be utilized in all public areas. Further agricultural inspiration is found in the use of water has been carefully incorporated into the

community infrastructure, which includes a small pool at the primary entry off of Anderson road, and connects to the lake located at the main neighborhood park via a formalized runnel of water. Builders shall maintain this character by utilizing a landscape design at the entries that is formal in nature, and a palette that compliments the adjacent parks and collector streets. Moving away from the community open space areas into the internal parcel areas, specifically to residential front yards, a transition to desert landscaping is encouraged. Decorative front yard turf is discouraged.

In summary, the development shall maintain the walkable character of the community by centrally locating internal open spaces both active and passive, and amenities such as ramadas, picnic tables, barbeques, benches, playing fields, outdoor entertainment, gathering and social areas, mailbox areas, and providing clearly delineated and shaded pathways that connect to the community wide trails and amenities.

Project Specific Single Family Residential Design Guidelines

While a general theme for the project has been established, specific residential housing product has not been developed at this time. For this reason, these Project Specific Single Family Residential Design Guidelines (*Project Guidelines*) have been provided as a supplement to the approved City of Maricopa Single Family Residential Design Guidelines (*City Guidelines*), adopted November 5, 2015 and effective December 5, 2014. Builders for this project shall be required to adhere to both the Project Guidelines as outlined below, and the City Guidelines, which take precedence.

The City Guidelines provide direction on architectural form (rooflines, porches and massing), materials and details (enhanced veneers, window trim, columns), and layout (non-garage dominance, entry courtyards, corner lot requirements) without specifics on architectural style. These *Project Guidelines* supplement the *City Guidelines* by providing direction on appropriate architectural styles, and providing additional details on materials and architectural massing related to those architectural styles.

It is anticipated that multiple national homebuilding companies will construct homes within the community, therefore multiple product lines will be provided that will foster a diverse offering, look and character for the community. The intent of these guidelines is to provide each home builder in the community, direction in the development of their housing product and also the flexibility and opportunity to provide their unique and diverse floorplans and elevations for the residences, while maintaining a cohesive architectural theme and character for the project.

The product that will be built will incorporate architectural elements that will help create a diverse and aesthetically pleasing street scene. Product elevations and floor plans will be presented to the City for review and approval prior to the issue of any single family residential building permits for this project.

Appropriate Architectural Styles

In an effort to reinforce a ‘sense of place’ appropriate for the southwest, builders are encouraged to develop housing products based on the architectural styles listed and illustrated below, as well as to offer high quality contemporary product, currently desirable in the marketplace. This list is not comprehensive in scope or detail, but is intended as a basis of, or framework for design. Builders are encouraged to interpret these traditional styles in contemporary ways.

- **Ranch** – An architectural style originating in the domestic US, notably California and the southwest, Ranch Style is noted for its low, close to the ground forms, and long linear shapes. Roof lines were generally low slopes with wide overhangs. Contemporary Ranch Style architecture has seen resurgence in the previous decade in the Mid-Century Modern movement.
- **Territorial** – Associated with territorial New Mexico, this style is recognized by its single story massing, parapet roofs, and adobe exterior walls, all surrounding a central courtyard.



Contemporary Builder Product

• **Spanish Colonial, Mission Revival, and Pueblo Revival styles** – While each style has unique characteristics, these distinctively southwestern styles have several elements in common, including the use of viga and latilla porch construction, adobe or stucco walls, and recessed doors and windows.



Low pitched roof and side entry garage



Low linear form with wide eaves



long low form

• **California Bungalow** – Generally single story homes, often with a small attic or vaulted roof, a signature feature of the California Bungalow style was the gabled roof feature over the main entry, and the enclosed front porch.



Central courtyard



parapet roofs and milled beams



Floor Plans and Elevations

- A minimum of four home floor plans, each with three distinct elevations, will be offered within each definitive housing price range, product type, or builder.



Viga and Latilla Construction



Mission Revival



pueblo revival

- To promote diversity from home to home, the plans and elevations shall provide distinct architectural differences such as varying roof ridge lines, roofing materials, colors, windows and door details, arches, pop outs, veneers, and wainscoting, bay windows, and/or dormers.



- Different color schemes will be offered within each definitive housing price range or product type.
- The developer/homebuilder will not allow two homes with the same front elevation and color schemes to be located on adjacent lots or across from one another.
- Emphasis (covered front porches, bay windows, etc.) will be placed on front elevations of homes. Front entries will be visible from the street.
- If exposed wood frame columns are used on rear patios, the wood must be larger than a 4"x 4" post and must be stained to match the rest of the wood trim on the house. Frame and stucco columns may be used.

Roofs

- A variety of home roofing colors, shapes and/or textures will be offered. A variation of ridgelines and designs will be provided. Concrete tile shall be utilized for all sloped roofs.
Consideration may be given to alternate durable roof materials that are consistent with the housing theme of this project.
- Unique roof colors will be matched to each home color scheme.
- Residential dwelling units and accessory buildings/structures will have no roof-mounted or wall-mounted mechanical equipment including HVAC, or evaporative coolers. All such equipment must be ground-mounted.
- Covered courtyards or patio areas will be available options and will be incorporated into the architecture of the home.

Garages

- On lots that are at least typically seventy feet (70') wide, at least one elevation per floor plan per parcel or product type will be designed with a standard side entrance garage.
- No garage will extend forward of a home's livable area or covered front porch by more than ten feet (10'), except for side entry garage designs.
- At least one elevation per floor plan per parcel or product type will have the livable area of the home forward of the garage.
- De-emphasizing garage fronts is encouraged by utilizing side entry garages, recessed garage, detached garages, varying setbacks and architectural treatments such as building projections, porches and offsets. When side entry garages are utilized, the street view shall be articulated with windows or other architectural features.

Additions and Modifications

- Whenever possible, front yard setbacks shall be staggered, such that no two (2) adjacent lots have the same setback, with a minimum 2' variation between setbacks.
- All additions to homes shall be constructed of the same building materials as the principal residence and painted to complement the home.
- Garages shall not be converted or enclosed for other uses.
- Accessory buildings shall be located within walled rear yards.
- Provide as an option on appropriate architectural styles: exterior materials and finishes such as brick and stone veneers, different stucco finishes, and masonry type soffits.

Multi-Story Single Family Homes

No more than 60% of the lots that back up to a major arterial street or open space shall be two story plans, and no more than three (3) two story plans shall be built adjacent to one another on such lots. Exterior architectural design details such as window pop outs, windowsills, recessed windows and/or similar embellishments shall be incorporated for any side or back elevation of a two-story residence. The impact of two-story homes will be reduced by limiting the second story portion of the home, providing second story plane changes, providing multiple roof changes, and/or other effective means.

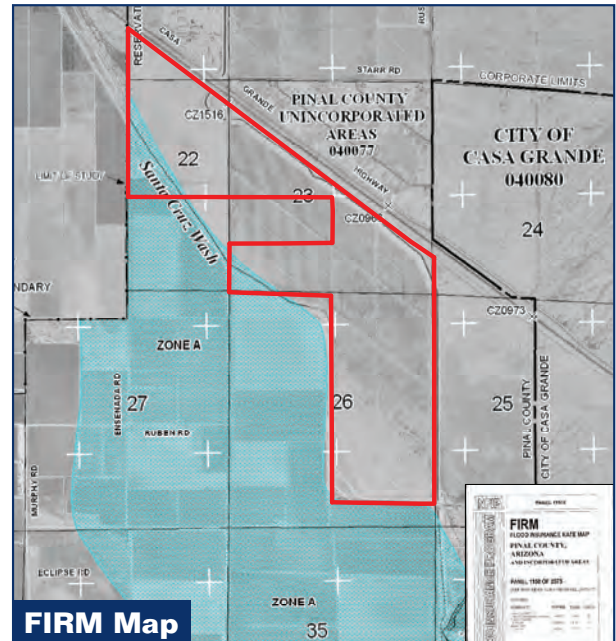
Front Yard Landscaping

Covenants Conditions and Restrictions for the community will provide the guidelines for the type of landscape that can be placed in front yards. A variety of landscape materials can be used but there will also be restrictions on some non-desirable materials such as allergenic plants. The amount of turf that can be used in front yards will be limited. Front yards will include a variety of water conserving plants. A minimum of two fifteen-gallon trees, eight five-gallon shrubs or accent plants, and six one-gallon ground cover plants, plus an automatic irrigation system and granite rock topping is required for each lot. Decomposed granite or river rock will cover all non-turf areas.

3g. Drainage:

The site is irregular in shape, consisting of agricultural land sloping west at 0.5%. The off-site drainage for the site consists of flows from the east and north east. Offsite flow north of the intersection of Russell Road and MCGH does not cross MCGH and flows south west and into Santa Cruz Wash south of our site. Flows cross MCGH approximately half a mile north and south of W. Val Vista Blvd. and flow into the

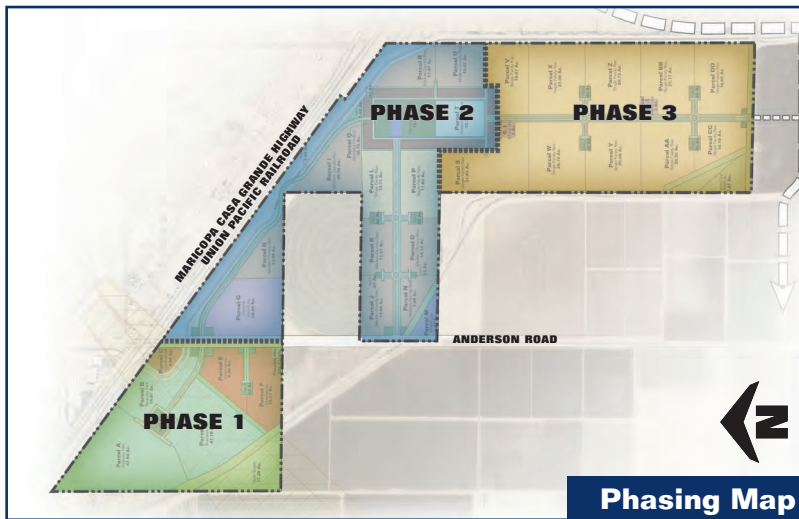
Santa Cruz Wash at the south east corner of the site. Santa Cruz Wash flows north to northwest at the westerly edge of our site and crosses under Anderson Road. The proposed development shall retain all storm water runoff onsite to meet the City of Maricopa and Pinal County requirements. The retention of onsite flow shall reduce the volume of flow into the Santa Cruz Wash which might have positive impact downstream and developing on the east side of the wash shall improve the eastern bank of the wash along the proposed site by implementing beneficial erosion control solutions and measures. Any proposed improvements within the floodplain, which would include the improvements proposed in the Mixed Use site (Parcel M) and the improvements to Anderson Road, will be submitted to the appropriate jurisdictions and agencies at the appropriate time for permitting. The proposed Site will include improvements of the existing Anderson Road Bridge and will account for the future proposed drainage improvements of Santa Cruz Ranch. (see Exhibit H - FIRM Map)



3h. Proposed Development Phasing:

Phasing is a challenge to predict at this time considering the mix of uses and the inter-reliance of those uses to each other. It is typical that a residential element will be initiated at the offset of development to provide rooftops in support of the subsequent commercial or business development. It is likely however that an element of employment use may be viable within an initial stage since it would not be in total reliance with on-site development, but may find support from the Maricopa community in general. With those issues in mind, it is possible that the first phase would include mostly employment elements with residential use and a smaller but appropriate amount of commercial use in tandem. Additional phases will likely proceed based on a more typical development philosophy.

With that stated, the first phase would most likely include that part of the project at the southwest corner of Anderson Road and Maricopa Casa Grande Highway. The second phase is most likely to include the southeast portion of that same intersection, trending eastward, containing mixed use/high density residential use, and all the proposed residential development south from there to include the community park and the school.



The third phase would include the remaining residential development down to the southern boundary. (See *Exhibit I – Phasing Map*)

3i. Proposed Internal Circulation:

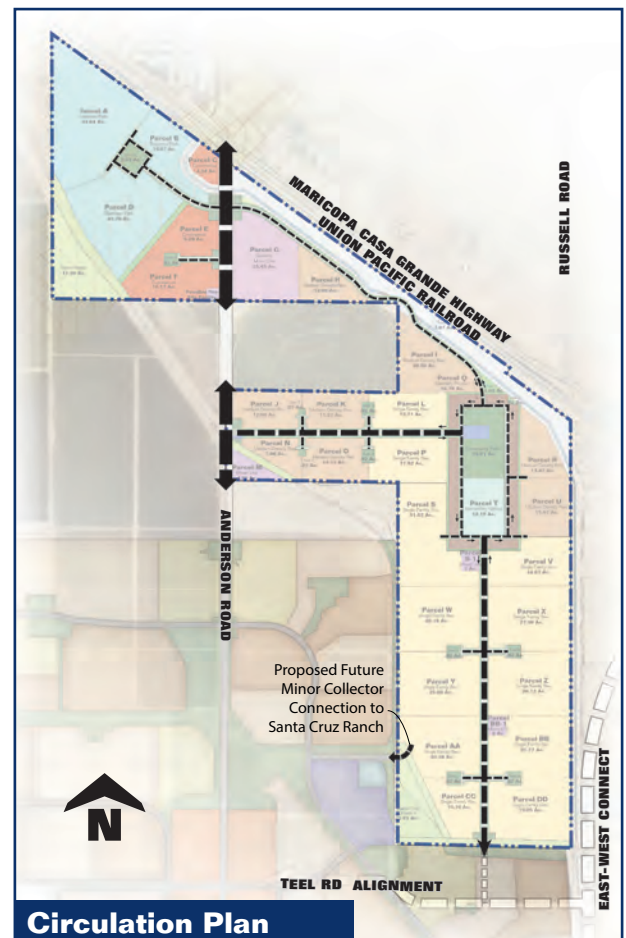
As indicated on the Land Use Plan, the internal vehicular circulation plan provides the project's primary

vehicular corridor within Anderson Road and its primary access at Anderson Road and Maricopa Casa Grande Highway. From there a major and minor collector circulation system has been created conceptually for internal circulation and for transition to a local street system that will service the residential areas. Please see the proposed roadway sections as shown on *Exhibit J – Master Street Plan*.

A future minor collector connection from the Anderson Russell community to the west across the Santa Cruz Wash into the proposed Santa Cruz Ranch is anticipated but only if the Santa Cruz Ranch development is annexed into the City of Maricopa. A precise location will then be chosen at such time as a Preliminary Plat is proposed for the Anderson Russell plan.

An additional collector connection is anticipated to the south across the Santa Cruz Wash to intersect with Teel Road. However, this can only be accomplished if the proposed Val Vista Parkway is aligned as shown on exhibits G & J, and only if there will be an interchange with Val Vista Parkway and Teel Road.

Pedestrian circulation is also indicated (in green) on *Exhibit O – Pedestrian Circulation and Trails Master Plan* and illustrates a concept of connectivity of open space and parks by a cohesive and connected trail system.



3j. MCGH/Anderson Road Improvements:

The proposed Anderson Russell development is planned to include a minimum of approximately 2,350 residential units, 300,000 sf of retail space and over 1 million square feet of employment space.

A Traffic Impact Analysis (TIA) was prepared for the development by TRACE Consulting and updated by EPS for this Anderson Russell PAD rezoning request. The TIA's researched existing traffic data from various regional transportation studies including the City of Maricopa Regional Transportation Plan (CMRTP), and the November 2015 Area Transportation Plan (& Regional Connectivity Plan). The current recommended roadway classification for Anderson Road south of the MCGH is for a minor arterial to connect to the freeway proposed on the Barnes Road Alignment.

The primary purpose of this TIA was to identify improvements that are directly related to supporting the development traffic. The long range future volume projections for Anderson Road and Maricopa Casa Grande Highway and the area surrounding Maricopa and Casa Grande are projected to experience high growth between now and full build-out of this area. To provide a reasonable analysis for this site and identify specific improvements required for the site, a 1.36 seasonal adjustment factor was applied to the traffic counts and a historic growth rate of 3.71% was utilized. This approach results in analysis to provide recommendations for improvements to provide an adequate level-of-service for each phase of the development.

The volumes and improvements are slightly lower than those projected by the CMRTP and ATP/RCP studies evaluated. The purpose in utilizing the historic growth is to demonstrate the specific improvements necessary to support the site and not the improvements that are planned to support the entire developing region.

The development is planned to be constructed over an approximate 15 year period. It is assumed that 25% of the development is projected to be completed by the end of the first year of construction, 50% of the development is planned to be completed by the fifth year of construction, 75% of the development is projected to be completed by the tenth year of construction and 100% of the development is planned to be completed during the last five years of construction. It should be noted that the years of completion are an estimate; recommended improvements to Anderson Road should be completed prior to the opening year, after 50% build-out and full build-out. The site is projected to generate 3,602 AM and 5,205 PM peak hour trips at full build-out with 3,420 AM and 4,945 PM trips after a 5% internal trip reduction is applied. There are three accesses from Anderson Road that will serve the site in phase 2 and possible five at buildout.

Currently, the majority of the traffic will travel to Casa Grande Highway to the north and State Route 84 to the south as there are few other routes available to service the land. In the future, Val Vista Parkway as well as Hassayampa Freeway will provide other east-west opportunities for mobility.

The recommended phased improvements for the Maricopa Casa Grande Highway and the Anderson Road Intersection are detailed in the updated EPS Addendum and can be summarized as follows:

Site Opening in Year One:

- Realign Anderson Rd north of MCGH and signalize intersection.
- Build signal with separate left turn lanes for each approach and separate EB and NB right turn lanes.

Year Ten (75%)

- Improve signal to include dual westbound and northbound left turn lanes.
- Improve Anderson Road and Maricopa Casa Grande Hwy. to include 2 acceptance lanes for dual lefts.
- Change phasing for eastbound left to protected plus overlap.
- The northbound right turn lane becomes a drop lane.

Year Fifteen (100%)

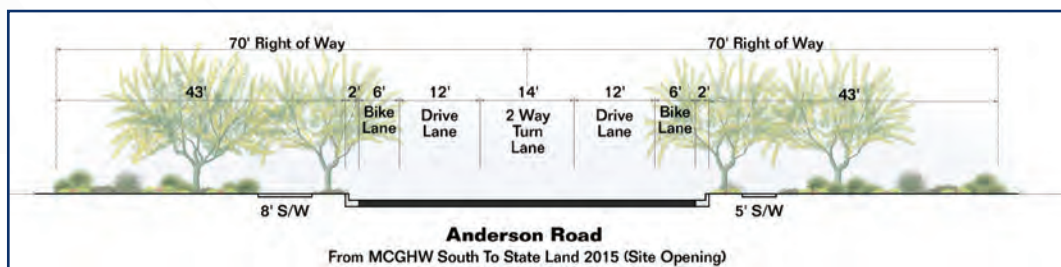
- Improve signal to include two eastbound and westbound through lanes.
- Improve signal to include an eastbound channelized free right turn.

Note: While it is recommended that signal warrants should be met before intersections are improved to become signalized, it is projected that the Maricopa Casa Grande Highway and Anderson Road intersection will need to be signalized to support the initial phase of development primarily because of the rail crossing that is located close to the intersection.

The recommended phased improvements for Anderson Road are as follows:

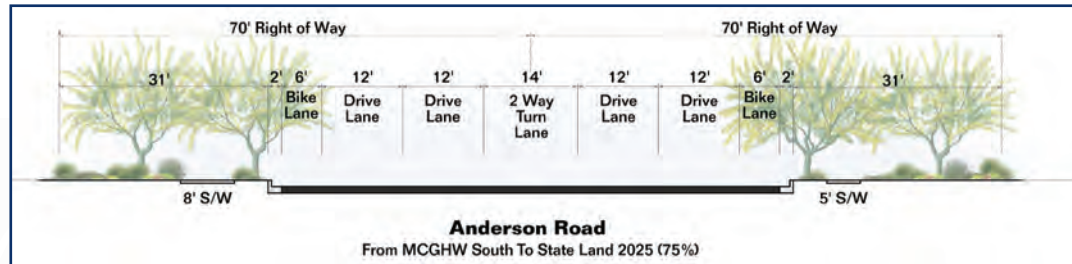
Site Opening in Year One:

- Improve a two lane roadway with one lane in each direction and a two way left turn lane from Maricopa Casa Grande Hwy. to the most southerly site access road.



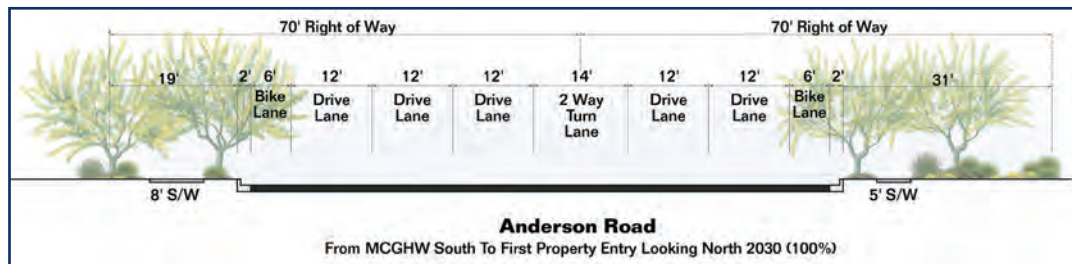
Year Ten (75%)

- Improve a four lane roadway with two lanes in each direction and two way left turn lane from Maricopa Casa Grande Hwy. to the most southerly site access road.

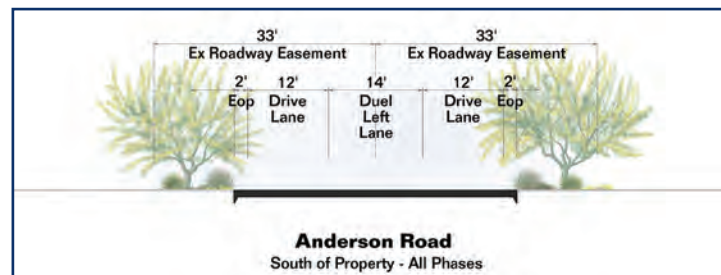


Year Fifteen (100%)

- Add a third southbound lane from Maricopa Casa Grande Hwy. to the most northerly site access road for a free right turn movement at the signal. This lane is a drop lane at that same site access road.



Note: A Portion of the Anderson Road alignment that serves the Anderson Russell Project Fronts a State Land Parcel and is therefore not within the project boundary. As such, there are limits to what improvements can be made to this portion of the roadway which would exclude most of the improvements described above. Should right-of-way not be available, a proposed improvement section is provided per below:



Santa Cruz Ranch Connectivity:

As a point of historical reference, the Santa Cruz Ranch (SCR) PAD, a County zoned but undeveloped master planned community to the southwest of the Anderson Russell property, and originally part of a joint annexation application, also proposed to utilize that portion of Anderson Road from Maricopa Casa Grande Hwy (MCGH). south to Miller Road as its primary access. The SCR off-site portion of the Anderson Road

access, from the MCGH to the current Val Vista Road alignment, is the same stretch of Anderson Road that is the primary on-site access for the Anderson Russell project.

In 2005 the SCR project also did a traffic analysis of the area roadways in order to identify what roadway improvements were required to support that development as part of its entitlement approval process with Pinal County. The results of that 2005 analysis, agreed to by the County in a Roadway Development Agreement, (*which is included as Appendix E*) indicated that the improvement of Anderson Road from MCGH south would allow the development of the entire area south and southwest of the SCR.

In acknowledgement of the regional importance of Anderson Road, the County required, as a condition to the development of SCR that an 80-foot right-of-way for Anderson Road from MCGH to the northern boundary of SCR (the off-site portion) would need to be acquired, designed, and constructed in three phases. The first phase improvements, to occur with the recording of the first final plat, recommended that the existing two-lane roadway would be “milled and overlaid in accordance with” a roadway section that was provided. At the second phase the roadway would be widened to four lanes when there were 1,489 occupied dwelling units and at the third phase the roadway would be widened to six lanes once there were 5,169 occupied dwelling units. The agreement also recommended specific deceleration and turn lane improvements at the intersection of Anderson Road and the MCGH during the second phase of construction.

The existing railroad crossing currently is improved with new crossing arms, flashers, and rail traffic crossings. The existing arms are positioned 5' east and west off the existing edge of pavement. As outlined in the traffic impact analysis, a two lane roadway along Anderson Road will suffice for a portion of Phase 1 of this project. The existing railroad crossing currently meets the Phase 1 requirements for this project therefore no additional improvements are needed until a future phase of the project. It is important to note that the existing Santa Cruz Ranch project to the south of the Anderson Russell property has been previously stipulated by Pinal County to make roadway improvement to Anderson Road. As a part of that previous stipulation, the Santa Cruz Ranch project was also responsible for making railroad crossing improvements. With the annexation of the Anderson Russell property and Anderson Road right-of-way, the City of Maricopa is now responsible for maintenance of the right-of-way. As such, the City of Maricopa will need to apply to Union Pacific Railroad on any upgrades needed to the railroad crossing. As this project develops, additional roadway widening will be needed. These improvements will be needed in conjunction with this project and the Santa Cruz Ranch project to the south. The widening of the railroad crossing and crossing facilities should be treated as a sub-

regional improvement. The crossing, although adjacent to this project, services traffic from a larger sub-regional area to the south of this project. Because of this the City of Maricopa should add the new railroad crossing improvement as a part of the City of Maricopa Capital Improvements Project and make it a part of the Development Impact Fee calculation being a City project and not a project specific improvement. To the extent the developer is required to overbuild any infrastructure as part of Anderson Road improvements, such improvements will be subject to credit/payback from the City of Maricopa. This understanding should be memorialized in stipulations to the approval of this Application.

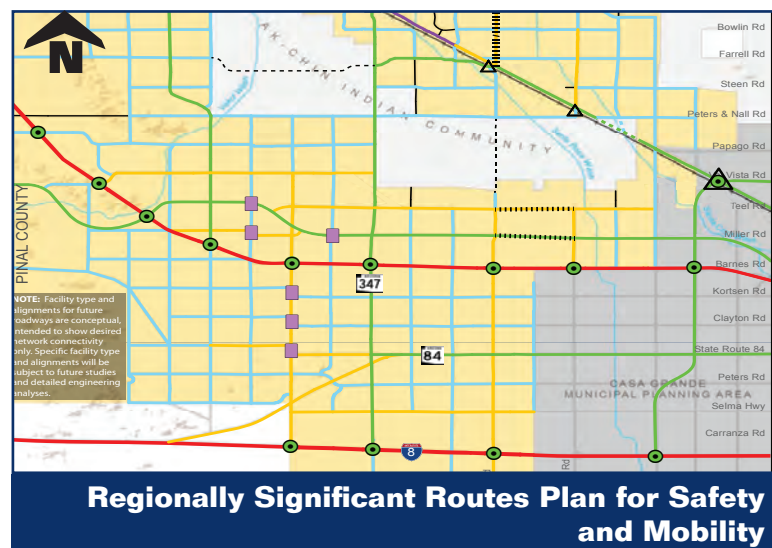
Anderson Road also crosses the CAP canal. The details of design and improvements to this crossing will be determined and provided with future engineering designs/platting.

3k. Proposed East -West Parkway Corridor:

Several transportation studies have been completed to plan for Regionally Significant Routes (RSR) for Safety and Mobility (RSRSM) in Pinal County (County) completed through the cooperation of the County, local municipalities, local Indian Communities, private developers, and the Arizona Department of Transportation (ADOT), with the goal of a RSRSM plan with the purpose of providing a guide for the Cities and County and the other stakeholders to implement and fund RSRs and to preserve right-of-way for RSRs.

The most recent study completed by the City of Maricopa is the 2015 Area Transportation Plan, Master Plan & Regional Connectivity Plan. That Plan originally showed the

Val Vista, east-west corridor on the same alignment as the 2008 RSRSM Study. Based on the Regional Connectivity Plan (RCP) Fig. 12-4 “Future Roadway Facility Type/ Circulation Plan”, upon crossing over the MCGH and continuing to the west, the 2015 tentative route for the Val Vista Parkway bifurcated the Anderson Russell Property and divided the Anderson Russell Property through the center, thereby creating two separate parcels. The RCP proposed route then turned southward for a short distance to avoid



crossing the Ak Chin Indian Community and the Santa Cruz Wastewater Treatment Plant, before it once again turned and continued west and traversed the Nissan Test Track facility.

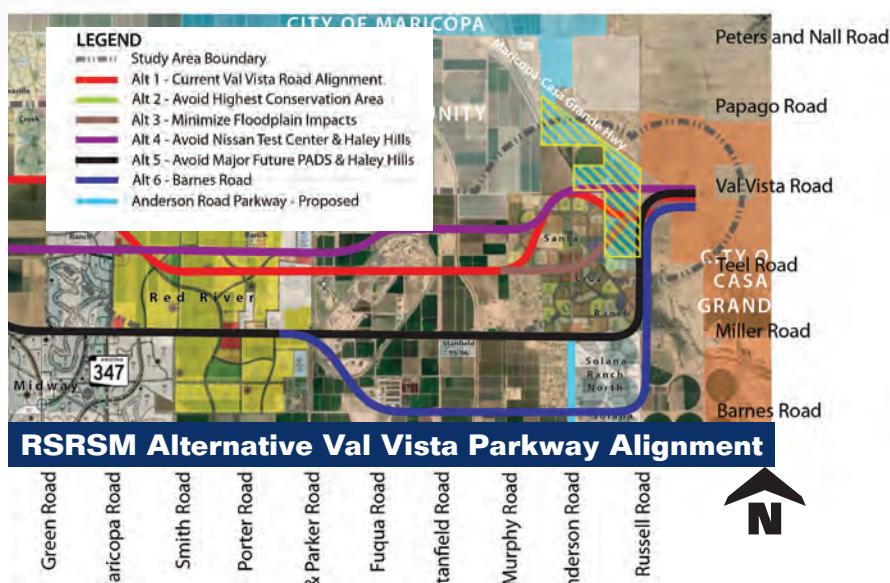
Area Transportation Plan/Regional Connectivity Plan

The City began Phase 2 of the November 2015 Study to examine additional concerns including the Val Vista East West Corridor. The second phase of that plan, which has recently been concluded, produced further study of potential regional routes including Val Vista and Anderson Road Parkways. The various alternative routes considered for the Val Vista Parkway are depicted on Exhibit K-1.

The City's study indicated alternatives 5 & 6 as having the highest Evaluation Value,

as well as most preferred by affected stakeholders.

Both alternatives 5 & 6 do not impact the Anderson Russell project



This PAD application has been amended to utilized the City's updated Figure 12-4 (see Exhibit K and above) as basis for the update to the Traffic Impact Assessment and for revisions to the master

circulation plan for the project. This submittal now includes possible future connection to the east-west corridor/Val Vista Parkway (and to connect Teel Road). Note the Project has also established approximate connection point to new community in future (see updated TIA). This particular concept plan could provide an additional access point to the community from the south, and also provide connectivity to a proposed regional vehicular circulation system (the parkway).

3l. Proposed Roundabouts (Traffic Circles):

The Anderson Russell Land Use Plan proposes an internal vehicular circulation system of major and minor collector roadways with the utilization of roundabouts at intersections for transition to the local street system that will service the project's residential areas. This system utilizing roundabouts is proposed for several reasons that include safety, smooth traffic flow, traffic calming, and aesthetics.



Roundabouts are endorsed by City of Maricopa 2015 Area Transportation Plan, the Department of Transportation (DOT) and many of the United States including the State of Arizona and they are also endorsed by the U.S. Department of Transportation Federal Highway Administration because of the many benefits that roundabouts offer when they are designed properly. More data on the statistics and benefits of roundabouts is available from the project's engineering consultant upon request.



15th Avenue



48th Street

Note: All proposed roundabouts will be designed to the satisfaction of the City of Maricopa City Engineer during the platting process.



Country Place

3m. Open Space Concept Plan:

As indicated on *Exhibit M – Open Space Master Plan*, substantial amounts of open space related to entrance features; park, tot lot, recreation, and amenity areas; buffers: and pedestrian circulation trails, are proposed throughout the Property in agreement with the applicant's concept of a quality master planned community and in compliance with the City's requirements and standards.

Please note that the Open Space Summary and Analysis total area that is indicated on Concept C does not include retention basins, end tracts, monumentation areas, etc., that will also be included in the open space calculation, however may or may not be able to be counted as Useable Open Space.

Please also see Exhibit Q – Entry and Wall Concepts and Exhibit R – Open Space Character Sketches for illustration of concepts related to entries and open spaces.

3n. Compatibility Issues and Solutions:

There are few compatibility issues related to the development of the Anderson Russell Property in that the project is almost completely surrounded by existing farm land or vacant undeveloped lands except for the Santa Cruz Ranch to the south & west and Saddleback Farms to the north. Saddleback Farms is buffered from the development by over 700-feet of distance that includes the Maricopa Casa Grande Highway, the Union Pacific Railroad track corridor, and the MSIDD irrigation canal and levee. The Santa Cruz Ranch project was processed for entitlements as a residential and residential support use master planned community in Pinal County in 2005 but has since been delayed for development for various reasons and remains as vacant & undeveloped or agricultural use. However, even if and when developed, Santa Cruz Ranch is proposed as a very similar type of development and could be considered as an extension of the Anderson Russell development, making it a compatible adjacent use.

Other site conditions or adjacent uses that could generate compatibility issues are the Santa Cruz Wash at the project's south and east boundaries: the MSIDD irrigation canal at the project's north perimeter: and the State Lands adjacent to and west of the project. The Santa Cruz Wash and the MSIDD irrigation canal are proposed to be integrated into the project as buffers to adjacent properties and as proposed amenities once improved with landscaping and with the likely possibility of pedestrian trails adjacent to and parallel with these existing features. The State Lands present no compatibility issues since they are also in agricultural use or vacant and undeveloped. These lands, as a part of the growth patterns in the area, also have the potential of becoming integrated into the Anderson Russell Property. The applicant and the City staff will be involved in ongoing discussions with the State Land Department on this possibility.

The Union Pacific Railroad track corridor lies directly adjacent to the site along its northeastern border. This is an active railroad corridor that has been addressed and mitigated existing conditions and by project plan elements. The site is already buffered from the railroad corridor itself by various existing utility easements and the existing

MSIDD irrigation canal and levee that provide a 200+ foot buffer from the railroad corridor to the project property line. In addition to these existing buffer conditions the project proposes a roadway adjacent to, along the length of, and inside the project's boundary. This roadway is within a right-of-way that varies from 60-feet to 96-feet in width and contains a 16' landscaped tract on both sides providing an additional 60 to 96 –feet of landscaped buffer for a total buffer of 260 to 296-feet from the railroad corridor to the nearest development parcels, therefore mitigating or minimizing any impacts or compatibility issues. Development along this buffer include only business park, commercial mixed-use and medium density residential. In compliance with Article 408-05 of the City's Zoning Ordinances, the applicant has also added sound attenuation walls, berms and landscaping along the adjacent railroad corridor as a commitment to sound attenuation. These elements will also be used to create barriers to reduce potential access by the youth to the dangers of the irrigation canal and railroad (See *Exhibit Q - Berm, Wall and Grate along Railroad*).

The Ak-Chin – Phoenix Regional Airport lies just north of the site and the airport's proposed flight approach area extends across a portion of the site as shown on *Exhibit Y*. The site has been designed in keeping with the Pre-Annexation Development Agreement that governs development of this parcel in relation to the surrounding. Within this flight approach zone, the proposed land uses have been limited to commercial and business park uses. A small 25 acre parcel of residential use is proposed nearby but outside the approach zone and approximately 3,000 feet from the airport runway itself, which is in keeping with precedent for location of residential relative to similar sized airports around the phoenix area All proposed uses in this general area will be designed and constructed in a manner so as to buffer, mitigate or minimize any potential adverse impacts that the airport may have on those proposed land uses and to preserve compatibility between the neighboring uses.

3o. Residential Use in the Airport Approach Surface:

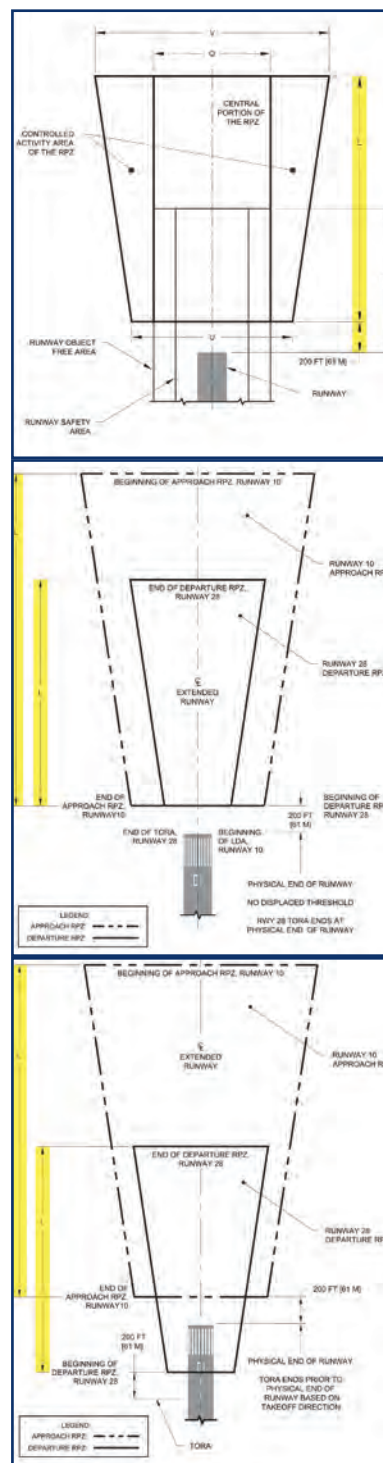
In 2012 a resolution by the Mayor and City Council of the City of Maricopa (City) approved and adopted a Pre-Annexation Development Agreement for a part of the northern portion of the Anderson Russell Property documented as the BNC National Bank (Owner) property containing approximately 189.06 acres and located in that portion of the Anderson Russell project that is west of Anderson Road and south of the Maricopa Casa Grande Hwy. (the BNC Property). The Development Agreement reserved a portion of the BNC Property specifically for Medium Density Residential development. The Development Agreement stated that the "*Owner and City agree that the City's General Plan Land Use Map Designation for the Property shall be amended to incorporate Commercial and Medium Density Residential (2-6 du/ac) Use Designations.*" And that "*The Parties believe that a combination of Commercial and Medium Density Residential (2-6 du/ac) Uses are appropriate and desirable for the Property.*" And, "*will result in significant benefits to the City and Property.*" These documents were

signed and recorded by the Pinal County Recorder on August 9, 2012. (See Exhibit U – BNC Pre-Annexation Development Agreement)

As noted above, the developer has worked extensively with the Ak-Chin, and in recognition of the reality of potential for nuisance from overflights, the applicant

has redesigned the layout of the BNC Property portion of the Anderson Russell Community to include only Business Park and Commercial land uses in effort to minimize potential conflicts with the airport. In addition to committing to noise attenuation construction techniques and materials, the mixed use portion of the Property east of Anderson Road takes any residential use out of the future approach and locates it away from the runway in a manner consistent with some of the most successful small airports in the region. In addition to these measures, the developer has also committed to provide an avigation easement over the Property to the airport authority, as well as to limit building height to 50 feet at the Property Line south of the runway.

It bears noting that while we understand that concern is primarily based on the fact that the Property is affected by an overhead “Approach Zone” generated from aircraft traffic north of the Property and based on Federal Aviation Administration (FAA) regulation related to this “Zone”, the “Runway Protection Zone” (RPZ) however does not extend into the Property. Concerns raised by the the Airport Authority have been based specifically with reference to FAA Airspace Protection Guidance Part 77 (FAA Part 77). However, FAA Part 77 deals mainly with the requirement to provide notice of construction on or around airports; standards used to determine obstructions to air navigation elements; the process for determining how obstructions affect those navigational elements; and the process for



petitioning the FAA for a determination. The document does not provide references to specific “restrictions” to land uses or to residential construction in particular, but generally defines obstructions or construction requiring notice only in terms of height and relation to We understand this complaint is based on the fact that the Property is affected by an overhead “Approach Zone” generated from the neighboring airport to the north of the site and based on Federal Aviation Administration (FAA) regulation documents related to this “Zone”. The Airport Manager has formulated this impression based specifically with reference to FAA Airspace Protection Guidance Part 77 (FAA Part 77). However, the FAA Part 77 document deals mainly with the requirement to provide notice of construction on or around airports; standards used to determine obstructions to air navigation elements; the process for determining how obstructions affect those navigational elements; and the process for petitioning the FAA for a determination. The document does not provide references to specific “restrictions” to land uses or to residential construction in particular, but generally defines obstructions or construction requiring notice only in terms of height and relation to the various airport imaginary safety surfaces or zones. To be clear: there is no FAA restriction prohibiting this proposal.

There are however other FAA reports and documents that deal specifically with the issue of land uses around airports such as:

- *Compatible Land Use and Airspace Protection* (Chapter 20 of an evaluation report of new development in areas near airports).
- *FAA Guidelines on Zoning in and Around Airports*.
- *Airport Design - Advisory Circular* (Originally dated 09/29/89 but updated and changed 09/28/12).
- *FAA Memorandum, Interim Guidance on Land Uses Within a Runway Protection Zone*, dated 9/27/2012.

After researching these documents it is the applicant’s conclusion that the residential use should be allowed with noise reduction construction stipulations based on the previous and following documented facts. Further, the applicant has already restricted all residential development from within the airport’s existing and future planned approach zones as a gesture of community cooperation. It is anticipated that the existing runway and respective approach zone may be abandoned or replaced at a time when the planned future runway becomes active. Upon the effective date of the future runway, the city shall administratively amend the high density residential land use to expand to the abutting abandoned runway approach zone area.

In summary:

1. There are no real “prohibitions” to land use in the area proposed, only *recommendations* from the FAA that have been largely accounted for.

2. The RPZ is the **only** zone where these uses are consistently recommended to be restricted and with a maximum length of only 2,500' on the old or on the new proposed runway the RPZ would not even reach the proposed residential use. (See *Exhibit Y - Maximum Possible Runway Protection Zone.*)
3. The so called "Approach Surface" as shown on the Property Exhibits (See *Exhibit Z - Maximum Possible Approach Surface & Approach Surface Slope*) does penetrate much further into the property to and beyond the property boundary but there are no indications or discussions within the FAA regulations and guidelines of use restrictions under the Approach Surface as there are in the RPZ . See *Exhibit AA - Off Airport Land Use.*
4. Research of existing examples of this issue would most likely result in finding existing residential development not only within airport Approach Surfaces but even some RPZs all over the country and even in the Phoenix area. See *Exhibit AB - City of Scottsdale Airpark.*

3p. Proposed Water Summary:

The Water Master Plan for the proposed Anderson Russell development presents the water system design criteria for the potable water distribution system. To meet the requirements of the water provider, Global Water, the following design was created. The source of water for the proposed Anderson Russell development will be Global Water's proposed Santa Cruz Ranch Water Distribution Center (WDC). The Anderson Russell development will connect to this WDC at Anderson Road, just north of Field Road. A second source of water for the proposed Anderson Russell development will be a well located at the southwest corner of the development. These two sources will provide water to meet the demands of Anderson Russell. The Anderson Russell water demands are as follows: average day demand of 0.90 MGD, maximum day demand of 1.79 MGD and peak hour demand of 3.05 MGD. Fire flow for the proposed development consists of 1,500 gpm for residential parcels, and 3,500 gpm for commercial and business parcels. In accordance with Global Water design requirements, the pumping capacity of the well will be 1.79 MGD or 1,243 gpm, 1.17 MGD of storage is needed and the booster pump firm capacity with fire flow is 4,744 gpm. To meet the above demands the Anderson Russell potable water distribution system will consist of 12-inch lines throughout the system. The full water system design can be seen in the Anderson Russell Water Report.

3q. Proposed Wastewater Summary:

The proposed Anderson Russell sewer infrastructure will be owned and operated by Global Water and will conform to all of Global Water's standards. Projected flows for the proposed Anderson Russell development are as follows: average day flow of 0.77 MGD and peak flow of 1.98 MGD. To accommodate the above stated flows, sewer lines in the Anderson Russell development will be 8-inches, 10-inches, 12-inches and 15-inches in diameter. All flows from the proposed Anderson Russell development as well as two offsite parcels, within the tributary area, will flow to a proposed onsite lift station on Anderson Road just north of the Santa Cruz Wash. It will use three pumps in rotating 20 minute cycles having a total pump capacity of approximately 1,820 gpm to pump the wastewater to two proposed parallel 8-inch force mains that will run north on Anderson Road to a proposed 18-inch gravity sewer line at the intersection of Anderson Road and Peters and Nall Road. This gravity sewer line will connect to Global Water's existing 36-inch sewer line at the intersection of Hartman Road and Farrell Road where it will flow to the Palo Verde Water Recycling facility in Global Water's north service area.

In addition to the wastewater analysis, an analysis was done for a recycled water system. The recycled water system delivery will be owned and operated by Global Water. The onsite recycled water system will be owned and operated by Anderson Russell HOA. Recycled water will be provided from Palo Verde Water Recycling Facility in Global Water's north service area. Anderson Russell will connect to an existing 12-inch recycled waterline at the intersection of Hartman Road and Farrell Road. It will enter the Anderson Russell development at Anderson Road just south of W Maricopa Casa Grande Hwy where it will then be directed to a water retention structure or lake in the large community park inside of Parcel Q where it will be stored. From there the water will be pumped through a distribution system consisting of 6-inch recycled water lines to the designated irrigation areas. Recycled water will be used to irrigate all of the parks, trails, open spaces and landscaped pathways in the development. Anderson Russell has a projected average day recycled water demand of 0.24 MGD and a maximum day demand of 0.43 MGD. Both the wastewater system design and the recycled water system design can be seen in full in the Anderson Russell Wastewater Report.

3r. Geological Constraints:

Research of the USGS database reveals no evidence of the presence of fissures within the Property boundaries and there is no information indicating any other geological constraints on the site. The majority of the Property's soils in the northern portion of the site are classified as the Denure Sandy Loam with slopes in that area generally

one (1) to three (3) percent. This deep somewhat excessively drained soil is formed in fan alluvium derived from mixed sources and is characterized by moderately rapid permeability, medium runoff and a slight erosion hazard. The southern portion of the Property is classified with three (3) types of soil, the Mohall Loam, the Mohall Clay Loam, and the Trix Clay Loam. These soils exhibit slopes that are zero (0) to one (1) percent and are generally well drained types found on old alluvial fans and valley plains. These soils are characterized by moderately slow permeability, slow to medium runoff and a slight erosion hazard (USDA).

3s. Environmental Constraints:

A Phase I Environmental Site Assessment was performed for the Property in September of 2013 by Speedie and Associates and is on file at the City with the GPA Case 13-01. The report concludes that no major environmental constraints or challenges exist on the Property, recommends no further investigation of the site, and suggests only minor site cleanup actions prior to development.

3t. Archeological:

Studies prepared by David S Boloyan were completed 2012 and 2013 covering the entire property (*submitted herein as Appendix C*). No resources were identified as a result of the Class III studies, and therefore no further archeological investigation is recommended as necessary.

4. General Plan Compliance:

The primary purpose of the 2025 City of Maricopa General Plan is to provide a tool for the community to guide and coordinate development efforts over the coming 20-year period. The General Plan also fully responds to Arizona's Growing Smarter/Plus requirements.

Citizens of Maricopa and the surrounding areas actively participated in the planning process. They assisted in the development of a plan that embraces their vision of an economically prosperous, family-oriented community with supporting services.

In its adopted form, this comprehensive planning document shall serve as a general guide for the City Council, the Planning and Zoning Commission and City staff, as well as public and private interests regarding development and growth in and around the City of Maricopa.

(For a comprehensive summary of how the Anderson Russell Project complies with the Maricopa General Plan goals and objectives, see Appendix B)

5. Closing:

A substantial amount of deliberation, research and investigation has been undertaken by the Project Team to date to arrive at what we believe to be an exceptional and timely and sustainable development concept for the Property. The applicant asked that staff address the Project Team's efforts in providing the following positive and beneficial elements of this proposal.

- The annexation of the property provided the City of Maricopa with a gateway to southern expansion. This Community seeks to provide a mix of uses to proudly serve as the gateway to the southern growth area.
- This Application is merely the next step in the collaborative process between the Applicant and the City that began with Pre-Annexation Development Agreements then carried through to annexation of this key property and General Plan Amendments to facilitate this Application.
- The property is bordered by the Ak-Chin Indian Community lands to the west and by the City of Casa Grande Planning Area to the east. As such the development of this property is a major asset to the City of Maricopa in that it provides an essential corridor or gateway between the Ak-Chin Community and the City of Casa Grande to the south. The Anderson Russell development is that gateway that provides opportunity and potential for the City of Maricopa to expand their boundaries southward. The approximate 776 acre proposed development will be developed as a gateway to the larger future development areas to the south.
- Parks, trails, schools, fire/police facility and other landscape and hardscape features make up a minimum of 22% of Open Space and Public Facilities to be provided.
- The proposed master plan for the Anderson Russell Property focuses on three key components. The first, providing a substantial commercial and employment area located along the Maricopa/Casa Grande Highway, the second, creating a cohesive and connected residential community, and the third, providing a focused core of amenities. The combined use of these three components will produce a comprehensive plan where the residents can live, work, and play and grow, all within their own community, that they will be proud to say they are apart.
- The location of these proposed business park, employment, and commercial facilities has been planned in proximity to the Ak-Chin Community and to the Ak-Chin regional airfield. These uses and their proximity to the Ak-Chin properties provide a development stimulus potential for the Ak-Chin Community and the

potential for spill-over of the same type of development into the airfield with the possibility for a Scottsdale Airport type business park development.

- There are two primary planning objectives of the proposed residential development. The first is to provide a variety of housing products, providing starter homes and move-up homes that would accommodate a wide range of buyers and budgets. The second objective is to infuse the residential community with sustainability by supplying all the necessities and support that will nourish the spirit and the vitality of that community and its residents. These support and necessity elements include the wide variety of housing products; a selection of nearby employment and commercial facilities where the residents can work and shop without going outside their community; a school facility within the community where their children will be close by and safe; a social gathering node central to the neighborhoods; and a variety of open spaces, parks and other amenities for their recreation and play.
- Maricopa's land use goals and objectives envision a full-service, balanced community for the future. They stress the importance of retaining a distinctive identity as positive change is accomplished. The City's image as an excellent place to live is promoted and expanded in the overall strategy for preserving, adding and blending compatible types of residential and nonresidential development. The employment and commercial opportunities proposed by the Anderson Russell development comply with and are most certainly a vital part of the City's image and vision of creating a vibrant mixed use core near the eastern boundary and at the City's gateway to the south. The land uses and zoning proposed in this request support and enable the City's Strategic Plan elements of Economic Sustainability, Quality of Life, and Management of the City's Future by providing this "gateway" to the South from the Maricopa Casa Grande Highway.