

Resided 15 July 2020

Land Use Analysis Minor General Plan Amendment

Maricopa Stonegate



Conceptual

Pinal Co. Assessor's Parcel Numbers:

510-12-019E

510-24-001F

510-24-001P

510-24-001W

This Narrative is to be used to support this Minor General Plan Amendment. Future entitlement permits are to be attained for the various properties. A PAD Amendment to the original Stonegate PAD and a preliminary and final plat are to be obtained.

The development of Maricopa Stonegate will fulfill the General Plan requirements of a “village” which will service the surrounding master-planned communities. The 2040 General Plan gives great emphasis on the interconnectivity of new development with the surrounding community. The benefits:

1. Accessible mixed-use center with amenities useable by the community by pedestrian, bicycle, and auto.
2. Creating a “people place” where auto traffic is not the primary means of transportation
3. Creating a diverse sustainable development
4. Creating a village with a mixture of single family, multi-family, and commercial development easily accessible and walkable from the surrounding residential communities.
5. Diversity and changeability: As shown on page 9, Proposed Land Use Plan, the proposed development is diverse and will have the added ability for change to meet the constantly changing needs of the community. While all the uses shown are conceptual, the core idea is to create a village. The multi-family may change to professional offices, retail, or other compatible uses. The large box retail is flexible to a variety of larger scale uses, such as a theater complex, traditional retail, or office.

Proposed residential unit count, density, commercial square footage:

TOTAL SITE AREA (GROSS):

<u>SITE AREAS (NET):</u>	± 2,017,118 SF / ± 46.30 AC
PARCEL 1 (LARGE BOX RETAIL)	± 390,420 S.F. / ± 8.96 AC.
PARCEL 2 (MEDIUM DENSITY RESIDENTIAL)	± 444,705 S.F. / ± 10.21 AC.
PARCEL 3 (HIGH DENSITY RESIDENTIAL)	± 463,500 S.F. / ± 10.64 AC.
PAD 4 (RESTAURANT / RETAIL)	INCLUDED IN PARCEL 1
PARCEL 5 (OFFICE / RETAIL/RESTAURANT)	± 133,580 S.F. / ± 3.07 AC.
PARCEL 6 (100 GUEST MOTEL)	± 103,056 S.F. / ± 2.32 AC.
PARCEL 7 (RESTAURANT / DRIVEWAY-THRU)	± 46,411 S.F. / ± 1.07 AC.
PARCEL 8 (RESTAURANT / RETAIL)	± 48,385 S.F. / ± 1.11 AC.
PARCEL 9 (RESTAURANT / RETAIL)	± 45,975 S.F. / ± 1.06 AC.
PARCEL 10 (RESTAURANT / RETAIL)	± 63,860 S.F. / ± 1.47 AC.
PARCEL 11 (FULL SERVICE RESTAURANT)	± 44,286 S.F. / ± 1.02 AC.
PARCEL 12 (GAS STATION / C-STORE)	± 78,340 S.F. / ± 1.80 AC.
TOTAL FOR ALL PARCELS AND PADS:	± 1,862,518 S.F. / ± 42.73 AC.
TOTAL COLLECTOR ROAD R.O.W.	± 125,279 S.F. / ± 2.88 AC.
STORM WATER RETENTION FOR ON-SITE COLLECTOR STREETS:	± 29,321 S.F. / ± 0.67 AC.
TOTAL FOR ALL PARCELS AND PADS:	± 2,017,118 S.F. / ± 46.30 AC.

BUILDING AREAS:

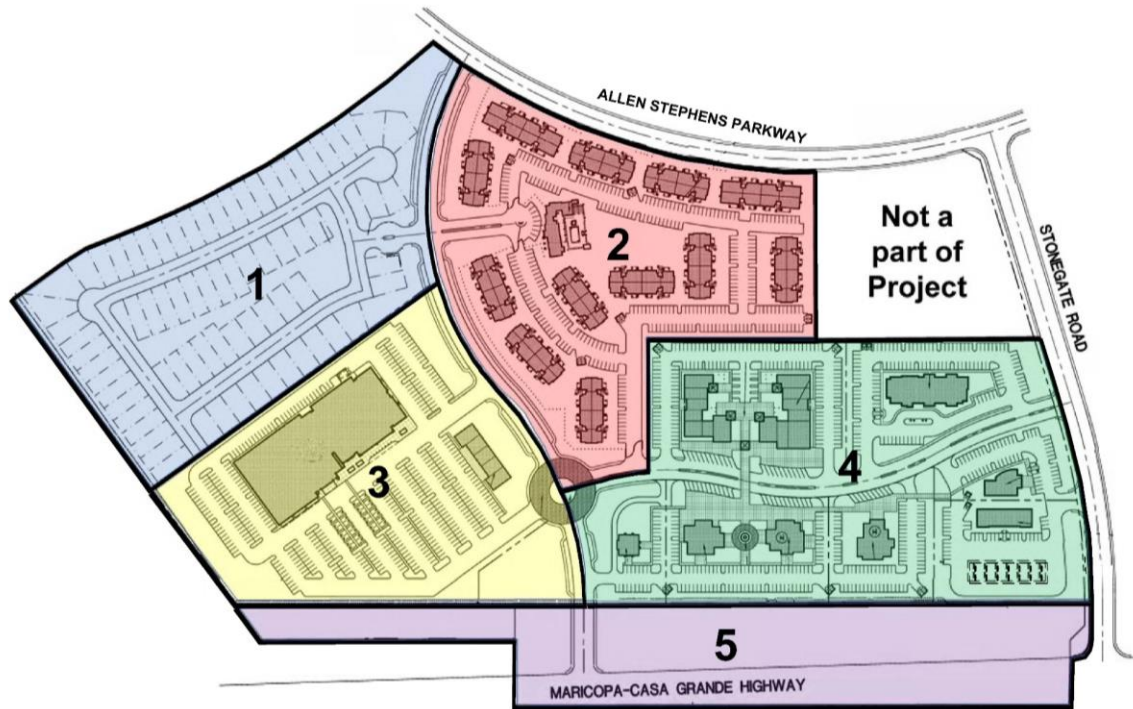
PARCEL 1 (LARGE BOX RETAIL)	± 61,051 S.F. / ± 1.40 AC.
PARCEL 2 (MEDIUM DENSITY RESIDENTIAL)	93 LOTS/9.11 d.u./ac.
PARCEL 3 (HIGH DENSITY RESIDENTIAL)	256 UNITS/24 d.u./ac.
PAD 4 (RESTAURANT / RETAIL)	± 7,800 S.F. / ± 0.18 AC.
PARCEL 5 (OFFICE / RETAIL)	± 23,425 S.F. / ± 0.54 AC.
PARCEL 6 (100 GUEST MOTEL-4 STORY)	± 47,508 S.F. / ± 1.09 AC.
PARCEL 7 (RESTAURANT / DRIVE-THRU)	± 4,498 S.F. / ± 0.10 AC.
PARCEL 8 (RESTAURANT / RETAIL)	± 6,608 S.F. / ± 0.15 AC.
PARCEL 9 (RESTAURANT / RETAIL)	± 6,608 S.F. / ± 0.15 AC.
PARCEL 10 (RESTAURANT / RETAIL)	± 6,890 S.F. / ± 0.16 AC.
PARCEL 11 (FULL SERVICE RESTAURANT)	± 3,984 S.F. / ± 0.09 AC.
PARCEL 12 (GAS STATION / C-STORE)	± 5,082 S.F. / ± 0.12 AC.

PARKING PROVIDED:

PARCEL 1 (LARGE BOX RETAIL)	456 SPACES
PARCEL 2 (MEDIUM DENSITY RESIDENTIAL)	N.A.
PARCEL 3 (HIGH DENSITY RESIDENTIAL)	300 SPACES
PARCEL 4 (RESTAURANT / RETAIL PAD)	SHARED PARKING
PARCEL 5 (OFFICE / RETAIL)	173 SPACES
PARCEL 6 (MOTEL)	122 SPACES
PARCEL 7 (RESTAURANT / DRIVE-THRU)	29 SPACES
PARCEL 8 (RESTAURANT / RETAIL)	55 SPACES
PARCEL 9 (RESTAURANT / RETAIL)	55 SPACES
PARCEL 10 (RESTAURANT / RETAIL)	84 SPACES
PARCEL 11 (RESTAURANT / DRIVE-THRU)	52 SPACES
PARCEL 12 (GAS STATION / C-STORE)	33 SPACES

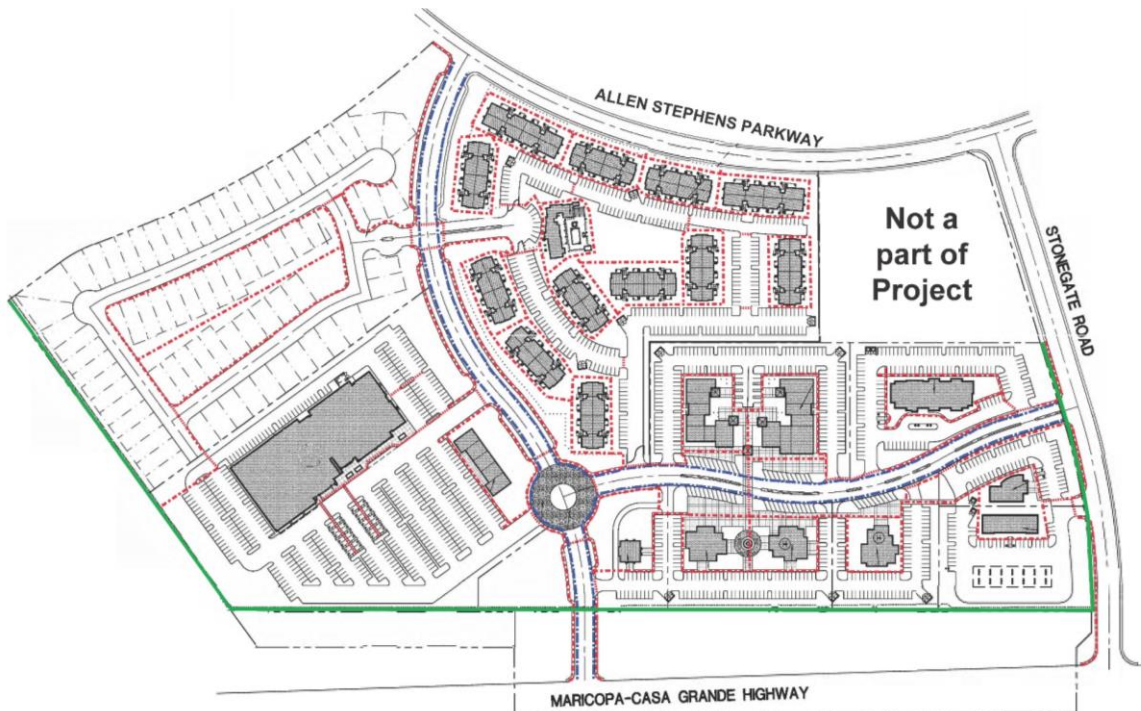
Conceptual Development and Phasing Plan

Development and Phasing Plan is conceptual and will be finalized during a separate PAD application submittal for review and approval by the City of Maricopa



Conceptual Internal Circulation & Pedestrian Opportunities Plan

The Internal Circulation and Pedestrian Opportunities Plan is conceptual and will be finalized during a separate PAD application submittal for review and approval by the City of Maricopa



Streets & Circulation:

To serve the various commercial and residential uses two streets shall be constructed through the site. One street (North to South) shall connect Maricopa-Casa Grande Highway to Allen Stephens Parkway toward the west side of the site. The second street shall connect Stonegate Road through the site, parallel to Maricopa-Casa Grande Highway, and intersect the afore mentioned, first street access road. Both access roads will be private streets, curvilinear with landscape medians, 'Round-about' intersection and detached sidewalks. With ingress & egress being provided from three different public streets that are relative distant from each other and existing intersection, the public street system should not be too heavily burdened. The North to South street shall mainly serve the large box retail site and the medium to high density residential sites. The East to West street shall serve the smaller retail, offices, hotel, and restaurants. The East to West street shall provide landscape islands along nearly it's entire length, as well as for some on-street parking combined with sidewalks that connect the adjacent businesses. These private roads shall be contained in Tract's and will be maintained by all properties within the development contributing (assessed) their fair and reasonable portion of maintenance and upkeep.

Water, Sewer & Dry Utilities:

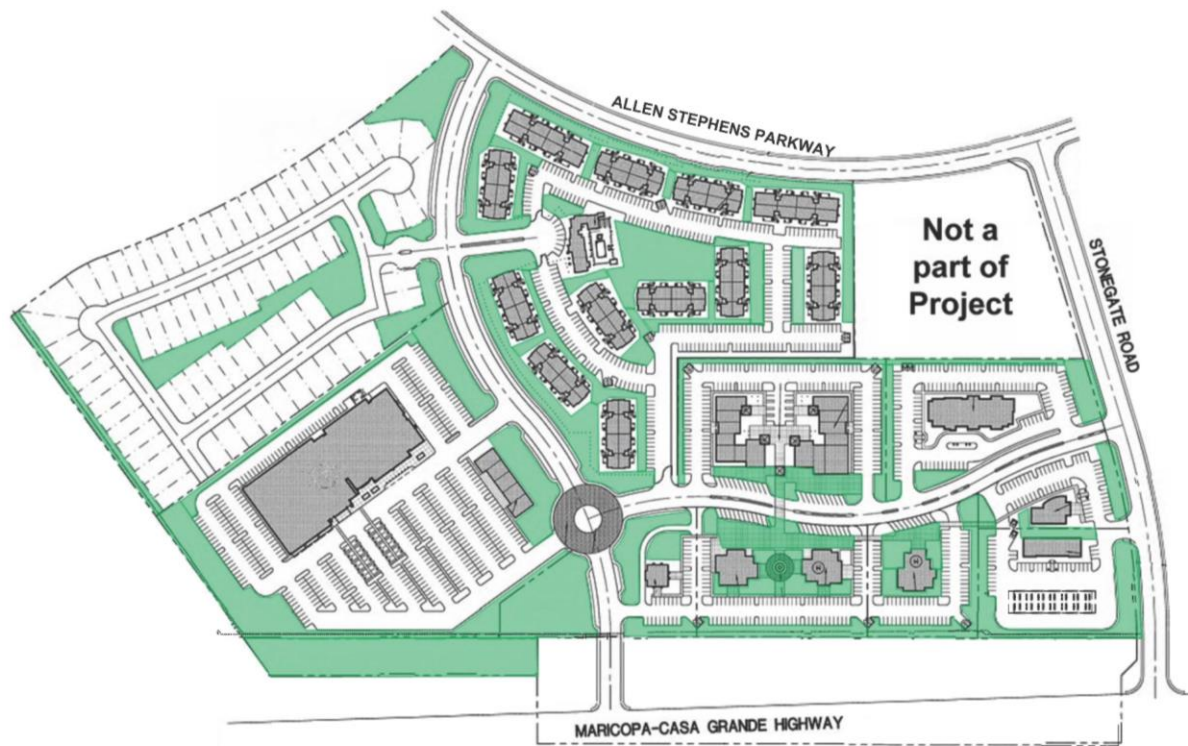
Water is available along Stonegate Road and Allen Stephens Parkway, with both roads having 12-inch diameter ductile Iron Watermains. Global Water Resources is the franchised water provider for the area and indicated they had the capacity to serve the proposed development. Water stubs currently exist at the internal street connection points along Stonegate Road. The southerly street stub-out has an 8" diameter water stub and the access for the East-West Street has a 12" diameter water stub. It is proposed that a 12" public water main be extended through the site, within both interior streets, to provide the potable water, landscape irrigation and fire protection needs of all parcels. A 12" diameter sewer line exists in Allen Stephens Parkway, near the northwest corner of the site. This 12" diameter sewer is located at the lowest elevation of the site and is approximately 12' deep at the estimated point of connection. A sewer main shall be extended from this 12" diameter sewer main south along the North-South Street and then east along the East-West street. The size of the main shall vary from 10" to 8" diameter. Sufficient depth exists to serve all parcels, with the line constructed at or near minimum allowable slopes. The sewer provider is also Global Water Resources. Dry utilities (Electric, telephone & communications) exist at or near the proposed site with connections anticipated to be routine.

Grading, Drainage & Retention:

With the site sloping or draining in a northwesterly direction, retention basins have been designated on the Master Plan at or near the intersection of the two interior streets and at the intersection of the N-S Street and Allen Stephens Parkway. Runoff from the interior streets shall be conveyed by curbs and gutters and collected/conveyed by a storm drain system to these two retention basins. Each of the individual parcels shall be responsible for grading, drainage, and retention within their individual parcels. That is, there will not be a central retention basin, but rather individual, on-lot retention systems. On-site retention will consist of landscaped surface basins as well as sub-surface retention reservoir systems. All retained runoff shall be dissipated from each parcel within 36-hours, from the end of the storm. This will be accomplished through individual drywells or a system of drywells depending on retention volume and percolation rates.



Open Space Concept Plan



Proposed land use buffering technique:

The project proposes to buffer the existing single family master planned community, to the north, by introducing a single family small lot subdivision on the north end contiguous with the existing neighborhood. To the east across Allen Stephens Parkway, the single family subdivision will be buffered from the commercial developments by introducing 2 story multi-family along the arterial with enhanced landscaping. To the south along Stonegate Road, commercial development is planned, and no buffering is required. Along the Maricopa-Casa Grande Highway, a trail system connecting with the existing trail is planned.

Public benefit of the proposed Amendment:

Maricopa Stonegate is designed to buffer the existing residential master-planned communities from the commercial part of the development. This is accomplished by placing a single-family subdivision on the north side of the development directly next to the existing residences of the Glennwilde master-planned community. To the east, the multi-family development will buffer the residences on the other side of Allen Stephens Parkway by only allowing 2 story development along the street and 3 story for the remaining buildings closest to the commercial development. All the other commercial development in Maricopa Stonegate will be to the south. The contiguous neighborhoods to the south will be buffered by the Maricopa-Casa Grande Highway. Commercial development is planned on the properties to the east, and no buffer is needed in that direction.

Compatibility:

The mixed use development follows the criteria as set forth in the General Plan, Zoning, and PAD documents. It is compatible with the surrounding master-planned communities by buffering with residential along the two sides contiguous with residential. The development brings needed commercial into the area to service the surrounding neighborhoods with restaurants, office, retail, hospitality, and other commercial developments.