

PLANNED AREA DEVELOPMENT

Case No. PAD22-13

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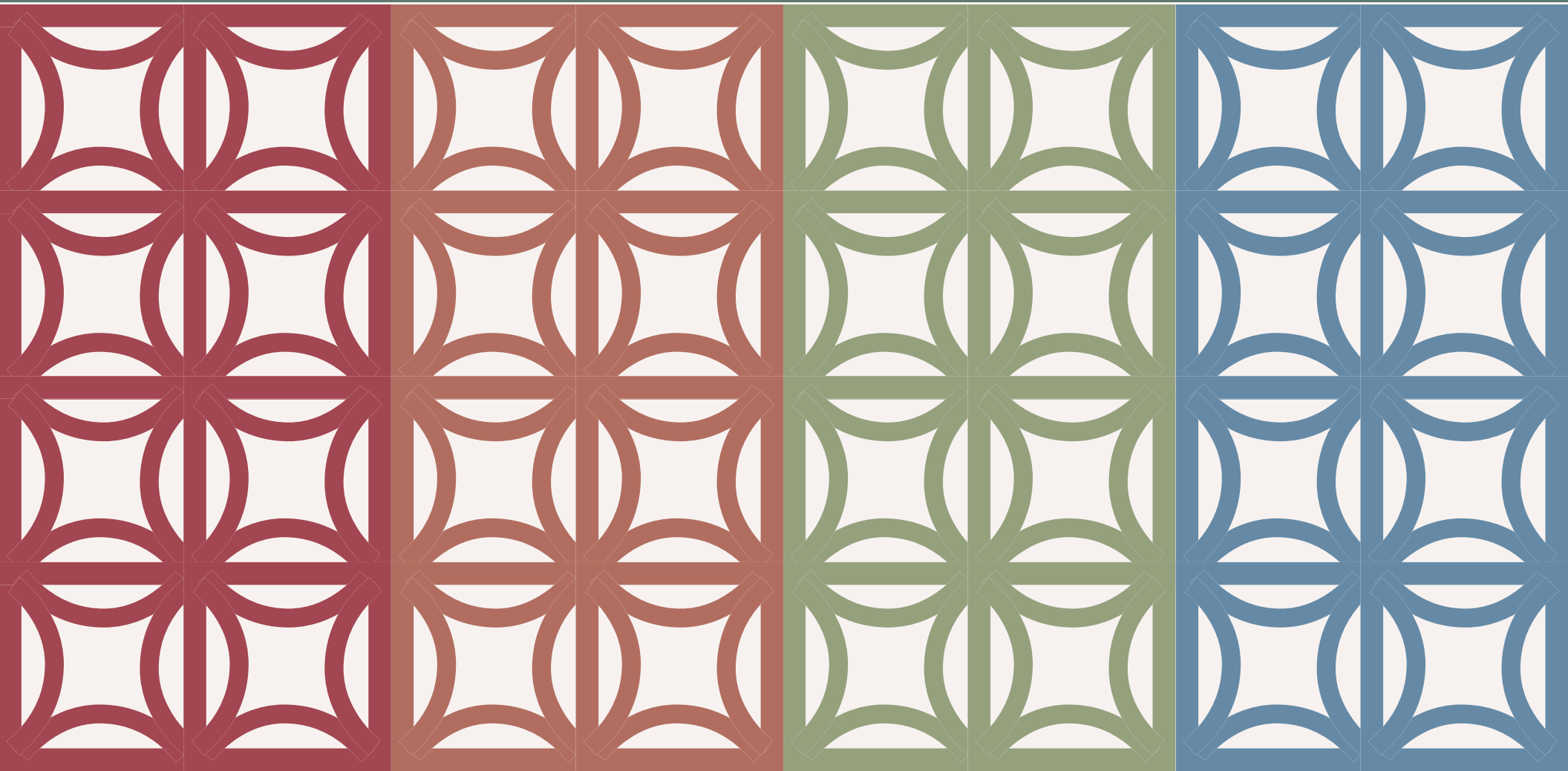
City of Maricopa, Arizona

CITY OF MARICOPA
Planning and Zoning Division
APPROVED

11/09/2022

PAD22-13

OVERLAND | WATERMAN | BUTTERFIELD



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TABLE OF CONTENTS

EXECUTIVE SUMMARY

1

Project Overview.....	1
Purpose & Intent.....	1

SITE ANALYSIS

3

Site Location.....	3
Surrounding Uses & Character.....	3
Table 1 Surrounding Uses.....	3
Exhibit 1 Context Map	4
Existing Site Conditions.....	5
Exhibit 2 Site Analysis	6
Exhibit 3 National Flood Hazard Map	7
Exhibit 4 Flood Zone Analysis	8
Existing & Proposed General Plan Land Use.....	9
Existing & Proposed Zoning.....	9
Table 2 Existing Land Use.....	9
Exhibit 5 Land Use	10
Table 3 Zoning.....	11
Exhibit 6 Zoning	12

DEVELOPMENT PROGRAM

13

Conceptual Development Plan.....	13
Exhibit 7 Development Use Plan	15
Exhibit 8 Conceptual Development Plan	16
Exhibit 9 Main Street Concept Plan	17
Table 4 Permitted Uses.....	18
Table 5 Parking Standards.....	20
Table 6 Development Standards.....	21

TABLE OF CONTENTS CONTINUED

ARCHITECTURAL DESIGN GUIDELINES

24

Development Character.....	24
Residential Product Character.....	24
Design Elements.....	25
Table 7 Additional Residential PAD Design Elements.....	25
Table 8 Design Criteria.....	25
Conceptual Signage.....	28
Exhibit 10 Conceptual Entry Monumentation.....	29

OPEN SPACE & AMENITIES

30

Amenities.....	30
Landscapeing, Open Space & Pedestrian Plan.....	30
Exhibit 11 Open Space & Pedestrian Circulation.....	31

INFRASTRUCTURE

32

Conceptual Grading & Drainage.....	32
Water & Wastewater.....	32
Vehicular Circulation Plan.....	32
Exhibit 12 Conceptual Grading & Drainage.....	33
Exhibit 13 Utility Plan.....	34
Exhibit 14 Circulation Plan	35
Public Service Information.....	36
Table 9 School Generation Rate.....	36
Maintenance of Streets & Common Areas.....	36
Exhibit 15 Will Serve Letter - Electric District #3.....	37
Exhibit 16 Will Serve Letter - Southwest Gas.....	38
Exhibit 17 Will Serve Letter - Century Link.....	39
Exhibit 18 Will Serve Letter - Global Water.....	40

CONCLUSION

41

EXECUTIVE SUMMARY

PROJECT OVERVIEW

Overland / Waterman / Butterfield is a multi-family residential community within the City of Maricopa designed to bring diverse housing options to the existing market within the beautiful Sonoran Desert. The community is envisioned to appeal to all ages and economic classes to provide the City of Maricopa residents with a new multi-family community that offers walkability, amenities and thoughtful design to be cohesive with the natural desert environment and history of Maricopa. Three multi-family residential communities will be developed on the +/- 20-acre site which include Family Workforce Housing, Market Rate Apartments and Senior Housing (age 55+). The overall development will be home to the following individually managed communities: Overland Apartments (Family Workforce), Butterfield Commons (Market Rate) and Waterman Senior Apartments (Age Targeted 55+).

The City of Maricopa has seen rapid growth and development over the past years. Between 2014 and 2020, the city's population has grown by over 30.2% and is expected to grow an additional 43.2% by the year 2030. Now, with the recent completion of John Wayne Parkway, the subject site located at the southeast corner of John Wayne Parkway & Maricopa-Casa Grande Highway, is primed for development that meets the growing residential market demand and provides attainable housing options for the local workforce. The subject property (APN: 510-25-009S) is optimally located adjacent to the Maricopa-Casa Grande Highway and Amtrak's Maricopa Station with great proximity to nearby schools, a hospital, a regional park, and a future retail site.

The project site is uniquely situated between an existing single-family residential development to the south and east, railroad to the north and a future retail site to the west. These adjacent land uses leave the property completely surrounded with limited accessibility or reasonable land uses that fit with the surrounding environment. In addition, the subject site is not adjacent to any public street which limits access opportunities to the site. It is the understanding of the development team that the property directly adjacent to the site's western boundary, which is currently owned by the City of Maricopa, is to be developed as future retail with the assistance of the City of Maricopa. The anticipated retail to the west and the City of Maricopa are essential collaborators with the proposed development as they will be providing a shared access drive from Honeycutt Avenue to the multi-family residential site's western boundary to allow for future access to the proposed high density development.

This shared Honeycutt access drive will transition into what will be known as "Main Street" once the drive alignment reaches the multi-family project site boundary. The Main Street concept is envisioned to provide a smooth transition from the future, large-scale retail use to the project site. The proposed high density multi-family use will create a desirable mixed-residential development that serves the diverse and fast-growing housing market within the City of Maricopa while providing a fitting use between existing development and planning for excellent connectivity to future adjacent development for residents to live, work and play.

PURPOSE & INTENT

The purpose of this rezoning request is to request a modification to the existing zoning from Light Industry & Warehouse (CI-1) to Planned Area Development (PAD) in order to obtain the proper entitlement to develop a high density residential use with three types of multi-family products that include Family Workforce Housing, Senior Housing and Market Rate Housing. This proposal respectfully requests the unique PAD zoning as there are constraints that are distinctive to the subject site and the proposed product type. Each of the multi-family residential buildings within the development are proposed to be four story structures, which currently does not fit into any of the existing zoning districts development standards as outlined in the City of Maricopa's zoning code. Additionally, due to the isolated location of the subject site with single family residential homes and a known large-scale retail development to the west, the property is situated and properly suited for a high density residential use that will contribute to the gradual increase of intensity and density of uses in the area. The proposed Senior Housing option also requires the need for a rezoning to the unique PAD district in order to reduce the parking requirements due to the nature of the demographics for those residents who no longer require a vehicle. The intent of the PAD is to modify height requirements, parking regulations and other development standards that are unique to the subject site and uses that complement the surrounding existing and future uses within the City of Maricopa.

PURPOSE & INTENT (CONTINUED)

Section 18.60.010 of the City of Maricopa Zoning Code outlines the purpose of and criteria for the application of the PAD zoning district. Specifically, the purpose of the PAD zoning district is to provide opportunities for creative development approaches that will achieve superior community design, environmental preservation and public benefit in comparison to subdivision and development under base zoning district regulations. The subject site is characterized by several unique circumstances that limit development opportunities, including the property's limited access, irregular parcel configuration and transitional location between existing single-family residential communities and a future, large-scale retail center. The PAD will establish context-appropriate development standards that respond to these special circumstances, as well as the realities of evolving market demands and residents' housing needs or preferences. In particular, the proposed development provides an opportunity to improve the range and diversity of multi-family housing within the City of Maricopa with a specific emphasis on affordability and amenitized living. The PAD also develops design guidelines related to architectural features and open space and amenities beyond those standards typically required by the Zoning Code to achieve a superior community design to benefit future residents and the larger surrounding community.

In summary, the PAD will provide flexibility required to address unique circumstances and design characteristics specific to the subject site, while also allowing for the development of a transitional area between dissimilar land uses, including the existing single-family residential communities to the south and east and the future, large-scale retail center to the west, consistent with Zoning Code Section 18.60.010.

SITE ANALYSIS

SITE LOCATION

Overland / Waterman / Butterfield is located at the southeast corner of John Wayne Parkway and Maricopa-Casa Grande Highway. Honeycutt Avenue runs perpendicular to John Wayne Parkway and will be the primary intersection to access the future residential site. The subject property is only a short distance away from many daily necessities of future residents. For example, Maricopa High School is 0.6 miles away from the future multi-family site while the closest elementary school, Maricopa Elementary School, is roughly 1.2 miles away. Copper Sky Regional Park, located along John Wayne Parkway, is 1.3 miles away. The nearest Hospital to serve the future community is located at the intersection of Honeycutt and John Wayne Parkway, which is a short 0.35 miles away for any medical needs. North of Maricopa-Casa Grande Highway is the closest grocery store, Sprouts Farmers Market, which is roughly 1.2 miles away.

SURROUNDING USES & CHARACTER

Directly North of the future multi-family residential site is the Union Pacific Railroad. The Amtrack Connection Service also runs on this alignment and stops a short distance away at the Amtrack Maricopa Station which is located at the intersection of John Wayne Parkway and Mercado Street. To the West of the project site is existing vacant land that is expected to be developed in collaboration with the City of Maricopa as a retail site with varying uses. The future multi-family development will be accessed through this future retail site via a shared public street that extends southeast from the current terminus of Honeycutt Avenue. To the East of the subject site is the Santa Rosa Crossing Community which includes 351 single-family residential homes that were recently constructed. The Desert Cedars Community is located to the South of the multi-family residential site. Desert Cedars includes 418 single-family residential homes and incorporates a +/- 100-foot landscape buffer between the existing perimeter wall spanning along the project site's southern boundary and the nearest single-family residences.

Table 1: Surrounding Uses

DIRECTION	USE	ZONING
SITE	Vacant / Undeveloped	CI-1
NORTH	Railroad & Maricopa-Casa Grande Highway	Industrial Zone (CI-2)
EAST	Santa Rosa Crossing Single-Family Residential Community	Single Family Residence (CR-3)
SOUTH	Desert Cedars Single-Family Residential Community	Single Family Residence (CR-3)
WEST	Vacant Land to be Future Commercial	General Business Zone (CB-2)

EXHIBIT 1 | CONTEXT MAP



* PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE

LEGEND

-  SUBJECT SITE
-  RAILROAD
-  HOSPITAL
-  HIGHWAY



EXISTING SITE CONDITIONS

Existing Infrastructure

The City of Maricopa is primarily accessed by Arizona State Route 347 (SR 347), which is also known as John Wayne Parkway. State Route 347 runs north-south with access to Interstate 10, which is located approximately 16 miles to the north, and Interstate 8, which is located approximately 18 miles to the south of the subject site. John Wayne Parkway (SR 347) is classified as a "Parkway" on the City of Maricopa Circulation Map which typically requires a minimum right-of-way (ROW) width of 200 feet and 6 drive lanes. To the North of the subject property is the Maricopa-Casa Grande Highway. Maricopa-Casa Grande Highway is classified as a Principal Arterial II Roadway which requires a ROW width of 150 feet and 6 drive lanes. The alignment of Maricopa-Casa Grande Highway runs northeast to southwest with connection to Interstate 10 in the City of Casa Grande and access to Gila Bend to the west at Interstate 8. Direct access to Maricopa-Casa Grande Highway from the subject site is not provided due to the location of the adjacent Union Pacific Railroad. The Amtrack train station is located at the southwest corner of Mercado Road and John Wayne Parkway with services to San Antonio, Texas and Los Angeles, California with multiple stops along the way and additional connections branching out throughout the country.

Based on utility research, there is an existing 8-inch sewer line under W. Desert Cedars Drive south of the proposed development. An existing 12-inch water line under W. Desert Cedars Drive south of the proposed development. There is also an existing 8-inch water line stub to the west of the development under N. Maricopa Road.

Existing Topography & Drainage

The existing ground at the site generally drains from east to west at varying slopes. In its existing condition, the site is undeveloped with desert ground covering with little vegetation. The site currently drains to an existing dirt-lined ditch that flows east to west through the middle of the site. The current FEMA Flood Insurance Rate Map (FIRM) for this area, map number 04021C0741F (Revision date 06/16/2014) shows the project site is in flood hazard Zones X. Zone X is defined as, "Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from 1% chance annual flood." There have been revisions to this FIRM through a Letter of Map Revision (LOMR). The latest effective LOMR goes into effect August 12, 2022. This LOMR essentially shows that this particular site is protected by a levee and is still part of Zone X.

As identified through topography data and a site analysis, the property currently has an old irrigation channel running east to west through the property. Maricopa Stanfield Irrigation District (MSID) and the Bureau of Reclamation (BOR) were contacted to ensure that there is no BOR USA easement relocation required. The existing drainage channel will be removed during the development of the site.

EXHIBIT 2 | SITE ANALYSIS



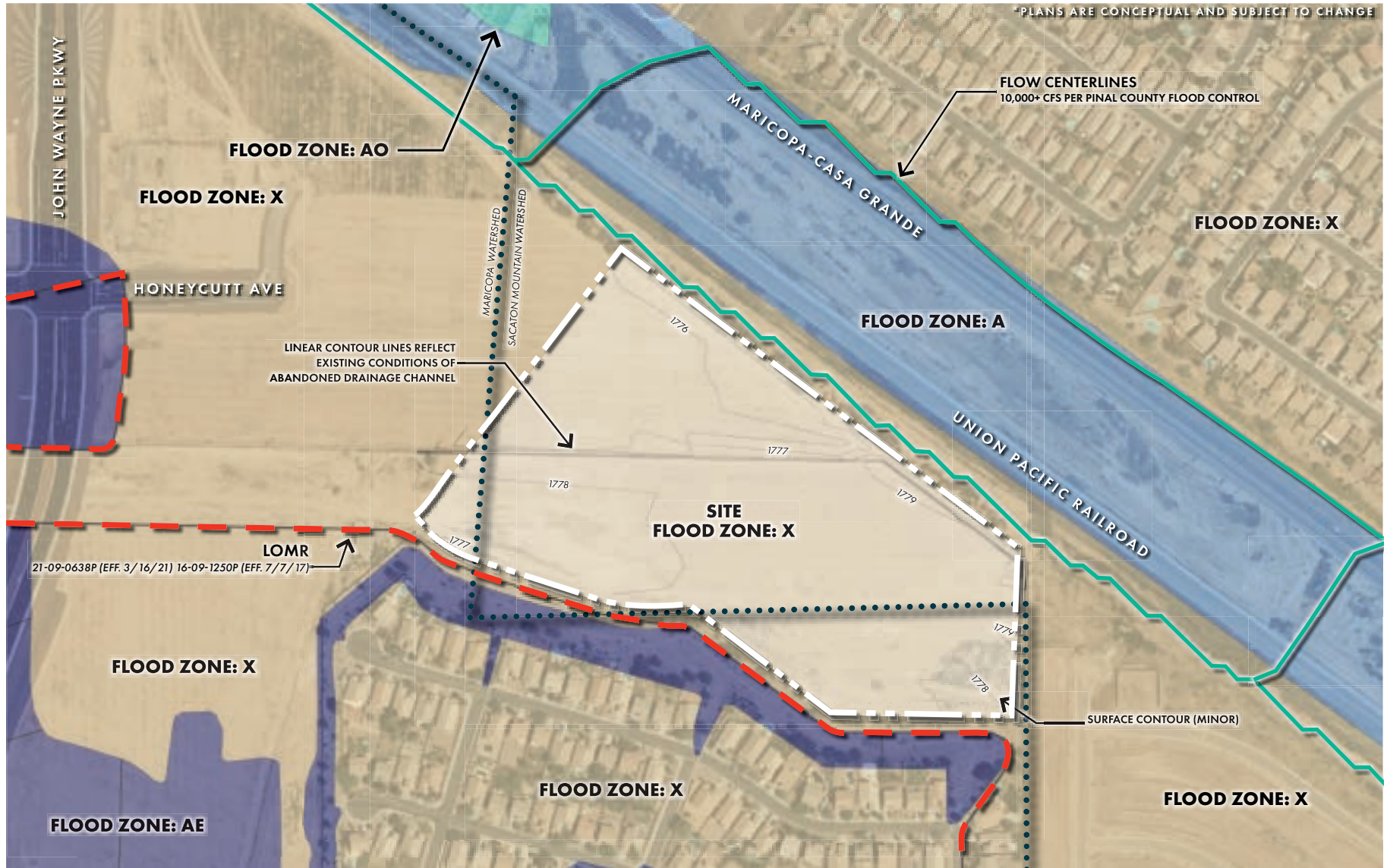
LEGEND

- SUBJECT SITE
- RAILROAD
- FUTURE COMMERCIAL



EXHIBIT 4 | FLOOD ZONE ANALYSIS

*PLANS ARE CONCEPTUAL AND SUBJECT TO CHANGE



LEGEND

- | | | | | |
|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
|  FLOOD ZONE X |  FLOOD ZONE AE |  LOMR |  FLOW CENTERLINE | 
NORTH
NTS |
|  FLOOD ZONE A |  FLOOD ZONE AO |  PARCEL BOUNDARY |  WATERSHED BOUNDARY | |

EXISTING & PROPOSED GENERAL PLAN LAND USE

The +/- 20-acre project site is currently designated as Employment by the City of Maricopa General Plan. Under the Employment designation, uses such as industrial, commercial and office of varying intensities are permitted. The Employment land use designation does not accommodate residential uses (see table 2); however, the High density Residential land use designation does allow for a mixture of residential uses, such as townhouses, condominiums, and apartments. The proposed development would provide a density of approximately 28.5 dwelling units per acre with a total of 574 residential units split between the Family Workforce Apartments, Market Rate Apartments and Senior Apartments. Therefore, the future multi-family residential use would fit best under the High Density Residential General Plan land use designation. The proposed development provides large open space areas and amenity spaces for each of the individual communities located within the development. The mixture of residential types will provide the City of Maricopa with a variety of housing options for existing and future households of all ages, sizes and incomes to contribute to the growth and diversity of Maricopa. The purpose of the proposed General Plan Amendment application, submitted alongside the PAD rezoning application, is to request approval of a Land Use Designation change of the subject site from Employment to High Density Residential to better serve the existing community as well as the anticipated growth and development of the surrounding area.

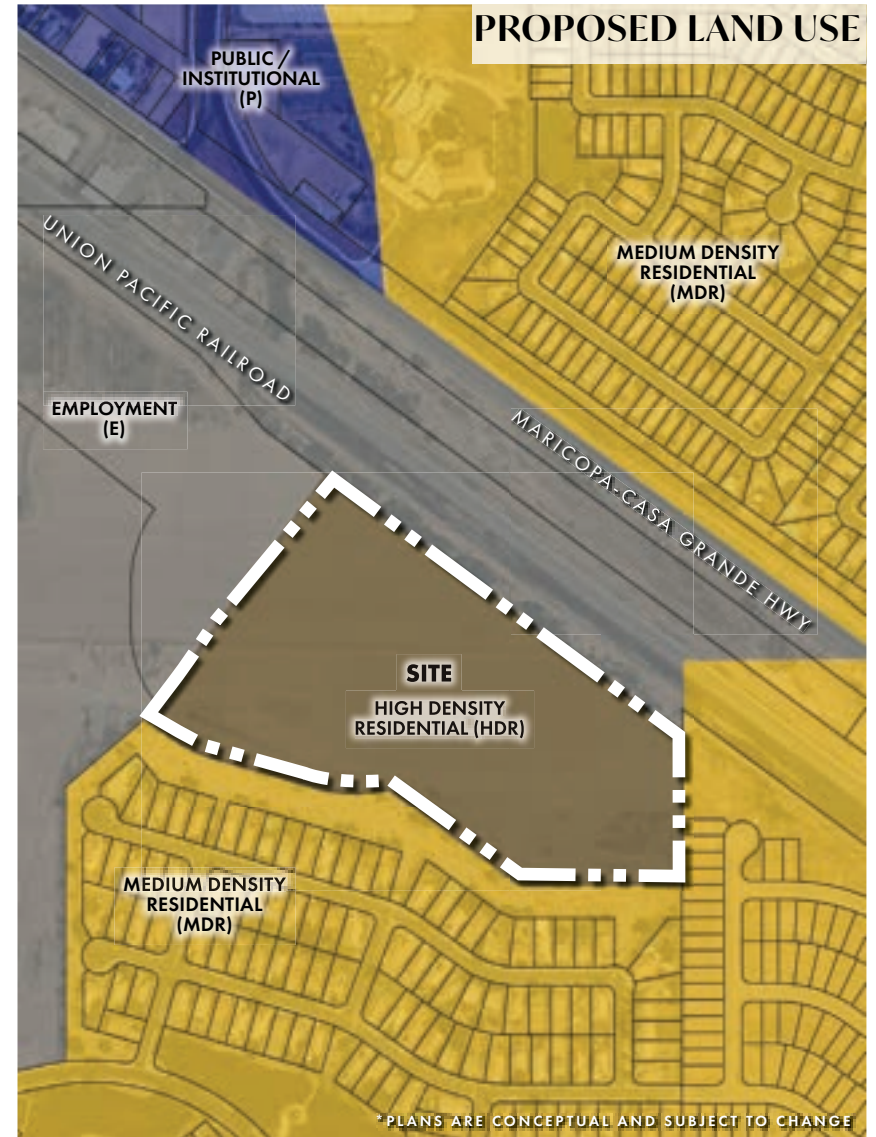
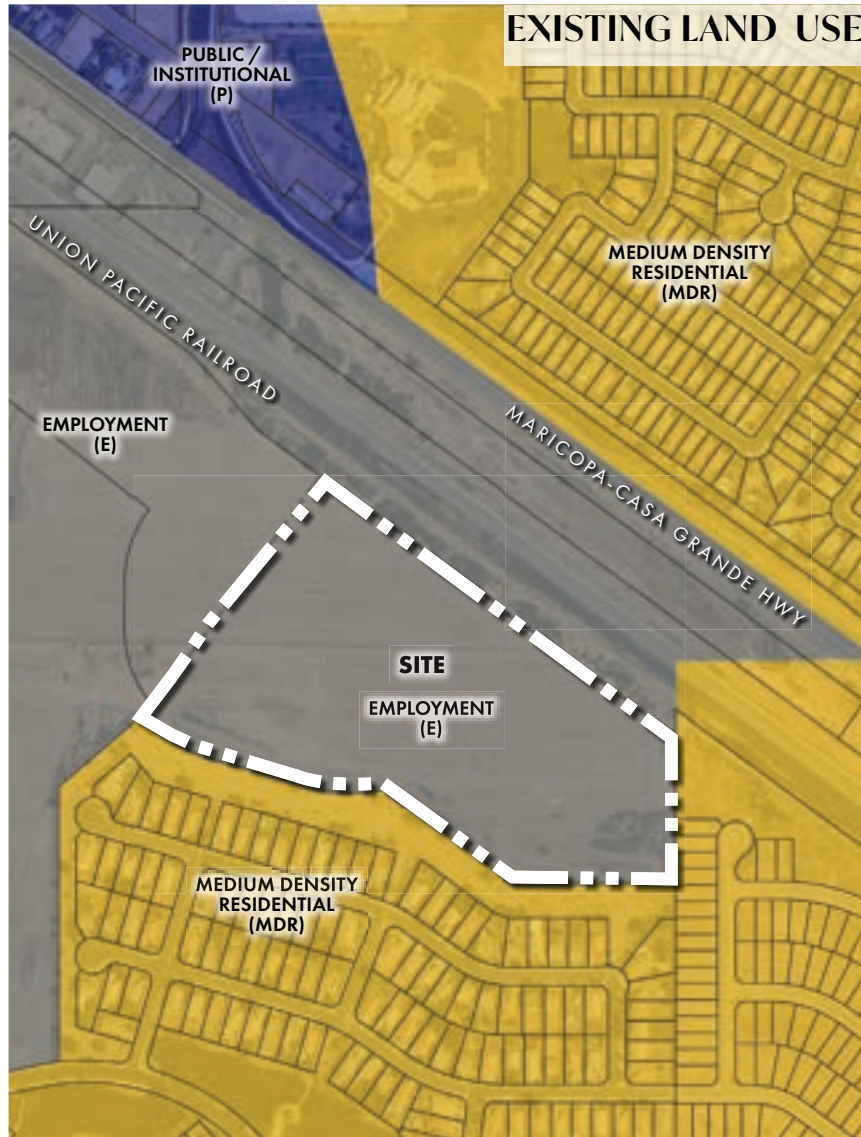
EXISTING & PROPOSED ZONING

The project site is currently zoned "Light Industry and Warehouse" (CI-1). The intent of the current zoning district is to provide employment opportunities for the City of Maricopa. Under the current zoning, the primary permitted uses include small scale industrial uses or manufacturing. Due to the unique constraints of the site and residential element of the adjacent properties, an industrial use is no longer compatible with the surrounding character of the community. The proposed zoning for the site is the Planned Area Development (PAD) zoning district. The PAD zoning district will allow the development team to respond to the unique development constraints of the subject site, such as limited accessibility, while establishing site-specific development standards, including building height, open space and parking standards, that meet the needs of the proposed multi-family communities. With single-family residential zoning existing to the south and east, and a future major retail development coming into the west, a high density residential use is a better fit for the site to provide new housing opportunities within the City of Maricopa and to buffer the future large-scale retail from the existing residential homes.

Table 2: Existing Land Use

	LAND USE DESIGNATION	AREA	CITY OF MARICOPA GENERAL PLAN LAND USE DESCRIPTION
EXISTING	E - EMPLOYMENT	+/- 20.17 GROSS ACRES	The employment land use category is a broad designation intended to accommodate numerous types of development including office, industrial and commercial, allowing for varying scale and intensity of land uses. While industrial, warehousing, manufacturing, processing and non-retail commercial activity are expected, retail and wholesale activity are in no way prohibited from locating in the employment designation. Preferred uses include lighter industrial use such as light manufacturing and business park development, also professional offices, including medical facilities, clinics and associated office support services. Residential uses are not intended in this designation.
PROPOSED	HDR - HIGH DENSITY RESIDENTIAL	+/-20.17 GROSS ACRES	The High Density Residential designation provides for multi-family dwellings that may be multi-story buildings. This category would provide for townhouses, condominiums and apartments. Substantial common open space, recreational amenities and on-site support facilities would serve residents. Such high density uses may be appropriate in the Mixed Use category. The density range of this land use category is 6.0 or more dwelling units per acre.

EXHIBIT 5 | LAND USE



LEGEND

EMPLOYMENT (E)

MEDIUM DENSITY RESIDENTIAL (MDR)

PUBLIC / INSTITUTIONAL (P)

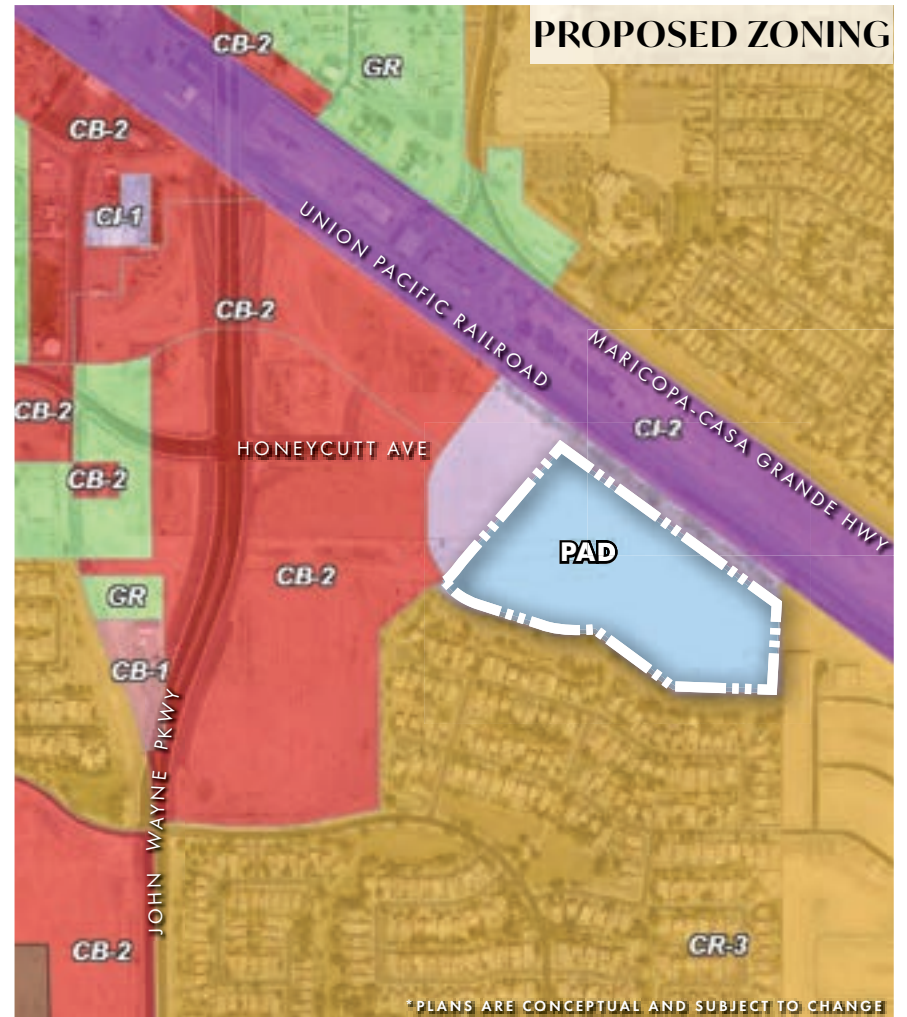
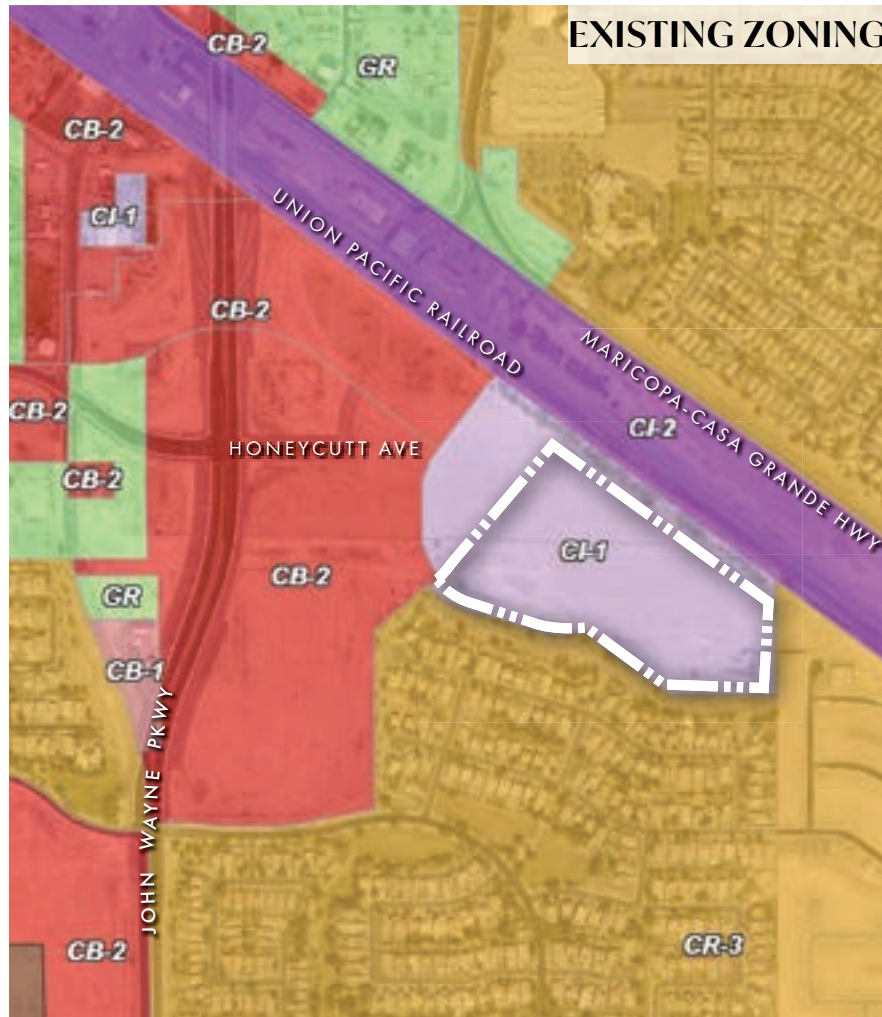
HIGH DENSITY RESIDENTIAL (HDR)






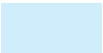




Table 3: Zoning

	ZONING	AREA	CITY OF MARICOPA ZONING DESIGNATION DESCRIPTION
EXISTING	Light Industry & Warehouse Zone (CI-1)	+/- 20.17 GROSS ACRES	This District is intended to accommodate a diverse range of existing industrial uses that provide a job base and affordable space for small-scale industrial and manufacturing businesses. Allowable land uses within this district include light industrial uses, including but not limited to businesses engaged in design, development, manufacturing, fabricating, testing, or assembly of various products, which provide important community services and employment for workers with various skills. This District also allows general service, research and development, biotechnology, warehousing, and service commercial uses. It includes industrial complexes, flex space, and industrial buildings for single and multiple uses, warehouses, mini-storage, wholesale, commercial recreation, and other related uses. Small-scale retail and ancillary office uses are also permitted.
PROPOSED	Planned Area Development (PAD)	+/-20.17 GROSS ACRES	The specific purpose of the Planned Area Development (PAD) District is to provide opportunities for creative development approaches that will achieve superior community design, environmental preservation, and public benefit in comparison to subdivision and development under base district regulations. The intent is to accommodate, encourage, and promote innovatively designed developments involving a mixture of residential and/or non-residential land uses, which form an attractive and harmonious unit of the community. Such a planned development may be designed as a large-scale separate entity, able to function as an individual community, neighborhood, or mixed-use development; as a small-scale project which requires flexibility because of unique circumstances or design characteristics; or as a transitional area between dissimilar land uses. This district is consistent with and supports the provisions of MCC Title 17, Subdivisions, and accommodates both planned area development and master planned development subdivisions, which conform to the guiding principles, general provisions, and specific requirements for such development established in MCC Title 17, Subdivisions. [Res. 21-09; Ord. 21-05 § 2; Res. 20-31; Ord. 20-11 §2(207.01).]

EXHIBIT 6 | ZONING



LEGEND

- | | | | |
|-------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
|  CB-2 - GENERAL |  CR-3 - SINGLE FAMILY RESIDENCE |  CI-1 - LIGHT INDUSTRY & WAREHOUSE |  PAD - PLANNED DEVELOPMENT AREA |
|  CI-2 - INDUSTRIAL |  GR - GENERAL RURAL |  CB-1 - LOCAL BUSINESS |  SITE BOUNDARY |



DEVELOPMENT PROGRAM

CONCEPTUAL DEVELOPMENT PLAN

The proposed development plan for the Planned Area Development (PAD) includes three multi-family residential product types that each target different demographics to accommodate a variety of residents of different ages and socioeconomic groups. At the northwest portion of the site is the Family Workforce Housing, which is named Overland Apartments. To the South, adjacent to Desert Cedars, is the Market Rate Apartments, named Butterfield Commons, and at the southeast is the proposed Senior Housing community, which is known as Waterman Senior Apartments. A total of 574 residential units are proposed between all product types with 342 of those units being one-bedroom (60%), 164 two-bedroom units (29%) and 68 three-bedroom units (12%). An approximate density of 28.5 dwelling units per acre is provided for the overall site.

Access to the site is provided at the shared drive of the Honeycutt alignment that travels through the future retail site. A secondary emergency access and connection will be located at the northwest corner of the subject site. The primary circulation internal to the site include the Main Street that provides direct access to both stand-alone clubhouses and each unique user targeted multi-family product type (Market Rate, Family Workforce & Senior Affordable). Main Street will provide angled parking, frequent landscape islands with enhanced landscape, traffic calming features and wide pedestrian circulation paths to promote walkability. The larger parking areas for residents are located on the rear of each individual multi-family development along the perimeter boundary to provide a buffer from the Union Pacific Railroad to the north and the single-family homes to the south.

Open Space, both passive and programmed, will be accessible to all residents of varying product types with the exception of the individually managed clubhouses and pools, which will be accessible only to the residents of the associated multi-family apartment complex. The clubhouse for the Senior Housing is located internally to the building while the Family Workforce and Market Rate Apartments have individual, secured clubhouses along Main Street for residents to enjoy.

Family Workforce Housing - Overland Apartments

The Family Workforce product, which is called Overland Apartments, is anticipated to appeal to the working class of Maricopa with attainable rent prices in an increasingly expensive housing market. The existing housing stock within the City of Maricopa have limited options for residents with incomes that cannot compare with the ongoing housing pricing. The proposed PAD includes a housing option that is accessible and affordable for existing and future residents of Maricopa that desire a range of housing options and prices. The Overland Apartments include a total of 200 units. Of the 200 total Family Workforce units, 104 are one-bedroom units, 64 two-bedroom units and 32 three-bedroom units. The family workforce housing units will be split between four 4-story buildings that surround a central open space and amenity area with a clubhouse and pool that is privately access by Overland Apartment Residents. Workforce buildings fronting Main Street will provide pathways from floor level unit patios to the wide pedestrian circulation path, which is adjacent to the angled parking, that leads to the community amenity areas throughout the development. Carports, two loading spaces and unreserved parking will be provided to Overland Residents.

Market Rate Apartments - Butterfield Commons

Along the southern boundary of the site are proposed Market Rate Apartments, also known as Butterfield Commons, which include three 4-story buildings with a total of 174 units, a privately accessed clubhouse located next to the main entrance, three loading spaces and detached garages for rent to buffer the taller residential structures from the existing single-family homes to the south. Of those 174 Market Rate Units, 78 are one-bedroom units, 60 are two-bedroom units and 36 are three-bedroom units. Open space and pathway corridors are provided between each building to allow for pedestrian circulation to Main Street and Open Space throughout the site. Common entry points and first floor units fronting Main Street will have direct pathways leading from their private open space patio, or balcony, to the community sidewalk that runs parallel to Main Street.

Senior Housing - Waterman Senior Apartments

At the northeast portion of the site is the Senior Housing community, or Waterman Senior Apartments. The design of this community features an enclosed building to create a communal residential complex with a central amenity courtyard and internal clubhouse. A primary pick-up and drop-off is located along Main Street at the primary entrance of the building for any shuttle services, emergency access, ride share or friends & family. To provide an enhanced arrival experience, the Waterman Senior Apartments incorporates additional open space along Main Street. The Waterman Senior Apartments provide 160 one-bedroom units and 40 two-bedroom units for a total of 200 dwelling units. Additionally, two move-in elevators, trash chutes, a loading space are located at the northwest corner of the structure.

Main Street

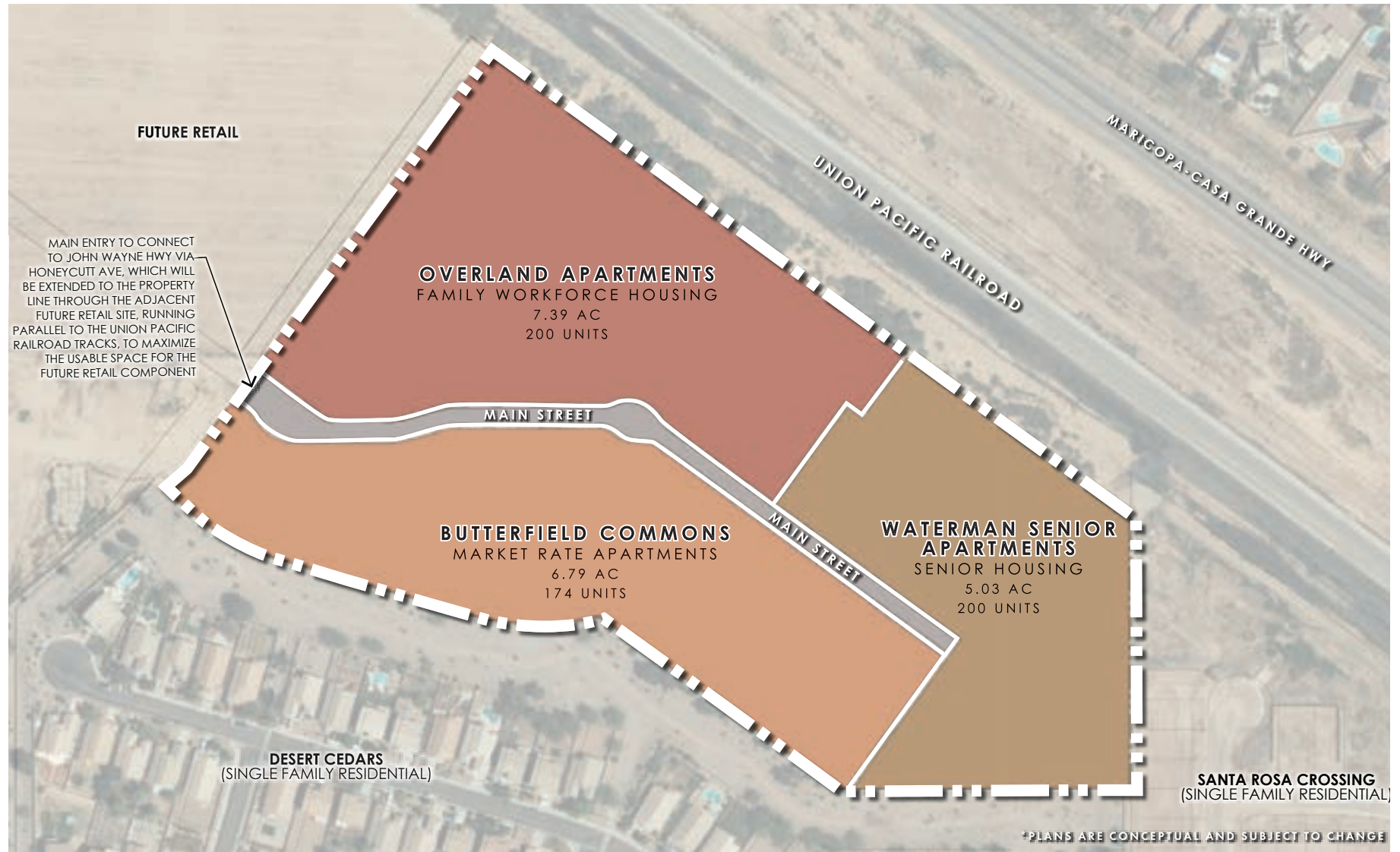
Overland / Waterman / Butterfield is proposing an enhanced streetscape that stems directly from the shared Honeycutt drive with the retail use to the west. The design of Main Street is intended to promote pedestrian connections to not only interior amenities to the site, but also to the future retail site for residents to either shop, work or just enjoy a walk. The main entry to Overland / Waterman / Butterfield will feature lush landscaping comprised of a variety of species and colors to create a grand sense of arrival for future residents and guests. Enhanced landscaping and hardscape materials will be used along the entirety of Main Street to provide the community with that true "Main Street" feeling. This design will ensure that the mixture of uses between the proposed multi-family residential and future retail use feels like a natural transition and a welcoming experience. Further east of the main entry, Main Street will be accented by overhead string lights to create character and establish a sense of place within the community.

In order to promote pedestrian activity along Main Street, all residential units on the first floor of buildings fronting Main Street will have pathways to connect the private space to the sidewalk. These pathways may be created using stepping stones in order to clearly delineate this area as a transition between public and private spaces. Additional seating nodes between the first floor patios and the sidewalk have been incorporated to encourage interaction between residents and to provide opportunities for outdoor activities or respite.

The design of Main Street also incorporates on-street parking along both edges, allowing for a separation between the pedestrian realm and vehicular traffic. Parking along Main Street is provided at a 45-degree angle with landscape islands to provide adequate shading and beauty as residents drive through the community. Additional traffic calming features, such as a center island median, are also incorporated into the design to accommodate vehicular turn-around movements.

Finally, the overall landscape design for Main Street will incorporate low water tolerant species to celebrate the natural desert environment of the City of Maricopa. The landscape immediately along Main Street will include a mixture of shade trees and colorful accent species to foster a unique and comfortable pedestrian experience throughout the community. Pollinator gardens and other open space areas are also provided along Main Street to integrate the proposed development with the natural desert environment.

EXHIBIT 7 | DEVELOPMENT USE PLAN



LEGEND







- | | | | | | |
|-------------------------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------|---------------|
|  | OVERLAND APARTMENTS
(FAMILY-WORKFORCE HOUSING) |  | WATERMAN SENIOR APARTMENTS
(AGE TARGETED HOUSING) |  | PROPERTY LINE |
|  | BUTTERFIELD COMMONS
(MARKET RATE HOUSING) |  | MAIN STREET
(TRACT A) |  | PARCEL LINE |



EXHIBIT 8 | CONCEPTUAL DEVELOPMENT PLAN



LEGEND

 BUTTERFIELD COMMONS (MARKET RATE HOUSING)

 OVERLAND APARTMENTS (FAMILY-WORKFORCE HOUSING)

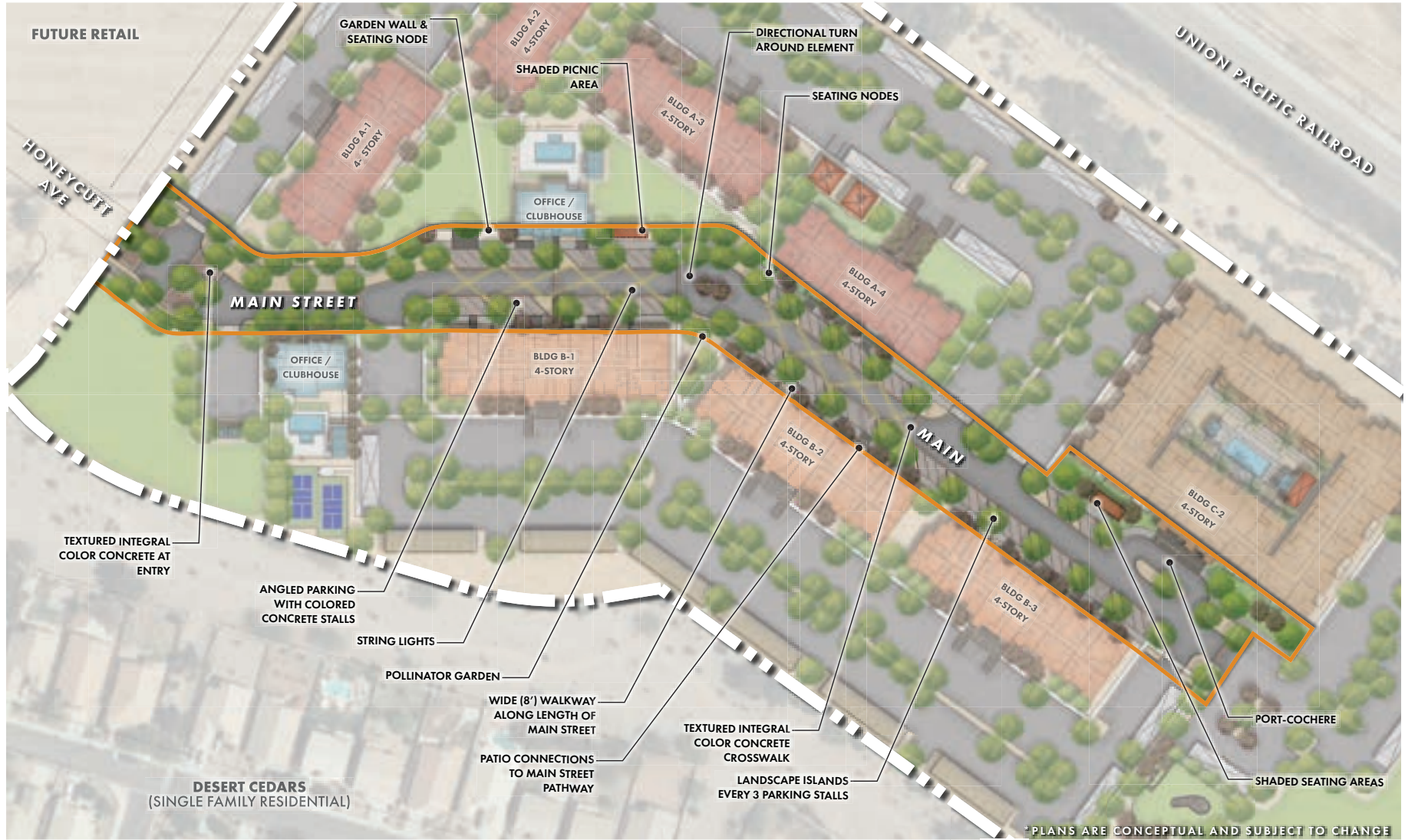
 WATERMAN SENIOR APARTMENTS (AGE TARGETED HOUSING)

 OPEN SPACE

 PROPERTY LINE



EXHIBIT 9 | MAIN STREET CONCEPT PLAN



LEGEND

BUTTERFIELD COMMONS (MARKET RATE HOUSING)

OVERLAND APARTMENTS (FAMILY-WORKFORCE HOUSING)

WATERMAN SENIOR APARTMENTS (AGE TARGETED HOUSING)

OPEN SPACE

PROPERTY LINE



Permitted Uses

Residential permitted uses under the Overland / Waterman / Butterfield PAD are outlined in Table 4 which identify uses as either permitted (P), permitted after review and approval of a conditional use permit (C) or designated as not permitted (X).

Table 4 reflects the permitted uses specific to the proposed PAD district in comparison to the closest existing zoning district within Maricopa, High Density Residential (RH). The permitted uses similarly reflect the RH permitted uses, with a few exceptions that better suit the vision of the future unique development. Uses not identified in Table 4 are assumed to be designated as not permitted.

Table 4: Permitted Uses

USES	PAD DISTRICT REGULATIONS	RH DISTRICT REGULATIONS
AGRICULTURE		
URBAN AGRICULTURE	x	p
RESIDENTIAL		
SINGLE UNIT DETACHED	x	x
SINGLE UNIT ATTACHED	p	p
GUEST QUARTERS	x	x
MULTIPLE-UNIT DWELLING	p	p
GROUP & RESIDENTIAL CARE	x	x
DAY CARE FACILITY - SMALL	x	x
SENIOR & LONG TERM CARE	c	c
MOBILE HOME PARKS	x	x
SUPPORTIVE HOUSING	x	c
TRANSITIONAL HOUSING	x	c
PUBLIC & SEMI-PUBLIC		
COMMUNITY ASSEMBLY	c	c
DAY CARE FACILITY	x	p
EDUCATION FACILITY PUBLIC/PRIVATE	c	c

Table 4: Permitted Uses (Continued)

USES	PAD DISTRICT REGULATIONS	RH DISTRICT REGULATIONS
MEDICAL		
HOSPITAL	x	c
CLINIC	x	c
PARKS & RECREATION FACILITIES, PUBLIC/PRIVATE	p/c	p/c
PUBLIC SAFETY FACILITY	x	p
RELIGIOUS FACILITY	x	c
COMMERCIAL		
GOLF COURSES & RESORTS	x	c
MODEL HOMES	x	x
LEASING OFFICE/PROPERTY MANAGEMENT	p	p
CONVENIENCE MARKET	p (under 2,500 sf)	p (under 2,500 sf)
TRANSPORTATION, COMMUNICATION & UTILITY		
COMMUNICATION FACILITIES - ANTENNAS & TRANSMISSION TOWERS	subject to existing regulations, including a conditional use permit if certain standards are not met or thresholds exceeded	subject to existing regulations, including a conditional use permit if certain standards are not met or thresholds exceeded
UTILITIES - MINOR	p	p
ACCESSORY USES	subject to the same permitting requirements of the principal use unless additional review is established in MCC 18.120.010, Accessory uses	subject to the same permitting requirements of the principal use unless additional review is established in MCC 18.120.010, Accessory uses
TEMPORARY USES	Require a temporary use permit, unless except; see MCC 18.120.260, Temporary uses	Require a temporary use permit, unless except; see MCC 18.120.260, Temporary uses
NON-CONFORMING USES	Chapter 18.100 MCC, Nonconforming Uses and Structures	Chapter 18.100 MCC, Nonconforming Uses and Structures

Development Standards

To create a cohesive community, the zoning for the subject property will utilize its own unique PAD zoning districts development standards that provide flexibility and accommodate current multi-family residential product types. Building heights, setbacks, lot coverage and other standards have been carefully calibrated to meet the needs of the proposed mixture of high density residential while respecting contextual conditions surrounding the subject property. Table 6 identifies the proposed development standards in comparison to the closest existing zoning district in the City of Maricopa, High Density Residential (RH). The proposed PAD development standards reflect the standards required and modified in order to permit the development of a unique high density mixture of multi-family residential products within the City of Maricopa.

Parking Regulations

Table 18.105.040.A of the City of Maricopa Zoning Code specifies the minimum parking spaces required for each land use, including Multiple-Unit Dwellings. However, recent trends suggest that many Americans are driving less due to a combination of factors, including increasing gasoline prices and a preference for remote-working following the COVID-19 pandemic. Given the proximity of the subject property to future retail and services to the west, many daily needs of future residents may be met without the need for an automobile. The overall design of the proposed development, particularly along Main Street, is conducive to a pedestrian-oriented environment in an attempt to connect future residents to the adjacent retail development and lessen the dependence on vehicles. Due to these circumstances, a reduction in parking from that typically required by the City of Maricopa Zoning Code for both the Market Rate and Family Workforce Apartments are proposed, as demonstrated in Table 5.

Similarly, due to the nature of the demographics of the Senior Apartments (age 55+) and tendencies to produce fewer vehicular trips and lower percentage of automobile ownership, a reduction of parking is also proposed for the age targeted multi-family use as indicated in Table 5. The unique PAD parking requirement minimums for the Senior Apartments were determined by analyzing similar product types developed by DBG Properties, LLC and other senior living communities throughout the country. The proposed standards reflect realistic parking minimums unique to the demographic of the age targeted residents.

Parking throughout the site will be shared between all three residential product types, with the exception of the detached garages that will be available for lease along the southern property boundary adjacent to the Desert Cedars Community.

In recognition of new vehicular technologies, and City of Maricopa development standards affiliated with electric vehicles, two percent of the total parking provided shall be Electric Vehicle (EV Charged¹) spaces. In recognition of on-going evolving technologies, and evolving pricing of such technologies, an additional 8% of the required parking will be installed to provide "EV Ready"² parking spaces. In all, this community is planned to provide 10% of parking as accommodating electrical vehicle charging.

¹'EV Charged' means a parking space accessible to raceway and electrical panel capacity which can support EV electricity load to enable simple installation and use of standard Level 2 EV chargers.

²'EV Ready' or 'EV Readiness' means a parking space accessible to raceway and electrical panel capacity which can support EV electricity load, and an outlet, or other termination point, to enable simple installation and use of standard Level 2 EV chargers.

Table 5: Parking Standards

RESIDENTIAL USE	MINIMUM PARKING REQUIREMENTS
FAMILY WORKFORCE RESIDENTIAL - OVERLAND APARTMENTS	
1-BEDROOM	1.25 per unit
2-BEDROOM	1.50 per unit
3-BEDROOM	2.00 per unit
GUEST	0.20 per unit
SENIOR 55+ RESIDENTIAL - WATERMAN SENIOR APARTMENTS	
1-BEDROOM	0.75 per unit
2-BEDROOM	1.00 per unit
GUEST	0.10 per unit
MARKET RATE RESIDENTIAL - BUTTERFIELD COMMONS	
1-BEDROOM	1.25 per unit
2-BEDROOM	1.50 per unit
3-BEDROOM	2.00 per unit
GUEST	0.20 per unit

Table 6: Development Standards

STANDARDS	PROPOSED PAD DISTRICT	RH HIGH DENSITY RESIDENTIAL (TABLE 18.35.040)
LOT DENSITY STANDARDS		
MINIMUM LOT AREA	200,000 sf	7,000 sf
MAXIMUM LOT COVERAGE	50% max.	50% max.
DWELLING UNIT DENSITY	28.50 du / ac	24 du / ac
BUILDING STANDARDS		
MAXIMUM BUILDING HEIGHT	52' or 4-story	42'
BUILDING SETBACKS		
FRONT	20'	20'
INTERIOR SIDE	20'	5'
REAR	20'	20'
MINIMUM BUILDING SEPARATION	10'	10'
MAXIMUM ACCESSORY STRUCTURE HEIGHT	15' or 1-story	15'
ACCESSORY STRUCTURE SETBACKS		
FRONT	20'	5'
SIDE	10'	5'
REAR	5'	5'
PARKING SETBACKS		
FRONT	40' from Street Frontage	40' from Street Frontage
SIDE	n/a	n/a
REAR	n/a	n/a
TRANSITIONAL HEIGHT STANDARDS (STEP-BACK)	The maximum height within 30 feet of a single-family residential property or structure is 30 feet. From this point, the building height may be increased one foot for each additional foot of upper story building setback to the maximum building height.	The maximum height within 30 feet of an RS District is 30 feet. From this point, the building height may be increased one foot for each additional foot of upper story building setback to the maximum building height.
LANDSCAPE STANDARDS		
OPEN SPACE	30%	20%

Table 6: Development Standards (Continued)

STANDARDS	PROPOSED PAD DISTRICT	RH HIGH DENSITY RESIDENTIAL (TABLE 18.35.040)
LANDSCAPE STANDARDS (CONTINUED)		
PRIVATE OPEN SPACE	<p>Ground Floor: 120 SF Second Floor: 80 SF Third Floor: 40 SF</p> <p>Note: Private Open Space may be met through the collective calculation of total space at each level, then proportionally distributed as desired on the first, second, third and fourth levels.</p>	<p>Ground Floor: 120 SF Second Floor: 80 SF Third Floor: 40 SF</p>
SIGNS	<p>1. Building number or letter signs for multiple building developments shall be in compliance with fire department requirements and shall not be counted as part of the aggregate sign area.</p> <p>2. A maximum of two (2) freestanding monument identification signs with a total sign area of 24 square feet each may be permitted per development. The maximum height shall be eight (8) feet and located at the primary entrance.</p> <p>Note: For the purposes of implementation of sign standards, the subject property will be subdivided into 3 parcels. Each parcel will be enabled to utilize the sign area and height allocations.</p> <p>The targeted location for the community signs for Overland, Butterfield Commons, and for Waterman are within an easement at the immediate northeast corner of John Wayne Boulevard and Honeycutt Avenue. An easement will be sought from the City of Maricopa (or a future property owner) for placement of an off-site sign.</p>	<p>1. Building number or letter signs for multiple building developments shall be in compliance with fire department requirements and shall not be counted as part of the aggregate sign area.</p> <p>2. A maximum of two freestanding monument identification signs with an aggregate area of 24 square feet may be permitted per development. The maximum height shall be five feet. Signs should be located near the main entrance(s) (Section 18.115.080.B)</p>
FENCING & WALLS	<p>Perimeter walls adjacent to residential or commercial uses not to exceed six (6) feet in height; Perimeter walls adjacent to Union Pacific Railroad track not to exceed ten (10) feet in height, unless recommended by a sound engineer to ensure exterior noise levels affiliated with train operations do not exceed 65 LDN</p>	<p>Front & Street Side: 3.5' max Interior Side & Rear: 6' Max (Section 18.80.090.A)</p>
SCREENING	Section 18.80.110	Section 18.80.110
PARKING LOT LANDSCAPING	<p>Section 18.90.050</p> <p>Note: Where landscape strips are provided between facing parking spaces, giving an opportunity to provide more trees and vehicular shading, the maximum length of contiguous parking spaces without a landscape island break may be extended to 12 spaces.</p>	Section 18.90.050

Phasing

The phasing of the proposed development will be staged in three construction phases to best manage the development cost and to be mindful of the appropriate sequence of construction and the initial targeted conclusion to construction and resident leasing. The phasing of each individual apartment complex, Butterfield, Overland and Waterman, will allow each residential product to be available to future residents over a duration of time. The first phase will consist of the construction of Main Street, all community utility infrastructure and the Family Workforce product known as Overland Apartments. Roughly two to three months after the construction of Overland Apartments, Phase 2 construction will be initiated to develop Waterman Senior Apartments. The final phase, Phase 3, will include the development of the Market Rate Apartments, or Butterfield Commons. Each phase will include the development of the open space, clubhouse, amenities and the full amount of required parking associated with the targeted use per the PAD standards so that the individual multi-family apartment communities can function as a stand-alone community. It is anticipated that all construction will be completed 36 to 48 months following the initial construction start.

ARCHITECTURAL DESIGN GUIDELINES

DEVELOPMENT CHARACTER

Overland / Waterman / Butterfield utilizes an architectural language of clarity, simplicity, and honesty. The design includes quiet materials & simple forms which result in quality spaces appropriate for the use and environment. The architectural character emphasizes a contemporary desert aesthetic rooted deep in local history and the surrounding context. A historical in-depth dive revealed numerous settlements along the valley in the 19th and 20th century in which inspiration was derived from.

The building's design incorporates surface articulation, balconies and patios, and vertical design elements that help to break up the facade. The architecture will be highlighted with stucco, masonry, and complementary color schemes. The project's colors are derived from the desert. The bright accent colors inspired by the flowers of the landscape. The primary body colors were inspired from ancient adobe construction. Warm white is used in the areas of shadow, providing psychological relief from the intense Arizona sun. Accent colors of sage green, aqua blue, pale yellow, and desert rose create building recognition and identification useful to the occupant. The project uses masonry for purpose, utilizing the durable material at entrances and in areas of circulation. The material itself takes the form of a concrete screen block, providing shading, patterning, and identification for each building type. Stucco is the primary building material and is designed to allow light and shadow to render natural articulation on the building's pure geometric surfaces. The buildings railing strategy is not only used for fall protection, but to provide shading for both the indoor and outdoor living spaces behind them. Again, these important features of the buildings become the "flower of the desert" built from a modular system of expanded metal mesh and taking the language of our accent color. These architectural design elements and features are incorporated on all sides of the buildings to unique visual experience from all sides of the subject property.

Overland / Waterman / Butterfield's site plan is functional and responsive to the site and surroundings. The site is arranged as a series of neighborhoods, with each building type arranged as a village with a supporting clubhouse. Each village while retaining its own identity, relates to the community as an overall whole. This approach takes cues from the organic growth found in the historical analysis. The concept becomes a walkable discernable community with its own identity born from its place.

RESIDENTIAL PRODUCT ELEVATIONS



DESIGN ELEMENTS

Under the City of Maricopa Planned Area Development zoning, additional design elements are required to be included in the design and development of the site. The project site must obtain 17 design element points per Table 18.60.060.A of the City of Maricopa Zoning Code (see Table 7 for calculation). Table 8 below indicates the design element criteria per the City of Maricopa that the proposed development must provide. The proposed PAD development is providing the required design elements at a total of 19 points between 4 element categories.

Table 7: Additional Residential PAD Design Elements Required

CRITERION / PAD REQUEST	VALUE
PAD Development Size (0 - 49 Acres)	4
Request for Density Increase (Up to 20%)	3
Request for Maximum Building Height Increase	2
Request for Decreased Parking Standards	2
Request for Modified Parking Landscape Islands	2
Request for Modified EV Installed Parking	2
Request for Modified Perimeter Wall Height	2
TOTAL DESIGN ELEMENT POINTS REQUIRED	17

Table 8: PAD Design Elements Provided

ELEMENT	DESIGN CRITERIA	HOW THE STANDARD IS MET	VALUE
COMMUNITY	Designate mixed housing land use types including multi-family units with attention to affordability.	Three different multi-family residential products are offered at the Overland / Waterman / Butterfield apartments which include Family Workforce, Market Rate Apartments and Senior Housing. The proposed Family Workforce and Senior Housing are intended to provide an affordable housing option within the City of Maricopa to fill the market needs.	3
COMMUNITY	Construct and convey to the HOA a clubhouse which includes an outdoor recreation area and an indoor area for meetings, exercise, entertainment, etc.	Each individually managed multi-family community within the PAD site will provide a privately accessed clubhouse which will include indoor amenity areas for residents as well as a private outdoor pool.	1
COMMUNITY	Promote human comfort by providing shaded areas, courtyards, colonnades, and other areas as site amenities.	Open Space will be provided throughout the development and accessible for all residents of the varying multi-family product types within Overland / Waterman / Butterfield community. Site amenities within said Open Spaces may include a multipurpose field, dog park, and tot lots that are targeted toward two different age groups. The overall landscape design within the various open space areas will emphasize shade to create a comfortable pedestrian environment throughout the community.	1
ARCHITECTURE, LANDSCAPING & OPEN SPACE	Add additional amenities interior to the project	Each multi-family residential product will have their own private clubhouse and pool, while open space throughout the site will be accessible by residents of all apartments. The Senior Housing will provide a central courtyard with a pool and additional programmed outdoor amenities to complement the pool. The standalone clubhouse for each of the Market Rate and Family Affordable Workforce Housing will have identical amenities provided interior to the clubhouse which include a fitness center, community room & bike storage. Amenities provided throughout the PAD site may include, but not limited to, play structures, dog run, open space with shading & seating, community garden and multi-purpose field.	2

ELEMENT	DESIGN CRITERIA	HOW THE STANDARD IS MET	VALUE
ARCHITECTURE, LANDSCAPING & OPEN SPACE	Include outdoor furniture, shade structures to enhance pedestrian comfort, low-water use fountains to passively cool immediately adjacent outdoor areas, cool towers in appropriate areas, low water use shade tree bosque, lighting along sidewalks.	The shared activated open space areas throughout the site will include outdoor furniture and shade structures to enhance pedestrian comfort. Additionally, the private pool area will provide outdoor furniture and shading for residents. Appropriate lighting will be provided along primary pedestrian circulation paths as well as accent lighting along Main Street for an enhanced vehicular and pedestrian experience.	2
STREETS, CONNECTIVITY & PARKING	Add street calming elements as approved by the planning and transportation departments.	Along Main Street, 45-degree angled parking a traffic calming landscape "eye" island at the curve of the primary circulation drive is provided to promote slower traffic and improve pedestrian safety.	1
STREETS, CONNECTIVITY & PARKING	Along streets, maximize the experience of the pedestrian by providing 50 percent shade along walkways, upgrading the walkway surface with decorative pavement, or using distinctive landscaping that integrates changes in grade, boulders, and accent flowering shrubs and ground covers.	Pedestrian walkways will be shaded at least 50% by use of landscape materials including native desert trees. Decorative pavement and colored concrete will be used to create an enhanced pedestrian experience with the addition of accent shrubs and ground covers.	3
STREETS, CONNECTIVITY & PARKING	Minimize parking impact by locating parking on the sides or rear of building and not in front.	Parking for the Family Workforce, Market Rate & Senior Housing will primarily be located to the side and rear of the multi-family buildings. Parking at the front of the buildings will be minimized by providing only parallel parking along Main Street. No surface parking lots will be provided along Main Street.	3
STREETS, CONNECTIVITY & PARKING	Shade 20 percent of parking lots with permanent shade structures.	Shade Canopies will be provided for all three multi-family products with the addition of private detached garages for the Market Rate residents to provide shaded parking opportunities for residents.	2
SUSTAINABILITY	Any other design features – porte-cochere	A Porte-Cochere will be provided along Main Street at the Waterman Senior Apartment main entrance to allow for easy pick-up and drop-off for the age-targeted residents.	1
TOTAL DESIGN ELEMENT POINTS PROVIDED			19

Justification for Deviations

The design elements listed in Table 18.60.060.A of the Zoning Code are intended to guide a proposed development on additional design elements to be incorporated into the PAD, as necessary to provide justification for the deviations within the Overland / Waterman / Butterfield PAD. Furthermore, the design elements listed in Table 18.60.060.C of the Zoning Code are intended to provide guidance on the possible design element options to be incorporated into the PAD. A PAD must justify deviations to the code by incorporating the appropriate number of design elements.

As demonstrated in Table 7, a total of 15 design element points are required (i) due to the overall size of the requested PAD; (ii) to justify deviations in the density and maximum building height standards that are typically required in the RH zoning district; and (iii) to justify deviations in the vehicle parking standards, parking lot landscaping standards, and EV parking standards that are typically required in multiple zoning districts. The Overland / Waterman / Butterfield PAD development incorporates several PAD Design Elements identified within Table 18.60.060.C of the Zoning Code. As demonstrated in Table 8 above, a total of 19 points between 4 element categories are provided. Therefore, the total number of design element points required based on the criteria established in Table 18.60.060.A of the Zoning Code is accommodated within the PAD.

The existing zoning code of the City of Maricopa currently restricts the maximum permitted density of 24 dwelling units per acre within the High-Density Residential District (RH). The current General Plan Land Use category of High Density Residential promotes densities greater than 6 dwelling units per acre with no limit to a maximum density. The proposed density of 28.5 dwelling units per acre is in accordance with the High-Density Land Use category, however, the existing zoning code restricts the density which does not meet the intent of the High-Density Land Use category. Overland / Waterman / Butterfield respectfully request an increase in density to permit the dense multi-family community in order to contribute to the diversity of housing options and growing demand for housing within the City of Maricopa.

Due to the direct adjacency to the Union Pacific Railroad, the multi-family development will be impacted by the noise affiliated with train traffic. The current high-density residential zoning code allows for a maximum of six (6) feet in perimeter wall height, which may not be enough to properly mitigate the sound produced by the trains passing by. A sound engineer will be consulted to confirm the appropriate wall height and design to properly mitigate the noise from the rail line operations to the future multi-family residential development. Overland / Waterman / Butterfield PAD development standards provides language that will allow for a perimeter wall height up to ten (10) feet for the perimeter boundary adjacent to the Union Pacific Railroad and taller with administrative approval in consideration for the mitigation of noise to a standard noise rating, while maintaining the six (6) feet maximum wall height

for boundaries adjacent to residential or commercial uses. As the sound engineer will be surveying and analyzing the noise affiliated with rail proximity and operations during the development review process, if it is determined that the wall must be more than ten (10) feet tall due to the engineers findings to meet U.S Housing and Urban Development Standards, the PAD provides language that will allow for the height in which the sound engineer recommends to ensure that the community is well protected from unsightly views and sounds affiliated with rail operations. This increase in wall height will not only mitigate the sound for the new community, but also for the existing single family residential homes to the south.

Additionally, the Overland / Waterman / Butterfield PAD sets forth architectural design guidelines, as well as landscaping and open space standards that exceed those typically required by the City's Zoning Code. For example, the architectural design of the various structures within the proposed development incorporates surface articulation, balconies and patios, and vertical design elements that help to break up the facade. In order to provide visual interest within the building façade, relief from the maximum building height requirement of the RH zoning district is required to establish movement or undulation within the building roofline. The primary structures within the proposed development are also adequately buffered from the adjacent single-family residences through either physical separation (approximately 150-feet from the southern property line) and/or screening through use of enhanced landscaping or single-story garages.

Overland / Waterman / Butterfield is a multi-family community that offers walkability, amenities and thoughtful design to be cohesive with the natural desert environment and history of Maricopa. This is partly achieved by incorporating significant common open spaces throughout the community, including pollinator gardens, a multi-purpose field and dog park. Because the design of the overall community is distinctly focused on creating a walkable and amenitized living environment, the open spaces are equal to 30 percent of the total net site acreage, which is 10 percent greater than the RH zoning district requirement.

As demonstrated on the conceptual development plan, Overland / Waterman / Butterfield will feature a lush landscape design throughout the proposed development, particularly along the perimeter of the subject property to create an adequate buffer between the proposed development and the existing land uses. Within the surface parking lot, landscape islands shall be installed at each end of a row of stalls, as required by Zoning Code Section 18.90.050.A. However, deviation from the typical parking lot landscaping requirements is being requested as part of this PAD application. In replacement of the required landscape islands, rows of parking spaces will consistently be separated by a landscape strip that spans the width of the total number of parking spaces within the row. Where such landscape strips are provided, the maximum length of contiguous parking spaces without a landscape island break may be extended to 12 spaces. By incorporating these additional landscape strips into the design for the proposed project,

there is a greater opportunity to provide trees and shading within the surface parking lot, creating a superior landscape environment than what could practically be achieved utilizing the RH zoning district.

By providing significant open spaces and emphasizing walkability throughout the community, particularly along Main Street, Overland / Waterman / Butterfield will foster a comfortable pedestrian environment, which will help to connect future residents to the adjacent retail development and lessen the dependence on vehicles. As discussed in more detail above, due to recent changes in consumer preferences for alternative modes of transportation and the nature of the demographics of the Senior Apartments (age 55+), as well as the proximity of the subject property to future retail and services to the west, many daily needs of future residents may be met without the need for an automobile. The unique PAD parking requirement minimums for the Senior Apartments were determined by analyzing similar product types developed by DBG Properties, LLC and other senior living communities throughout the country. The proposed standards reflect realistic parking minimums unique to the demographic of the age targeted residents and to the specific development context of the subject property. In addition, the EV charging parking requirement within Overland / Waterman / Butterfield PAD are two times greater than the number of EV charging spaces typically required by the Zoning Code. However, because a portion of the total EV charging spaces will be installed to provide "EV Ready" parking spaces until the demand for such spaces is met, additional design elements must be provided to justify this deviation.

In summary, the additional design elements described in Table 8 combined with the enhanced architectural and landscape design standards established within the Overland / Waterman / Butterfield PAD provide justification for the development standard deviations noted in Table 7.

CONCEPTUAL SIGNAGE

Entry Monumentation for Overland / Waterman / Butterfield shall reflect the architecture of the various residential buildings by using similar materials, color palette and theming of the contemporary desert aesthetic. Entry Monumentation is proposed to be comprised of an approximately 24 square foot acrylic signage panel with backlit acrylic letters, which sit atop of a 4" cast-in-place concrete shelf with structural breeze block to match the building architecture. Entry Monumentation shall meet the development standards specific to the PAD as identified in Table 5. Entry Monumentation will be accented by three powder-coated steel vine screens with colors to match the primary building architecture.

Due to the project site lack of direct access to a public street, the City of Maricopa has conceptually agreed to allow for the proposed Entry Monumentation to be located on City of Maricopa property located at the immediate northeast corner of the John Wayne Boulevard and Honeycutt Avenue intersection. The development will work with the commercial property to the west and will be required to submit a Comprehensive Sign Plan that will include a monument sign located at the corner of John Wayne Parkway and Honeycutt Avenue to provide visibility for the residential development. The location of the residential development Entry Monumentation along a public roadway, visible to future and prospective residents, is critical to the development's long-term success as it will be a catalyst for the adjacent future retail that will eventually block the visibility of the tucked away multi-family site once constructed. Wayfinding signage throughout the development shall complement and reflect the theming and materials used for the Entry Monumentation at the primary entrance location.

EXHIBIT 10 | CONCEPTUAL ENTRY MONUMENTATION



RESIDENTIAL ENTRY MONUMENTATION TO BE PLACED IN AN EASEMENT AT THE NEC OF HONEYCUTT AVENUE & JOHN WAYNE PARKWAY.

OPEN SPACE & AMENITIES

AMENITIES

Each individual community, which is managed by separate entities, shall provide a private clubhouse and pool for the residents of the associated multi-family apartments that is accessed by way of a secure method of the managements choosing. Amenities interior to the Waterman Senior Apartments will be privately accessed by the senior residents only. Additionally, each individual apartment complex within the PAD must provide a minimum of three (3) privately accessed amenities such as the following:

- Pool (required)
- Fitness Center
- Recreation Room
- Business Center
- Pet Washing Station
- Media Room

LANDSCAPING, OPEN SPACE & PEDESTRIAN PLAN

Open Space will be provided throughout the development and accessible for all residents of the varying multi-family product types within the overall community. Types of open space provided throughout the site will include private open space, usable open space, and common open spaces. The primary usable and programmed open space areas available to all residents are located at the multi-purpose field near the clubhouse of the Family Workforce Buildings, between the main entrance and clubhouse south of Main Street and at the planned dog park near the southeast corner of site adjacent to the Desert Cedars and Santa Rosa community. Open space that does not require use of resident key card or secure access (i.e. multi-purpose fields, play equipment, dog park) may be shared between all three multi-family residential complexes to allow for a variety of activity options available to all demographics. Each separately managed community must provide a minimum of two (2) programmed open space elements, in addition to the required privately accessed amenities, for a total of six (6) shared activated open space features at the minimum. Pedestrian pathways shall be provided throughout the development to connect each residential phase to the common open space and programed elements shared between the overall community. Exhibit 8 conceptually identifies possible programed open space elements and pedestrian pathways within each multi-family product phase that would be available for use by all residents within the Planned Area Development. As required by the PAD, all three multi-family residential product phases shall provide a minimum of two (2) programed open space elements each to contribute to the activation of the entire community which may include, but are not limited to, the following:

- BBQ or Outdoor Kitchen
- Play Structure
- Tot Lot
- Passive Seating
- Outdoor Games
- Dog Park / Run
- Community Garden
- Pollinator Garden
- Shaded Seating Area
- Yoga Lawn
- Bike Repair Station
- Fire Pit
- Outdoor Seating
- Multi-Purpose Field

EXHIBIT 11 | OPEN SPACE & PEDESTRIAN CIRCULATION



LEGEND

- OPEN SPACE
- PROPERTY LINE
- PEDESTRIAN PATH (TYPICAL)
- ENHANCED PEDESTRIAN PATH



INFRASTRUCTURE

CONCEPTUAL GRADING & DRAINAGE

The onsite drainage will be conveyed into seven surface retention basins located throughout the site. The site will be graded to ensure positive flow away from the multi-family residential buildings. Drainage will be conveyed via roof drains and overland flow across the parking lots into the above-grade retention basins. Stored storm water will drain via drywells.

- The site will retain the development retention requirements for the 100-year, 2-hour storm event utilizing above ground retention.
- The site will require a minimum of 16 drywells.
- All improvements will be designed to have a positive outfall once the onsite storm water facilities are filled to design storm capacity.
- Depth of ponding for the 100-year, 2-hour precipitation shall not exceed 3.0 feet for above ground retention. These basins will also have 1 foot of freeboard according to the Pinal County Drainage Manual.
- Retention basins shall have a maximum side slope of 4:1.

WATER & WASTEWATER

The multi-family development proposes to install an 8-inch pvc sewer main that generally runs east to west through the proposed development under the main street at a 0.60% slope. Sewer service laterals from each building will tie-in to the sewer line under Main Street. The proposed 8-inch sewer main will go under the main entry and turn south along the adjacent development. The 8-inch sewer line will tie-in to the existing 8-inch sewer main under W. Desert Cedars Dr.

A new 8-inch water line will be required to provide water service to each residential building within the proposed development. The water main will loop around the development with fire hydrants spaced according to the City of Maricopa and Global Water Resources standards. The on-site water line will be carried south and tie-in to the existing 12-inch water line under W. Desert Cedars Drive. On-site water will also be taken offsite to the west and tie-in to the existing 12-inch main water line under N. Maricopa Road. Easement requirements for the water and sewer lines were found using Global Water Resources standards and are as follows:

- The 8-inch looped water line requires a 16-foot-wide easement throughout the development.
- The sewer and water lines down Main Street requires a 30-foot-wide combined easement.

VEHICULAR CIRCULATION PLAN

The primary vehicular circulation access to the subject site will be located at the Honeycutt Avenue extension where it meets the subject property's western boundary. The Honeycutt extension will travel southeast from the existing terminus of the local street and run through the adjacent future retail use. This extension, located on the retail site, will be a shared access road (public street) between the future multi-family community and anticipated commercial development.

A secondary emergency and connection will be provided at the northwest corner of multi-family site and will be formalized through the final design and development of the future retail development and likely back of house circulation for the retail uses.

On site circulation is proposed to consist of private circulation within the proposed development, one of which will be Main Street which will include enhanced streetscape, landscaping and angled parking. Along Main Street, parking islands will be provided after every three parking stalls which are situated at a 45-degree angle. Accent trees, lighting and activated frontage along Main Street will provide a unique vehicular experience for future and prospective residents. A center median resembling the shape of an eye is provided at the curving of Main Street as the circulation travels southeast. This landscaped median will act as a vehicle turn around while also acting as a traffic calming method to promote safe driving and protect pedestrians. As Main Street reaches the Senior Apartments, a vehicle pick-up and drop-off drive will be provided to allow for efficient vehicle access for residents to receive a ride service as the demographic will rely less on personal owned vehicles.

Parking for the Family Workforce Housing, Market Rate Apartments and Senior Housing will be shared between the three product types via a shared parking agreement. Residential parking is primarily located along the perimeter of the project site to act as a buffer to the single-family residential use and Union Pacific Railroad.

EXHIBIT 14 | CIRCULATION PLAN



LEGEND

- EXISTING PARKWAY (200' ROW)
- ARTERIAL ROADWAY II (150' ROW)
- EXISTING LOCAL STREET
- UNION PACIFIC RAILROAD
- FUTURE SHARED ACCESS ROAD
- ENHANCED PEDESTRIAN WALK
- MAIN STREET (TRACT WITH PUBLIC ACCESS AND UTILITIES EASEMENTS)
- INTERNAL PRIVATE CIRCULATION
- PEDESTRIAN CIRCULATION



PUBLIC SERVICE INFORMATION

The table below summarizes all applicable public service or utility providers for the site. Additional information about each provider is included in the following sections.

Table 8: Utility Providers

PUBLIC SERVICE / UTILITY	PROVIDER
SCHOOL DISTRICT	MARICOPA UNIFIED SCHOOL DISTRICT
FIRE STATION	STATION #574
WATER / WASTEWATER	Global Water Resources
CABLE TV / TELEPHONE	Century Link / Orbitel Communications
GAS	Southwest Gas Corporation
ELECTRIC	Electrical District #3

MARICOPA UNIFIED SCHOOL DISTRICT

The project is located within the Maricopa Unified School District (MUSD). The project team began outreach with members of the school district via email on June 16, 2022 and is awaiting further direction regarding current enrollment, median school capacity information, and typical student generation rates. For the purpose of initial student generation estimates, it is assumed that the project may yield an estimated 0.15 students per multi-family unit for elementary level and .05 students per multi-family unit for high school level. Median capacity per school type is estimated pending further discussion with the MUSD.

As shown in the table below, the additional multi-family dwelling units within Overland / Waterman / Butterfield could generate the following demand for additional school facilities, depending on other development activity within the area. The 200 age-targeted senior units are not included in this analysis as they will not contribute to additional school demand. At this time, no school sites have

Table 9: School Generation Rate

	MAXIMUM PROJECT YIELD (NUMBER OF DWELLING UNITS)	STUDENT GENERATION RATE	STUDENT PROJECTIONS	MEDIAN CAPACITY PER SCHOOL	NUMBER OF SCHOOLS NEEDED
ELEMENTARY SCHOOL	374	0.15	56.1	800	0.07
HIGH SCHOOL	374	0.05	18.7	1,400	0.01

been reserved as part of the project, given the estimated number of schools needed to support the expected student projections. The project team will continue to work with the MUSD as the project continues to develop and update the following analysis as better data becomes available.

EMERGENCY SERVICES

Overland / Waterman / Butterfield will be served by the City of Maricopa Fire Department and is likely to be serviced by Station 574.

UTILITIES

Global Water Resources is anticipated to be the water and wastewater provider for the project, and a service inquiry with relevant project details was submitted on June 16, 2022. It is anticipated the project will generate an average daily demand of 143,500 gallons per day with a peak hour demand of 338.8 gallons per minute.


The project developer will take the necessary steps to construct infrastructure required for the successful development of a multi-family residential community, aligning with General Plan Goal 5.1, "Ensure new development provides the resources to establish the infrastructure and services needed to serve that development."

Overland / Waterman / Butterfield will also be served by Electrical District #3, Southwest Gas Corporation, and Century Link / Orbitel Communications (cable television and telephone). Will serve letters have been obtained by Electrical District #3, Southwest Gas Corporation, and Century Link and are included in this package for reference.

MAINTENANCE OF STREETS & COMMON AREAS

It is anticipated that the project will be serviced by private circulation. All internal circulation, common areas, and amenities will be maintained by the owner or future property maintenance association upon construction.

EXHIBIT 15 | WILL SERVE LETTER - ELECTRIC DISTRICT #3



Electrical
District No. **3**

ELECTRICAL DISTRICT NO. 3 OF PINAL COUNTY
ENGINEERING & OPERATIONS DEPARTMENT

41630 W. Louis Johnson Drive
Maricopa, AZ 85138-5402
Main (520) 424-9311 • Fax (520) 423-4949
www.ed3online.org

June 14, 2022

DBG Properties, LLC
Eric Grodahl
7380 S. Monaco Street
Centennial, CO 80112

RE: WILL SERVE LETTER
PROJECT NAME: Shaun Ridge, LLC
PROJECT LOCATION: SEC John Wayne Pkwy & Maricopa Casa Grande
Hwy, APN 510-25-009S


Dear Eric:

Please consider this correspondence as a "Will Serve Letter" for electrical services for the above-mentioned Project. It is understood that this letter is intended only for your general information and does not constitute any type of agreement between DBG Properties, LLC and Electrical District No.3 of Pinal County (ED3).

Furthermore, DBG Properties, LLC should be aware that ED3 rules require a Developers/Builder Contribution in Aid of Construction (CIAC) for all master planned developments that have electric utility work remaining.

The CIAC is reimbursable as homes are built and occupied by a home owner. The reimbursement details are defined in the Developer Agreement.

Please contact me at (520) 424-0411 to obtain all necessary information regarding ED3's service requirements.

Sincerely,

Scott Kelly
Design Manager

SK/tt

EC: Brian E. Yerges, ED3
Michael Bristol, ED3
Nancy Messer, ED3

EXHIBIT 16 | WILL SERVE LETTER - SOUTHWEST GAS



June 17, 2022

DBG Properties LLC
Eric Grodahl
7380 S. Monaco St
Centennial, CO 80112

Re: Natural Gas Service to APN 510-25-009S

Greetings:

Thank you for your inquiry regarding gas availability for the above referenced project. Southwest Gas has natural gas facilities available to serve this project and can be extended to serve your project in accordance with our Rule Six as filed with the Arizona Corporation Commission. Southwest Gas currently has a 4" Distribution main running on Maricopa Casa Grande Hwy.

Natural gas is available to serve your project as long as the main remains in service and in accordance with our Rule Six as filed with the Arizona Corporation Commission. Southwest Gas Corporation extends facilities based on economic feasibility. Without reviewing a preliminary engineering plan on the project, we cannot, at this time, determine what fees, if any would be required from the owner/developer.

If you have any questions, please feel free to contact me. I can be reached at (520) 240-8444 or e-mail me at cory.jones@swgas.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Cory Jones".

Cory Jones
Energy Analyst
Energy Solutions Department

3401 East Gas Road / Tucson, Arizona 85714-1994

P.O. Box 26500 / Tucson, Arizona 85726-6500 / (877) 860-6020

www.swgas.com

EXHIBIT 17 | WILL SERVE LETTER - CENTURY LINK



CenturyLink Engineering
135 W. Orion St. 1st Floor
Tempe, AZ 85283
BICS@Centurylink.com

June 9, 2022

Mr. Eric Grodahl
DBG Properties LLC
7380 S. Monaco St
Centennial, CO 80112

RE: Shaun Ridge LLC

Mr. Grodahl,

The above mentioned project is located in a parcel of land located in Sections 27 Township 4S and Range 3E in Pinal County.

In response to your "Service Availability" request for the above mentioned development located at the southeast corner of John Wayne Parkway and Maricopa Casa Grande Highway in Maricopa, AZ this letter is to acknowledge that this subject property is within CenturyLink serving territory.

The tariff Rates and Regulations prescribed for service for this area are on file with your State Utilities Commission, and may be examined at your local CenturyLink Business Office.

Sincerely,

A handwritten signature in black ink that reads "Kathy Hadrich".

Kathy Hadrich
Sr. Manager Local Network Implementation
5025 N. Black Canyon Hwy
Phoenix, AZ 85015
602-630-5480
kathrine.hadrich@centurylink.com

EXHIBIT 18 | WILL SERVE LETTER - GLOBAL WATER



VIA EMAIL: dana@jayryan.com

June 22, 2022

Eric Grodahl
DGB Properties, LLC
c/o Dana Ryan, Jay Ryan Resources, LLC
7380 S. Monaco Street
Centennial, CO 80112

Re: DGB Maricopa: APN 510-25-009S – Will Serve letter

Dear Eric:

Global Water – Palo Verde Utilities Company, Inc. and Global Water – Santa Cruz Water Company, Inc. (the “Utilities”) have received and reviewed your request for water and wastewater service to parcel **APN 510-25-009S** known as DGB Maricopa, located approximately at the intersection of John Wayne Parkway and the Maricopa-Casa Grande Highway in the City of Maricopa, Arizona (the “Property”). The Utilities have determined that the Property is located within the boundaries of its service area as defined by the Arizona Corporation Commission’s Certificate of Convenience and Necessity. Therefore, the Utilities will provide water and wastewater service to the Property, subject to the following terms and conditions:

1. If the on-site infrastructure necessary to serve the Property is to be dedicated to the Utilities, line extension agreements (“LXA”) will be required. The fees associated with each line extension agreement are equal to 10% of the estimated cost of the infrastructure to be transferred to the Utility, or \$7,500.00, whichever is greater.

Prior to establishing service in any parcel, the Bill of Sale for each parcel must be completed. The terms of the LXAs describe the Bill of Sale process for water and wastewater service infrastructure. Please also refer to the attached checklist for use in gathering the documents needed for that process.

As per the terms of the LXAs, plan review and approval are required, and design shall be in accordance with the Utilities Design and Construction Standards. These standards are available at www.gwresources.com under the Construction Resources tab.

2. Hook-up fees for water service are based on the size of the meter and must be paid as required by tariff. A copy of the hook-up fee tariff and fee schedule is also available at www.gwresources.com under the Customer Resources tab.
3. Hook-up fees for wastewater service are based on the size of the service laterals and must be paid prior to installation. A copy of the hook-up fee tariff and fee schedule is also available at www.gwresources.com under the Customer Resources tab.
4. A meter and service line connection application and associated fees must be paid for each meter prior to installation. A copy of the application, which includes a fee schedule, is available at www.gwresources.com under the Construction Resources tab.

Global Water Resources, Inc. - Corporate Headquarters
21410 North 19th Avenue, Suite 205, Phoenix, AZ 85027
gwresources.com

Phone: 480-360-7775
Fax: 844-232-3517

5. Water and Wastewater utility service is subject to the provisions of any regulations, statutes, orders and/or directives from any entity with regulatory/statutory authority over the Utility and the conditions under which it may provide utility service to the Property.

We look forward to working with you in the development and implementation of your project.

Sincerely,

Emily Campbell
Development Services Program Manager

Global Water Resources, Inc. - Corporate Headquarters
21410 North 19th Avenue, Suite 205, Phoenix, AZ 85027
gwresources.com

Phone: 480-360-7775
Fax: 844-232-3517

CONCLUSION

The proposed rezoning request to modify the existing zoning from Light Industry & Warehouse (CI-1) to Planned Area Development (PAD) to allow for the future development of a multi-family development including three product types responding to market segments involving Family Workforce Housing, Market Rate Apartments and Senior Housing (age 55+). The requested zoning district (PAD) is complementary to the surrounding uses and a better fit for the location as it will provide more housing diversity and create an optimal transition of density and intensity from the residential to commercial uses in the surrounding area. Overland / Waterman / Butterfield benefit the existing Desert Cedars and Santa Rosa single-family residential communities by eliminating the proximity of commercial and/or industrial uses as well as the future retail use and Union Pacific Railroad. The multi-family residential use works symbiotically with the future retail use to create new residents with disposable income needed to support new retail and a walkable, vibrant, and desirable mixed-use development in the City of Maricopa. Overland / Waterman / Butterfield offer a beautiful, locally inspired, housing option for residence to enjoy a healthy lifestyle. The proposed development creates a sustainable community within the City of Maricopa by providing a housing option that promotes and provides residents with quality design and connections to walk to amenities, shopping, dining, and employment helping to reduce vehicular trips and reduced pollution. The proposed Planned Area Development is unique to Overland / Waterman / Butterfield to allow for the creative design of a mixture of multi-family residential uses that appeal to a variety of demographics and work harmoniously with the adjacent single-family residential and future commercial uses to benefit the entire community within the City of Maricopa and stimulate economic growth.