



Requesting Department:
Development Services

TO: Planning and Zoning Commission

THRU: Brett Burningham, Development Services Director

FROM: Erik Swanson, Principal Planner

RE: **Public Hearing and Possible Action on P19-0049/P19-0066 SPUR CROSS PAD AMENDMENT**, a request for Rezoning and Site Plan approval to adjust the overall acreage of components within the Spur Cross master planned community by eliminating 33 acres of R1-4 zoning district, increasing the R1-5 zoning district from 98 acres to 120 acres, reducing the C-1 zoning district acreage from 15 acres to 6 acres, and creating a 20 acre parcel of MDR zoning district for property located at the northeast corner of Ocotillo and Signal Butte roads.

DATE: September 11, 2019

STAFF RECOMMENDATION

Staff recommends approval of P19-0049/P19-0066 SPUR CROSS PAD AMENDMENT, subject to the Conditions of Approval included in this report.

PROPOSED MOTION

Move to approve P19-0049/P19-0066 SPUR CROSS PAD AMENDMENT, subject to the Conditions of Approval included in this report.

RELEVANT COUNCIL GOAL(S)



Secure Future

SUMMARY

The proposal consists of a request for Rezoning and Site Plan approval to adjust the overall acreage of components within the Spur Cross master planned community by eliminating 33 acres of R1-4 zoning district, increasing the R1-5 zoning district from 98 acres to 120 acres, reducing the C-1 zoning district acreage from 15 acres to 6 acres, and creating a 20 acre parcel of MDR zoning district.

HISTORY

September 21, 2016	Town Council approved General Plan Amendment, rezoning and subdivision case numbers GPA16-025, RZ16-047 (Ord. 622-16) and SD15-055, for the Meridian Estates PAD which later changed names to Spur Cross.
Jan. – July 2019	Planning Commission approved Residential Design Review requests for Parcels 2 through 8.

PROJECT INFORMATION

Spur Cross Project Information	
Project Name	Spur Cross PAD Amendment
Site Location	Northeast corner of Ocotillo and Signal Butte roads
Current Zoning	R1-4, R1-5, C-1
Proposed Zoning	R1-5, MDR, C-1
Surrounding Zoning Designations:	
North	R1-5 PAD (Spur Cross)
South	C-2 (Church)
East	R1-5 PAD (Spur Cross)
West	C-1, R1-9
Total Lots/Units	174 units
Proposed Density	9.15 du/ac increasing density to 3.59 from 3.5 for Spur Cross

DISCUSSION

When the Spur Cross master-planned community was zoned in late 2016, a number of zoning designations were provided for different phases of the community. Included in the initial zoning were the zoning classifications of R1-4, R1-5, R1-7, R1-9, and NC (C-1). At the time of approval seven traditional single-family parcels were anticipated with an eighth parcel designated for Medium-High Density Residential (MHDR) in the form of cluster homes under the R1-4 designation. The seven traditional single-family residential parcels have all received approval for housing product. A portion of Parcel 1, originally designated as MDHR and zoned as R1-4, is currently under preliminary plat review for single-family homes. Additionally, a portion of the original Parcel 1 has been sold for a future church site.

The remaining area to be developed in Spur Cross is the commercial corner and a remnant portion of Parcel 1. The request is to rezone approximately nine acres of the total 15 acres of

commercial and approximately 11 acres of R1-4 to MDR for a single-story, multi-family residential development along with Site Plan approval.

The single-story multi-family development model is increasing in popularity as an alternative to traditional single-family homeownership or multi-story multi-family living. The proposed development acknowledges the context with traditional single-family subdivisions within the vicinity. In an effort to ensure compatibility with the adjacent areas, a thirty (30) foot landscape buffer has been provided along the northern property line. Per code, where two different land uses are proposed, a fifteen (15) foot landscape buffer is required on both sides of the two developments. Rather than creating two landscaped areas that would largely be unusable the design team located the entire thirty (30) feet on the MDR parcel and created a walking path that connects to the broader Spur Cross community and trail connections. Similarly, the design team took the approach to create a miniature subdivision by incorporating a street system that departs from the traditional rectilinear pattern often found in single-story multi-family developments. Along the main drive aisle the design team has incorporated a number of rectangular grass areas with adjacent trees to create the feel of a tree-lined boulevard.

Architecturally, the design team approached the individual units much like single-family homes and has provided elements of four-sided architecture. Elements included in the architectural design include brick veneer, standing seam roofing, shutters, varying column designs, different stucco finishes, and a variety of roof lines. The units are designed to be either stand-alone units or as duplexes.

As part of the review of the request, Planning and Economic Development staff initially had concerns with the proposed reduction of the commercial corner. The development team provided two letters from the commercial development community including a letter from Phoenix Commercial Advisors, and Brown Group. Both provided a brief synopsis of the current market demand for commercial properties examining the subject site and surrounding community. Both letters detailed the limitations of the site including commercial developments to the west (Queen Creek Cornerstone) and east (Ironwood Crossing), as well as the fact that Signal Butte dead-ends to the south, indicating that a grocery-anchored commercial center (the original intent) would not be viable. Planning and Economic Development staff support the reduction in commercial acreage.

Two deviations to design standards are requested by the design team:

- **The first request is to reduce the required building separation of fifteen (15) feet to ten (10) feet.** Per the Design Standards, multi-family buildings shall be separated by a minimum of fifteen (15). The applicant requests the deviation stating that the development is not designed like a traditional multi-story development where the separation between large buildings is appropriate, but rather due to the single story design and that the units are detached (with the exception of the duplexes) the units look and function like single-family buildings where a ten (10) foot separation is commonplace. Planning Staff supports the deviation.

- **The second request is to reduce the parking stall size of all of the open air parking stalls (appx. 248) from 10'x20' to 10'x18'.** The request applies to 248 of 331 parking stalls, approximately 75% of the parking stalls. All garages will maintain the standard parking stall size, however the design team is requesting that the carport/open stalls be allowed to have a two-foot overhang over decomposed granite creating a stall size of 10'x18' with a two-foot overhang. Planning Staff has concerns with the proposed deviation, and as a response to the concerns the development team is looking at areas where the parking stalls can be increased to meet code requirements throughout the development. Planning Staff has added condition no. 3 of the Conditions of Approval addressing the need to increase parking stall size.

PUBLIC PARTICIPATION

A neighborhood meeting was held June 26, 2019 at the Community Chambers with approximately six residents attending. A presentation and general information about the development was presented to the residents. Staff has received two phone calls requesting general information on the development. Staff is unaware of any concerns with the request.

ANALYSIS

General Plan Review: The General Plan Land Use designation for this project is Neighborhood, allowing for a variety of residential densities.

Zoning Review: The proposed zoning complies with the General Plan Land Use Designation of Neighborhood.

Engineering, Utilities, and Traffic Review: The Engineering Division, Traffic Division, and Utilities Department have been involved throughout the review of the request and has responded with no concerns.

CONDITIONS OF APPROVAL

1. This project shall be developed in accordance with the plans and exhibits attached to this case and all the provisions of the zoning ordinance applicable to this case, except as modified herein.
2. The development shall meet all conditions of approval as provided in Ordinance 622-16, except as modified herein.
3. The applicant shall work with staff to increase parking stall size to meet code requirements in locations where feasible.

ATTACHMENTS

1. Aerial Photo Exhibit
2. Existing Zoning Exhibit
3. Spur Cross Development Plan
4. Site Plan
5. Floor Plans and Elevations
6. Letters of Expertise
7. Development Narrative