

CORPORATE PROPERTY OWNER SIGNATURE BLOCK AND ACKNOWLEDGMENT

IFIDA AZ Land Partners, LLC

[Insert Company's or Trust's Name]

By:

[Signature]

[Signature of Authorized Officer, or Trustee]

Its: Manager

[Insert Title]

Dated: 9.8.2023

STATE OF Colorado)

) ss.

COUNTY OF El Paso)

The foregoing instrument was acknowledged before me, this 8<sup>th</sup> day of September, 2023 by  
Dan Carless, Sr. \_\_\_\_\_ Manager \_\_\_\_\_

[Insert Signor's Name]

[Insert Title]

IFIDA AZ Land Partners, LLC

Arizona

an,

[Name of Company or Trust]

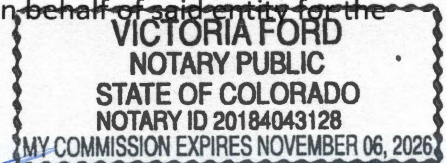
[Insert State of Incorporation, if applicable]

And who being authorized to do so, executed the foregoing instrument on behalf of said entity for the purposes stated therein.

My Commission Expires: Nov. 6<sup>th</sup> 2026

Victoria Ford

Printed Name of Notary



Signature of Notary

ALTERNATE: Use the following acknowledgment only when a second company is signing

On behalf of the owner:

STATE OF \_\_\_\_\_)

) ss.

(Seal)

COUNTY OF \_\_\_\_\_)

The foregoing instrument was acknowledged before me, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by \_\_\_\_\_, who acknowledges himself/herself to be

[Insert Signor's Name]

\_\_\_\_\_, of \_\_\_\_\_

[Title of Office Held]

[Second Company]

As \_\_\_\_\_ for \_\_\_\_\_, and who being

[i.e. member, manager, etc.]

[Owner's Name]

Authorized to do so, executed the foregoing instrument on behalf of said entities for the purposes stated therein.

My Commission Expires \_\_\_\_\_

Printed Name of Notary

Signature of Notary

## SUB1\_Narrative



# Written Narrative

~21 Acre Site Rezoning Request

Applicant: IFIDA AZ LAND PARTNERS LLC

C/O Dan Carless, Sr., Manager

Dan@CoronadoDevelopment.com

The site is located to the SW of and along the Maricopa-Casa Grande Hwy. and the Union Pacific Railroad, south of the Rodeo Rd. alignment, north of Kortsen Rd., and along the Bianco Rd. alignment (see enclosed Site Plan for more detail). Access would be via N. Bianco Rd. (located to the south of the site) through the manufacturing/industrial area and across the north branch of the Santa Cruz Wash via an at-grade constructed crossing. No access is proposed from the Maricopa—Casa Grande Hwy.

The purpose of our request is to have the appropriate zoning for uses that are responsive to unmet demand in the area and which are consistent with the area's development and planning, both in the County and the City of Casa Grande.

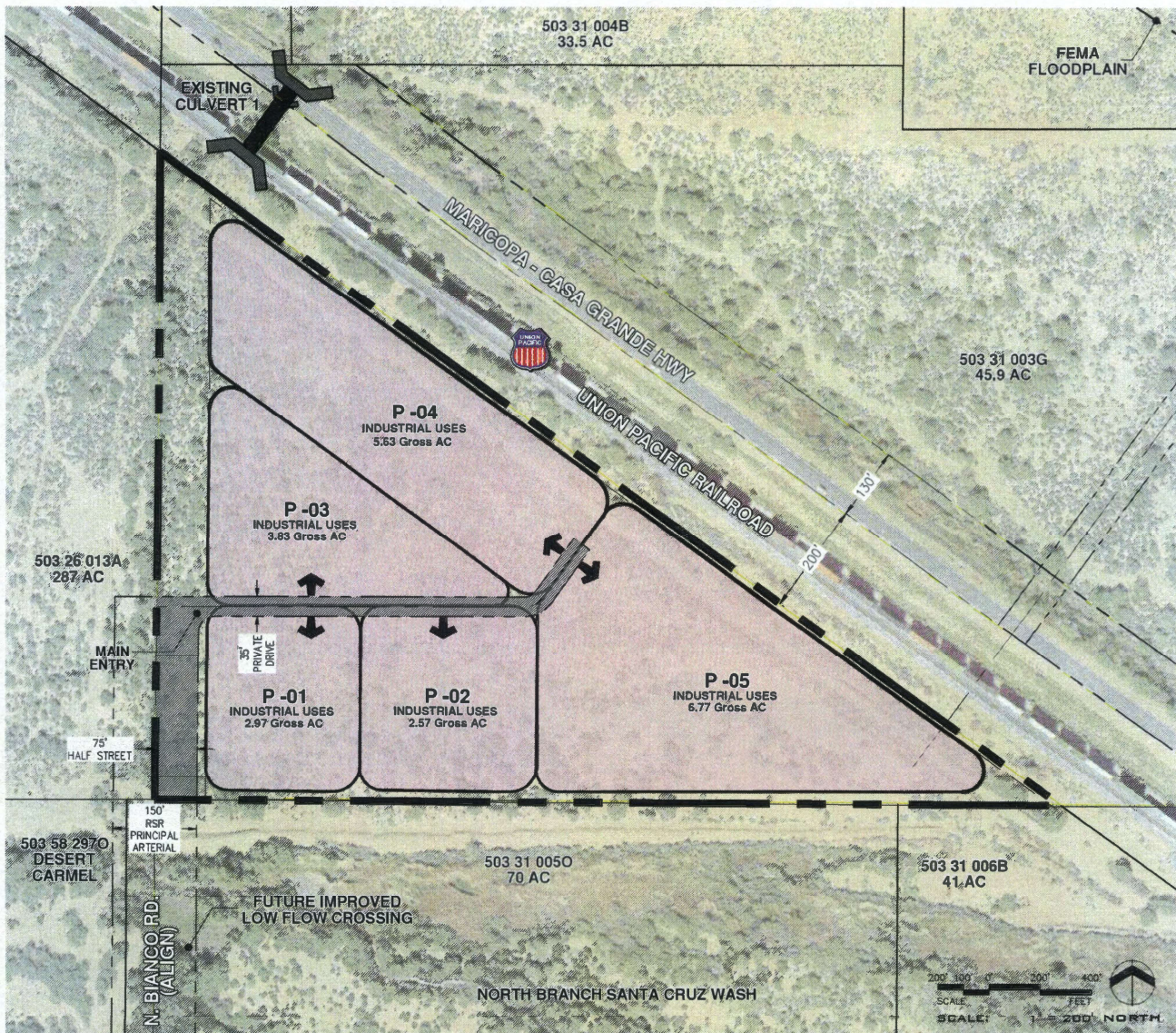
The nature of the project is to develop rural vacant land into I-3 allowable uses, such as small contractor yards. From conversations with both the County and the City, we believe that Industrial uses are desired for this area and consistent with the Adopted Comprehensive Plans.

We have engaged a traffic study; electric would be brought to the site; water would be by well, and sanitation sewage by septic systems. No improvements by public cost are anticipated.

There is ample area to provide parking and future proposed development and will comply with zoning ordinances and parking standards per use type. The area is rural in nature so no excessive noise or other disturbances are anticipated. We will follow code guidelines for fencing and utilize the already existing natural landscape to screen appropriately, when and where needed, from any neighbors. We anticipate only needing signs that are typical for small contractor monument signs at the entrance and to each parcel. Presently, there are no known land uses of manufacturing or production processes; if any fabrication would take place, it would be done in a warehouse style building or garage.

The area is rural AG and vacant desert currently. We plan for the site to be a professional and quality development to maintain the integrity and character of the requested zone and land use through its appearance and operation. We do understand that there may be possible conditions that may be placed on the approval with the Planning Department, and we understand that if a condition is violated, that there is a public process by which the zoning may be reverted.





#### PROJECT DATA

PROJECT	INDUSTRIAL PARK
JURISDICTION	PINAL COUNTY (CASA GRANDE PLANNING AREA)
LOCATION	SEC OF W. MARICOPA - CASA GRANDE HWY. & N. BIANCO RD. CASA GRANDE, AZ
APN	503 31 003B
GROSS SITE AREA	21.77Ac. (948,372.4 SQ. FT.)
PINAL COUNTY COMPREHENSIVE PLAN	EMPLOYMENT
PINAL COUNTY GROWTH AREA	WEST PINAL GROWTH AREA
CASA GRANDE 2030 GENERAL PLAN DESIGNATION	MANUFACTURING / INDUSTRY
ZONING	
EXISTING	GR (GENERAL RURAL)
PROPOSED	I-3 (INDUSTRIAL)
SETBACKS	
FRONT	15' (EXCEPT AS PROVIDED IN PCDSC 2.105.030)
SIDE	NONE
REAR	10' (EXCEPT AS PROVIDED IN PCDSC 2.105.030)
RES. ADJ.	10' (SEE PCDSC 2.105.030)
MAX. BLDG. HEIGHT	35'
REGIONALLY SIGNIFICANT ROUTES	RSR PRINCIPAL ARTERIALS N. BIANCO RD. MARICOPA - CASA GRANDE HWY.

#### UTILITY TABLE

UTILITY	PROVIDER
WATER	AZ WATER
SEWER	SEPTIC
ELECTRIC	TBD

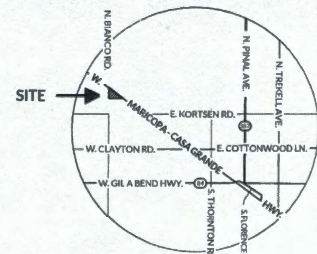
#### LEGEND

■■■■■ PROPERTY BOUNDARY

#### NOTES:

- STRUCTURES: VACANT LAND WITH NO EXISTING OR PROPOSED STRUCTURES.
- ACCESS: PROPOSED ACCESS (MAIN ENTRY) WILL BE PROVIDED FROM N. BIANCO RD. THROUGH THE CASA GRANDE MANUFACTURING / INDUSTRIAL AREA. NO ACCESS IS PROPOSED FROM THE MARICOPA - CASA GRANDE HWY.
- LANDSCAPING: EXISTING VEGETATION TO REMAIN TO EXTENT POSSIBLE. FUTURE PROPOSED SITE DEVELOPMENTS WILL ADHERE TO LANDSCAPING REQUIREMENTS.
- WALLS, FENCES, & SIGNS: TYPE, HEIGHT, AND MATERIALS FOR FUTURE PROPOSED WALLS, FENCES, AND SIGNS WILL COMPLY WITH ALL CODES, APPROPRIATE PROCESSES, AND BE COMPLETED IN A QUALITY AND PROFESSIONAL MANNER.
- PARKING: FUTURE PROPOSED PARKING WILL COMPLY ZONING ORDINANCE PARKING STANDARDS PER USE TYPE.
- SETBACKS: SETBACKS WILL COMPLY WITH APPROVED CI-2 ZONING ORDINANCE.

#### VICINITY MAP



#### LEGAL DESCRIPTION

THAT PART OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 6 SOUTH, RANGE 5 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, WHICH LIES SOUTHWESTERLY OF THE SOUTHERN PACIFIC RAILROAD.

#### APPLICANT

IFIDA AZ LAND PARTNERS LLC  
DAN CARLESS  
(719) 505 - 4805  
DANC@CORONADOREALTYADVISORS.COM



**W. MARICOPA - CASA GRANDE HWY.  
& N. BIANCO RD. INDUSTRIAL PARK**  
CASA GRANDE, ARIZONA  
**CONCEPTUAL SITE PLAN**

2064 (11x17) AUGUST 2, 2023  
**HILGARTWILSON**  
ENGINEER | PLAN | SURVEY | MANAGE  
The plan is conceptual and subject to change through the planning and development process.



SUB1\_TIA



**Methodology Overview**

This form facilitates trip generation estimation using data within the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition and methodology described within ITE's Trip Generation Handbook, 3rd Edition. These references will be referred to as Manual and Handbook, respectively. The Manual contains data collected by various transportation professionals for a wide range of different land uses, with each land use category represented by a land use code (LUC). Average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized LUC in various settings and time periods. The Handbook indicates an established methodology for how to use data contained within the Manual when to use the fitted curve instead of the average rate and when to adjustments to the volume of trips are appropriate and how to do so. The methodology steps are represented visually in boxes in Figure 3.1. This worksheet applies calculations for each box if applicable.

**Box 1 - Define Study Site Land Use Type & Site Characteristics**

The analyst is to pick an appropriate LUC(s) based on the subject's zoning/land use(s)/future land use(s). The size of the land use(s) is described in reference to an independent variable(s) specific to (each) the land use (example: 1,000 square feet of building area is relatively common).

**Land Use Types and Size**

Proposed Use	Amount Units	ITE LUC	ITE Land Use Name
ADT, AM, & PM Using Equations	0.22 Storage units (100s)	151	Mini-Warehouse
ADT, AM, & PM Using Averages	0.22 Storage units (100s)	151	Mini-Warehouse
AM & PM Pk Hr of Generator	0.22 Storage units (100s)	151	Mini-Warehouse

**Box 2 - Define Site Context**

Context assessment is to "simply determine whether the study sites is in a multimodal setting" and "could have persons accessing the site by walking, bicycling, or riding transit." This assessment is used in Box 4. The Manual separates data into 4 setting categories - Rural, General Urban/Suburban, Dense Multi-Urban Use and Center City Core. This worksheet uses the following abbreviations, respectively: R, G, D, and C. The Manual does not have data for all settings of all land use codes. See the table on the next page titled "Site Context and Time Periods" - if this table is not provided, the "General Urban/Suburban" setting is used by default.

**Box 3 - Define Analysis Objectives Types of Trips & Time Period**

This tool will focus on vehicular trips for a 24-hour period on a typical weekday as well as its AM peak hour and PM peak hour. Other time period(s) may be of interest.

**Site Context and Time Periods - Actual Setting, Setting Data Available for LUC, Setting Used in Analyses**

Proposed Use	Setting	ADT		AM Peak Hour		PM Peak Hour	
		Available	Used	Available	Used	Available	Used
Mini-Warehouse	General Urban/Suburban G	G	G	G	G	G	G

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Determine Equation)**

Vehicle trips are estimated using rates/equations applicable to each LUC. When the appropriate graph has a fitted curve, the Handbook has a process (Figure 4.2) to determine when to use it versus using the weighted average rate or collecting local data. The methodology requires for engineering judgement in some circumstances and permits engineering judgement to override or make adjustments when appropriate to best project (example 1: study site is expected to operate differently than data in the applicable land use code - such as restaurant that is closed in the morning or in the evening; example 2: LUC data in a localized area fails to be represented by the typically selected fitted curve/weighted average rate - a small shop/LUC 820, AM peak hour is skewed by the high y-intercept).

**Equation Type: Equation Used [Equated Rate] (Type Abbreviations: Weighted Average Rate ("WA"), Fitted Curve ("FC"), or Custom ("C"))**

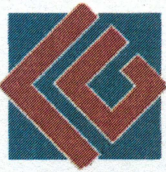
Proposed Use	ADT	AM Peak Hour	PM Peak Hour
ADT, AM, & PM Using Equations	FC: $T=18.86 \cdot X - 4.09$ [0.27]	C: $T=X \cdot 0$ [0.00]*	FC: $\ln(T)=0.6 \cdot \ln(X) + 1.07$ [5.34]
ADT, AM, & PM Using Averages	WA: $T=X \cdot 17.96$ [17.96]	WA: $T=X \cdot 1.21$ [1.21]	WA: $T=X \cdot 1.68$ [1.68]
AM & PM Pk Hr of Generator	N/A: []	FC: $\ln(T)=0.62 \cdot \ln(X) + 1.34$ [6.79]	FC: $\ln(T)=0.59 \cdot \ln(X) + 1.43$ [7.77]

\*Trip ends are not estimated for AM peak hour as equation yields negative value.

**Box 5/Box 9 - Estimate Baseline Trips/Estimate Vehicular Trips (Apply Equations and in/out Distributions)****Baseline Vehicular Trips**

Proposed Use	ADT				AM Peak Hour				PM Peak Hour			
	% In	In	Out	Total	% In	In	Out	Total	% In	In	Out	Total
ADT, AM, & PM Using Equations	50%	1	1	2					50%	1	0	1
ADT, AM, & PM Using Averages	50%	2	2	4	51%	0	0	0	50%	0	0	0
AM & PM Pk Hr of Generator					58%	1	0	1	48%	1	1	2





## CITY OF CASA GRANDE

### SCOPING CHECKLIST FOR TRAFFIC IMPACT ANALYSIS

#### CHARACTERISTICS OF PROPOSED DEVELOPMENT

##### Site Location (Attach Site Plan)

The proposed site is an industrial development for a single, 22-acre, Pinal County parcel, the Assessor Parcel Number (APN) of which is APN 5033103B. The site is located south of the Maricopa-Casa Grande Highway and east of the Bianco Road in Casa Grande, Arizona. The site plan is provided as Attachment A.

##### Proposed Development Phasing (include opening year, buildout year, and any interim year phases)

The proposed development will be completed in one phase by the expected opening year of 2025.

##### Proposed Land Use (land use type and size at buildout and any interim phases; include anticipated hours of operation)

A concept plan provided to CivTech shows 21.76 acres of industrial use within the boundaries along the UPRR right of way and east frontage of Bianco Road.

##### Proposed Peak Hours of Development Trip Activity

☒ AM Peak ☒ PM Peak ☐ Weekend ☐ Other

(If other peak hours are required for unique generators, such as schools, places of worship, special event uses – please specify)

##### Queuing

Are the proposed uses anticipated to result in any substantial queuing? (i.e. schools, places of worship, commercial uses with drive-thrus, etc.)

☐ Yes ☒ No ☐ Unknown at this time

If checked "Yes" or "unknown at this time", the City Traffic Engineer may request additional queuing analyses to demonstrate that the proposed site plan has been designed to safely accommodate anticipated queuing without interruption of traffic on adjacent public roadways.





## CITY OF CASA GRANDE

### SCOPING CHECKLIST FOR TRAFFIC IMPACT ANALYSIS

#### Development Trip Generation

Attach table documenting daily, and peak hour entering, exiting, and total traffic volumes. Include applicable Land Use Code (LUC) from the latest edition of the Institute of Transportation Engineer's Trip Generation Manual and SF/units/employees/etc. assumed for trip generation calculations, or provide a description of alternate trip generation source. Provide trip generation for buildout and all interim phases).

#### Sample Table Format

Land Use	Size	IT LUC	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Enter	Exit	Total	Enter	Exit	Total

#### Trip Generation Adjustments

Will any reduction in total trip generation be assumed?



N/A



Pass-by trip reduction



Mixed-use trip reduction



Other

(If other trip reduction is requested – please specify)

If trip reduction is assumed, please specify amount and justification:

What percentage of the development traffic will be attributable to large vehicles (trucks, buses)?

Not more than 15%. Trip generation calculations are provided as Attachment B.





## CITY OF CASA GRANDE

### SCOPING CHECKLIST FOR TRAFFIC IMPACT ANALYSIS

#### SCOPE OF STUDY

**Proposed Study Area** (attach map or provide list of relevant intersections to be included in the analysis based on the requirements found in Table 9-2)

Access to the site will be via a new "half-street" extension of Bianco Road north of the Minneapolis Road alignment that will terminate at a site driveway between the two industrial park areas. The driveway will extend easterly between the industrial park areas to serve the contractor storage yard. CivTech notes that there are no paved roads in the area, that pavement on Bianco Road ends at its intersection with Clayton Road, 1½ miles to the south. The intersection of Bianco Road and the site access driveway will be included in the study area.

**Proposed Study Horizons** (based on the requirements found in Table 9-2)

Based on the requirements, the evaluation of the opening year (2025) is required.

**Table 9-2. Casa Grande TIA Study Area Requirements**

Ultimate Development Characteristics	Study Horizons <sup>(a)</sup>	Minimum Study Area On City Road(s) <sup>(b)</sup>
Small Development (100 - 500 peak hour trips)	Opening year	Site access drives Adjacent signalized intersections and/or major unsignalized street intersections within ¼ mile
Moderate, single phase (>500- 1,000 peak hour trips)	Opening year 5 years after opening	Site access drives All signalized intersections and/or major unsignalized street intersections within ½ mile
Large, single phase (> 1,000 peak hour trips )	Opening year 5 years after opening 10 years after opening	Site access drives All signalized intersections and/or major unsignalized street intersections within one mile
Multi-phased Development (>500 peak hour trips)	Opening year Interim phase years Full buildout 10 years after full buildout	Site access drives All signalized intersections and major unsignalized street intersections within 3 miles

(a) Assume full occupancy and build-out.

(b) An enlarged study area may be required for certain projects.