NOTICE OF REGULAR MEETING
OF THE
PLANNING AND ZONING COMMISSION

WHEN: MONDAY, NOVEMBER 16, 2026

WHERE: CAREFREE TOWN COUNCIL CHAMBERS
33 EASY STREET, CAREFREE, AZ 85377

TIME: 4:00 P.M.

LIVESTREAM: CAREFREE YOUTUBE CHANNEL

Pursuant to A.RS. 38-431.02, notice is hereby given to the members of the Planning and Zoning Commission of the Town of Carefree, Arizona and to the general public that the members of the Planning and Zoning Commission will hold a meeting open to the public. For any item listed on the agenda, the Commission may vote to go into Executive Session for advice of counsel and/or to discuss records and information exempt by law or rule from public inspection, pursuant to Arizona Revised Statues §38-431.03.

Members of the Commission may participate by technological means or methods pursuant to A.R.S. §38-43 I (4).

The agenda for the meeting is as follows:

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

REGULAR AGENDA:

1. Approval of September 14, 2026 Planning and Zoning Commission Regular Meeting Minutes.

   Attachments
   DRAFT September 14, 2026 Planning and Zoning Regular Meeting Minutes

2. Review, discussion and possible actions on Zoning Case No. 26-01-SUP, a request for a Special Use Permit to allow the development of Carefree Crossing, a development consisting of a high-end car storage facility with accessory restaurant and private club uses. The approximately 1.85-acre site is located at the southwest corner of Cave Creek Road and Bloody Basin Road in the Town of Carefree and is zoned Commercial (C). This is a public hearing, at which time all interested persons will have an opportunity to be heard.

   - APPLICANT: Mr. Kevin Koshko, Motosports LLC, 9876 East Jasmine Drive, Scottsdale, AZ 85260
   - CASE LOCATION: Southwest corner of Bloody Basin Road and Cave Creek Road, APN 216-83-063A and APN 216-83-064C
   - ZONING: C, Commercial

Attachments
Attachment 1 - Project Narrative
Attachment 2 - Master Association Framework and Exhibit A
Attachment 3 - Site and Landscape Plans
Attachment 4 - Materials and Building Elevations/Perspectives
Attachment 5 - Parking Analysis and Traffic Report
Attachment 6 - Citizen Participation Report
Attachment 7 - Citizen Emails

3. Announcements

4. Adjournment

DATED this 12th day of November, 2026.

TOWN OF CAREFREE

Samantha J. Gesell

Samantha J. Gesell, Town Clerk/Treasurer

Items may be taken out of sequence

FOR SPECIAL ACCOMMODATIONS
Please contact the Planning Clerk, 8 Sundial Circle (PO Box 740), Carefree, AZ 85377; (480) 488-3686, at least two working days prior to the meeting if you require special accommodations due to a disability.

*All official Town Council and Commission meetings are scheduled to be held in-person within Council Chambers, located at 33 Easy St.

TOWN OF CAREFREE
STAFF REPORT

MEETING DATE: 11/16/2026

SUBJECT: Approval of September 14, 2026 Planning and Zoning Commission Regular Meeting Minutes.

PREPARED BY: Samantha Gesell, Town Clerk/Treasurer

SUMMARY:

ACTION NEEDED:

Attachments

DRAFT September 14, 2026 Planning and Zoning Regular Meeting Minutes

NOTICE OF REGULAR MEETING
OF THE
PLANNING AND ZONING COMMISSION

WHEN: MONDAY, SEPTEMBER 14, 2026

WHERE: CAREFREE TOWN COUNCIL CHAMBERS
33 EASY STREET, CAREFREE, AZ 85377

TIME: 4:00 P.M.

LIVESTREAM: CAREFREE YOUTUBE CHANNEL

Pursuant to A.RS. 38-431.02, notice is hereby given to the members of the Planning and Zoning Commission of the Town of Carefree, Arizona and to the general public that the members of the Planning and Zoning Commission will hold a meeting open to the public. For any item listed on the agenda, the Commission may vote to go into Executive Session for advice of counsel and/or to discuss records and information exempt by law or rule from public inspection, pursuant to Arizona Revised Statues §38-431.03.

Members of the Commission may participate by technological means or methods pursuant to A.R.S. §38-43 I (4).

The agenda for the meeting is as follows:

CALL TO ORDER

Chairman Burns called the meeting to order at 4:00 p.m.

ROLL CALL

Commissioners Present:
Chairman Burns
Vice Chairwoman Roberts
Commissioner Braun
Commissioner Dymoke
Commissioner Hardie
Commissioner Nimsky
Commissioner Smith

Staff Present:
Community Development Director, Stacey Bridge-Denzak
Interim Town Clerk, Samantha Gesell
Communications Manager, Madisyn Garrett
Associate Planner, Alex Ortega

Others Present:
Town Attorney, Nick Cook

Chairman Burns introduced the new Town of Carefree Associate Planner, Alex Ortega.

PLEDGE OF ALLEGIANCE

Town of Carefree Associate Planner, Alex Ortega, led the group in the Pledge of Allegiance.

REGULAR AGENDA:

1. Approval of the May 18, 2026 Planning and Zoning Commission Regular Meeting Minutes.

   Commissioner Smith MOVED TO APPROVE the May 18, 2026 Planning and Zoning regular meeting minutes. SECONDED by Commissioner Dymoke. CARRIED, 7-0.

   Attachments:
   May 18, 2026 DRAFT Planning and Zoning Meeting Minutes

2. REVIEW and DISCUSSION of the Zoning Ordinance Update process, led by Matt Klyzeiko of Michael Baker International, including an overview of the process to date, feedback received from Town staff, stakeholders, recent community workshops, and Town Council update, and discussion of key issues and proposed revisions.

   Matt Klyzeiko of Michael Baker International provided an update on the Town's ongoing Zoning Ordinance Update.

   The presentation focused primarily on the organization of permitted uses, definitions, supplemental use regulations, zoning district standards, and the approach being taken to make targeted rather than comprehensive changes to the existing code.

   The Commission discussed a variety of proposed use classifications and definitions, including medical and health-care facilities, pet-care uses, service stations and convenience uses. The Commission provided comments and requested additional review where proposed language or classifications could have unintended consequences.

The Commission also discussed development standards, including setbacks and residential density, as well as the importance of maintaining consistency with the Town's General Plan and applicable legal requirements.

Sign regulations were discussed, including temporary signs, open-house signs, banners, political signs, and the requirement that sign regulations remain content neutral in accordance with applicable law.

The Commission also discussed the proposed Town Center Overlay. Topics included potential regulations for uses within the Town Center, outdoor dining, parking, and whether certain types of businesses could be regulated. Staff and the consultant advised that additional research and public discussion would be necessary before developing recommendations.

Community Development Director, Stacey Bridge-Denzak advised that meetings concerning the Town Center Overlay are anticipated for October and that a further public discussion regarding the broader Zoning Ordinance Update is anticipated in November.

The Commission provided comments and direction for continued refinement of the draft ordinance.

No formal action was taken.

Attachments:

Attachment 1: Community Workshop #2 - Handout 1
Attachment 2: Community Workshop #2 - Handout 2
Attachment 3: Community Workshop #2 - Handout 3

3. REVIEW and DISCUSSION regarding recently adopted text amendments to the *Town of Carefree Zoning Ordinance* and *Town of Carefree Subdivision Ordinance* in response to the requirements set forth in Arizona Revised Statutes § 9-500.49.

   Town Attorney, Nick Cook with Fitzgibbons Law presented details of the recently adopted amendments associated with A.R.S. § 9-500.49 and HB 2447. The discussion included the statutory requirement that certain development applications be reviewed and approved by Town staff and the resulting need to ensure that the Town's ordinances clearly establish objective standards and appropriate procedures.

   The group discussed self-certification, expedited review, at-risk permitting, and the appropriate appeal process for staff decisions involving site plans, preliminary plats, and final plats. Commissioners expressed concern regarding the absence of a clearly defined appeal process for certain staff decisions and discussed whether appeals should be directed to the Board of Adjustment, Planning and Zoning Commission, Development Review Board, or another designated body. Staff and the consultant indicated that the matter could be addressed through the ongoing zoning ordinance update.

The group further discussed transparency and public notification regarding development applications and staff decisions. Commissioners expressed interest in providing the public and the Commission with timely information concerning applications filed and decisions made between Commission meetings. Potential notification through meeting materials, the Town website, and direct notification to affected property owners was discussed.

The Commission raised additional technical and substantive questions concerning the subdivision ordinance, including subdivision improvement agreements, public notification of preliminary plats, and various provisions affected by the statutory changes. Staff agreed to review and address items identified during the discussion.

Discussion Only. No Action Taken.

Attachments:

Attachment 1 - HB2447
Attachment 2 - Subdivision Ordinance Amendments
Attachment 3 - Zoning Ordinance Amendments

4. Announcements

There were no announcements.

5. Adjournment

The meeting was adjourned by unanimous consent at 6:31 p.m.

DATED this 7th day of September, 2026.

TOWN OF CAREFREE



Samantha J. Gesell, Town Clerk/Treasurer

Items may be taken out of sequence



FOR SPECIAL ACCOMMODATIONS

Please contact the Planning Clerk, 8 Sundial Circle (PO Box 740), Carefree, AZ 85377; (480) 488-3686, at least two working days prior to the meeting if you require special accommodations due to a disability.

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TOWN OF CAREFREE
STAFF REPORT

MEETING DATE: 11/16/2026

SUBJECT: **Review, discussion and possible actions on Zoning Case No. 26-01-SUP, a request for a Special Use Permit to allow the development of Carefree Crossing, a development consisting of a high-end car storage facility with accessory restaurant and private club uses. The approximately 1.85-acre site is located at the southwest corner of Cave Creek Road and Bloody Basin Road in the Town of Carefree and is zoned Commercial (C). This is a public hearing, at which time all interested persons will have an opportunity to be heard.**

- **APPLICANT: Mr. Kevin Koshko, Motosports LLC, 9876 East Jasmine Drive, Scottsdale, AZ 85260**
- **CASE LOCATION: Southwest corner of Bloody Basin Road and Cave Creek Road, APN 216-83-063A and APN 216-83-064C**
- **ZONING: C, Commercial**

PREPARED BY: Stacey Bridge-Denzak, Planning Director & Zoning Administrator

SUMMARY:

Motorsport Lofts, LLC (Mr. Kevin Koshko) is requesting a Special Use Permit for a new development named Carefree Crossing, a privately owned collector-vehicle storage development with a public restaurant and private members club at the southwest corner of Cave Creek Road and Bloody Basin Road. Garage units would provide enclosed storage and display of personal vehicle collections with incidental lounge, mezzanine, and minor personal storage area. Carefree zoning allows for a storage (warehouse) use in Commercial zoning with the approval of a Special Use Permit.

CONTEXT

The surrounding context is a mix of commercial and residential uses (single-family and multi-family).



Specifically:

- Northwest (adjacent): Commercial zoning with an existing building.
- Northeast (across Cave Creek Road): Existing single-family (R1-10 zoning) and multi-family (R-3 zoning) residential neighborhoods.
- Southeast (across Bloody Basin Road): Existing single-family (Rural-70 zoning) residential neighborhood.
- Southwest (across Nonchalant Avenue): Existing church facility - Spirit in the Desert Retreat Center – on property zoned both Multi-family and Commercial.

The subject site(s) sits at an important intersection representing the gateway to the Town Center from those traveling west on Cave Creek Road, and is also identified in the Town's General Plan and Village Center Redevelopment Plan as part of the Town Center area.

PROJECT DESCRIPTION

The project is approximately 1.85 acres over two existing lots, or 80,470 square feet, zoned Commercial. It includes 23 individually owned garage/storage units in three buildings; and The Collective, consisting of a 2,000-square-foot ground-floor restaurant and a 1,500-square-foot upper-level members club with an adjoining balcony. Most garage units are approximately 30 feet by 50 feet, with optional mezzanines of approximately 450 square feet. The total building footprints (under roof) are 36,820 square feet.

The proposed garage use is private, enclosed vehicle storage and display with incidental personal lounge space, incidental storage, and limited vehicle care. Commercial repair, restoration, fabrication, body work, painting, fluid changes, vehicle dealership operations, residential occupancy, and transient rentals are prohibited. The documents also permit street-legal motorcycles and certain boats and light trucks.

The site layout orients garage doors and vehicle maneuvering areas toward the interior of the development, while well-articulated building elevations and landscaping enhance the surrounding street frontages. The Collective anchors the prominent corner with a well-designed restaurant/private club use each floor with an associated patio/balcony. This overall arrangement provides a separation between private garage activity and the public restaurant frontage and limits the visibility of storage operations from the street.

The architecture presents a cohesive, well-articulated design. Changes in wall planes and parapet heights, recessed openings, canopies, and varied masonry treatments break up the building lengths. The material board combines smooth and split-face block, stone veneer, metal accents, and glazing in muted tan, brown, and gray tones. These elements provide visual interest and a finished commercial appearance.

The landscape plan softens the street frontages and building facades with desert trees, shrubs, cacti, groundcovers, and trellised vines. Final coordinated plans will establish the landscape quantities, pedestrian connections, screening, and sight-distance clearances at site plan.

PARKING, CIRCULATION, AND TRAFFIC

The development will be accessed from Bloody Basin Road and Nonchalant Avenue, with internal circulation designed to accommodate the storage units and commercial uses separately. The traffic study also identifies a proposed pedestrian connection along Bloody Basin Road to the future shared-use path along Cave Creek Road.

Southwest Traffic Engineering, LLC prepared a Traffic Impact Analysis dated May 20, 2026, and a revised Parking Analysis dated October 6, 2026. The project provides 27 onsite parking spaces, exceeding the estimated requirement of 13 to 18 spaces, depending on the restaurant's final interior configuration. Parking for the private garage units is accommodated within the units and along their frontages. The development does not rely on off-site parking.

The Traffic Impact Analysis estimates 256 daily vehicle trips and concludes that surrounding intersections will continue to operate at acceptable levels of service, with no additional turn lanes required. The study identifies vegetation obstructing sight distance at Bloody Basin Road and Cave Creek Road that should be addressed. As the study evaluated an earlier "fast-casual" restaurant concept, confirmation that its findings remain applicable to "full service" restaurant and private club uses is warranted. The applicant proposes to mitigate traffic exiting the site onto Nonchalant Avenue by restricting traffic to a right-turn-only movement.

ASSOCIATION STRUCTURE AND COMPLIANCE

The proposed Master Association Framework is the foundation for the Master Declaration, which would administer project-wide obligations under this recorded document. A separate loft-owner association would handle internal amenities and remain secondary to the Master Declaration. Professional management would be required, and amendments affecting Special Use Permit commitments would require Town approval.

The submitted Framework and associated exhibit (Exhibit A) are an outline for the future recorded Master Declaration. The final documents will be reviewed and approved by staff and the Town Attorney at the time of the site plan approval. The Framework establishes certain responsibilities, adequate funding, effective enforcement procedures, and continuity of management. Association enforcement will supplement, but not replace or limit, the Town's independent authority to address zoning, noise, safety, and permit violations. However, the required management structure will provide day-to-day oversight and enforcement, helping to ensure compliance while minimizing the need for Town involvement.

Membership fees and fiscal representations

The applicant projects stabilized annual Town transaction privilege tax revenue of $64,200 to $138,600, with a midpoint of $99,900. These estimates include $9,000 to $27,000 annually to include membership dues with additional tax on initiation fees:

Annual Town TPT	Low	Midpoint	High
Applicant estimate	$64,200	$99,900	$138,600
Membership dues component	$9,000	$18,000	$27,000
Estimate excluding dues tax	$55,200	$81,900	$111,600

Section 5.4 of the Master Association Framework and Section A.5 of Exhibit A require the collection and remittance of Town transaction privilege tax (TPT) on private club membership dues and initiation fees at the 3% Amusements rate, regardless of whether those revenues are otherwise taxable under Arizona law.

Staff reached out to the League of Cities and Towns' tax specialist questioning the proposed taxation of membership dues and initiation fees based on a project description provided by the applicant. The League responded that membership fees covering use of the facility and included amenities would be exempt from TPT because the facility and its member-owners are not considered to be engaged in business. However, separately charged taxable goods and services, including food and beverage sales, would remain subject to TPT.

Although the applicant proposes a contractual obligation to collect and remit these amounts regardless of their statutory tax status, the distinction between a taxable transaction and a privately imposed payment obligation warrants concern. The Commission may wish to consider whether these projected revenues are material to the overall fiscal benefits of the development.

OWNERSHIP VS LEASING

As originally presented, the development was envisioned as a high-end, owner-occupied facility for automobile enthusiasts seeking storage for their personal collections. The current proposal permits leasing after the first year of ownership, subject to a minimum one-year lease and certain operational restrictions. While these provisions limit tenant turnover, no overall limit on leased units is identified, potentially changing the exclusive, owner-oriented character of the development.

The Commission may wish to discuss whether leasing is consistent with the original intent of the project and, if permitted, whether additional limitations on the number of leased units, authorized users, and lease duration are appropriate to preserve the intended character of the facility.

NOISE AND NEIGHBORHOOD COMPATIBILITY

The proposed development appears to represent a relatively low-intensity use, with primarily private collector-vehicle storage along with a restaurant and private club operating within defined hours. As proposed, *Quiet Hours* entail:

- Site-wide quiet hours from 9 PM to 6 AM, primarily covering vehicle operation and outdoor activities.
- Restaurant and private club operations between 6 AM and 10 PM.
- Twenty-four-hour access for garage owners, subject to quiet-hour restrictions.
- Registered tenant access from 6 AM to midnight.

Although some vehicle activity and associated noise can be expected, potential impacts should be limited provided that quiet hours, operational restrictions, and noise standards established by the SUP and Town Code Section 6-2-4 are consistently observed and enforced. The project's long-term suitability will depend on responsible use and ongoing compliance with these requirements.

CITIZEN PARTICIPATION

The applicant conducted a neighborhood meeting on April 15, 2026, attended by approximately 32 residents and Town representatives. Notice was mailed to 46 surrounding property owners and interested parties, and the meeting was advertised on the Town's website. Several emails were received by staff following this meeting.

The Citizen Participation Report identifies concerns that include noise, traffic, parking, vehicle repair activities, leasing, special events, lighting, building design, and the long-term enforceability of the project's governing documents. Residents also questioned whether the development would remain primarily owner-occupied and whether restrictions could be modified after approval.

The applicant responded by outlining proposed operational restrictions, including limitations on commercial automotive activities, quiet hours, rental provisions, and recorded governing documents intended to maintain the development's character and address neighborhood compatibility. The applicant further amended the proposal by simplifying The Collective as only a first floor restaurant and a second floor private club. Events would be limited based on availability of onsite parking.

In summary, the proposed development incorporates well-designed site plan, architecture, and coordinated landscaping that complement the character of Carefree. The site layout provides functional circulation and adequate parking, with parking for the collector-vehicle storage units accommodated separately. The addition of a public restaurant is a positive component of the development, providing a community amenity that would contribute to the activity and vitality of the Town Center.

As previously identified, two matters may necessitate further discussion. First, membership dues

and initiation fees may be exempt from transaction privilege taxation under Arizona law. While this could reduce the applicant's projected tax revenues, the Commission may wish to consider whether the potential reduction is significant in relation to the overall anticipated fiscal benefits of the development. Second, the option to lease individual storage units raises the question whether this provision diminishes the exclusive, owner-oriented character of the high-end collector-vehicle storage facility originally presented to the Town.

These considerations do not detract from the overall quality of the proposed project but represent operational and fiscal matters appropriate for Commission discussion when evaluating the Special Use Permit.

ACTION NEEDED:
A motion and action by the Commission to approve/deny/continue the hearing are required at this time. If Commission chooses to recommend approval of the this case, staff recommends the following Conditions of Approval:

1. The site plan shall be in substantial conformance with those certain documents submitted and approved by the Town under case number 26-01-SUP and included in this report as:

    - Attachment 1. Project Narrative
    - Attachment 2. Master Association Framework and Exhibit A
    - Attachment 3. Site Plan and Landscape Plan
    - Attachment 4. Materials and Building Elevations/Perspectives
    - Attachment 5. Parking Analysis and Traffic Report
    - Attachment 6. Citizen Participation Report
    - Attachment 7. Citizen Emails

2. The use of the site shall at all times conform to all applicable State laws and Town ordinances. Should the Property be used or developed in a manner inconsistent with the terms and conditions stated herein, the Carefree Town Council may revoke this Special Use Permit in its entirety.
3. The applicant shall submit an ALTA survey to include all boundaries and existing improvements at the site plan application.
4. The applicant shall submit a geotechnical report compliant with the Town of Carefree Development Review Manual and Town Code Chapter 16, Section 10.06 at the site plan application.
5. The applicant shall submit a drainage report compliant with Chapter 4 of the current edition of the City of Scottsdale Design Standards and Policies Manual at the site plan application. Should the Property be used or developed in a manner inconsistent with the terms and conditions stated herein, the Carefree Town Council may revoke this Special Use Permit in its entirety. The development shall provide 100-year, 2-hour onsite stormwater storage (including adjacent half-street rights-of-way).
6. The applicant shall update the traffic report to confirm that its findings remain applicable to the restaurant and private club uses amended in the October 2026 Project Narrative.
7. The approval shall be limited to 23 private garage units and The Collective as described in the approved plans. Vehicle storage and display shall remain the primary garage use. Lounge, mezzanine, and personal workspace areas shall be incidental; independent office, retail, service, or other business uses within garage units are prohibited.
8. IF APPLICABLE Garage units shall be used by owners of record for their own personal collections, with immediate family and accompanied guests permitted. Ownership shall be an individual and not shared amongst a collection of ownership. Leasing, subleasing, paid storage for others, fractional access memberships, and separate licenses to use garage space are prohibited.
9. Permitted storage shall be limited to the automobiles, light trucks, street-legal motorcycles,

and boats expressly identified in the Master Association Framework, and eventual Master Declaration. The prohibited vehicles include all categories as identified in Framework Section 4.2. All stored vehicles, boats, and permitted boat trailers shall be solely housed within the units. Outdoor storage, overnight exterior parking, and use as general household storage are prohibited, apart from incidental items as permitted in the designated storage closet.

10. Commercial vehicle sales, consignment, repair or servicing; restoration; mechanical work; body work; painting; fabrication; compressor-driven work; and fluid changes are prohibited. Only waterless detailing, approved charging, and routine non-fluid personal care of permitted vehicles may occur within units. No outdoor washing or detailing is permitted.
11. Residential occupancy, sleeping, overnight lodging, and transient rentals are prohibited. Garage units shall contain no beds or bedrooms and no cooking equipment requiring an exhaust hood.
12. The following noise restrictions shall apply:

    - Site-wide quiet hours: 9:00 p.m. to 6:00 a.m., daily, governing vehicle operation and outdoor activities.
    - Garage unit owners: Access permitted 24 hours a day, including during quiet hours, subject to noise and vehicle-operation restrictions.
    - IF APPLICABLE Garage unit lessees (registered tenants): Access permitted from 6:00 a.m. to midnight. Access between 9:00 p.m. and midnight remains subject to quiet-hour restrictions.
    - Vehicle activity: Engine starting, revving, idling, and running are prohibited during quiet hours, except for brief, immediate arrivals or departures.
    - Restaurant: May operate between 6:00 a.m. and 10:00 p.m. daily, with actual hours established by the operator. Interior operations may continue after quiet hours begin at 9:00 p.m.
    - Private members club: May operate between 6:00 a.m. and 10:00 p.m. daily, independently of restaurant hours. Interior operations may continue after 9:00 p.m.
    - Outdoor amplified or live music: Permitted only at The Collective and must conclude by 8:00 p.m., subject to all applicable Town noise regulations.
    - Other noise restrictions: No garage unit may amplify sound audible outside the unit. Vehicle noise and outdoor activities remain subject to Town Code Section 6-2-4.
    - Exceptions shall be limited to emergency response or an immediate threat to life or property, documented by management; routine convenience access is not an exception.

13. Intentional engine revving, racing, burnouts, exhibition driving, horn demonstrations, and vehicle sound-system demonstrations are prohibited. Engines shall run only as reasonably necessary for immediate entry, exit, or parking; prolonged idling and warm-ups are prohibited. Vehicles operating on site shall have effective exhaust muffling. Management shall post and enforce a 5-mph internal speed limit.
14. Garage sound amplification audible outside the unit is prohibited. Outdoor amplified or live music is not permitted and requires separate written Town authorization. Before occupancy, an acoustical professional shall evaluate anticipated engine, gate, mechanical, restaurant, and club noise at nearby residential receptors and identify necessary mitigation. Approved mitigation shall be installed before a Certificate of Occupancy is issued. Compliance with Town Code Section 6-2-4 is required at all times; permitted hours do not authorize disturbing noise.
15. The Collective restaurant shall remain open to the public for at least 30 hours weekly. Conversion to a standalone bar, nightclub, public entertainment venue, or independently rented event hall is prohibited without required Town approval.
16. Alcohol service requires applicable licenses and shall remain within approved premises and hours.
17. Private club events shall be limited to the approved upper-floor club area and balcony, with

balcony activity ending by 9:00 p.m. Attendance shall not exceed the lower of code occupancy limits and the capacity supported by the approved parking plan.

18. All required parking spaces shall be maintained on site. Vehicle loading and unloading shall occur in designated on-site areas between 8:00 a.m. and 6:00 p.m. Transporters shall not stage on surrounding streets or obstruct sidewalks, fire lanes, drive aisles, or accessible spaces. Interior unit parking shall not be displaced by unauthorized improvements or general storage as defined herein.
19. Routine commercial deliveries, exterior cleaning, landscape maintenance, and refuse collection shall occur between 8:00 a.m. and 6:00 p.m., with refuse collection also limited to daylight hours. Service areas shall be screened and maintained to control noise, odors, pests, and litter. These servicing limits do not restrict emergency repairs.
20. The proposed site and buildings shall comply with all Town building, zoning, engineering, and fire safety codes. DC fast charging, unlisted or modified charging equipment, extension-cord charging, and storage or charging of removed high-voltage battery packs are prohibited.
21. Maximum building heights shall not exceed those shown on the approved Building Elevations, measured from design grade as defined in the Zoning Ordinance.
22. Garage floors shall be sealed and designed to contain incidental leaks, subject to approved construction details. Garage floor drains and vehicle-washing hose connections are prohibited. Each unit shall maintain an appropriate spill kit. No fluid may be discharged into pavement, soil, or drainage facilities. Bulk fuels, waste fluids, and hazardous-material storage unrelated to approved incidental vehicle care are prohibited. Management shall maintain spill-response and lawful disposal procedures.
23. All mechanical equipment shall be roof-mounted and screened as shown on the approved elevations.
24. All exterior lighting shall be fully shielded, downward directed, and dark-sky compatible in accordance with Zomning Ordinance Section 9.12. A photometric plan shall be provided at the time of site plan submittal.
25. The applicant shall submit a Comprehensive Sign Plan at the time of site plan submittal, otherwise all signage must comply with the current zoning regulations as found under Article 8 of the Zoning Ordinance.
26. Protected provisions under the Master Declaration shall not be modified, removed, or circumvented without Town approval, and private amendments shall not modify the SUP.
27. A professional manager shall remain under contract continuously. Management shall provide the Town and neighboring owners with a current 24-hour complaint contact. Active nighttime disturbances shall receive a management response within 30 minutes; other complaints shall be acknowledged within one business day. Management shall document the investigation, corrective action, and follow-up and retain the complaint and access records for at least 12 months, making relevant records available upon lawful Town request.
28. The Master Association shall enforce private covenants at its expense. Owners and operators remain responsible for SUP compliance. Nothing shall require complainants to exhaust association remedies, limit direct reports to the Town or emergency services, or restrict lawful Town enforcement. Inspection and access shall follow applicable consent, notice, and legal requirements.
29. The applicant shall complete the required lot combination and obtain site plan approval prior to submitting for any building or infrastructure permits. SUP approval does not establish compliance with unreviewed plans or waive other requirements.
30. The applicant shall coordinate with utility providers, including Carefree Water Company, Liberty Utilities, Arizona Public Service, and Rural Metro Fire, during the site plan phase as applicable and prior to Building Permit issuance.
31. Management shall submit a compliance report six months after initial operation and annually thereafter addressing complaints, hours, events, parking, and corrective actions. Material expansion or changes to authorized use, access hours, leasing, or event operations require the applicable Town review. Violations remain subject to the remedies and procedures available under Town law, including permit review or revocation where authorized, with required

notice and hearing.

32. Existing overhead utility lines along Cave Creek Road adjacent to the parcel boundaries shall be located underground prior to the issuance of any Certificate of Occupancy.
33. The applicant shall provide a deposit to the Town for the offsite improvements related to the proposed multi-use trail as identified in a cost estimate prepared by a registered engineer in the state of Arizona. All offsite and onsite landscaping shall be maintained by the development/property owner and/or future association.
34. The applicant shall install right-turn-only signage and pavement markings at the Nonchalant Avenue egress, in accordance with MUTCD standards and as shown on approved civil plans, contingent upon the Town establishing a right-turn restriction at that location.

Attachments

Attachment 1 - Project Narrative
Attachment 2 - Master Association Framework and Exhibit A
Attachment 3 - Site and Landscape Plans
Attachment 4 - Materials and Building Elevations/Perspectives
Attachment 5 - Parking Analysis and Traffic Report
Attachment 6 - Citizen Participation Report
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MOTORSPORT LOFTS

CAREFREE CROSSING

Project Narrative

Application for Special Use Permit

Southwest Corner of Cave Creek Road and Bloody Basin Road

Carefree, Arizona

APN 216-83-063A

Applicant: Motorsport Lofts, LLC

Original Submittal: May 2026

Resubmittal: August 2026, **October 2026**

MOTORSPORT LOFTS

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1. Executive Summary

Carefree Crossing is a proposed boutique collector-car development on a 1.85-acre parcel at the southwest corner of Cave Creek Road and Bloody Basin Road in the Town of Carefree. The project consists of 23 privately owned loft garage units organized into three buildings, together with The Collective, a 2,000 square foot corner building containing a restaurant at grade and a private members club above. Total building footprint is 36,820 square feet on a site of approximately 80,475 square feet. The site is zoned Commercial (C), and the proposed uses require approval of a Special Use Permit.

The loft units are individually owned and used on a personal, non-commercial basis, functioning as climate-controlled storage, display space, and a place for owners to spend time with their collections. Activity is intermittent rather than continuous, and the project's governing documents prohibit commercial repair, restoration, fabrication, and other uses that would exceed vehicle storage and display.

The program has been simplified in response to Town review. The ground floor of The Collective is a full-service restaurant open to the public. The upper floor is a 1,500 square foot private members club serving loft owners and a dues-paying membership drawn from the surrounding community.

Parking has been evaluated against the program. Required parking is calculated under Sections 7.01, 7.02(5), and 7.07 of the Zoning Ordinance, with the restaurant parked at one space per 100 square feet of gross floor area excluding public restrooms and kitchens, and the private club at one space per 500 square feet. Depending on the final interior layout of The Collective, that produces a requirement of 13 to 18 spaces. The project provides 27 on-site spaces, including two accessible spaces. All required parking is located on the same lot as the uses it serves, and the project does not rely on off-site parking. A sealed Parking Analysis prepared by Southwest Traffic Engineering, LLC accompanies this submittal.

Motorsport Lofts, LLC has structured the proposal so that the commitments made during entitlement remain in place over the life of the project. Permitted and prohibited uses, permitted and prohibited vehicles, operating restrictions, quiet-hour standards, leasing and access provisions, and architectural controls are embedded in a recorded Master Declaration administered by a master association, structured separately from the loft-owner association that handles routine community matters. The Master Association retains a licensed professional community manager, and all enforcement responsibility rests with the Master Association. The Town of Carefree is identified as an approval authority for amendments affecting the provisions relied upon during Special Use Permit approval, so those provisions cannot be weakened by future owner action alone.

The project delivers an ongoing fiscal contribution to the Town. The applicant has modeled recurring revenue across low, mid, and high sensitivity scenarios, detailed in Section 14 and the accompanying Exhibit A. Under the mid case, recurring transaction privilege tax to the Town is projected at approximately $100,000 annually at stabilization. No public subsidy, tax incentive, or public-side cost sharing is requested. The parcel currently generates no transaction privilege tax and no commercial activity of any kind.

The applicant has conducted comprehensive citizen participation, including a neighborhood meeting on April 15, 2026 attended by approximately 32 residents and Town representatives. Concerns raised through that process, together with the comments received through the Town's first and second reviews of this application, have been incorporated into this narrative, the project's design, the governing document framework, and the proposed conditions of approval.

The applicant respectfully requests approval of the Special Use Permit for Carefree Crossing, subject to the conditions of approval proposed in Section 16 of this narrative.

2. Applicant and Project Team

Applicant

The applicant for the Carefree Crossing Special Use Permit is Motorsport Lofts, LLC, an Arizona limited liability company formed to develop, market, and operate Carefree Crossing. Motorsport Lofts is led by Kevin Koshko, who serves as the project's day-to-day principal and primary point of contact for the Town of Carefree.

Core Team

Motorsport Lofts is partnered with Tom Helberg and Robert Gersten, the owners of the subject property and members of the project's core team. Together, the core team brings decades of commercial real estate development experience and has collectively delivered over 100 commercial properties across multiple asset classes and markets. The combined participation of the principals as both landowners and active members of the development team provides the project with deep institutional knowledge in entitlement, design, construction oversight, financing, and long-term operations.

Project Entities

The project is structured through the following entities:

- **Motorsport Lofts, LLC** is the developer and applicant, and serves as managing partner of the entities below.
- **Carefree Crossing Development, LLC** is the joint venture entity for the development of the project, covering both the loft component and The Collective.
- **The Collective at Carefree Crossing, LLC** owns and operates The Collective parcel following completion, including the restaurant and the private members club.

These entities are distinct from the project's governing associations described in Section 12. The Lofts at Carefree Crossing HOA is the owner sub-association for the 23 loft units.

Project Consultants

Discipline	Firm	Role
Design-Build General Contractor	LGE Design Build	Architecture, engineering, and construction delivery
Landscape Architect	Greey Pickett	Conceptual and detailed landscape design
Civil Engineering	Schembri Engineering	Site engineering, grading, and drainage
Traffic Engineer	Southwest Traffic Engineering, LLC	Traffic Impact Analysis
Legal Counsel	Sacks Tierney P.A.	Governing documents

3. Site Description and Existing Conditions

Location and Address

Orientation convention. The site has an unusual northeast/southwest orientation. For clarity and consistency with how the site is generally perceived, this narrative refers to Cave Creek Road as the project's north frontage, Bloody Basin Road as the east frontage, and Nonchalant Avenue as the south frontage. Plan sets prepared by the project's design consultants reflect true north.

The subject property is located at the southwest corner of Cave Creek Road and Bloody Basin Road in the Town of Carefree, Arizona. The site is bounded by Cave Creek Road to the north, Bloody Basin Road to the east, Nonchalant Avenue to the south, and an existing commercial building immediately adjacent to the west. The property fronts three public rights-of-way, providing strong visibility and multiple access opportunities.

Legal Description and Assessor's Information

The subject property is identified as Maricopa County Assessor's Parcel Numbers 216-83-063A (Lot 63) and 216-83-064C (Lot 64). The site consists of three parcels described in the Warranty Deed recorded as Instrument Number 2009-0285282 in the Office of the County Recorder of Maricopa County, Arizona, and is generally described as Lot 63 and Lot 64 (less the exception parcel) of CAREFREE ARIZONA, according to Book 80 of Maps, Page 27, records of Maricopa County, Arizona, together with a portion of the alley located between Lots 63 and 64 abandoned by Town of Carefree resolution recorded January 25, 2007 as Instrument Number 2007-0098331. The full legal description is set forth in the ALTA/NSPS Land Title Survey prepared by Western Geomatics Services.

Lot combination. The applicant will combine the constituent parcels into a single legal lot through the Town's administrative lot combination process prior to Site Plan approval, consistent with the Town's first-review comments. The project is designed and presented throughout this narrative on the basis of the combined site.

Site Area, Zoning, and Existing Use

The site comprises approximately 80,475 square feet, or 1.85 acres, with frontage on three public streets. The subject property is zoned Commercial (C) under the Town of Carefree Zoning Ordinance. The proposed loft garage and Collective uses require approval of a Special Use Permit under Article V of the Zoning Ordinance. Applicable Commercial district development standards, as confirmed on the survey, include a maximum building height of 30 feet, minimum front yard of 10 feet, no required side

or rear yard, minimum lot area of 6,000 square feet, minimum lot width of 60 feet, and maximum lot coverage of 60 percent.

The site is currently vacant and undeveloped despite its corner location and visibility. Conventional standalone commercial development has not proven viable at this corner, which lacks the drive-by volume and co-tenancy that typical retail and office uses depend on. The proposed project addresses that condition directly: the loft component establishes a built-in base of owners and members that supports a restaurant at a scale the corner would not otherwise sustain.

Topography and Natural Features

The site has gentle topography typical of the Carefree area, with approximately 11 feet of total grade change. Site elevations range from approximately 2,384 to 2,395 feet, referenced to the NAVD88 vertical datum. There are no significant grade changes, rock outcroppings, or other constraining natural features within the buildable area. Topographic survey data has been collected by Western Geomatics Services consistent with Town of Carefree requirements. No portion of the site is subject to FEMA-mapped floodplain or floodway designation.

Surrounding Context

The immediate surrounding context is a mix of commercial and residential uses consistent with the Carefree Town Center area:

- North (across Cave Creek Road): Established residential properties of high quality, set back with landscaped buffers
- East (across Bloody Basin Road): Natural desert open space and residential development
- South (across Nonchalant Avenue): Natural desert open space with established walking trails and a natural wash beyond
- Southeast: A small commercial building occupying the corner at Bloody Basin Road and Nonchalant Avenue
- West: Commercial zoning, with an existing commercial building immediately adjacent

The site sits at one of the principal commercial intersections in Carefree and is identified in the Town's General Plan and Town Center Circulation Master Plan as part of the Town Center area.

Easements and Encumbrances

The subject property is subject to standard easements and recorded encumbrances identified in the Title Commitment (Fidelity National Title Insurance Company Commitment AZ260776, effective March 2, 2026) and depicted on the ALTA/NSPS Land Title Survey. Recorded items include plat-related easements set forth in Book 80 of Maps, Page 27 and covenants of record.

A portion of the public alley right-of-way between Lots 63 and 64, approximately 183 feet in length, was abandoned by Town of Carefree resolution recorded January 25, 2007 as Instrument Number 2007-0098331 and is included in the site area as Parcel 3 of the ALTA/NSPS Land Title Survey.

The survey identifies a minor wall encroachment of approximately 0.33 feet at one point along the property line shared with the adjoining parcel at the corner of Bloody Basin Road and Nonchalant Avenue, which does not affect the proposed development. The project does not require vacation or modification of any other recorded easement.

4. Project Description and Proposed Use

The permitted and prohibited uses, permitted and prohibited vehicles, ownership and leasing provisions, access hours, and operational standards set out in this section are stated in identical terms in the Master Association Framework.

Project Overview

Carefree Crossing is a boutique collector-car loft development designed to serve residents and collectors who want a secure, private, and well-appointed space for their vehicles and a place to spend time with them. The project consists of 23 privately owned loft units organized into three buildings, together with a corner restaurant and private members club component known as The Collective.

Project Components

Component	Building	Footprint	Units	Mezz.	Other
The Lofts at Carefree Crossing — A	Building A (loft portion)	12,320 SF	8	450 SF/unit	Four 30' x 50' units, Four 30' x 52'-8" units
The Lofts at Carefree Crossing — B	Building B	13,500 SF	9	450 SF/unit	—
The Lofts at Carefree Crossing — C	Building C	9,000 SF	6	450 SF/unit	—
The Collective	Building A (corner)	2,000 SF	—	1,500 SF upper floor	Upper-level balcony
Total building footprint		**36,820 SF**	**23 units**		

Loft units are approximately 30 feet wide by 50 feet deep, with four units in Building A at 30 feet by 52 feet 8 inches, reflecting the architectural articulation incorporated along the public frontages. Mezzanines are a standard feature of the units at approximately 450 square feet; buyers may elect a mezzanine delete option, so not every unit will contain a mezzanine. The Collective includes a 1,500 square foot upper floor housing the private members club, with an adjoining balcony. The three loft buildings define an internal site organization that places building edges along the public street

frontages and creates a quieter, more protected experience on the interior. The Collective is positioned at the northeast corner of the site, at the prominent intersection of Cave Creek Road and Bloody Basin Road.

The Lofts — Permitted Uses

Within the Units:

- Private storage and display of permitted vehicles owned by the Unit's owner or registered tenant
- Owner or registered tenant use of Unit and mezzanine areas for non-habitable lounge, workspace, office, display, or similar configurations. Mezzanines are a standard feature with a buyer delete option, so not every Unit will contain one
- Waterless or dry detailing of the owner's or registered tenant's own vehicles, performed entirely within the Unit
- Charging, trickle-charging, and routine non-fluid care of stored vehicles. The use standard is storage and display with light personal care only, with no fluid changes and no mechanical work
- Personal storage items, confined to the Unit's designated storage closet of approximately 32 square feet

Each Unit shall contain at least one qualifying vehicle or boat.

Permitted and Prohibited Vehicles

Permitted:

- Collector automobiles and light trucks owned by the Unit's owner or registered tenant
- Street-legal motorcycles owned by the Unit's owner or registered tenant
- Collector or recreational boats owned by the Unit's owner or registered tenant, consistent with the character of the community

All storage is fully enclosed within the Unit, never outdoors.

Prohibited:

- Buses
- Construction machinery, including backhoes and similar equipment
- Small and low-powered off-road motor vehicles
- Off-highway vehicles, including all-terrain vehicles, utility task vehicles, dirt bikes, dune buggies, and multi-environment land vehicles
- Go-karts, sand rails, and similar recreational off-road equipment

- Personal watercraft
- Recreational vehicles, motor coaches, campers, travel trailers, and fifth-wheel trailers
- Utility, cargo, or general-purpose trailers not used solely to house or transport a permitted boat
- Commercial vehicles, box trucks, and work vehicles bearing commercial signage
- Inoperable vehicles, vehicles stored in a dismantled condition, and vehicles held for restoration
- Household goods or belongings unrelated to the Unit's use as a vehicle collection and gathering space, stored outside the designated storage closet or in a manner inconsistent with that use

Motorcycles. Street-legal motorcycles must comply with federal and Arizona equipment requirements, including exhaust and muffling standards, and are subject to the decibel limits of Town Code Section 6-2-4(D)(4). The off-highway vehicles prohibited above carry no equivalent street-use standard. The noise provisions below apply to motorcycles on the same terms as to every other vehicle.

Prohibited Uses

The following are expressly prohibited throughout the project and are enforceable through the Master Declaration:

- Commercial vehicle repair or service of any kind
- Vehicle restoration, body work, or painting
- Fabrication or engine rebuilding
- Compressor-driven activities
- Hazardous material storage
- Fluid changes of any kind, including oil, coolant, or other automotive fluids
- Wet or water-based vehicle washing within Units; outdoor vehicle washing or detailing anywhere on site
- Discharge of any fluid to the ground, pavement, or any drain
- Residential occupancy or overnight habitation within any Unit; no bedroom or bed in any Unit. Non-ventilated heating and reheating appliances, for example a microwave, are permitted within Units. This restriction does not apply to food and beverage preparation at The Collective
- Ventilated cooking appliances within Units, including ovens, ranges, and equipment requiring an exhaust hood
- Short-term, transient, or Airbnb-type rentals
- Operation of any business open to the public from within a Unit
- Commercial vehicle sales activity of any kind, including dealership use, consignment of vehicles owned by others, public retail hours, outdoor vehicle inventory, sales signage, public advertising identifying the project address, and any activity that would require a motor vehicle dealer license under Arizona law

- Intentional engine revving, racing, or exhibition driving; extended idling or warming up of vehicles
- Operation of any vehicle without effective exhaust muffling on or near the property
- Outdoor vehicle repair, outdoor mechanical work, or outdoor parking of inoperable vehicles
- Outdoor storage of any kind
- Parking or leaving any vehicle outside a Unit overnight
- Amplification of sound within a Unit at a level audible outside the Unit
- Any use creating excessive traffic, nuisance, odor, vibration, or safety concern

No commercial vehicle sales activity occurs at Carefree Crossing.

Environmental and Spill Provisions

Units contain no floor drains. Any fluid released within a unit remains within that unit and cannot reach the site drainage system, the pavement, or the ground. Units contain no hose bibs; the absence of a water supply within the units, together with the absence of floor drains, makes the prohibition on wet washing self-enforcing. Unit floors are sealed concrete. Each unit owner is required to maintain a commercial spill kit within the unit, to contain and clean up any release immediately, and to dispose of absorbed material in accordance with applicable law. The Master Association holds a right of inspection to confirm compliance.

Ownership and Leasing

Units are sold as individually owned units. Units may be held by a single owner or by multiple co-owners under a shared ownership structure such as a married couple, family group, partnership, or limited liability company.

Who may use a Unit. Use of a Unit is limited to the record owner, the owner's immediate family, the owner's guests while the owner or a registered tenant is present, and a registered tenant under a permitted lease. No other person may use a Unit for storage or display.

Leasing. Long-term leasing is permitted on the following terms:

- Minimum lease term of one year. Short-term rental, vacation rental, transient lodging, and Airbnb-type use are prohibited.
- Leases must use a form provided by the Declarant incorporating the prohibited uses, prohibited vehicles, and operating standards of this Declaration.
- The owner must provide the Master Association with the fully executed lease and contact information for the tenant before the tenant takes occupancy. A tenant who is not registered is not a permitted user of the Unit.

- The tenant must acknowledge the Master Declaration in writing as a condition of the lease.
- A lease may name a single individual or entity. Assignment and subleasing are prohibited.
- Registered tenant access to the property is limited to 6:00 AM to midnight.
- The owner remains responsible for compliance by the tenant and the tenant's guests, and for any fines assessed as a result of their conduct. Enforcement runs against the owner and the Unit through the Master Association's assessment lien remedies.
- The Master Association may require termination of a lease following repeated violations of the Master Declaration by a tenant, after notice and an opportunity to cure.
- An owner may not lease a Unit during the first twelve months following conveyance.

A registered tenant may store and display their own collection on the same terms as an owner, subject to the same permitted and prohibited vehicle provisions and the same operating standards.

Access Hours

- *Owners.* Owner access to the Units is available at all hours, subject to the quiet-hour provisions below.
- *Registered tenants.* Registered tenant access is limited to 6:00 AM to midnight, subject to the quiet-hour provisions below.
- *The Collective.* See Operations and Hours below.

The Collective — Proposed Use

The Collective is the project's public-facing component, located at the corner of Cave Creek Road and Bloody Basin Road. It is organized across two levels, with a restaurant at grade and a private members club above.

Ground floor, restaurant. The ground floor operates as a full-service restaurant open to the public, with approximately 1,000 square feet of interior seating within a 2,000 square foot floor. The balance of the floor is kitchen, preparation, restroom, storage, and circulation area. The restaurant is intended to be operated by an experienced third-party operator under a lease. The applicant does not intend to operate the restaurant and is building toward a flexible shell capable of accommodating a strong operator. The specific concept, menu, and operator have not been selected.

Upper floor, private members club. The upper floor is an approximately 1,500 square foot private club with an adjoining balcony. The club is not open to the public. Membership is by dues, and the 23 loft owners receive membership with ownership. Additional memberships are offered to the surrounding community, with initiation fees waived for Carefree residents. The club is accessed by a private entrance rather than through the restaurant. Member amenities include recreational and entertainment facilities, anticipated to comprise up to and including a racing simulator, billiards,

shuffleboard, and media and viewing systems for sports and motorsport broadcasts, and potentially a golf simulator and putting green. The specific amenity mix will be finalized through design and build-out. The private club is parked at one space per 500 square feet under the Town's standard for that use, as described in Section 9.

Alcohol service. The restaurant operator will obtain the Arizona liquor license appropriate to a full-service restaurant. Alcohol service at the private club will be provided under the restaurant's license, an extension of its licensed premises, or a separate license appropriate to a private club, as determined through the Arizona Department of Liquor Licenses and Control. The project is not a bar or nightclub. Alcohol service at the restaurant is incidental to food service, and all alcohol service is limited to the operating hours stated below.

What The Collective is not. The Collective is not a bar, nightclub, or high-volume event venue. It is not a vehicle dealership and maintains no vehicle inventory, outdoor display, or sales signage. It is not a franchise or drive-through operation. No component operates late at night.

Events and Gatherings

Events are held only at the private members club on the upper level of The Collective and its adjoining balcony. Events are not open to the public. Examples include hosted gatherings, receptions, club functions, charitable events, and curated member selling events such as trunk shows and vendor showcases. The restaurant operates independently on its daily schedule and is not part of event activity.

Event attendance may not exceed the occupancy load established for the upper level under the building and fire codes and posted within the building. Preliminary code analysis indicates an occupancy load of approximately 49 persons. Final occupancy will be established at building permit, posted within the building, and enforced by Rural Metro Fire.

Any open-attendance gathering at Carefree Crossing will be conducted under a separate Town of Carefree special event permit obtained for that occasion, subject to whatever conditions the Town attaches at that time.

Operations and Hours

Permitted envelope. No component of The Collective operates outside the hours of 6:00 AM to 10:00 PM, daily. The morning boundary coincides with the end of site-wide quiet hours.

Component hours. The restaurant and the private club establish their own hours within the permitted envelope and may operate on different schedules. A restaurant operator may open early for breakfast

service, and the club may open earlier in the day for member use. Anticipated hours are 10:00 AM to 10:00 PM for both components.

Minimum operation. The restaurant operates not less than thirty hours per week. No component of The Collective operates by appointment only.

Noise, Lighting, and Operational Standards

- *Noise.* Aligned to Town Code Section 6-2-4, incorporated by reference, including the vehicle-noise prohibitions of 6-2-4(D) and the motorcycle decibel limits of 6-2-4(D)(4).
- *Community quiet hours.* Site-wide quiet hours from 9:00 PM to 6:00 AM, a stricter standard than the Code requires. No engine starting, revving, idling, or running of vehicles during quiet hours except brief, immediate arrival or departure. Quiet hours govern vehicle operation and outdoor activity. Interior operation of the restaurant and the private club within the permitted envelope is not restricted by quiet hours.
- *Outdoor amplified and live music.* Permitted only at The Collective, concluding not later than 8:00 PM, conducted in accordance with Town Code Section 6-2-4, including advance written Town permission where required. No Unit may amplify sound at a level audible outside the Unit.
- *Exterior lighting.* Complies with Zoning Ordinance Section 9.12: full shielding of fixtures over 25 watts, wall-mounted fixtures no higher than 8 feet, parking-area lighting no higher than 16 feet with photometric plan support, shielded sign lighting, and no light trespass, consistent with the community's dark-sky character.
- *Outdoor grilling.* Permitted only at the designated owners' patio and grill area on the west side of Building A. Grilling at individual Unit patios, drive aisles, and all other common areas is prohibited.
- *Landscaping and sight visibility.* Per Zoning Ordinance Section 9.13, including the 24-inch height limit within the 30-foot sight-visibility triangle at street intersections.

Owners' Patio and Grill Area

The project includes a shared owners' patio and grill area located on the west side of Building A at the northwest corner of the site, providing an outdoor gathering and cooking space for unit owners and their guests.

Security, Management, and Site Operations

The project is professionally managed. Site security and management features include continuously recorded video surveillance covering site entries, parking areas, and common interior spaces; site fencing and gated entry points controlling vehicle access with individually issued credentials; insurance

coverage carried by the project entity, supplementing individual loft owner coverage; administration by a licensed professional community management company retained by the Master Association; and defined enforcement procedures for noise, use, and operational standards under the recorded Master Declaration.

5. Compatibility with Adjacent Uses and Properties

Overview

The Town of Carefree Zoning Ordinance requires a Special Use Permit applicant to demonstrate that the proposed use is compatible with adjacent uses and properties and will not adversely impact the public health, safety, and welfare of the neighborhood and community. The applicant has designed Carefree Crossing specifically to address this standard.

Compatibility With Adjacent Commercial Uses

The project is well suited to integrate with the adjacent commercial properties to the west and southeast. The proposed loft use is low intensity, generates modest traffic, and operates within a quiet, owner-oriented profile that complements rather than competes with conventional commercial neighbors.

The Collective contributes a restaurant at one of the Town's most visible commercial intersections, on a parcel that has carried no commercial activity for many years. A sit-down restaurant is a use the Town Center supports and one that draws from the surrounding community rather than from passing traffic. The private club on the upper level is a membership-based use with controlled access and a defined occupancy, which produces a lower and more predictable level of activity than a comparably sized space open to the public.

Compatibility With Adjacent Residential Uses

The project's compatibility with surrounding residential uses has been a central focus of the design. Residential properties exist across Cave Creek Road to the north and across Bloody Basin Road to the east. In both cases, the residential edge is separated from the project by public right-of-way and does not directly abut the parcel. The applicant has incorporated specific design and operational measures to minimize any impact on these residential neighbors:

Site planning. The site plan organizes building footprints to define the public street frontages while preserving open space within the site interior.

Building heights. Loft buildings and The Collective are designed below the 30-foot maximum allowable height in the Commercial district, providing visual relief and preserving view corridors from surrounding properties.

Architectural treatment. Exterior materials integrate with the desert context rather than reading as conventional commercial development. Natural materials serve as a primary architectural element integrated into the overall composition, and massing is articulated through varying parapet heights, material transitions, and varied window configurations. Detailed materials and design approach are described in Section 7.

Landscape buffers. The landscape plan prepared by Greey Pickett integrates native and drought-tolerant species along site edges to soften the visual transition between the project and surrounding context.

Operational restrictions. Site-wide quiet hours from 9:00 PM to 6:00 AM, prohibitions on engine revving and exhibition driving, restrictions on outdoor mechanical work, and noise control standards are embedded in the project's recorded Master Declaration and aligned to Town Code Section 6-2-4. Quiet hours govern vehicle operation and outdoor activity. Interior operation of the restaurant and the private club within the permitted hours of 6:00 AM to 10:00 PM is not restricted by quiet hours. Motorcycles are permitted within the units on the same terms as other collector vehicles and are subject to the same prohibitions on revving, extended idling, and operation without effective exhaust muffling, together with the maximum sound levels established under Town Code Section 6-2-4(D)(4).

Operating hours. No component of The Collective operates outside the hours of 6:00 AM to 10:00 PM. The restaurant and the private club close not later than 10:00 PM.

Lighting. All exterior lighting is fully shielded and downward directed in accordance with Zoning Ordinance Section 9.12, consistent with the community's dark-sky character.

Compatibility With Surrounding Open Space

The parcel across Nonchalant Avenue to the south includes natural desert open space, walking trails, and a natural wash. The project has been designed to respect this adjacency. The Nonchalant Avenue frontage is treated with a landscaped buffer rather than continuous building mass, and the proposed development does not alter the natural wash, walking trails, or open space character of the surrounding area.

Long-Term Compatibility Protections

The applicant recognizes that compatibility is not a static condition. A project that is compatible on opening day must remain compatible over the long term. The project's recorded Master Declaration is the principal mechanism for ensuring durable compatibility, embedding the operating restrictions, use limitations, quiet-hour standards, leasing and access provisions, architectural controls, and lighting standards described throughout this narrative directly into the recorded covenants. The provisions

implementing the Special Use Permit cannot be amended, repealed, or rendered inoperative without the written consent of the Town of Carefree, so those provisions cannot be weakened by future owner action alone. Section 12 describes the governance framework in detail.

6. Density, Lot Coverage, Setbacks, and Heights

Development Standards Summary

All proposed development standards comply with or are more restrictive than the applicable Commercial (C) district standards under the Town of Carefree Zoning Ordinance.

Standard	Required	Proposed	Compliance
Minimum lot area	6,000 SF	80,475 SF (1.85 acres)	Exceeds
Minimum lot width	60 ft	Exceeds; three frontages	Exceeds
Front yard setback	10 ft	10 ft	Meets
Side yard setback	0 ft	0 ft (west line)	Meets
Rear yard setback	0 ft	N/A (three frontages)	Meets
Maximum lot coverage	60%	45.8%	Below max
Maximum building height	30 ft	Lofts: 24-26 ft / Collective: 26 ft 8 in	Below max
Floor Area Ratio	Not limited	0.46	Compliant

Density and Lot Coverage

The project consists of 23 privately owned loft units plus The Collective, which houses a restaurant on the ground floor and a private club on the upper floor. The proposed unit count and building program reflect a deliberate decision to deliver a lower-intensity boutique development rather than maximize developable yield. The proposed lot coverage is well below the 60 percent maximum allowed, leaving the majority of the site available for landscaping, parking, circulation, and open space.

Setbacks and Heights

The project provides a 10-foot front yard building setback along each of the three public street frontages. An 8-foot parking setback applies along the street frontages as required under Section 7.06(9) of the Zoning Ordinance; the 10-foot dimension shown on the site plan is the building setback

and governs building placement along all adjacent street frontages. The west property line, which abuts the adjacent commercial property, is treated with a 0-foot side yard setback consistent with the Commercial district standard.

The proposed building heights are below the 30-foot maximum: loft buildings from 24 to 26 feet and The Collective at 26 feet 8 inches from natural and finished grade. Building heights are documented on the Building Elevations, and garage door heights are labeled at 10 feet.

All mechanical equipment is roof-mounted with screening, as shown on the elevations.

Mezzanines and Floor Area

Mezzanines are a standard feature of the loft units at approximately 450 square feet, with a buyer delete option available. Mezzanines are integrated within the overall building envelope and do not extend the building footprint or alter the lot coverage calculation.

The Collective includes an upper level of approximately 1,500 square feet housing the private club. The upper level is contained within the building envelope shown on the Building Elevations and does not extend the building footprint or alter the building height.

The total proposed building footprint is 36,820 square feet, comprising the three loft buildings and The Collective. The resulting Floor Area Ratio is consistent with the scale of development contemplated under the Commercial district.

Parking

Required parking is calculated under Sections 7.01, 7.02(5), and 7.07 of the Zoning Ordinance.

Use	Basis	Required
The Collective, restaurant (ground floor)	1 space per 100 SF of gross floor area, excluding public restrooms and kitchens	see below
The Collective, private club (upper floor)	1 space per 500 SF of gross floor area	3
The Lofts, 23 units	Parked within units	0

Final interior layout of The Collective is established at the Site Plan phase. Because the area devoted to kitchen and public restrooms determines the restaurant's parking basis, the requirement is presented below across a range of layout assumptions.

Scenario	Restaurant basis	Kitchen and restrooms	Restaurant	Private club	Total required
Low	1,000 SF	1,000 SF	10	3	13
Mid	1,250 SF	750 SF	13	3	16
High	1,500 SF	500 SF	15	3	18

The two uses are computed separately and summed, with no space for one use counted toward the requirement for the other, consistent with Section 7.07. No outdoor dining area has been submitted for Development Review Board approval, and none is included in the calculation.

The project provides 27 on-site parking spaces, including two accessible spaces, exceeding the Town requirement under every scenario with a margin of 9 to 14 spaces. Applied without any subtraction for kitchen and public restrooms, the full 2,000 square foot ground floor would generate a requirement of 23 spaces, which the proposed supply still exceeds. The loft units are parked within the units themselves and are assigned no spaces in the surface lot.

The 27 spaces provided establish the maximum restaurant floor area the site supports. At one space per 100 square feet, and reserving three spaces for the private club, countable restaurant floor area is limited to 2,400 square feet. The applicant accepts that limit as a function of the parking supply.

A sealed Parking Analysis prepared by Southwest Traffic Engineering, LLC accompanies this submittal and is discussed in Section 9.

7. Architecture, Materials, and Design Approach

Design Philosophy

The architectural approach for Carefree Crossing is grounded in the principle that a project introducing a new use type to a long-vacant corner parcel should integrate quietly into the desert character of Carefree rather than announce itself. The buildings are conceived as a contemporary expression of Sonoran architectural tradition, drawing on a palette of materials, forms, and colors common to the surrounding context while expressing a distinct identity appropriate to the collector-car loft use.

Response to First Review

In response to the Town's first review, the building elevations have been revised to better reflect the intent of the Town's natural material requirement and to provide a more pedestrian-scaled architectural expression.

The organization and placement of exterior materials have been refined so that natural materials serve as a primary architectural element integrated into the overall composition, rather than functioning as isolated accent features. The placement of stone veneer in particular has been considered with attention to prominent public viewpoints, ensuring the natural material is highly visible from the public realm and reinforces the building's architectural character from key approach corridors. Sheet A4.2 has been added to the submittal to identify the locations of stone veneer in relation to prominent public views and to document natural material coverage along the Cave Creek Road frontage.

Additional architectural articulation has been incorporated through varying parapet heights, material transitions that break down long horizontal building forms, and varied window configurations, reducing the perceived scale of the structures and reinforcing the pedestrian experience. Along the Cave Creek Road frontage, vertical articulation has been introduced with units stepping to 26 feet, and unit depths vary between 30 by 50 feet and 30 by 52 feet 8 inches to create relief along the frontage.

Illustrative renderings depicting full building elevations along Cave Creek Road, Bloody Basin Road, and Nonchalant Avenue have been added to demonstrate the project's appearance from public rights-of-way and key public vantage points.

Building Form and Massing

The project consists of three buildings arranged to define the public street frontages of the site while preserving open space within the site interior. Building A contains eight loft units plus The Collective at

the northeast corner of the site. Building B contains nine loft units along the southwestern portion. Building C contains six loft units along the northwestern portion. This three-building organization breaks up the visual mass and creates rhythm and articulation along the public street frontages. The buildings are single story with mezzanine levels integrated within the overall envelope.

Materials Palette

The exterior materials palette is documented on the Material and Color Board and consists of the following principal elements:

- Coronado stone veneer (SV1): Antique Cream, Quick Stack pattern, providing natural stone at prominent public-facing locations
- Coronado stone veneer (SV2): Cape Cod Grey, Quick Stack pattern, providing natural stone at prominent public-facing locations
- Smooth-face concrete masonry units (CMU1): 8x8x16 painted block forming secondary wall surfaces
- Split-face concrete masonry units (CMU2): 8x8x16 block providing textural variation and shadow articulation, serving as a primary natural-appearing wall material
- Trespa exterior panels (M1): Italian Walnut NW08 wood-look architectural panels providing warm material contrast
- Dark bronze aluminum framing (AL): 2 inch by 4 1/2 inch AB-7 frames providing refined trim and storefront expression
- Insulated glazing (G1): Solarban 60 one-inch insulated glazing with Low-E Solarcool Solargray coating, compliant with IBC 2406
- Steel planters (SP): Painted to match P4, Dunn Edwards "Jet"

Natural Materials Compliance

The Zoning Ordinance requires that a minimum of fifty percent of building elevations be treated with material other than stucco, with natural stone, stone veneer, slate, rammed earth, and similar materials identified as viable alternatives. The revised elevations demonstrate compliance with this requirement. Sheet A4.2 documents natural material coverage along the Cave Creek Road frontage, the project's most prominent public elevation, at 53.5 percent, and identifies stone veneer locations relative to prominent public viewpoints. The Bloody Basin Road and Nonchalant Avenue elevations employ the same material vocabulary, combining split-face masonry, stone veneer, vertical garden elements, and glazing across the full building composition rather than concentrating natural materials at a single frontage.

Color Palette

Code	Color	Specification	LRV
P1	Light Tan	Dunn Edwards "Pigeon Gray," DE6214	43
P2	Tan	Dunn Edwards "Barrel Stove," DE6216	21
P3	Brown	Dunn Edwards "Ancient Earth," DE6217	13
P4	Dark Grey	Dunn Edwards "Jet," DE6378	9

The four-color scheme is integrated across the buildings to provide visual depth and articulation without introducing high-contrast or attention-seeking accent colors. Two stone veneer tones, Antique Cream and Cape Cod Grey, are used at public-facing locations to provide natural material variation across the elevations. The materials and color palette reflect the design vocabulary of Carefree: masonry as primary wall material, natural stone veneer as an accent at public-facing locations, wood-look paneling for warmth at human scale, low-LRV dark colors at the upper portions of buildings to recede visually against the sky, and dark bronze metal at storefront frames, canopies, and trim.

Architectural Elements

Garage door assemblies. Each loft unit features a refined garage door assembly designed to express the curated, owner-oriented character of the use and create a finished storefront appearance. Garage door heights are labeled at 10 feet on the elevations.

Steel canopies. Painted steel canopy framing at key entrances and facade elements provides shadow, scale, and contemporary articulation.

Vertical garden elements. Integrated vertical garden features are incorporated at locations throughout all building elevations, planted with cat's claw vine, a hardy, drought-tolerant species well adapted to the Sonoran Desert. Irrigation is provided during establishment with supplemental watering during drought conditions, consistent with the project's low-water landscape approach described in Section 8. The vertical gardens soften the visual transition between architecture and landscape and contribute to the natural material character of the facades.

The Collective. The corner building housing the restaurant and the private club is given distinct architectural expression appropriate to its public-facing role, while maintaining material and color consistency with the loft buildings.

Lighting

All exterior lighting is fully shielded, downward directed, and dark-sky compatible in accordance with Zoning Ordinance Section 9.12. Fixtures avoid uplighting of buildings, signage, or landscape features and use warm color temperature appropriate to residential and low-intensity commercial contexts. Consistent with Section 9.12, outdoor fixtures over 25 watts are fully shielded so the light source is not visible from neighboring property or the public right-of-way, wall-mounted lighting does not exceed 8 feet in height, and parking-area lighting does not exceed 16 feet. A photometric plan will be provided at the Site Plan phase as required under Section 9.12 for parking-area lighting.

Mechanical and Service Areas

All mechanical equipment is roof-mounted with screening, as shown on the updated elevations. Roof-mounted equipment is screened and located to be not visible from surrounding public ways. HVAC equipment is specified to minimize ambient mechanical sound at the property edges. Service areas, trash and recycling enclosures, and utility connections are screened from public view and integrated into the building and landscape design.

Signage

Signage is limited, low intensity, and consistent with the desert character of Carefree. The project's primary building and monument signage identifies Carefree Crossing. The applicant will prepare and submit a Comprehensive Sign Plan for the project in accordance with Article VIII of the Zoning Ordinance, addressing sign dimensions, materials, illumination, and location.

8. Landscape, Hardscape, and Open Space

Landscape Approach

The landscape plan has been prepared by Greey Pickett, a landscape architecture firm with extensive experience designing for the Town of Carefree. The landscape approach is informed by three principles: integration with the natural desert character of Carefree, support for the project's compatibility with adjacent residential and open space uses, and durable performance in a low-water, high-heat environment. The plan emphasizes native and drought-tolerant plant species appropriate to the upper Sonoran Desert, integrated with trees, accent plants, ground cover, and decomposed granite hardscape.

Landscape Area and Open Space

Landscape and amenity areas are provided as shown on the Landscape Plan prepared by Greey Pickett and the Site Plan prepared by LGE Design Build.

A minimum eight-foot wide landscape area is provided between off-street parking areas and the abutting rights-of-way along all three street frontages, as required under Section 7.06(9) of the Zoning Ordinance. No off-street parking area abuts a residential use, so the fifteen-foot landscape separation under the same provision does not apply. Landscaping within the sight visibility triangle complies with Section 9.13 as described below.

Plant Palette

The plant palette draws from species native to or well adapted to the Carefree region:

- Canopy trees: Palo verde, mesquite, ironwood, and other native or drought-tolerant species
- Accent and ornamental: Native cactus, ocotillo, agave, and other sculptural desert species
- Shrubs and ground cover: Native and adapted shrubs providing year-round structure and texture
- Vertical garden plantings: Cat's claw vine at integrated vertical garden locations on building facades
- Inert surfaces: Decomposed granite, natural stone, and gravel in colors complementary to the building palette and surrounding desert

Site Buffers and Edge Treatment

The landscape plan provides specific treatment at each site edge:

Cave Creek Road frontage. Landscape treatment along the project's most visible frontage emphasizes a strong streetscape presence, integrating with the Town's planned shared-use path identified in the Town Center Circulation Master Plan.

Bloody Basin Road frontage. Landscape buffer along the east frontage reinforces the project's quiet, low-intensity character and supports the proposed pedestrian connection.

Nonchalant Avenue frontage. Landscape buffer along the south frontage softens the visual transition to the natural desert open space to the south.

West property line. Where the project shares a property line with the adjacent commercial parcel, the landscape transitions consistent with the commercial-to-commercial adjacency.

Sight Visibility

Landscaping within the sight visibility triangle at the intersection of Cave Creek Road and Bloody Basin Road is limited to species and placement that do not exceed 24 inches in height, consistent with Zoning Ordinance Section 9.13. The landscape plan has been prepared conservatively, applying the 24-inch limit across the full 30-foot triangle measured from the property line and right-of-way, and no walls, signage, or landscaping exceeding 24 inches is located within that area.

Coordination With the Site Plan

The landscape plan has been overlaid on the current site plan to confirm consistent representation of walls, walkways, and hardscape. Vertical garden locations and plantings are shown on both the landscape plan and the building elevations. Pedestrian circulation improvements shown on the landscape plan, including the shared-use path along the Cave Creek Road frontage, are coordinated with the alignment contemplated in the Town's Circulation and Parking Plan.

Hardscape, Open Space, and Irrigation

Hardscape elements include decomposed granite and natural stone at landscape areas, decorative paving at key pedestrian zones, the pedestrian connection along Bloody Basin Road described in Section 9, internal pedestrian pathways, painted steel planters, and the shared owners' patio and grill area at the northwest corner of the site.

The landscape design assumes a low-water performance baseline, with irrigation limited to establishment periods and supplemental watering during drought conditions. Plant selection emphasizes species capable of long-term survival on natural rainfall alone.

Native Plant Considerations

The applicant will coordinate with Greey Pickett during the Site Plan phase to address all applicable Town and Arizona Department of Agriculture requirements relating to existing native vegetation on the site.

9. Internal and External Circulation, Parking

Site Access

Vehicular access to the site is provided from two access points. The Bloody Basin access is located on Bloody Basin Road approximately 165 feet from Cave Creek Road. The Nonchalant access is located on Nonchalant Avenue approximately 305 feet from Bloody Basin Road. Both access points serve inbound and outbound vehicle movement and are stop-controlled at the project exit. The two access points provide circulation flexibility within the site and distribute vehicle movement across two public street frontages. Site access does not require modifications to Cave Creek Road and is compatible with the Town's planned shared-use path identified in the Town Center Circulation Master Plan.

Internal Vehicle Circulation

Internal site circulation is organized to accommodate vehicle access to each loft unit, vehicle access to the parking areas serving The Collective, and emergency vehicle access in compliance with Rural Metro requirements. The site's three-building organization creates an internal drive aisle that connects the two access points and provides access to all parking and unit locations.

The two surface parking areas are connected by a one-way drive segment located within the site, which completes a continuous internal circulation loop between the Bloody Basin and Nonchalant access points. The one-way segment is signed and striped for single-direction movement. Each loft unit is served by a private driveway apron in front of the unit.

Trash collection, deliveries, and other service activity use the same internal circulation system. The site plan reflects refuse vehicle turning movements and clearances.

Parking Requirement and Supply

A sealed Parking Analysis has been prepared for the project by Southwest Traffic Engineering, LLC and accompanies this submittal.

Required parking is calculated under Sections 7.01, 7.02(5), and 7.07 of the Zoning Ordinance. The restaurant is parked at one space per 100 square feet of gross floor area, excluding public restrooms and kitchens. The private club is parked at one space per 500 square feet of gross floor area. The loft units are parked within the units themselves. The two Collective uses are computed separately and summed, with no space for one use counted toward the requirement for the other.

Final interior layout of The Collective is established at the Site Plan phase. Because the area devoted to kitchen and public restrooms determines the restaurant's parking basis, the requirement is presented below across a range of layout assumptions.

Scenario	Restaurant basis	Kitchen and restrooms	Restaurant	Private club	Lofts	Total required
Low	1,000 SF	1,000 SF	10	3	0	13
Mid	1,250 SF	750 SF	13	3	0	16
High	1,500 SF	500 SF	15	3	0	18

The project provides 27 on-site parking spaces, including two accessible spaces with the required access aisles. The supply exceeds the Town requirement under every scenario, with a margin of 9 to 14 spaces. Applied without any subtraction for kitchen and public restrooms, the full 2,000 square foot ground floor would generate a requirement of 23 spaces, which the proposed supply still exceeds.

The 27 spaces provided establish the maximum restaurant floor area the site supports. At one space per 100 square feet, and reserving three spaces for the private club, countable restaurant floor area is limited to 2,400 square feet. The applicant accepts that limit as a function of the parking supply.

No outdoor dining area has been submitted for Development Review Board approval, and none is included in the calculation. All required parking is located on the same lot as the uses it serves, consistent with Section 7.04(1)(A). The project does not rely on off-site parking.

Parking Within the Loft Units

The loft units generate no surface parking requirement and are assigned no spaces in the surface lot. Each unit is a private garage in which the owner's vehicles are stored. Owner and guest vehicles arriving at a unit are accommodated within the unit and on the unit's private driveway apron. The private drive aisles serving the unit frontages are 40 feet and 44 feet 8 inches in width, which accommodates a vehicle parked parallel along the building face during a visit while preserving clear width for two-way circulation and emergency vehicle access.

Anticipated Demand

The sealed Parking Analysis evaluates parking demand independently of the Town's requirement. The analysis applies Urban Land Institute peak demand methodology on an hourly basis for both weekday and weekend conditions to determine when demand across the restaurant and the private club

coincides, and compares the results against Institute of Transportation Engineers parking generation benchmarks for the applicable land use categories. Demand for the restaurant is evaluated on the basis of seating area and turnover. Demand for the private club is evaluated on the basis of its posted occupancy load.

Pedestrian and Bicycle Circulation

Pedestrian circulation is integrated throughout the site and supports connection to the broader Town Center pedestrian network. Key elements include a pedestrian connection along Bloody Basin Road adjacent to the project frontage, providing connectivity to the Town's planned shared-use path along Cave Creek Road, and internal pedestrian pathways connecting the three loft buildings, The Collective, and the parking areas. Pedestrian routes from the surface parking areas to The Collective entrance are provided within the site and separated from the drive aisles where practicable. Bicycle access to the site is supported through the Town's planned shared-use path along Cave Creek Road. The applicant will incorporate appropriate bicycle parking at The Collective and other key locations.

Loading and Deliveries

Deliveries associated with the restaurant and the private club occur on an as-needed basis and utilize the private drive adjacent to The Collective entrance. Given the limited frequency and scale of these activities, a dedicated loading dock is not proposed. Delivery vehicles temporarily utilize the private drive in a manner that does not impede on-site circulation or obstruct emergency access.

Emergency Vehicle Access

The site's two access points and internal circulation system provide adequate emergency vehicle access throughout the project. The project has coordinated with Rural Metro for fire access and apparatus accommodation, and the site plan reflects Rural Metro requirements for vehicle clearance, turnaround, and access. Fire hydrant locations will be coordinated with Rural Metro and the Carefree Water Company during the design development phase.

10. Traffic and Access

Overview

A formal Traffic Impact Analysis has been prepared for Carefree Crossing by Southwest Traffic Engineering, LLC. The TIA was scoped and prepared in coordination with the Town of Carefree as a Modified Category I TIA, and addresses trip generation, trip distribution, capacity analysis, turn lane warrants, queue analysis, sight distance, and crash history. The TIA was prepared by Andrew Smigielski, PE, PTOE, PTP, with Andrew Estrada, PE, using nationally accepted methodologies including the ITE Trip Generation Manual 12th Edition, the Highway Capacity Manual 7th Edition, and the AASHTO Green Book 2018. Weekday 24-hour vehicle counts, pedestrian counts, and bicycle counts were collected the week of April 20, 2026. The full TIA is included as an exhibit.

A separate sealed Parking Analysis prepared by the same firm addresses parking demand in detail and is discussed in Section 9.

Trip Generation

Project trip generation was calculated using ITE Land Use Code 151, Mini-Warehouse, for the 23 loft units, and ITE Land Use Code 930, Fast Casual Restaurant, for the food and beverage component within The Collective. The use of these codes is intentionally conservative. The mini-warehouse classification overstates trip generation for a private, intermittently used vehicle storage product.

Time Period	Inbound	Outbound	Total
Average daily, weekday	128	128	256
AM peak hour	1	1	2
Midday peak hour	9	9	18
PM peak hour	9	9	18

The project is expected to generate approximately 256 vehicle trips per day, with peak hour volumes ranging from 2 to 18 trips. For context, Cave Creek Road currently carries approximately 3,895 vehicles per day in the study area.

2028 Operations With Project

The TIA evaluated future traffic operations in 2028, the project's opening year, using a conservative 2 percent annual traffic growth rate. The analysis confirms that all study intersections, including both proposed project access points, are expected to operate at an adequate Level of Service in 2028 during all weekday peak hours with project traffic.

Intersection	AM Peak	Midday Peak	PM Peak
Bloody Basin Road / Cave Creek Road	LOS B	LOS C	LOS B
Nonchalant Avenue / Bloody Basin Road	LOS A	LOS A	LOS A
Bloody Basin access / Bloody Basin Road	LOS A	LOS A	LOS A
Nonchalant access / Nonchalant Avenue	LOS A	LOS A	LOS A

Turn Lanes and Queues

The TIA concluded that no exclusive left turn or right turn lanes are warranted at either project access point. Both access points serve as driveways onto local streets, which under applicable criteria do not require auxiliary turn lanes. Ninety-fifth percentile queue lengths at the two existing study intersections are expected to be 25 feet or less and are not anticipated to extend into the project access points.

Sight Distance Review

A preliminary departure sight distance review at the Bloody Basin Road and Cave Creek Road intersection based on AASHTO Green Book guidelines confirms that available sight distance for northbound right turning vehicles looking west, and northbound left turning vehicles looking west, exceeds the AASHTO minimum requirement. Available sight distance for northbound left turning vehicles looking east is approximately 405 feet, below the AASHTO minimum requirement of 450 feet.

The sight distance limitation is caused by existing vegetation in the median and along the south side of Cave Creek Road east of Bloody Basin Road. That vegetation is located within the public right-of-way of the Town of Carefree and is not on the project site. The Town's Town Center Circulation Master Plan contemplates median and corridor improvements along Cave Creek Road that are expected to address the sight distance condition as part of broader Town Center circulation improvements. Sight distance at the proposed project access points will be verified during the Site Plan design phase.

Crash Analysis

Crash records were obtained from the Arizona Department of Transportation for the period from January 1, 2022 through December 31, 2024. At the Bloody Basin Road and Cave Creek Road intersection, six crashes were reported during the three-year period, with three injuries and no fatalities. The TIA concludes that this limited crash data provides no observable crash pattern for the area. No crashes were reported at the Nonchalant Avenue and Bloody Basin Road intersection during the same period.

11. Servicing Utilities

Water Service

Water service to Carefree Crossing will be provided by Carefree Water Company. The applicant has received a will-serve letter from Carefree Water Company confirming that water service capacity is available for the project. The will-serve letter is included as an exhibit. Anticipated water demand is modest, consistent with the project's low-intensity profile. Final water meter sizing, service line routing, and on-site distribution will be coordinated with Carefree Water Company during the Site Plan and Building Permit phases.

Wastewater Service

Wastewater service for the project will be provided through Liberty Utilities. Utility coordination and service verification will be completed during Site Plan review rather than deferred to the Building Permit phase. The applicant will coordinate with Liberty Utilities during the Site Plan phase to confirm service availability, connection points, and capacity.

Fire Protection and Emergency Services

Fire protection for Carefree Crossing will be provided by Rural Metro Fire, the contract fire service provider for the Town of Carefree. The applicant has coordinated with Rural Metro Fire during the entitlement phase, and the project's building elevations and material approach have been reviewed and stamped by the Rural Metro Fire Marshal. The stamped documents are included as exhibits. The project incorporates fire access throughout the site, fire hydrant coordination with Rural Metro and Carefree Water Company, masonry construction with combustion-resistant materials, fire alarm and emergency access systems, and fire sprinkler systems where required by the Building Code. Fire access, apparatus accommodation, and hydrant locations will be confirmed with Rural Metro Fire during the Site Plan phase.

Electric vehicles and battery safety. Some loft owners will store electric or hybrid vehicles, and the project addresses battery fire risk directly. National fire registry data from jurisdictions that track vehicle fires by powertrain, including Sweden, the United Kingdom, and Norway, consistently show electric vehicles catch fire at a lower rate than gasoline vehicles. The leading causes of electric vehicle fires are collision and charging. Collisions do not occur in enclosed storage, which leaves charging as the controllable exposure. The concern is severity rather than frequency: a battery fire burns hotter, requires more water to extinguish, and can reignite hours later.

The Master Declaration addresses this in four ways:

- Charging is limited to listed equipment installed by a licensed electrician under permit. DC fast charging, aftermarket chargers, extension cords, and adapters are prohibited.
- Any vehicle under an open manufacturer recall related to battery, fuel system, or fire risk may not be stored until the recall remedy is complete. This applies to gasoline and electric vehicles alike, and addresses the documented cases of fires in parked, non-charging vehicles.
- A vehicle with a damaged high-voltage battery may not be stored until it is inspected and cleared.
- Loose battery packs, stationary battery storage, and charging of e-bikes and scooters are prohibited within Units.

All buildings are at grade with no below-grade parking, and each Unit is a separately enclosed masonry space. Final fire protection requirements for vehicle storage, including sprinkler design and charging equipment, will be confirmed with Rural Metro Fire at building permit.

Stormwater and Drainage

Stormwater management will be addressed through a formal Preliminary Drainage Report prepared by Schembri Engineering and submitted as part of the Site Plan application following Special Use Permit approval. The report will comply with Chapter 4 of the City of Scottsdale Design Standards and Policies Manual as referenced in the Town's grading and drainage requirements, and will address flow analysis for washes crossing the property and quantify stormwater retention for the 100-year, 2-hour precipitation event across the site. The full stamped Grading and Drainage Plan, Stormwater Pollution Prevention Plan, and related construction-phase drainage documents will be prepared and submitted at the Building Permit phase. The site is not subject to FEMA-mapped Special Flood Hazard Area designation.

Electrical and Telecommunications

Electrical service will be provided by Arizona Public Service. Telecommunications service will be coordinated with available providers during the design development phase. All new on-site electrical and telecommunications distribution will be installed underground in accordance with Town Code Section 9.10. Final electrical service sizing, transformer locations, and routing will be coordinated with APS during the Site Plan and Building Permit phases.

Utility Coordination Summary

Utility	Provider	SUP Phase Status
Water	Carefree Water Company	Will-serve letter received
Wastewater	Liberty Utilities	Service verification at Site Plan phase
Fire protection	Rural Metro Fire	Elevations and materials stamped by Fire Marshal
Electrical	Arizona Public Service	To be coordinated during Site Plan and Building Permit phases
Telecommunications	Available providers	To be coordinated during design development
Drainage	Schembri Engineering	Preliminary Drainage Report at Site Plan phase

12. Governance and Long-Term Compliance

Overview

The Town of Carefree's Special Use Permit process evaluates not just what a project looks like on opening day, but how it will operate and how it will continue to operate over time. The applicant has built Carefree Crossing's long-term compliance framework as a deliberate, integrated part of the project design. A detailed Master Association Framework outlining the governance structure, use restrictions, operational standards, and compliance obligations accompanies this narrative. Section references below are to that document.

Two-Tier Governance Structure

Carefree Crossing is governed through a two-tier structure, described in Framework Section 2.

The Carefree Crossing Master Association is the top-level entity governing the land and every parcel within the project. Created by and operating under the Master Declaration, it holds all project-wide obligations: permitted and prohibited uses, vehicle restrictions, leasing and access provisions, operational standards, event limitations, parking obligations, and ongoing compliance with Special Use Permit conditions.

The Lofts at Carefree Crossing HOA is the owner-controlled sub-association for the 23 loft units, governing internal owner amenities such as entry gates, gathering areas, and interior landscape. It operates under its own separate governing documents, recorded before unit sales, which are subordinate to the Master Declaration, may not conflict with or amend it, and have no effect on the Town's protections, which exist entirely at the Master level.

The Collective at Carefree Crossing is a peer component under the Master Association rather than part of the Lofts HOA. It has no sub-association, is fully bound by the same Master Declaration use restrictions and operational standards as every other parcel, and pays Master Association assessments.

Membership and voting in the Master Association are held by all parcel owners, the 23 units and The Collective parcel, with the allocation formula established in the recorded Declaration.

Allocation of Responsibility

The Master Association is responsible for all site-wide elements serving both components: primary access, shared drive aisles and parking, perimeter walls and landscape, site drainage, shared utility

infrastructure, exterior site lighting, monument signage, refuse facilities, master insurance, Special Use Permit compliance, and event and parking administration.

The Lofts at Carefree Crossing HOA is responsible for elements serving only the units enclave: the enclave entry gate, interior drive aisles, interior landscape and lighting, and owner gathering and amenity areas including the owners' patio and grill area. Each unit owner pays both a Master Assessment and a Lofts HOA assessment.

What the Master Declaration Controls

The Master Declaration embeds the following directly into the recorded covenants governing the entire site, as set out in Framework Section 4:

Permitted and prohibited uses. Explicit definition of allowed uses and prohibited uses, including prohibitions on commercial repair, restoration, fabrication, residential occupancy, transient lodging, and commercial vehicle sales activity of any kind from a unit or common area.

Permitted and prohibited vehicles. Definition of the vehicles that may and may not be stored within the units, including the prohibition on all-terrain vehicles, utility task vehicles, off-highway vehicles, go-karts, recreational vehicles and motor coaches, and general-purpose trailers. Motorcycles are permitted on the same terms as other collector vehicles and are subject to the same operating restrictions.

Permitted and prohibited storage. Definition of what may be stored within units, including the treatment of boats, trailers, and personal storage items.

Ownership, leasing, and access. Restrictions on short-term rental and transient lodging, the terms under which long-term leasing is permitted, the form lease incorporating the project's use restrictions, the registration of tenants with the Master Association, and the differentiated access hours applicable to owners and tenants.

Operational standards. Site-wide quiet hours, prohibitions on engine revving and exhibition driving, restrictions on outdoor mechanical work, and noise standards aligned to Town Code Section 6-2-4, including the motorcycle sound levels under Section 6-2-4(D)(4).

The Collective use parameters. Operating hours envelope, use character, event standards, and tax licensing and reporting obligations, as set out in Framework Section 5.

Architectural and design controls. Standards for exterior modifications, signage, lighting, color, and material consistency.

Lighting standards. Fully shielded, downward-directed, dark-sky compatible lighting in accordance with Zoning Ordinance Section 9.12.

Professional Management

The Master Association retains a licensed professional community management company, as required under Framework Section 7.1. This is a mandatory obligation of the Master Association and is not subject to waiver by owner vote. The Master Declaration requires that the management agreement remain in effect at all times and that a successor manager be engaged before any termination takes effect. The community manager administers the Master Association, enforces the Master Declaration and the rules adopted under it, coordinates common area maintenance, administers the parking and access provisions, and serves as the single point of contact for the Town on matters arising under the Special Use Permit.

Developer Control and Transition

Motorsport Lofts, LLC, as declarant, controls the Master Association through the project's buildout and stabilization period, ensuring stable management of Special Use Permit obligations during the formative years. Control then transitions to a board elected by the members upon a defined trigger, anticipated as conveyance of a defined percentage of units or a fixed period, as established in the recorded Declaration.

Town Approval Authority Over Amendments

The Town of Carefree is identified in the Master Declaration as a perpetual approval authority for any amendment that would conflict with, reduce, or otherwise affect compliance with any condition of the Special Use Permit. This includes the permitted and prohibited uses, the vehicle restrictions, the ownership, leasing, and access provisions, the operational standards, the operating hours and use character of The Collective, the tax licensing and reporting covenant, the event and parking provisions, and the professional management requirement.

This authority is perpetual and survives any transition of Master Association control. Amendments outside that category proceed without Town action, including correction of scrivener's errors, changes to internal unit configuration, adjustments to internal administrative provisions, and conforming amendments required by applicable law. The scope of the Town's approval authority is matched to the Town's interest, which is Special Use Permit compliance.

Why the Protections Do Not Depend on Who Controls the Association

Three reinforcing mechanisms protect the Town's interests. First, the protected provisions live in the Master Declaration, not in the Lofts HOA documents, so unit owners cannot reach them through their

own association. Second, the developer controls the Master Association through buildout. Third, and permanently, even after control transitions to an owner-elected board, the protected provisions cannot be amended without Town consent. The result is that no future owner vote can weaken the use restrictions, the operating standards, or the leasing and access provisions relied upon during Special Use Permit approval.

Enforcement and Complaints

All enforcement responsibility under the Master Declaration rests with the Master Association, as set out in Framework Section 7.5. Complaints concerning any activity at Carefree Crossing, whether received from an owner, a tenant, a neighboring property owner, or the Town, are directed to the Master Association through the community manager. The Master Association investigates each complaint, determines whether a violation has occurred, pursues the available remedies, and maintains a record of complaints received and their resolution.

Remedies available to the Master Association include written notice and a cure period, monetary fines assessed per violation and per day for continuing violations, suspension of gate credentials and site access, suspension of common area privileges, towing of vehicles parked in violation, recording of an assessment lien against the unit, injunctive relief, and recovery of attorney fees and costs. An owner is responsible for violations committed by that owner's tenants, guests, contractors, and invitees, and fines arising from a tenant's conduct are assessed against the owner of the unit.

The Town of Carefree does not serve as the enforcement arm for the Master Declaration. Nothing in the Master Declaration obligates the Town to receive, investigate, mediate, or resolve complaints arising among owners, tenants, or neighbors, or to enforce the Master Declaration or the rules adopted under it.

Tax Licensing and Reporting

The owner of The Collective parcel, and any operator of the restaurant or the private club, is obligated under Framework Section 5.4 to obtain and maintain a Town of Carefree Transaction Privilege Tax license and to remain in good standing with the Town and the Arizona Department of Revenue. Taxable activity at The Collective is reported and remitted under the applicable Town classifications. Membership initiation fees and recurring membership dues for the private club are collected with tax and reported under the Town's amusements classification. That obligation is a covenant running with The Collective parcel and binds each successor owner and operator.

13. Neighborhood Compatibility and Citizen Participation Response

Overview

The applicant has approached citizen participation as a meaningful element of the project's development rather than a procedural requirement. The neighborhood meeting held on April 15, 2026 generated thoughtful questions and substantive concerns, and the applicant has responded to each principal category through specific design refinements, operational commitments, and provisions in the project's governing documents. A complete record is set forth in the Citizen Participation Report submitted as an exhibit.

Citizen Participation Process

The applicant conducted citizen participation in coordination with Town staff and consistent with the Town's requirements. The process included preparation and submission of a Citizen Participation Plan; mailing of a neighborhood meeting notice and project FAQ to all property owners and residents within the Town's 500-foot notification radius plus additional interested parties; coordination with Town staff for website posting of the meeting notice; an in-person neighborhood meeting held April 15, 2026 at Carefree Town Council Chambers attended by approximately 32 residents and Town representatives; direct response to written resident questions; and coordination with attendees requesting follow-up materials. The applicant has also maintained a project website at carefree-crossing.com as an ongoing public-facing resource.

Resident Concerns and Applicant Response

The neighborhood meeting and related correspondence raised concerns across twelve principal categories. Key responses are summarized below; the full record, including written resident correspondence, is provided in the Citizen Participation Report.

A. Unit use and operational intensity. Residents asked whether the loft units would function as commercial repair shops. Commercial vehicle repair or service of any kind is prohibited within the units, as are restoration, body work, painting, fabrication, engine rebuilding, compressor-driven activities, and hazardous material storage. Only light personal care of an owner's own vehicles is permitted. These restrictions are embedded in the Master Declaration and reflected in the proposed conditions of approval.

B. CC&Rs, bylaws, and recorded restrictions. Residents asked whether project restrictions could be weakened over time. The applicant has responded with the two-tier governance structure described in

Section 12, in which core site-wide protections are embedded in a recorded Master Declaration that the loft-owner association cannot amend, and in which the Town holds perpetual approval authority over amendments affecting the provisions relied upon during Special Use Permit approval.

C. Noise, engine revving, and quiet hours. Residents expressed concern about noise from vehicles, motorcycles, and mechanical equipment. The project establishes site-wide quiet hours from 9:00 PM to 6:00 AM, prohibits intentional engine revving, racing, and exhibition driving at all times, prohibits extended idling, requires effective exhaust muffling, and restricts outdoor mechanical work. Quiet hours govern vehicle operation and outdoor activity, and do not restrict interior operation of the restaurant or the private club within the permitted hours of 6:00 AM to 10:00 PM. Motorcycles are permitted within the units on the same terms as other collector vehicles and are subject to the same prohibitions, together with the maximum sound levels established under Town Code Section 6-2-4(D)(4). All-terrain vehicles, utility task vehicles, off-highway vehicles, and go-karts are prohibited. Outdoor amplified and live music is limited to scheduled events and concludes not later than 8:00 PM. These standards are aligned to Town Code Section 6-2-4 and embedded in the Master Declaration.

D. Traffic, parking, and circulation. Residents raised concerns about parking sufficiency, event-related parking, and traffic. The applicant has responded through site design, through a formal Traffic Impact Analysis, and through a sealed Parking Analysis. The project provides 27 on-site parking spaces against a Town requirement that does not exceed 18 spaces under any layout of The Collective. All required parking is located on site, and the project does not rely on off-site parking. Event attendance at the private club is limited by the posted occupancy load established under the Fire Code.

E. The Collective, restaurant, and private club. Residents sought clarification on The Collective's use. The ground floor operates as a restaurant serving food and beverage. The upper floor operates as a private club available to members and to loft owners. Neither component operates outside the hours of 6:00 AM to 10:00 PM. Alcohol service is conducted under the appropriate Arizona liquor permitting structure. Scheduled events are held at the private club on the upper level and are not open-attendance public gatherings. The Collective is not designed or operated as a bar, nightclub, or high-volume event venue.

F. Vehicle sales. Residents raised concerns regarding a proposed vehicle sales gallery at The Collective. That use has been removed from the project.

G. Neighborhood compatibility, architecture, height, and lighting. Residents asked whether the project would fit the character of Carefree. The applicant has responded through the design measures detailed in Sections 5, 7, and 8, including elevations that establish natural materials as a primary architectural element, massing articulation across all frontages, building heights well below the 30-foot maximum, dark-sky compliant lighting, and native desert landscape treatment at all site edges.

H. Rentals, Airbnb, and long-term ownership. Residents asked whether lofts could be rented. Short-term rental, vacation rental, and transient lodging uses are prohibited. Because the units are not residential dwellings, such uses are not available in any case. Long-term leasing of one year or more is permitted under a form lease provided by the declarant that incorporates the project's prohibited uses and operating standards. The owner must register the tenant with the Master Association and provide a copy of the executed lease and tenant contact information. Tenant site access is limited to the hours of 6:00 AM to midnight, and access credentials are issued individually and may be revoked individually. The owner of the unit remains responsible for violations committed by a tenant, and fines arising from a tenant's conduct are assessed against the owner.

I. Water use and car washing. Residents asked about water consumption. Water demand is modest, supported by a Carefree Water Company will-serve letter. Wet or water-based vehicle washing is prohibited within the units, and outdoor vehicle washing and detailing are prohibited. Waterless and dry detailing within a unit is permitted.

J. Mezzanine use and non-habitability. Residents asked what uses would be allowed in mezzanine areas. Mezzanines are designed for owner enjoyment uses such as seating, office, or hobby space, and are not residential dwelling space. No bedroom or bed is permitted in any unit, and ventilated cooking appliances including ovens and ranges are prohibited.

K. Security and site management. Residents asked about security. The project includes continuously recorded video surveillance covering site entries, parking areas, and common interior spaces; site fencing and gated entry points controlling vehicle access with individually issued credentials; project entity insurance supplementing individual loft owner coverage; administration by a licensed professional community management company retained by the Master Association; and defined enforcement procedures under the recorded Master Declaration.

L. Construction timeline and impacts. Residents asked about construction. The anticipated build duration is approximately 10 to 12 months. Construction-phase impacts will be managed consistent with Town requirements, including dust control permits, stormwater best management practices, construction-hour restrictions, and Town and County compliance.

Ongoing Communication

The applicant intends to continue engaging with residents throughout the entitlement process. The project website at carefree-crossing.com remains the primary public-facing resource. The applicant is committed to building Carefree Crossing as a project that the surrounding community is proud to have at the corner of Cave Creek Road and Bloody Basin Road.

14. Project Economics and Fiscal Contribution

Overview

Carefree Crossing brings meaningful private investment and ongoing tax revenue to the Town of Carefree. The subject property has remained vacant for years, generating no transaction privilege tax or commercial activity. The proposed development activates this parcel, establishes a restaurant at the Town Center area, and contributes to the Town's fiscal base across multiple revenue categories.

Detailed assumptions, segment-level projections, and supporting benchmarks are provided in Exhibit A, Financial Components and Economic Assumptions, which accompanies this narrative.

Total Private Investment

The applicant projects total private investment in Carefree Crossing of approximately $15 million through development and stabilization, including land, construction, site work, design and engineering, site infrastructure, soft costs, financing carry, and marketing. The completed development is anticipated to reach an aggregate sellout value of approximately $24 million, with 23 loft units at an average per-unit price of approximately $1,050,000. The investment is privately funded with no requirement for public subsidy, no request for tax incentives, and no expectation of public-side cost sharing.

Recurring Annual Tax Revenue

The applicant has modeled recurring annual revenue and the corresponding transaction privilege tax contribution to the Town across four revenue segments. Projections are presented as low, mid, and high scenarios reflecting a stabilizing operation. Segment-level detail and the basis for each assumption are provided in Exhibit A.

Revenue segment	Town classification	Low	Mid	High
Restaurant, food and beverage	Restaurants and Bars, 3.00%	$45,000	$60,000	$75,000
Private club food and beverage	Restaurants and Bars, 3.00%	$7,200	$14,400	$21,600
Private club membership dues	Amusements, 3.00%	$9,000	$18,000	$27,000
Vendor and retail events	Retail, 3.00%	$3,000	$7,500	$15,000
Combined recurring annual TPT		**$64,200**	**$99,900**	**$138,600**

Restaurant and private club revenue is driven by both club members and loft owners, who provide a resident customer base independent of general traffic at the intersection.

One-Time Membership Initiation Fees

Private club membership initiation fees generate a one-time transaction privilege tax contribution as memberships are sold, reported under the Town's amusements classification. Initiation fees are waived for Carefree residents. Detail is provided in Exhibit A.

Construction Period Revenue

In addition to recurring annual contributions, construction of Carefree Crossing will generate Town revenue during the construction period through prime contracting transaction privilege tax collected and remitted by the design-build contractor.

Tax Licensing

The owner of The Collective parcel and any operator of the restaurant or the private club is obligated under the Master Declaration to obtain and maintain a Town of Carefree Transaction Privilege Tax license and to report and remit under the applicable Town classifications. That obligation is a covenant running with The Collective parcel and binds each successor owner and operator. The governance structure supporting it is described in Section 12.

Vacancy Activation Value

Beyond the projected revenue, the project delivers a less easily quantified but meaningful fiscal benefit: activation of a vacant parcel that has not generated commercial revenue for the Town for many

years. Every year the parcel remained vacant is a year the Town received no contribution from this corner of the Town Center area. The project converts that ongoing zero-revenue condition into a recurring multi-source revenue contribution.

Summary

Metric	Projection
Total private investment	~$15 million
Projected aggregate sellout value	~$24 million
Average per-unit value	~$1,050,000
Combined recurring annual TPT to Town	~$64,000 to ~$138,600
Public subsidy or incentive requested	None

15. Public Benefit and Public Health, Safety, and Welfare

The Town of Carefree's Special Use Permit standard requires that the proposed use does not adversely impact the public health, safety, and welfare of the neighborhood and community. The applicant believes Carefree Crossing meets this standard not merely by avoiding adverse impacts, but by affirmatively contributing to the public welfare of the Town.

Public Benefits

The project activates a long-vacant corner parcel that has not generated commercial activity, tax revenue, or community presence for many years. It delivers substantial private investment with no requirement for public subsidy. It provides ongoing fiscal contribution to the Town through transaction privilege tax revenue across four revenue segments, as detailed in Section 14 and Exhibit A. It aligns with the Town's adopted planning frameworks, including the General Plan and the Town Center Circulation Master Plan. It establishes a restaurant at one of the Town's principal Town Center intersections, a use the Town Center supports and one that draws from the surrounding community. And it delivers a level of design quality consistent with the character of the Town.

No Adverse Impacts Identified

Through the design and operational measures described throughout this narrative, the applicant has addressed each principal category of potential adverse impact:

Category	Project Response
Traffic	Traffic Impact Analysis confirms adequate Level of Service at all study intersections in 2028 with project traffic (Section 10)
Parking	27 on-site spaces provided against a Town requirement that does not exceed 18 spaces under any layout of The Collective; all required parking located on site with no reliance on off-site supply; sealed Parking Analysis prepared by Southwest Traffic Engineering (Sections 6 and 9)
Noise	Site-wide quiet hours from 9:00 PM to 6:00 AM, prohibitions on engine revving and exhibition driving, motorcycle sound levels under Town Code Section 6-2-4(D)(4), and prohibition of all-terrain vehicles, utility task vehicles,

	off-highway vehicles, and go-karts, embedded in the Master Declaration (Sections 4 and 12)
Lighting	Fully shielded, downward-directed, dark-sky compatible lighting in accordance with Zoning Ordinance Section 9.12 (Section 7)
Water	Will-serve letter received from Carefree Water Company; low anticipated demand; wet vehicle washing prohibited (Sections 11 and 13)
Drainage	Preliminary Drainage Report at Site Plan phase; site not within FEMA-mapped Special Flood Hazard Area (Section 11)
Fire	Building elevations and materials reviewed and stamped by the Rural Metro Fire Marshal; fire access, apparatus accommodation, and hydrant locations confirmed with Rural Metro at Site Plan phase (Section 11)
Visual character	Building heights below the maximum, natural materials as a primary architectural element with massing articulation across all frontages, native desert landscape buffers (Sections 6, 7, 8)
Operational intensity	Owner-oriented low-intensity use with explicit prohibitions on commercial repair, commercial vehicle sales activity, and residential occupancy; short-term rental prohibited and long-term leasing subject to a form lease, tenant registration, and restricted access hours (Sections 4 and 12)
Long-term compliance	Master Declaration with perpetual Town approval authority over amendments affecting Special Use Permit provisions, administered by a licensed professional community manager, with all enforcement responsibility held by the Master Association (Section 12)

The applicant respectfully submits that the project does not adversely impact the public health, safety, and welfare of the neighborhood and community, and affirmatively contributes to the public welfare of the Town.

16. Proposed Conditions of Approval

Overview

The applicant respectfully proposes the following Conditions of Approval for the Town of Carefree's consideration in connection with the Special Use Permit for Carefree Crossing. These conditions reflect the commitments the applicant has made throughout the entitlement process and are presented in an organized form for incorporation into any approval the Town may issue. The applicant offers these conditions proactively in the interest of providing clarity, certainty, and enforceability, and understands that the Town and the Planning and Zoning Commission may modify, add, or remove conditions as part of the review process.

Use and Operational Conditions

1. **Permitted uses.** The loft units shall be used solely for the private vehicle storage, display, and personal-use purposes described in this narrative. Commercial vehicle repair, restoration, fabrication, body work, painting, and engine rebuilding are prohibited, as are compressor-driven activities, hazardous material storage, and fluid changes of any kind. Residential dwelling, lodging, short-term rental, and transient lodging uses are prohibited. Operation of any business open to the public from within a unit is prohibited.
2. **Permitted and prohibited vehicles.** Storage within the loft units shall be limited to collector automobiles and light trucks, street-legal motorcycles, and collector or recreational boats owned by the unit owner or registered tenant. Buses, construction machinery, off-highway vehicles including all-terrain vehicles and utility task vehicles, dirt bikes, dune buggies, go-karts, sand rails, personal watercraft, recreational vehicles and motor coaches, campers and travel trailers, general-purpose trailers not used solely to house or transport a permitted boat, commercial vehicles bearing commercial signage, and inoperable or dismantled vehicles are prohibited. All storage shall be fully enclosed within the unit.
3. **Permitted storage and minimum vehicle.** Personal storage items shall be confined to the unit's designated storage closet of approximately 32 square feet. Household goods or belongings unrelated to the unit's use as a vehicle collection and gathering space are prohibited. Each unit shall contain at least one qualifying vehicle or boat.
4. **Vehicle sales.** Commercial vehicle sales activity of any kind is prohibited at Carefree Crossing, including dealership use, consignment of vehicles owned by others, public retail hours, outdoor vehicle inventory, sales signage, public advertising identifying the project address, and any activity that would require a motor vehicle dealer license under Arizona law.

5. **The Collective use parameters.** The Collective shall operate as the restaurant and private members club described in this narrative. The Collective shall not operate as a bar, nightclub, or high-volume event venue. No component of The Collective shall operate outside the hours of 6:00 AM to 10:00 PM. The restaurant shall operate not less than 30 hours per week. No component shall operate by appointment only. Alcohol service shall be conducted under the Arizona liquor license or licenses appropriate to the restaurant and the private club, shall be incidental to food service at the restaurant, and shall occur only within the permitted hours of operation.
6. **Ownership, leasing, and access.** Long-term leasing of a unit is permitted subject to a minimum lease term of one year, a form lease incorporating the project's use restrictions, registration of the tenant with the Master Association before occupancy, written tenant acknowledgment of the Master Declaration, and a prohibition on assignment and subleasing. Registered tenant access to the property shall be limited to 6:00 AM to midnight. The owner shall remain responsible for compliance by the tenant and the tenant's guests.
7. **Quiet hours and noise control.** Site-wide quiet hours shall apply from 9:00 PM to 6:00 AM, during which engine starting, revving, idling, and running of vehicles are prohibited except for brief, immediate arrival or departure. Quiet hours govern vehicle operation and outdoor activity. Intentional engine revving, racing, exhibition driving, and extended idling are prohibited at all times. Operation of any vehicle without effective exhaust muffling is prohibited. Motorcycles shall comply with the maximum sound levels established under Town Code Section 6-2-4(D)(4). Outdoor amplified and live music shall be limited to The Collective and shall conclude not later than 8:00 PM. Noise standards shall be consistent with Town Code Section 6-2-4.
8. **Outdoor activity restrictions.** Outdoor vehicle repair, outdoor mechanical work, outdoor vehicle washing and detailing, outdoor storage, and outdoor parking of inoperable vehicles are prohibited. No vehicle shall be parked or left outside a unit overnight. Outdoor grilling shall be limited to the designated owners' patio and grill area.
9. **Environmental protection and vehicle safety.** Units shall contain no floor drains and no hose bibs. Unit floors shall be sealed concrete. Each unit owner shall maintain a commercial spill kit within the unit and shall contain and clean up any release immediately. Discharge of any fluid to the ground, pavement, or any drain is prohibited.

   Vehicle charging shall use only listed, permanently installed charging equipment installed under a Town electrical permit, or the manufacturer-supplied charging cord. DC fast charging and aftermarket or non-listed charging equipment are prohibited. No vehicle subject to an open manufacturer safety recall related to battery, fuel system, or fire risk, and no vehicle with a damaged high-voltage battery, shall be stored on site until the recall remedy is complete or the battery has been inspected and cleared.

10. **Events.** Events shall be held only at the private members club on the upper level of The Collective and its adjoining balcony and shall not be open to the public. Event attendance shall not exceed the occupancy load established for the upper level under the building and fire codes and posted within the building. Any open-attendance gathering shall be conducted under a separate Town of Carefree special event permit.

Design and Site Conditions

11. **Building heights.** Maximum building heights shall not exceed those shown on the approved Building Elevations, measured from natural and finished grade.
12. **Exterior materials.** Exterior materials shall be substantially consistent with the approved Material and Color Board, and shall satisfy the Zoning Ordinance requirement that a minimum of fifty percent of building elevations be treated with material other than stucco.
13. **Lighting.** All exterior lighting shall be fully shielded, downward directed, and dark-sky compatible in accordance with Zoning Ordinance Section 9.12. A photometric plan shall be provided at the Site Plan phase.
14. **Mechanical screening.** All mechanical equipment shall be roof-mounted and screened as shown on the approved elevations.
15. **Landscape character.** Landscape design shall integrate native and drought-tolerant species appropriate to the Sonoran Desert, consistent with the approved Landscape Plan. A minimum eight-foot wide landscape area shall be provided between off-street parking areas and the abutting rights-of-way in accordance with Zoning Ordinance Section 7.06(9). Landscaping within the sight visibility triangle shall not exceed 24 inches in height.
16. **Signage.** The applicant shall submit a Comprehensive Sign Plan for the project in accordance with Article VIII of the Zoning Ordinance.
17. **Site plan substantial conformance.** Construction shall be in substantial conformance with the approved Site Plan, with minor modifications permitted through the standard Town design and construction document review process.

Parking and Circulation Conditions

18. **On-site parking.** Off-street parking shall be provided in substantial conformance with the approved Site Plan and shall at all times satisfy the requirements of Article VII of the Zoning Ordinance for the uses then operating at The Collective. The loft units are parked within the units and are assigned no spaces in the surface parking areas.
19. **No reliance on off-site parking.** All required parking shall be located on the same lot as the uses it serves. The project shall not rely on off-site parking.
20. **Pedestrian connectivity.** The applicant shall provide a pedestrian connection along Bloody Basin Road adjacent to the project frontage, supporting connectivity to the Town's planned

shared-use path along Cave Creek Road, and shall provide internal pedestrian connections between the surface parking areas and The Collective.

Governance and Long-Term Compliance Conditions

21. **Master Declaration.** Prior to issuance of a Certificate of Occupancy for the first loft unit, the applicant shall record a Master Declaration for Carefree Crossing incorporating the use, vehicle, operational, leasing, access, design, and compliance provisions described in this narrative.
22. **Town approval authority over amendments.** The Master Declaration shall identify the Town of Carefree as a perpetual approval authority for any amendment that would conflict with, reduce, or otherwise affect compliance with any condition of the Special Use Permit, including the permitted and prohibited uses, the permitted and prohibited vehicles, the operational standards, the leasing and access provisions, the operating hours, minimum operation, and use character of The Collective, the tax licensing and reporting covenant, the event and parking provisions, and the professional management requirement.
23. **Professional management.** The Master Declaration shall require the Master Association to retain a licensed professional community management company. This requirement shall not be subject to waiver by owner vote.
24. **Enforcement.** All enforcement responsibility under the Master Declaration shall rest with the Carefree Crossing Master Association. Complaints shall be directed to the Master Association and resolved by it in accordance with the governing documents. The Town of Carefree shall not serve as the enforcement arm for the Master Declaration.
25. **Sub-association subordination.** The governing documents of The Lofts at Carefree Crossing HOA shall be subordinate to the Master Declaration and shall not conflict with or amend it.
26. **Tax licensing.** The Master Declaration shall require the owner of The Collective parcel, and any operator of the restaurant or the private club, to obtain and maintain a Town of Carefree Transaction Privilege Tax license and to report and remit under the applicable Town classifications. That obligation shall run with The Collective parcel and bind each successor owner and operator.

Infrastructure and Permitting Conditions

27. **Lot combination.** The applicant shall combine the constituent parcels into a single legal lot through the Town's administrative process prior to Site Plan approval.
28. **Site Plan submittal.** The applicant shall submit a Site Plan application within a reasonable period following Council approval of the Special Use Permit, including the Preliminary Drainage Report, detailed Landscape Plan, photometric plan, utility service verification, and any other deliverables required by the Town's submittal requirements.

29. **Building Permit submittal.** The applicant shall submit a Building Permit application following Site Plan approval, with the full set of construction documents required by the Town, including the stamped Grading and Drainage Plan, structural and mechanical, electrical, and plumbing plans, fire sprinkler permits, dust control permits, and all other Town and County submittal requirements.
30. **Utility coordination.** The applicant shall complete coordination with utility providers, including Carefree Water Company, Liberty Utilities, Arizona Public Service, and Rural Metro Fire, during the Site Plan phase as applicable and prior to Building Permit issuance.

Other Conditions

31. **Construction-phase compliance.** During construction, the applicant and the project's construction contractor shall comply with all applicable Town and County requirements, including dust control permits, stormwater best management practices, construction-hour restrictions, and noise control standards.
32. **Conditions of subsequent approvals.** The project shall comply with all applicable conditions of approval imposed through any subsequent Town review or approval process, including Site Plan and Building Permit approval.
33. **Coordination with Town staff.** The applicant shall continue to coordinate with Town staff throughout the Site Plan, Building Permit, and construction phases to address any compliance questions or refinements as the project advances.

17. Conclusion

Carefree Crossing is a thoughtfully designed boutique collector-car loft community proposed for a long-vacant 1.85-acre parcel at the southwest corner of Cave Creek Road and Bloody Basin Road in the Town of Carefree. The project consists of 23 privately owned loft garage units organized into three buildings, together with The Collective, a 2,000 square foot corner building containing a full-service restaurant at grade and a private members club above, contributing a small-scale, neighborhood-oriented commercial presence at one of the Town's principal Town Center intersections.

The applicant has approached the entitlement process with the recognition that a project introducing a new use type to Carefree must do more than meet code minimums. The project's compatibility with the surrounding context, its operational restraint, its alignment with the Town's planning vision, and the durability of its long-term commitments have been central to the design. Building heights are below the maximum allowable envelope. Materials, lighting, and landscape design integrate with the desert character of Carefree. Operating restrictions, permitted and prohibited vehicles, leasing and access provisions, and use limitations are embedded in a recorded Master Declaration structured so that core protections cannot be weakened by future owner action alone, with the Town identified as a perpetual approval authority over amendments affecting the provisions relied upon during Special Use Permit approval.

This resubmittal responds directly to the comments received through the Town's first and second reviews. The program for The Collective has been simplified to a restaurant and a private members club. Permitted and prohibited uses and vehicles have been defined in detail and stated in identical terms in this narrative and in the Master Association Framework. The provisions governing leasing have been substantially strengthened, with tenant registration, restricted tenant access hours, and owner responsibility for tenant conduct enforced through the association's assessment lien remedies. Retention of a licensed professional community management company is a mandatory obligation of the Master Association. All enforcement responsibility rests with the Master Association, and the Town does not serve as the enforcement arm for the project.

Parking is provided entirely on site. Required parking under Sections 7.01, 7.02(5), and 7.07 of the Zoning Ordinance ranges from 13 to 18 spaces depending on the final interior layout of The Collective, and the project provides 27 on-site spaces, including two accessible spaces. The project does not rely on off-site parking. A sealed Parking Analysis prepared by Southwest Traffic Engineering, LLC accompanies this submittal. A formal Traffic Impact Analysis confirms that all study intersections, including both project access points, are expected to operate at an adequate Level of Service in 2028

with project traffic. Fire protection has been coordinated with Rural Metro Fire, with building elevations and materials reviewed and stamped by the Rural Metro Fire Marshal.

The applicant has invested substantial effort in citizen participation, including a neighborhood meeting attended by approximately 32 residents and Town representatives. Concerns raised through that process have been incorporated directly into the project design, the operational commitments, the governing document framework, and the proposed conditions of approval.

Carefree Crossing represents a meaningful private investment in a long-vacant corner of the Carefree Town Center, with anticipated total private investment of approximately $15 million through development and stabilization. Under the applicant's mid-case model, recurring transaction privilege tax to the Town is projected at approximately $100,000 annually at stabilization, with no public subsidy, tax incentive, or public-side cost sharing requested. The obligation of The Collective parcel to maintain a Town transaction privilege tax license and to report and remit under the applicable Town classifications, including the amusements classification for private club membership dues and initiation fees, is established as a covenant running with that parcel.

The applicant respectfully submits that Carefree Crossing satisfies the standards for approval of a Special Use Permit under the Town of Carefree Zoning Ordinance. The project does not adversely impact the public health, safety, and welfare of the neighborhood and community; it affirmatively contributes to the public welfare of the Town; and it has been designed and structured to remain compatible with the surrounding context over the long term. The applicant respectfully requests approval of the Special Use Permit for Carefree Crossing, subject to the conditions of approval proposed in Section 16 of this narrative.

The applicant thanks the Planning and Zoning Commission, the Town Council, Town staff, and the residents of Carefree for their thoughtful engagement throughout the entitlement process.

MOTORSPORT LOFTS

CAREFREE CROSSING

Master Association Framework — Detailed Outline

Special Use Permit Case #26-01-SUP | Motorsport Lofts, LLC | October 2026

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1. Purpose and Framework

This outline presents the governance, use, and operational framework for Carefree Crossing, provided at the direction of Town staff in lieu of a full draft instrument at this stage. It responds to the Town's first and second review comments.

The framework is contained in a single recorded instrument. The **Master Declaration**, consisting of recorded covenants, conditions, and restrictions, governs the entire project: governance structure, permitted and prohibited uses, permitted and prohibited vehicles, operational standards, access hours, ownership and leasing, assessments, enforcement, and the Town's amendment-approval authority.

Supporting economic assumptions are provided separately as entitlement-support material in Exhibit A and are not part of the recorded instrument.

The recorded instrument will be prepared in final form through the entitlement process. This outline states its substantive content, commitments, and structure.

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2. Governance Structure

2.1 Carefree Crossing Master Association

The Master Association is the top-level entity governing the land and every parcel within the project. It is created by and operates under the Master Declaration and holds all project-wide obligations: the permitted and prohibited uses, permitted and prohibited vehicles, operational standards, access hours, event limitations, parking obligations, and ongoing SUP compliance.

Professional management is required. The Master Association shall retain a licensed professional community management company for day-to-day administration of the project and the common areas. This is a requirement of the Master Declaration and is not an optional provision. The management agreement shall remain in effect at all times, and a successor manager shall be engaged before any

termination takes effect. Delegation to a professional manager does not relieve the Master Association of its obligations under the Master Declaration.

2.2 Two Components Under the Master Association

The Lofts at Carefree Crossing HOA is the owner-controlled sub-association for the 23 Units, governing internal owner amenities only (entry gates, gathering areas, internal landscape). It operates under its own separate governing documents, recorded before unit sales, which are subordinate to the Master Declaration, may not conflict with or amend it, and have no effect on the Town's protections, which exist entirely at the Master level.

The Collective is the commercial parcel, consisting of a full-service restaurant at grade and a private members club above, owned and operated by The Collective at Carefree Crossing, LLC, an Arizona limited liability company affiliated with the Declarant. The Collective is a peer component under the Master Association, not part of The Lofts at Carefree Crossing HOA. It has no sub-association, is fully bound by the same Master Declaration use restrictions, operational standards, and Town amendment protections as every other parcel, and pays Master Association assessments that fund land-level obligations.

Membership and voting in the Master Association are held by all parcel owners, with the allocation formula finalized in the recorded Declaration.

Allocation of responsibility. The Master Association is responsible for all site-wide elements serving both parcels: primary access, shared drive aisles and parking, perimeter walls and landscape, site drainage, shared utility infrastructure, exterior site lighting, monument signage, refuse facilities, master insurance, SUP compliance, and parking administration. The Lofts at Carefree Crossing HOA is responsible for elements serving only the Units enclave: the enclave entry gate, interior drive aisles, interior landscape and lighting, and owner gathering and amenity areas. Each Unit owner pays both a Master Assessment and a Lofts HOA assessment. A detailed allocation schedule will be included in the recorded Master Declaration and the sub-association declaration.

Terminology. "The Lofts at Carefree Crossing" is the proper name of the owner sub-association and its associated parcel. "Unit" is the operative term for each of the 23 individually owned units and is used consistently throughout the Master Declaration, the plat, and the purchase agreements.

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3. Control, Amendment, and Long-Term Durability

3.1 Developer Control Through Buildout

Motorsport Lofts, LLC, as declarant, controls the Master Association through the project's buildout and stabilization period, ensuring stable management of SUP obligations during the formative years. Control then transitions to a board elected by the members upon a defined trigger, anticipated as conveyance of a defined percentage of Units in the range of 75 to 90 percent, or a fixed period, as finalized in the recorded Declaration.

3.2 Town Amendment-Approval Authority (Perpetual)

The Town of Carefree is identified as a perpetual approval authority for any amendment to the Master Declaration that would conflict with, reduce, or otherwise affect compliance with any condition of the Special Use Permit, including the permitted and prohibited uses, the permitted and prohibited vehicles, operational standards, access hours, event limitations, parking requirements, ownership and leasing restrictions, the operating hours, minimum operation, and use character of The Collective, the tax licensing and reporting covenant, and the professional management requirement relied upon during SUP approval.

This authority is perpetual and survives any transition of Master Association control.

Amendments outside that category proceed without Town action. This includes correction of scrivener's errors, changes to internal Unit configuration, adjustments to internal administrative provisions, and conforming amendments required by applicable law. The scope of the Town's approval authority is matched to the Town's interest: SUP compliance.

3.3 Why the Protections Do Not Depend on Who Controls the Association

Three reinforcing mechanisms protect the Town's interests. First, the protected provisions live in the Master Declaration, not in The Lofts at Carefree Crossing HOA documents, so unit owners cannot reach them through their own association. Second, the developer controls the Master Association through buildout. Third, and permanently: even after control transitions to an owner-elected board, the protected provisions cannot be amended without Town consent. No future owner vote can weaken the use restrictions.

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4. Uses, Vehicles, Leasing, and Operations

4.1 Permitted Uses

Within the Units:

- Private storage and display of permitted vehicles owned by the Unit's owner or registered tenant
- Owner or registered tenant use of Unit and mezzanine areas for non-habitable lounge, workspace, office, display, or similar configurations. Mezzanines are a standard feature with a buyer delete option, so not every Unit will contain one
- Waterless or dry detailing of the owner's or registered tenant's own vehicles, performed entirely within the Unit
- Charging, trickle-charging, and routine non-fluid care of stored vehicles, subject to Section 4.3. Electric vehicle charging shall use only listed, permanently installed Level 1 or Level 2 charging equipment installed by a licensed electrician under a Town electrical permit, or the manufacturer-supplied charging cord for the vehicle. The use standard is storage and display with light personal care only, with no fluid changes and no mechanical work
- Personal storage items, confined to the Unit's designated storage closet of approximately 32 square feet

Each Unit shall contain at least one qualifying vehicle or boat.

At The Collective: see Section 5.

4.2 Permitted and Prohibited Vehicles

Permitted:

- Collector automobiles and light trucks owned by the Unit's owner or registered tenant
- Street-legal motorcycles owned by the Unit's owner or registered tenant
- Collector or recreational boats owned by the Unit's owner or registered tenant, consistent with the character of the community

All storage is fully enclosed within the Unit, never outdoors.

Prohibited:

- Buses
- Construction machinery, including backhoes and similar equipment
- Small and low-powered off-road motor vehicles
- Off-highway vehicles, including all-terrain vehicles, utility task vehicles, dirt bikes, dune buggies, and multi-environment land vehicles
- Go-karts, sand rails, and similar recreational off-road equipment
- Personal watercraft
- Recreational vehicles, motor coaches, campers, travel trailers, and fifth-wheel trailers

- Utility, cargo, or general-purpose trailers not used solely to house or transport a permitted boat
- Commercial vehicles, box trucks, and work vehicles bearing commercial signage
- Inoperable vehicles, vehicles stored in a dismantled condition, and vehicles held for restoration
- Household goods or belongings unrelated to the Unit's use as a vehicle collection and gathering space, stored outside the designated storage closet or in a manner inconsistent with that use

Motorcycles. Street-legal motorcycles must comply with federal and Arizona equipment requirements, including exhaust and muffling standards, and are subject to the decibel limits of Town Code Section 6-2-4(D)(4). The off-highway vehicles prohibited above carry no equivalent street-use standard. The noise provisions of Section 4.7 apply to motorcycles on the same terms as to every other vehicle.

4.3 Prohibited Uses

The following are expressly prohibited throughout the project and are enforceable through the Master Declaration:

- Commercial vehicle repair or service of any kind
- Vehicle restoration, body work, or painting
- Fabrication or engine rebuilding
- Compressor-driven activities
- Hazardous material storage
- Storage of any vehicle subject to an open manufacturer safety recall related to battery, fuel system, or fire risk, until the recall remedy has been completed
- Storage of any electric or hybrid vehicle whose high-voltage battery has sustained collision, submersion, or other damage, until the battery has been inspected and cleared by a qualified service provider
- DC fast charging equipment; aftermarket, modified, or non-listed charging equipment; and use of extension cords or plug adapters for vehicle charging
- Storage or charging of loose or removed high-voltage battery packs, and stationary battery energy storage systems, within any Unit
- Charging of electric bicycles, scooters, and similar personal mobility devices within any Unit
- Fluid changes of any kind, including oil, coolant, or other automotive fluids
- Wet or water-based vehicle washing within Units; outdoor vehicle washing or detailing anywhere on site
- Discharge of any fluid to the ground, pavement, or any drain
- Residential occupancy or overnight habitation within any Unit; no bedroom or bed in any Unit. Non-ventilated heating and reheating appliances, for example a microwave, are permitted within Units. This restriction does not apply to food and beverage preparation at The Collective, which is governed by Section 5

- Ventilated cooking appliances within Units, including ovens, ranges, and equipment requiring an exhaust hood
- Short-term, transient, or Airbnb-type rentals
- Operation of any business open to the public from within a Unit
- Commercial vehicle sales activity of any kind, including dealership use, consignment of vehicles owned by others, public retail hours, outdoor vehicle inventory, sales signage, public advertising identifying the project address, and any activity that would require a motor vehicle dealer license under Arizona law
- Intentional engine revving, racing, or exhibition driving; extended idling or warming up of vehicles
- Operation of any vehicle without effective exhaust muffling on or near the property
- Outdoor vehicle repair, outdoor mechanical work, or outdoor parking of inoperable vehicles
- Outdoor storage of any kind
- Parking or leaving any vehicle outside a Unit overnight
- Amplification of sound within a Unit at a level audible outside the Unit
- Any use creating excessive traffic, nuisance, odor, vibration, or safety concern

4.4 Environmental and Spill Provisions

- Units contain no floor drains. Any fluid released within a Unit remains within that Unit and cannot reach the site drainage system, the pavement, or the ground.
- Units contain no hose bibs. The absence of a water supply within the Units, together with the absence of floor drains, makes the prohibition on wet washing self-enforcing.
- Unit floors are sealed concrete.
- Each Unit owner shall maintain a commercial spill kit within the Unit, shall contain and clean up any release immediately, and shall dispose of absorbed material in accordance with applicable law. Failure to do so is a violation enforceable under Section 7.
- The Master Association has a right of inspection to confirm compliance with this Section 4.4 and with Sections 4.2 and 4.3.

4.5 Ownership and Leasing

Units are sold as individually owned units. Units may be held by a single owner or by multiple co-owners under a shared ownership structure such as a married couple, family group, partnership, or limited liability company.

Who may use a Unit. Use of a Unit is limited to the record owner, the owner's immediate family, the owner's guests while the owner or a registered tenant is present, and a registered tenant under a permitted lease. No other person may use a Unit for storage or display.

Leasing. Long-term leasing is permitted on the following terms:

- Minimum lease term of one year. Short-term rental, vacation rental, transient lodging, and Airbnb-type use are prohibited.
- Leases must use a form provided by the Declarant incorporating the prohibited uses, prohibited vehicles, and operating standards of this Declaration.
- The owner must provide the Master Association with the fully executed lease and contact information for the tenant before the tenant takes occupancy. A tenant who is not registered is not a permitted user of the Unit.
- The tenant must acknowledge the Master Declaration in writing as a condition of the lease.
- A lease may name a single individual or entity. Assignment and subleasing are prohibited.
- Registered tenant access to the property is limited to 6:00 AM to midnight.
- The owner remains responsible for compliance by the tenant and the tenant's guests, and for any fines assessed as a result of their conduct. Enforcement runs against the owner and the Unit through the Master Association's assessment lien remedies.
- The Master Association may require termination of a lease following repeated violations of the Master Declaration by a tenant, after notice and an opportunity to cure.
- An owner may not lease a Unit during the first twelve months following conveyance.

A registered tenant may store and display their own collection on the same terms as an owner, subject to the same permitted and prohibited vehicle provisions and the same operating standards.

4.6 Access Hours

- **Owners.** Owner access to the Units is available at all hours, subject to the quiet-hour provisions of Section 4.7.
- **Registered tenants.** Registered tenant access is limited to 6:00 AM to midnight, subject to the quiet-hour provisions of Section 4.7.
- **The Collective.** See Section 5.2.

4.7 Noise, Lighting, and Operational Standards

- **Noise.** Aligned to Town Code Section 6-2-4, incorporated by reference, including the vehicle-noise prohibitions of 6-2-4(D) and the motorcycle decibel limits of 6-2-4(D)(4).
- **Community quiet hours.** Site-wide quiet hours from 9:00 PM to 6:00 AM, a stricter standard than the Code requires. No engine starting, revving, idling, or running of vehicles during quiet hours except brief, immediate arrival or departure. Quiet hours govern vehicle operation and outdoor activity. Interior operation of the restaurant and the private club within the permitted envelope of Section 5.2 is not restricted by quiet hours.

- **Outdoor amplified and live music.** Permitted only at The Collective, concluding not later than 8:00 PM, conducted in accordance with Town Code Section 6-2-4, including advance written Town permission where required. No Unit may amplify sound at a level audible outside the Unit.
- **Exterior lighting.** Complies with Zoning Ordinance Section 9.12: full shielding of fixtures over 25 watts, wall-mounted fixtures no higher than 8 feet, parking-area lighting no higher than 16 feet with photometric plan support, shielded sign lighting, and no light trespass, consistent with the community's dark-sky character.
- **Outdoor grilling.** Permitted only at the designated owners' patio and grill area on the west side of Building A. Grilling at individual Unit patios, drive aisles, and all other common areas is prohibited.
- **Landscaping and sight visibility.** Per Zoning Ordinance Section 9.13, including the 24-inch height limit within the 30-foot sight-visibility triangle at street intersections.

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5. The Collective

5.1 What The Collective Is

- A full-service restaurant at grade, open to the public, with approximately 1,000 square feet of interior seating within a 2,000 square foot floor. The balance is kitchen, preparation, restroom, storage, and circulation area. The restaurant is intended to be operated by an experienced third-party operator under a lease.
- A private members club on the upper floor of approximately 1,500 square feet with an adjoining balcony. The club is not open to the public. Membership is by dues. The 23 Unit owners receive membership with ownership. Additional memberships are offered to the surrounding community, with initiation fees waived for Carefree residents. The club is accessed by a private entrance rather than through the restaurant. Member amenities include recreational and entertainment facilities, anticipated to comprise up to and including a racing simulator, billiards, shuffleboard, and media and viewing systems for sports and motorsport broadcasts, and potentially a golf simulator and putting green. The specific amenity mix will be finalized through design and build-out.
- Owned and operated by The Collective at Carefree Crossing, LLC, an Arizona limited liability company affiliated with the Declarant; a Master Association member parcel paying Master Assessments; fully bound by the Master Declaration.

The Collective at Carefree Crossing, LLC (the "Collective Operator") is responsible for compliance with the Master Declaration as to the Collective parcel, including hours of operation, event administration,

parking obligations, and assessments. The Collective Operator may lease or license portions of The Collective to third-party operators. All such operators are subject to the use, operational, and compliance provisions of the Master Declaration, and the Collective Operator remains responsible to the Master Association and to the Town for compliance.

5.2 Hours of Operation

Permitted envelope. No component of The Collective operates outside the hours of 6:00 AM to 10:00 PM, daily. The morning boundary coincides with the end of site-wide quiet hours.

Component hours. The restaurant and the private club establish their own hours within the permitted envelope and may operate on different schedules. The Collective Operator or its tenants may adjust hours within the envelope without amendment of the Master Declaration.

Minimum operation. The restaurant operates not less than thirty hours per week. No component of The Collective operates by appointment only.

Quiet hours. Site-wide quiet hours begin at 9:00 PM and continue until 6:00 AM. Quiet hours govern vehicle operation and outdoor activity, and do not restrict interior operation of the restaurant or the private club within the permitted envelope.

5.3 What The Collective Is Not

- Not a high-volume event venue or nightclub; no late-night operation
- Not a vehicle dealership; no vehicle inventory, outdoor display, or sales signage
- Not a franchise or drive-through operation

5.4 Tax Licensing and Reporting

The Collective Operator, and any operator of the restaurant or the private club, shall at all times maintain a Town of Carefree transaction privilege tax license and shall remain in good standing with the Town and the Arizona Department of Revenue.

Revenue generated from the Collective parcel shall be reported and remitted under the applicable Town classifications, including restaurant and private club food and beverage service under the Restaurants and Bars classification, charges for use of club recreational amenities and ticketed member events under the Amusements classification, and vendor event sales under the Retail classification.

Private club membership initiation fees and recurring membership dues shall be collected with tax and reported under the Town's Amusements classification. This obligation is established by this Declaration and is not contingent on whether such fees and dues are subject to tax under Arizona statute, the

Model City Tax Code, or the Town Tax Code as those authorities may be interpreted or amended from time to time.

This Section 5.4 is a covenant running with the Collective parcel and binds the owner of that parcel and each successor owner and operator.

5.5 Operator Structure

Restaurant operation is conducted by the Collective Operator or by an operator engaged by it under a lease. Club operation and private events are conducted by the Collective Operator or under agreement with it. Any engaged operator is bound by the use character and operational standards of the Master Declaration.

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6. Events and Parking Operations

6.1 Parking

Parking is provided on site in conformance with the approved Site Plan and Article VII of the Zoning Ordinance. The project does not rely on off-site parking.

Unit owner and registered tenant parking is accommodated within the Units and at the Unit frontages on the private drive aisles. Loft activity does not draw on the on-site parking spaces, which serve The Collective.

6.2 Events

Events are held only at the private members club on the upper level of The Collective and its adjoining balcony. Events are not open to the public. Examples include hosted gatherings, receptions, club functions, and charitable events. The restaurant operates independently on its daily schedule and is not part of event activity.

Events may include curated member selling events such as trunk shows, partner product showcases, and vendor events for Unit owners, subject to the same limitations. These events are an activity of the private club and do not establish a retail use at The Collective.

Open-attendance community gatherings are not a right under the Master Declaration or the Special Use Permit. Any such gathering will be conducted under a separate Town of Carefree special event permit obtained for that occasion.

6.3 Attendance

Event attendance may not exceed the occupancy load established for the upper level under the building and fire codes and posted within the building. Final occupancy will be established at building permit and enforced by Rural Metro Fire.

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7. Management, Enforcement, and SUP Compliance

7.1 Professional Management

The Master Association retains a licensed professional community management company. This is a mandatory obligation of the Master Association and is not subject to waiver by owner vote. The Master Declaration requires that the management agreement remain in effect at all times and that a successor manager be engaged before any termination takes effect.

The community manager is responsible for administration of the Master Association, enforcement of the Master Declaration and the rules adopted under it, coordination of common area maintenance, administration of the parking and access provisions in Section 6, and compliance monitoring under Section 7.6.

The community manager is the single point of contact for the Town of Carefree on matters arising under the Special Use Permit. Current contact information for the manager is filed with the Town and updated within thirty days of any change.

7.2 Rules and Regulations

The Master Association has authority to adopt, amend, and enforce rules and regulations implementing the Master Declaration. Rules may address parking assignment and circulation, access and gate operation, guest procedures, trash and recycling, maintenance standards, signage, and conduct within the common areas.

Rules may be more restrictive than the Master Declaration. Rules may not be less restrictive than the Master Declaration, and may not authorize any use, hour, or activity prohibited by the Special Use Permit.

Rules are adopted by the Master Association board, distributed to all owners in writing, and provided to tenants by the owner of the Unit under Section 4.5.

7.3 Enforcement Authority and Remedies

The Master Association enforces the Master Declaration and the rules against owners, tenants, guests, and occupants. Available remedies include:

- Written notice of violation and a cure period
- Monetary fines, assessed per violation and per day for continuing violations
- Suspension of gate credentials and site access for the violating owner, tenant, or guest
- Suspension of common area and amenity privileges
- Towing of vehicles parked in violation of Section 6.1
- Recording of a lien against the Unit for unpaid fines and assessments, with the remedies available to the Master Association under Arizona law
- Injunctive relief and recovery of attorney fees and costs

An owner is responsible for violations committed by that owner's tenants, guests, contractors, and invitees. Fines and charges arising from a tenant's conduct are assessed against the owner of the Unit. This places enforcement risk on the party the Master Association can reach, which is the mechanism that makes the leasing provisions in Section 4.5 enforceable in practice.

Access credentials are issued individually and may be revoked individually. Revocation of a tenant's credentials does not require termination of the lease and does not require action by the owner.

7.4 Records, Insurance, and Reserves

The Master Association maintains the records required under Arizona law, including the Master Declaration and amendments, adopted rules, board minutes, budgets, financial statements, and the register of owners and tenants required under Section 4.5.

The Master Association maintains commercial general liability and property insurance covering the common areas, in amounts set by the board and consistent with lender and industry requirements. Owners carry insurance on their individual Units and contents.

The Master Association funds a reserve account for replacement of common area improvements, including paving, gates and access equipment, lighting, landscape irrigation, and the surveillance system. Reserve contributions are set through the annual budget.

7.5 Complaints and Enforcement Responsibility

All enforcement responsibility under the Master Declaration rests with the Master Association. Complaints concerning any activity at Carefree Crossing, whether received from an owner, a tenant, a neighboring property owner, or the Town of Carefree, are directed to the Master Association through

the community manager. The Master Association investigates each complaint, determines whether a violation of the Master Declaration or the rules has occurred, and pursues the remedies in Section 7.3 as appropriate. The Master Association maintains a record of complaints received and their resolution.

The Town of Carefree does not serve as the enforcement arm for the Master Declaration. Nothing in the Master Declaration obligates the Town to receive, investigate, mediate, or resolve complaints arising among owners, tenants, or neighbors, or to enforce the Master Declaration or the rules adopted under it.

The site is secured by gated access with individually issued credentials and continuously recorded video surveillance covering site entries, parking areas, and common areas.

7.6 Special Use Permit Compliance

The conditions of approval attached to the Special Use Permit for Carefree Crossing are incorporated into the Master Declaration as covenants running with the land. The Master Association is obligated to operate the project in compliance with those conditions.

The provisions implementing the Special Use Permit may not be amended, repealed, or rendered inoperative without the written consent of the Town. This includes the use restrictions in Section 4.1, the vehicle restrictions in Section 4.2, the prohibited uses in Section 4.3, the leasing and access provisions in Sections 4.5 and 4.6, the operational standards in Section 4.7, the operating hours, minimum operation, and use character of The Collective in Sections 5.2 and 5.3, the tax licensing and reporting covenant in Section 5.4, the parking and event provisions in Section 6, and the management requirement in Section 7.1.

The Town retains its authority under the Special Use Permit and the Town Code with respect to the project as a whole. That authority is independent of the Master Declaration and is not enlarged or limited by it.

The community manager confirms compliance with the Special Use Permit conditions in writing on request by the Town.

Prepared by Motorsport Lofts, LLC in response to the Town of Carefree second review, Case #26-01-SUP. Final recorded instrument to follow through the entitlement process.

MOTORSPORT LOFTS

EXHIBIT A

Financial Components and Economic Assumptions

Carefree Crossing | Special Use Permit Case #26-01-SUP | Motorsport Lofts, LLC | October 2026

This exhibit is entitlement-support material provided in response to the Town's request for expanded economic assumptions. It is not part of the Master Declaration, and updates to these projections do not require amendment of that instrument.

A.0 Program

Component	Area	Use
Ground floor	2,000 SF	Full-service restaurant
Upper floor	1,500 SF	Private members club

The ground floor operates as a full-service restaurant open to the public. The upper floor is a private, dues-paying members club. The 23 Unit owners receive membership at no charge. Additional memberships are offered to the surrounding community, and initiation fees are waived for Carefree residents.

Member amenities include recreational and entertainment facilities, anticipated to comprise up to and including a racing simulator, billiards, shuffleboard, and media and viewing systems for sports and motorsport broadcasts, and potentially a golf simulator and putting green. The specific amenity mix will be finalized through design and build-out.

A.1 Basis of Projections

Restaurant projections are drawn from comparable full-service restaurants in the North Scottsdale market operating at a similar scale and positioning, adjusted for the project's corner location and the built-in demand described below.

Demand at both the restaurant and the club is driven by two distinct groups. The first is the 23 Unit owners, who receive club membership with ownership and are present on the property regularly

throughout the year. Owners visit their Units in the evenings and on weekends, host guests, and use the restaurant and club as the social component of that visit. That activity is recurring and does not depend on membership sales. The second is the paying membership drawn from Carefree, Cave Creek, and North Scottsdale, targeted at 200 to 300 members.

This combination is what allows a full-service restaurant to operate at this location. A restaurant of this quality would not typically be supported by a resident population of Carefree's size alone. Here, a substantial share of covers is generated by people who already have a reason to be on the property, which materially reduces the operator's exposure to seasonality and to drive-by traffic patterns that this corner does not produce.

Fixed assumptions. Restaurant floor area of 2,000 square feet. Club food and beverage service at $200 per member per month. Membership dues at $250 per member per month. Per-square-foot figures are stated against total restaurant square footage, consistent with industry convention.

Scenario variables. The three scenarios differ only in the following:

	Low	Mid	High
Restaurant sales per square foot	$750	$1,000	$1,250
Paying club membership	100	200	300
Vendor and retail event gross receipts	$100,000	$250,000	$500,000

Applicable Town of Carefree transaction privilege tax rates are 3.00 percent for Restaurants and Bars, 3.00 percent for Amusements, and 3.00 percent for Retail.

A.2 Recurring Annual Revenue and Town TPT

The segments below constitute the project's recurring revenue. They are consolidated in Section A.3.

Restaurant, 2,000 SF

Scenario	Basis	Annual Gross	Town TPT at 3%
Low	$750/SF	$1,500,000	$45,000
Mid	$1,000/SF	$2,000,000	$60,000
High	$1,250/SF	$2,500,000	$75,000

Private club, food and beverage

Food and beverage service at the club level, operated separately from the restaurant, modeled at $200 per member per month. Member spending in the ground floor restaurant is captured in the line above and is not counted again here.

Scenario	Paying Members	Annual Gross	Town TPT at 3%
Low	100	$240,000	$7,200
Mid	200	$480,000	$14,400
High	300	$720,000	$21,600

Member counts exclude the 23 Unit owners, whose club membership is included with ownership. Owner spending at the club and the restaurant is additive to the figures above and is not included in these projections.

Membership dues

Monthly dues of $250 per member. The 23 Unit owners are not included in the counts below, as membership is included with Unit ownership.

Scenario	Paying Members	Annual Gross	Town TPT at 3%
Low	100	$300,000	$9,000
Mid	200	$600,000	$18,000
High	300	$900,000	$27,000

See Section A.5 regarding tax licensing and reporting.

Vendor and retail events

Periodic curated selling events at the club: trunk shows for watches, jewelry, apparel, leather goods and art; partner product showcases; and an annual vendor fair for owners outfitting their Units. Sales are transacted through a central register operated under a Carefree transaction privilege tax license, so the tax is reported to the Town rather than to a vendor's home jurisdiction.

These are private events held at the private members club under Section 6.2 of the Master Association Framework. They are open to members, Unit owners, and their invited guests, and are not open to the public. They are an activity of the club, not a retail use. No retail storefront, public retail hours, or retail signage is proposed.

Scenario	Annual Gross	Town TPT at 3%
Low	$100,000	$3,000
Mid	$250,000	$7,500
High	$500,000	$15,000

A.3 Combined Recurring Annual Revenue

The table below consolidates the four recurring revenue segments in Section A.2. These figures represent stabilized annual operations.

Scenario	Total Annual Gross	Total Town TPT at 3%
Low	$2,140,000	**$64,200**
Mid	$3,330,000	**$99,900**
High	$4,620,000	**$138,600**

The Low scenario assumes a paying member base half the size of the project's target.

A.4 Membership Initiation Fees, One-Time

A one-time initiation fee of $5,000 applies to new members. **Initiation fees are waived for Carefree residents**, anticipated at approximately 25 percent of the membership. Initiation revenue is concentrated during the membership ramp and recurs thereafter as memberships turn over.

Scenario	Total Members	Paying Initiation	Gross	Town TPT at 3%
Low	100	75	$375,000	$11,250
Mid	200	150	$750,000	$22,500
High	300	225	$1,125,000	$33,750

A.5 Tax Licensing and Reporting

The Collective at Carefree Crossing, LLC, and any operator of the restaurant or the private club, will hold a Town of Carefree transaction privilege tax license and will remain in good standing with the Town and the Arizona Department of Revenue.

All revenue generated from the Collective parcel is reported and remitted to the Town under that license, as follows:

Revenue stream	Town classification	Rate
Restaurant food and beverage sales	Restaurants and Bars	3.00%
Private club food and beverage service	Restaurants and Bars	3.00%
Private club membership dues	Amusements	3.00%
Private club membership initiation fees	Amusements	3.00%
Charges for use of club amenities and ticketed events	Amusements	3.00%
Vendor and retail event sales	Retail	3.00%

The obligation does not depend on the classification analysis. Membership initiation fees and recurring membership dues are collected with tax and reported under the Amusements classification as a covenant of the Master Declaration running with the Collective parcel. That obligation is established by the Declaration itself and is not contingent on whether such fees and dues are subject to tax under Arizona statute, the Model City Tax Code, or the Town Tax Code as those authorities may be interpreted or amended from time to time.

The practical effect is that the Town receives this revenue whether or not the exemption analysis ultimately reaches it, and whether or not the Collective parcel changes hands. The covenant binds each successor owner and operator, and the provisions implementing it cannot be amended without the written consent of the Town. The governance structure supporting this obligation is set out in Sections 3.2, 5.4, and 7.6 of the Master Association Framework and Section 12 of the Project Narrative.

A.6 Stabilization

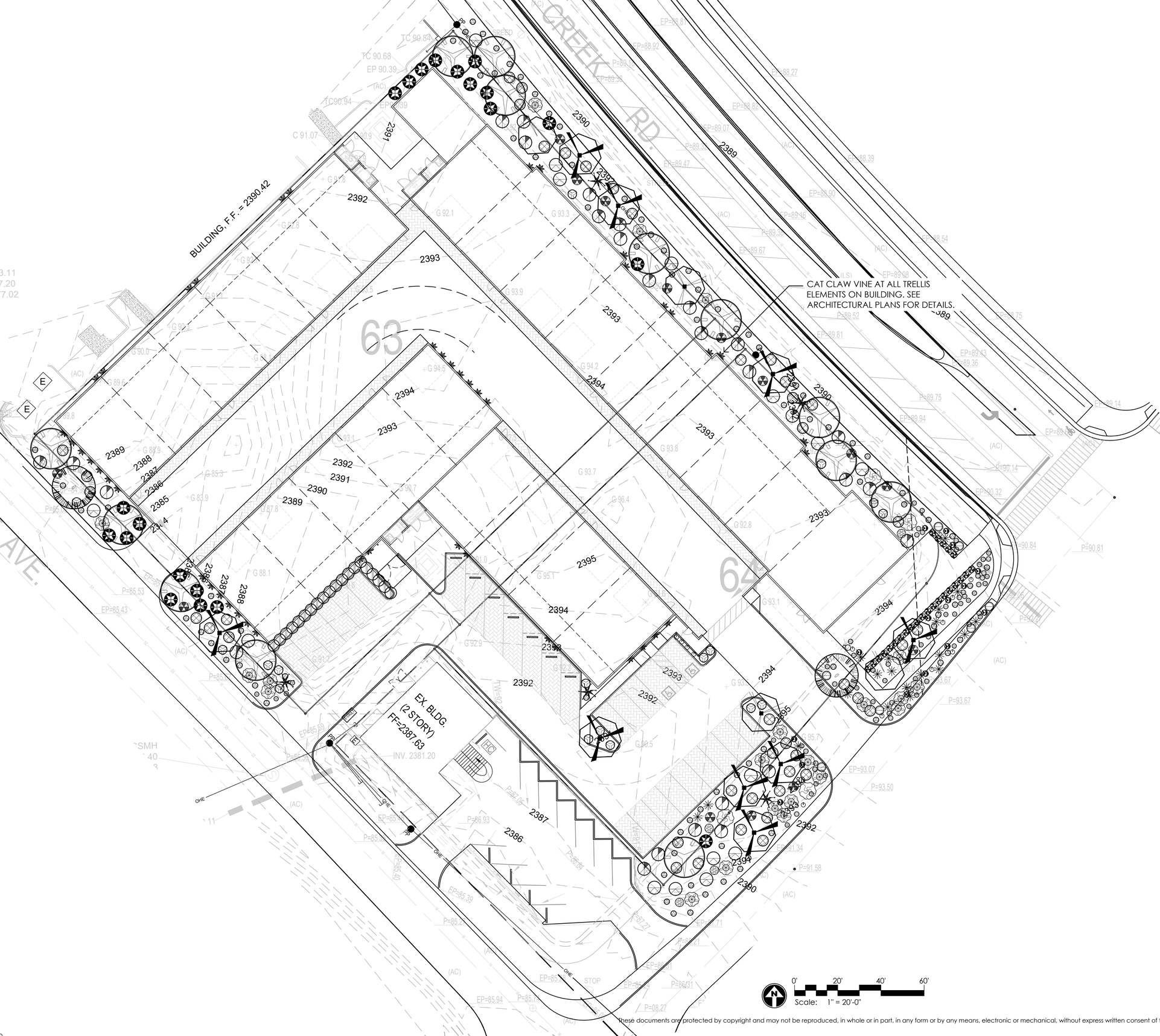
The projections below reflect the Mid scenario in Section A.2, phased across the first three years of operation. Membership builds over the stabilization period rather than opening at the target level, and restaurant revenue follows a normal ramp for a new operator. These are projections based on current assumptions, not commitments.

	Year 1	**Year 2**	**Year 3**
Paying members	100	160	200
Restaurant	$1,400,000	$1,800,000	$2,000,000
Private club food and beverage	$240,000	$384,000	$480,000
Membership dues	$300,000	$480,000	$600,000
Vendor and retail events	$150,000	$200,000	$250,000
Recurring gross revenue	**$2,090,000**	**$2,864,000**	**$3,330,000**
Recurring Town TPT at 3%	**$62,700**	**$85,920**	**$99,900**

Year 3 recurring revenue and TPT are the Mid scenario figures stated in Section A.3.

One-time initiation fees are additive to the table above, at $375,000 in Year 1, $225,000 in Year 2, and $150,000 in Year 3, generating $11,250, $6,750, and $4,500 of Town TPT respectively. The ramp reflects 75 paying initiations in Year 1 and 45 and 30 as membership grows, at $5,000 each with 25 percent waived for Carefree residents.

The 23 Unit owners hold club membership from the outset and are not included in the paying member counts. The restaurant is expected to open with the project and reach stabilized revenue in the third year. Membership sales begin during construction, so a portion of the Year 1 base is anticipated to be in place at opening.



PLANT MATERIALS LEGEND

Sym.	Plant Name	Size
Trees		
	Chilopsis linearis Desert Willow	See Plan
	Olney tesota Ironwood	See Plan
	Parkinsonia florida Blue Palo Verde	See Plan
	Parkinsonia microphylla Foothills Palo Verde	See Plan
	Prosopis velutina Native Mesquite	See Plan
Shrubs		
	Ambrosia deltoidea Triangle Leaf Bursage	1 gal.
	Dodonaea viscosa Hop Bush	5 gal.
	Eriogonum fasciculatum Flat Top Buckwheat	5 gal.
	Justicia californica Chuparosa	5 gal.
	Larrea tridentata Creosote	5 gal.
	Penstemon parryi Perry's Penstemon	1 gal.
	Salvia clevelandii Chaparral Sage	5 gal.
	Simmondsia chinensis Jojoba	5 gal.
Groundcovers		
	Baileya multiradiata Desert Marigold	1 gal.
	Glandularia gooddingii Goodding Verbena	1 gal.
	Melampodium leucanthum Blackfoot Daisy	1 gal.
Cacti		
	Asclepias subulata Desert Milkweed	5 gal.
	Carnegiea gigantea Saguaro	6' min.
	Cylindropuntia fulgida Chain Fruit Cholla	5 gal.
	Dasylirion wheeleri Desert Spoon	5 gal.
	Ferocactus wislizenii Fishhook Barrel Cactus	bare root
	Fouquieria splendens Ocotillo	bare root
	Opuntia engelmannii Engelmann's Prickly Pear	5 gal.
	Opuntia microdasys Bunny Ears	5 gal.
	Yucca baccata Banana Yucca	5 gal.
	Yucca elata Soaptree Yucca	5 gal.
Vines		
	Macfadyena unguis-cati Cats Claw Vine	5 gal.

INERTS

Sym.	Description
	ALL PLANTING AREAS TO BE COVERED IN NATURAL DESERT COBBLE TO MATCH THE CHARACTER OF THE NATURAL SURROUNDING DESERT. 75% 1/4" MINUS MADISON GOLD. 25% 6" MINUS DC RANCH COBBLE, SPREAD THINLY TO LOOK NATURAL.

SITE INFO:

BUILDING AREA:	36,820 S.F.
SITE AREA:	+/- 80,475 S.F. (1.85 AC.)
LOT COVERAGE	(MAX 60%)45.8%,
ZONING:	C
LANDSCAPE AREA:	+/- 7,584 S.F. (9.4%)
AMENITY AREA:	+/- 2,034 S.F. (2.5%)
TOTAL OPEN SPACE AREA:	+/- 9,618 S.F. (11.9%)
PARKING SPACES:	27 (2 ADA)

GREEY | PICKETT
landscape architecture | community design
7144 e stetson drive, suite 205
scottsdale, arizona 85251
480.609.0099p 480.609.0068f

REGISTERED LANDSCAPE ARCHITECT
28448
RUSSELL E. GREEY
Expires 10/31/26

NOT FOR CONSTRUCTION

CAREFREE CROSSING

APN: 216-83-064C
Carefree, AZ 85377

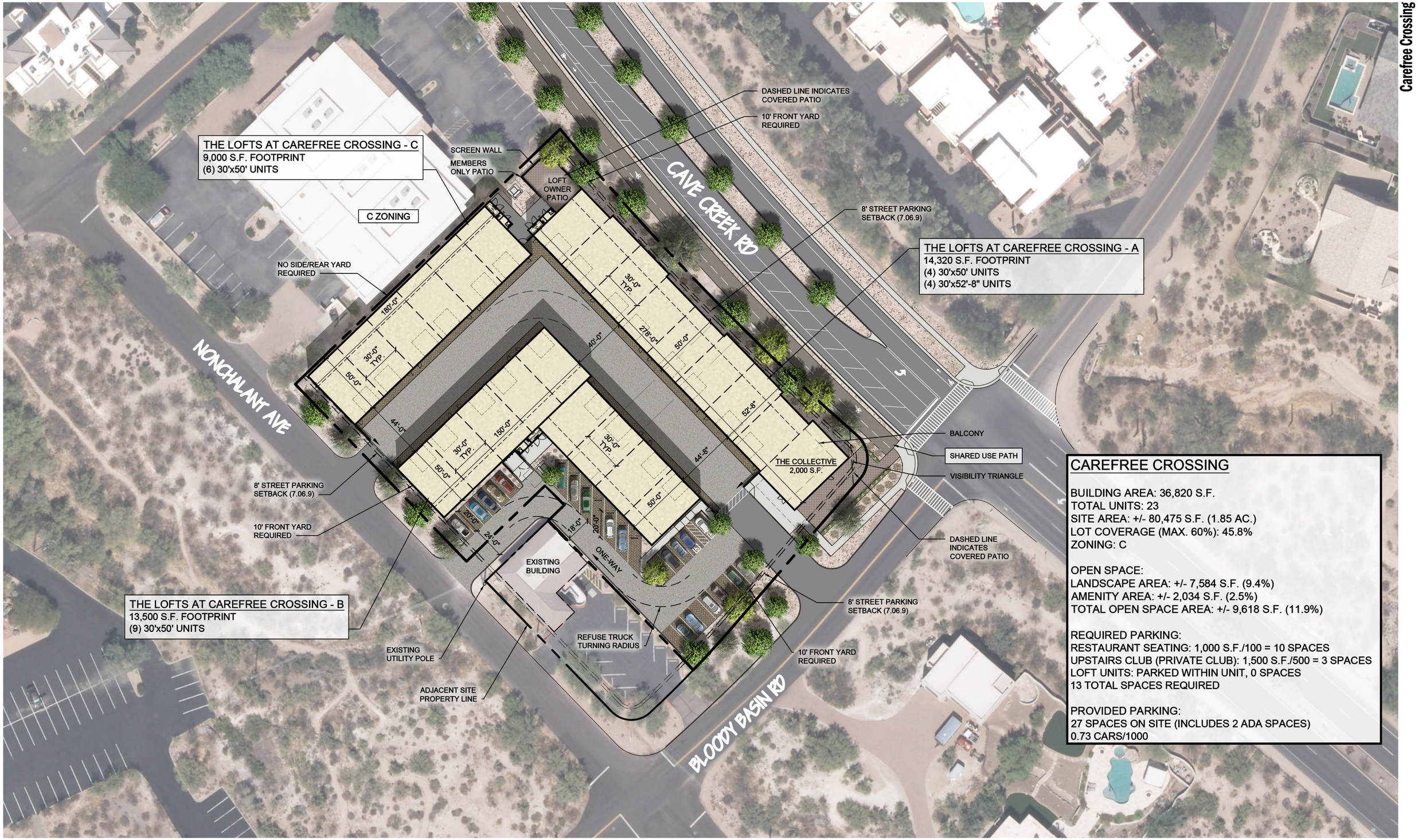
revisions:

project #: HGB002
scale: 1" = 20'-0"
issued for:

drawn by: TEAM
date: 2026-10-02

drawing: Landscape Plan
L3.0
of

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CAREFREE CROSSING

BUILDING AREA: 36,820 S.F.
TOTAL UNITS: 23
SITE AREA: +/- 80,475 S.F. (1.85 AC.)
LOT COVERAGE (MAX. 60%): 45.8%
ZONING: C

OPEN SPACE:
LANDSCAPE AREA: +/- 7,584 S.F. (9.4%)
AMENITY AREA: +/- 2,034 S.F. (2.5%)
TOTAL OPEN SPACE AREA: +/- 9,618 S.F. (11.9%)

REQUIRED PARKING:
RESTAURANT SEATING: 1,000 S.F./100 = 10 SPACES
UPSTAIRS CLUB (PRIVATE CLUB): 1,500 S.F./500 = 3 SPACES
LOFT UNITS: PARKED WITHIN UNIT, 0 SPACES
13 TOTAL SPACES REQUIRED

PROVIDED PARKING:
27 SPACES ON SITE (INCLUDES 2 ADA SPACES)
0.73 CARS/1000

Carefree Crossing

Carefree, Arizona
2026 . 09 . 29

PRELIMINARY SITE PLAN

This artist rendering is for conceptual design only, was done without benefit of a survey and should not be referred to as a construction document.

THESE DRAWINGS ARE AN INSTRUMENT OF SERVICE AND THE PROPERTY OF LGE DESIGN BUILD AND SHALL REMAIN THEIR PROPERTY. THE USE OF THIS DRAWING SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH IT WAS PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH.

1"=30'-0"
0 15 30 60
NORTH

LGE | DESIGNBUILD

CAREFREE CROSSING

VICINITY MAP





PROJECT DATA

PROJECT NAME: CAREFREE CROSSING

PROJECT ADDRESS:
INTERSECTION OF CAVE CREEK ROAD AND BLOODY BASIN ROAD, CAREFREE AZ.

PROJECT SCOPE: APPROXIMATELY 36,939 SF OF GARAGES AND CLUB HOUSE. TOTAL OF 23 UNITS.

BUILDING AREA: 36,820 S.F.
TOTAL UNITS: 23
SITE AREA: +/- 80,475 S.F. (1.85 AC.)
LOT COVERAGE (MAX. 60%): 45.8%
ZONING: C

OPEN SPACE:
LANDSCAPE AREA: +/- 14,496 S.F. (18.0%)
AMENITY AREA: +/- 2,034 S.F. (2.5%)
TOTAL OPEN SPACE AREA: +/- 16,530 S.F. (20.5%)

REQUIRED PARKING:
CAFE INTERIOR (RESTAURANT): 290 S.F./100 = 3 SPACES
CAFE PATIO (RESTAURANT): 300 S.F./100 = 3 SPACES
GALLERY/SHOWROOM (RETAIL): 930 S.F./250 = 4 SPACES
LOUNGE (COMMUNITY BLDG.): 750 S.F./300 = 3 SPACES
LOFT UNITS: PARKED WITHIN UNIT, 0 SPACES
13 TOTAL SPACES REQUIRED

PROVIDED PARKING:
13 SPACES ON SITE (INCLUDES 1 VAN-ACCESSIBLE)
0.35 CARS/1000

OFFSITE PARKING:
25 SPACES

NOTE:
VERTICAL CONSTRUCTION WITH COMBUSTIBLE MATERIALS SHALL NOT BEGIN PRIOR TO ACCEPTANCE OF FIRE APPARATUS ACCESS ROADS AND FIRE HYDRANTS". **2018** IFC SECTION 501.4

NOTE:
STRUCTURE CONSTRUCTION SHALL COMPLY WITH REQUIREMENTS OF IFC CHAPTER 33 AND NFPA 241. **2018** IFC SECTION 3301.1

PROJECT TEAM

OWNER:
MOTORSPORTS LOFT
CAVE CREEK RD & TRANQIL TRL, CAREFREE AZ 85377
P: 760.412.0601

GENERAL CONTRACTOR:
LGE DESIGN GROUP
1200 N, 52ND ST
PHOENIX, AZ 85008
P:480.966.4001

ARCHITECT:
LGE DESIGN GROUP
1200 N, 52ND ST
PHOENIX, AZ 85008
P:480.966.4001

CIVIL ENGINEER:
COMPANY NAME
ADDRESS
PHONE NUMBER

STRUCTURAL ENGINEER:
COMPANY NAME
ADDRESS
PHONE NUMBER

ELECTRICAL ENGINEER:
COMPANY NAME
ADDRESS
PHONE NUMBER

MECHANICAL / PLUMBING ENGINEER:
COMPANY NAME
ADDRESS
PHONE NUMBER

LANDSCAPE ARCHITECT:
GREEY PICKETT
7144 E. STETSON DR, SUITE 205
SCOTTSDALE AZ 85251
P: 480.609.0009

SHEET INDEX

GENERAL	
CS	COVER SHEET
A3.1	EXTERIOR RENDERINGS
A3.1.1	EXTERIOR RENDERINGS
A3.1.2	EXTERIOR RENDERINGS
A3.1.3	EXTERIOR RENDERINGS
A3.1.4	EXTERIOR RENDERINGS
A3.2	MATERIAL BOARD
ARCHITECTURAL	
A1.1	SITE PLAN
A4.1A	EXTERIOR ELEVATIONS - BUILDING A
A4.1B	EXTERIOR ELEVATIONS - BUILDING B
A4.1C	EXTERIOR ELEVATIONS - BUILDING C
A4.2	ELEVATION & SITE PLAN - STONE EXHIBIT
A4.3	BUILDING SECTIONS -TYP

GENERAL NOTES

THE FOLLOWING PROJECT GENERAL NOTES APPLY TO THE ENTIRE DRAWING SET AND ARE NOT SPECIFIC TO ANY ONEDISCIPLINE, UNLESS OTHERWISE NOTED:

A. THE CONSTRUCTION DOCUMENTS (DRAWING SET AND SPECIFICATIONS) ARE COMPLEMENTARY AND ESTABLISHDETAILED MINIMUM REQUIREMENTS FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.

B. THIS DRAWING SET, WHEN COMPLETE, CONSISTS OF ALL SHEETS LISTED BY THE SHEET INDEX. THE WORK DESCRIBEDBY THE DRAWINGS OF ANY ONE DISCIPLINE MAY BE AFFECTED BY THE WORK DESCRIBED ON DRAWINGS OF ANOTHERDISCIPLINE AND MAY REQUIRE REFERENCE TO DRAWINGS OF ANOTHER DISCIPLINE.PARTIAL DRAWING SETS ARE INCOMPLETE. DO NOT DISTRIBUTE OR UTILIZE PARTIAL DRAWINGS SETS.

C. COLUMN GRID LINES IDENTIFIED BY A LETTER DESIGNATION ARE PARALLEL, UNLESS OTHERWISE NOTED. COLUMN GRIDLINES IDENTIFIED BY A NUMBER DESIGNATION ARE PARALLEL AND ARE PERPENDICULAR TO THOSE WITH LETTERDESIGNATIONS, UNLESS OTHERWISE NOTED.

D. DISCIPLINE GENERAL NOTES, SYMBOLS AND DEFINITIONS APPLICABLE TO EACH DISCIPLINE'S DRAWINGS MAY BE FOUNDAT THE FRONT OF EACH DISCIPLINE'S PORTION OF THE DRAWING SET AND ARE LISTED AS PART OF THE OVERALLPROJECT SHEET INDEX.

E. THE 'ARCHITECTURAL' SERIES DRAWINGS TAKE PRECEDENCE FOR THE FINISHED APPEARANCE AND LOCATION OF ALLEXPOSED ELEMENTS OF THE WORK OF ALL TRADES, INCLUDING THAT WORK WHICH IS ILLUSTRATED PRIMARILY ONDRAWINGS OF OTHER DISCIPLINES.

F. THE DRAWINGS MAY MAKE REFERENCE TO AND/OR ILLUSTRATE ITEMS WHICH ARE NOT PART OF THE WORK OF THECONTRACT. THESE "NOT IN CONTRACT" ITEMS AS INDICATED ARE REFERENCED AND/OR ILLUSTRATED FOR THECONTRACTOR'S REFERENCE, INFORMATION AND COORDINATION ONLY.

G. EXISTING CONDITIONS, IF SHOWN, ARE FROM AVAILABLE RECORD DRAWINGS AND OR VISUAL FIELD SURVEYS. THECONTRACTOR SHALL VERIFY ACTUAL EXISTING CONDITIONS AT THE SITE PRIOR TO SUBMITTING A BID, AND NOTIFY THEARCHITECT OF ANY DISCREPANCIES.

H. TAKE PRECAUTIONS TO MAINTAIN AND PROTECT NEW WORK AS WELL AS EXISTING SYSTEMS AND ELEMENTS, IF ANY,WHICH ARE TO REMAIN ANY DAMAGE TO SUCH SYSTEMS AND ELEMENTS SHALL BE IMMEDIATELY REPAIRED IN AMANNER ACCEPTABLE TO THE ARCHITECT. IF SATISFACTORY REPAIRS CANNOT BE MADE, REPLACE SYSTEMS ANDELEMENTS WITH "LIKE NEW" QUALITY ACCEPTABLE TO THE ARCHITEC. ALL REPAIRS AND REPLACEMENT COST SHALLBE THE FINANCIAL RESPONSIBILITY OF THE RESPONSIBLE PARTY.

J. ALL PARTS OF THE WORK, INCLUDING MATERIALS, METHODS, ASSEMBLIES, ETC., MUST COMPLY WITH THEREQUIREMENTS OF THE GOVERNING CODES AND REGULATIONS OF ALL FEDERAL, STATE AND LOCAL AUTHORITIESHAVING JURISDICTION OVER THE PROJECT, AS WELL AS THOSE GREATER REQUIREMENTS INDICATED BY THECONTRACT DOCUMENTS. NO PART OF THE CONTRACT DOCUMENTS MAY BE CONSTRUED TO REQUIRE OR PERMIT WORK CONTRARY TO A GOVERNING CODE OR REGULATION

K. IDENTIFY AND NOTIFY THE ARCHITECT/ENGINEER OF CONFLICTS BETWEEN THE WORK OF DIFFERENT PARTIES AT THEEARLIEST POSSIBLE DATE SO AS TO ALLOW REASONABLE AND ADEQUATE TIME FOR THE CONFLICT TO BE RESOLVEDWITHOUT DELAYING THE WORK. ALL DEVIATIONS FROM THAT WHICH IS REQUIRED BY THE CONTRACT DOCUMENTSMUST BE APPROVED IN ADVANCE BY THE ARCHITECT/ENGINEER AND OWNER.

L. REVIEW AND COORDINATE THE WORK OF ALL SUB-CONTRACTORS, TRADES AND SUPPLIERS WITH THE REQUIREMENTSOF THE CONTRACT BEFORE COMMENCING CONSTRUCTION, AND ASSURE THAT ALL PARTIES ARE AWARE OF ALLREQUIREMENTS, REGARDLESS OF WHERE THE REQUIREMENTS OCCUR IN THE CONTRACT DOCUMENTS, WHICH MIGHTAFFECT THE WORK OF THAT PARTY.

DEFERRED SUBMITTALS

NOTE: IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO GET THE AUTHORITY HAVING JURISDICTION APPROVAL ON ALL DEFERRED ITEMS.

1.FIRE PROTECTION SYSTEM
2.NEW FIRE ALARM SYSTEM, EMERGENCY ACCESS

DEFERRED SUBMITTAL ITEMS SHALL HAVE THE PRIOR APPROVAL OF THE BUILDING OFFICIAL. THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE SHALL LIST THE DEFERRED SUBMITTALS FOR REVIEW BY THE
BUILDING OFFICIAL. DOCUMENTS FOR DEFERRED SUBMITTALS SHALL BE SUBMITTED TO THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE WHO SHALL REVIEW THEM AND FORWARD THEM TO THE BUILDING
OFFICIAL WITH A NOTATION INDICATING THAT THE DEFERRED SUBMITTAL DOCUMENTS HAVE BEEN REVIEWED AND BEEN FOUND TO BE IN GENERAL CONFORMANCE TO THE DESIGN OF THE BUILDING. THE DEFERRED SUBMITTAL
ITEMS SHALL NOT BE INSTALLED UNTIL THE DESIGN AND SUBMITTAL DOCUMENTS HAVE BEEN APPROVED BY THE BUILDING OFFICIAL.

DEFERRED SUBMITTAL ITEMS:

TWO (2) COMPLETE PLAN SETS OF TRUSS/JOIST DESIGNS WITH KEYED LAYOUT SHEETS.
LAYOUT SHEETS SHALL INCLUDE THE FOLLOWING:

A)FRAMING LAYOUT REFLECTIVE OF APPROVED BUILDING SUBMITTAL
B)INDICATE ALL TRUSS/JOIST LOCATIONS
C)MECHANICAL EQUIPMENT LOCATIONS & UNIT WEIGHTS
D)SPECIAL HANGER OR SUPPORT REQUIREMENTS

PLANS AND SPECIFICATIONS FOR DEFERRED SUBMITTAL ITEMS SHAL BE SUBMITTED TO THE PLANNING & DEVELOPMENT DEPARTMENT AFTER BEING REVIEWED FOR CONFORMANCE WITH THE BUILDING OR STRUCTURE DESIGN BY
THE REGISTERED DESIGN PROFESSIONAL IN RESPONSIBLE CHARGE SHALL PROVIDE A NOTATION ON ALL DEFERRED DOCUMENTS THAT ACKNOWLEDGES REVIEW OF SUCH DOCUMENTS. A SEPORATE PERMIT FOR THE
INSTALLATION OF A DEFERRED ITEM SHAL NOT BE REQUIRED UNLESS SPECIFIED IN THIS CODE.

IN ALL CASES, DEFERRED DOCUMENTS SHALL BEAR A STAMP OR NOTE FROM THE ENGINEER AND ARCHITECT OF RECORD INDICATING THAT THEY HAVE REVIEWED THE DOCUMENTS FOR GENERAL CONFORMANCE WITH THE
DESIGN OF THE BUILDING PRIOR TO SUBMITTING TO THEM TO THE BUILDING INSPECTOR OR THE PLAN REVIEWER.

LGE | DESIGNGROUP
1200 N. 52nd Street ■ Phoenix, AZ ■85008
P: 480.966.4001

CAREFREE CROSSING
CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE: COVER SHEET
ISSUE DATE: 08/03/26
DRAWN BY: MM
CHECKED BY: MR
PROJECT No.: 000000
SHEET: CS



STREET VIEW - CLUBHOUSE



NORTHEAST VIEW - CLUBHOUSE



EAST VIEW - CLUBHOUSE



SOUTHEAST VIEW - CLUBHOUSE

LGE | DESIGNGROUP
1200 N. 52nd Street ■ Phoenix, AZ ■ 85008
P: 480.966.4001

CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE: RENDERINGS
ISSUE DATE: 08/03/26
DRAWN BY: MM
CHECKED BY: MR
PROJECT No.: 000000
SHEET: A3.1



SOUTHEAST VIEW



EAST VIEW - GARAGES



SOUTH VIEW - CLUBHOUSE



NORTH VIEW - GARAGES

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P: 480.966.4001

CAREFREE CROSSING

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CAREFREE, ARIZONA

LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE:
RENDERINGS

ISSUE DATE: 08/03/26

DRAWN BY: MM

CHECKED BY: MR

PROJECT No.: 000000

SHEET:
A3.1.1



SOUTH VIEW



NORTHEAST AERIAL VIEW



NORTHEAST VIEW - CLUBHOUSE



EAST VIEW - CLUBHOUSE

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P: 480.966.4001

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CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE:
RENDERINGS

ISSUE DATE: 08/03/26
DRAWN BY: MM
CHECKED BY: MR
PROJECT No.: 000000

SHEET:
A3.1.2



NORTH VIEW - CLUBHOUSE



NORTH CORNER VIEW FROM CAVE CREEK RD



EAST VIEW FROM CAVE CREEK RD.



EAST VIEW FROM CAVE CREEK RD.

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CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE: RENDERINGS
ISSUE DATE: 08/03/26
DRAWN BY: MM
CHECKED BY: MR
PROJECT No.: 000000
SHEET: A3.1.3



NORTHWEST VIEW - FROM NONCHALANT AVE



SOUTHWEST VIEW FROM NONCHALANT AVE

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CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE:
RENDERINGS

ISSUE DATE: 08/03/26

DRAWN BY: MM

CHECKED BY: MR

PROJECT No.: 000000

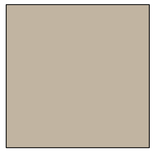
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A3.1.4

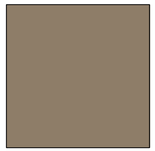


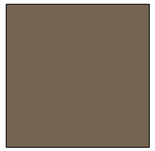
VIEW AT ROAD



GARAGES


P1


P2


P3


P4

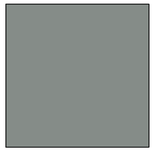

CMU1


CMU2


SV1


SV2


AL


G1


M1


SS

PAINT

PAINTING NOTES:

1. SEALANTS FOR THE PROJECT TO MATCH ADJACENT MATERIAL COLOR - NO WHITE OR OFF WHITE COLORS.

2. PAINTER TO PREPARE SAMPLES WITH APPROPRIATE COLOR TO BE APPROVED BY OWNER PRIOR TO APPLICATION ON BUILDING FACADES.

3. PAINTER TO PROVIDE TWO COATS OF SEALER TO ALL EXPOSED NATURAL BLOCK, PRECAST CONCRETE, UNPAINTED CONCRETE AND OTHER MATERIALS AS REQUIRED TO PROVIDE A WEATHER SEALED PROJECT.

P1 **LIGHT TAN**
DUNN EDWARDS, PIGEON GRAY, DE6214, LRV 43

P2 **TAN**
DUNN EDWARDS, BARREL STOVE, DE6216, LRV 21

P3 **BROWN**
DUNN EDWARDS, ANCIENT EARTH, DE6217, LRV 13

P4 **DARK GREY**
DUNN EDWARDS, JET, DE6378, LRV 9

EXTERIOR WALLS

WALL KEYS:

CMU1 **SMOOTH FACE CMU:**
8"X8"X16"
PAINTED BLOCK

CMU2 **SPLIT FACE CMU:**
8"X8"X16"
PAINTED BLOCK

GLAZING

GLAZING KEY:

AL **FRAME:** 2"X4-1/2" AB-7 "DARK BRONZE.

G1 **STOREFRONT:** SOLARBAN 60, 1" INSULATED GLAZING, LOW-E SOLARCOOL SOLARGRAY UNLESS U.N.O.

NOTE: ALL GLAZING TO COMPLY WITH IBC 2406.

MISC. ARCHITECTURAL ELEMENTS

SC **STEEL CANOPY**
STL. FRAMING W/STL. - CANOPY STEEL FRAMING TO BE PAINTED P4.

M1 **TRESPA**
PURA NFC LUMEN & WOOD DECORS
"ITALIAN WALNUT NW08"

SV1 **CORONADO STONE VENEER**
CORONADO QUICK STACK
"ANTIQUE CREAM"

SV2 **CORONADO STONE VENEER**
CORONADO QUICK STACK
"CAPE COD GREY"

SS **STANDING SEAM METAL ROOF**
WESTERN STATES METAL ROOFING, STANDING SEAM SNAP LOCK METAL ROOFING SYSTEM
COLOR: "BURNISHED SLATE"

SP **STEEL PLANTER**
TO BE PAINTED P4.

MC **METAL COPING CAP**
METAL - ERA
"BURNISHED SLATE"

LGE | DESIGNGROUP
1200 N. 52nd Street ■ Phoenix, AZ ■ 85008
P: 480.966.4001

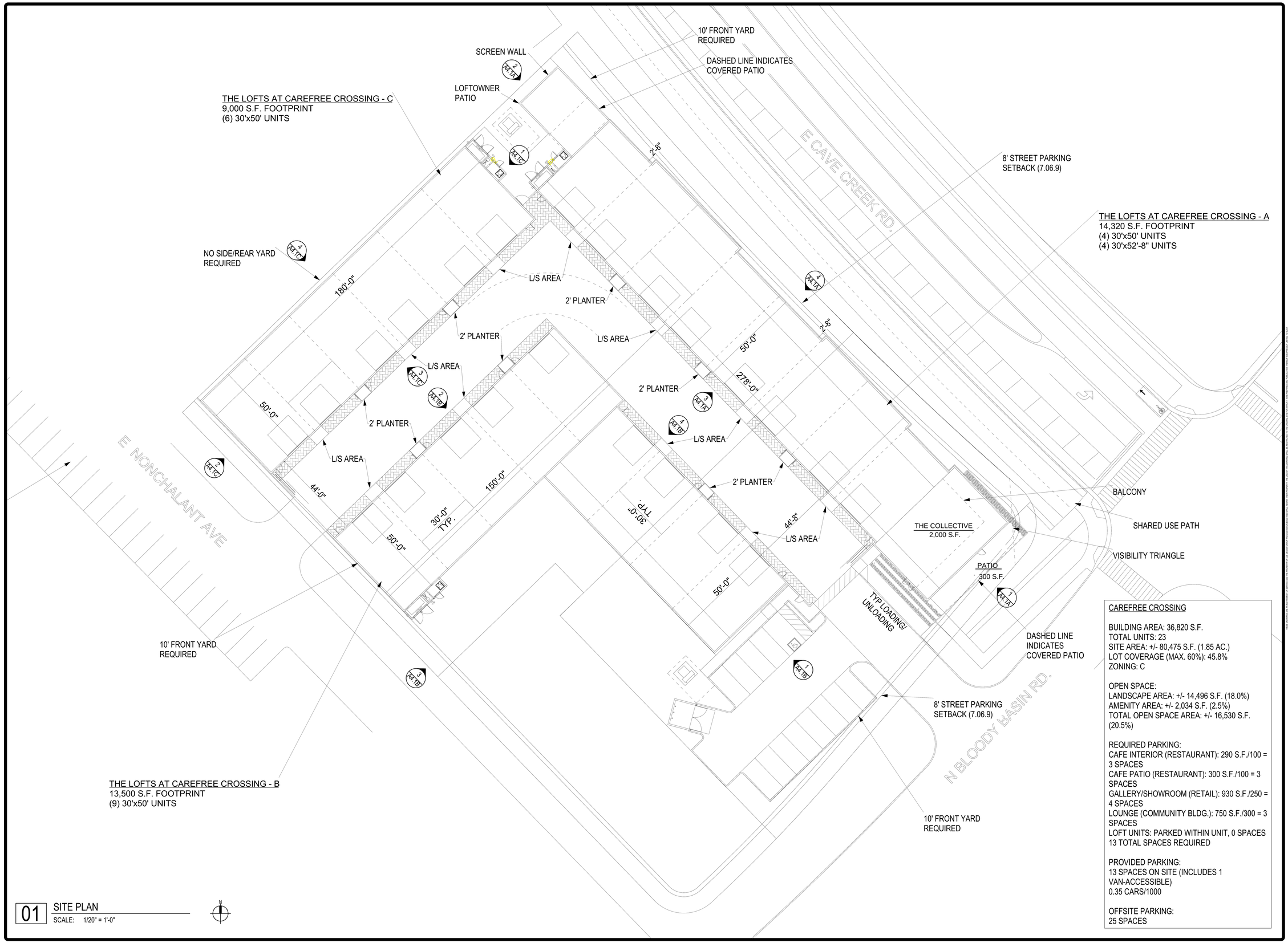
CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE: MATERIAL BOARD
ISSUE DATE: 08/03/26
DRAWN BY: MM
CHECKED BY: MR
PROJECT No.: 000000
SHEET: **A3.2**



CAREFREE CROSSING

CAREFREE CROSSING

BUILDING AREA: 36,820 S.F.
TOTAL UNITS: 23
SITE AREA: +/- 80,475 S.F. (1.85 AC.)
LOT COVERAGE (MAX. 60%): 45.8%
ZONING: C

OPEN SPACE:
LANDSCAPE AREA: +/- 14,496 S.F. (18.0%)
AMENITY AREA: +/- 2,034 S.F. (2.5%)
TOTAL OPEN SPACE AREA: +/- 16,530 S.F. (20.5%)

REQUIRED PARKING:
CAFE INTERIOR (RESTAURANT): 290 S.F./100 = 3 SPACES
CAFE PATIO (RESTAURANT): 300 S.F./100 = 3 SPACES
GALLERY/SHOWROOM (RETAIL): 930 S.F./250 = 4 SPACES
LOUNGE (COMMUNITY BLDG.): 750 S.F./300 = 3 SPACES
LOFT UNITS: PARKED WITHIN UNIT, 0 SPACES
13 TOTAL SPACES REQUIRED

PROVIDED PARKING:
13 SPACES ON SITE (INCLUDES 1 VAN-ACCESSIBLE)
0.35 CARS/1000

OFFSITE PARKING:
25 SPACES

01 SITE PLAN
SCALE: 1/20" = 1'-0"

LGE | DESIGNGROUP
1200 N. 52nd Street ■ Phoenix, AZ ■ 85008
P: 480.966.4001

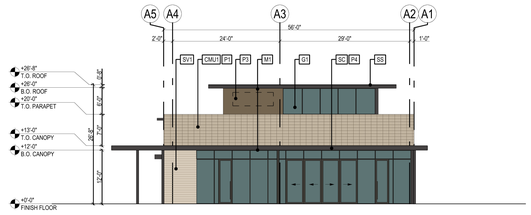
CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

LGE | DESIGNBUILD

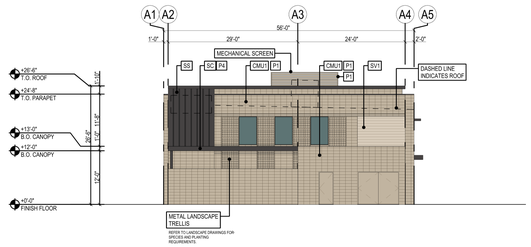
NUMBER	REVISION	DATE

SHEET TITLE: SITE PLAN
ISSUE DATE: 08/03/26
DRAWN BY: MM
CHECKED BY: MR
PROJECT No.: 000000
SHEET: A1.1



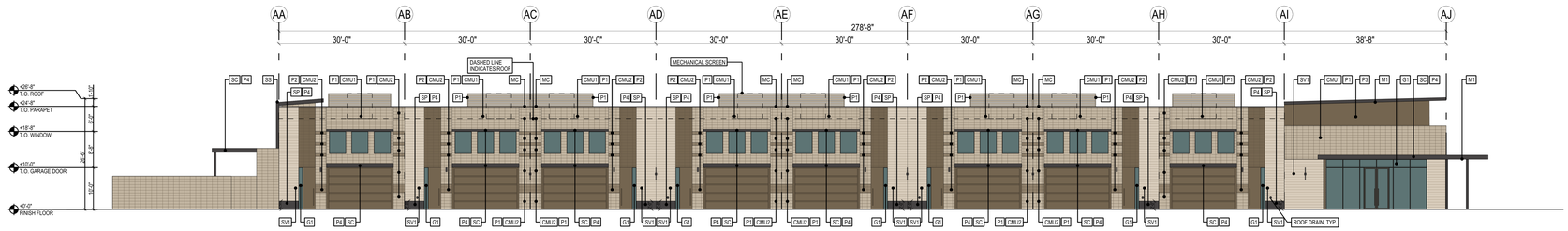
01 EXTERIOR ELEVATION - EAST

SCALE: 1/16" = 1'-0"



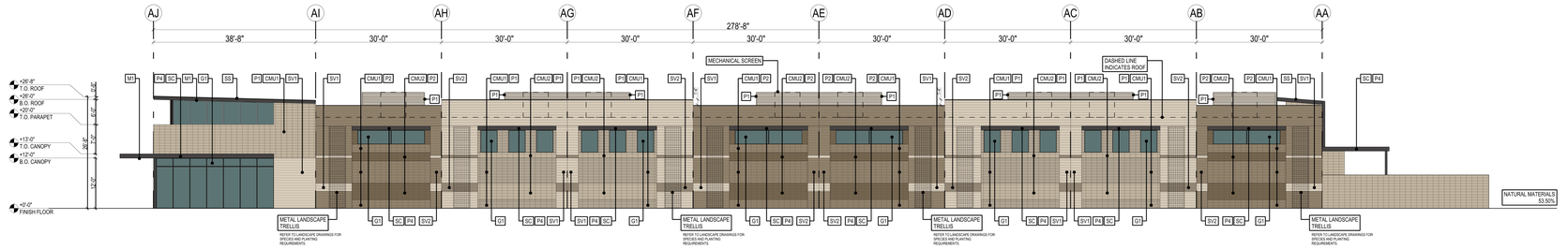
02 EXTERIOR ELEVATION - WEST

SCALE: 1/16" = 1'-0"



03 EXTERIOR ELEVATION - SOUTH

SCALE: 1/16" = 1'-0"



04 EXTERIOR ELEVATION - NORTH

SCALE: 1/16" = 1'-0"

PAINT

PAINTING NOTES:

1. SEALANTS FOR THE PROJECT TO MATCH ADJACENT MATERIAL COLOR - NO WHITE OR OFF WHITE COLORS.

2. PAINTER TO PREPARE SAMPLES WITH APPROPRIATE COLOR TO BE APPROVED BY OWNER PRIOR TO APPLICATION ON BUILDING FACADES.

3. PAINTER TO PROVIDE TWO COATS OF SEALER TO ALL EXPOSED NATURAL BLOCK, PRECAST CONCRETE, UNPAINTED CONCRETE AND OTHER MATERIALS AS REQUIRED TO PROVIDE A WEATHER SEALED PROJECT.

P1 **LIGHT TAN**
DUNN EDWARDS, PIGEON GRAY, DE6214, LRV 43

P2 **TAN**
DUNN EDWARDS, BARREL STOVE, DE6216, LRV 21

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DUNN EDWARDS, ANCIENT EARTH, DE6217, LRV 13

P4 **DARK GREY**
DUNN EDWARDS, JET, DE6378, LRV 9

EXTERIOR WALLS

WALL KEYS:

CMU1 **SMOOTH FACE CMU:**
8"X8"X16"
PAINTED BLOCK

CMU2 **SPLIT FACE CMU:**
8"X8"X16"
PAINTED BLOCK

GLAZING

GLAZING KEY:

AL **FRAME:** 2"X4-1/2" AB-7 "DARK BRONZE.

G1 **STOREFRONT:** SOLARBAN 60, 1" INSULATED GLAZING, LOW-E SOLARCOOL SOLARGRAY UNLESS U.N.O.

NOTE: ALL GLAZING TO COMPLY WITH IBC 2406.

MISC. ARCHITECTURAL ELEMENTS

SC **STEEL CANOPY**
STL. FRAMING W/STL. - CANOPY STEEL FRAMING TO BE PAINTED P4.

M1 **TRESPA**
PURA NFC LUMEN & WOOD DECORS
"ITALIAN WALNUT NW08"

SV1 **CORONADO STONE VENEER**
CORONADO QUICK STACK
"ANTIQUE CREAM"

SV2 **CORONADO STONE VENEER**
CORONADO QUICK STACK
"CAPE COD GREY"

SS **STANDING SEAM METAL ROOF**
WESTERN STATES METAL ROOFING, STANDING SEAM SNAP LOCK METAL ROOFING SYSTEM
COLOR: "BURNISHED SLATE"

SP **STEEL PLANTER**
TO BE PAINTED P4.

MC **METAL COPING CAP**
METAL - ERA
"BURNISHED SLATE"

LGE | DESIGNGROUP
1200 N. 52nd Street ■ Phoenix, AZ ■85008
P: 480.966.4001

CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

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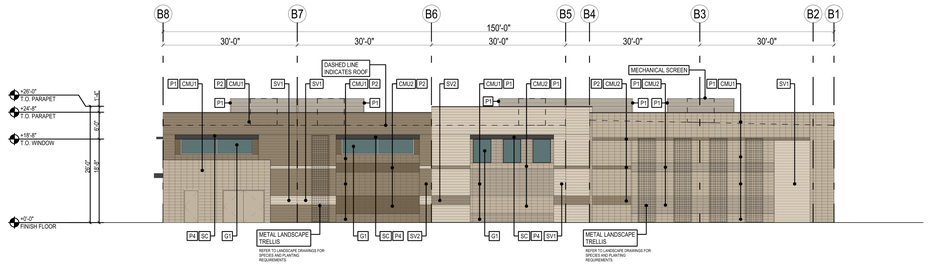
LGE | DESIGNBUILD

NUMBER	REVISION	DATE

SHEET TITLE:
EXTERIOR ELEVATIONS - BUILDING A

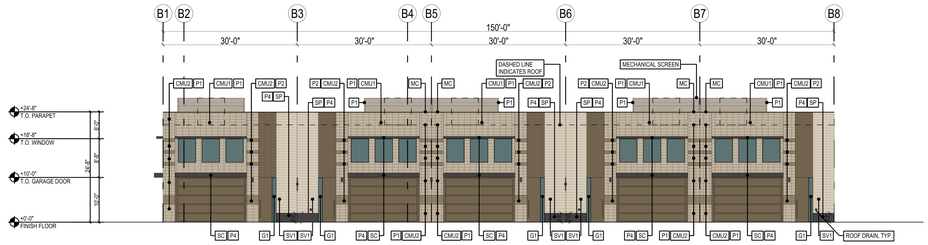
ISSUE DATE: 08/03/26
DRAWN BY: MM
CHECKED BY: MR
PROJECT No.: 000000

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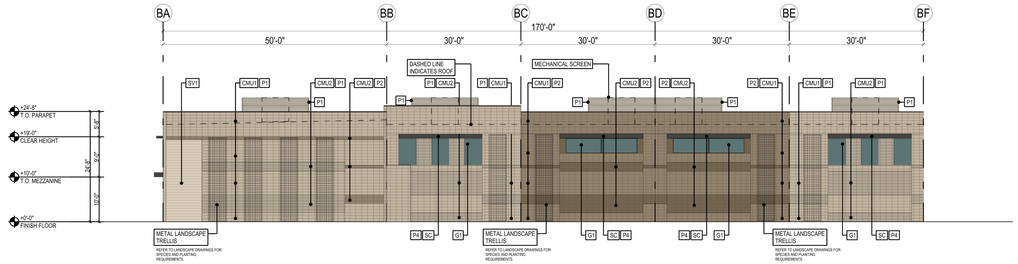
01 EXTERIOR ELEVATION - EAST

SCALE: 1/16" = 1'-0"



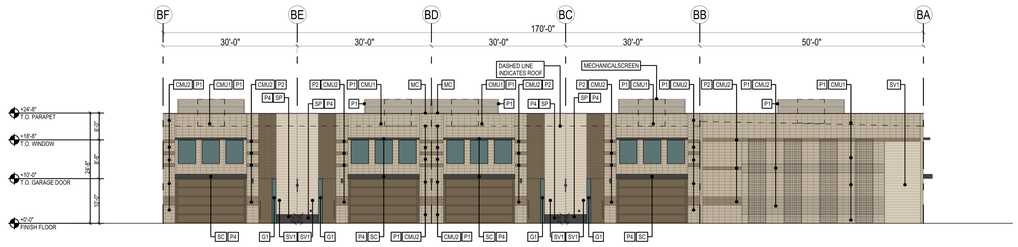
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SCALE: 1/16" = 1'-0"



03 EXTERIOR ELEVATION - SOUTH

SCALE: 1/16" = 1'-0"



04 EXTERIOR ELEVATION - NORTH

SCALE: 1/16" = 1'-0"

PAINT

PAINTING NOTES:

1. SEALANTS FOR THE PROJECT TO MATCH ADJACENT MATERIAL COLOR - NO WHITE OR OFF WHITE COLORS.

2. PAINTER TO PREPARE SAMPLES WITH APPROPRIATE COLOR TO BE APPROVED BY OWNER PRIOR TO APPLICATION ON BUILDING FACADES.

3. PAINTER TO PROVIDE TWO COATS OF SEALER TO ALL EXPOSED NATURAL BLOCK, PRECAST CONCRETE, UNPAINTED CONCRETE AND OTHER MATERIALS AS REQUIRED TO PROVIDE A WEATHER SEALED PROJECT.

P1 **LIGHT TAN**
DUNN EDWARDS, PIGEON GRAY, DE6214, LRV 43

P2 **TAN**
DUNN EDWARDS, BARREL STOVE, DE6216, LRV 21

P3 **BROWN**
DUNN EDWARDS, ANCIENT EARTH, DE6217, LRV 13

P4 **DARK GREY**
DUNN EDWARDS, JET, DE6378, LRV 9

EXTERIOR WALLS

WALL KEYS:

CMU1 **SMOOTH FACE CMU:**
8"X8"X16"
PAINTED BLOCK

CMU2 **SPLIT FACE CMU:**
8"X8"X16"
PAINTED BLOCK

GLAZING

GLAZING KEY:

AL **FRAME:** 2"X4-1/2" AB-7 "DARK BRONZE.

G1 **STOREFRONT:** SOLARBAN 60, 1" INSULATED GLAZING, LOW-E SOLARCOOL SOLARGRAY UNLESS U.N.O.

NOTE: ALL GLAZING TO COMPLY WITH IBC 2406.

MISC. ARCHITECTURAL ELEMENTS

SC **STEEL CANOPY**
STL. FRAMING W/STL. - CANOPY STEEL FRAMING TO BE PAINTED P4.

M1 **TRESPA**
PURA NFC LUMEN & WOOD DECORS
"ITALIAN WALNUT NW08"

SV1 **CORONADO STONE VENEER**
CORONADO QUICK STACK
"ANTIQUE CREAM"

SV2 **CORONADO STONE VENEER**
CORONADO QUICK STACK
"CAPE COD GREY"

SS **STANDING SEAM METAL ROOF**
WESTERN STATES METAL ROOFING, STANDING SEAM SNAP LOCK METAL ROOFING SYSTEM
COLOR: "BURNISHED SLATE"

SP **STEEL PLANTER**
TO BE PAINTED P4.

MC **METAL COPING CAP**
METAL - ERA
"BURNISHED SLATE"

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CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

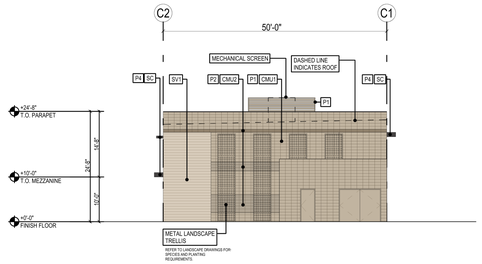
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NUMBER	REVISION	DATE

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EXTERIOR ELEVATIONS - BUILDING B

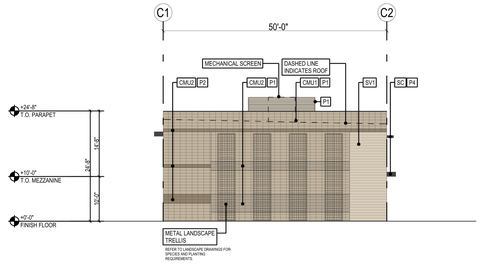
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PROJECT No.: 000000

SHEET:
A4.1B



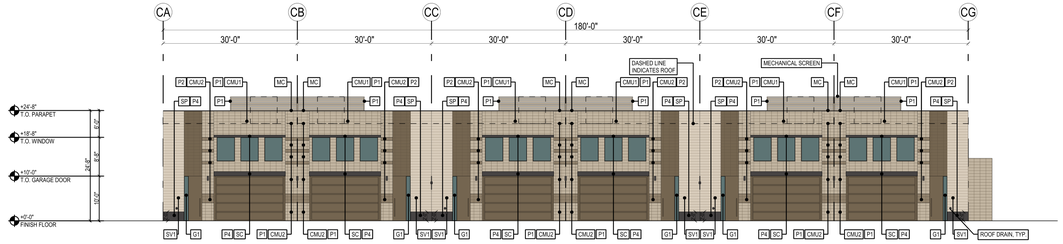
01 EXTERIOR ELEVATION - NORTH

SCALE: 1/16" = 1'-0"



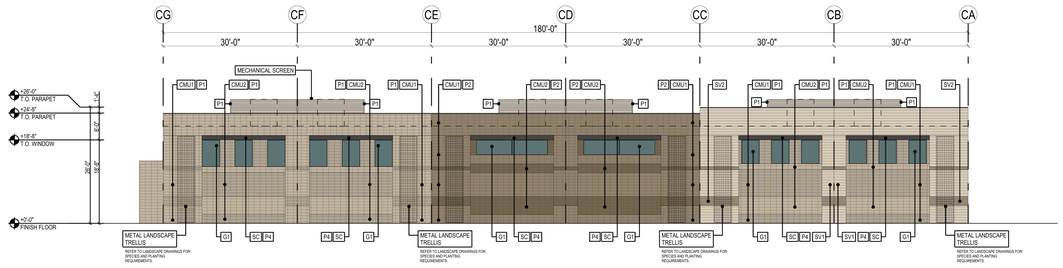
02 EXTERIOR ELEVATION - SOUTH

SCALE: 1/16" = 1'-0"



03 EXTERIOR ELEVATION - EAST

SCALE: 1/16" = 1'-0"



04 EXTERIOR ELEVATION - WEST

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WESTERN STATES METAL ROOFING, STANDING SEAM SNAP LOCK METAL ROOFING SYSTEM
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TO BE PAINTED P4.

MC — **METAL COPING CAP**
METAL - ERA
"BURNISHED SLATE"

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CAREFREE CROSSING

CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

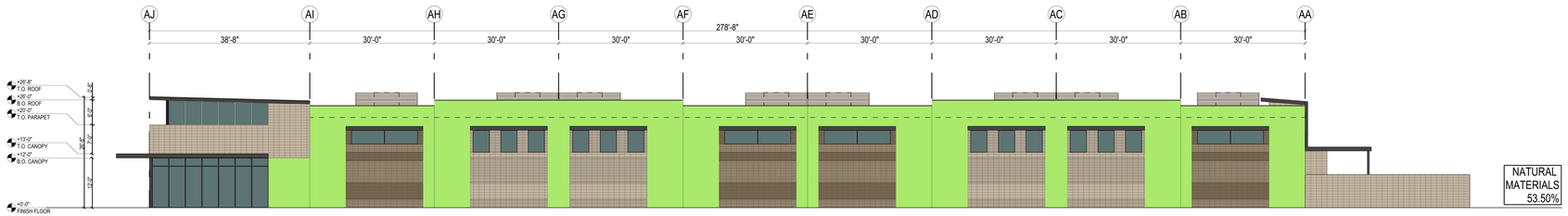
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SHEET: **A4.1C**



01 EXTERIOR ELEVATION - NORTH

SCALE: 1/16" = 1'-0"



01 SITE PLAN

SCALE: 1/20" = 1'-0"

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CAVE CREEK RD & BLOODY BASIN RD
CAREFREE, ARIZONA

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ELEVATION & SITE PLAN - STONE EXHIBIT

ISSUE DATE: 08/03/26

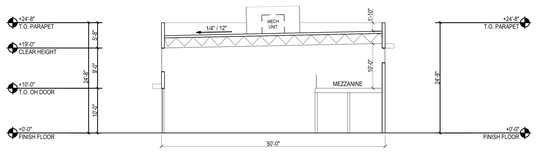
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CHECKED BY: MR

PROJECT No.: 000000

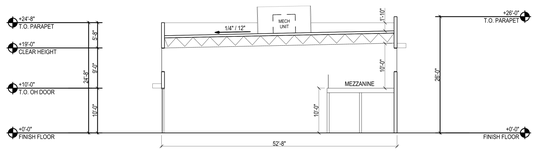
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01 BUILDING SECTION - 50' LONG GARAGE

SCALE: 1/16" = 1'-0"



02 BUILDING SECTION - 52'-8" LONG GARAGE

SCALE: 1/16" = 1'-0"

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SHEET TITLE: BUILDING SECTIONS - TYP

ISSUE DATE: 08/03/26

DRAWN BY: MM

CHECKED BY: MR

PROJECT No.: 000000

SHEET: A4.2

SOUTHWEST TRAFFIC ENGINEERING, LLC

PARKING ANALYSIS

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD

REVISED 6 OCTOBER 2026
29 JULY 2026



PREPARED FOR
MOTORSPORT LOFTS, LLC
9876 EAST JASMINE DRIVE
SCOTTSDALE, ARIZONA 85260

SOUTHWEST TRAFFIC ENGINEERING, LLC
3838 NORTH CENTRAL AVENUE, SUITE 1810
PHOENIX, AZ 85012
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Institute of Transportation Engineers Parking Requirements 7
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Appendix:
ULI Parking Demand Calculations

Prepared By:
Andrew Smigielski, PE, PTOE, PTP
Amy Forsythe, PE, PTOE

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
PARKING ANALYSIS

Project Description

Motorsport Lofts, LLC is proposing a new twenty-three (23) unit private vehicle self storage facility on the southwest corner of Bloody Basin Road/Cave Creek Road in Carefree, Arizona. The project site will be served by two proposed access points and twenty-seven (27) on-site parking spaces.

The development will also include The Collective, which will consist of a restaurant open to the public and a 1,500 square foot private club for members. For the purposes of this parking analysis, the restaurant was evaluated based on 1,000 square feet of gross floor area, which excludes the kitchen and public restrooms, as permitted under Section 7.02(5) of the Town of Carefree Zoning Ordinance.

The vicinity of the project is shown in **Figure 1**. The site will be located as shown in **Figure 2**. The purpose of this parking analysis is to determine the parking needs/requirements of the proposed development.

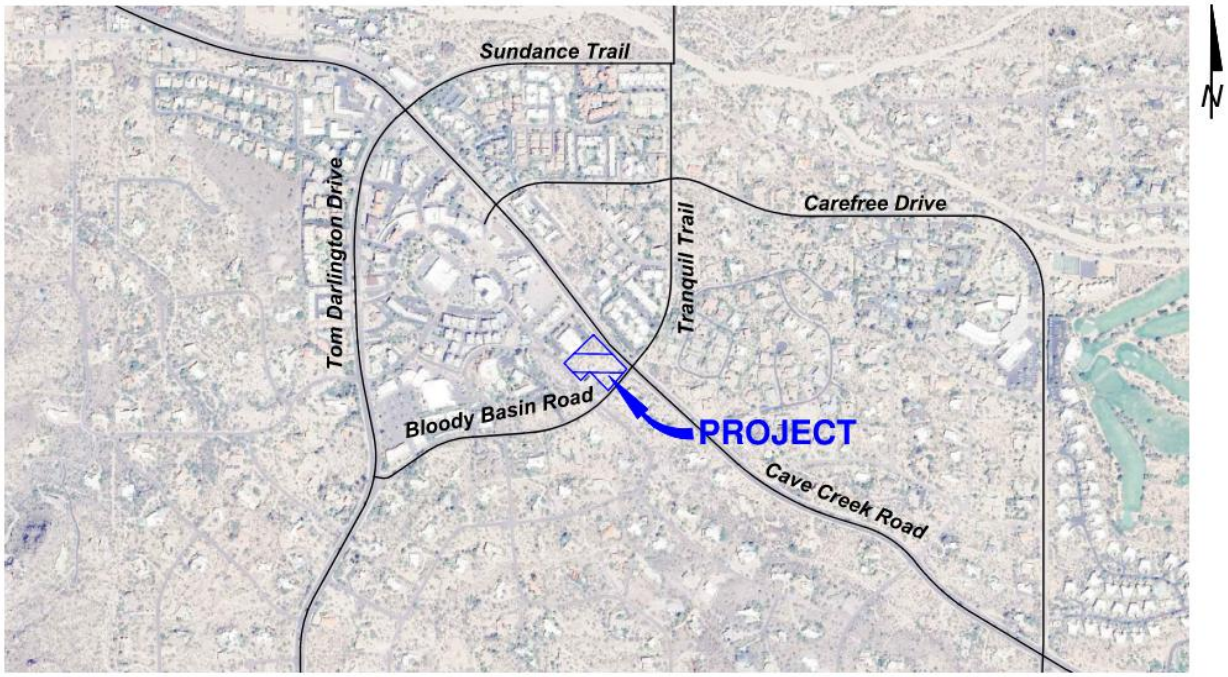
The author of this report is a registered professional engineer (civil) in the State of Arizona having specific expertise and experience in the preparation of parking analyses.

Study Methodology

In order to analyze and evaluate the parking requirements for the project:

- A review of the site plan was performed to determine the proposed land uses.
- A review of Town of Carefree parking requirements was performed to determine the appropriate parking ratios for each proposed land use.
- The required number of parking spaces was determined for the proposed land use(s).
- Peak parking demand analysis was performed using Urban Land Institute (ULI) guidelines.
- A review of nearby jurisdiction(s) and Institute of Transportation Engineers (ITE) parking requirements was completed.

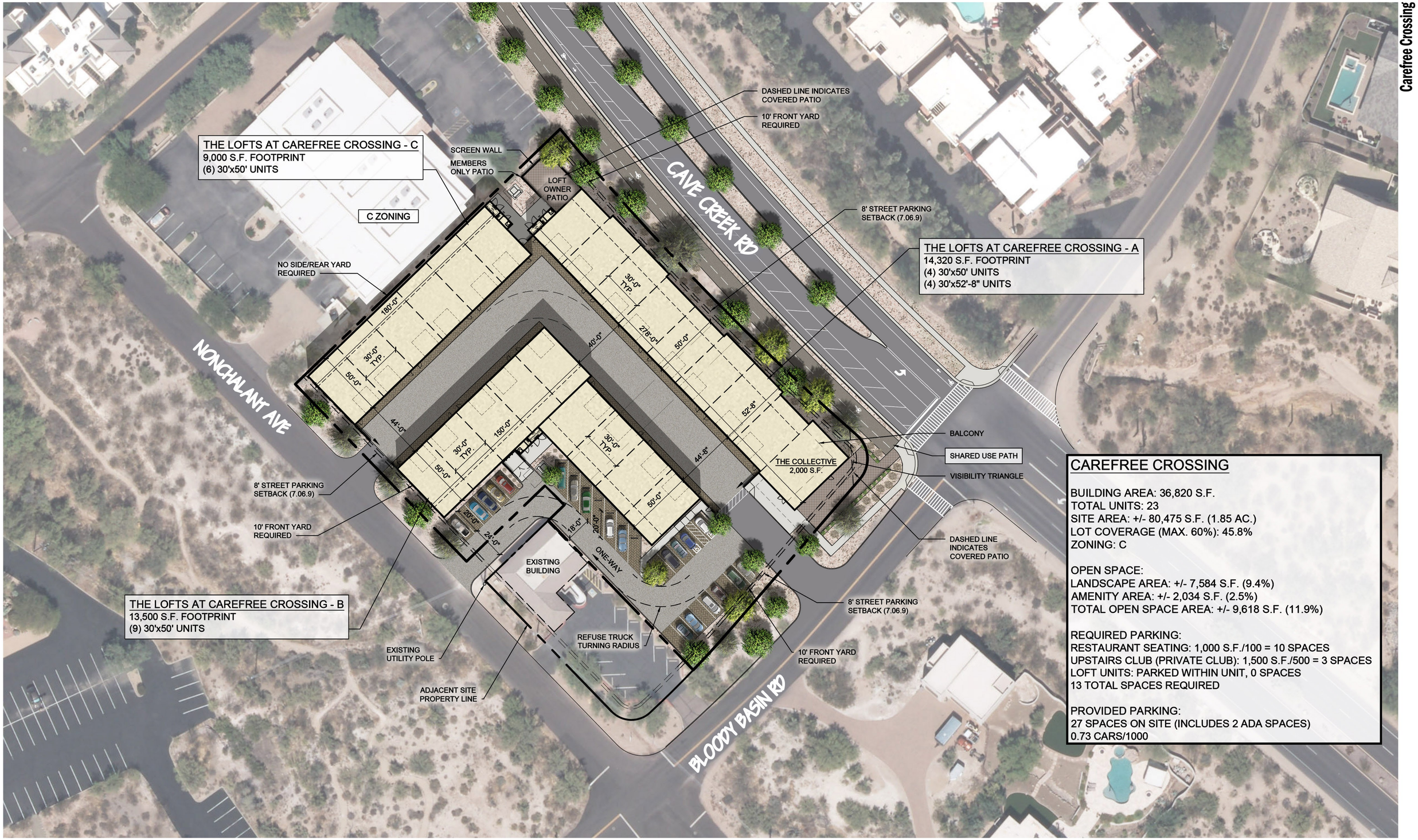
Figure 1 – Vicinity Map



LEGEND:

= Existing Road

= Project Site



CAREFREE CROSSING

BUILDING AREA: 36,820 S.F.
TOTAL UNITS: 23
SITE AREA: +/- 80,475 S.F. (1.85 AC.)
LOT COVERAGE (MAX. 60%): 45.8%
ZONING: C

OPEN SPACE:
LANDSCAPE AREA: +/- 7,584 S.F. (9.4%)
AMENITY AREA: +/- 2,034 S.F. (2.5%)
TOTAL OPEN SPACE AREA: +/- 9,618 S.F. (11.9%)

REQUIRED PARKING:
RESTAURANT SEATING: 1,000 S.F./100 = 10 SPACES
UPSTAIRS CLUB (PRIVATE CLUB): 1,500 S.F./500 = 3 SPACES
LOFT UNITS: PARKED WITHIN UNIT, 0 SPACES
13 TOTAL SPACES REQUIRED

PROVIDED PARKING:
27 SPACES ON SITE (INCLUDES 2 ADA SPACES)
0.73 CARS/1000

Carefree Crossing

Carefree, Arizona
2026 . 09 . 29

PRELIMINARY SITE PLAN

This artist rendering is for conceptual design only, was done without benefit of a survey and should not be referred to as a construction document.

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1"=30'-0"
0 15 30 60
NORTH

LGE | DESIGNBUILD

Town of Carefree Parking Requirements

The Town of Carefree does not establish parking requirements for private vehicle storage facilities or comparable land uses. However, similar private vehicle storage facilities typically provide little or no common parking, as members park directly within their assigned units.

In addition to the primary land use of the site, the development will also include The Collective, which will include a restaurant that will be open to the public.

The Town of Carefree provides parking requirements for various land uses in their Zoning Ordinance, Section 7. The parking requirements for the proposed land uses within The Collective are shown in **Table 1.**

Table 1 – Town of Carefree Parking Requirements

Land Use	Size	Category	Carefree Parking Requirements	Required Parking Spaces
Vehicle Storage Units	23 units	N/A	N/A	0
Restaurant	*1,000 sqft	Restaurant, Night Club, and Bar	1 space per 100 square feet	10
Private Club	1,500 sqft	Private Club, Organization, Library, and Museum	1 space per 500 square feet	3
			Total:	13

*Gross floor area excludes kitchen and public restrooms per Town of Carefree Zoning Ordinance, Section 7.02(5)

As shown in **Table 1**, based on Town of Carefree requirements, the parking demand for the site is expected to be 13 parking spaces. The proposed parking supply of 27 parking spaces is expected to exceed this requirement.

Peak Parking Evaluation

Taking the parking analysis a step further, a peak parking demand analysis was completed for proposed parking area. Individual land uses typically have a distinctly high parking demand time. For example, a restaurant that only serves breakfast and lunch experiences its peak parking demand in the morning, whereas another restaurant may experience peak parking demand in the evening.

The Urban Land Institute (ULI) provides nationally agreed upon peak parking demand data for multiple land uses, including uses similar to those within the project site. This data is used by many jurisdictions within the State of Arizona. The hourly parking surplus/deficit was determined by applying the hourly ULI peak parking demand data to Carefree parking space requirements (shown in **Table 1**) and comparing the total hourly parking demand to the total number of provided parking spaces. **Tables 2** and **3** show the weekday and weekend peak hour parking surplus or deficits for the peak demands of the project. Complete calculations can be found in the Appendix.

Table 2 – Weekday Peak Parking Demand

Time	Provided Parking	Peak Demand	Surplus or Deficit?
7:00 AM	27	0	27
8:00 AM	27	0	27
9:00 AM	27	1	26
10:00 AM	27	3	24
11:00 AM	27	6	21
12:00 PM	27	10	17
1:00 PM	27	10	17
2:00 PM	27	10	18
3:00 PM	27	7	20
4:00 PM	27	8	19
5:00 PM	27	10	17
6:00 PM	27	12	15
7:00 PM	27	13	14
8:00 PM	27	13	14
9:00 PM	27	13	14
10:00 PM	27	12	15
11:00 PM	27	9	18
12:00 AM	27	3	24

Blue values indicate a parking surplus
Red values indicate a parking deficit

Table 3 – Weekend Peak Parking Demand

Time	Provided Parking	Peak Demand	Surplus or Deficit?
7:00 AM	27	0	27
8:00 AM	27	0	27
9:00 AM	27	0	27
10:00 AM	27	1	26
11:00 AM	27	3	24
12:00 PM	27	7	20
1:00 PM	27	8	19
2:00 PM	27	7	20
3:00 PM	27	8	20
4:00 PM	27	7	20
5:00 PM	27	9	18
6:00 PM	27	11	16
7:00 PM	27	12	15
8:00 PM	27	13	14
9:00 PM	27	12	15
10:00 PM	27	12	15
11:00 PM	27	11	17
12:00 AM	27	5	22

Blue values indicate a parking surplus
Red values indicate a parking deficit

As shown in **Tables 2** and **3**, the peak parking demand for the site is expected to be 13 parking spaces. The proposed parking supply of 27 parking spaces is expected to exceed this demand.

Nearby Jurisdiction Parking Requirements

The proposed parking spaces for the project site meet Town of Carefree requirements. To further illustrate that the proposed parking area will be adequate, the parking spaces required by the nearby City of Scottsdale were also reviewed. The result of this review is shown in **Table 4**.

Table 4 – City of Scottsdale Parking Requirements

Land Use	Size	Category	Scottsdale Parking Requirements	Required Parking Spaces
Vehicle Storage Units	23 units	N/A	N/A	0
Restaurant	1,000 sqft	Restaurant	1 space per 120 square feet	9
Private Club	1,500 sqft	Club/lodge, civic and social organizations	1 space per 250 square feet	6
			Total:	15

Table 4 shows that the City of Scottsdale requires 15 parking spaces for the proposed site, twelve less than the proposed 27 parking spaces that will be provided by the site.

Institute of Transportation Engineers Parking Requirements

Based on the most basic interpretation of the Town of Carefree requirements, the project site currently proposes an adequate number of parking spaces. To further demonstrate whether adequate parking has been proposed for the project site, national weekday and Saturday parking rates, as established by ITE in the ITE *Parking Generation Manual*, 6th Edition (October 2023), were used to provide a comparison to the Town of Carefree requirements.

The proposed land uses for the project site were evaluated based on the ITE Land Use Codes (LUC) and their corresponding peak parking demand rates during the weekday and Saturday peak periods as shown in **Tables 5** and **6**.

It should be noted that ITE does not provide parking rates for a private club land use. For the purposes of this parking analysis, the parking demand associated with a private club was assumed to be comparable to that of a recreational community center.

Table 5 – Weekday ITE Parking Requirements

Land Use	Land Use Code	Unit Measurement	Weekday ITE Parking Requirements	Minimum Parking Required
Vehicle Storage Units	N/A	23 units	N/A	0
Restaurant	High Turnover (Sit Down) Restaurant, 932	1,000 sqft	8.34 parking spaces per 1,000 sf	9
Private Club	Recreational Community Center, 495	1,500 sqft	1.80 parking spaces per 1,000 sf	3
			Total Required Parking	**12**
			Proposed Parking Stalls	**27**
			Parking Surplus or Deficit	**15**

Green Cell Represents Parking Surplus, Red Cell Represents Parking Deficit

Table 6 – Saturday ITE Parking Requirements

Land Use	Land Use Code	Unit Measurement	Saturday ITE Parking Requirements	Minimum Parking Required
Vehicle Storage Units	N/A	23 units	N/A	0
Restaurant	High Turnover (Sit Down) Restaurant, 932	1,000 sqft	10.18 parking spaces per 1,000 sf	11
Private Club	Recreational Community Center, 495	1,500 sqft	1.79 parking spaces per 1,000 sf	3
			Total Required Parking	**14**
			Proposed Parking Stalls	**27**
			Parking Surplus or Deficit	**13**

Green Cell Represents Parking Surplus, Red Cell Represents Parking Deficit

As shown in **Tables 5** and **6**, ITE parking rates indicate a peak weekday demand of twelve (12) parking spaces, which results in a surplus of fifteen (15) parking spaces. On Saturdays, the peak parking demand was estimated to be fourteen (14) parking spaces, which would provide a surplus of thirteen (13) parking spaces.

Conclusion

The maximum parking demand for the site is expected to be 13 parking spaces. The proposed parking supply of 27 parking spaces is expected to exceed this demand.

Any events hosted by the site will be planned based on the available parking supply, which currently includes a surplus of fourteen (14) parking spaces. A special event permit will be obtained from the Town of Carefree for any public events.

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
PARKING ANALYSIS

APPENDIX

ULI Peak Parking Demand Calculations

Carefree Crossing
Parking Analysis

Shared Interaction	0%
Multi-Modal Reduction	0%
Total Reduction	**0%**

Peak Parking Demands (Weekday)

Time	Open Space (Private Club)	Restaurant		Open Space (Private Club)	Restaurant	Total
			Required Parking	**3**	**10**	**13**
7:00	5%	0%		0	0	**0**
8:00	10%	0%		0	0	**0**
9:00	25%	0%		1	0	**1**
10:00	50%	15%		2	2	**3**
11:00	65%	40%		2	4	**6**
12:00	85%	75%		3	8	**10**
1:00	95%	75%		3	8	**10**
2:00	100%	65%		3	7	**10**
3:00	95%	40%		3	4	**7**
4:00	90%	50%		3	5	**8**
5:00	70%	75%		2	8	**10**
6:00	90%	95%		3	10	**12**
7:00	100%	100%		3	10	**13**
8:00	100%	100%		3	10	**13**
9:00	100%	100%		3	10	**13**
10:00	80%	95%		2	10	**12**
11:00	50%	75%		2	8	**9**
12:00	10%	25%		0	3	**3**
			Peak Parking Demand	**3**	**10**	**13**

Peak Parking Demands (Saturday)

Time	Open Space (Private Club)	Restaurant		Open Space (Private Club)	Restaurant	Total
			Required Parking	**3**	**10**	**13**
7:00	0%	0%		0	0	**0**
8:00	0%	0%		0	0	**0**
9:00	1%	0%		0	0	**0**
10:00	30%	0%		1	0	**1**
11:00	60%	15%		2	2	**3**
12:00	75%	50%		2	5	**7**
1:00	90%	55%		3	6	**8**
2:00	97%	45%		3	5	**7**
3:00	100%	45%		3	5	**8**
4:00	98%	45%		3	5	**7**
5:00	85%	60%		3	6	**9**
6:00	70%	90%		2	9	**11**
7:00	80%	95%		2	10	**12**
8:00	100%	100%		3	10	**13**
9:00	100%	90%		3	9	**12**
10:00	95%	90%		3	9	**12**
11:00	50%	90%		2	9	**11**
12:00	10%	50%		0	5	**5**
			Peak Parking Demand	**3**	**10**	**13**

NOTES:
The peak parking demand percentages utilized are obtained from Urban Land Institute (ULI) guidelines.

For the purposes of this Peak Parking Analysis:
1. A 0% reduction in the parking demand was taken to account for parking interaction (multiple store visits on one vehicle trip to the site, which requires only one parking space).

SOUTHWEST TRAFFIC ENGINEERING, LLC

TRAFFIC IMPACT ANALYSIS

CAREFREE CROSSING

BLOODY BASIN ROAD/CAVE CREEK ROAD

20 MAY 2026



PREPARED FOR

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Town of Carefree Town Center Circulation Plan
AASHTO Sight Distance Calculation

Prepared By:
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CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

Executive Summary

The purpose of this traffic study is to evaluate the current and future transportation system within the project study area surrounding the site without and with the proposed project. For the purposes of this report, Cave Creek Road and Nonchalant Avenue are assumed to have an east/west alignment while Bloody Basin Road is assumed to have a north/south alignment.

Existing Traffic Operations

Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road currently operate at an adequate Level of Service (LOS) during the weekday peak hours.

Future Traffic Operations Without Project

Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road are expected to continue operating at an adequate LOS in 2028 without the project during the weekday peak hours.

Future Traffic Operations With Project

All the study intersections are expected to operate at an adequate LOS in 2028 during the weekday peak hours with traffic from the project.

Turn Lane Analysis

The proposed project access points do not warrant exclusive left or right turn lanes.

The northbound shared left turn/through/right turn movement at Bloody Basin Road/Cave Creek Road, along with the eastbound and southbound shared left turn/through/right turn movements at Nonchalant Avenue/Bloody Basin Road, are expected to serve queues of 25 feet or less and are not anticipated to extend into the project access points.

Preliminary Sight Distance Analysis

Based on a preliminary sight distance evaluation, the available sight distance for vehicles making a northbound right turn from Bloody Basin Road to Cave Creek Road exceeds the minimum distances required in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

Adequate sight distance is not available for northbound left turning vehicles from Bloody Basin Road to Cave Creek Road. This sight distance is limited due to the overgrown vegetation located within Town of Carefree right-of-way along both the median and south side of Cave Creek Road east of Bloody Basin Road. The vegetation should be removed or cut back to ensure clear visibility and adequate sight distance for left turning vehicles from the minor road.

Crash Analysis

Six (6) crashes (three with injuries) were reported at the intersection of Bloody Basin Road/Cave Creek Road during the 2022 to 2024 study period. This limited crash data provides no observable crash pattern for the area.

Recommendations

Vegetation located within Town of Carefree right-of-way along both the median and south side of Cave Creek Road, east of Bloody Basin Road, should be removed or cut back to provide adequate departure sight distance for northbound left turning vehicles at the intersection of Bloody Basin Road/Cave Creek Road.

Project Description

Motorsport Lofts, LLC is proposing a twenty-three (23) unit private vehicle self storage that will include an additional 1,100 square foot fast casual restaurant on the southwest corner of Bloody Basin Road/Cave Creek Road in Carefree, Arizona. The restaurant component of the project will be located within The Collective, a lounge and gallery area intended for use by both storage unit owners that will also be open to the general public. The Collective will also include restroom and seating areas along with vehicle display space. The vicinity of the project is shown in **Figure 1**. The site will be located as shown in **Figure 2**. The project will have an opening year of 2028 and will be primarily served by two existing intersections and two proposed access points.

The purpose of this traffic impact analysis is to:

- Evaluate the current and future operational characteristics of the adjacent roadway network surrounding the project site.
- Estimate the traffic generation associated with the project and assign that traffic to the existing roadway system.
- Analyze future traffic operations at two existing intersections and two proposed access points.
- Determine the need for auxiliary (left and right turn) lanes at the driveways that will serve the project site.
- Perform a crash analysis to identify any specific crash trends within the study area.
- Conduct a preliminary sight distance analysis at the existing intersection of Bloody Basin Road/Cave Creek Road.

The author of this report is a registered Professional Engineer (Civil) in the State of Arizona having specific expertise and experience in the preparation of traffic impact analyses.

Study Methodology

In order to analyze and evaluate the potential traffic impacts of the proposed development, the following tasks were undertaken:

- Field observation of the proposed site and surrounding area was conducted to evaluate the existing physical and operational characteristics of the adjacent roadway network.
- Site traffic volumes generated by the proposed site were calculated using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition,* 2025.
- Calculated site traffic was distributed based on existing traffic patterns and assigned to the primary roadways within the project study limits.

Figure 1 – Vicinity Map

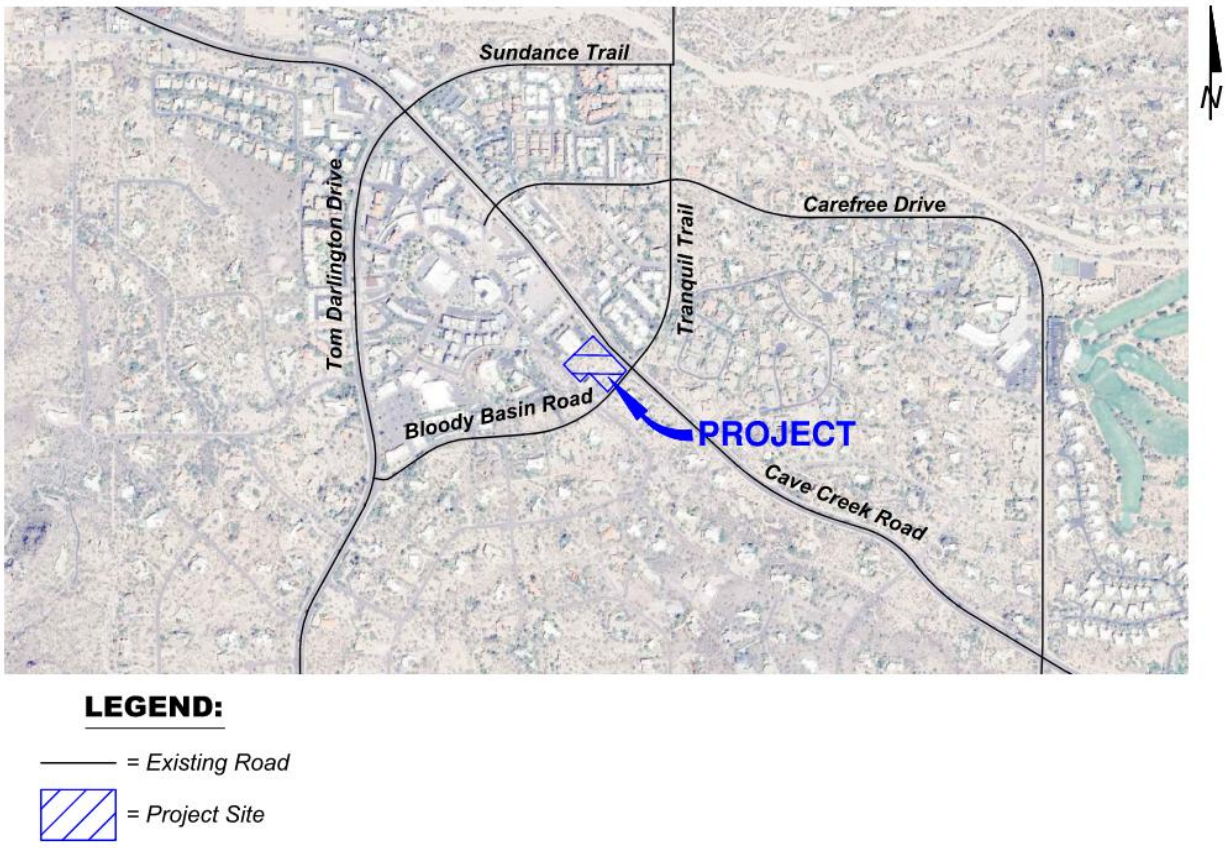
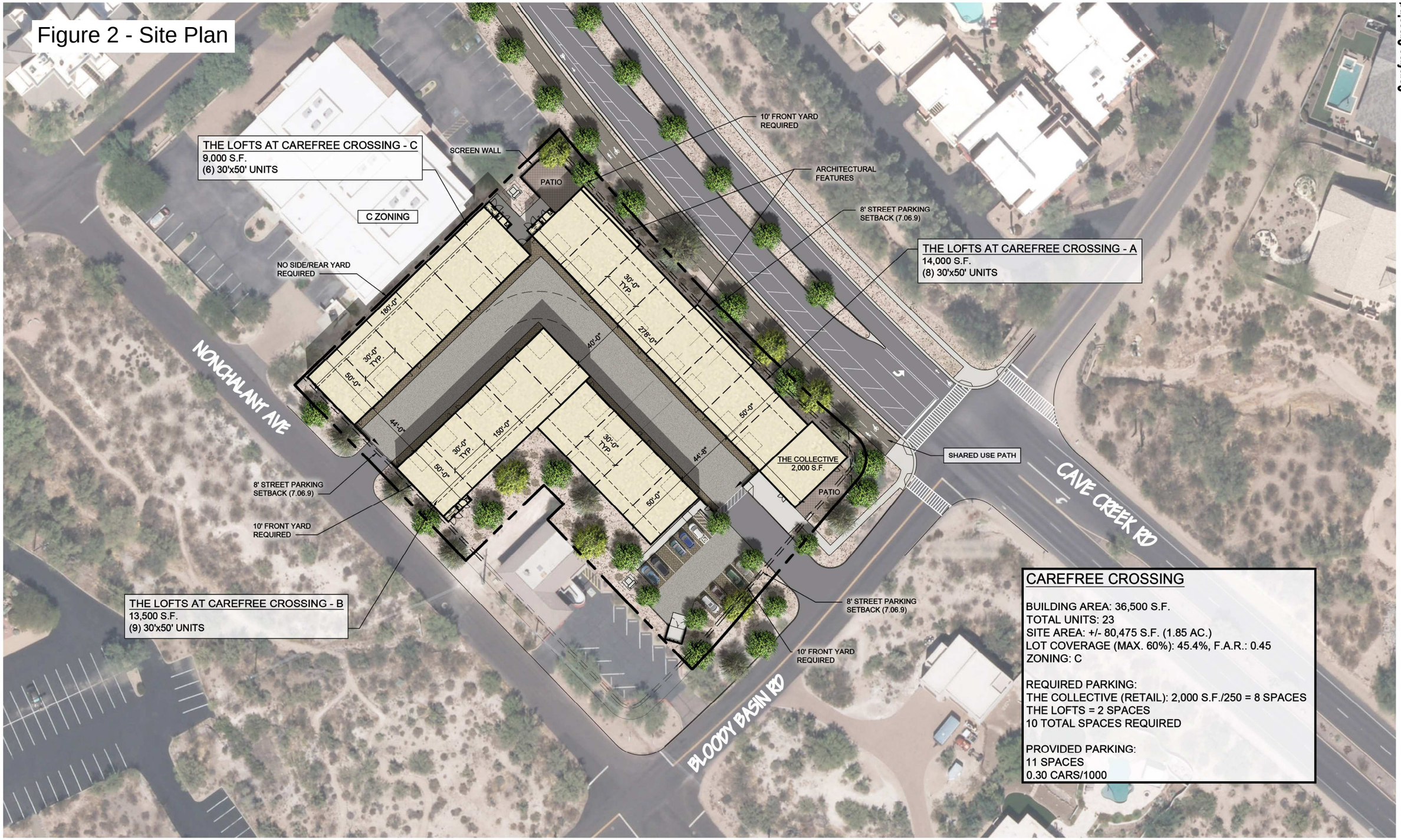


Figure 2 - Site Plan



Carefree Crossing

Carefree, Arizona
2026 . 05 . 15

PRELIMINARY SITE PLAN

1"=30'-0"
0 15 30 60

NORTH

LGE | DESIGNBUILD

This artist rendering is for conceptual design only, was done without benefit of a survey and should not be referred to as a construction document.

THESE DRAWINGS ARE AN INSTRUMENT OF SERVICE AND THE PROPERTY OF LGE DESIGN BUILD AND SHALL REMAIN THEIR PROPERTY. THE USE OF THIS DRAWING SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH IT WAS PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH.

- Capacity analyses were performed for the existing conditions and future conditions without and with the project based on an opening year of 2028 using methodology presented in the *Highway Capacity Manual 7th Edition (HCM 7)*.
- The need for auxiliary turn lanes at the study driveways were evaluated based on City of Scottsdale standards.
- Crash records were obtained from the Arizona Department of Transportation (ADOT) database to identify any specific crash trends within the study area.
- Preliminary sight distance analysis at the intersection of Bloody Basin Road/Cave Creek Road was completed based on American Association of State Highway and Transportation Officials (AASHTO) guidelines.

Existing Conditions

The proposed project will be located on undeveloped land on the southwest corner of Bloody Basin Road/Cave Creek Road in Carefree, Arizona.

Cave Creek Road has a southeast/northwest alignment (assumed to be east/west in this report) near the project site and is classified as an arterial roadway. Two through lanes are provided in each direction separated by a wide raised median. Cave Creek Road is the primary thoroughfare within the Town of Carefree. The roadway has a posted speed limit of 30 miles per hour (mph) west of Bloody Basin Road and 35 mph east of Bloody Basin Road. No curb, gutter, and/or sidewalk are present on either side of the roadway.

Bloody Basin Road has a northeast/southwest alignment (assumed to be north/south in this report) near the project site and borders the east side of the project site. The roadway is classified as a local street and provides one through lane in each direction of travel. Bloody Basin Road spans between Tom Darlington Drive and Cave Creek Road and there are traffic calming measures (i.e. raised splitter islands) between Sidewinder Road and Nonchalant Avenue. At Cave Creek Road, the Bloody Basin Road alignment continues north as a Tranquil Trail. The roadway has a posted speed limit of 25 mph. No curb, gutter, and/or sidewalk are present on either side of the roadway.

Nonchalant Avenue has a southeast/northwest alignment (assumed to be east/west in this report) near the project site and borders the south side of the project site. The roadway is classified as a local street and provides one through lane in each direction of travel. Nonchalant Avenue exists for approximately 1,860 feet between Easy Street and Easy Lane and there is no posted speed limit. There is no curb, gutter, and/or sidewalk present along either side of the roadway. Overhead electrical lines are present along the north side of Nonchalant Avenue.

The intersection of Bloody Basin Road/Cave Creek Road is a four-leg unsignalized intersection. Eastbound and westbound vehicles on Cave Creek Road are free flow and provided with an exclusive left turn lane, one through lane, and a shared through/right turn lane. Northbound and southbound traffic are STOP controlled and provided with a shared left turn/through/right turn lane.

Nonchalant Avenue/Bloody Basin Road is a four-leg unsignalized intersection. All approaches to the intersection are STOP controlled and offer a shared left turn/through/right turn lane.

It should be noted that during a site visit to the project area, pedestrians were observed walking within the roadway along Nonchalant Avenue at Bloody Basin Road.

The existing study intersection locations, lane configurations, and intersection control are shown in **Figure 3**.

Existing Traffic Data

In order to form a basis for analysis of the project impacts, weekday 24-hour vehicle turning movement counts were conducted at the intersections of Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road. Pedestrian and bicycle counts were also conducted at both intersections.

The weekday 24-hour vehicle count data was utilized to determine the AM peak hour (between 7:00 AM and 9:00 AM), MIDDAY peak hour (between 12:00 PM and 2:00 PM), and PM peak hour (between 4:00 PM and 6:00 PM). It should be mentioned that the highest traffic volumes of the entire weekday 24-hour count period were observed between 12:00 PM and 2:00 PM. The results of the turning movement counts are shown in **Figure 4**.

Figures 5 and **6** show the daily and peak hour pedestrian and bicycle crossings.

All traffic data was collected in late April 2026 while school was in session. Complete traffic count data can be found in the Appendix.

Figure 3 – Existing Lane Configurations and Traffic Control

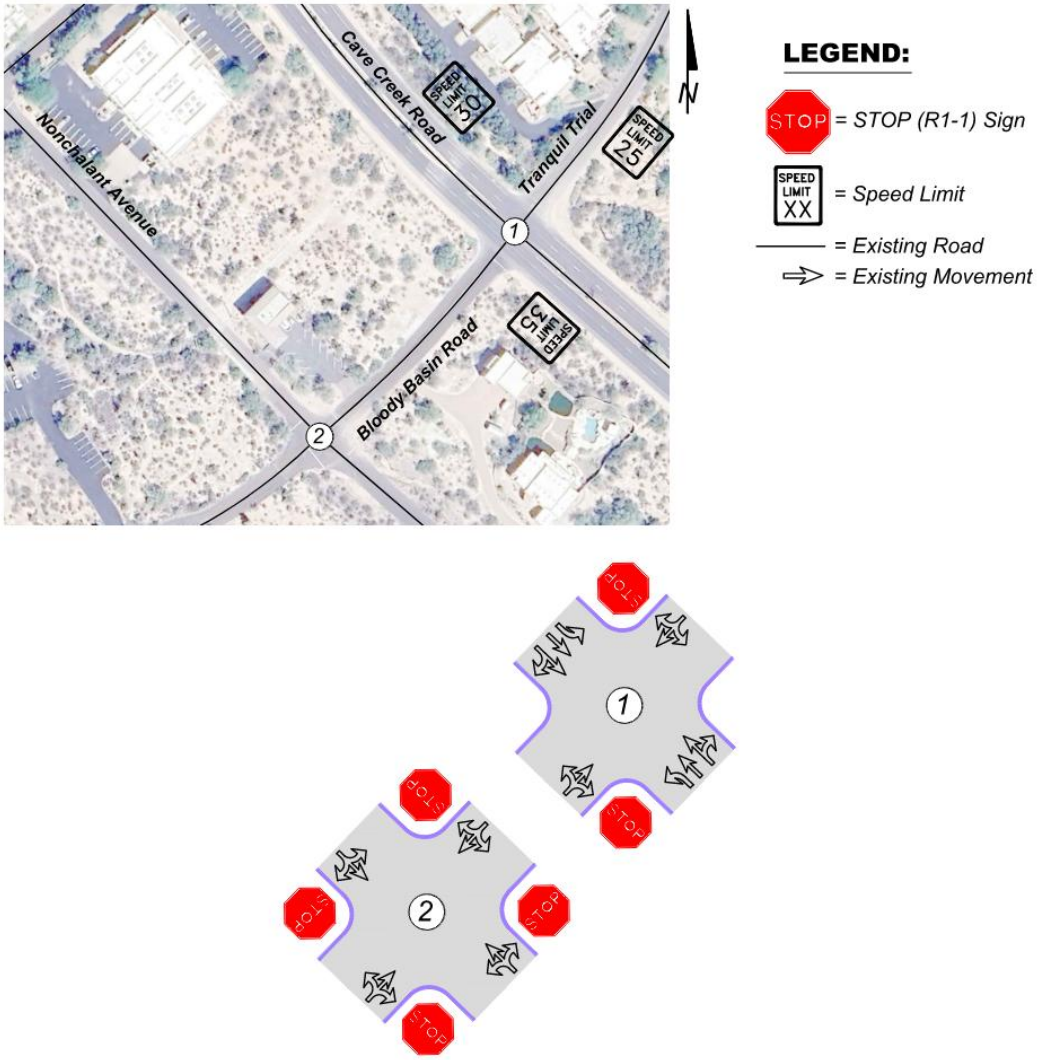


Figure 4 – Existing Weekday Peak Hour Traffic Volumes

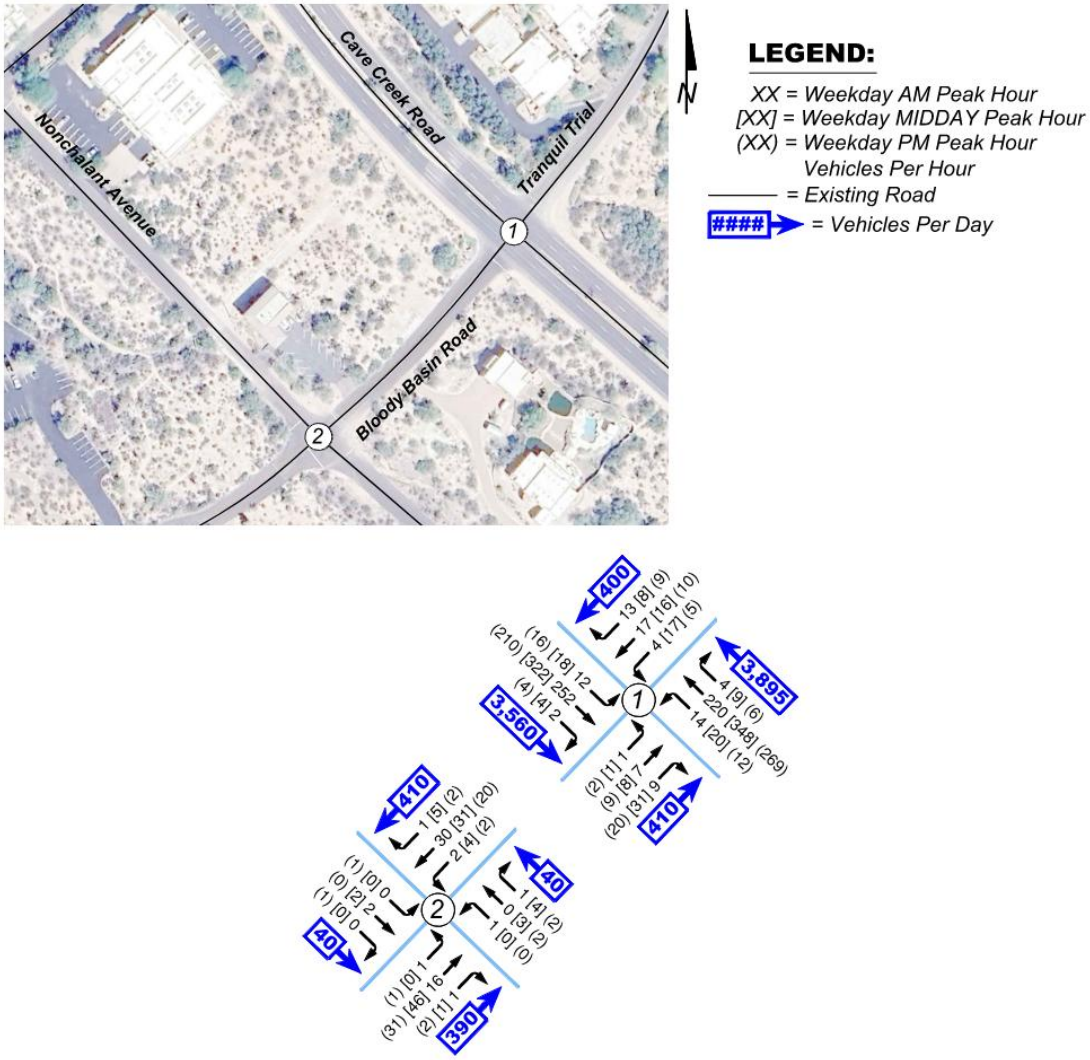


Figure 5 – Existing Weekday Peak Hour Pedestrian Volumes

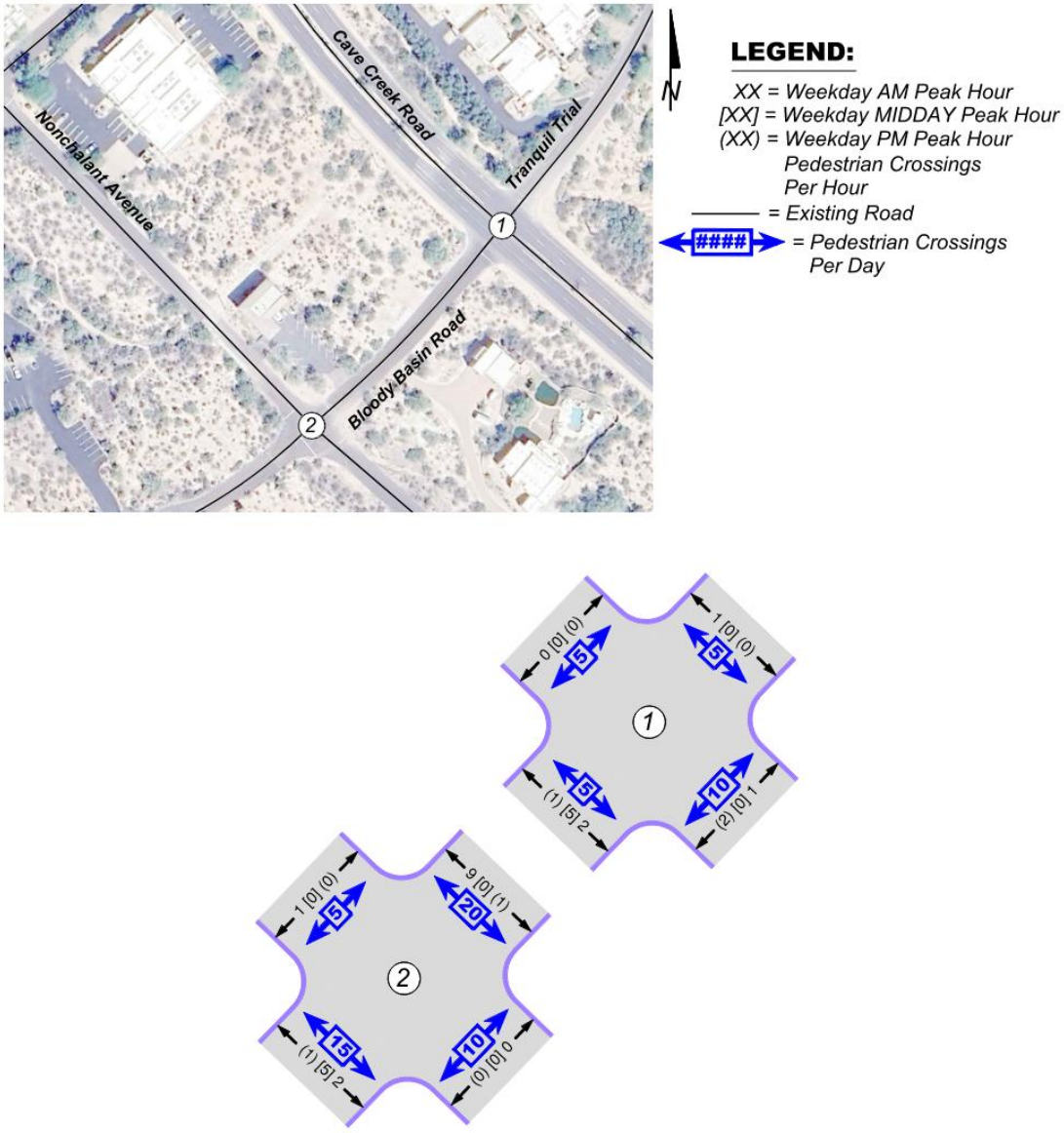
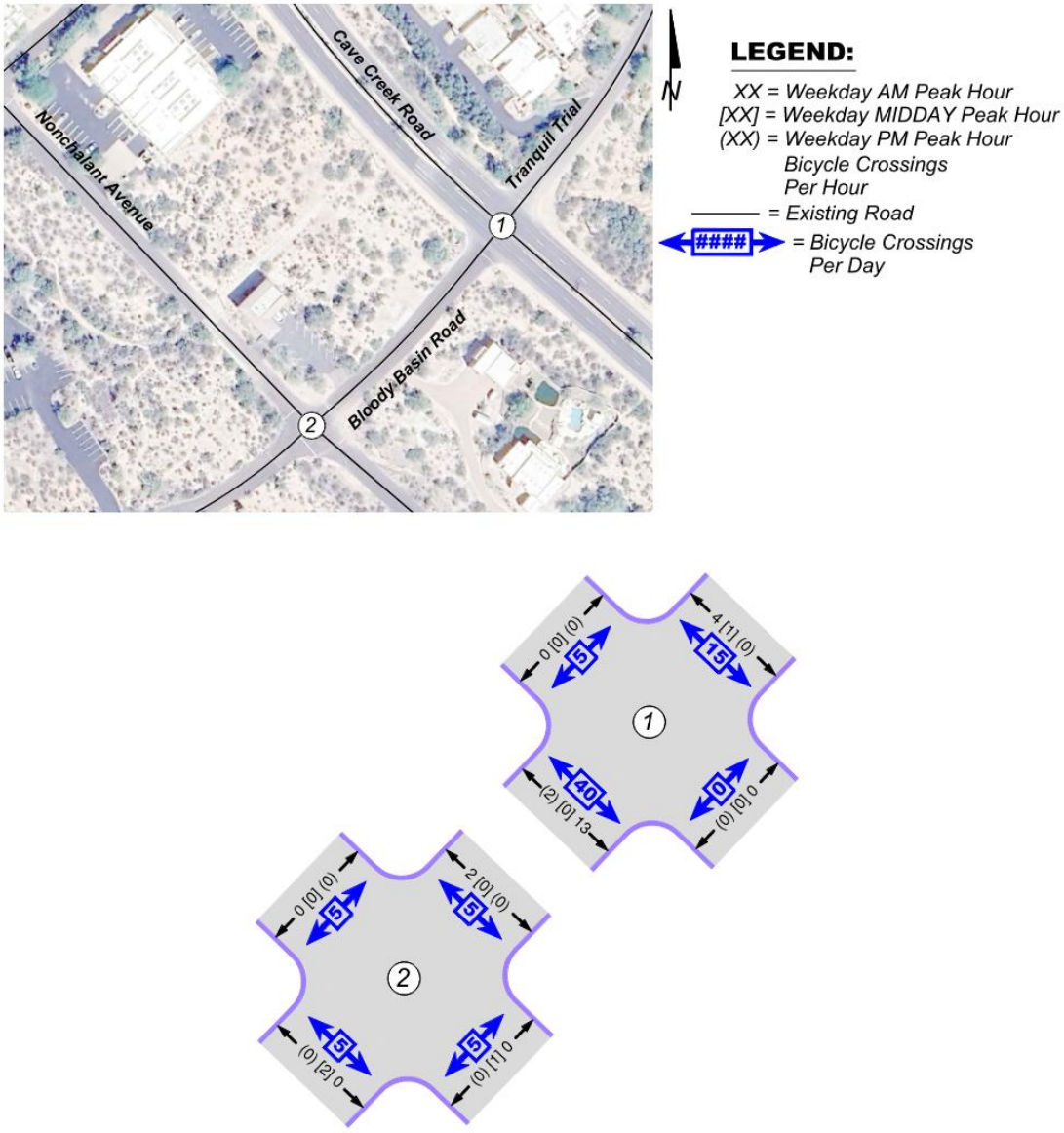


Figure 6 – Existing Weekday Peak Hour Bicycle Volumes



Access

Town of Carefree

The Town of Carefree identified several improvements in the Town Center Signage and Circulation Plan and the Village Center Redevelopment Plan intended to improve pedestrian and bicycle connectivity to surrounding Carefree neighborhoods. While the timing of these improvements is currently unknown, a sidewalk is proposed along the south side of Nonchalant Avenue between Bloody Basin Road and Elbow Bend Road. This sidewalk would connect to the existing sidewalk network serving the Town Center. In addition, a new shared use path is proposed along the south side of Cave Creek Road between Bloody Basin Road and Tom Darlington Drive. The Town of Carefree Town Center Circulation Plan is shown in the Appendix.

Carefree Crossing

The Carefree Crossing project will be directly served by two proposed access points: one on Bloody Basin Road (Bloody Basin Access) and one on Nonchalant Avenue (Nonchalant Access).

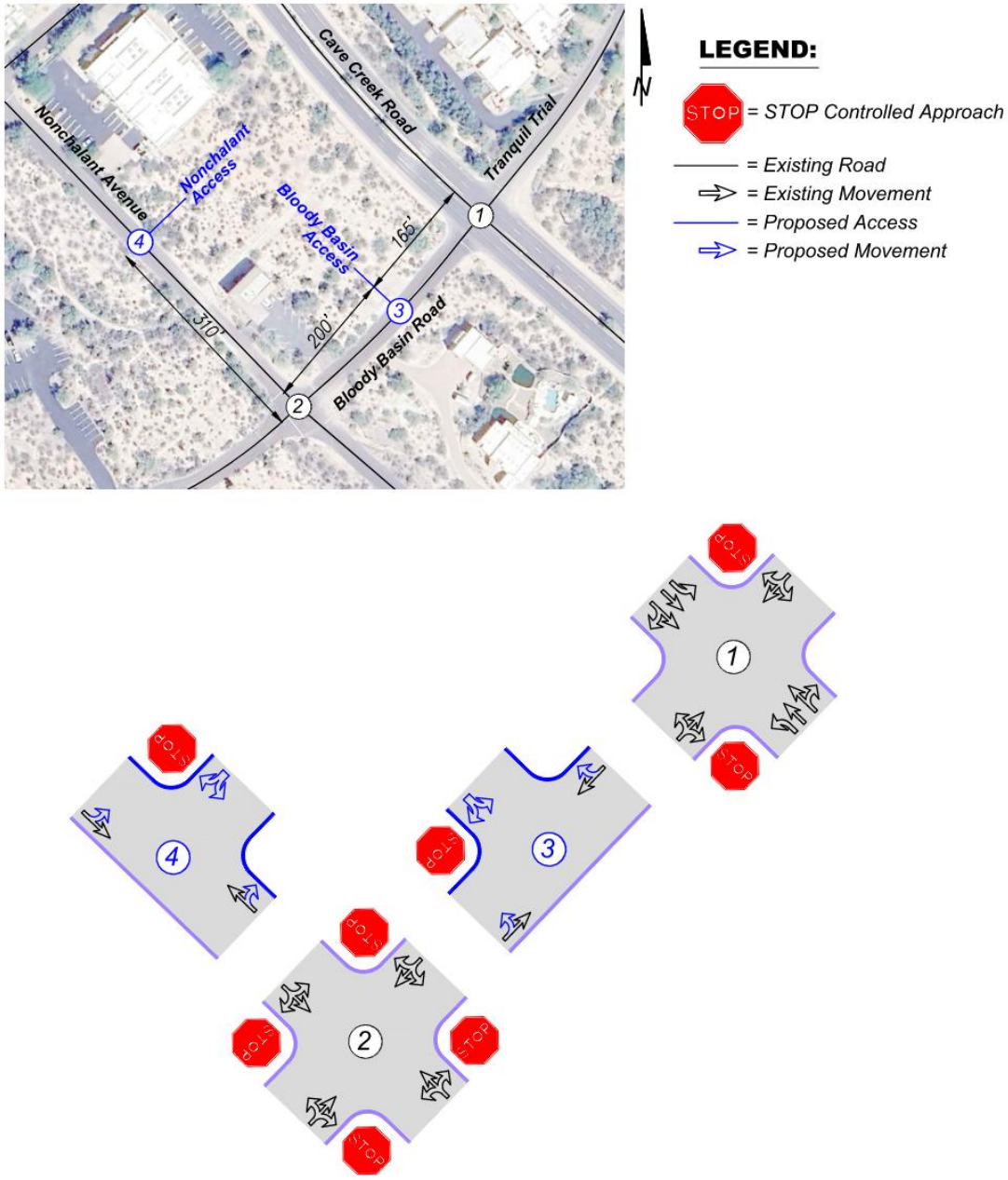
Bloody Basin Access will be located on Bloody Basin Road approximately 165 feet south of Cave Creek Road. Vehicles exiting the site will be STOP controlled and provided with a shared left turn/right turn lane. Northbound traffic will be offered a shared left turn/through lane while southbound vehicles will make use of a shared through/right turn lane.

Nonchalant Access will be located on Nonchalant Avenue approximately 305 feet west of Bloody Basin Road. Eastbound vehicles will be provided with a shared left turn/through lane while westbound traffic will be offered a shared through/right turn lane. Vehicles exiting the site will be STOP controlled and make use of a shared left turn/right turn lane.

Carefree Crossing is expected to construct a pedestrian path along the west side of Bloody Basin Road between Bloody Basin Access and Cave Creek Road to provide pedestrian connectivity to the shared use path proposed by the Town of Carefree along the south side of Cave Creek Road.

Figure 7 shows the location, geometry, and spacing for the proposed intersections serving the project site that will serve as a baseline of analysis in the report. This baseline for the analysis serves as a starting point to determine necessary improvements and does not present the final roadway configurations that may be required as part of this analysis.

Figure 7 – Baseline Access Point and Intersection Configuration Assumptions



Trip Generation

The proposed project will include vehicle storage units along with The Collective, a lounge, restaurant, and gallery area intended for use by both storage unit owners that will also be open to the general public. The Collective will also include restroom and seating areas along with vehicle display space. The vehicle storage units and restaurants are expected to be the primary land uses generating traffic to the site.

Trip generation was developed utilizing nationally agreed upon data contained in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 12th Edition*, 2025. The project trip generation was estimated for the construction of a proposed twenty-three (23) unit private vehicle self-storage land use based on ITE Land Use Code 151 (LUC 151), Mini-Warehouse. An additional 1,100 square foot fast casual restaurant was analyzed based on ITE LUC 930, Fast Casual Restaurant. The total trip generation is shown in **Table 1**. The complete trip generation calculations can be found in the Appendix.

It should be noted that ITE does not provide MIDDAY peak hour data for a mini-warehouse or fast casual restaurant. In order to provide a conservative analysis, it was assumed that the MIDDAY peak hour would be equal to the AM or PM peak hour (whichever is higher).

Table 1 – Site Generated Trips

Time Period	Mini-Warehouse (LUC 151)	Fast Casual Restaurant (LUC 930)	Total
Average Daily, Inbound (vtpd)	3	125	128
Average Daily, Outbound (vtpd)	3	125	128
Total Daily	**6**	**250**	**256**
AM Peak Hour, Inbound (vtph)	0	1	1
AM Peak Hour, Outbound (vtph)	0	1	1
Total AM Peak	**0**	**2**	**2**
MIDDAY Peak Hour, Inbound (vtph)*	1	8	9
MIDDAY Peak Hour, Outbound (vtph)*	1	8	9
Total MIDDAY Peak*	**2**	**16**	**18**
PM Peak Hour, Inbound (vtph)	1	8	9
PM Peak Hour, Outbound (vtph)	1	8	9
Total PM Peak	**2**	**16**	**18**

vtpd - vehicle trips per day, vtph - vehicle trips per hour

*Trip generation for the MIDDAY peak hour was assumed to be identical to the PM peak hour.

Trip Distribution & Assignment

Trip distribution for the project was based on existing traffic volume patterns near the proposed site. **Figure 8** shows the weekday trip distribution for the project as a percentage of net new primary trips.

Figure 9 shows the assignment of the new site generated trips to the project intersections within the study area.

Existing Traffic Operations

Analysis of current intersection operations was conducted for the weekday AM and PM peak hours using the nationally accepted methodology set forth in the *7th Edition* of the *Highway Capacity Manual,* Transportation Research Board (HCM 7). The computer software Synchro 12 was utilized to calculate the levels of service for individual movements and approaches.

LOS is a qualitative measure of the traffic operations at an intersection or on a roadway segment. Level of service is ranked from LOS A, which signifies little or no congestion and is the highest rank, to LOS F, which signifies congestion and jam conditions. LOS D is typically considered adequate operation at signalized and un-signalized intersections in developed areas.

At un-signalized intersections, level of service is predicted/calculated for those movements, which must either stop for or yield to oncoming traffic and is based on average control delay for the particular movement. Control delay is the portion of total delay attributed to traffic control measures such as stop signs and traffic signals. The criteria for level of service at un-signalized intersections are shown in **Table 2**.

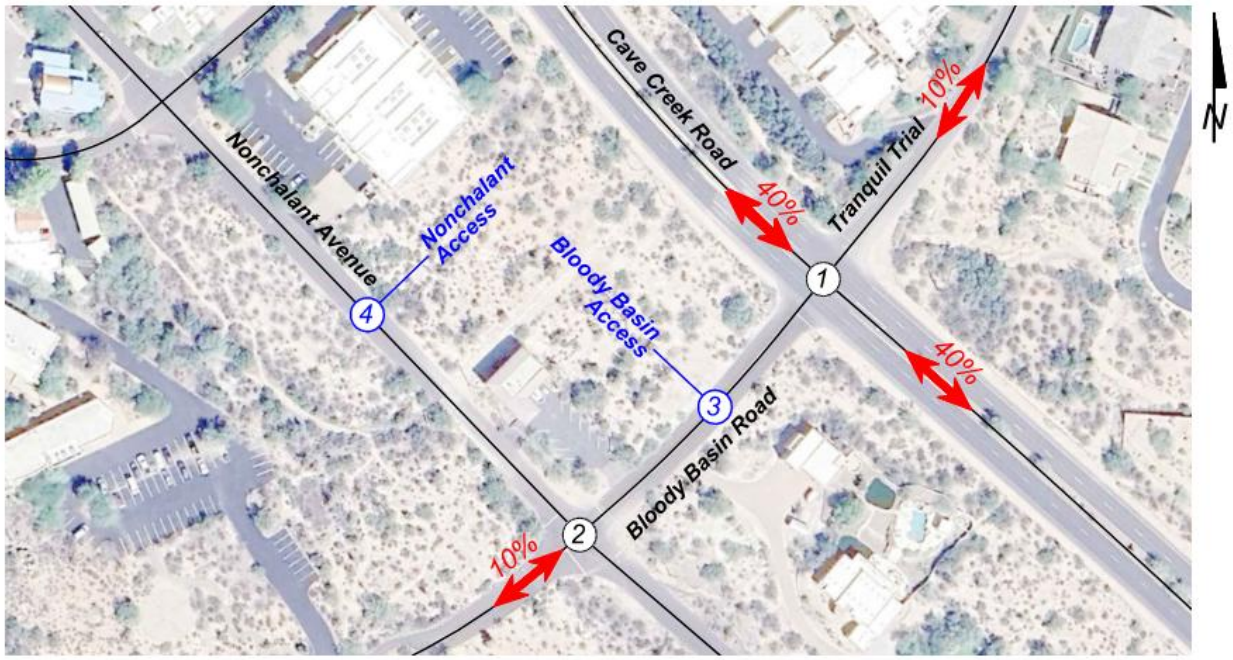
Table 2 – Level of Service Criteria – Un-signalized Intersections

Level-of-Service	Delay
A	≤ 10 seconds/vehicle
B	> 10 and ≤ 15 seconds/vehicle
C	> 15 and ≤ 25 seconds/vehicle
D	> 25 and ≤ 35 seconds/vehicle
E	> 35 and ≤ 50 seconds/vehicle
F	> 50 seconds/vehicle

Table 3 shows the existing levels of service that were calculated for the study intersections. Complete capacity calculations are included in the Appendix.

As shown below in **Table 3**, Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road currently operate at an adequate LOS during the weekday peak hours.

Figure 8 – Weekday Peak Hour Trip Distribution



LEGEND:

= *Existing Road*

= *Proposed Access*

XX% = *Distribution of Vehicle Trips*

Figure 9 – Weekday Peak Hour Trip Assignment

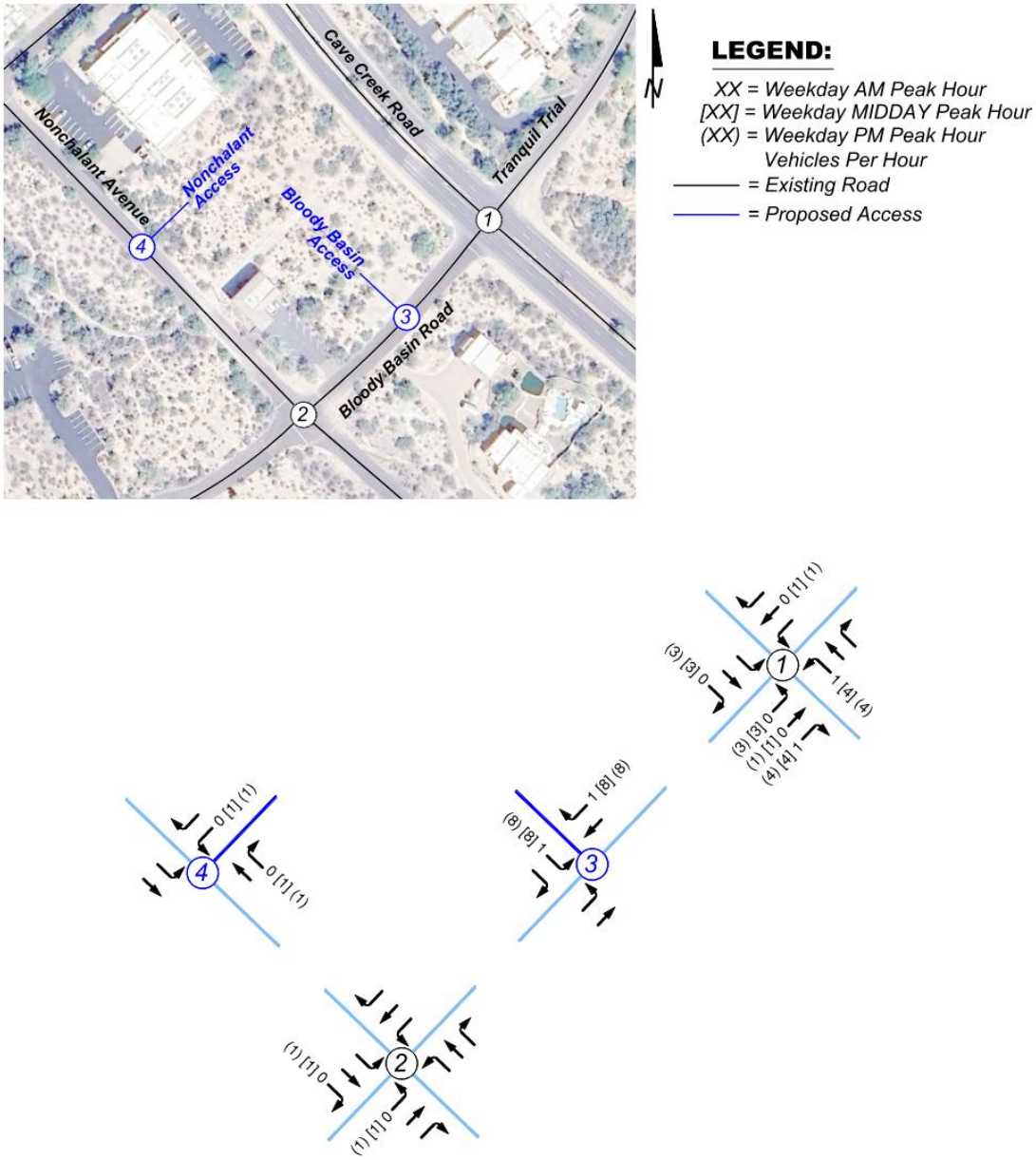


Table 3 – Existing Weekday Peak Hour Levels of Service

Intersection	AM Peak		MIDDAY Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay
Unsignalized Intersections						
Bloody Basin Road/Cave Creek Road						
Eastbound Left	A	7.8	A	8.2	A	7.9
Westbound Left	A	7.9	A	8.1	A	7.7
Northbound Left/Through/Right	B	11.5	B	11.6	B	11.0
Southbound Left/Through/Right	B	12.3	C	17.1	B	12.4
Nonchalant Avenue/Bloody Basin Road						
Eastbound Left/Through/Right	A	7.1	A	7.2	A	6.9
Westbound Left/Through/Right	A	6.9	A	6.8	A	6.8
Northbound Left/Through/Right	A	7.0	A	7.2	A	7.1
Southbound Left/Through/Right	A	7.1	A	7.2	A	7.1

Delay - seconds per vehicle

Future Traffic Operations Without Project

In order to assess the impacts of the project on future traffic operations, traffic projections were made for the opening year of 2028 using a conservative 2% annual traffic growth rate. Weekday peak hour traffic volumes in 2028 without the project were estimated as shown in **Figure 10**.

As with the current traffic volumes, levels of service were calculated for each of the intersections in the study area for 2028 without the project. Intersection levels of service for 2028 without the project are shown in **Table 4**. Complete capacity calculations are included in the Appendix.

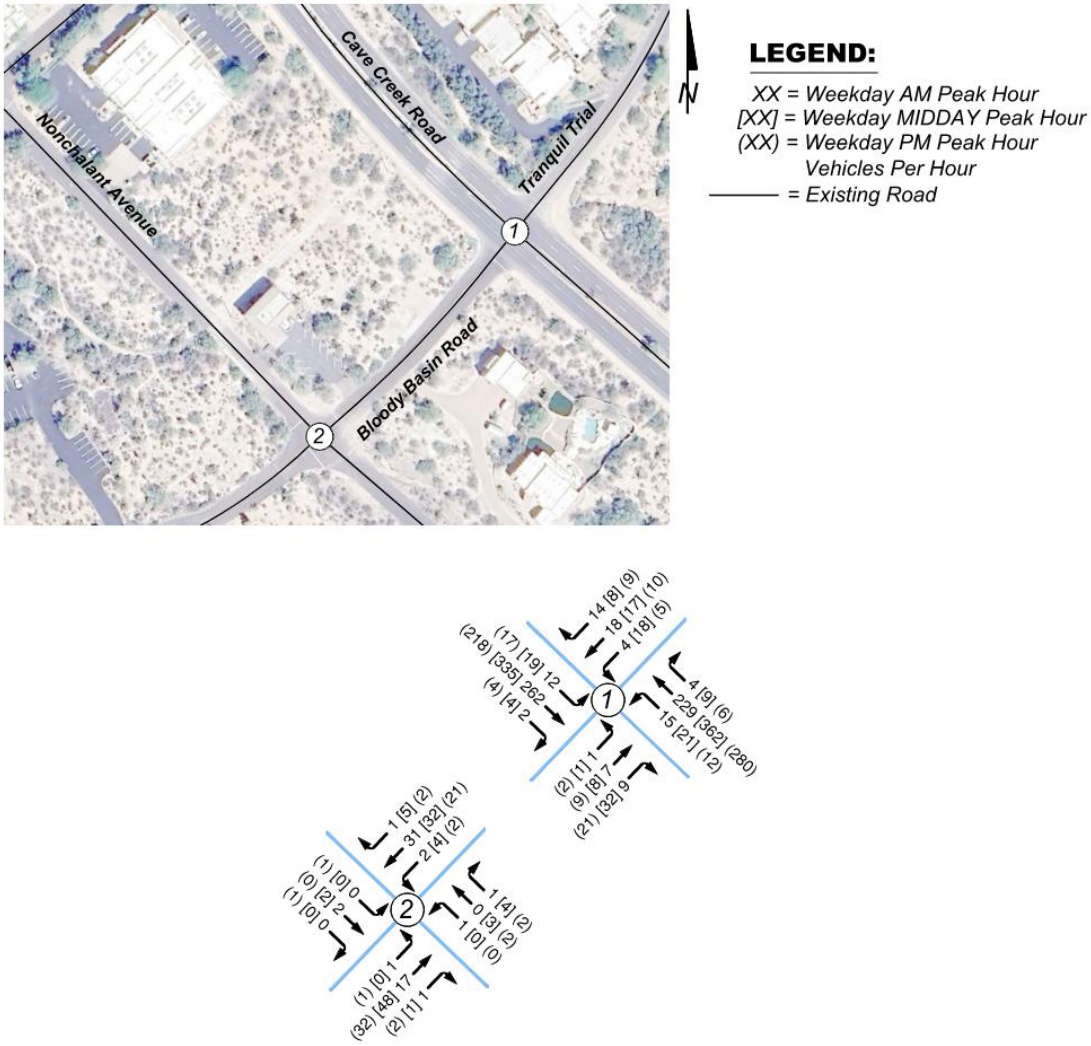
Table 4 – 2028 Weekday Peak Hour Levels of Service Without Project

Intersection	AM Peak		MIDDAY Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay
Unsignalized Intersections						
Bloody Basin Road/Cave Creek Road						
Eastbound Left	A	7.8	A	8.2	A	8.0
Westbound Left	A	7.9	A	8.1	A	7.8
Northbound Left/Through/Right	B	11.6	B	11.8	B	11.1
Southbound Left/Through/Right	B	12.5	C	18.0	B	12.6
Nonchalant Avenue/Bloody Basin Road						
Eastbound Left/Through/Right	A	7.1	A	7.2	A	6.9
Westbound Left/Through/Right	A	6.9	A	6.8	A	6.8
Northbound Left/Through/Right	A	7.0	A	7.2	A	7.1
Southbound Left/Through/Right	A	7.1	A	7.2	A	7.1

Delay - seconds per vehicle

As shown in **Table 4**, Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road are expected to continue operating at an adequate LOS in 2028 without the project during the weekday peak hours.

Figure 10 – 2028 Weekday Peak Hour Traffic Volumes Without Project



Future Traffic Operations With Project

In order to assess the impacts of the project on future traffic operations, levels of service were calculated for each project intersection in 2028 with the project. Weekday peak hour traffic volumes for 2028 without the project were combined with the estimated trips generated by the project to yield weekday peak hour traffic volumes with the project as shown in **Figure 11**. Weekday intersection levels of service for 2028 with the project were then calculated as shown in **Tables 5**. Complete capacity calculations are included in the Appendix.

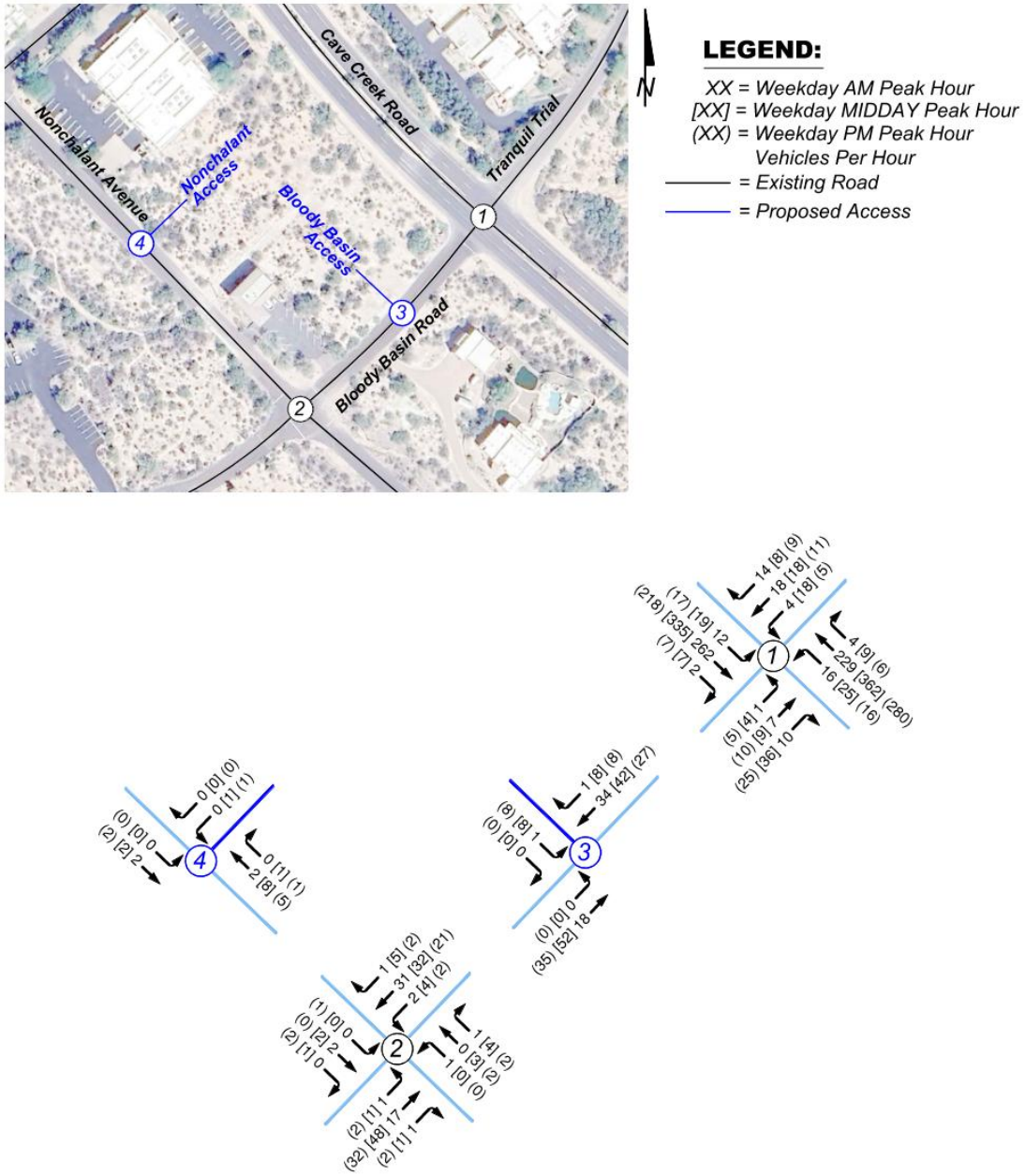
Table 5 – 2028 Weekday Peak Hour Levels of Service With Project

Intersection	2028 Without Project						2028 With Project					
	AM Peak		MIDDAY Peak		PM Peak		AM Peak		MIDDAY Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Unsignalized Intersections												
Bloody Basin Road/Cave Creek Road												
Eastbound Left	A	7.8	A	8.2	A	8.0	A	7.8	A	8.2	A	8.0
Westbound Left	A	7.9	A	8.1	A	7.8	A	7.9	A	8.1	A	7.8
Northbound Left/Through/Right	B	11.6	B	11.8	B	11.1	B	11.5	B	12.4	B	11.3
Southbound Left/Through/Right	B	12.5	C	18.0	B	12.6	B	12.6	C	18.4	B	12.9
Nonchalant Avenue/Bloody Basin Road												
Eastbound Left/Through/Right	A	7.1	A	7.2	A	6.9	A	7.1	A	7.0	A	6.8
Westbound Left/Through/Right	A	6.9	A	6.8	A	6.8	A	6.9	A	6.8	A	6.8
Northbound Left/Through/Right	A	7.0	A	7.2	A	7.1	A	7.0	A	7.2	A	7.1
Southbound Left/Through/Right	A	7.1	A	7.2	A	7.1	A	7.1	A	7.2	A	7.1
Bloody Basin Access/Bloody Basin Road												
Eastbound Left/Right	N/A		N/A		N/A		A	8.8	A	9.1	A	8.9
Northbound Left/Through							A	0.0	A	0.0	A	0.0
Nonchalant Access/Nonchalant Avenue												
Eastbound Left/Through	N/A		N/A		N/A		A	0.0	A	0.0	A	0.0
Southbound Left/Right							A	0.0	A	8.6	A	8.6

Delay - seconds per vehicle

As shown in **Table 5**, all the study intersections are expected to operate at an adequate LOS in 2028 during the weekday peak hours with traffic from the project.

Figure 11 - 2028 Weekday Peak Hour Traffic Volumes With Project



Turn Lane Analysis

A key element of this traffic analysis is determining whether left turn lanes and right turn lanes are warranted at the intersections of Bloody Basin Access/Bloody Basin Road and Nonchalant Access/Nonchalant Avenue. While the Town of Carefree does not provide specific turn lane warrant criteria for proposed access points, City of Scottsdale provides guidelines for the inclusion of left turn lanes and right turn lanes at driveways in the *City of Scottsdale Design Standards and Policies Manual*, 2018.

Left Turn Lane Warrants

The need for left turn lanes is based on the classification of the intersecting roadways and are as follows:

"Left-turn lanes are required at all street intersections on major collectors and arterials. Left-turn lanes may also be required at street intersections on minor collectors based on the projected left-turn volume and conflicting through volume."

Left turn lanes are not required at Bloody Basin Access/Bloody Basin Road and Nonchalant Access/Nonchalant Avenue based on the above criteria, as the intersections are composed of a local street and a driveway.

Right Turn Lane Warrants

The criteria to determine the need for right turn lanes is based on the classification of the intersected roadway. The inclusion of right turn lanes are as follows:

"Right-turn lanes are required at all street intersections (public or private) on major arterials. Right-turn lanes may be required by the Transportation Department on minor arterial and collector street intersections."

Right turn lanes are not required at Bloody Basin Access/Bloody Basin Road and Nonchalant Access/Nonchalant Avenue based on the above criteria, as the intersections are composed of a local street and a driveway.

Queue Calculations

Queue lengths were calculated at Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road to determine if any overlap is expected to occur between the proposed access points and adjacent intersections.

Queue lengths were calculated using the Synchro 95th-percentile methodology

For un-signalized intersections, the average number of vehicles that would queue per cycle was based on the Synchro 95th percentile queue length. A typical vehicle length of 25 feet was assumed.

Storage length = Synchro 95th % queue (vehicles) x vehicle length (ft)

Table 6 shows the calculated queue lengths based on 2028 weekday peak hour traffic volumes with traffic from the project. Computed values are typically rounded to the nearest 25 feet. Complete queue length calculations are available in the Appendix.

Table 6 – Calculated Queue Lengths

Intersection	Approach Storage			
	NB	SB	EB	WB
Bloody Basin Road/Cave Creek Road				
Turning Volume (vph)	50			
$S_{calculated}$ =	8			
$S_{rounded}$ =	25			
Nonchalant Avenue/Bloody Basin Road				
Turning Volume (vph)		41	3	
$S_{calculated}$ =		5	0	
$S_{rounded}$ =		25	0	

S - storage in feet, vph - vehicles per hour

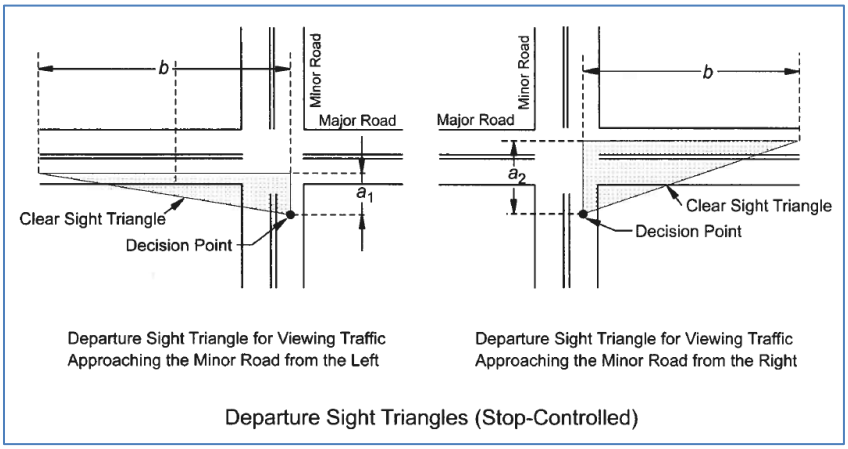
As shown in **Table 6**, the shared northbound left turn/through/right turn movement at Bloody Basin Road/Cave Creek Road, and shared southbound left turn/through/right turn movement and shared eastbound left turn/through/right turn movement at Nonchalant Avenue/Bloody Basin Road are expected to serve a queue of 25 feet or less.

These queues are relatively short and are not expected to extend into the project access points.

Preliminary Sight Distance Review

A preliminary evaluation of departure sight triangles at the intersection of Bloody Basin Road/Cave Creek Road was completed based on the latest edition of the Policy on Geometric Design of Highways and Streets (AASHTO Green Book 2018). **Figure 12** shows a generic schematic of the AASHTO departure sight triangles. Additional applicable data from the AASTO Green Book 2018 is attached to the appendix of this report.

Figure 12 – AASHTO Departure Sight Triangles



Departure sight triangles refer to the areas on either side of a roadway intersection that must be clear of obstructions to ensure drivers can see oncoming traffic when they are entering or crossing a major road from a minor road. These triangles help ensure that drivers have enough time to assess the traffic and safely enter or cross the intersection without interfering with vehicles traveling on the main road.

Departure sight triangles from a driveway are typically measured from a decision point assumed to be at the center of the driveway, 14.5 feet from the crossing roadway (face of curb or edge of the traveled way), and 3.5 feet above the driveway. A measurement is taken in both directions from the decision point to the maximum distance that an object 3.5 feet above the crossing roadway (in the middle of the travel lane approaching the driveway) is observable.

The departure sight triangle evaluation for northbound traffic on Bloody Basin Road turning onto Cave Creek Road involved an object with a height of 3.5 feet being moved away from Bloody Basin Road in the middle of the eastbound travel lane on Cave Creek Road (to verify sight distance for northbound right turning vehicles) and the middle of the westbound travel lane on Cave Creek Road (to verify sight distance for northbound left turning vehicles). An observer verified the maximum distance this object could be seen from a point 14.5 feet south of the Cave Creek Road edge of pavement, in the approximate center of Bloody Basin Road, and at a height of 3.5 feet over the pavement. This observer documented that the object remained visible in the eastbound travel lane for more than 1,000 feet west of the intersection and in the westbound travel lane for approximately 405 feet east of the intersection.

Table 7 shows the results of the preliminary sight distance review based on field measurements, AASHTO Green Book guidelines (using Equation 9-1), and a posted speed limit of 35 mph on Cave Creek Road.

Table 7 – Preliminary Departure Sight Distance Review

Sight Line	Speed Limit (mph)	Sight Distance Measured in Field	Distance Required Per AASHTO Green Book	Minimum Requirement Met?
Bloody Basin Road/Cave Creek Road				
Northbound Left (Driver Looking East)	35	405	450	No
Northbound Left (Driver Looking West)	35	>1000	335	**Yes**
Northbound Right (Driver Looking West)	35	>1000	335	**Yes**

*Distances in Feet

As shown in **Table 7**, the Bloody Basin Road/Cave Creek Road intersection meets the AASHTO departure sight distance requirements for northbound right turning vehicles looking west along Cave Creek Road from the minor road.

Based on the preliminary sight distance review, northbound left turning vehicles looking west along Cave Creek Road are expected to meet the AASHTO departure sight distance requirements. However, when looking east along Cave Creek Road northbound left turning vehicles at the intersection of Bloody Basin Road/Cave Creek Road were observed to have approximately 405 feet of available sight distance. This is below the minimum departure sight distance of 450 feet required per AASHTO guidelines. This sight distance is limited due to the overgrown vegetation located within Town of Carefree right-of-way along both the median and south side of Cave Creek Road east of Bloody Basin Road. The vegetation should be removed or cut back to ensure clear visibility and adequate sight distance for left turning vehicles from the minor road.

It is recommended that sight distances at the proposed access points be verified during the design process.

Crash Analysis

Crash history for the existing study intersections was obtained from ADOT from 1 January 2022 to 31 December 2024. The result of the crash analysis at the intersection of Bloody Basin Road/Cave Creek Road is shown in **Table 8**. A summary of the crash data can be found in the Appendix.

Table 8 – Crash Analysis at Bloody Basin Road/Cave Creek Road

Year	Crash Type							Fatal	Injury	Crash Totals
	Angle	Left Turn	Rear-End	Sideswipe	Single Vehicle	Head On	Other			
2022	2	0	0	0	0	0	0	0	2	2
2023	0	0	0	0	2	0	0	0	1	2
2024	0	0	0	0	1	0	1	0	0	2
3-Year Total	**2**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**3**	**6**

As shown in **Table 8**, six (6) crashes (three with injuries) were reported at the intersection of Bloody Basin Road/Cave Creek Road during the 2022 to 2024 study period. This limited crash data provides no observable crash pattern for the area.

No crashes were reported at the intersection of Nonchalant Avenue/Bloody Basin Road. It should be noted that this crash summary only includes crashes where a police officer was contacted and wrote a report, otherwise, there is no record of the incident. It is possible that other minor crashes occurred in the area where the Police Department was not contacted, and no official record of these crashes exists.

Conclusion

When fully completed, the proposed project is predicted to generate an additional 256 vehicle trips per day (vtpd) on weekdays to the adjacent street system from the new project site. Fifty percent of these new trips (128 vehicle trips) will be into the project and fifty percent will be out of the project.

Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road currently operate at an adequate LOS during the weekday peak hours.

Bloody Basin Road/Cave Creek Road and Nonchalant Avenue/Bloody Basin Road are expected to continue operating at an adequate LOS in 2028 without the project during the weekday peak hours.

All the study intersections are expected to operate at an adequate LOS in 2028 during the weekday peak hours with traffic from the project.

The proposed project access points do not warrant exclusive left or right turn lanes.

The northbound shared left turn/through/right turn movement at Bloody Basin Road/Cave Creek Road, along with the eastbound and southbound shared left turn/through/right turn movements at Nonchalant Avenue/Bloody Basin Road, are expected to serve queues of 25 feet or less and are not anticipated to extend into the project access points.

Based on a preliminary sight distance evaluation, the available sight distance for vehicles making a northbound right turn from Bloody Basin Road to Cave Creek Road exceeds the minimum distances required in the AASHTO Green Book.

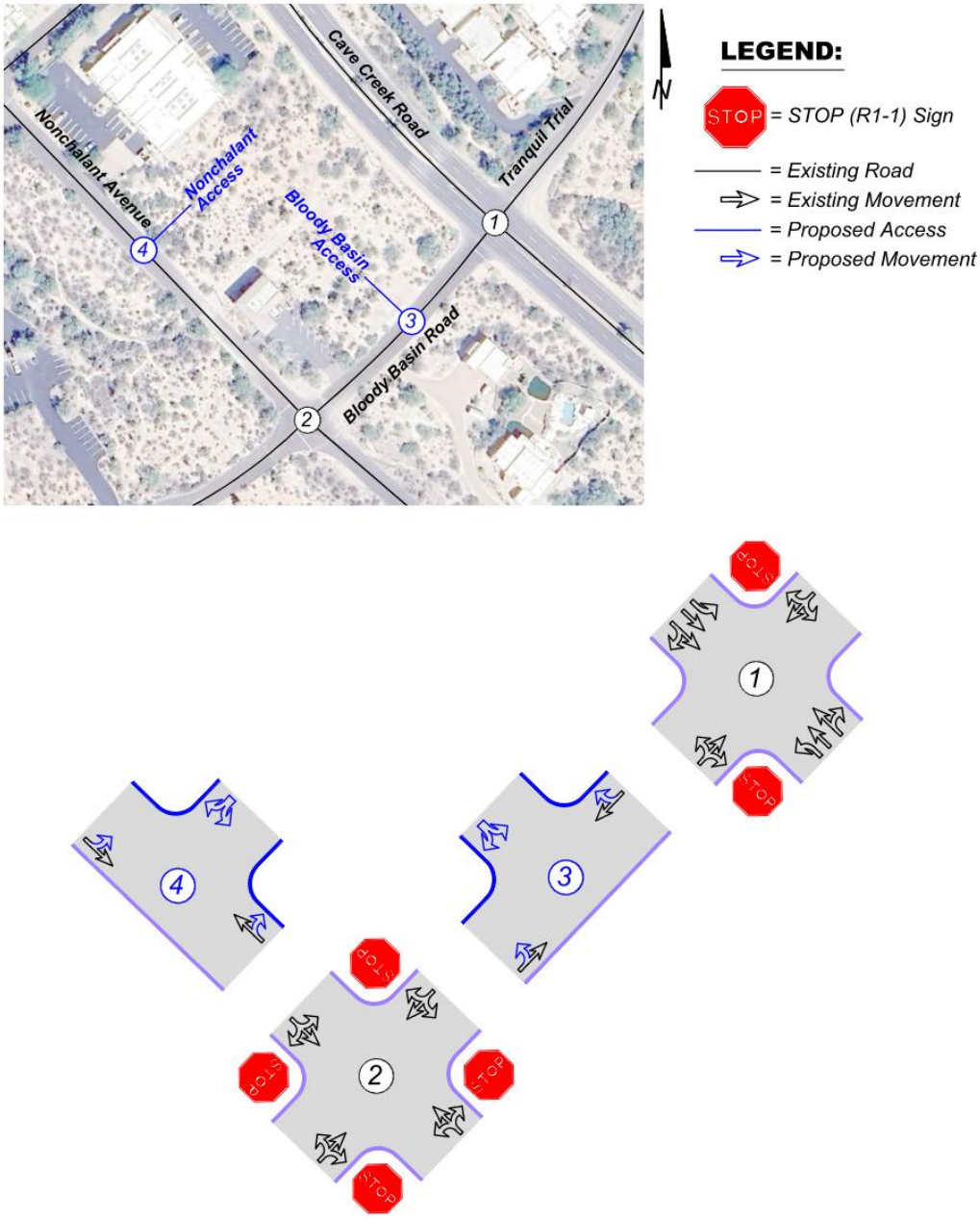
Adequate sight distance is not available for northbound left turning vehicles from Bloody Basin Road to Cave Creek Road. This sight distance is limited due to the overgrown vegetation located within Town of Carefree right-of-way along both the median and south side of Cave Creek Road east of Bloody Basin Road. The vegetation should be removed or cut back to ensure clear visibility and adequate sight distance for left turning vehicles from the minor road.

Six (6) crashes (three with injuries) were reported at the intersection of Bloody Basin Road/Cave Creek Road during the 2022 to 2024 study period. This limited crash data provides no observable crash pattern for the area.

Vegetation located within Town of Carefree right-of-way along both the median and south side of Cave Creek Road, east of Bloody Basin Road, should be removed or cut back to provide adequate departure sight distance for northbound left turning vehicles at the intersection of Bloody Basin Road/Cave Creek Road.

Figure 13 shows the proposed lane configurations and traffic control at the study intersections.

Figure 13 – Proposed Lane Configurations and Traffic Control



CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

APPENDIX

Traffic Counts

Trip Generation Calculations

Capacity Calculations

Turn Lane Calculations

Crash Analysis

Town of Carefree Town Center Circulation Plan

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

APPENDIX

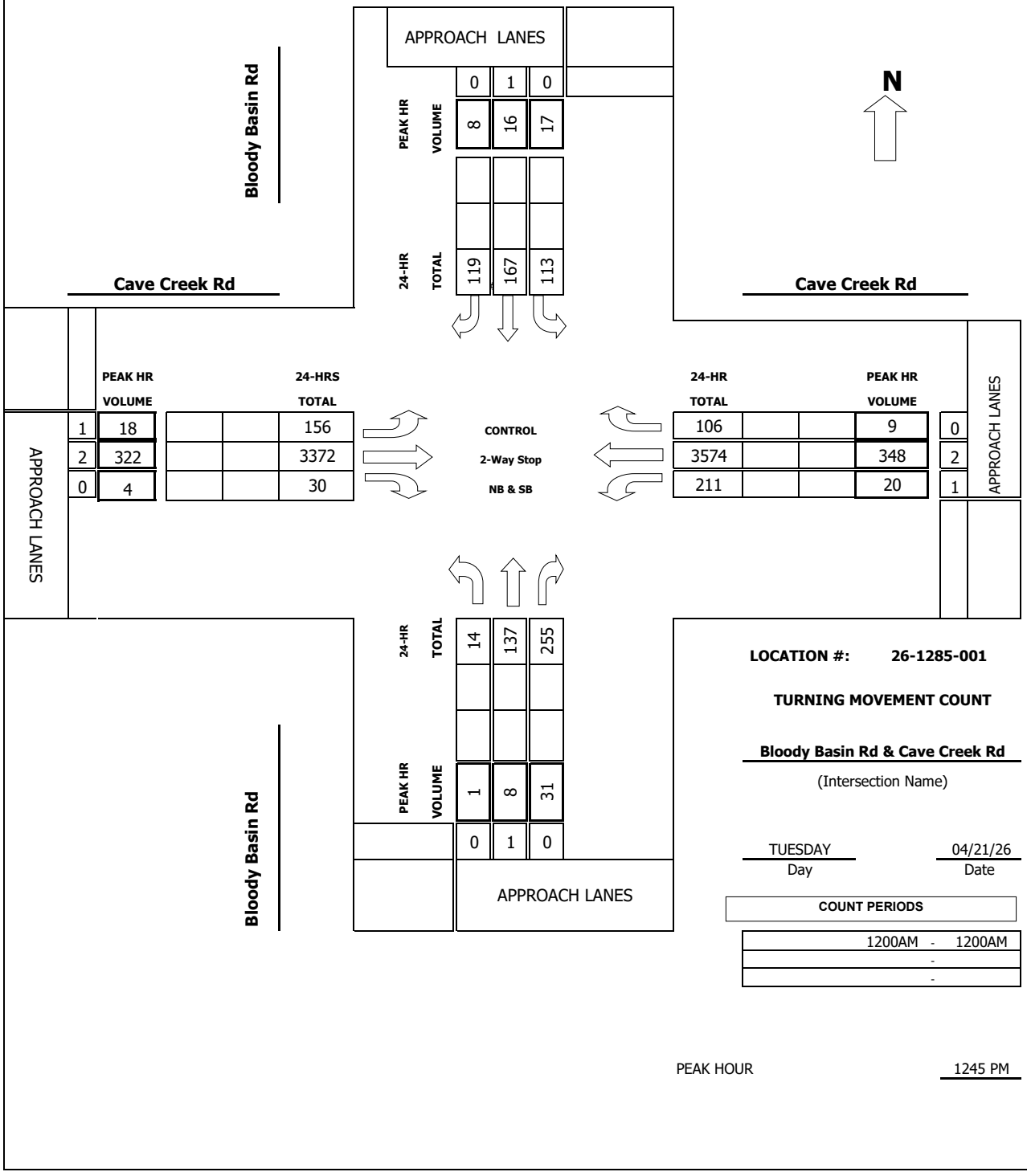
Traffic Counts

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 26-1285-001

TMC SUMMARY OF Bloody Basin Rd & Cave Creek Rd



LOCATION #: 26-1285-001

TURNING MOVEMENT COUNT

Bloody Basin Rd & Cave Creek Rd
(Intersection Name)

TUESDAY (Day) 04/21/26 (Date)

COUNT PERIODS	
1200AM	1200AM
	-
	-

PEAK HOUR 1245 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Bloody Basin Rd DATE: 04/21/26 LOCATION: Carefree

E-W STREET: Cave Creek Rd DAY: TUESDAY PROJECT# 26-1285-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:15 AM	0	1	0	1	0	0	0	0	0	0	1	0	3
12:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
12:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
1:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
1:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
3:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:15 AM	0	0	1	0	0	0	0	2	0	0	1	0	4
4:30 AM	0	1	0	0	0	0	0	3	0	0	1	0	5
4:45 AM	0	0	0	0	2	0	0	4	0	0	3	0	9
5:00 AM	0	0	0	0	0	1	0	6	0	0	2	0	9
5:15 AM	0	0	0	0	1	0	0	5	0	0	3	0	9
5:30 AM	0	1	1	0	0	0	0	12	0	1	5	1	21
5:45 AM	0	1	0	3	1	1	0	4	0	1	5	2	18
6:00 AM	0	0	1	1	2	0	1	17	0	2	14	3	41
6:15 AM	0	0	2	1	1	0	0	21	0	1	15	1	42
6:30 AM	0	1	0	2	2	0	0	49	0	0	16	0	70
6:45 AM	0	1	4	2	2	1	0	41	0	1	15	1	68
7:00 AM	0	1	0	2	7	2	0	48	0	4	20	1	85
7:15 AM	0	2	2	1	4	0	1	51	0	1	21	0	83
7:30 AM	0	0	7	1	0	1	0	58	0	2	31	1	101
7:45 AM	0	0	4	1	2	1	2	34	0	3	42	2	91
8:00 AM	0	0	2	0	5	2	3	70	0	2	34	1	119
8:15 AM	1	4	2	0	3	5	2	45	0	4	49	0	115
8:30 AM	0	0	3	2	5	2	5	76	0	6	63	1	163
8:45 AM	0	3	2	2	4	4	2	61	2	2	74	2	158
9:00 AM	1	3	2	2	6	3	5	56	2	7	75	2	164
9:15 AM	0	0	1	3	1	2	1	65	0	4	79	3	159
9:30 AM	0	5	7	5	2	3	2	61	0	3	64	3	155
9:45 AM	0	1	0	6	6	5	0	61	1	5	76	1	162
10:00 AM	0	3	4	0	4	2	4	57	0	4	76	0	154
10:15 AM	0	2	11	1	5	1	2	74	1	7	74	1	179

Intersection Turning Movement

Prepared by:

10:30 AM	0	4	5	3	8	1	5	78	1	4	80	4	193
10:45 AM	1	1	3	3	5	7	4	75	0	9	99	4	211
11:00 AM	1	1	3	2	1	0	3	66	1	4	100	6	188
11:15 AM	0	3	8	2	3	1	4	57	1	8	86	0	173
11:30 AM	0	4	9	4	3	2	2	81	0	4	79	2	190
11:45 AM	1	6	6	5	4	4	0	69	1	1	83	2	182
12:00 PM	1	4	9	4	5	0	2	77	1	7	78	2	190
12:15 PM	1	6	5	5	2	4	3	67	1	7	92	5	198
12:30 PM	0	2	9	2	4	0	3	50	1	5	72	1	149
12:45 PM	0	4	9	3	1	1	3	71	1	5	95	0	193
1:00 PM	0	0	4	4	2	1	7	80	2	6	79	3	188
1:15 PM	0	2	5	6	7	3	4	85	1	4	83	5	205
1:30 PM	1	2	13	4	6	3	4	86	0	5	91	1	216
1:45 PM	1	0	4	0	2	6	5	74	0	6	91	2	191
2:00 PM	0	5	6	1	3	2	3	70	0	9	60	1	160
2:15 PM	0	8	6	3	1	5	6	78	2	6	102	3	220
2:30 PM	0	2	7	1	4	4	3	53	1	4	72	0	151
2:45 PM	0	4	4	1	4	6	3	70	0	5	83	6	186
3:00 PM	0	2	7	1	3	0	7	71	1	6	86	5	189
3:15 PM	0	3	7	5	3	2	1	56	0	5	86	0	168
3:30 PM	1	4	6	1	0	2	5	74	0	3	75	1	172
3:45 PM	0	3	7	1	4	3	2	59	1	4	71	0	155
4:00 PM	1	0	3	2	2	2	6	60	2	2	67	1	148
4:15 PM	0	3	5	1	0	3	6	50	1	3	70	4	146
4:30 PM	0	4	6	1	2	1	3	59	0	7	63	1	147
4:45 PM	1	2	6	1	6	3	1	41	1	0	69	0	131
5:00 PM	1	2	3	1	0	2	8	56	1	3	58	3	138
5:15 PM	0	3	0	1	3	3	3	38	2	2	63	1	119
5:30 PM	0	2	1	0	4	1	4	42	0	1	52	1	108
5:45 PM	0	2	5	1	1	1	2	39	0	2	56	1	110
6:00 PM	0	3	4	1	0	0	1	43	0	1	47	1	101
6:15 PM	0	2	2	0	0	3	2	27	0	4	50	1	91
6:30 PM	0	2	5	1	4	0	2	34	0	1	48	0	97
6:45 PM	0	0	4	0	2	2	0	42	0	2	37	0	89
7:00 PM	0	2	1	1	1	2	2	31	0	1	24	4	69
7:15 PM	0	1	0	0	1	1	0	36	0	3	25	2	69
7:30 PM	0	2	2	1	0	0	0	27	0	1	16	1	50
7:45 PM	0	0	1	0	1	0	0	35	0	0	18	1	56
8:00 PM	0	2	1	1	0	0	2	27	0	0	16	0	49
8:15 PM	1	1	3	0	0	1	1	33	1	0	15	0	56
8:30 PM	0	0	0	1	0	0	0	29	0	0	11	0	41
8:45 PM	0	0	1	0	0	0	1	19	0	0	11	1	33
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9:15 PM	0	0	0	0	0	0	2	5	0	0	3	2	12
9:30 PM	0	2	0	0	0	0	0	10	0	0	10	0	22
9:45 PM	0	0	0	0	0	0	0	8	0	0	4	1	13
10:00 PM	0	0	0	0	0	1	0	5	0	0	4	0	10
10:15 PM	0	1	1	0	0	0	0	7	0	0	4	0	13
10:30 PM	0	1	0	0	0	0	0	2	0	0	5	1	9
10:45 PM	0	0	0	0	0	0	0	4	0	1	3	0	8
11:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
11:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	14	137	255	113	167	119	156	3372	30	211	3574	106	8254

Intersection Turning Movement

Prepared by:

Approach %	3.45	33.74	62.81	28.32	41.85	29.82	4.38	94.77	0.84	5.42	91.85	2.72	
App/Depart	406	/	399	399	/	408	3558	/	3740	3891	/	3707	

Peak Hr Begins at: 1245 PM

PEAK Volumes	1	8	31	17	16	8	18	322	4	20	348	9	802
Approach %	2.50	20.00	77.50	41.46	39.02	19.51	5.23	93.60	1.16	5.31	92.31	2.39	
PEAK HR. FACTOR:		0.625			0.641			0.956			0.943		0.928

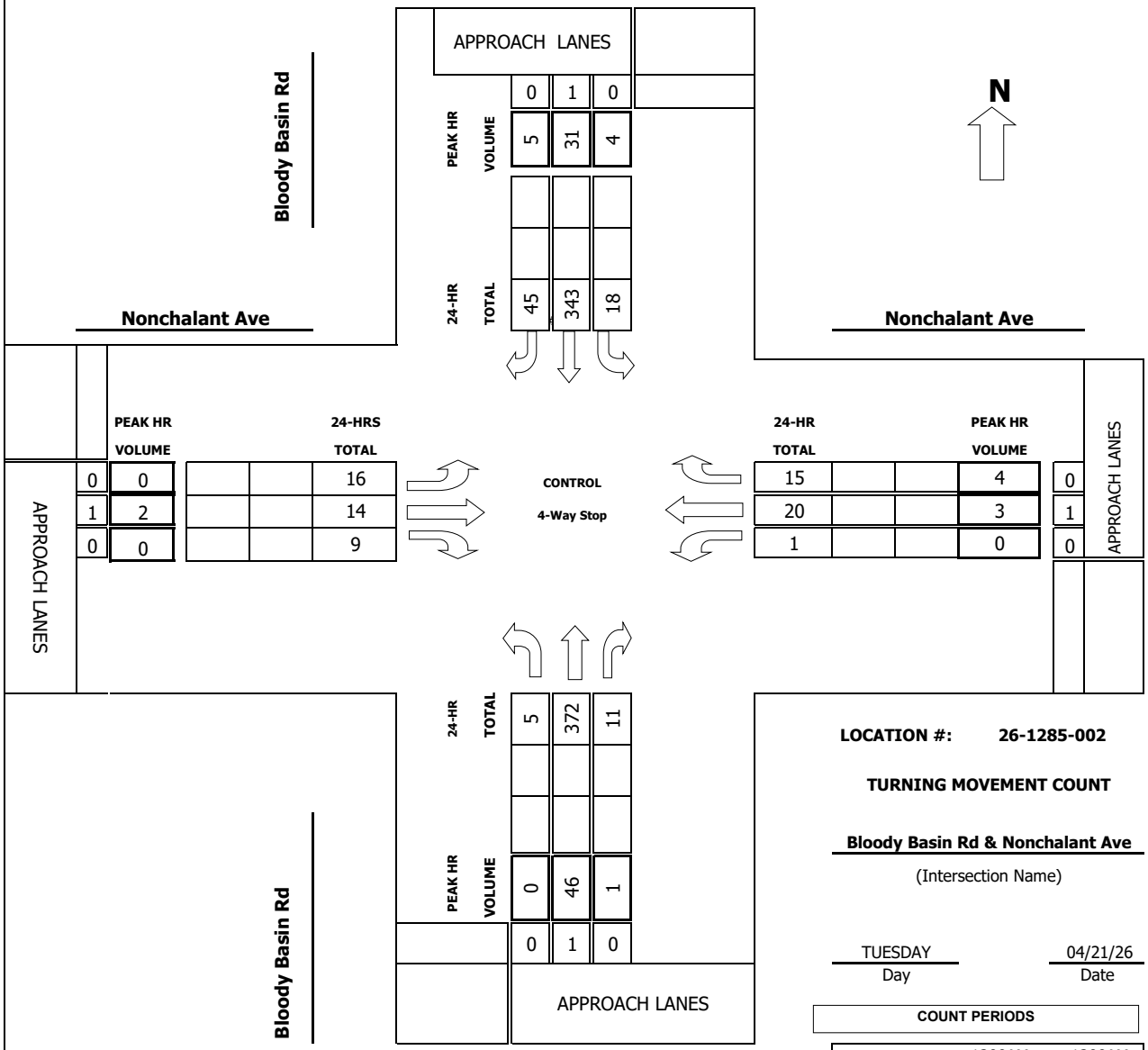
CONTROL: 2-Way Stop (NB & SB)
COMMENT 1:
GPS: 33.822284, -111.918192

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 26-1285-002

TMC SUMMARY OF Bloody Basin Rd & Nonchalant Ave



LOCATION #: 26-1285-002

TURNING MOVEMENT COUNT

Bloody Basin Rd & Nonchalant Ave
(Intersection Name)

TUESDAY (Day) 04/21/26 (Date)

COUNT PERIODS	
1200AM	1200AM

PEAK HOUR 1200 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

veracitytrafficgroup

N-S STREET: Bloody Basin Rd DATE: 04/21/26 LOCATION: Carefree

E-W STREET: Nonchalant Ave DAY: TUESDAY PROJECT# 26-1285-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
6:00 AM	0	1	0	1	2	1	0	0	0	0	0	0	5
6:15 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
6:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3
6:45 AM	0	4	0	0	4	0	0	0	0	0	1	0	9
7:00 AM	0	1	0	0	10	2	0	0	0	0	1	0	14
7:15 AM	0	4	0	0	5	0	0	0	0	0	0	0	9
7:30 AM	0	8	0	0	2	0	0	0	0	0	0	0	10
7:45 AM	1	4	0	0	3	2	0	0	0	0	1	0	11
8:00 AM	0	2	0	0	7	0	0	0	0	0	0	0	9
8:15 AM	0	6	0	0	7	0	0	2	0	0	0	1	16
8:30 AM	0	3	0	1	9	1	0	0	0	1	0	0	15
8:45 AM	1	5	1	1	7	0	0	0	0	0	0	0	15
9:00 AM	0	4	0	0	13	1	1	0	0	0	0	0	19
9:15 AM	0	1	0	0	4	1	0	0	1	0	1	0	8
9:30 AM	0	11	0	0	4	1	1	0	1	0	0	0	18
9:45 AM	1	1	1	0	12	0	0	0	0	0	2	0	17
10:00 AM	0	7	1	0	4	4	0	0	0	0	0	0	16
10:15 AM	0	11	0	1	9	2	1	0	0	0	0	0	24

Intersection Turning Movement

Prepared by:

10:30 AM	0	9	0	0	13	0	0	0	0	0	1	0	23
10:45 AM	0	4	1	0	12	2	0	0	0	0	0	1	20
11:00 AM	0	6	1	1	5	0	0	0	0	0	0	0	13
11:15 AM	1	9	1	1	11	0	1	1	0	0	0	0	25
11:30 AM	0	12	0	0	6	1	1	0	1	0	1	0	22
11:45 AM	0	12	0	0	6	0	0	0	1	0	0	1	20
12:00 PM	0	12	1	1	10	2	0	0	0	0	0	2	28
12:15 PM	0	11	0	1	6	3	0	0	0	0	2	2	25
12:30 PM	0	10	0	0	10	0	0	1	0	0	1	0	22
12:45 PM	0	13	0	2	5	0	0	1	0	0	0	0	21
1:00 PM	0	2	0	0	10	0	1	0	0	0	1	1	15
1:15 PM	0	6	0	0	11	1	0	0	0	0	0	1	19
1:30 PM	0	15	0	0	11	0	0	0	0	0	0	1	27
1:45 PM	0	4	0	0	7	1	0	0	0	0	0	0	12
2:00 PM	0	11	0	0	10	2	0	1	0	0	1	0	25
2:15 PM	0	13	0	0	8	0	1	0	0	0	0	0	22
2:30 PM	0	7	0	2	4	3	1	0	0	0	1	0	18
2:45 PM	0	8	1	0	7	2	0	0	0	0	0	1	19
3:00 PM	0	7	0	0	8	2	1	0	0	0	0	0	18
3:15 PM	0	10	0	0	7	1	0	1	0	0	0	0	19
3:30 PM	0	7	0	0	2	0	3	0	0	0	0	1	13
3:45 PM	0	9	0	0	8	1	1	1	0	0	0	0	20
4:00 PM	0	4	0	1	5	0	0	0	0	0	1	0	11
4:15 PM	0	7	0	1	2	1	1	0	0	0	1	0	13
4:30 PM	0	11	1	0	9	0	0	0	0	0	0	0	21
4:45 PM	1	8	1	1	6	0	0	0	0	0	1	1	19
5:00 PM	0	5	0	0	3	1	0	0	1	0	0	1	11
5:15 PM	0	3	0	1	4	2	0	0	0	0	0	0	10
5:30 PM	0	3	0	0	4	1	0	1	0	0	1	0	10
5:45 PM	0	7	0	0	3	0	0	1	0	0	0	0	11
6:00 PM	0	7	0	0	1	0	0	0	0	0	0	0	8
6:15 PM	0	4	0	0	4	0	0	1	1	0	1	0	11
6:30 PM	0	5	0	0	4	1	2	1	0	0	1	0	14
6:45 PM	0	4	0	0	4	0	0	0	1	0	0	0	9
7:00 PM	0	3	0	0	2	0	0	1	0	0	0	0	6
7:15 PM	0	1	1	0	4	0	0	0	1	0	0	0	7
7:30 PM	0	4	0	0	0	1	0	0	0	0	0	0	5
7:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
8:15 PM	0	4	0	1	0	0	0	0	0	0	0	1	6
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 PM	0	3	0	0	0	0	0	0	1	0	0	0	4
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	5	372	11	18	343	45	16	14	9	1	20	15	869

Intersection Turning Movement

Prepared by:

Approach %	1.29	95.88	2.84	4.43	84.48	11.08	41.03	35.90	23.08	2.78	55.56	41.67	
App/Depart	388	/	403	406	/	353	39	/	43	36	/	70	

Peak Hr Begins at: 1200 PM

PEAK Volumes	0	46	1	4	31	5	0	2	0	0	3	4	96
Approach %	0.00	97.87	2.13	10.00	77.50	12.50	0.00	100.00	0.00	0.00	42.86	57.14	
PEAK HR. FACTOR:		0.904			0.769			0.500			0.438		0.857

CONTROL: 4-Way Stop

COMMENT 1:

GPS: 33.821560, -111.918997

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

APPENDIX

Trip Generation Calculations

Mini-Warehouse (LUC 151)

LAND USE: 23 Storage Units Mini-Warehouse

TRIP GENERATION CALCULATIONS ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' TRIP GENERATION, 12TH EDITION. THE ITE LAND USE CODE IS Mini-Warehouse (151), General Urban/Suburban

Weekday

Average Rate = 17.96 Trips per 100 Storage Units (SU)

T = 17.96 Trips x 23 SU / 100

T = 6 VTPD

ENTER: (0.5)*(6) = **3 VTPD**

EXIT: (0.5)*(6) = **3 VTPD**

AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

Average Rate = 1.17 Trips per 100 Storage Units (SU)

T = 1.17 Trips x 23 SU / 100

T = 0 VPH

ENTER: (0.52)*(0) = **0 VPH**

EXIT: (0.48)*(0) = **0 VPH**

PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

Average Rate = 1.84 Trips per 100 Storage Units (SU)

T = 1.84 Trips x 23 SU / 100

T = 2 VPH

ENTER: (0.51)*(2) = **1 VPH**

EXIT: (0.49)*(2) = **1 VPH**

*where, T = trip ends

TRIP GENERATION SUMMARY

WEEKDAY	**6 VTPD**
AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)	**0 VPH**
PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)	**2 VPH**

Fast Casual Restaurant (LUC 930)

LAND USE: 1,100 Square Feet Fast Casual Restaurant

TRIP GENERATION CALCULATIONS ARE BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' TRIP GENERATION, 12TH EDITION. THE ITE LAND USE CODE IS
Fast Casual Restaurant (930), General Urban/Suburban

Weekday

Average Rate = 225.89 Trips per 1000 Square Feet (Sq. Ft.)
T = 225.89 Trips x 1100 Sq. Ft. / 1000
T = 250 VTPD
ENTER: (0.5)*(250) = **125 VTPD**
EXIT: (0.5)*(250) = **125 VTPD**

AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)

Average Rate = 1.58 Trips per 1000 Square Feet (Sq. Ft.)
T = 1.58 Trips x 1100 Sq. Ft. / 1000
T = 2 VPH
ENTER: (0.64)*(2) = **1 VPH**
EXIT: (0.36)*(2) = **1 VPH**

PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)

Average Rate = 14.35 Trips per 1000 Square Feet (Sq. Ft.)
T = 14.35 Trips x 1100 Sq. Ft. / 1000
T = 16 VPH
ENTER: (0.53)*(16) = **8 VPH**
EXIT: (0.47)*(16) = **8 VPH**

*where, T = trip ends

TRIP GENERATION SUMMARY

WEEKDAY	**250 VTPD**
AM PEAK HOUR (ONE HOUR BETWEEN 7 AND 9 AM)	**2 VPH**
PM PEAK HOUR (ONE HOUR BETWEEN 4 AND 6 PM)	**16 VPH**

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

APPENDIX

Capacity Calculations

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	12	252	2	14	220	4	1	7	9	4	17	13
Future Vol, veh/h	12	252	2	14	220	4	1	7	9	4	17	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	280	2	16	244	4	1	8	10	4	19	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	282	0	0	471	588	141	448	587	124
Stage 1	-	-	-	-	-	-	308	308	-	278	278	-
Stage 2	-	-	-	-	-	-	163	280	-	171	309	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1314	-	-	1277	-	-	476	420	881	494	420	903
Stage 1	-	-	-	-	-	-	677	659	-	705	679	-
Stage 2	-	-	-	-	-	-	823	678	-	815	658	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1314	-	-	1277	-	-	438	411	881	469	411	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	438	411	-	469	411	-
Stage 1	-	-	-	-	-	-	670	652	-	697	671	-
Stage 2	-	-	-	-	-	-	778	669	-	788	652	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.35	0.46	11.47	12.33
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	575	1277	-	-	1314	-	-	529
HCM Lane V/C Ratio	0.033	0.012	-	-	0.01	-	-	0.071
HCM Control Delay (s/veh)	11.5	7.9	-	-	7.8	-	-	12.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	1	0	1	1	16	1	2	30	1
Future Vol, veh/h	0	2	0	1	0	1	1	16	1	2	30	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	1	0	1	1	18	1	2	33	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	6.9	7	7.1
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	6%	50%	0%	6%
Vol Thru, %	89%	0%	100%	91%
Vol Right, %	6%	50%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	2	2	33
LT Vol	1	1	0	2
Through Vol	16	0	2	30
RT Vol	1	1	0	1
Lane Flow Rate	20	2	2	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.002	0.002	0.04
Departure Headway (Hd)	3.947	3.835	4.035	3.951
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	934	887	911
Service Time	1.953	1.856	2.057	1.954
HCM Lane V/C Ratio	0.022	0.002	0.002	0.041
HCM Control Delay, s/veh	7	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	322	4	20	348	9	1	8	31	17	16	8
Future Vol, veh/h	18	322	4	20	348	9	1	8	31	17	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	358	4	22	387	10	1	9	34	19	18	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	397	0	0	362	0	0	647	841	181	659	838	198
Stage 1	-	-	-	-	-	-	400	400	-	436	436	-
Stage 2	-	-	-	-	-	-	247	441	-	223	402	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1158	-	-	1193	-	-	356	300	830	349	301	810
Stage 1	-	-	-	-	-	-	597	600	-	569	578	-
Stage 2	-	-	-	-	-	-	735	575	-	759	599	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1158	-	-	1193	-	-	320	289	830	313	290	810
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	289	-	313	290	-
Stage 1	-	-	-	-	-	-	587	590	-	558	567	-
Stage 2	-	-	-	-	-	-	691	565	-	704	588	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.43	0.43	11.63	17.08
HCM LOS			B	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	587	1193	-	-	1158	-	-	343
HCM Lane V/C Ratio	0.076	0.019	-	-	0.017	-	-	0.133
HCM Control Delay (s/veh)	11.6	8.1	-	-	8.2	-	-	17.1
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.5

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	0	3	4	0	46	1	4	31	5
Future Vol, veh/h	0	2	0	0	3	4	0	46	1	4	31	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	0	3	4	0	51	1	4	34	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	6.8	7.2	7.2
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	10%
Vol Thru, %	98%	43%	100%	78%
Vol Right, %	2%	57%	0%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	7	2	40
LT Vol	0	0	0	4
Through Vol	46	3	2	31
RT Vol	1	4	0	5
Lane Flow Rate	52	8	2	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.008	0.003	0.049
Departure Headway (Hd)	3.972	3.76	4.107	3.935
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	947	868	912
Service Time	1.984	1.801	2.149	1.949
HCM Lane V/C Ratio	0.058	0.008	0.002	0.048
HCM Control Delay, s/veh	7.2	6.8	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	16	210	4	12	269	6	2	9	20	5	10	9
Future Vol, veh/h	16	210	4	12	269	6	2	9	20	5	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	233	4	13	299	7	2	10	22	6	11	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	306	0	0	238	0	0	453	603	119	486	602	153
Stage 1	-	-	-	-	-	-	271	271	-	329	329	-
Stage 2	-	-	-	-	-	-	182	332	-	157	273	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1252	-	-	1326	-	-	490	411	910	464	412	866
Stage 1	-	-	-	-	-	-	711	684	-	658	645	-
Stage 2	-	-	-	-	-	-	802	643	-	829	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1252	-	-	1326	-	-	460	401	910	431	402	866
Mov Cap-2 Maneuver	-	-	-	-	-	-	460	401	-	431	402	-
Stage 1	-	-	-	-	-	-	701	674	-	651	639	-
Stage 2	-	-	-	-	-	-	772	636	-	786	673	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.55	0.32	10.98	12.42
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	636	1326	-	-	1252	-	-	512
HCM Lane V/C Ratio	0.054	0.01	-	-	0.014	-	-	0.052
HCM Control Delay (s/veh)	11	7.7	-	-	7.9	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	2	2	1	31	2	2	20	2
Future Vol, veh/h	1	0	1	0	2	2	1	31	2	2	20	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	2	2	1	34	2	2	22	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.9	6.8	7.1	7.1
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	3%	0%	50%	8%
Vol Thru, %	91%	50%	0%	83%
Vol Right, %	6%	50%	50%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	4	2	24
LT Vol	1	0	1	2
Through Vol	31	2	0	20
RT Vol	2	2	1	2
Lane Flow Rate	38	4	2	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.005	0.002	0.029
Departure Headway (Hd)	3.936	3.749	3.85	3.941
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	954	929	912
Service Time	1.943	1.772	1.874	1.949
HCM Lane V/C Ratio	0.042	0.004	0.002	0.03
HCM Control Delay, s/veh	7.1	6.8	6.9	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	12	262	2	15	229	4	1	7	9	4	18	14
Future Vol, veh/h	12	262	2	15	229	4	1	7	9	4	18	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	291	2	17	254	4	1	8	10	4	20	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	293	0	0	489	611	147	466	610	129
Stage 1	-	-	-	-	-	-	319	319	-	290	290	-
Stage 2	-	-	-	-	-	-	171	292	-	176	320	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1303	-	-	1265	-	-	462	407	874	480	408	896
Stage 1	-	-	-	-	-	-	667	652	-	694	671	-
Stage 2	-	-	-	-	-	-	815	669	-	808	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1265	-	-	421	398	874	454	398	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	421	398	-	454	398	-
Stage 1	-	-	-	-	-	-	660	645	-	684	662	-
Stage 2	-	-	-	-	-	-	766	661	-	782	644	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.34	0.48	11.63	12.55
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	561	1265	-	-	1303	-	-	517
HCM Lane V/C Ratio	0.034	0.013	-	-	0.01	-	-	0.077
HCM Control Delay (s/veh)	11.6	7.9	-	-	7.8	-	-	12.5
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	1	0	1	1	17	1	2	31	1
Future Vol, veh/h	0	2	0	1	0	1	1	17	1	2	31	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	1	0	1	1	19	1	2	34	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	6.9	7	7.1
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	5%	50%	0%	6%
Vol Thru, %	89%	0%	100%	91%
Vol Right, %	5%	50%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	2	2	34
LT Vol	1	1	0	2
Through Vol	17	0	2	31
RT Vol	1	1	0	1
Lane Flow Rate	21	2	2	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.002	0.002	0.041
Departure Headway (Hd)	3.949	3.839	4.039	3.952
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	933	887	911
Service Time	1.955	1.86	2.061	1.955
HCM Lane V/C Ratio	0.023	0.002	0.002	0.042
HCM Control Delay, s/veh	7	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	19	335	4	21	362	9	1	8	32	18	17	8
Future Vol, veh/h	19	335	4	21	362	9	1	8	32	18	17	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	372	4	23	402	10	1	9	36	20	19	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	377	0	0	674	876	188	687	873	206
Stage 1	-	-	-	-	-	-	417	417	-	454	454	-
Stage 2	-	-	-	-	-	-	257	459	-	233	419	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1143	-	-	1178	-	-	340	286	822	333	287	800
Stage 1	-	-	-	-	-	-	584	590	-	555	568	-
Stage 2	-	-	-	-	-	-	725	565	-	749	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1143	-	-	1178	-	-	303	275	822	297	276	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	303	275	-	297	276	-
Stage 1	-	-	-	-	-	-	573	579	-	544	556	-
Stage 2	-	-	-	-	-	-	679	554	-	693	578	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.44	0.43	11.8	17.95
HCM LOS			B	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	575	1178	-	-	1143	-	-	326
HCM Lane V/C Ratio	0.079	0.02	-	-	0.018	-	-	0.147
HCM Control Delay (s/veh)	11.8	8.1	-	-	8.2	-	-	18
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.5

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	0	3	4	0	48	1	4	32	5
Future Vol, veh/h	0	2	0	0	3	4	0	48	1	4	32	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	0	3	4	0	53	1	4	36	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	6.8	7.2	7.2
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	0%	0%	10%
Vol Thru, %	98%	43%	100%	78%
Vol Right, %	2%	57%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	7	2	41
LT Vol	0	0	0	4
Through Vol	48	3	2	32
RT Vol	1	4	0	5
Lane Flow Rate	54	8	2	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.008	0.003	0.05
Departure Headway (Hd)	3.973	3.764	4.111	3.938
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	946	866	912
Service Time	1.985	1.807	2.155	1.952
HCM Lane V/C Ratio	0.06	0.008	0.002	0.05
HCM Control Delay, s/veh	7.2	6.8	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0	0.2

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	17	218	4	12	280	6	2	9	21	5	10	9
Future Vol, veh/h	17	218	4	12	280	6	2	9	21	5	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	242	4	13	311	7	2	10	23	6	11	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	247	0	0	470	627	123	505	626	159
Stage 1	-	-	-	-	-	-	282	282	-	341	341	-
Stage 2	-	-	-	-	-	-	188	344	-	164	284	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1239	-	-	1316	-	-	477	399	904	450	399	858
Stage 1	-	-	-	-	-	-	701	676	-	647	637	-
Stage 2	-	-	-	-	-	-	796	635	-	822	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1239	-	-	1316	-	-	446	389	904	417	389	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	389	-	417	389	-
Stage 1	-	-	-	-	-	-	690	666	-	641	631	-
Stage 2	-	-	-	-	-	-	765	628	-	777	664	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.57	0.31	11.06	12.63
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	629	1316	-	-	1239	-	-	498
HCM Lane V/C Ratio	0.056	0.01	-	-	0.015	-	-	0.054
HCM Control Delay (s/veh)	11.1	7.8	-	-	8	-	-	12.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	1	0	1	0	2	2	1	32	2	2	21	2
Future Vol, veh/h	1	0	1	0	2	2	1	32	2	2	21	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	0	2	2	1	36	2	2	23	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.9	6.8	7.1	7.1
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	3%	0%	50%	8%
Vol Thru, %	91%	50%	0%	84%
Vol Right, %	6%	50%	50%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	4	2	25
LT Vol	1	0	1	2
Through Vol	32	2	0	21
RT Vol	2	2	1	2
Lane Flow Rate	39	4	2	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.005	0.002	0.03
Departure Headway (Hd)	3.938	3.752	3.854	3.943
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	914	953	928	911
Service Time	1.944	1.778	1.88	1.952
HCM Lane V/C Ratio	0.043	0.004	0.002	0.031
HCM Control Delay, s/veh	7.1	6.8	6.9	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	12	262	2	16	229	4	1	7	10	4	18	14
Future Vol, veh/h	12	262	2	16	229	4	1	7	10	4	18	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	291	2	18	254	4	1	8	11	4	20	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	293	0	0	492	613	147	468	612	129
Stage 1	-	-	-	-	-	-	319	319	-	292	292	-
Stage 2	-	-	-	-	-	-	173	294	-	176	320	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1303	-	-	1265	-	-	460	406	874	478	407	896
Stage 1	-	-	-	-	-	-	667	652	-	691	669	-
Stage 2	-	-	-	-	-	-	812	668	-	808	651	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1265	-	-	419	396	874	452	397	896
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	396	-	452	397	-
Stage 1	-	-	-	-	-	-	660	645	-	682	660	-
Stage 2	-	-	-	-	-	-	763	659	-	781	644	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.34	0.51	11.53	12.57
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	571	1265	-	-	1303	-	-	515
HCM Lane V/C Ratio	0.035	0.014	-	-	0.01	-	-	0.078
HCM Control Delay (s/veh)	11.5	7.9	-	-	7.8	-	-	12.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	2	0	1	0	1	1	17	1	2	31	1
Future Vol, veh/h	0	2	0	1	0	1	1	17	1	2	31	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	0	1	0	1	1	19	1	2	34	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	6.9	7	7.1
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	5%	50%	0%	6%
Vol Thru, %	89%	0%	100%	91%
Vol Right, %	5%	50%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	2	2	34
LT Vol	1	1	0	2
Through Vol	17	0	2	31
RT Vol	1	1	0	1
Lane Flow Rate	21	2	2	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.002	0.002	0.041
Departure Headway (Hd)	3.949	3.839	4.039	3.952
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	933	887	911
Service Time	1.955	1.86	2.061	1.955
HCM Lane V/C Ratio	0.023	0.002	0.002	0.042
HCM Control Delay, s/veh	7	6.9	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	18	34	1
Future Vol, veh/h	1	0	0	18	34	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	0	20	38	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	58	38	39	0	-	0
Stage 1	38	-	-	-	-	-
Stage 2	20	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	949	1034	1571	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1034	1571	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1571	-	949	-	-
HCM Lane V/C Ratio	-	-	0.001	-	-
HCM Control Delay (s/veh)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	2	2	0	0	0
Future Vol, veh/h	0	2	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	2	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2	0	-	0	4	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1620	-	-	-	1017	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1021	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1620	-	-	-	1017	1082
Mov Cap-2 Maneuver	-	-	-	-	1017	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1021	-

Approach	SE	NW	SW
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1	
Capacity (veh/h)	-	-	1620	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	-	-	0	-	0
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	19	335	7	25	362	9	4	9	36	18	18	8
Future Vol, veh/h	19	335	7	25	362	9	4	9	36	18	18	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	372	8	28	402	10	4	10	40	20	20	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	380	0	0	685	886	190	696	885	206
Stage 1	-	-	-	-	-	-	418	418	-	463	463	-
Stage 2	-	-	-	-	-	-	267	468	-	233	422	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1143	-	-	1175	-	-	334	282	820	328	282	800
Stage 1	-	-	-	-	-	-	583	589	-	549	563	-
Stage 2	-	-	-	-	-	-	716	560	-	749	586	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1143	-	-	1175	-	-	294	270	820	288	271	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	294	270	-	288	271	-
Stage 1	-	-	-	-	-	-	572	578	-	536	549	-
Stage 2	-	-	-	-	-	-	666	546	-	687	576	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.43	0.51	12.42	18.43
HCM LOS			B	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	540	1175	-	-	1143	-	-	317
HCM Lane V/C Ratio	0.101	0.024	-	-	0.018	-	-	0.154
HCM Control Delay (s/veh)	12.4	8.1	-	-	8.2	-	-	18.4
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.5

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	2	1	0	3	4	1	48	2	4	32	5
Future Vol, veh/h	0	2	1	0	3	4	1	48	2	4	32	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	1	0	3	4	1	53	2	4	36	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7	6.8	7.2	7.2
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	2%	0%	0%	10%
Vol Thru, %	94%	43%	67%	78%
Vol Right, %	4%	57%	33%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	7	3	41
LT Vol	1	0	0	4
Through Vol	48	3	2	32
RT Vol	2	4	1	5
Lane Flow Rate	57	8	3	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.062	0.008	0.004	0.05
Departure Headway (Hd)	3.967	3.768	3.915	3.942
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	906	945	910	911
Service Time	1.98	1.811	1.958	1.956
HCM Lane V/C Ratio	0.063	0.008	0.003	0.05
HCM Control Delay, s/veh	7.2	6.8	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	52	42	8
Future Vol, veh/h	8	0	0	52	42	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	0	58	47	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	51	56	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	888	1017	1549	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	888	1017	1549	-	-	-
Mov Cap-2 Maneuver	888	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	9.09	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1549	-	888	-	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s/veh)	0	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	2	8	1	1	0
Future Vol, veh/h	0	2	8	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	9	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	12	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	1008	1072
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1021	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1610	-	-	-	1008	1072
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1021	-

Approach	SE	NW	SW
HCM Control Delay, s/v	0	0	8.58
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1610	-	1008
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s/veh)	-	-	0	-	8.6
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	17	218	7	16	280	6	5	10	25	5	11	9
Future Vol, veh/h	17	218	7	16	280	6	5	10	25	5	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	242	8	18	311	7	6	11	28	6	12	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	250	0	0	481	637	125	514	638	159
Stage 1	-	-	-	-	-	-	284	284	-	350	350	-
Stage 2	-	-	-	-	-	-	197	353	-	164	288	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1239	-	-	1313	-	-	468	393	902	443	393	858
Stage 1	-	-	-	-	-	-	699	675	-	639	631	-
Stage 2	-	-	-	-	-	-	786	629	-	821	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1239	-	-	1313	-	-	435	382	902	405	382	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	382	-	405	382	-
Stage 1	-	-	-	-	-	-	689	665	-	631	623	-
Stage 2	-	-	-	-	-	-	751	621	-	771	662	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	0.56	0.41	11.34	12.89
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	612	1313	-	-	1239	-	-	484
HCM Lane V/C Ratio	0.073	0.014	-	-	0.015	-	-	0.057
HCM Control Delay (s/veh)	11.3	7.8	-	-	8	-	-	12.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	1	0	2	0	2	2	2	32	2	2	21	2
Future Vol, veh/h	1	0	2	0	2	2	2	32	2	2	21	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	0	2	2	2	36	2	2	23	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.8	6.8	7.1	7.1
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	6%	0%	33%	8%
Vol Thru, %	89%	50%	0%	84%
Vol Right, %	6%	50%	67%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	4	3	25
LT Vol	2	0	1	2
Through Vol	32	2	0	21
RT Vol	2	2	2	2
Lane Flow Rate	40	4	3	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.005	0.003	0.03
Departure Headway (Hd)	3.946	3.755	3.723	3.946
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	952	960	911
Service Time	1.953	1.78	1.749	1.954
HCM Lane V/C Ratio	0.044	0.004	0.003	0.031
HCM Control Delay, s/veh	7.1	6.8	6.8	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	8	0	0	35	27	8
Future Vol, veh/h	8	0	0	35	27	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	0	39	30	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	73	34	39	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	39	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	930	1039	1571	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	984	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1039	1571	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s/v	8.91	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1571	-	930	-	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s/veh)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	2	5	1	1	0
Future Vol, veh/h	0	2	5	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	6	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	7	0	-	0	8	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1614	-	-	-	1012	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1021	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1614	-	-	-	1012	1077
Mov Cap-2 Maneuver	-	-	-	-	1012	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1021	-

Approach	SE	NW	SW
HCM Control Delay, s/v	0	0	8.56
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1614	-	1012
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s/veh)	-	-	0	-	8.6
HCM Lane LOS	-	-	A	-	A
HCM 95th %tile Q(veh)	-	-	0	-	0

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

APPENDIX

Turn Lane Calculations

Un-Signalized Intersection (Shared Left Turn/Through/Right Turn Lane)
Location: Bloody Basin Road/Cave Creek Road
Approach/Leg: Northbound

2028 With Project

V = vehicles per hour Vehicle Length = 25 feet

MIDDAY Peak Hour
V = 50 vph Synchro 95th Queue = 0.3 vehicles

S = Storage = Synchro Queue x Vehicle Length

S (ft) = 0.3 vehicles X 25 feet = 8 feet

Minimum Recommended Storage: 25 feet

Un-Signalized Intersection (Shared Left Turn/Through/Right Turn Lane)
Location: Nonchalant Avenue/Bloody Basin Road
Approach/Leg: Southbound

2028 With Project

V = vehicles per hour Vehicle Length = 25 feet

MIDDAY Peak Hour
V = 41 vph Synchro 95th Queue = 0.2 vehicles

S = Storage = Synchro Queue x Vehicle Length

S (ft) = 0.2 vehicles X 25 feet = 5 feet

Minimum Recommended Storage: 25 feet

Un-Signalized Intersection (Shared Left Turn/Through/Right Turn Lane)
Location: Nonchalant Avenue/Bloody Basin Road
Approach/Leg: Eastbound

2028 With Project

V = vehicles per hour Vehicle Length = 25 feet

MIDDAY Peak Hour
V = 3 vph Synchro 95th Queue = 0 vehicles

S = Storage = Synchro Queue x Vehicle Length

S (ft) = 0 vehicles X 25 feet = 0 feet

Minimum Recommended Storage: 0 feet

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

APPENDIX

Crash Analysis

3-Year Crash Summary

2022-2024

IncidentID	IncidentDate	CollisionManner	TotalInjuries	TotalFatalities	InjurySeverity	Onroad	CrossingFeature	Offset
3868133	1/25/2022	2	2	0	2	Cave Creek Road	Tranquil Trail	0
3973542	11/25/2022	2	3	0	3	Cave Creek Road	Tranquil Trail	1
4091201	10/3/2023	1	0	0	1	Cave Creek Road	Tranquil Trail	0
4106027	11/11/2023	1	1	0	3	Cave Creek Road	Bloody Basin Road	-100
4163195	3/29/2024	97	0	0	1	Tranquil Trail	Cave Creek Road	0
4259452	12/20/2024	1	0	0	1	Cave Creek Road	Bloody Basin Road	50

LEGEND

CollisionManner

1 SINGLE_VEHICLE
2 ANGLE (front to side)
3 LEFT_TURN
4 REAR_END
5 HEAD_ON
6 SIDESWIPE_SAME_DIRECTION
7 SIDESWIPE_OPPOSITE_DIRECTION
8 REAR_TO_SIDE
9 REAR_TO_REAR
10 U_TURN
97 OTHER
99 UNKNOWN

InjurySeverity

1 NO_INJURY
2 POSSIBLE_INJURY
3 SUSPECTED_MINOR_INJURY
4 SUSPECTED_SERIOUS_INJURY
5 FATAL
99 UNKNOWN

CAREFREE CROSSING
BLOODY BASIN ROAD/CAVE CREEK ROAD
TRAFFIC IMPACT ANALYSIS

APPENDIX

Town of Carefree Town Center Circulation Plan


CAREFREE TOWN CENTER
CONCEPT PLAN
1 Pedestrian Gateway Feature
2 Vehicular Gateway Feature
3 Decorative Paving/Enhanced Landscape
4 Gateway Street Enhancements w/ Parking
5 Designated Town Center Pedestrian Route
6 Pedestrian Corridor Closed to Through Traffic
7 Potential Event Area
8 Carefree Town Center Welcome Feature & Enhanced Intersection
9 Potential Redevelopment Area
New Sidewalk / Path
New Multi-use Path
Existing Sidewalk / Path
Bike Parking
Designated Town Center Pedestrian Route
0' 75' 150' 300' N
Typical Roundabout Striping
CAREFREE DR.
SUNDANCE TRL.
HUM RD.
E CAVE CREEK RD.
RIDGEVIEW PLC.
TOM DARLINGTON DR.
HO RD.
HO HUM RD.
LUCKY LN.
WAMPUM WAY
EASY ST.
ELBOW BEND RD.
SIDEWINDER RD.
BLOODY BASIN RD.
HAPPY HOLLOW RD.
TRANQUIL TRL.
MONTEALANT AVE.
nearmap

MOTORSPORT LOFTS

TOWN OF CAREFREE

CITIZEN PARTICIPATION REPORT

Date: April 17th 2026
Project Name: Carefree Crossing
File No.: 26-0073
Zoning: Commercial
Reviewer: _____

1. Cover Page Information

Project Name: Carefree Crossing
Address: Southwest corner of Cave Creek Road and Bloody Basin Road, Carefree, Arizona
General Location: Southwest corner of Cave Creek Road and Bloody Basin Road
Existing Use of Property: Vacant parcel
Request: Special Use Permit for a boutique collector car–oriented development consisting of approximately 23 privately owned loft garage units and a corner café, lounge, and gallery component known as The Collective

Owner:
GERSTEN R TR/CHEESE E PROPERTIES LLC

Applicant:
Motorsport Lofts, LLC

Contact:
Kevin Koshko
Motorsport Lofts
9876 E Jasmine Dr
Scottsdale, AZ 85260
760-412-0601
kevin@motorsportlofts.com

2. Parties Notified

Notice of the neighborhood meeting and project information was provided to property owners and interested parties in accordance with the Town's citizen participation requirements. The notification area was based on the Town-provided 500-foot ownership map and contact list.

The notified parties included:

- Property owners within 500 feet of the site boundary
- Nearby residents within the required notification area
- Relevant homeowners' associations, if any
- Other interested parties as directed by Town staff
- Town staff for website posting and coordination

A complete mailing list and 500-foot ownership map are included in the exhibits.

3. General Description of Where Notified Parties Are Located

The notified parties are generally located adjacent to or near the subject site, including along Bloody Basin Road, Cave Creek Road, Tranquil Trail, Nonchalant Avenue, and surrounding residential and commercial properties within the Town of Carefree.

In addition to the required notification area, project-related correspondence was also received from residents outside the 500-foot radius who expressed interest in the proposal and its potential neighborhood impacts.

4. Methods Used to Involve the Public

The applicant used the following methods to involve the public:

1. Preparation and submission of a Citizen Participation Plan
2. Coordination with Town staff regarding notice, meeting logistics, and website posting
3. Mailing of a neighborhood meeting notice to surrounding property owners and residents
4. Inclusion of a project FAQ with the mailing to provide advance project information
5. Coordination with the Town for website posting of the meeting notice
6. Conducting an in-person neighborhood meeting open to nearby residents and interested parties
7. Providing a presentation at the meeting and answering questions in an open forum
8. Collecting attendee information through sign-in sheets
9. Responding to written resident questions and comments received before and after the meeting
10. Offering to share presentation materials and continue dialogue with residents unable to attend

These efforts are consistent with the purpose of the Town's citizen participation ordinance, which is intended to ensure early and effective public participation, provide citizens with an opportunity to understand and comment on proposed development, and facilitate ongoing communication throughout the review process.

5. Dates and Locations of Meetings

Neighborhood Meeting

Date: Wednesday, April 15, 2026
Time: 4:00 PM
Location: Carefree Town Council Chambers

Town representatives noted in attendance included Stacey Bridge-Denzak, Lon Johnson, Diane Roth, and Colleen Rose-Scurti.

Approximate total attendance was **32**, including Town representatives.

6. Mailings and Notice Materials

The following notice materials were used:

- Neighborhood Meeting Letter
- Neighborhood Meeting FAQ

Mailing count: 46
Mailing date: March 31, 2026

The Town also posted notice of the meeting on its website.

Copies of the mailed notice and FAQ are included in the exhibits.

7. Parties Participating in the Process

Participants in the citizen participation process included:

- Residents and property owners who attended the April 15 neighborhood meeting
- Residents who submitted written questions, comments, support, or concerns before the meeting
- Residents who submitted written questions, comments, support, or concerns after the meeting
- Town staff and Town representatives in attendance

The names and addresses of meeting participants are documented in the attached sign-in sheets and related exhibits. Additional written correspondence received before and after the meeting is also included in the exhibits where appropriate.

8. Summary of Concerns, Issues, and Problems Expressed During the Process

The neighborhood meeting and related correspondence raised the following principal categories of concern:

A. Unit use, repairs, and operational intensity

Residents asked whether the loft units would function like repair shops, whether commercial repairs would be allowed, whether certain equipment such as air compressors would be permitted, and how oil spills or similar impacts would be addressed.

B. Long-term enforceability of CC&Rs and bylaws

Residents asked whether project restrictions could later be weakened by owners, whether restrictions would run with the land, and whether updates would remain subject to Town oversight.

C. Noise, engine revving, and quiet-hour enforcement

Residents expressed concern about noise from vehicles, motorcycles, engine revving, and mechanical equipment, and asked how those issues would be controlled.

D. Traffic, parking, and circulation

Residents raised concerns about parking sufficiency, event-related parking, possible driveway blockage, traffic near neighboring homes, use of Bloody Basin Road, and public access to the traffic analysis.

E. The Collective, events, and lounge activity

Residents sought clarification regarding the intended use of The Collective, including café operations, lounge activity, liquor-related activity, events, tastings, and whether the project would function as a high-volume event venue.

F. Vehicle sales and dealer participation

Questions were raised regarding whether vehicle sales would occur on-site, whether dealer or brand partnerships were contemplated, and how taxable transactions would be structured.

G. Neighborhood compatibility, architecture, height, and lighting

Residents asked whether the project would fit the character of Carefree, whether lighting would be downward-directed, how tall the buildings would be, and how the project would be softened visually.

H. Rentals, Airbnb, and long-term ownership model

Residents asked whether the lofts would be rented, whether short-term rentals would be allowed, and whether the project would remain owner-oriented over time.

I. Water use and car washing

Residents asked about water usage and whether outdoor car washing would be permitted.

J. Upstairs use and habitability

Residents asked what uses would be allowed in the mezzanine areas and whether the units could become residential in nature.

K. Security and site management

Residents asked about security, monitoring, insurance, and project management.

L. Construction timeline

Residents asked about expected build duration and construction type.

9. Description of Concerns and How the Applicant Has Addressed or Intends to Address Them

A. Unit use, repairs, and operational intensity

The applicant explained that the project is intended to operate as a low-impact environment. Commercial repairs are not intended to be allowed. Limited personal repairs may be permitted, subject to project rules and restrictions. The applicant indicated that additional restrictions can be added to the governing documents to address repair-related activity, outdoor-access repairs, and oil spillage.

B. CC&Rs, bylaws, and recorded restrictions

The applicant indicated that project restrictions are intended to be documented in recorded governing documents that run with the land. The applicant also indicated that the structure and enforceability of those restrictions will continue to be refined, including evaluation of which provisions should be reinforced through CC&Rs, bylaws, deed restrictions, and/or Town approval mechanisms.

C. Noise, engine revving, and quiet-hour concerns

The applicant stated that the project is intended to function as a quiet, low-impact collector environment and not as a high-intensity automotive use. Quiet-hour rules and fines for revving or firing up vehicles after hours were discussed. Motorcycles would not be prohibited, but revving would not be allowed. The applicant also discussed the use of high-efficiency AC equipment and the distance to the nearest neighbor in the context of mechanical sound levels.

D. Traffic, parking, and circulation

The applicant acknowledged that parking remains an important issue to continue refining. The applicant stated that two loft units had already been removed from the concept to create additional parking. Concerns regarding overflow parking, driveway blockage, access patterns, and neighborhood traffic were acknowledged and will continue to be addressed through site planning, traffic analysis, and operating assumptions. The applicant also indicated that the traffic analysis would be shared with interested attendees by email.

E. The Collective, events, and lounge activity

The applicant described The Collective as an AM/PM café and lounge concept intended to function as a neighborhood-scale gathering place. Liquor-related activity was described as being tied to private events, tasting activity, and event-related fees. The applicant has consistently stated that the intent is not to create a high-volume event venue, but rather a curated and lower-intensity project component.

F. Vehicle sales and dealer participation

The applicant explained that vehicle sales at the site would need to occur through a TPT-compliant structure. The applicant indicated that the project may partner with brands or dealers to sell unique vehicles at the site, but the intent is not for the property to function as a billboard for unrelated off-site inventory or later off-site purchases. Appointment-only or reservation-based vehicle transaction/display activity was also discussed.

G. Neighborhood compatibility, architecture, height, and lighting

The applicant discussed efforts to keep the project visually softer than the maximum zoning envelope and stated that the concept under discussion was below the full allowable height. Downward-directed lighting was confirmed. Design measures such as glass garage door elements, architecture, and landscaping were discussed in the context of creating a more compatible project. Residents' concerns about massing, visual character, and fit within Carefree will continue to inform design refinement.

H. Ownership model and rentals

The applicant stated that the lofts are intended to be purchased units rather than rentals and that short-term rental / Airbnb-type uses are not intended. A "no renters" restriction was specifically discussed as a possible governing document provision.

I. Water use and car washing

The applicant stated that water usage is expected to be minimal and noted that Carefree Water District had reviewed the project and confirmed that anticipated water demand would be low. Outdoor car washing would not be allowed.

J. Upstairs use and non-habitable design

The applicant described the mezzanine areas as supporting uses such as lounge, workspace, office, or bar configurations, with packaged options. Kitchenette-style improvements may be permitted, but no oven, bedroom, or bed is intended.

K. Security and management

The applicant stated that the project would include insurance, security, and 24/7 monitoring. The Collective was described as being operated by the ownership group.

L. Construction timeline

The applicant indicated an anticipated build duration of approximately 10 to 12 months and described the construction approach as primarily masonry rather than wood framing.

MOTORSPORT LOFTS

10. Concerns the Applicant Will Not Address and Why

At this stage, the applicant is continuing to evaluate most issues raised and is not intentionally declining to address the principal categories of concern. However, the applicant may not be able to accommodate every request exactly as expressed by attendees.

The applicant does not intend to eliminate the core loft concept, as that is central to the proposed use. In addition, not all long-term operational concerns can be resolved through one mechanism alone; some issues will require a combination of project design, operating rules, governing documents, and the Special Use Permit process.

The applicant nevertheless intends to continue refining the proposal in response to the issues raised and to continue coordinating with Town staff as the application moves forward.

11. Exhibits

1. Sign-in sheets
2. Neighborhood meeting presentation
3. Written resident correspondence received before and after the meeting

Citizen Participation Neighborhood Meeting Sign-In Sheet

Project	Carefree Crossing
Project Address	Southwest Corner - Cave Creek Road & Bloody Basin Road
Meeting Date & Time	Wednesday, April 15, 2026 at 4:00PM
Meeting Location	Careree Town Council Chambers

Name	Address	Received Mailed Notice (Y/N)	Email	Comments
David McPherson	37334 N. Winding Wash Tr.	N	dmatheson@dmatheson	
JOHN STAUB	37165 NW GREENTHORN	Y	JSTAUB56@GMAIL.com	
Jeremy & Kenli Henley	36601 N Mule Train		j7n1h@yahoo.com	
Susie Dymicke	8214 E Sereno St	N	serenecarefree@gmail.com.	
Gourleys	Stagecoach	REGOURLEY@SBCGLOBAL.NET	~~Regourley@sbcglobal.net~~	
John TRAYNOR	8952 E CCK		JOHN.TRAYNOR@COX.NET	
John Watters	3762 NE Greythorn	N	john@mattersassociates.com	
John Winsky	9060 E Lazywood Pl	No	jdw@johnwinsky.com	
Sarah Bernstein	1006 Boulder Dr.		bluby1@comcast.net	
Pam Walsh & Mike	7552 E Nonchalant	Y	pswalsh25@hotmail.com	
RAY CARLIN	7 N. BIVOUAC TRAIL	Y	ray-carlin@msn.com	
Maryanne Wray	37081 Bloody Basin	X	maryannewray@yahoo.com	
MELISSA RICE	7199 E. RIDGEVIEW PL		PLATINUMDIANE@gmail.com	
TIMOTHY MCAULIFFE	36887 BLOODY BASIN RD	N	tjmc@easyst.phxcoxmail	
Marty Ellison	34611 N Whitaker Dr	N	mrtlsn@maccorp	

Citizen Participation Neighborhood Meeting Sign-In Sheet

Project	Carefree Crossing
Project Address	Southwest Corner - Cave Creek Road & Bloody Basin Road
Meeting Date & Time	Wednesday, April 15, 2026 at 4:00PM
Meeting Location	Careree Town Council Chambers

Name	Address	Received Mailed Notice (Y/N)	Email	Comments
Paula Lee	36601 Mule Train #28A	N	pllee@htc.net	
Danielle Deejay	PO Box 3286 37202 N. Tranquil Tr #28	N	ddeejay2@gmail.com	
Mike Braun	37010 N. Pima Rd		cmike1052@gmail.com	
DANIEL CRESPO-DUBIE	37250 NE Gregory Thorn Circle	Y	DANIELCRESPO@EARTHLINK.NET	
SARAH EMERSON	7402 E CAREFREE DR.	N	Sarahemerson@gmail.com	
Colleen Rose-Scurti	8615 E Paint Pony Dr.	N	crscurti@carefree.org	



Carefree Crossing

NEIGHBORHOOD MEETING

Wednesday, April 15, 2026, 4:00 PM
Town Council Chambers
Carefree, Arizona

SPONSORSHIP TEAM

Kevin Koshko, Motorsport Lofts

Tom Helberg, Bellevue Investors

Bob Gerstein, Ownership Team

Marisa Lavin, Project Team

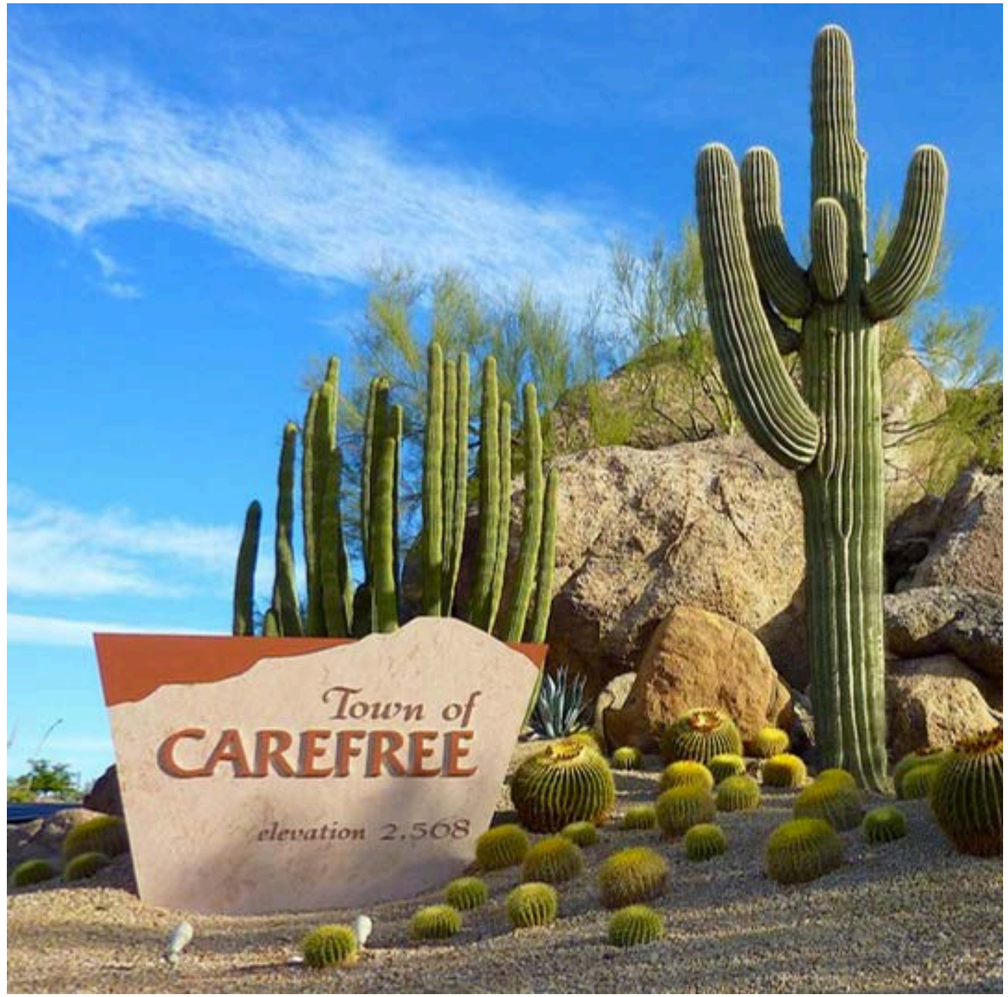
DESIGN & BUILD TEAM

MOTORSPORT LOFTS

LGE DESIGNBUILD

GREEY|PICKETT

SWTE
SOUTHWEST TRAFFIC ENGINEERING, LLC



PURPOSE OF THE MEETING

- Share the current concept for Carefree Crossing
- Hear feedback from nearby residents
- Discuss the project as part of the Town’s citizen participation process

PROJECT APPROVAL

- Special Use Permit required
- Neighborhood meeting is part of the review process

WHAT WE KNOW MATTERS TO NEIGHBORS

- How will this affect the surrounding area?
- Will there be more traffic?
- Will there be more noise?
- Will people park along nearby streets?
- How will the project fit the character of Carefree?
- What kind of activity will take place on-site?
- Could the site use change over time?

WE WILL ADDRESS THESE QUESTIONS THROUGHOUT THE PRESENTATION

THE LOCATION

- Southwest corner of Cave Creek Road & Bloody Basin Road
- Prominent corner site within the community
- Opportunity to shape an important property




THE COLLECTIVE

CAREFREE CROSSING

THE COLLECTIVE

- Café, lounge, and gallery space at the corner of the site
- Intended as a welcoming, neighborhood-scale anchor
- Thoughtfully designed indoor / outdoor environment
- Rotating display of classic and collector vehicles

WHAT THIS MEANS FOR NEIGHBORS

- Partnering with local businesses to create “a taste of Carefree”
- Intended to be curated and lower-intensity
- Designed to create an attractive corner presence



Tasting Lounge Partnerships

CAREFREE SPIRITS Distillery

brix wines sip · savor · shop

Cafe & Catering Discussions

CAREFREE COFFEE ROASTERY

KEELER'S NEIGHBORHOOD STEAKHOUSE

EXTERIOR FINISHES













INTERIOR CONCEPTS









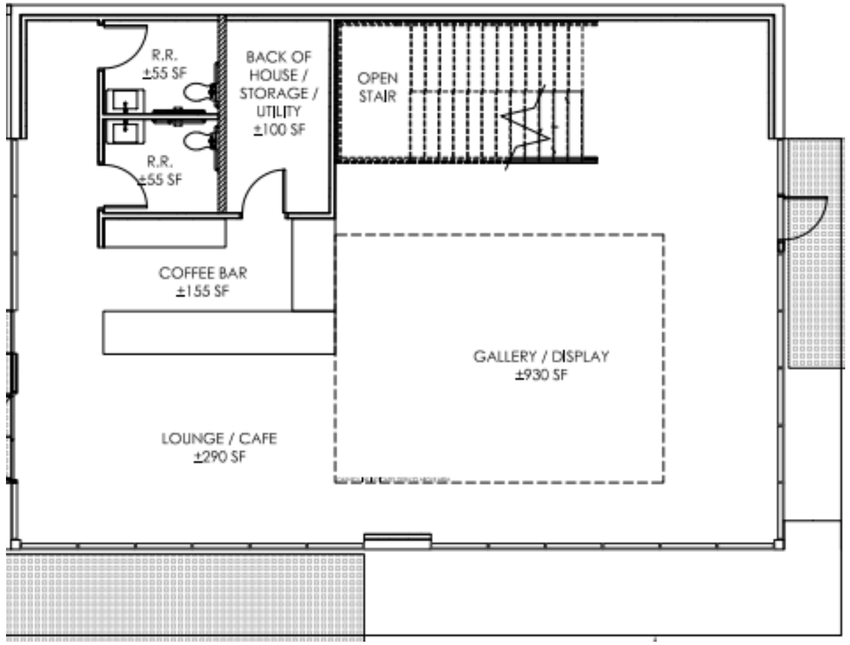




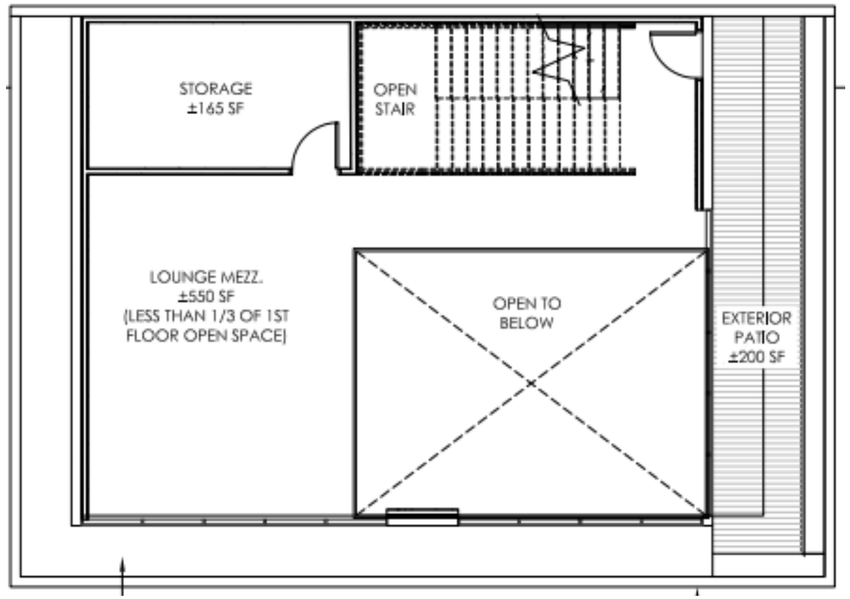
CAREFREE CROSSING

THE COLLECTIVE FLOOR PLAN

- 2,000 SF downstairs coffee bar, cafe & seating area, and gallery display & showroom
- Upstairs tasting lounge, exterior patio, open to the gallery below



GROUND FLOOR



UPSTAIRS LOUNGE



CAREFREE CROSSING

THE LOFTS

- Approximately 23 privately owned units
- Designed for the care, display, and enjoyment of classic and collector vehicles
- Fully finished, high-quality spaces
- Personal use and hobby-related activity

WHAT THIS MEANS FOR NEIGHBORS

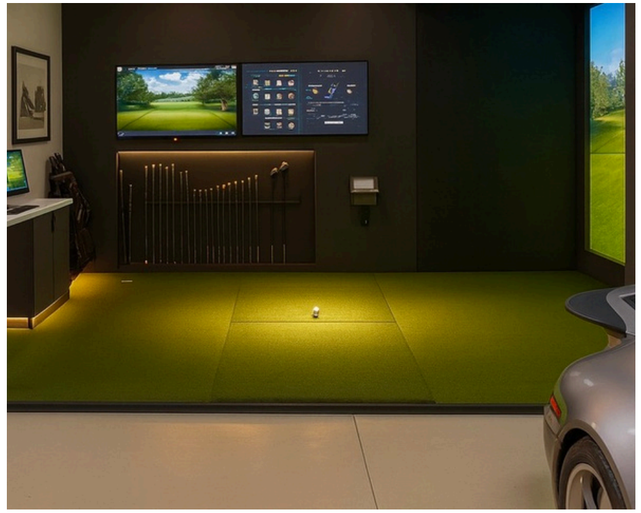
- Visits to and from units are spread out and infrequent rather than continuous
- Minimized lighting illumination (interior structures only)
- Not industrial space or open-ended storage
- Planned as a quiet collector environment

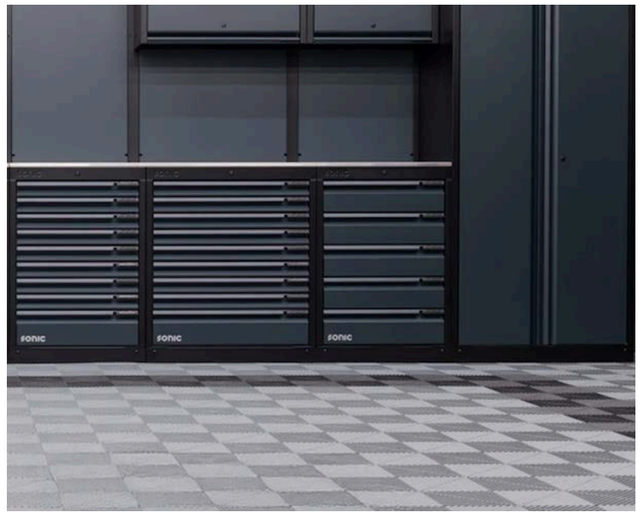




INTERIOR FINISHES













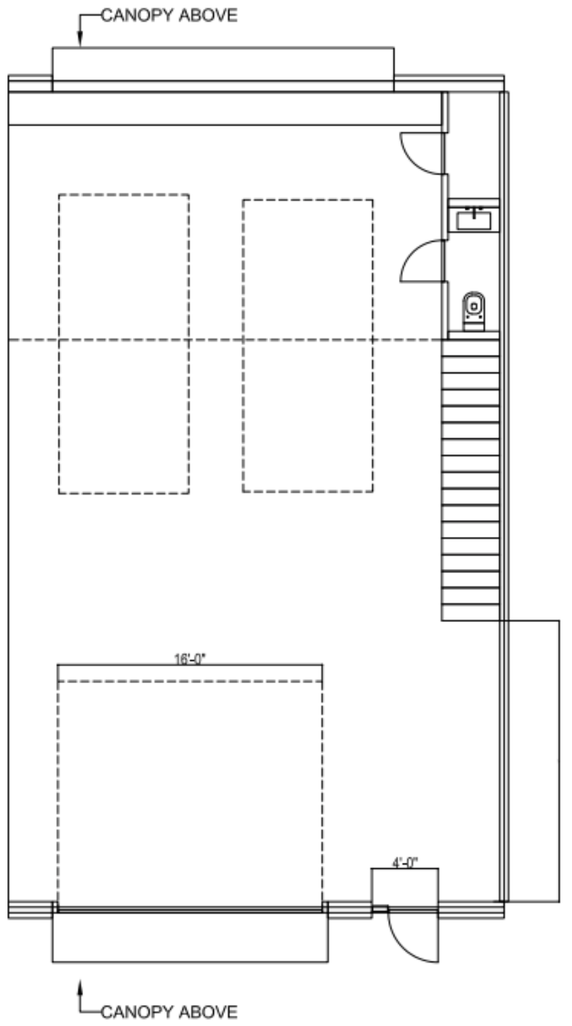


CAREFREE CROSSING

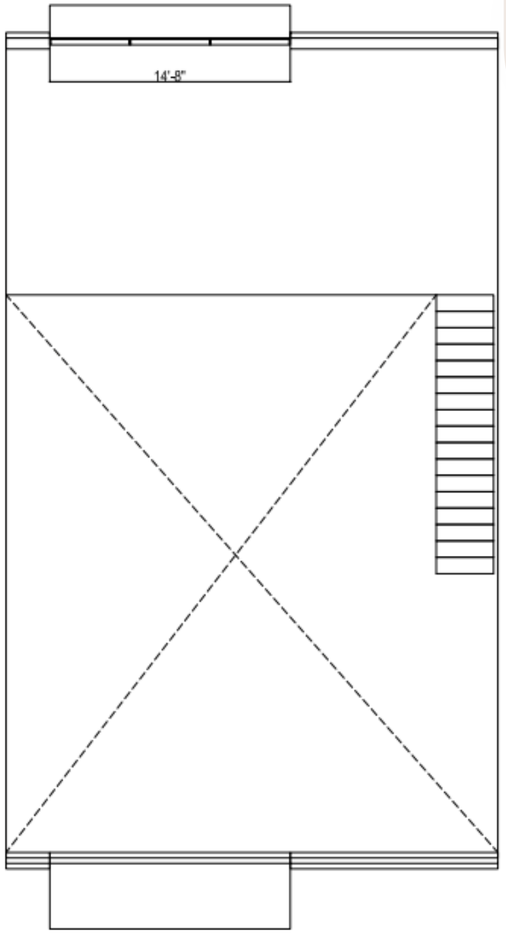
THE LOFTS FLOOR PLAN

- 1,500 square feet lower level
- 450 SF upstairs mezzanine standard
- Full HVAC & custom lighting package included
- Finished flooring upstairs and downstairs
- Private restroom with designer finishes
- 24/7 secure gated access

GROUND FLOOR



MEZZANINE




THE COLLECTIVE

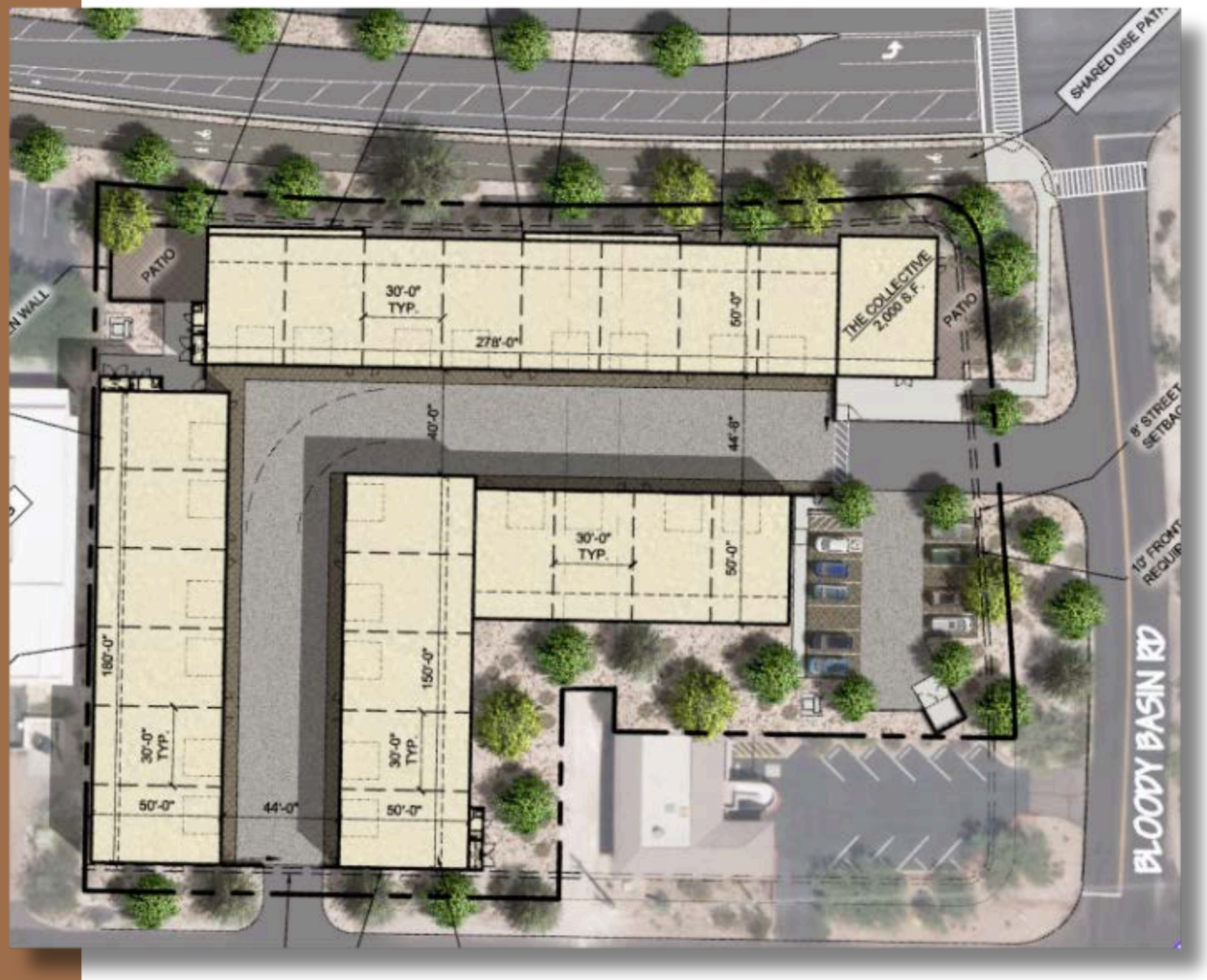
CAREFREE CROSSING

SITE PLAN

- The Collective anchors the corner
- The Lofts are organized across the balance of the site
- Internal circulation and on-site parking are provided within the property
- Landscaping and site planning support compatibility and screening

WHAT THIS MEANS FOR NEIGHBORS

- Parking is planned on-site
- Circulation is internal to the property
- Layout and buffering are intended to reduce impacts on surrounding areas




THE LOFTS AT CAREFREE CROSSING - C
10,800 S.F.
(9,000 S.F. FOOTPRINT,
1,800 S.F. MEZZANINES)
(6) 30'x50' UNITS
SCREEN WALL
PATIO
C ZONING
NO SIDE/REAR YARD REQUIRED
10' FRONT YARD REQUIRED
ARCHITECTURAL FEATURES
8' STREET PARKING SETBACK (7.06 II)
THE LOFTS AT CAREFREE CROSSING - A
16,400 S.F.
(14,000 S.F. FOOTPRINT,
2,400 S.F. MEZZANINES)
(8) 30'x50' UNITS
NONCHALANT AVE
THE COLLECTIVE
2,000 S.F.
PATIO
SHARED-USE PATH
CAVE CREEK RD
8' STREET PARKING SETBACK (7.06 II)
10' FRONT YARD REQUIRED
THE LOFTS AT CAREFREE CROSSING - B
16,200 S.F.
(13,500 S.F. FOOTPRINT,
2,700 S.F. MEZZANINES)
(9) 30'x50' UNITS
8' STREET PARKING SETBACK (7.06 II)
10' FRONT YARD REQUIRED
BLOODY BASIN RD
CAREFREE CROSSING
BUILDING AREA: 43,400 S.F.
TOTAL UNITS: 23
SITE AREA: +/- 80,475 S.F. (1.85 AC.)
LOT COVERAGE (MAX. 60%): 45.4%, F.A.R.: 0.54
ZONING: C
REQUIRED PARKING:
THE COLLECTIVE (RETAIL): 2,000 S.F./250 = 8 SPACES
THE LOFTS = 2 SPACES
10 TOTAL SPACES REQUIRED
PROVIDED PARKING:
11 SPACES
0.25 CARS/1000

BYLAWS AND CC&RS

- No unauthorized commercial or nuisance uses
- Defined quiet hours
- No engine revving, racing, or exhibition driving
- No disruptive outdoor work
- **CC&R amendments REQUIRE Town of Carefree review**

Unauthorized Use Restrictions
Units may be used only for purposes expressly permitted by the governing documents. Prohibited uses would include, by way of example:

- short-term lodging or residential occupancy
- commercial repair operations, body work, or spray painting
- outdoor vehicle storage
- any use creating excessive traffic, nuisance, odor, vibration, or safety concerns

Revving / Engine Noise Restrictions
No Owner or occupant may intentionally rev, race, test, or repeatedly accelerate any engine in a manner that creates unreasonable noise, vibration, or disturbance to neighboring properties.

Extended idling, exhibition driving, and operation of vehicles without effective exhaust muffling shall be prohibited anywhere on or near the property.

ENFORCEABLE RULES WITH FINES AND PENALTIES

SALES TAX + TOWN REVENUE



Collective café
The public-facing café creates ongoing local sales tax activity through everyday food and beverage sales.

Tastings and events
Curated tastings and small community-oriented events can support additional taxable activity tied to the project.

Collective retail
The Collective creates an opportunity for branded merchandise, accessories, and related retail sales.

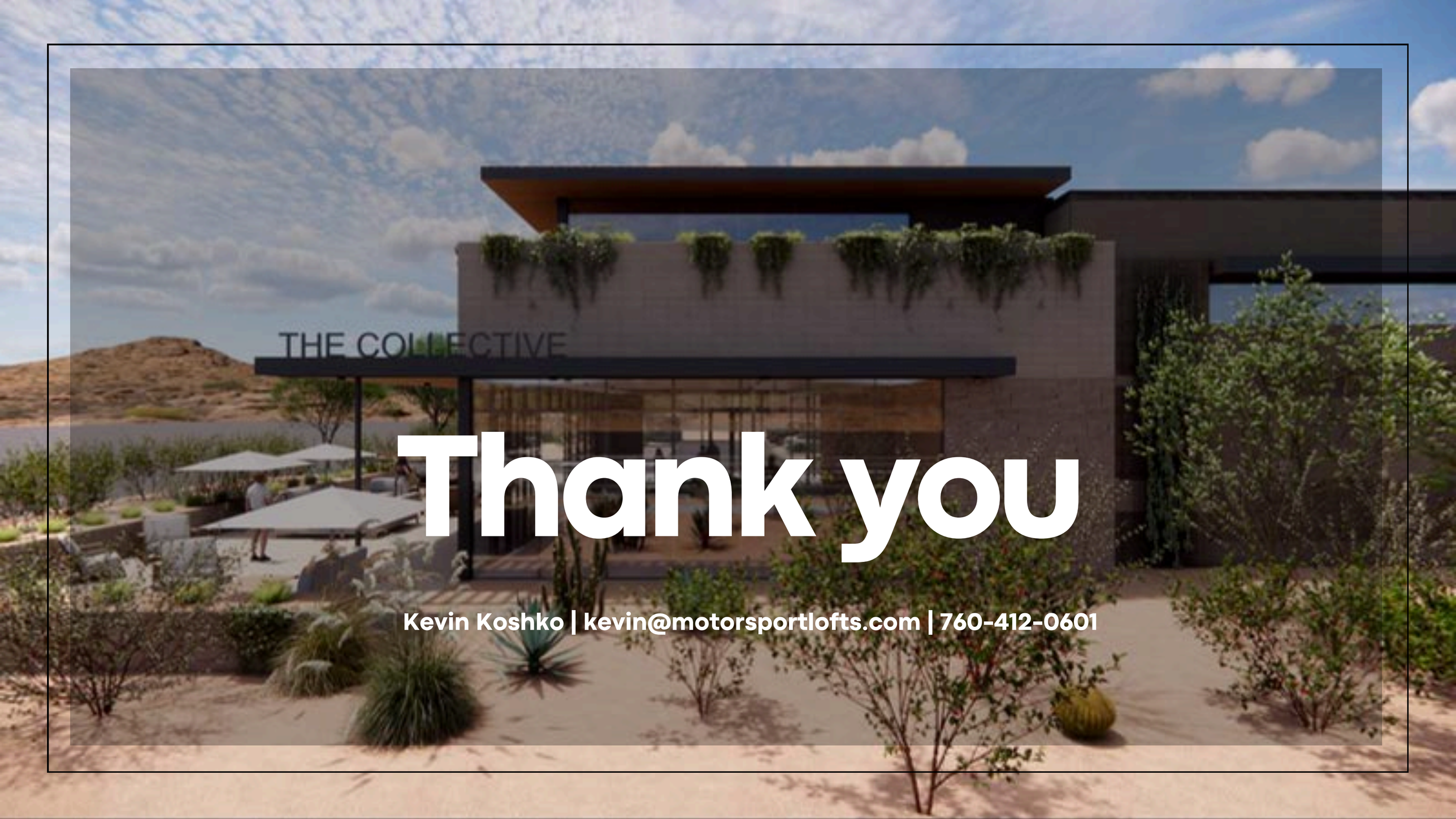
Vehicle sales
The gallery concept also creates the potential for collector vehicle sales activity that could generate meaningful Town sales tax revenue.

Owner community fee
The project team is exploring a recurring Carefree community fee that could provide consistent annual Town revenue.

NEXT STEPS

- Gather neighborhood feedback
- Complete traffic analysis (in progress)
- Continue refining the proposal
- Proceed through the Town review process
- Present to Town Planning & Zoning Commission
- Present to Town Council for Special Use Permit Approval





Thank you

Kevin Koshko | kevin@motorsportlofts.com | 760-412-0601

Outlook

FW: Re: RE: Fwd: Re: Re: From my neighbor. He is correct...

From Stacey Bridge-Denzak <stacey@carefree.org>
Date Thu 4/30/2026 3:09 PM
To Kevin Koshko <kevin@motorsportlofts.com>

Stacey Bridge-Denzak
Director of Community Development and Zoning Administrator

8 Sundial Circle
P.O. Box 740
Carefree, AZ 85377
480-488-3686
stacey@carefree.org



https://carefree.org/subscribe

From: John Mattes <john@mattesassociates.com>
Sent: Tuesday, April 28, 2026 9:28 AM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: RE: Re: RE: Fwd: Re: Re: From my neighbor. He is correct...

Hi Stacey,

Thank you for your kind words. Communication is the name of the game. Kevin is being very transparent, in my opinion. He is also going to be an owner of one of the spaces, not a developer who builds and leaves. That gave him great credibility.

Thank you,

John

> On 04/28/2026 12:19 PM EDT Stacey Bridge-Denzak <stacey@carefree.org> wrote:

Good morning John,

Thanks for looping me in and sharing the emails; I really appreciate it! Glad I could help keep things moving on the communication side. You're doing a great job as a liaison, and it's good to see Kevin addressing everyone's concerns.

Best regards,
Stacey

Stacey Bridge-Denzak
Director of Community Development and Zoning Administrator

8 Sundial Circle
P.O. Box 740
Carefree, AZ 85377
480-488-3686
stacey@carefree.org



https://carefree.org/subscribe

From: John Mattes <john@mattesassociates.com>
Sent: Monday, April 27, 2026 7:26 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: Fwd: Re: RE: Fwd: Re: Re: From my neighbor. He is correct...

FYI

Question for Kevin, from a neighbor.

John M

> ---------- Original Message ----------
> From: Kevin Koshko <kevin@motorsportlofts.com>
> To: John Mattes <john@mattesassociates.com>
> Cc: Neil Russell <neilrussell@comcast.net>
> Date: 04/27/2026 7:49 PM EDT
> Subject: Re: RE: Fwd: Re: Re: From my neighbor. He is correct...

Hi Neil,

Great to meet you by email, and thanks for the questions. Happy to take them in turn.

Height. The 19 ft figure refers to the interior clear height for each unit (9 ft ground floor, a 1 ft mezzanine platform, and 9 ft above), not the overall building height. Similar projects will spec 20-24ft interior clear heights, which is way too high for the character of our project. The exterior building height is still being finalized as our design build firm completes their scoping, but our intent is to keep the building as low-profile as possible. We're allowed 30 ft under the zoning, but we're intentionally designing well below that, even though doing so adds cost. I will update the website with these details as soon as we get confirmation from our preconstruction team.

Event parking. This is a fair concern and one we've been thinking through. The 11 spaces are tied to day-to-day on-site operations, not to occasional larger gatherings. For events, we're looking at multiple options for additional parking at adjacent properties so that activity stays off the surrounding streets. As the operational plan is finalized, we'll share more detail.

Construction parking and hours. Construction logistics will be managed by our design build firm as part of their site plan, with construction worker parking contained on or directly adjacent to the project site rather than on neighborhood streets. Work hours will follow Town of Carefree construction ordinance requirements. I'll share more specifics once the construction logistics plan is finalized.

Fencing and walls. Good callout on the rendering. The solid lines indicate property boundaries, and the dashed lines indicate property setbacks, **not walls**. The intent is for the public-facing edges along Cave Creek and Bloody Basin to have well-landscaped frontage that blends in with the character of the town.

As John shared, the project information site is live at https://url.avanan.click/v2/r01/___www.carefree-crossing.com___.YXAzOnRvd25vZmNhcmVmcmVlOmE6bzowM2FjZDIzMDA2N2M3Yjg0ODZlMmU1ZDVlZGJlNjZjYTo3OmVkMjk6MjQ3OWQ4YzczMGU4MjVkMDQzNDAyNzIwMGM1MGM5MWQ2NmEzZDlmZGU1MGQxYTI2OGRkZGJlNjQ0ZDhhMzliMzp0OlQ6Rg, and I'll be expanding the FAQ section based on the questions that come in.

If anything else comes to mind, please don't hesitate to reach out, and I'd be happy to meet in person at some point if helpful.

-Kevin

From: John Mattes <john@mattesassociates.com>
Sent: Monday, April 27, 2026 3:41 PM
To: Kevin Koshko <kevin@motorsportlofts.com>

Cc: Neil Russell <neilrussell@comcast.net>
Subject: Fwd: RE: Fwd: Re: Re: From my neighbor. He is correct...

Hi Kevin,

We had another neighbor who would have liked to have been at the meeting this morning and had other questions for you. I did not realize he was back from his trip.

Kevin, this is Neil, Neil, Kevin.

Neil, I am sure Kevin can answer your questions.

Thank you in advance, Kevin,

John

---------- Original Message ----------
From: neilrussell <neilrussell@comcast.net>
To: John Mattes <john@mattesassociates.com>, neilrussell@comcast.net
Date: 04/27/2026 2:23 PM EDT
Subject: RE: Fwd: Re: Re: From my neighbor. He is correct...

Hi John,
Thanks for having this meeting with the developer. Wish I would have known about it as I would have joined in.
Overall, this appears to be very well thought out and planned.
I do have a few questions that I didn't see answered.
We heard that the overall height would not exceed 19 feet, however the rendering looks much higher and all the similar units I've visited are much higher. Was that discussed?
I've attended several Cars & Coffee type events in similar projects and 11 parking spaces is far from enough, which leds me to expect vehicles parked on our narrow streets.
Where will construction workers likely park during up to 12 months construction and are there defined work days and hours?
What type of wall or fencing will surround the property? The rendering shows dashed and solid lines. I'm assuming solid is property boundary and dashed is a protective fence or wall. This is what will be seen by residents and people entering Carefree.
Feel free to share my message with others.
Best, Neil

Neil Russell
Neilrussell@comcast.net
360-989-0990

-------- Original message --------

From: John Mattes <john@mattesassociates.com>
Date: 4/27/26 10:44 AM (GMT-07:00)
To: Daniel Crespo <danielcrespo@earthlink.com>, John Staub <jstaub56@gmail.com>
Cc: Rob Young <robdorothy@gmail.com>, Neil Russell <neilrussell@comcast.net>, John Traynor <john.traynor@cox.net>, Jack Keithley <keithleyjack@yahoo.com>
Subject: Fwd: Re: Re: From my neighbor. He is correct...

Good morning,

Daniel, John S and I meet with Kevin Koshko this morning. We all left with a positive attitude about the Carefree Crossing project.

Kevin was aware of our concerns, and I feel, addressed them, from vehicle sales, event parking, people traffic, noise and revenue that the Town will see.

He will be sending Daniel, John S and I an email, about our meeting, and I will forward it on.

Kevin has created a website that address' a number of the topics of concern this morning in the FAQ's. Our other concerns will be addressed and add to the website, per Kevin. Carefree Crossing — A proposed classic and collector car community at Cave Creek Rd & Bloody Basin Rd, Carefree, Arizona

I left the meeting feeling that all of our concerns have been addressed and the revenue raised each year, for the Town, will be a benefit for all of us.

Take care,

John M

> ---------- Original Message ----------
> From: Kevin Koshko <kevin@motorsportlofts.com>
> To: John Mattes <john@mattesassociates.com>
> Cc: Stacey Bridge-Denzak <stacey@carefree.org>
> Date: 04/23/2026 2:50 PM EDT
> Subject: Re: Re: From my neighbor. He is correct...
>
> Hi John,
>
> Thank you - I really appreciate you setting this up, and of course your neighbors are welcome to join.
>
> Monday the 27th at Black Mountain Café sounds good. Does 8:30 am work for everyone?

I'll plan to bring the meeting materials and a copy of the site plan in case it's useful to reference during the conversation. And if you'd like to share the names of the other neighbors joining ahead of time, feel free - but no pressure either way.

Looking forward to it.

-Kevin

From: John Mattes <john@mattesassociates.com>
Sent: Thursday, April 23, 2026 7:26 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Cc: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: Re: Re: From my neighbor. He is correct...

Good morning, Kevin,

Thank you, sir, for your email. The there are 2 neighbors who would like to meet with you also, if that's OK.

This Monday, the 27th, would be the only day available for 2 of my neighbors, who would also like to meet with us, if that works with your schedule.

If so, we could meet at Black Mountain Cafe in Carefree. Please let me know a time that works with you.

Thank you,

John

> On 04/22/2026 6:53 PM EDT Kevin Koshko <kevin@motorsportlofts.com> wrote:
>
> Hi John,
>
> Thank you for taking the time to write back. I want you to know that I take your concerns and your trust seriously.
>
> I also want to gently push back on the idea that information was intentionally withheld, because I don't believe that's a fair characterization of what happened, and I don't want that perception to harden without addressing it directly.

The neighborhood letter and FAQ described the project as a classic and collector car community with a café, lounge, and gallery component, including a rotating display of classic and collector vehicles and curated experiences. At the April 15 meeting itself, vehicle sales were a substantive part of the Q&A. There were multiple questions and answers covering dealer participation, the TPT structure, appointment-only and reservation-based activity, and the explicit intent that any on-site activity remain tied to the project rather than function as an extension of off-site dealership inventory. That conversation happened openly during the meeting.

On the $75K figure specifically: I shared that as a conservative illustrative example tied to The Collective's licensed sales channel (roughly one vehicle at $250K every one to two months), sold through a TPT-licensed structure that generates Town tax revenue. It was never intended to represent a private-party tax and I apologize if that wasn't clearly conveyed.

I understand that you may not support the project regardless, and I respect that. But I would still very much welcome the chance to sit down with you in person and answer anything still outstanding. Even if it doesn't change your mind, I would rather have that conversation directly - maybe over coffee - if you're open.

-Kevin

From: John Mattes <john@mattesassociates.com>
Sent: Wednesday, April 22, 2026 9:39 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Cc: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: Fwd: Re: From my neighbor. He is correct...

Good morning, Kevin,

Thank you for reaching out. Your response was detailed and specific. This was appreciated.

The letter that Motor Sports Lofts submitted, before the neighborhood meeting, did not say anything about the sales of vehicles, or a "The Collective's licensed transaction platform." The letter also did not mention a "A **low-volume, by-appointment environment"** statement in the neighborhood letter. These units are intended for personal use and hobby-related activities within a quiet, low-impact environment. " it did not mentioned vehicle sales, either by private party or "The Collective."

At the neighborhood meeting, examples of the sales tax the Town would see (a number of $75,000 per year was stated) was from a private seller to a private buyer. It was not until a neighbor mentioned, in Arizona, a tax would not be charged under this type of a sale, until after the meeting. The email below was also only sent out after a few emails to Stacey, at the Planning Department.

To not list ALL planned activities at the "hobby-related" project or explain all of this at the 1 and ONLY planned neighborhood meeting, before going in front of the Planning and Zoning Committee, to hear the Special Use Permit application, leaves so many questions about this project.

I do not know how the neighborhood was to make an informed decision about this project without receiving ALL of the proposed activities that were anticipated. In hindsight, in my opinion, this information was intentionally left out of the discussion.

Even with CC&R's I would not support this project, knowing now what it really is, and to be built 1 block away from our residence. Too many

misstatements have been made, which in my opinion, taints this project.

Thank you,

John Mattes

---------- Original Message ----------
From: Kevin Koshko <kevin@motorsportlofts.com>
To: "john@mattesassociates.com" <john@mattesassociates.com>
Cc: Stacey Bridge-Denzak <stacey@carefree.org>
Date: 04/20/2026 2:56 PM EDT
Subject: Re: From my neighbor. He is correct...

Hi John, I was planning to email you since you attended the neighborhood meeting - I hope you don't mind me replying directly to your very important concern.

I've responded inline below to help clarify how the structure is designed:

"The plan for The Collective to operate through a properly licensed Arizona dealer structure, with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable Carefree business operation will drive any private loft buyers away. Being a part of the collective licensed dealership by owning one of these lofts would require the seller to collect the full 9.3% sales tax thus increasing the purchase price for any vehicle sold over what I'm sure the seller would like to view as a private or casual sale."

- Sales tax only applies if a seller chooses to use The Collective's licensed transaction platform. Owners are not subject to sales tax simply by owning a unit. More importantly, the licensed pathway is designed to

be the **most attractive selling option**, not a burden. It offers:

- **0% commission**, compared to typical dealer consignment fees of 5%–10%
- A premium **corner showroom presence along Cave Creek Road**, providing significantly stronger visibility than a private sale
- Access to a **curated collector audience** within the project and surrounding market
- A **turnkey, simple, transaction process**

- In many cases, this results in **equal or better net outcomes** for the seller compared to traditional dealer or auction channels.

"I would think as a result of creating this barrier to sell their own lofts to private individuals it will drive the sales of lofts to licensed dealers of high end vehicles."

- The economics and design of the project do not support dealership use. Specifically:
  - ~$1M unit pricing and ongoing carrying costs
  - A **low-volume, by-appointment environment**
  - No retail frontage, signage, or walk-in traffic
- Dealers depend on **high volume, high visibility, and lower-cost inventory space**. This project is intentionally the opposite - **exclusive, low-intensity, and lifestyle-oriented** - which makes it

unattractive for dealership operations.

"These dealers still have to collect tax from their customers but it will be at a lower rate since the Carefree tax rate is 3% and the Scottsdale rate for example is 1.3% and the dealer would have no obligation to pay any Carefree tax since the actual sale would be run through the licensed dealership location. "

- That dynamic already exists today, where essentially all comparable vehicle sales tied to this market occur outside of Carefree.
- The purpose of The Collective is not to assume 100% capture, but to introduce a **local, convenient, and town-friendly option** that allows a portion of those transactions to occur within Carefree. Even partial participation represents **significant new tax revenue that does not exist today**.

"If you take the example of two of these 23 loft owners being private buyers but being part of the collective buying a car from each other it could be considered a dealer to dealer purchase for the purpose of future sales. In that case again no sales tax would be collected for the state or the town of Carefree. "

- Dealer-to-dealer transactions are a more narrow and specialized scenario and are not in our target owner market. The project is structured for **private ownership**, not dealer inventory exchange, and includes **restrictions that limit commercial dealership-type activity**.

"Let's consider the fact that most individuals that would pay $1M for a facility to store and show one or more of these high end vehicles are likely pretty savvy on working out a method to avoid or reduce the tax situation on the sale of any of their vehicles. At the end of the day the sale will be done off site privately where no taxation is required or via a dealer who may display in Carefree but the actual sale will take place at their mothership location in Scottsdale, Tempe, or Phoenix. In all cases Carefree would not receive a dime of the 3% local taxes that we are being led to believe will be an advantageous feature of allowing this business to be built. "

- While some transactions may occur privately, many high-value vehicle sales still take place through **structured, trusted channels** due to buyer expectations, documentation requirements, and ease of execution.
- The Collective is designed to provide a **better, lower-friction alternative**—not to force behavior, but to make the on-site option the most compelling.
- The financial model does not rely on full participation. Even a **portion of transactions occurring locally** represents incremental tax revenue that Carefree does not receive today.
    - For example, if The Collective **sells one high-value vehicle every month or two**, it could net the Town sales tax revenue of **$50-$75K.**

"I would not be at all surprised if that ultimately these lofts would become auxiliary showrooms for 23 high end car dealers that will exhibit up to six cars each for sales which ultimately take place outside of Carefree. Producing zero tax

revenue for the town of Carefree yet creating increased traffic and congestion in the area."

- The project includes **enforceable use restrictions at the master association level** (not the HOA) specifically to prevent this outcome, including:
  - No dealership use of loft units
  - No public retail hours
  - No outdoor inventory or sales signage
  - All sales to be limited by appointment only
- Importantly, these provisions are subordinate to the master association and **not subject to change by a future HOA vote**, ensuring long-term control over use, traffic, and character.

In Summary

The Collective is designed to:

- Provide an **optional, high-quality sales platform** for owners
- Offer a **0% commission alternative** to traditional dealer consignment
- Create a **local, town-friendly pathway for taxable transactions**
- Capture a **portion of activity that currently occurs outside Carefree**
- Maintain a **low-intensity, collector-focused environment**, not a dealership

The approach is not to force behavior, but to make the local, town-benefitting option the **most convenient and**

economically attractive choice for owners.

Thank you John - I really value your feedback - it's helping us to fortify the project in a way that works for both the Town and the community. I'd love to connect further if helpful.

Kevin Koshko

Founder & Managing Principal

760-412-0601



From: John Mattes <john@mattesassociates.com>
Sent: Friday, April 17, 2026 12:57 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: From my neighbor. He is correct...

The plan for The Collective to operate through a properly licensed Arizona dealer structure, with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable Carefree business operation will drive any private loft buyers away. Being a part of the collective licensed dealership by owning one of these lofts would require the seller to collect the full 9.3% sales tax thus increasing the purchase price for any vehicle sold over what I'm sure the seller would like to view as a private or casual sale. I would think as a result of creating this barrier to sell their own lofts to private individuals it will drive the sales of lofts to licensed dealers of high end vehicles. These dealers still have to collect tax from their customers but it will be at a lower rate since the Carefree

tax rate is 3% and the Scottsdale rate for example is 1.3% and the dealer would have no obligation to pay any Carefree tax since the actual sale would be run through the licensed dealership location.
If you take the example of two of these 23 loft owners being private buyers but being part of the collective buying a car from each other it could be considered a dealer to dealer purchase for the purpose of future sales. In that case again no sales tax would be collected for the state or the town of Carefree.

Let's consider the fact that most individuals that would pay $1M for a facility to store and show one or more of these high end vehicles are likely pretty savvy on working out a method to avoid or reduce the tax situation on the sale of any of their vehicles. At the end of the day the sale will be done off site privately where no taxation is required or via a dealer who may display in Carefree but the actual sale will take place at their mothership location in Scottsdale, Tempe, or Phoenix. In all cases Carefree would not receive a dime of the 3% local taxes that we are being led to believe will be an advantageous feature of allowing this business to be built.

I would not be at all surprised if that ultimately these lofts would become auxiliary showrooms for 23 high end car dealers that will exhibit up to six cars each for sales which ultimately take place outside of Carefree. Producing zero tax revenue for the town of Carefree yet creating increased traffic and congestion in the area.

John Mattes

Outlook

Re: Recap from this morning

From John Mattes <john@mattesassociates.com>
Date Thu 5/7/2026 5:01 AM
To Kevin Koshko <kevin@motorsportlofts.com>

Thank you Kevin,

The meeting was informative. Thank you the offer and taking the time to meet with us.

Take care,

John

> On 05/06/2026 10:35 PM EDT Kevin Koshko <kevin@motorsportlofts.com> wrote:
>
> Hi John,
>
> Wanted to send a quick thank you for taking the time to share the update with your other neighbors after our coffee. Meant a lot, and I appreciated the goodwill behind it.
>
> Looking forward to continuing the conversation as things move ahead.
>
> -Kevin
>
> ---
>
> **From:** John Mattes <john@mattesassociates.com>
> **Sent:** Monday, April 27, 2026 7:01 PM
> **To:** Kevin Koshko <kevin@motorsportlofts.com>; jstaub56@gmail.com <jstaub56@gmail.com>; danielcrespo@earthlink.com <danielcrespo@earthlink.com>
> **Subject:** Re: Recap from this morning
>
> Great meeting Kevin,
>
> Thank you for the recap.
>
> John M
>
> > On 04/27/2026 7:25 PM EDT Kevin Koshko <kevin@motorsportlofts.com> wrote:
> >
> > John, Daniel, and John,
> >
> > Thank you again for taking the time to meet this morning. I genuinely appreciated the conversation and the thoughtful questions, and I left with a real sense that we're approaching this from the same place: wanting whatever happens at that corner to be good for Carefree.

I wanted to recap the topics we discussed and confirm the follow-ups on my end.

Dealer activity. This was an important part of the conversation, and I want to confirm where we landed. The use restrictions preventing dealership-style operations (no dealership use of loft units, no public retail hours, no outdoor inventory or signage, by-appointment activity only) will sit at the master association level, subordinate to any future HOA, and not subject to amendment by HOA vote. That's the structural mechanism that gives these protections durability over time. I'll continue working with our land use attorney to make sure the enforcement language is as tight as it can be.

Noise mitigation. We specifically discussed engine revving, but this would apply to any noise issues. As shared, these rules will be recorded in the master declaration so they run with the land. We will continue to build out enforcement protocols and share them when ready. The **video security monitoring** will be a huge help with enforcement in general.

Community fee. We discussed the mechanics and legality of the recorded community fee structure. This is something we're working through with land use counsel as part of the master declaration. I'll share more detail once it's finalized.

Event parking. We discussed how occasional events would be handled, including barricades, internal circulation, and keeping activity contained on-site. This will be part of the operational plan and addressed in more detail as the project progresses. As shared, we're also looking at multiple options for additional parking at the adjacent properties.

Loft owner parking. We discussed how loft owner parking is designed to be on the loft side of the site, not at The Collective. The site plan reflects that separation, and we've already removed two units to add parking capacity for the retail component. We will define rules that prevent unit owners from parking at the Collective retail spots - owners should be parking in their loft driveway.

Special Use Permit durability. We discussed whether an SUP can be revoked over time. I'll confirm the specifics with the Town and follow up.

Website. The project information site is live at www.carefree-crossing.com. I'll be expanding the FAQ section based on our conversation, particularly around enforcement mechanisms and operational standards. Please feel free to share the link with anyone who might find it useful.

Carefree Park. I really appreciated the positive response on this. As I mentioned, Lon Johnson introduced me to the effort back in January, and I've been thinking since then about how Motorsport Lofts can support it. I'll be in touch with Wendy to continue that conversation.

Thank you again. The door remains open for any further questions, and I'd welcome continued dialogue and collaboration as the project moves

through the SUP process.

Kevin Koshko
Founder & Managing Principal
760-412-0601

MOTORSPORT
LOFTS

Outlook

Re: Motorsports Lofts

From Edward Sambuchi <edsam@cox.net>
Date Sat 4/18/2026 3:42 PM
To Kevin Koshko <kevin@motorsportlofts.com>

Thank you. We need something classy for that corner.

Ed

On Friday, April 17, 2026 at 07:50:46 PM MST, Kevin Koshko <kevin@motorsportlofts.com> wrote:

Hi Ed,

I hope all is well this week - I wanted to follow up and share the presentation from the neighborhood meeting on Wednesday.

Overall, the discussion was thoughtful and productive, and it gave us a good opportunity to hear residents' questions and feedback directly.

I've attached the presentation here for your review. If it would be helpful, I'm happy to set up a quick phone call to walk through it with you and answer any questions you may have.

-Kevin

From: Edward Sambuchi <edsam@cox.net>
Sent: Monday, April 6, 2026 2:32 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Motorsports Lofts

Because of a personal problem, I will be unable to attend the meeting on April 15. However, for what it is worth, you have my support for your project.

Ed Sambuchi
37087 NE Greythorn Circle

Outlook

Re: carefree

From Kevin Koshko <kevin@motorsportlofts.com>
Date Sat 4/18/2026 9:34 AM
To woodfarm@ncn.net <woodfarm@ncn.net>

I just updated - it should work now.

Kevin Koshko
Motorsport Lofts
760-412-0601

From: woodfarm@ncn.net <woodfarm@ncn.net>
Sent: Saturday, April 18, 2026 8:38:45 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Re: carefree

Kevin

We cannot open the presentation file.

Wendy S. Wood
DandyLand Farms
woodfarm@ncn.net
641-430-0411
dandylandfarms.com

BLOOM WHERE YOU ARE PLANTED

On Friday 04/17/2026 at 9:53 pm, Kevin Koshko wrote:

> Hi Wendy,
>
> I hope all is well this week - I wanted to follow up and share the presentation from the neighborhood meeting on Wednesday.
>
> Overall, the discussion was thoughtful and productive, and it gave us a good opportunity to hear residents' questions and feedback directly.
>
> The presentation can be accessed here by clicking the link: Carefree Crossing - Neighborhood Meeting

If it would be helpful, I'm happy to set up a quick phone call to walk through it with you and answer any questions you may have.

-Kevin

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Tuesday, April 7, 2026 1:58 PM
To: woodfarm@ncn.net <woodfarm@ncn.net>
Subject: Re: carefree

Hi Wendy,

I’m sorry to hear you won’t be able to attend the meeting, but thank you for taking the time to reach out.

I'll send over the project visuals and information right after the meeting. Happy to set up a call to walk through the project and answer any questions.

Kevin Koshko
Founder & Managing Principal
760-412-0601

[Image]

From: woodfarm@ncn.net <woodfarm@ncn.net>
Sent: Tuesday, April 7, 2026 1:39 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: carefree

Kevin,

Please add us to your emailing list for any future information on your
Carefree AZ project.
We will not be able to attend the meeting on April 15

Wendy Wood
woodfarm@ncn.net
641-430-0411

Outlook

Re: Opposition to "Carefree Crossings" Permit & Request for Advisement of Rights; 4-14-26

From Kevin Koshko <kevin@motorsportlofts.com>
Date Tue 4/14/2026 4:50 PM
To Stacey Bridge-Denzak <stacey@carefree.org>

Confirmed on all, thanks Stacey. See you tomorrow.

From: Stacey Bridge-Denzak <stacey@carefree.org>
Sent: Tuesday, April 14, 2026 3:18 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: RE: Opposition to "Carefree Crossings" Permit & Request for Advisement of Rights; 4-14-26

Hi Kevin,

I'm forwarding all correspondence I receive for your records. When you prepare your report as part of the formal application, just include this material. You're welcome to share what you receive with me if you'd like, or I'm happy to review it after you submit.

And please hold off on replying to Ms. Anderson for now. Although the information is part of the public record, some individuals prefer their personal details to be redacted, and I want to avoid any issues.

I'll be in touch soon.

Regards,
Stacey

CAREFREE
ARIZONA

Stacey Bridge-Denzak
Director of Community Development and Zoning Administrator

8 Sundial Circle
P.O. Box 740
Carefree, AZ 85377
480-488-3686
stacey@carefree.org



https://carefree.org/subscribe

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Tuesday, April 14, 2026 2:19 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: Re: Opposition to "Carefree Crossings" Permit & Request for Advisement of Rights; 4-14-26

Hi Stacey,

Thank you for forwarding Alexis' email and for keeping me informed.

The topics she raised - particularly neighborhood character, lighting, noise, traffic, and overall compatibility - are issues we plan to address directly in the presentation and as part of the Special Use Permit narrative.

I also wanted to ask whether it is appropriate for me to respond directly to Alexis, or if that is something you would prefer I not do. If it is appropriate, my intent would simply be to acknowledge her concerns, let her know I'm happy to share the presentation materials after the neighborhood meeting, and offer to walk through them with her afterward.

Also, should I assume the Town is forwarding all project-related correspondence it receives, or primarily emails expressing opposition? I ask only because I have already received a few supportive notes directly from residents as well, and I just want to make sure I understand the full picture.

Thank you,

-Kevin

From: Stacey Bridge-Denzak <stacey@carefree.org>
Sent: Tuesday, April 14, 2026 2:06 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: FW: Opposition to "Carefree Crossings" Permit & Request for Advisement of Rights; 4-14-26

Kevin,

Please see correspondence received by Town Council, for your information.

Stacey

CAREFREE
ARIZONA

Stacey Bridge-Denzak
Director of Community Development and Zoning Administrator

8 Sundial Circle
P.O. Box 740
Carefree, AZ 85377
480-488-3686
stacey@carefree.org



https://carefree.org/subscribe

From: Information <info@carefree.org>
Sent: Tuesday, April 14, 2026 1:10 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: Fw: Opposition to "Carefree Crossings" Permit & Request for Advisement of Rights; 4-14-26

Sincerely,

Madisyn Garrett

Communications Manager

8 E Sundial Circle

Carefree, AZ 85377

Office: 480-488-3686

Cell: 480-433-1973

CAREFREE
ARIZONA

From: Lexi Anderson <lexianderson2015@gmail.com>
Sent: Tuesday, April 14, 2026 12:59 PM
To: Mayor <mayor@carefree.org>; Information <info@carefree.org>; Cheryl Kroyer <CherylKroyer@carefree.org>; Sheila Amoroso <SheilaAmoroso@carefree.org>; Clint Miller

<ClintMiller@carefree.org>; CR Scurti <crscurti@carefree.org>; Lon Johnson <lonjohnson@carefree.org>; Diane Roth <dianeroth@carefree.org>
Subject: Opposition to "Carefree Crossings" Permit & Request for Advisement of Rights; 4-14-26

Dear Mayor Crane and members of the Carefree Town Council,

This is Alexis Anderson of 37255 NE Greythorn Cir.

Although I am unable to attend Wednesday's Public Meeting, I am writing to let you know that I vehemently oppose the approval of the special use permit for the construction of Kevin Koshko's "Carefree Crossing" commercial development. The facility would be across the street from my house and would obliterate the peace and quiet of my neighborhood and residence. Despite Mr. Koshko's assurances of a "low-traffic," "quiet," and "low-intensity" project, I'm sure you are aware as I am that these promises are vague, superficial, extremely unlikely to be kept, and impossible to enforce once they are inevitably broken.

I chose to purchase a home in Carefree because—unlike almost any other city in Arizona—it has relatively little commercial space and the unmatched tranquility of the desert landscape. If you approve the building of this commercial property near my residence, you are destroying the very qualities that made me—and many others—choose Carefree as a home.

Approving the permit would also increase light pollution, which will directly impact me and the other residents of the Reserve at Tranquil Trail. It will also increase traffic congestion on Bloody Basin, Cave Creek Road, Tranquil Trail, and Tom Darlington, routes which are already crowded in high season. This commercial project will violate and abuse the noise limit and Dark Sky policies of our town, as well as the peacefulness that makes Carefree such a unique and special place.

This is not a small-scale shop or other facility that can easily be incorporated into the already-existing commercial space and feel of the town. This is a massive, 23-unit **car garage**. In addition to the eyesore of this gigantic facility, the equipment needed to power 23 "climate controlled" garages will make enormous and constant noise—twenty-four hours a day, every day. This will be in addition to the noise caused by traffic from the 23 garage owners, multiple employees, and uncountable other visitors coming and going continuously. Mr. Koshko has already stated that he will host Cars & Coffee and other "experiences"—you can be sure that these will be high-volume gatherings, particularly given that they are ostensibly open to the public (or the 23 owners at a minimum) and will attract a substantial number of attendees.

According to the Town of Carefree zoning manual, a special use permit must not "adversely impact the health, safety, and **welfare of the neighborhood and community**" (emphasis added). According to Section 3.07 of the Carefree, Arizona Code of Ordinances, the burden of showing that welfare will not be adversely affected lies with Mr. Koshko. This means that the presumption, as it stands, is that granting his permit **will harm** the welfare of the neighborhood and community. I am further certifying in this letter that the proposed commercial development **absolutely** will adversely impact the welfare of the neighborhood and community, for all the reasons discussed above. His burden cannot be met, and therefore you must reject the permit.

Please advise me of my rights as a Carefree homeowner regarding the approval of this permit for massive a commercial construction across the street from me, and how I personally can prevent it from being approved.

I hope you, as residents who love this town as much as I do, see why this permit will be an enormous detriment to our community and why you must uphold the welfare of our town and its residents by rejecting it.

Please contact me via email or phone: (216) 970-3187.

Thank you very much for your time.

Sincerely,

Alexis Anderson, Esq.

Outlook

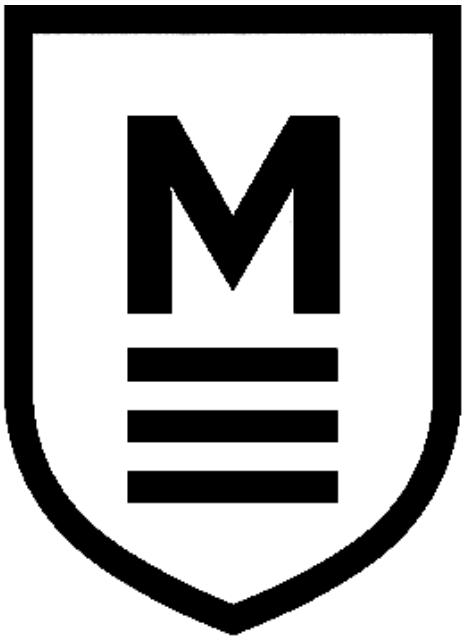
Re: Carefree Crossing Details

From Rob Young <robdorothy@gmail.com>
Date Fri 5/15/2026 6:11 PM
To Kevin Koshko <kevin@motorsportlofts.com>

Got it Kevin. Thanks for sending.
Rob

On Fri, May 15, 2026 at 3:42 PM Kevin Koshko <kevin@motorsportlofts.com> wrote:

> Hi Rob, great chatting with you this afternoon.
>
> As promised, I have attached the Carefree Crossing project Neighborhood Meeting presentation. It contains all of the project details and visuals to share with your neighbors.
>
> Also, we have a neighbor-facing website at www.carefree-crossing.com that is updated with project status, frequently asked questions, and documentation as the project moves forward.
>
> Feel free to reach out anytime. Have a great weekend!
>
> Kevin Koshko
> Founder & Managing Principal
> 760-412-0601
>
> Motorsport Lofts | Scottsdale, AZ



MOTORSPORT
LOFTS

Outlook

Re: The Collective at Carefree Crossing

From Kevin Koshko <kevin@motorsportlofts.com>
Date Fri 4/17/2026 7:49 PM
To wendy dickerman <wendydickerman@gmail.com>

1 attachment (19 MB)
Carefree Crossing - Neighborhood Meeting.pdf;

Hi Wendy,

I hope all is well this week - I wanted to follow up and share the presentation from the neighborhood meeting on Wednesday.

Overall, the discussion was thoughtful and productive, and it gave us a good opportunity to hear residents' questions and feedback directly.

I've attached the presentation here for your review. If it would be helpful, I'm happy to set up a quick phone call to walk through it with you and answer any questions you may have.

-Kevin

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Tuesday, April 14, 2026 2:08 PM
To: wendy dickerman <wendydickerman@gmail.com>
Subject: Re: The Collective at Carefree Crossing

Hi Wendy,

Thank you for reaching out - I really appreciate you taking the time to share your questions.

- The current plan is for the buildings to be intentionally low-profile in overall character, with a unit clear-height under 19 feet.
- Total building footprint, including The Collective at the corner, is 37,000 SF. Parking is planned on-site as part of the overall site layout. I will be sending over the site plan along with the project visuals.
- Signage is still being developed, but the intent is for it to be tasteful and consistent with the Town's character and project design.
- The overall project is intended to be low-intensity. Beyond occasional small gatherings such as Cars & Coffee or curated community-oriented events, the concept is not intended to function as a high-volume event venue. We're planning for tastings or small events twice a month.
- Our design build team has built several projects in the Valley, however, this project is boutique in scale and beautifully designed with high-end finishes to ensure something truly special for the Town and neighborhood.

- Landscaping is an important part of the plan, and the intent is to use enhanced landscaping and screening to help soften the project and support compatibility with the surrounding area.

We are finalizing the latest set of project visuals now and I will share them immediately after the neighborhood meeting tomorrow. I'd also be glad to set up a quick call with you later this week, so I can walk through them with you directly and answer any follow-up questions.

Let me know if you have any other thoughts in the meantime.

-Kevin

From: wendy dickerman <wendydickerman@gmail.com>
Sent: Tuesday, April 14, 2026 11:49 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: The Collective at Carefree Crossing

Kevin,

I won't be able to attend the Town Council Meeting but have a few questions, if you don't mind answering. My husband and I, residents of Carefree and within eyesight of the proposed project have concerns about the building 'fitting in' to the Carefree desert architecture. We have the following questions:

- How many stories will the building have?
- Size of the building footprint as well as parking?
- Is a mock up drawing available to view?
- Type of signage planned?
- Besides holding occasional cars and coffee events, what other types of events would you be holding and frequency. How much/what type of foot traffic otherwise.
- Have you built this project elsewhere so that you can send me a link or picture?
- Plans for landscaping to soften the presence of a 2 story building?

I look forward to your response.

Wendy Dickerman

Outlook

Re: Neighborhood Meeting - Carefree Crossing Follow-Up

From Kevin Koshko <kevin@motorsportlofts.com>
Date Sun 5/31/2026 7:09 PM
To Pam Walsh <pswalsh25@hotmail.com>

1 attachment (5 MB)
SEALED - Traffic Impact Analysis - 2026_0520.pdf;

Hi Pam,

Hope you and Mike are doing well. The traffic study for the project came in, and as promised, I wanted to send it your way.

A few highlights I thought would be most useful for you:

The study analyzed both the Bloody Basin and Cave Creek intersection and our project driveway directly. The intersections continue to operate at the same level of service they do today, even with the project in place, and the Bloody Basin driveway operates at LOS A across all peak hours. No turn lanes are warranted, and queue lengths are expected to be about one car-length or less.

One note on methodology: the study uses standard ITE land use categories for trip generation. The Collective was classified under Fast Casual Restaurant because it was the closest available category, but covers high-volume operations like Chipotle, or Panera. The actual concept (a lounge, café, and gallery space, rather than high-throughput dining) is expected to have far lower trips generated.

A few of the design decisions you and Mike raised are also reflected in the analysis. The driveway was positioned north of yours specifically to avoid conflict. Internal circulation and parking are contained on the site. The intent throughout has been to keep activity on the property rather than letting it spill onto Bloody Basin.

One interesting finding: the study noted that sight distance for vehicles turning left from Bloody Basin onto Cave Creek (looking east) is currently below the AASHTO minimum, due to overgrown vegetation in the Town right-of-way. This is a pre-existing condition that the study recommends the Town address by cutting back the vegetation.

The full study is attached if you'd like to read more. The executive summary on page 4 and the conclusion on page 29 are probably the most useful starting points.

Happy to walk through any of it together if that would be helpful.

-Kevin

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Thursday, April 23, 2026 11:55 AM

To: Pam Walsh <pswalsh25@hotmail.com>
Subject: Re: Neighborhood Meeting - Carefree Crossing Follow-Up

Hi Pam,

Thank you - I really appreciate the reply.

Those are exactly the right things to be focused on, and I'll make sure you and Mike are kept in the loop as the traffic study and related details come together. I'll also be glad to sit down in person whenever it's helpful to walk through anything together.

-Kevin

From: Pam Walsh <pswalsh25@hotmail.com>
Sent: Thursday, April 23, 2026 8:40 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Re: Neighborhood Meeting - Carefree Crossing Follow-Up

Hi Kevin,
Thank you for reaching out. Appreciate the thought put into the project and how it will fit with minimal impact into our community. I am eager to learn more about how the new building and its associated activity will affect traffic flow, parking availability, and whether there might be any disturbances to the peaceful atmosphere of our neighborhood. Understanding these impacts will help us anticipate and address any concerns about maintaining the quiet lifestyle we value.

Regards,
Pam

Pam Walsh
480-364-2502
pswalsh25@hotmail.com

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Wednesday, April 22, 2026 8:00 AM
To: pswalsh25@hotmail.com <pswalsh25@hotmail.com>
Subject: Neighborhood Meeting - Carefree Crossing Follow-Up

Hi Pam,

It was great seeing you and Mike at the neighborhood meeting last week. I appreciated you taking the time to come out, and I'm glad we had the chance to reconnect after the car show back in January.

I wanted to follow up on your concern about traffic on Bloody Basin Road and the impact near your driveway. As I mentioned at the meeting, one of the intentional decisions we made early in the site planning process was to position our driveway north of yours specifically to avoid creating any conflict with your access.

I want you to know that traffic along Bloody Basin will continue to be something we take seriously as the site plan and traffic study are refined. Once I have the traffic analysis in hand, I'll make sure you're one of the first to receive a copy so you can see exactly how circulation is expected to work and how your driveway is addressed.

In the meantime, I've attached the presentation from the meeting for your reference. If you have any questions - or anything else you'd like to talk through - please don't hesitate to reach out. I'd be happy to get together in person or connect by phone anytime.

Kevin Koshko
Founder & Managing Principal
760-412-0601

MOTORSPORT
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Outlook

Re: The Collective at Carefree Crossing

From Kevin Koshko <kevin@motorsportlofts.com>
Date Mon 4/13/2026 12:50 PM
To Stacey Bridge-Denzak <stacey@carefree.org>

Hi Stacey,

Thank you for forwarding this and for making me aware.

I understand the concern being raised, particularly as it relates to existing noise and driving behavior along Cave Creek Road. While the resident is not immediately adjacent to the site, the feedback is helpful and we will make sure to address those types of concerns as part of both the neighborhood meeting discussion and the Special Use Permit application materials.

For the meeting presentation, we will be using an online slide deck, similar to PowerPoint. Can you please confirm whether I can bring my own laptop to connect and present in Council Chambers? Timewise, if we can access the room at **3:00 PM** that will help to ensure we are set up well in advance.

I'm also planning to attend today's P&Z meeting so I can get a feel for the meeting flow, as well as the Council Chambers space and setup ahead of Wednesday. I know you have an important meeting today regarding the zoning ordinance update that you're leading, and I hope that goes really well.

Thank you again, and I'll see you soon.

-Kevin

From: Stacey Bridge-Denzak <stacey@carefree.org>
Sent: Monday, April 13, 2026 11:27 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: FW: The Collective at Carefree Crossing

Good morning Kevin,

The Mayor and Town Council received the email below, and I wanted to make you aware of communications we receive from the public for your information. And since you are applying for a Special Use Permit, please note the following: "The burden of providing specific evidence and facts demonstrating that public health, safety, and welfare will be served and not adversely affected and that necessary safeguards will be provided to protect adjacent properties rests with the applicant." Accordingly, any concerns raised by citizens should be addressed as part of your application.

As a side note, the Council Chambers will be available for setup at 3:30 PM, unless you need additional time. Also, will you be using a PowerPoint presentation? It's not required; I just want to know if I should prepare the equipment for you.

Thank you, and I'll see you Wednesday!

Stacey

Stacey Bridge-Denzak
Director of Community Development and Zoning Administrator

8 Sundial Circle
P.O. Box 740
Carefree, AZ 85377
480-488-3686
stacey@carefree.org



https://carefree.org/subscribe

From: Mayor <mayor@carefree.org>
Sent: Monday, April 13, 2026 10:18 AM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: FW: The Collective at Carefree Crossing

Hello Stacey:

Please share the below email with the applicant.

I believe that Mr. and Ms. Henley live in the Villages at Carefree near the corner of Cave Creek Road and Mule Train.

Best Regards,
Mayor John Crane
Town of Carefree, Arizona
Town Hall: (480) 488-3686
Cell: (602) 363-1978

E-mails that board members or staff generate pertaining to the business of the public body are public records. Therefore, the e-mails must be preserved according to a records retention program and generally be made available for public inspection. The recipient of this message is hereby notified that participation in email discussions with this sender can and will result in all information contained therein being reviewed by any interested parties, including media outlets and reporters. To ensure compliance with the Open Meeting Law, Town Council recipients of this message should not forward it to other members of the Council. Members of the Council may reply to this message, but they should not send a

copy of the reply to other members. Any questions may be directed to the Town of Carefree 's Town Clerk (480) 488-3686.

From: J Henley <j7m1h@yahoo.com>
Sent: Saturday, April 11, 2026 10:56
To: mayor@carefree.org; cherylkroyer@carefree.org; sheilamoroso@carefree.org; clintmiller@carefree.org; CRScurti@carefree.org; lonjohnson@carefree.org; dianeroth@carefree.org
Subject: The Collective at Carefree Crossing

Dear Mayor Crane and Members of the Town Council,
I hope this message finds you well. I am writing as a resident of Carefree to share my concerns regarding the proposed Collective at Carefree Crossing development.
At this time I would object to this development. The basis of my objection is straightforward: the intersection at Mule Train Road and Cave Creek Road is already a well-established source of excessive noise in this area. On a daily basis, at all hours of the day and night, cars, motorcycles, and ATVs use this four-way stop as a personal drag strip — accelerating aggressively, revving their engines and squealing their tires, significantly disrupting the quality of life for nearby residents. This is not an occasional nuisance or a new concern; it is a persistent, ongoing problem that needs to be addressed. It should be emphasized that this intersection noise problem warrants the Town's attention regardless of whether this development moves forward.
Adding a development that brings additional vehicle traffic and periodic automotive events to this already overburdened area would only compound the noise pollution problem. I do not believe it is appropriate to approve this type of new commercial activity here before meaningful steps have been taken to address the noise residents are already enduring.
That said, I genuinely want to find a path forward. I would be willing to withdraw my objection if the Town and the development team committed to concrete noise mitigation measures at this intersection. It should be noted that the "Noise Ordinance" signs currently posted in the area appear to have little effect — if anything, they seem to provoke the very behavior they are meant to discourage.

Thank you sincerely for your time and dedication to the residents of Carefree.

Sincerely,
Jeremy and Kendi Henley
36601 N Mule Train Rd, 30D, Carefree, AZ

Outlook

Re: Hi Kevin

From Kevin Koshko <kevin@motorsportlofts.com>
Date Fri 4/17/2026 7:48 PM
To Catherine Moseley <catmoseley@gmail.com>

1 attachment (19 MB)
Carefree Crossing - Neighborhood Meeting.pdf;

Hi Catherine,

I hope all is well this week - I wanted to follow up and share the presentation from the neighborhood meeting on Wednesday.

Overall, the discussion was thoughtful and productive, and it gave us a good opportunity to hear residents' questions and feedback directly.

I've attached the presentation here for your review. If it would be helpful, I'm happy to set up a quick phone call to walk through it with you and answer any questions you may have.

-Kevin

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Friday, April 10, 2026 8:17 PM
To: Catherine Moseley <catmoseley@gmail.com>
Subject: Re: Hi Kevin

Hi Catherine,

Thank you for reaching out, and I'm sorry you won't be able to attend the meeting.

We're finalizing the project renderings and they will be ready for Wednesday's meeting. I'll plan to share them with you immediately afterward.

In the meantime, I'm happy to provide a few general answers to your questions:

- The café component, called The Collective, is planned as a café, lounge, and gallery space at the corner of the site and is intended to be open to the public as a neighborhood-scale gathering space.
- Parking for the project is planned on-site, with internal circulation designed to accommodate activity within the property rather than relying on nearby streets.
- Landscaping is intended to be an important part of the project, with enhanced landscaping and screening to fit the character of Carefree.

- On traffic, we understand the concern, especially at that intersection. The project is being designed as a low-impact use, and a detailed traffic study is currently underway. Our thought is that this project would be something that people will slow down for, instead of speeding past. Your feedback is exactly what we are hoping to hear and consider as the project moves forward.

- As for construction timing, our current expectation is roughly 10-12 months of actual construction from start to finish. We hope to begin construction by the end of this year.

Thank you again for taking the time to reach out - it means a lot to us to have your engagement and we are excited to propose something truly special for the Town. I look forward to following up with you after the meeting to share the presentation materials and answer any questions.

-Kevin

From: Catherine Moseley <catmoseley@gmail.com>
Sent: Friday, April 10, 2026 7:34 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Hi Kevin

I live on the Southwest corner of Tranquil Trail and Cave Creek Road. I am sorry to have to miss the meeting! Can you send me some renderings of what the completed project will look like and where the parking area will be located? Will the cafe be open to the public? What will the landscaping look like? How do you think this will impact the already speeding traffic at that intersection? How long will the construction take?

Thank you for the answers,

Catherine Moseley
--
Catherine Moseley

EMAILS FROM RESIDENTS ARE PROVIDED FROM LATEST DATE TO EARLIEST DATE RECEIVED.

Stacey Bridge-Denzak

From: John Mattes <john@mattesassociates.com>

Sent: Saturday, November 7, 2026 7:40 AM

To: Stacey Bridge-Denzak

Cc: Mayor; Daniel Crespo; John Staub; Wendy Mattes

Subject: Carefree Crossing

Hi Stacey,

My neighbor Daniel and I met with Kevin Koshko this morning, Carefree Crossing.

He is going to have a full upscale restaurant in the front instead of the coffee shop idea, members only club on the second floor, now 27 parking spaces, with one way in off Bloody Basin and on way out on E. Nonchalant.

I suggested he see if the town would authorize, or legislate for, a right turn only onto Nonchalant that would direct traffic away for residential areas. He liked that idea and will look into it.

We felt this right turn only would **not** allow cars to go into the residential area, but out to the town center or an avenue to E. Cave Creek Rd.

We all feel this is a positive iteration for Carefree Crossing. Kevin has been very easy to work with, willing to make necessary changes, and work with the neighbors.

We feel this is a positive step for Carefree and the neighborhood. That corner will finally be developed, be a draw for Carefree and the surrounding area with an upscale restaurant along with the Motorsport Lofts.

Thank you for your hard work on this project. We feel it is a fantastic addition to the area and Carefree in general.

Thank you,

John Mattes
Wendy Mattes
Daniel Crespo-Dubie
John Staub

Carefree Residents

Stacey Bridge-Denzak

From: John Mattes <john@mattesassociates.com>

Sent: Monday, April 27, 2026 7:26 PM

To: Stacey Bridge-Denzak

Subject: Fwd: Re: RE: Fwd: Re: Re: From my neighbor. He is correct...

FYI

Question for Kevin, from a neighbor.

John M

---------- Original Message ----------
From: Kevin Koshko <kevin@motorsportlofts.com>
To: John Mattes <john@mattesassociates.com>
Cc: Neil Russell <neilrussell@comcast.net>
Date: 04/27/2026 7:49 PM EDT
Subject: Re: RE: Fwd: Re: Re: From my neighbor. He is correct...

Hi Neil,

Great to meet you by email, and thanks for the questions. Happy to take them in turn.

Height. The 19 ft figure refers to the interior clear height for each unit (9 ft ground floor, a 1 ft mezzanine platform, and 9 ft above), not the overall building height. Similar projects will spec 20-24ft interior clear heights, which is way too high for the character of our project. The exterior building height is still being finalized as our design build firm completes their scoping, but our intent is to keep the building as low-profile as possible. We're allowed 30 ft under the zoning, but we're intentionally designing well below that, even though doing so adds cost. I will update the website with these details as soon as we get confirmation from our preconstruction team.

Event parking. This is a fair concern and one we've been thinking through. The 11 spaces are tied to day-to-day on-site operations, not to occasional larger gatherings. For events, we're looking at multiple options for additional parking at adjacent properties so that activity stays off the surrounding streets. As the operational plan is finalized, we'll share more detail.

Construction parking and hours. Construction logistics will be managed by our design build firm as part of their site plan, with construction worker

parking contained on or directly adjacent to the project site rather than on neighborhood streets. Work hours will follow Town of Carefree construction ordinance requirements. I'll share more specifics once the construction logistics plan is finalized.

Fencing and walls. Good callout on the rendering. The solid lines indicate property boundaries, and the dashed lines indicate property setbacks, **not walls**. The intent is for the public-facing edges along Cave Creek and Bloody Basin to have well-landscaped frontage that blends in with the character of the town.

As John shared, the project information site is live at https://url.avanan.click/v2/r01/___www.carefree-crossing.com___.YXAzOnRvd25vZmNhcmVmcmVlOmE6bzowM2FjZDIzMDA2N2M3Yjg0ODZlMmU1ZDVlZGJlNjZjYTo3OmVkMjk6MjQ3OWQ4YzczMGU4MjVkMDQzNDAyNzIwMGM1MGM5MWQ2NmEzZDlmZGU1MGQxYTI2OGRkZGJlNjQ0ZDhhMzliMzp0OlQ6Rg, and I'll be expanding the FAQ section based on the questions that come in.

If anything else comes to mind, please don't hesitate to reach out, and I'd be happy to meet in person at some point if helpful.

-Kevin

From: John Mattes <john@mattesassociates.com>
Sent: Monday, April 27, 2026 3:41 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Cc: Neil Russell <neilrussell@comcast.net>
Subject: Fwd: RE: Fwd: Re: Re: From my neighbor. He is correct…

Hi Kevin,

We had another neighbor who would have liked to have been at the meeting this morning and had other questions for you. I did not realize he was back from his trip.

Kevin, this is Neil, Neil, Kevin.

Neil, I am sure Kevin can answer your questions.

Thank you in advance, Kevin,

John

---------- Original Message ----------

From: neilrussell <neilrussell@comcast.net>
To: John Mattes <john@mattesassociates.com>, neilrussell@comcast.net
Date: 04/27/2026 2:23 PM EDT
Subject: RE: Fwd: Re: Re: From my neighbor. He is correct...

Hi John,
Thanks for having this meeting with the developer. Wish I would have known about it as I would have joined in.
Overall, this appears to be very well thought out and planned. I do have a few questions that I didn't see answered.
We heard that the overall height would not exceed 19 feet, however the rendering looks much higher and all the similar units I've visited are much higher. Was that discussed?
I've attended several Cars & Coffee type events in similar projects and 11 parking spaces is far from enough, which leds me to expect vehicles parked on our narrow streets.
Where will construction workers likely park during up to 12 months construction and are there defined work days and hours?
What type of wall or fencing will surround the property? The rendering shows dashed and solid lines. I'm assuming solid is property boundary and dashed is a protective fence or wall. This is what will be seen by residents and people entering Carefree.
Feel free to share my message with others.
Best, Neil

Neil Russell
Neilrussell@comcast.net
360-989-0990

-------- Original message --------
From: John Mattes <john@mattesassociates.com>
Date: 4/27/26 10:44 AM (GMT-07:00)
To: Daniel Crespo <danielcrespo@earthlink.com>, John Staub <jstaub56@gmail.com>
Cc: Rob Young <robdorothy@gmail.com>, Neil Russell <neilrussell@comcast.net>, John Traynor

<john.traynor@cox.net>, Jack Keithley
<keithleyjack@yahoo.com>
Subject: Fwd: Re: Re: From my neighbor. He is correct...

Good morning,

Daniel, John S and I meet with Kevin Koshko this morning. We all left with a positive attitude about the Carefree Crossing project.

Kevin was aware of our concerns, and I feel, addressed them, from vehicle sales, event parking, people traffic, noise and revenue that the Town will see.

He will be sending Daniel, John S and I an email, about our meeting, and I will forward it on.

Kevin has created a website that address' a number of the topics of concern this morning in the FAQ's. Our other concerns will be addressed and add to the website, per Kevin. Carefree Crossing — A proposed classic and collector car community at Cave Creek Rd & Bloody Basin Rd, Carefree, Arizona

I left the meeting feeling that all of our concerns have been addressed and the revenue raised each year, for the Town, will be a benefit for all of us.

Take care,

John M

> ---------- Original Message ----------
> From: Kevin Koshko
> <kevin@motorsportlofts.com>
> To: John Mattes <john@mattesassociates.com>
> Cc: Stacey Bridge-Denzak
> <stacey@carefree.org>
> Date: 04/23/2026 2:50 PM EDT
> Subject: Re: Re: From my neighbor. He is correct...
>
> Hi John,

Thank you - I really appreciate you setting this up, and of course your neighbors are welcome to join.

Monday the 27th at Black Mountain Café sounds good. Does 8:30 am work for everyone?

I'll plan to bring the meeting materials and a copy of the site plan in case it's useful to reference during the conversation. And if you'd like to share the names of the other neighbors joining ahead of time, feel free - but no pressure either way.

Looking forward to it.

-Kevin

From: John Mattes <john@mattesassociates.com>
Sent: Thursday, April 23, 2026 7:26 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Cc: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: Re: Re: From my neighbor. He is correct...

Good morning, Kevin,

Thank you, sir, for your email. The there are 2 neighbors who would like to meet with you also, if that's OK.

This Monday, the 27th, would be the only day available for 2 of my neighbors, who would also like to meet with us, if that works with your schedule.

If so, we could meet at Black Mountain Cafe in Carefree. Please let me know a time that works with you.

Thank you,

John

On 04/22/2026 6:53 PM EDT Kevin Koshko <kevin@motorsportlofts.com> wrote:

Hi John,

Thank you for taking the time to write back. I want you to know that I take your concerns and your trust seriously.

I also want to gently push back on the idea that information was intentionally withheld, because I don't believe that's a fair characterization of what happened, and I don't want that perception to harden without addressing it directly.

The neighborhood letter and FAQ described the project as a classic and collector car community with a café, lounge, and gallery component, including a rotating display of classic and collector vehicles and curated experiences. At the April 15 meeting itself, vehicle sales were a substantive part of the Q&A. There were multiple questions and answers covering dealer participation, the TPT structure, appointment-only and reservation-based activity, and the explicit intent that any on-site activity remain tied to the project rather than function as an extension of off-site dealership inventory. That conversation happened openly during the meeting.

On the $75K figure specifically: I shared that as a conservative illustrative example tied to The Collective's licensed sales channel (roughly one vehicle at $250K every one to two months), sold through a TPT-licensed structure that generates Town tax revenue. It was never intended to represent a private-party tax and I apologize if that wasn't clearly conveyed.

I understand that you may not support the project regardless, and I respect that. But I would still very much welcome the chance to sit down with you in person and answer anything still outstanding. Even if it doesn't change your mind, I would rather have that conversation directly - maybe over coffee - if you're open.

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Good morning, Kevin,

Thank you for reaching out. Your response was detailed and specific. This was appreciated.

The letter that Motor Sports Lofts submitted, before the neighborhood meeting, did not say anything about the sales of vehicles, or a "The Collective's licensed transaction platform." The letter also did not mention a "A **low-volume, by-appointment environment"** statement in the neighborhood letter. These units are intended for personal use and hobby-related activities within a quiet, low-impact environment. " it did not mentioned vehicle sales, either by private party or "The Collective."

At the neighborhood meeting, examples of the sales tax the Town would see (a number of $75,000 per year was stated) was from a private seller to a private buyer. It was not until a neighbor mentioned, in Arizona, a tax would not be charged under this type of a sale, until after the meeting. The email below was also only sent out after a few emails to Stacey, at the Planning Department.

To not list ALL planned activities at the "hobby-related" project or explain all of this at the 1 and ONLY planned neighborhood meeting, before going in front of the Planning and Zoning Committee, to hear the Special Use Permit application, leaves so many questions about this project.

I do not know how the neighborhood was to make an

informed decision about this project without receiving ALL of the proposed activities that were anticipated. In hindsight, in my opinion, this information was intentionally left out of the discussion.

Even with CC&R's I would not support this project, knowing now what it really is, and to be built 1 block away from our residence. Too many misstatements have been made, which in my opinion, taints this project.

Thank you,

John Mattes

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Hi John, I was planning to email you since you attended the neighborhood meeting - I hope you don't mind me replying directly to your very important concern.

I've responded inline below to help clarify how the structure is designed:

"The plan for The Collective to operate through a properly licensed Arizona dealer structure, with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable Carefree business operation will drive any private loft buyers away. Being a part of the collective licensed dealership by owning one of these lofts would require the seller to collect the full 9.3% sales tax thus increasing the purchase price for any vehicle sold over what I'm sure the seller would like to view as a private or casual sale."

- Sales tax only applies if a seller chooses to use The Collective's licensed transaction platform. Owners are not subject to sales tax simply by owning a unit. More importantly, the licensed pathway is designed to be the **most attractive selling option**, not a burden. It offers:
  - **0% commission**, compared to typical dealer consignment fees of 5%–10%
  - A premium **corner showroom presence along Cave Creek Road**, providing significantly stronger visibility than a private sale

    - Access to a **curated collector audience** within the project and surrounding market
    - A **turnkey, simple, transaction process**
- In many cases, this results in **equal or better net outcomes** for the seller compared to traditional dealer or auction channels.

"I would think as a result of creating this barrier to sell their own lofts to private individuals it will drive the sales of lofts to licensed dealers of high end vehicles."

- The economics and design of the project do not support dealership use. Specifically:
    - ~$1M unit pricing and ongoing carrying costs
    - A **low-volume, by-appointment environment**
    - No retail frontage, signage, or walk-in traffic
- Dealers depend on **high volume, high visibility, and lower-cost inventory space**. This project is intentionally the opposite - **exclusive, low-intensity, and lifestyle-oriented** - which makes it

unattractive for dealership operations.

"These dealers still have to collect tax from their customers but it will be at a lower rate since the Carefree tax rate is 3% and the Scottsdale rate for example is 1.3% and the dealer would have no obligation to pay any Carefree tax since the actual sale would be run through the licensed dealership location. "

- That dynamic already exists today, where essentially all comparable vehicle sales tied to this market occur outside of Carefree.
- The purpose of The Collective is not to assume 100% capture, but to introduce a **local, convenient, and town-friendly option** that allows a portion of those transactions to occur within Carefree. Even partial participation represents **significant new tax revenue that does not exist today**.

"If you take the example of two of these 23 loft owners being private buyers but being part of the collective buying a car from each other it could be considered a dealer to dealer purchase for the purpose of future sales. In that

case again no sales tax would be collected for the state or the town of Carefree. "

- Dealer-to-dealer transactions are a more narrow and specialized scenario and are not in our target owner market. The project is structured for **private ownership**, not dealer inventory exchange, and includes **restrictions that limit commercial dealership-type activity**.

"Let's consider the fact that most individuals that would pay $1M for a facility to store and show one or more of these high end vehicles are likely pretty savvy on working out a method to avoid or reduce the tax situation on the sale of any of their vehicles. At the end of the day the sale will be done off site privately where no taxation is required or via a dealer who may display in Carefree but the actual sale will take place at their mothership location in Scottsdale, Tempe, or Phoenix. In all cases Carefree would not receive a dime of the 3% local taxes that we are being led to believe will be an advantageous feature of allowing this business to be built. "

- While some transactions may occur privately, many high-value vehicle sales still take place through **structured, trusted channels** due to

buyer expectations, documentation requirements, and ease of execution.

- The Collective is designed to provide a **better, lower-friction alternative**—not to force behavior, but to make the on-site option the most compelling.
- The financial model does not rely on full participation. Even a **portion of transactions occurring locally** represents incremental tax revenue that Carefree does not receive today.
    - For example, if The Collective **sells one high-value vehicle every month or two**, it could net the Town sales tax revenue of **$50-$75K.**

"I would not be at all surprised if that ultimately these lofts would become auxiliary showrooms for 23 high end car dealers that will exhibit up to six cars each for sales which ultimately take place outside of Carefree. Producing zero tax revenue for the town of Carefree yet creating increased traffic and congestion in the area."

- The project includes **enforceable use restrictions at the master**

association level (not the HOA) specifically to prevent this outcome, including:

- No dealership use of loft units
- No public retail hours
- No outdoor inventory or sales signage
- All sales to be limited by appointment only

- Importantly, these provisions are subordinate to the master association and **not subject to change by a future HOA vote**, ensuring long-term control over use, traffic, and character.

In Summary

The Collective is designed to:

- Provide an **optional, high-quality sales platform** for owners
- Offer a **0% commission alternative** to traditional dealer consignment
- Create a **local, town-friendly pathway for taxable transactions**
- Capture a **portion of activity that currently occurs outside Carefree**
- Maintain a **low-intensity, collector-focused environment**, not a dealership

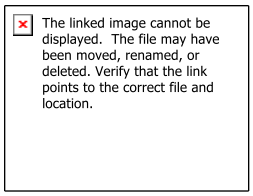
The approach is not to force behavior, but to make the local, town-benefitting option the **most convenient and economically attractive choice** for owners.

Thank you John - I really value your feedback - it's helping us to fortify the project in a way that works for both the Town and the community. I'd love to connect further if helpful.

Kevin Koshko

Founder & Managing Principal

760-412-0601



From: John Mattes <john@mattesassociates.com>
Sent: Friday, April 17, 2026 12:57 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: From my neighbor. He is correct…

The plan for The Collective to operate through a properly licensed Arizona dealer structure, with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable

Carefree business operation will drive any private loft buyers away. Being a part of the collective licensed dealership by owning one of these lofts would require the seller to collect the full 9.3% sales tax thus increasing the purchase price for any vehicle sold over what I'm sure the seller would like to view as a private or casual sale. I would think as a result of creating this barrier to sell their own lofts to private individuals it will drive the sales of lofts to licensed dealers of high end vehicles. These dealers still have to collect tax from their customers but it will be at a lower rate since the Carefree tax rate is 3% and the Scottsdale rate for example is 1.3% and the dealer would have no obligation to pay any Carefree tax since the actual sale would be run through the licensed dealership location.
If you take the example of two of these 23 loft owners being private buyers but being part of the collective buying a car from each other it could be considered a dealer to dealer purchase for the purpose of future sales. In that case again no sales tax would be collected for the state or the town of Carefree.

Let's consider the fact that most individuals that would pay $1M for a facility to store and show one or more of these high end vehicles are likely pretty savvy on working out a method to avoid or reduce the tax situation on the sale of any of their vehicles. At the end of the day the sale will be done off site

privately where no taxation is required or via a dealer who may display in Carefree but the actual sale will take place at their mothership location in Scottsdale, Tempe, or Phoenix. In all cases Carefree would not receive a dime of the 3% local taxes that we are being led to believe will be an advantageous feature of allowing this business to be built.

I would not be at all surprised if that ultimately these lofts would become auxiliary showrooms for 23 high end car dealers that will exhibit up to six cars each for sales which ultimately take place outside of Carefree. Producing zero tax revenue for the town of Carefree yet creating increased traffic and congestion in the area.

John Mattes

Stacey Bridge-Denzak

From: John Mattes <john@mattesassociates.com>

Sent: Monday, April 27, 2026 7:26 PM

To: Stacey Bridge-Denzak

Subject: Fwd: Recap from this morning

Hi Stacey,

We all had a wonderful and informative meeting with Kevin today.

Thank you for getting us together,

John

---------- Original Message ----------
From: Kevin Koshko <kevin@motorsportlofts.com>
To: John Mattes <john@mattesassociates.com>, "jstaub56@gmail.com" <jstaub56@gmail.com>, "danielcrespo@earthlink.com" <danielcrespo@earthlink.com>
Date: 04/27/2026 7:25 PM EDT
Subject: Recap from this morning

John, Daniel, and John,

Thank you again for taking the time to meet this morning. I genuinely appreciated the conversation and the thoughtful questions, and I left with a real sense that we're approaching this from the same place: wanting whatever happens at that corner to be good for Carefree.

I wanted to recap the topics we discussed and confirm the follow-ups on my end.

Dealer activity. This was an important part of the conversation, and I want to confirm where we landed. The use restrictions preventing dealership-style operations (no dealership use of loft units, no public retail hours, no outdoor inventory or signage, by-appointment activity only) will sit at the master association level, subordinate to any future HOA, and not subject to amendment by HOA vote. That's the structural mechanism that gives these protections durability over time. I'll continue working with our land use attorney to make sure the enforcement language is as tight as it can be.

Noise mitigation. We specifically discussed engine revving, but this would apply to any noise issues. As shared, these rules will be recorded in the master declaration so they run with the land. We will continue to build out enforcement protocols and share them when ready. The **video security monitoring** will be a huge help with enforcement in general.

Community fee. We discussed the mechanics and legality of the recorded community fee structure. This is something we're working through with land use counsel as part of the master declaration. I'll share more detail once it's finalized.

Event parking. We discussed how occasional events would be handled, including barricades, internal circulation, and keeping activity contained on-site. This will be part of the operational plan and addressed in more detail as the project progresses. As shared, we're also looking at multiple options for additional parking at the adjacent properties.

Loft owner parking. We discussed how loft owner parking is designed to be on the loft side of the site, not at The Collective. The site plan reflects that separation, and we've already removed two units to add parking capacity for the retail component. We will define rules that prevent unit owners from parking at the Collective retail spots - owners should be parking in their loft driveway.

Special Use Permit durability. We discussed whether an SUP can be revoked over time. I'll confirm the specifics with the Town and follow up.

Website. The project information site is live at https://url.avanan.click/v2/r01/___www.carefree-crossing.com___.YXAzOnRvd25vZmNhcmVmcmVlOmE6bzpkNGUwMTgwZWE2NGJkZTVjNGQ4NjdhNmI0NmU2NzlhZDo3OmQ5NGQ6OTkzNWRjN2U3NmQzOWU5ZmE2NDg2NTk4NjZmM2E1YmYxN2Y2ZGRiYWVhZjAxNjMwMTAzMDA3MzY4OGEyMzAxYzp0OlQ6Rg. I'll be expanding the FAQ section based on our conversation, particularly around enforcement mechanisms and operational standards. Please feel free to share the link with anyone who might find it useful.

Carefree Park. I really appreciated the positive response on this. As I mentioned, Lon Johnson introduced me to the effort back in January, and I've been thinking since then about how Motorsport Lofts can support it. I'll be in touch with Wendy to continue that conversation.

Thank you again. The door remains open for any further questions, and I'd welcome continued dialogue and collaboration as the project moves through the SUP process.

Kevin Koshko
Founder & Managing Principal
760-412-0601

MOTORSPORT
LOFTS

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Wednesday, April 22, 2026 3:54 PM
To: john@mattesassociates.com
Cc: Stacey Bridge-Denzak
Subject: Re: Re: From my neighbor. He is correct...

Hi John,

Thank you for taking the time to write back. I want you to know that I take your concerns and your trust seriously.

I also want to gently push back on the idea that information was intentionally withheld, because I don't believe that's a fair characterization of what happened, and I don't want that perception to harden without addressing it directly.

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Thank you,

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MOTORSPORT LOFTS

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Cc: Stacey Bridge-Denzak
Subject: Fwd: Re: From my neighbor. He is correct...
Attachments: Carefree-Crossing---Neighborhood-Meeting-Letter.pdf

Good morning, Kevin,

Thank you for reaching out. Your response was detailed and specific. This was appreciated.

The letter that Motor Sports Lofts submitted, before the neighborhood meeting, did not say anything about the sales of vehicles, or a "The Collective's licensed transaction platform." The letter also did not mention a "A **low-volume, by-appointment environment"** statement in the neighborhood letter. These units are intended for personal use and hobby-related activities within a quiet, low-impact environment. " it did not mentioned vehicle sales, either by private party or "The Collective."

At the neighborhood meeting, examples of the sales tax the Town would see (a number of $75,000 per year was stated) was from a private seller to a private buyer. It was not until a neighbor mentioned, in Arizona, a tax would not be charged under this type of a sale, until after the meeting. The email below was also only sent out after a few emails to Stacey, at the Planning Department.

To not list ALL planned activities at the "hobby-related" project or explain all of this at the 1 and ONLY planned neighborhood meeting, before going in front of the Planning and Zoning Committee, to hear the Special Use Permit application, leaves so many questions about this project.

I do not know how the neighborhood was to make an informed decision about this project without receiving ALL of the proposed activities that were anticipated. In hindsight, in my opinion, this information was intentionally left out of the discussion.

Even with CC&R's I would not support this project, knowing now what it really is, and to be built 1 block away from our residence. Too many misstatements have been made, which in my opinion, taints this project.

Thank you,

John Mattes

---------- Original Message ----------
From: Kevin Koshko <kevin@motorsportlofts.com>

To: "john@mattesassociates.com" <john@mattesassociates.com>
Cc: Stacey Bridge-Denzak <stacey@carefree.org>
Date: 04/20/2026 2:56 PM EDT
Subject: Re: From my neighbor. He is correct...

Hi John, I was planning to email you since you attended the neighborhood meeting - I hope you don't mind me replying directly to your very important concern.

I've responded inline below to help clarify how the structure is designed:

"The plan for The Collective to operate through a properly licensed Arizona dealer structure, with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable Carefree business operation will drive any private loft buyers away. Being a part of the collective licensed dealership by owning one of these lofts would require the seller to collect the full 9.3% sales tax thus increasing the purchase price for any vehicle sold over what I'm sure the seller would like to view as a private or casual sale."

- Sales tax only applies if a seller chooses to use The Collective's licensed transaction platform. Owners are not subject to sales tax simply by owning a unit. More importantly, the licensed pathway is designed to be the **most attractive selling option**, not a burden. It offers:
  - **0% commission**, compared to typical dealer consignment fees of 5%–10%
  - A premium **corner showroom presence along Cave Creek Road**, providing significantly stronger visibility than a private sale
  - Access to a **curated collector audience** within the project and surrounding market
  - A **turnkey, simple, transaction process**
- In many cases, this results in **equal or better net outcomes** for the seller compared to traditional dealer or auction channels.

"I would think as a result of creating this barrier to sell their own lofts to private individuals it will drive the sales of lofts to licensed dealers of high end vehicles."

- The economics and design of the project do not support dealership use. Specifically:
  - ~$1M unit pricing and ongoing carrying costs
  - A **low-volume, by-appointment environment**
  - No retail frontage, signage, or walk-in traffic

- Dealers depend on **high volume, high visibility, and lower-cost inventory space**. This project is intentionally the opposite - **exclusive, low-intensity, and lifestyle-oriented** - which makes it unattractive for dealership operations.

"These dealers still have to collect tax from their customers but it will be at a lower rate since the Carefree tax rate is 3% and the Scottsdale rate for example is 1.3% and the dealer would have no obligation to pay any Carefree tax since the actual sale would be run through the licensed dealership location. "

- That dynamic already exists today, where essentially all comparable vehicle sales tied to this market occur outside of Carefree.
- The purpose of The Collective is not to assume 100% capture, but to introduce a **local, convenient, and town-friendly option** that allows a portion of those transactions to occur within Carefree. Even partial participation represents **significant new tax revenue that does not exist today**.

"If you take the example of two of these 23 loft owners being private buyers but being part of the collective buying a car from each other it could be considered a dealer to dealer purchase for the purpose of future sales. In that case again no sales tax would be collected for the state or the town of Carefree. "

- Dealer-to-dealer transactions are a more narrow and specialized scenario and are not in our target owner market. The project is structured for **private ownership**, not dealer inventory exchange, and includes **restrictions that limit commercial dealership-type activity**.

"Let's consider the fact that most individuals that would pay $1M for a facility to store and show one or more of these high end vehicles are likely pretty savvy on working out a method to avoid or reduce the tax situation on the sale of any of their vehicles. At the end of the day the sale will be done off site privately where no taxation is required or via a dealer who may display in Carefree but the actual sale will take place at their mothership location in Scottsdale, Tempe, or Phoenix. In all cases Carefree would not receive a dime of the 3% local taxes that we are being led to believe will be an advantageous feature of allowing this business to be built. "

- While some transactions may occur privately, many high-value vehicle sales still take place through **structured, trusted channels** due to buyer expectations, documentation requirements, and ease of execution.
- The Collective is designed to provide a **better, lower-friction alternative**—not to force behavior, but to make the on-site option the most compelling.

- The financial model does not rely on full participation. Even a **portion of transactions occurring locally** represents incremental tax revenue that Carefree does not receive today.
    - For example, if The Collective **sells one high-value vehicle every month or two**, it could net the Town sales tax revenue of **$50-$75K.**

"I would not be at all surprised if that ultimately these lofts would become auxiliary showrooms for 23 high end car dealers that will exhibit up to six cars each for sales which ultimately take place outside of Carefree. Producing zero tax revenue for the town of Carefree yet creating increased traffic and congestion in the area."

- The project includes **enforceable use restrictions at the master association level** (not the HOA) specifically to prevent this outcome, including:
    - No dealership use of loft units
    - No public retail hours
    - No outdoor inventory or sales signage
    - All sales to be limited by appointment only
- Importantly, these provisions are subordinate to the master association and **not subject to change by a future HOA vote**, ensuring long-term control over use, traffic, and character.

In Summary

The Collective is designed to:

- Provide an **optional, high-quality sales platform** for owners
- Offer a **0% commission alternative** to traditional dealer consignment
- Create a **local, town-friendly pathway for taxable transactions**
- Capture a **portion of activity that currently occurs outside Carefree**
- Maintain a **low-intensity, collector-focused environment**, not a dealership

The approach is not to force behavior, but to make the local, town-benefitting option the **most convenient and economically attractive choice** for owners.

Thank you John - I really value your feedback - it's helping us to fortify the project in a way that works for both the Town and the community. I'd love to connect further if helpful.

Kevin Koshko

Founder & Managing Principal

760-412-0601

MOTORSPORT LOFTS

From: John Mattes <john@mattesassociates.com>
Sent: Friday, April 17, 2026 12:57 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: From my neighbor. He is correct...

The plan for The Collective to operate through a properly licensed Arizona dealer structure, with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable Carefree business operation will drive any private loft buyers away. Being a part of the collective licensed dealership by owning one of these lofts would require the seller to collect the full 9.3% sales tax thus increasing the purchase price for any vehicle sold over what I'm sure the seller would like to view as a private or casual sale. I would think as a result of creating this barrier to sell their own lofts to private individuals it will drive the sales of lofts to licensed dealers of high end vehicles. These dealers still have to collect tax from their customers but it will be at a lower rate since the Carefree tax rate is 3% and the Scottsdale rate for example is 1.3% and the dealer would have no obligation to pay any Carefree tax since the actual sale would be run through the licensed dealership location.
If you take the example of two of these 23 loft owners being private buyers but being part of the collective buying a car from each other it could be considered a dealer to dealer purchase for the purpose of future sales. In that case again no sales tax would be collected for the state or the town of Carefree.

Let's consider the fact that most individuals that would pay $1M for a facility to store and show one or more of these high end vehicles are likely pretty savvy on working out a method to avoid or reduce the tax situation on the sale of any of their vehicles. At the end of the day the sale will be done off site privately where no taxation is required or via a dealer who may display in Carefree but the actual sale will take place at their mothership location in Scottsdale, Tempe, or Phoenix. In all cases Carefree would not receive a dime of the 3% local taxes that we are being led to believe will be an advantageous feature of allowing this business to be built.

I would not be at all surprised if that ultimately these lofts would become auxiliary showrooms for 23 high end car dealers that will exhibit up to six cars each for sales which

ultimately take place outside of Carefree. Producing zero tax revenue for the town of Carefree yet creating increased traffic and congestion in the area.

John Mattes

From: John Mattes <john@mattesassociates.com>
Sent: Monday, April 20, 2026 6:56 AM
To: Stacey Bridge-Denzak
Subject: RE: From my neighbor. He is correct...

Good morning, Stacey,

Thank you for your response. I have concerns about this project. If it had been a factually accurate, as it was presented, it would have been a good, viable project. Due to the miss representation, then the complete turnaround by Kevin in his response back to you, I feel uncomfortable about this project.

Thank you again,

John

> On 04/19/2026 6:55 PM EDT Stacey Bridge-Denzak <stacey@carefree.org> wrote:
>
> Hi John,
>
> Thank you for your added input. I'll share this with Kevin as well. I understand your points and will continue to ensure they are included in the public record as the project progresses. I share similar concerns regarding neighborhood impacts, as well as regarding the long-term viability of the overall program.
>
> Best regards,
> Stacey

CAREFREE
ARIZONA

Stacey Bridge-Denzak

Director of Community Development and Zoning Administrator

8 Sundial Circle

P.O. Box 740

Carefree, AZ 85377

480-488-3686

stacey@carefree.org



https://carefree.org/subscribe

From: John Mattes <john@mattesassociates.com>
Sent: Friday, April 17, 2026 12:57 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: From my neighbor. He is correct...

The plan for The Collective to operate through a properly licensed Arizona dealer structure, with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable Carefree business operation will drive any private loft buyers away. Being a part of the collective licensed dealership by owning one of these lofts would require the seller to collect the full 9.3% sales tax thus increasing the purchase price for any vehicle sold over what I'm sure the seller would like to view as a private or casual sale. I would think as a result of creating this barrier to sell their

own lofts to private individuals it will drive the sales of lofts to licensed dealers of high end vehicles. These dealers still have to collect tax from their customers but it will be at a lower rate since the Carefree tax rate is 3% and the Scottsdale rate for example is 1.3% and the dealer would have no obligation to pay any Carefree tax since the actual sale would be run through the licensed dealership location.

If you take the example of two of these 23 loft owners being private buyers but being part of the collective buying a car from each other it could be considered a dealer to dealer purchase for the purpose of future sales. In that case again no sales tax would be collected for the state or the town of Carefree.

Let's consider the fact that most individuals that would pay $1M for a facility to store and show one or more of these high end vehicles are likely pretty savvy on working out a method to avoid or reduce the tax situation on the sale of any of their vehicles. At the end of the day the sale will be done off site privately where no taxation is required or via a dealer who may display in Carefree but the actual sale will take place at their mothership location in Scottsdale, Tempe, or Phoenix. In all cases Carefree would not receive a dime of the 3% local taxes that we are being led to believe will be an advantageous feature of allowing this business to be built.

I would not be at all surprised if that ultimately these lofts would become auxiliary showrooms for 23 high end car dealers that will exhibit up to six cars each for sales which ultimately take place outside of Carefree. Producing zero tax revenue for the town of Carefree yet creating increased traffic and congestion in the area.

John Mattes

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Monday, April 20, 2026 10:49 AM
To: Stacey Bridge-Denzak
Subject: Fw: carefree

For our files.

From: woodfarm@ncn.net <woodfarm@ncn.net>
Sent: Monday, April 20, 2026 7:18 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Re: carefree

Looks great!
Keep us informed on presale if all goes well with your plans with city.
Will you be removing the current building on this property?

Wendy S. Wood
DandyLand Farms
woodfarm@ncn.net
641-430-0411
dandylandfarms.com

BLOOM WHERE YOU ARE PLANTED

On Saturday 04/18/2026 at 3:28 pm, Kevin Koshko wrote:

> Sorry for the confusion- Try this link: https://canva.link/htn4kaepeteht2d
>
> I'm happy to chat on the phone to walk through if it's still not working.
>
> Also do you have another email? I originally sent a PDF attachment of the presentation, but your mailbox wouldn't allow the large file.
>
> Kevin Koshko
> Motorsport Lofts
> 760-412-0601
>
> ---
>
> **From:** woodfarm@ncn.net <woodfarm@ncn.net>
> **Sent:** Saturday, April 18, 2026 1:08:51 PM

To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Re: carefree

It goes to CANVA and asks how to open.
The options are....
....Google facebook email or another way

Does this sound normal?

Wendy S. Wood
DandyLand Farms
woodfarm@ncn.net
641-430-0411
dandylandfarms.com

BLOOM WHERE YOU ARE PLANTED

On Saturday 04/18/2026 at 11:34 am, Kevin Koshko wrote:

I just updated - it should work now.

Kevin Koshko
Motorsport Lofts
760-412-0601

From: woodfarm@ncn.net <woodfarm@ncn.net>
Sent: Saturday, April 18, 2026 8:38:45 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Re: carefree

Kevin

We cannot open the presentation file.

Wendy S. Wood
DandyLand Farms
woodfarm@ncn.net
641-430-0411
dandylandfarms.com

BLOOM WHERE YOU ARE PLANTED

On Friday 04/17/2026 at 9:53 pm, Kevin Koshko wrote:

Hi Wendy,

I hope all is well this week - I wanted to follow up and share the presentation from the neighborhood meeting on Wednesday.

Overall, the discussion was thoughtful and productive, and it gave us a good opportunity to hear residents' questions and feedback directly.

The presentation can be accessed here by clicking the link:
Carefree Crossing - Neighborhood Meeting

If it would be helpful, I'm happy to set up a quick phone call to walk through it with you and answer any questions you may have.

-Kevin

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Tuesday, April 7, 2026 1:58 PM
To: woodfarm@ncn.net <woodfarm@ncn.net>
Subject: Re: carefree

Hi Wendy,

I'm sorry to hear you won't be able to attend the meeting, but thank you for taking the time to reach out.

I'll send over the project visuals and information right after the meeting. Happy to set up a call to walk through the project and answer any questions.

Kevin Koshko
Founder & Managing Principal
760-412-0601

[Image]

From: woodfarm@ncn.net <woodfarm@ncn.net>
Sent: Tuesday, April 7, 2026 1:39 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: carefree

Kevin,

Please add us to your emailing list for any future information on your Carefree AZ project.
We will not be able to attend the meeting on April 15

Wendy Wood
woodfarm@ncn.net
641-430-0411

From: John Mattes <john@mattesassociates.com>
Sent: Thursday, April 16, 2026 5:00 PM
To: Stacey Bridge-Denzak
Subject: Re: FW: Neighborhood Meeting Follow Up

Thank you Stacey....

> On 04/16/2026 7:07 PM EDT Stacey Bridge-Denzak <stacey@carefree.org> wrote:
>
> Hi John,
>
> Please find attached the presentation from last night's neighborhood meeting for your reference. Madisyn will also be posting it to the Town's website later this week.
>
> I wanted to share Kevin Koshko's response to the concerns you raised, which I forwarded to him after our conversation. It may not fully address everything you mentioned, but I expect there will be greater clarity once he formally submits an application. At this point, I don't believe he plans to hold another meeting.
>
> Regards,
>
> Stacey

CAREFREE ARIZONA

Stacey Bridge-Denzak

Director of Community Development and Zoning Administrator

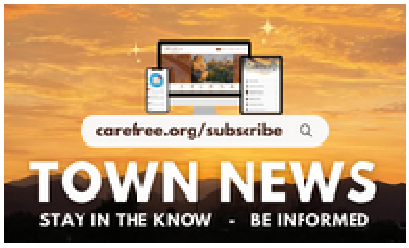
8 Sundial Circle

P.O. Box 740

Carefree, AZ 85377

480-488-3686

stacey@carefree.org



https://carefree.org/subscribe

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Thursday, April 16, 2026 3:38 PM
To: Stacey Bridge-Denzak <stacey@carefree.org>
Subject: Re: Neighborhood Meeting Follow Up

Hi Stacey,

Thank you for the kind words, and great to hear feedback and follow-up from last night.

The PDF for the presentation is attached. I can also send a link to the web-based slideshow if that is preferable.

On vehicle sales, John brings up an excellent point. Our plan is for The Collective to operate through a properly licensed Arizona dealer structure,

with the required ADOT registration and TPT licensing, so vehicle sales can occur in compliance and through a taxable Carefree business operation. Vehicle sales at The Collective will not be private-party, non-sales tax transactions. Keep in mind that the property will not be marketed, advertised, or operated as a high-volume dealership - we simply want to make sure we are licensed so vehicle sales and taxes are fully compliant.

On parking, our intent is not to create a high-volume event venue. As shared, primary parking is planned on-site with 10 dedicated spaces. However, based on feedback last night, we heard loud and clear that parking is important, so we are exploring a shared parking license with the adjacent property owner next door to support overflow.

Regarding a follow-up neighborhood meeting, we are open to continuing the dialogue and sharing how the project evolves in response to the issues raised. We may end up sending email updates to the attendees, versus holding another meeting, but will absolutely keep you posted.

Hopefully this helps - let me know if you have any follow up questions.

-Kevin

From: Stacey Bridge-Denzak <stacey@carefree.org>
Sent: Thursday, April 16, 2026 1:39 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Neighborhood Meeting Follow Up

Hi Kevin,

Nice job last night. When you have a moment, could you send me a copy of the presentation? We'd like to post it on our website; I've already had a request to do so.

I also heard from John Mattes (resident), one of the attendees, who's seeking clarification on car sales. He emphasized a concern, one he considers critical, that

private-party vehicle sales don't allow for the collection of sales tax under Arizona law. His enthusiasm for the proposal was largely based on the understanding that the Town would receive sales tax from those transactions. Would you please clarify for me how you will address this concern? He also raised concerns about the event space, particularly regarding parking. In his view, ten spaces would be insufficient for events, and I'm not sure the zoning ordinance supports that minimum for this type of use either. On-street parking would not be a favorable solution. John also suggested holding a follow-up neighborhood meeting to share how these issues, and others that were raised, have been addressed. Please note that it is not required, but it was suggested at the Preapp and noted in the comments.

John may reach out to you directly to discuss these points further.

Thank you,

Stacey

CAREFREE
ARIZONA

Stacey Bridge-Denzak

Director of Community Development and Zoning Administrator

8 Sundial Circle

P.O. Box 740

Carefree, AZ 85377

480-488-3686

stacey@carefree.org



https://carefree.org/subscribe

From: Mayor
Sent: Wednesday, April 15, 2026 9:31 AM
To: Stacey Bridge-Denzak
Subject: FW: Concerns about proposed car project
Attachments: Fwd: The Collective at Carefree Crossing

Hi Stacey:

For your Carefree Crossing file, please see the below email from the Reserve at Tranquil Trail resident Wendy Dickerman. For our files, I asked that she share her correspondence with the applicant. That correspondence is attached.

Best Regards,
Mayor John Crane
Town of Carefree, Arizona
Town Hall: (480) 488-3686
Cell: (602) 363-1978

E-mails that board members or staff generate pertaining to the business of the public body are public records. Therefore, the e-mails must be preserved according to a records retention program and generally be made available for public inspection. The recipient of this message is hereby notified that participation in email discussions with this sender can and will result in all information contained therein being reviewed by any interested parties, including media outlets and reporters. To ensure compliance with the Open Meeting Law, Town Council recipients of this message should not forward it to other members of the Council. Members of the Council may reply to this message, but they should not send a copy of the reply to other members. Any questions may be directed to the Town of Carefree 's Town Clerk (480) 488-3686.

From: wendy dickerman <wendydickerman@gmail.com>
Sent: Tuesday, April 14, 2026 12:30
To: mayor@carefree.org
Subject: Fwd: Concerns about proposed car project

Hi Mayor Crane,

I am a full-time resident of Carefree and live in Reserve at Tranquil Trail. I have not yet met you but word on the street is you are great - sincere, listen, care, etc.

My husband and I have lived in Rio Verde Foothills for the last 25 years and now Carefree for the last 2 years, loving it for its quality of life, history, residents and above all, desert ambiance. We have concerns about the proposed car project being considered for the corner of Tranquil Trail and Carefree Hwy. Our back yard is in direct eyesight with the empty lot.

I have emailed Kevin at Motorsports Lofts with a few questions since I will not be able to attend Wednesday's meeting unfortunately. I'd like to express my concerns to you as well as someone who may listen and can influence the 7 people, as I understand it, who will be making a final decision to approve or not.

Firstly, the bigger issue is concern that the lot was zoned as commercial while it is in the middle of a residential area on all 3 sides of the corner lot.

But specific to this project, our concerns are appearance, traffic and the disruption of the desert ambiance. My questions to Kevin were in the same area, specific to height, footprint, signage, landscaping and architecture.

If I could cast my vote, it would be to veto the proposal as, calculating the sq footage for 23 car bays and other space being developed (cafe, gallery, meeting area, etc) the footprint would have to use nearly the entire 1 acre lot. This among residential housing on all 3 sides does not blend well into the look and feel of Carefree. It's imperative that we maintain the visual design as well as social and historic culture the founding developers initiated, planned and designed.

Thank you for listening!

Wendy Dickerman
Ray Given

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Wednesday, April 15, 2026 1:02 PM
To: Stacey Bridge-Denzak
Subject: Fw: The Collective at Carefree Crossing

Hi Stacey, forwarding neighbor correspondence for your visibility.

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Tuesday, April 14, 2026 2:08 PM
To: wendy dickerman <wendydickerman@gmail.com>
Subject: Re: The Collective at Carefree Crossing

Hi Wendy,

Thank you for reaching out - I really appreciate you taking the time to share your questions.

- The current plan is for the buildings to be intentionally low-profile in overall character, with a unit clear-height under 19 feet.
- Total building footprint, including The Collective at the corner, is 37,000 SF. Parking is planned on-site as part of the overall site layout. I will be sending over the site plan along with the project visuals.
- Signage is still being developed, but the intent is for it to be tasteful and consistent with the Town's character and project design.
- The overall project is intended to be low-intensity. Beyond occasional small gatherings such as Cars & Coffee or curated community-oriented events, the concept is not intended to function as a high-volume event venue. We're planning for tastings or small events twice a month.
- Our design build team has built several projects in the Valley, however, this project is boutique in scale and beautifully designed with high-end finishes to ensure something truly special for the Town and neighborhood.
- Landscaping is an important part of the plan, and the intent is to use enhanced landscaping and screening to help soften the project and support compatibility with the surrounding area.

We are finalizing the latest set of project visuals now and I will share them immediately after the neighborhood meeting tomorrow. I'd also be glad to set up a quick call with you later this week, so I can walk through them with you directly and answer any follow-up questions.

Let me know if you have any other thoughts in the meantime.

-Kevin

From: wendy dickerman <wendydickerman@gmail.com>
Sent: Tuesday, April 14, 2026 11:49 AM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: The Collective at Carefree Crossing

Kevin,

I won't be able to attend the Town Council Meeting but have a few questions, if you don't mind answering. My husband and I, residents of Carefree and within eyesight of the proposed project have concerns about the building 'fitting in' to the Carefree desert architecture. We have the following questions:

- How many stories will the building have?
- Size of the building footprint as well as parking?
- Is a mock up drawing available to view?
- Type of signage planned?
- Besides holding occasional cars and coffee events, what other types of events would you be holding and frequency. How much/what type of foot traffic otherwise.
- Have you built this project elsewhere so that you can send me a link or picture?
- Plans for landscaping to soften the presence of a 2 story building?

I look forward to your response.

Wendy Dickerman

From: Mayor
Sent: Monday, April 13, 2026 10:18 AM
To: Stacey Bridge-Denzak
Subject: FW: The Collective at Carefree Crossing

Hello Stacey:

Please share the below email with the applicant.

I believe that Mr. and Ms. Henley like in the Villages at Carefree near the corner of Cave Creek Road and Mule Train.

Best Regards,
Mayor John Crane
Town of Carefree, Arizona
Town Hall: (480) 488-3686
Cell: (602) 363-1978

E-mails that board members or staff generate pertaining to the business of the public body are public records. Therefore, the e-mails must be preserved according to a records retention program and generally be made available for public inspection. The recipient of this message is hereby notified that participation in email discussions with this sender can and will result in all information contained therein being reviewed by any interested parties, including media outlets and reporters. To ensure compliance with the Open Meeting Law, Town Council recipients of this message should not forward it to other members of the Council. Members of the Council may reply to this message, but they should not send a copy of the reply to other members. Any questions may be directed to the Town of Carefree 's Town Clerk (480) 488-3686.

From: J Henley <j7m1h@yahoo.com>
Sent: Saturday, April 11, 2026 10:56
To: mayor@carefree.org; cherylkroyer@carefree.org; sheilamoroso@carefree.org; clintmiller@carefree.org; CRScurti@carefree.org; lonjohnson@carefree.org; dianeroth@carefree.org
Subject: The Collective at Carefree Crossing

Dear Mayor Crane and Members of the Town Council,

I hope this message finds you well. I am writing as a resident of Carefree to share my concerns regarding the proposed Collective at Carefree Crossing development.

At this time I would object to this development. The basis of my objection is straightforward: the intersection at Mule Train Road and Cave Creek Road is already a well-established source of excessive noise in this area. On a daily basis, at all hours of the day and night, cars, motorcycles, and ATVs use this four-way stop as a personal drag strip — accelerating aggressively, revving their engines and squealing their tires, significantly disrupting the quality of life for nearby residents. This is not an occasional nuisance or a new concern; it is a persistent, ongoing problem that needs to be addressed. It should be emphasized that this intersection noise problem warrants the Town's attention regardless of whether this development moves forward.

Adding a development that brings additional vehicle traffic and periodic automotive events to this already overburdened area would only compound the noise pollution problem. I do not believe it is appropriate to approve this type of new commercial activity here before meaningful steps have been taken to address the noise residents are already enduring.

That said, I genuinely want to find a path forward. I would be willing to withdraw my objection if the Town and the development team committed to concrete noise mitigation measures at this intersection. It should be noted that the "Noise Ordinance" signs currently posted in the area appear to have little effect — if anything, they seem to provoke the very behavior they are meant to discourage.

Thank you sincerely for your time and dedication to the residents of Carefree.

Sincerely,
Jeremy and Kendi Henley
36601 N Mule Train Rd, 30D, Carefree, AZ

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Wednesday, April 15, 2026 1:02 PM
To: Stacey Bridge-Denzak
Subject: Fw: Hi Kevin

Hi Stacey, forwarding neighbor correspondence for your visibility.

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Friday, April 10, 2026 8:17 PM
To: Catherine Moseley <catmoseley@gmail.com>
Subject: Re: Hi Kevin

Hi Catherine,

Thank you for reaching out, and I'm sorry you won't be able to attend the meeting.

We're finalizing the project renderings and they will be ready for Wednesday's meeting. I'll plan to share them with you immediately afterward.

In the meantime, I'm happy to provide a few general answers to your questions:

- The café component, called The Collective, is planned as a café, lounge, and gallery space at the corner of the site and is intended to be open to the public as a neighborhood-scale gathering space.
- Parking for the project is planned on-site, with internal circulation designed to accommodate activity within the property rather than relying on nearby streets.
- Landscaping is intended to be an important part of the project, with enhanced landscaping and screening to fit the character of Carefree.
- On traffic, we understand the concern, especially at that intersection. The project is being designed as a low-impact use, and a detailed traffic study is currently underway. Our thought is that this project would be something that people will slow down for, instead of speeding past. Your feedback is exactly what we are hoping to hear and consider as the project moves forward.
- As for construction timing, our current expectation is roughly 10-12 months of actual construction from start to finish. We hope to begin construction by the end of this year.

Thank you again for taking the time to reach out - it means a lot to us to have your engagement and we are excited to propose something truly special for the Town. I look

forward to following up with you after the meeting to share the presentation materials and answer any questions.

-Kevin

From: Catherine Moseley <catmoseley@gmail.com>
Sent: Friday, April 10, 2026 7:34 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Hi Kevin

I live on the Southwest corner of Tranquil Trail and Cave Creek Road. I am sorry to have to miss the meeting! Can you send me some renderings of what the completed project will look like and where the parking area will be located? Will the cafe be open to the public? What will the landscaping look like? How do you think this will impact the already speeding traffic at that intersection? How long will the construction take?

Thank you for the answers,

Catherine Moseley
--
Catherine Moseley

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Wednesday, April 15, 2026 1:01 PM
To: Stacey Bridge-Denzak
Subject: Fw: carefree

Hi Stacey, forwarding neighbor correspondence for your visibility.

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Tuesday, April 7, 2026 2:22 PM
To: woodfarm@ncn.net <woodfarm@ncn.net>
Subject: Re: carefree

Great to hear - I look forward to speaking with you.

We're updating our website now and it will be ready by the 15th.

Let me know if you have any questions in the meantime.

-Kevin

From: woodfarm@ncn.net <woodfarm@ncn.net>
Sent: Tuesday, April 7, 2026 2:06 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Re: carefree

Excellent -- we will look forward to receiving the project visuals and info.
And yes we would like to set up a call after viewing this material.
Do you have any other projects or a website for motorsport lofts?

Wendy

On Tuesday 04/07/2026 at 3:58 pm, Kevin Koshko wrote:

> Hi Wendy,
>
> I’m sorry to hear you won’t be able to attend the meeting, but thank you for taking the time to reach out.
>
> I'll send over the project visuals and information right after the meeting. Happy to set up a call to walk through the project and answer any questions.
>
> Kevin Koshko
> Founder & Managing Principal
> 760-412-0601
>
> [Image]

From: woodfarm@ncn.net <woodfarm@ncn.net>
Sent: Tuesday, April 7, 2026 1:39 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: carefree

Kevin,

Please add us to your emailing list for any future information on your Carefree AZ project.
We will not be able to attend the meeting on April 15

Wendy Wood
woodfarm@ncn.net
641-430-0411

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Wednesday, April 15, 2026 1:00 PM
To: Stacey Bridge-Denzak
Subject: Fw: Motorsports Lofts

Hi Stacey, forwarding neighbor correspondence for your visibility.

From: Kevin Koshko <kevin@motorsportlofts.com>
Sent: Monday, April 6, 2026 7:00 PM
To: Edward Sambuchi <edsam@cox.net>
Subject: Re: Motorsports Lofts

Hi Ed,

Thank you for the note - I really appreciate your support.

I'm sorry to hear you won't be able to attend the meeting, but I'm grateful you took the time to reach out.

If helpful, I'm happy to share the project visuals and information with you after the meeting.

-Kevin

From: Edward Sambuchi <edsam@cox.net>
Sent: Monday, April 6, 2026 2:32 PM
To: Kevin Koshko <kevin@motorsportlofts.com>
Subject: Motorsports Lofts

Because of a personal problem, I will be unable to attend the meeting on April 15. However, for what it is worth, you have my support for your project.

Ed Sambuchi
37087 NE Greythorn Circle