



PINAL COUNTY
WIDE OPEN OPPORTUNITY

**Pre-Application Meeting
Engineering Division Requirements**

APPLICANT: AZ Land Partners, LLC
DESCRIPTION: IFIDA Industrial Park
PARCEL #: 50331003B
DATE: 3/14/2023
TIME: 2pm
CASE #: Z-PA-016-23
PREPARED BY: Stephanie Sanchez (Assigned Planner – Glenn Bak)

1. (If applicable) - Should the review of the Traffic Impact Analysis/Statement determine that additional infrastructure improvements are required and those additional improvements require the dedication of additional right-of-way, it is the applicant's responsibility for that dedication of right-of-way. All roadway and infrastructure improvements shall be in accordance with the current Pinal County Subdivision Regulations and the Subdivision & Infrastructure Design Manual. <https://www.pinalcountyz.gov/PublicWorks/Documents/FinalSublnfra.pdf>
2. Any new parking, as required by Planning, shall be paved.
3. Any required ADA parking shall comply with current ADA Guidelines.
4. Any new driveway(s) shall be a minimum 30' from the property line unless it is a joint use driveway. (Pinal County Subdivision & Infrastructure Design Manual, Chapter 6, Section 6.18.5).
5. (If applicable) - Existing private irrigation supply ditches and / or irrigation tail water ditches on this site or in the right-of-way adjacent to this site must be replaced with an underground pipeline located out of the right-of-way
6. A minimum 40' (half street) right-of-way dedication and road improvements will be required along the southern portion of the parcel (Mid-Section Lines). Right-of-way dedications being done by separate instrument (not part of any final plat) shall be completed and the recording information provided on all applicable plans prior to plan approval(s). All right-of-way dedication shall be free and unencumbered. For application and process information contact the Pinal County Public Works Real Estate Section, Real Estate Property Coordinators, Loretta Ravelo, (520)866-7947; [Loretta Ravelo@pinal.gov](mailto:Loretta.Ravelo@pinal.gov) or Mayra Madrid, (520)868-6488; Mayra.Madrid@pinal.gov

NOTE: THIS PRE-APPLICATION REVIEW IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND IS BASED ON LIMITED INFORMATION PROVIDED BY THE APPLICANT. ADDITIONAL REQUIREMENTS MAY APPLY.

NOTE TO APPLICANT/OWNER: It is the responsibility of the applicant/owner and their engineer/architect to accurately and clearly show ALL existing, above ground, and known underground conditions on all of the civil engineered improvement plans. Any discrepancies and/or omissions discovered at any time during the review process may lead to additional review comments and, in some instances, if discovered during construction may require revisions in the field at the owners expense.

COMMUNITY DEVELOPMENT
DEVELOPMENT DIVISION

85 North Florence Street, PO Box 2973 Florence, AZ 85132 T 520-866-6442 FREE 888-431-1311 F 520-866-6490 www.pinalcountyz.gov



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

2084
FEBRUARY 4, 2024
HILGART WILSON
ENGINEER | PLANNING | SURVEY | MANAGE
This plan is conceptual and subject to change through the planning and development process.
11/2000/0004/000101 - Commercial Property Address: LLC/PLANNING/0004/000101 - 2024-02-04 11:09 PM

UTILITY	PROVIDER
ELECTRIC	TBD
SEWER	
WATER	AZ WATER
SEPTIC	

UTILITY TABLE

MARICOPA - CASA GRANDE HWY.
N. BIANCO RD.

RSR PRINCIPAL ARTERIALS

SIGNIFICANT ROUTES

REGIONALLY

MAX BLDG. HEIGHT

RES. ADJ.

FRONT

SETBACKS

PROPOSED

EXISTING

ZONING

DESIGNATION

CASA GRANDE 2030

GROWTH AREA

FINAL COUNTY

COMPREHENSIVE PLAN

EMPLOYMENT

FINAL COUNTY

GROSS SITE AREA

APN

LOCATION

JURISDICTION

INDUSTRIAL PARK

PROJECT

INDUSTRIAL PARK

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Location: NEC Blanco Road & Minneapolis Road Alignments

Assumptions and/or Givens	6th Edition	AASHTO Ref
Elements of Design from AASHTO		
Driver Eye Height	3.50 ft	\$3.2.6.1, p 3-15
Passenger Vehicle	7.60 ft	\$3.2.6.1, p 3-15
Truck		
Object Height	2.00 ft	\$3.2.6.2, p 3-15
Stopping Sight Distance	3.50 ft	\$3.2.6.2, p 3-15
Passing Sight Distance	4.25 ft	\$3.2.6.1, p 3-15
Vehicle Height		
Driver Eye Location	14.50 ft	\$9.5.3.2.1, p 9-43
From Edge of Major Rd Traveled Way		
Deceleration Rate (a)	11.20 ft/sec ²	\$3.2.2.2, p 3-4
Passenger Vehicle	N/A ft	
Truck	2.50 sec	\$3.2.2.1, p 3-3
Brake reaction time (t)		

Site Specific Data (Bike & turn lanes are outside traveled way and are not considered)

Major Street Design Speed (V_{major})	50 MPH
Grades - Approaching Minor Street from: (— = approaching downhill)	
Left (G_L)	%
Right (G_R)	%
Approach Grade Adjustment Factor	Left 1.0 Right 1.0
Major Road Through Lanes on Each Approach	2.0 (Use 1 for RI/RO/LI only)
Median Width (in "Lane Equivalents")	1.0 (Use 0 for RI/RO/LI only)
Minor Road Approach Upgrade, if >3%	%
Minor Road Access (check restricted)	
	LI LO/Th RO

Stopping Sight Distance = Brake Reaction Distance + Braking Distance

Neglecting Effect of Grade

$$d = 1.47Vt + 1.075 \frac{V^2}{a}$$
Eq 3-2, p 3-5

Calculated d= 423.8 ft
Design d= 425 ft

With Effect of Grade

$$d = 1.47Vt + \frac{V^2}{30 \left(\frac{a}{32.2} \right) \pm G}$$
Eq 3-3, p 3-5

Calculated d= 423.6 ft - left
425 ft - right
Design d= 423.6 ft - left
425 ft - right

SSD's do not consider design for truck operations, since better visibility is considered to offset longer braking distance.

\$3.2.2.5, p 3-6

Location: NEC Blanco Road & Minneapolis Road Alignments

Intersection Sight Distances		AASHTO Ref
Case B—Intersections with Stop Control on the Minor Road		
Case B1—Left Turn from the Minor Road		\$9.5.3.2.1, p 9-43
Design Vehicle	Time Gap (t_g)	
Passenger Car	7.5 sec	Tbl 9-6, p 9-44
Single-Unit Truck	9.5 sec	Tbl 9-6, p 9-44
Combination Truck	11.5 sec	Tbl 9-6, p 9-44
Time gap adjustments		
Add'l lanes to cross (1 st is assumed)		
Passenger Car	0.5 sec	See Notes
Trucks	0.7 sec	below
Minor Approach Upgrade (Per each 1%>3%)	0.2 sec	Tbl 9-5, p 9-37
Site data		
Major Road Lanes on Left Approach	2.0	\$9.5.3.2.1, p 9-44
Minor Road Approach Upgrade, if >3%	0 %	\$9.5.3.2.1, p 9-44

Time Gap based on site data

Design Vehicle Gap+Adj for Approach Grade>3%+Adjs for Add'l Lanes & Median

Passenger Car	8.5 sec
Single-Unit Truck	10.9 sec
Combination Truck	12.9 sec

ISD to left & right along Major Road ISD=1.47 $V_{major}t_g$ (ft) Eq 9-1, p 9-45

	ISD to Left and Right
Passenger Car	calculated ISD= 624.8 ft design ISD= 625 ft
Single-Unit Truck	calculated ISD= 801.2 ft design ISD= 805 ft
Combination Truck	calculated ISD= 948.2 ft design ISD= 950 ft

Intersection Sight Distances (cont'd)

Case B2—Right Turn from the Minor Road
&
Case B3—Crossing Maneuver from the Minor Road

AASHTO Ref
\$9.5.3.2.2, p 9-47
\$9.5.3.2.3, p 9-48

Design Vehicle	Time Gap (t_g)	
Passenger Car	6.5 sec	
Single-Unit Truck	8.5 sec	Tbl 9-8, p 9-47
Combination Truck	10.5 sec	& Tbl 9-10, p 9-49
Time gap adjustments		
Add'l lanes to cross (1 st is assumed) - Case B-3 Only*		
Passenger Car	0.5 sec	See Notes
Trucks	0.7 sec	below
Minor Approach Upgrade (Per each 1% > 3%)		
Case B-2 Only	0.1 sec	Tbl 9-8, p 9-47
Case B-3 Only	0.2 sec	Tbl 9-10, p 9-49
Site data		
Major Road Lanes on Left Approach	2.0	\$9.5.3.2.2, p 9-47
Minor Road Approach Upgrade, if > 3%	0 %	\$9.5.3.2.2, p 9-47

Time Gap based on site data (sec)	B2 & B3	B3 Only
Design Vehicle Gap+Adj for Approach Grade > 3% (+Adj for Add'l Lanes & Median for B3)		
Passenger Car	7.5	8.0
Single-Unit Truck	9.9	10.6
Combination Truck	11.9	12.6

ISD to left (B2/B3) & right (B3) along Major RdSD=1.47V_{major}t_g (ft) Eq 9-1, p 9-45

Passenger Car	ISD to Left ISD to right (B2 & B3), (B3 Only)
calculated ISD=	551.3 588.0
design ISD=	555 590

Single-Unit Truck	calculated ISD=	727.7	779.1
	design ISD=	730	780
Combination Truck	calculated ISD=	874.7	926.1
	design ISD=	875	930

*Number of major road lanes is irrelevant in Case B2.

The differences between Case B1 and Cases B2 & B3 are reduced time gaps and time gap adjustment for the minor approach upgrade.

\$9.5.3.2.3, p 9-48

Intersection Sight Distances (cont'd)

Case F—Left Turns from the Major Road

AASHTO Ref
\$9.5.3.6, p 9-56

Design Vehicle	Time Gap (t_g)	
Passenger Car	5.5 sec	Tbl 9-16, p 9-57
Single-Unit Truck	6.5 sec	Tbl 9-16, p 9-57
Combination Truck	7.5 sec	Tbl 9-16, p 9-57
Time gap adjustments		
Add'l lanes to cross (1 assumed)		
Passenger Car	0.5 sec	See Notes to
Trucks	0.7 sec	Tbl 9-16, p 9-57
Site data		
Opposing Lanes (adj'd for x-wide median)	2.0	
Time Gap based on site data		
Design Vehicle Gap+Adj for Add'l Opposing Lanes		
Passenger Car	6.5 sec	
Single-Unit Truck	7.9 sec	
Combination Truck	8.9 sec	

ISD to front along Major Road ISD=1.47V_{major}t_g (ft) Eq 9-1, p 9-45

Passenger Car	calculated ISD=	477.8 ft
	design ISD=	480 ft
Single-Unit Truck	calculated ISD=	580.7 ft
	design ISD=	585 ft
Combination Truck	calculated ISD=	654.2 ft
	design ISD=	655 ft

The differences between Case F and Cases B1, B2 & B3 are reduced time gaps and no time gap adjustment for any minor approach upgrade.

\$9.5.3.6, p 9-58

SIGHT DISTANCE SUMMARY

Sight Distance Type	Governing Case	Car	SU Truck	Combo Truck
Stopping				
Without effect of grade		425	N/A	N/A
With effect of grade on left		425	N/A	N/A
With effect of grade on right		425	N/A	N/A
Intersection				
To Right	B1	625	805	950
To Left	B2/B3	555	730	875
On Major Road	F	480	585	655



DB Enterprise, LLC

20951 E. Anherst Place
Aurora, Colorado 80013

Phone: (720) 231-1947
E-Mail: druble.j@comcast.net

October 7, 2013

Mr. William Spires, President
Timberline Energy Inc.
1650 CR 240 (Bruce Rd.)
New Castle, Colorado 81647

Re: Timberline Small Contractor Yard

Dear Mr. Spires:

Per your request, I have prepared a traffic analysis for the proposed Timberline Small Contractor Yard commercial development which is located in Garfield County, Colorado. The proposed commercial development consists of 5.0 acres. The attached Figure 1 depicts the location of the site with respect to the surrounding area. The site is bounded by CR 240 on the east and north, agricultural land on the west, and US 6 on the south.

Existing Roadway System

The proposed commercial development will obtain its access from CR 240 (Bruce Road). This access is approximately 775 feet north of US 6. CR 240 is a two-lane, paved roadway. CR 240 begins at US 6 and ends at US 6 on the west, approximately 1.6 miles to the west. US 6 is a two-lane arterial roadway that is under the jurisdiction of the Colorado Department of Transportation. The intersection of CR 240 and US 6 is an unsignalized intersection with stop-control on CR 240. The attached Figure 2 depicts the existing roadway network.

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation* report, 8th Edition, was used to estimate the number of vehicle trips the proposed commercial development will generate. The proposed site is expected to be used by small contractors as their storage yard for equipment and material. At most, the site is expected to have a maximum of 10 small contractors using the yard.

ITE has a number of land use categories that could be used for this analysis. Land use category 151, mini-warehouse is the best fit for the proposed development. This land use category is designed to be used for a typical storage facility which has storage units that are about the size of a single car garage. Clearly, the proposed commercial development is not of this nature. Each small contractor is going to use a larger piece of land than a single car garage. For the purposes of this analysis, I am proposing to use the term "parcel" be used to describe the space each small contractor is expected to use. The attached Table 1 depicts the estimated vehicle trips for the proposed development based on ITE trip generation rates.

However, based on my experience, the ITE estimate in Table 1 underestimates the daily vehicle trips that will be generated by the proposed development at full build out. Contractors use the yard to pick up equipment and material in the morning and drop off the equipment and material at the end of the day. Some of the contractors may visit the proposed commercial development during the day, but it is not expected to be a regular occurrence for all ten contractors. If you assume that each contractor visits the site in the morning and evening and 50 percent will visit the site during the day, the proposed commercial development is expected to generate a total of 50 vehicle trips at full build out. This estimate seems more realistic based on how the site will be used.

Total Traffic Volumes

The 2002 Transportation Study for Garfield County reported a daily traffic count for CR 240 (Bruce Road) of 175 daily vehicle trips. It is not known where this count was taken. If you assume an annual growth rate of one percent, the estimated Year 2013 traffic volume is 195 daily vehicle trips. Adding the estimated site-generated traffic to this estimate, the total Year 2013 daily vehicle trips would be 245 daily vehicle trips. Site-generated traffic accounts for 20 percent of total traffic.

The resulting daily traffic estimate of 245 daily vehicle trips will not result in the need for additional improvements to CR 240 or the intersection of US 6 and CR 240.

Conclusions

Based on the information contained in this report, the proposed Timberline Small Contractor Yard will have a minimal impact to CR 240 (Bruce Road) and US 6.

* * *

I trust that my findings and recommendations will assist in the planning for the proposed Timberline Small Contractor Yard commercial development. Please call me if I can be of further assistance.

Respectfully submitted,

DB Enterprise, LLC

By: Dave L. Ruble
Dave L. Ruble, P.E.


DLR/bar

Enclosures: Figures 1 and 2
Table 1

Table 1
Estimated Vehicle Trip Generation
Timberline Small Contractor Yard Commercial Development
Garfield County, Colorado
(DBE #130100; October, 2013)

ITE Category	Quantity	Trip Generation Rates (1)				Total Vehicle Trips Generated			
		Average Weekday	AM Peak-Hour In	AM Peak-Hour Out	PM Peak-Hour In	PM Peak-Hour Out	Average Weekday	AM Peak-Hour In	PM Peak-Hour Out

151 Mini-Warehouse	10 Parcels	0.25	0.01	0.01	0.01	0.01	3	-	-
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Notes:

(1) Source: "Trip Generation", Institute of Transportation Engineers, 8th Edition, 2008.



MEETING DATE: APRIL 18, 2024

TO: PINAL COUNTY PLANNING AND ZONING COMMISSION

CASE NO.: **PZ-052-23 (IFIDA INDUSTRIAL)**

CASE COORDINATOR: PATRICK ROBERTS, SENIOR PLANNER

Executive Summary:

Dan Carless, Sr. – Coronado Development LLC, requesting approval of a rezone from GR (General Rural) to I-3 (Industrial Zoning District), to allow for the development of an industrial complex; situated in the Casa Grande vicinity of unincorporated Pinal County, Arizona.

If This Request is Approved:

The applicant may pursue Site Plan Approval for industrial development for uses permitted under I-3 zoning.

Staff Recommendation:

Staff recommends approval of this rezoning with attached stipulations.

LEGAL DESCRIPTION: Section 10, Township 06 South, Range 05 East of the Gila and Salt River Base and Meridian

TAX PARCELS: 503-31-003B (Legal on file)

LANDOWNER/APPLICANT: IFIDA AZ Land Partners LLC, owner, Dan Carless, Sr. – Coronado Development LLC, agent/applicant

REQUESTED ACTION & PURPOSE:

PZ-052-23 – PUBLIC HEARING/ACTION: Dan Carless, Sr. – Coronado Development LLC, Agent/Applicant, IFIDA AZ Land Partners LLC, landowner, requesting approval to **Rezone** 22± acres from **GR (General Rural)** to **I-3 (Industrial Zoning District)**, situated in a portion of Section 10, Township 06S, Range 05E, of the Gila and Salt River Base and Meridian, tax parcel 503-31-003B (legal on file), located east of North Bianco Road and south of West Cowtown Road in Pinal County.

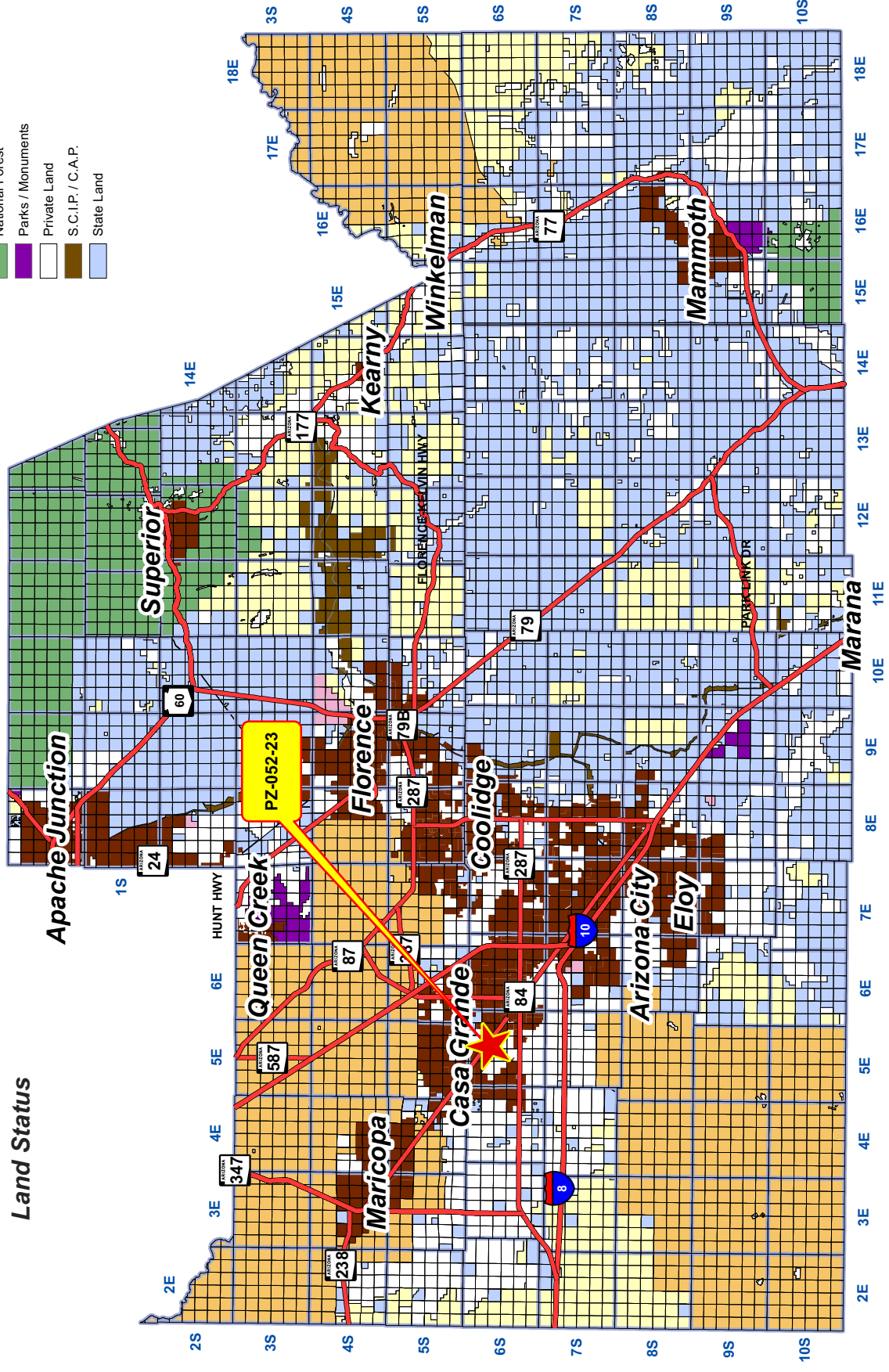
LOCATION: East of North Bianco Road and south of West Clayton Road in vicinity to Casa Grande in unincorporated Pinal County.

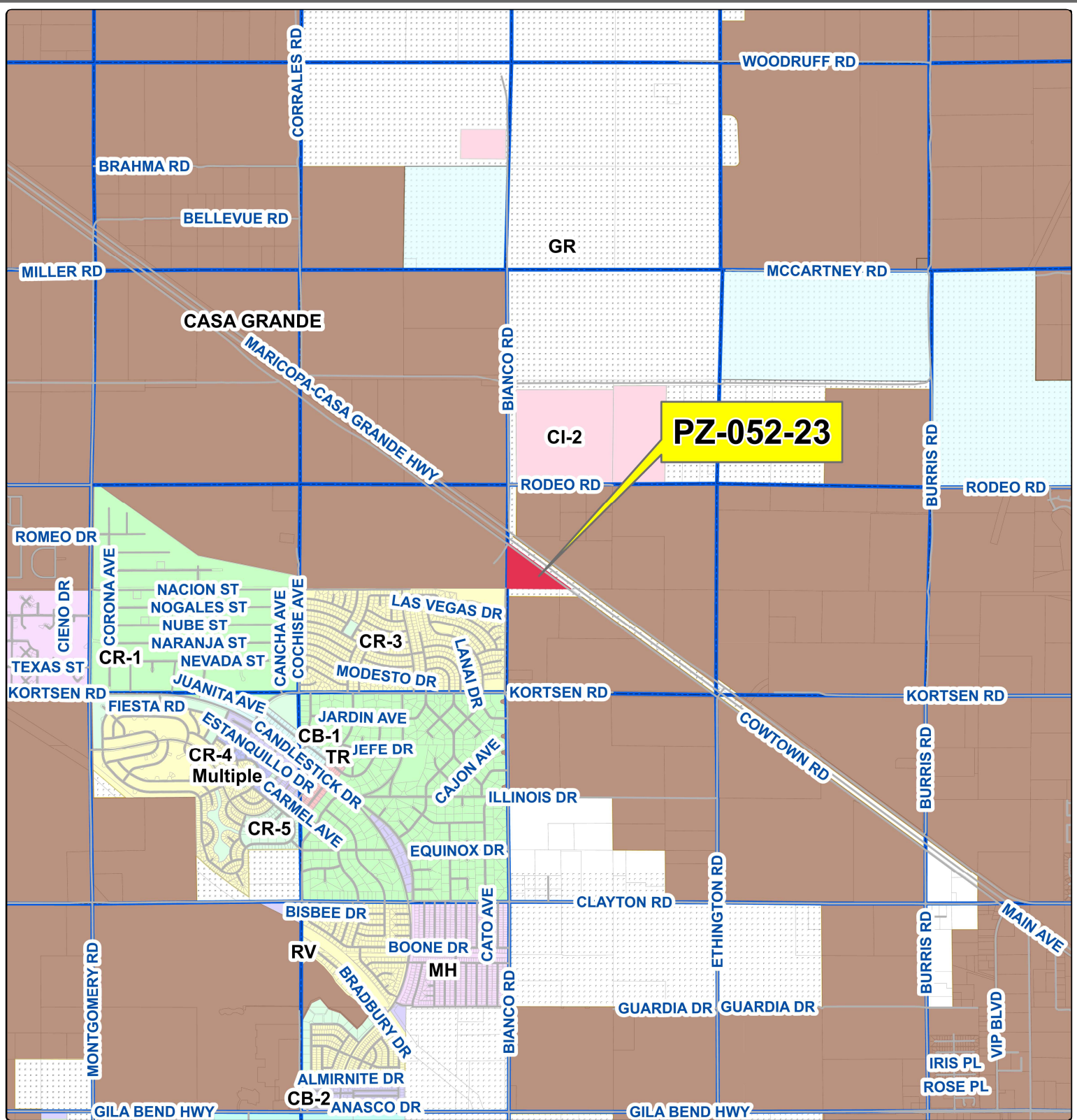


Land Status

Legend

- B.L.M.
- Indian Community
- Military
- National Forest
- Parks / Monuments
- Private Land
- S.C.I.P. / C.A.P.
- State Land





Community Development



PINAL COUNTY
WIDE OPEN OPPORTUNITY

Legal Description:

Situated in a portion of Section 10, Township 06S, Range 05E, of the Gila and Salt River Base and Meridian, tax parcel 503-31-003B (legal on file), located east of North Bianco Road and south of West Cowntown Road in Pinal County.

SEC 10, TWN 06S, RNG 05E



Sheet No.

1 of 1

Owner/Applicant:

IFIDA AZ LAND PARTNERS LLC

Drawn By:

GIS / IT / RWH

Date:

04/08/2024

Section

10

Township

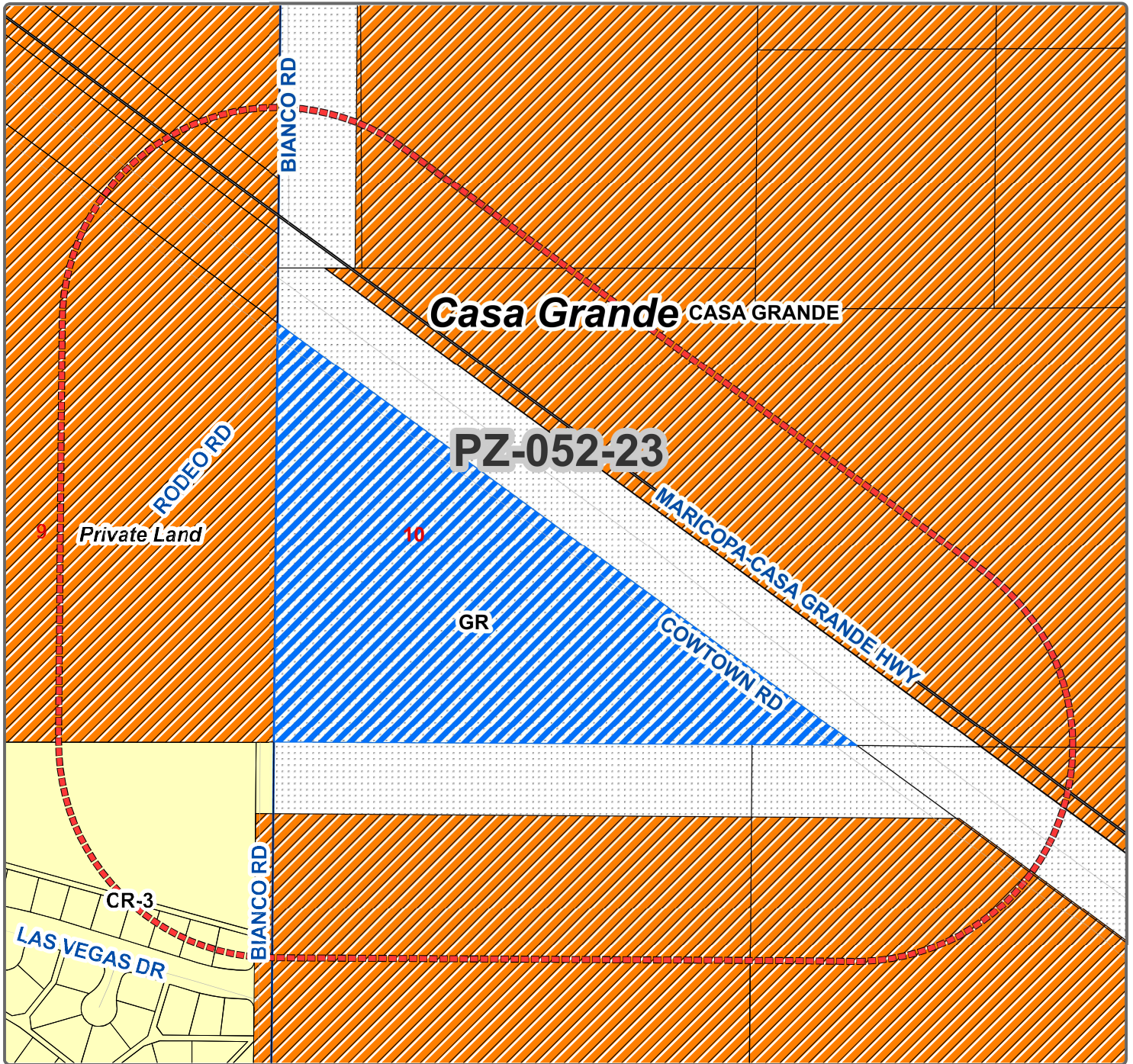
06S

Range

05E

Case Number:

PZ-052-23



Community Development

PZ-052-23 – PUBLIC HEARING/ACTION: Dan Carless, Sr. – Coronado Development LLC, Agent/Applicant, IFIDA AZ Land Partners LLC, landowner, requesting approval to Rezone 22± acres from GR (General Rural) to I-3 (Industrial Zoning District), situated in a portion of Section 10, Township 06S, Range 05E, of the Gila and Salt River Base and Meridian, tax parcel 503-31-003B (legal on file), located east of North Bianco Road and south of West Cowtown Road in Pinal County.

Current Zoning: GR

Requested Zoning: Rezone

Current Land Use: EMPLOYMENT



Legal Description:

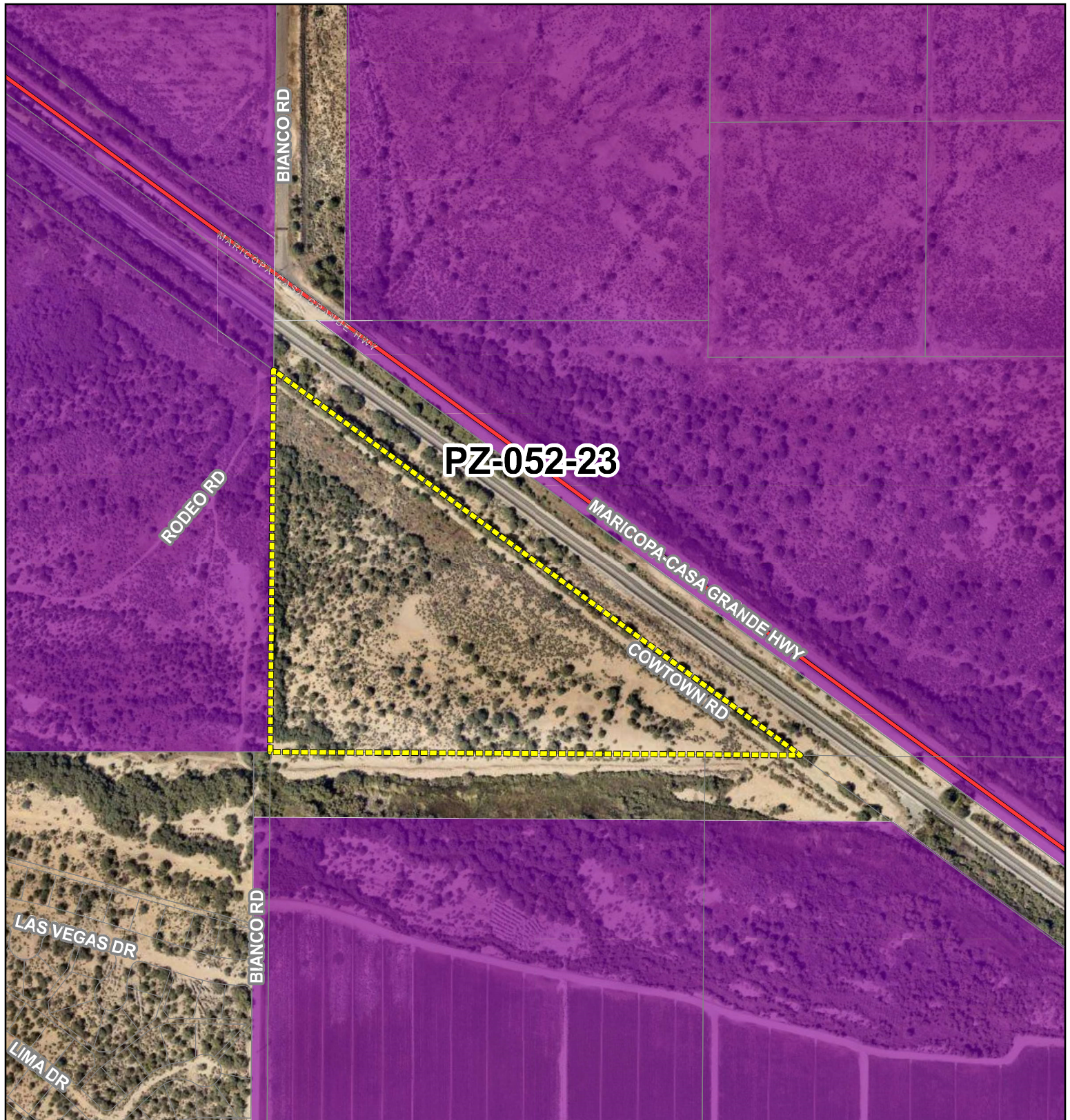
Situated in a portion of Section 10, Township 06S, Range 05E, of the Gila and Salt River Base and Meridian, tax parcel 503-31-003B (legal on file), located east of North Bianco Road and south of West Cowtown Road in Pinal County.

SEC 10, TWN 06S, RNG 05E



Owner/Applicant: IFIDA AZ LAND PARTNERS LLC		
Drawn By:	GIS / IT /RWH	Date: 04/08/2024
Section	10	Township
		06S
Range	05E	
Case Number:	PZ-052-23	

Sheet No.
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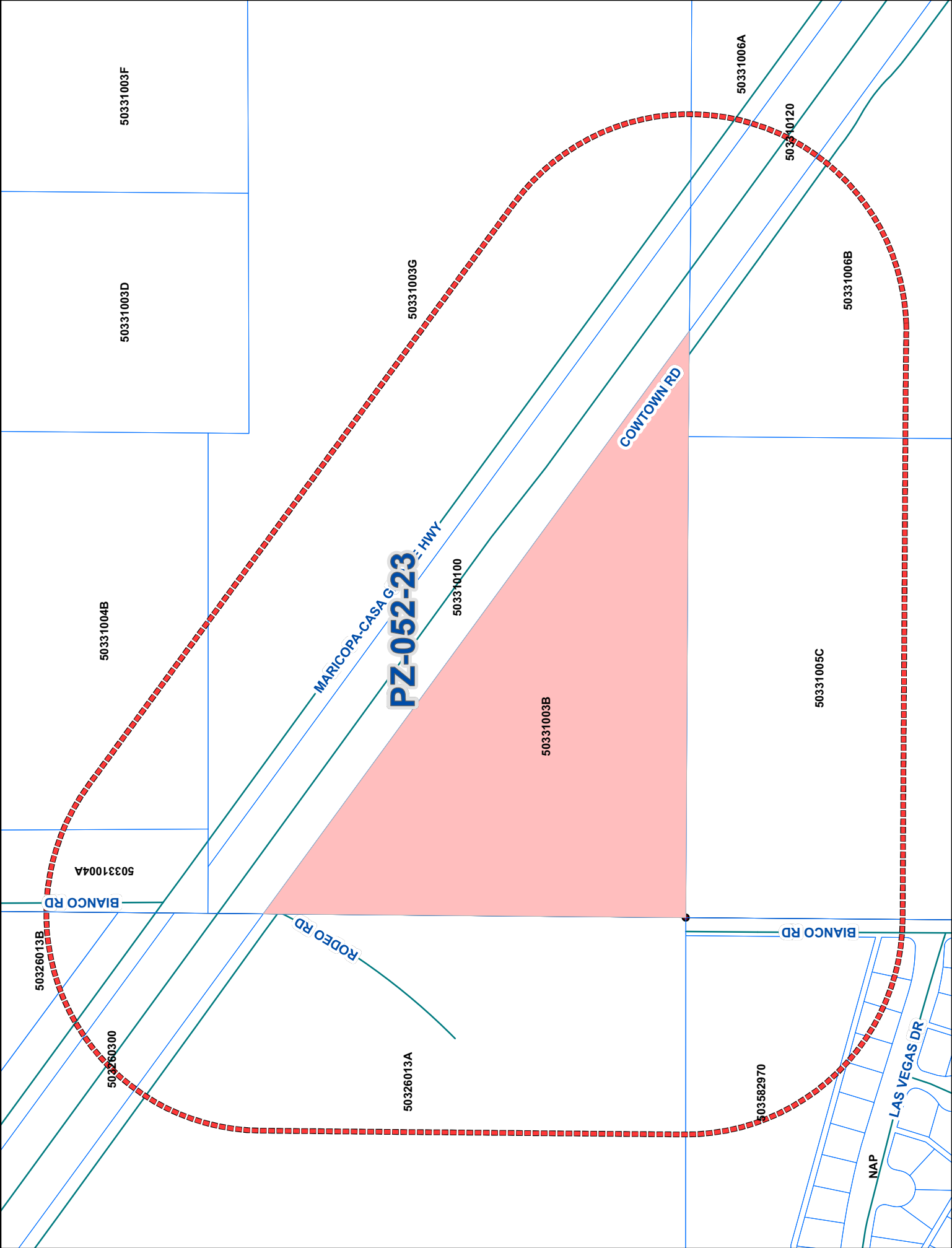


Community Development



PINAL COUNTY
WIDE OPEN OPPORTUNITY

PZ-052-23



SIZE: 22 acres

COMPREHENSIVE PLAN: Employment

EXISTING ZONING: GR (General Rural)

SURROUNDING ZONING AND LAND USE:

North: City of Casa Grande Jurisdiction	Industrial/CR-3 Residential
South: General Rural	Industrial/CR-3 Residential
East: City of Casa Grande Jurisdiction	Industrial
West: City of Casa Grande Jurisdiction	Industrial

Approximately 324 acres of CR-3 residential zoning lies to the immediate Southwest of the proposed industrial zone across the North Branch Santa Cruz Wash. This CR-3 zoning district has been established since 1968, however, very few residential properties have developed in this zoning district since the property was platted. Staff identified 17 residences within this zone. No residences lie within 3,000 feet of the proposed industrial zone.

PUBLIC PARTICIPATION:

Neighborhood Meeting:	September 14, 2023
Neighborhood and Agency Mail out:	September 5, 2023
Newspaper Advertising:	March 23, 2024
Site Posting: Applicant:	January 22, 2024
Site Posting: County:	April 4, 2024

FINDINGS:

Flood zone: "X" is an area of minimal flood hazard.
Access: The site is accessed from N Bianco Rd off W Cowtown Rd.

HISTORY:

In 1962, the county introduced the General Rural zoning district. Historically, no land entitlements have been proposed and the whole of the 22-acres has remained zoned GR since 1962.

ANALYSIS:

Comprehensive Plan

The subject site is designated Employment. This designation is characterized as mixed use existing near adequate transportation corridors where traffic demands can be met. In Chapter 10: Implementation of the Comprehensive Plan, all amendments are tasked with conveying an overall improvement to Pinal County. Policy 5.3.2.2 of the comprehensive plan encourages cooperation with private development to secure critical infrastructure in order to establish economically competitive sites. Policy 3.7.1.1 states, "Collaborate with municipalities and private landowners on a West Pinal Growth Area plan that knits together all of the public and private efforts and infrastructure development." The property also possesses direct access to the union pacific rail line and Highway 84 which contributes to the value of this project for industrial development and encourages compliance with the Employment designation.

Development Services Department

Planning Division

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Surrounding Land Use

The subject site is a county island within the City of Casa Grande planning area. The Casa Grande General Plan designates the properties surrounding the subject area as I-2 (General Industrial Zone) and UR (Urban Ranch), zoning districts. The city of Casa Grande has indicated the use of their General Industrial Zone is for businesses that utilize raw materials in manufacturing processes. Through development of this site as an I-3 zoning district, this project proposes development congruent with surrounding land uses and consistent with neighboring zoning. The property contributes to Casa Grande's vision for a corridor of industrial uses in this area.

The subject area is within direct proximity to the Pinal County Technology Park, at 1,064± acres, currently hosting companies such as Lucid, Nikola, Kohler, Frito Lay, Abbott Laboratories, Hexcel, and Cargill Incorporated. While no end user has been indicated for this parcel, the development of additional industrial sites within a localized district presents an opportunity to attract new industrial users to the area. This site specifically benefits from access to both the union pacific railroad and Highway 84 connections.

Site Plan

The site plan provided depicts the railroad line, existing easements and structures. Absent a development plan, it is unknown how the 22± acres will be configured and conceptualized for industrial development. The applicant has included a proposal for conceptual internal circulation across the site. Staff finds the proposed layout provides acceptable circulation options.

Rezone

The subject acreage is zoned GR (General Rural). The rezone request seeks the I-3 Industrial Zoning District. Permitted uses in the I-3 zone include manufacturing, as well as heavier impact uses such as bulk stations for flammable materials. Given the surrounding zoning designations consistent with the proposed zoning, staff supports the proposal for this rezoning.

Staff has considered compatibility with zoning categories within the City of Casa Grande jurisdiction in arriving at an approval recommendation, and finds that the surrounding Industrial categories are very similar in scope to the I-3 designation proposed. The utilization of the current property as GR (General Rural) restricts development of this property to residential or agricultural capacities that do not benefit the county in this area today. This project also fully complies with the goals outlined within the employment designations described by the Pinal County Comprehensive Plan.

At the time of this report, staff has received no letters of support or opposition to this proposal from members of the public.

Staff has received one letter of support from the city of Casa Grande.

STAFF SUMMARY: Staff provides the following findings together with the information provided within this staff report.

1. The Commission is requested to determine if the proposed amendment creates a more comprehensive development for the site as part of a larger development program for the Pinal County Comprehensive Plan.
2. The property has legal access and has provided a preliminary site plan indicating good circulation.
3. One letter of support has been received by the City of Casa Grande.

STAFF RECOMMENDATION (PZ-052-23): After a detailed review of the request, Pinal County Comprehensive Plan, and the Pinal County Development Services Code (PCDSC), staff has recommends approval of this case with 10 stipulations.

Should the Commission find, after the presentation of the applicant and together with the testimony and evidence presented at the public hearing, that this Rezone is needed and necessary at this location and time, will not negatively impact adjacent properties, will promote orderly growth and development of the County and will be compatible and consistent with the applicable goals and policies of the Pinal County Comprehensive Plan, then staff recommends that the Commission forward PZ-052-23 to the Board of Supervisors with a favorable recommendation. If the Commission cannot find for all of the factors listed above, then staff recommends that the Commission forward this case to the Board of Supervisors with a recommendation of denial.

Recommended Motion:

To Approve: I move the Planning and Zoning Commission forward a recommendation of approval of Case PZ-052-23 with its 10 stipulations.

To Deny: I move the Planning and Zoning Commission forward a recommendation of denial of Case PZ-052-23 to the Board of Supervisors.

STIPULATIONS:

1. Approval of this zone change (PZ-052-23) shall require, at the time of application for development, that the applicant/owner submit and secure from the applicable and appropriate Federal, State, County and Local regulatory agencies, all required applications, plans, permits, supporting documentation and approvals;
2. Bianco ROAD has been identified as a “Route of Regional Significance”. Applicant will be required to comply with the “Regionally Significant Routes for Safety and Mobility, Final Report, December 2008” and the current “Access Management Manual” or as approved by the County Engineer;
3. Half-street right-of-way dedication will be required for Bianco Road. The required minimum half street right-of-way dedication shall be in accordance with the City of Casa Grande’s requirements and shall be no less than Fifty-Five Feet (55’) for Bianco Road along the development’s frontage;
4. A drainage report will be required to be submitted to the County Engineer at the time of Site Plan submittal for review and approval. The drainage report shall include a drainage plan that complies with the current Pinal County Drainage Manual and shall be approved prior to the Site Plan approval. The approved Drainage Report and drainage plan shall include provisions to accommodate offsite runoff and shall provide retention for storm waters in an onsite retention/common retention area or as approved by the County Engineer;

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5. A Traffic Impact Analysis (TIA) will be required to be submitted to the County Engineer at the time of Tentative Plat or Site Plan submittal for review and approval. All peripheral road and infrastructure improvements shall be per the approved Traffic Impact Analysis to mitigate impacts on all surrounding roadways to be completed at the developer's cost. These may include construction of acceleration/deceleration lanes, left turn pockets, traffic signals or other public improvements as approved by the County Engineer. The TIA shall be in accordance with the current Pinal County TIA Guidelines and Procedures and shall be approved prior to the Tentative Plat approval;
6. A paved, all-weather, 28' wide public access road shall be provided to and from the development. Approval of adequate access by the County Engineer shall be a condition of approval of the Plat or Site Plan;
7. Any additional right-of-way dedications needed for any required infrastructure improvements (as identified in the approved Traffic Impact Analysis) for any roadways shall be the responsibility of the applicant. All roadway and infrastructure improvements shall be in accordance with the current Pinal County Subdivision Standards or as approved by the County Engineer;
8. All right-of-way dedication shall be free and unencumbered;
9. Any roadway sections, alignments, access locations, and access movements shown in the rezoning application are conceptual only and have not been approved by the Pinal County Engineer; and
10. Portions of the proposed development are located within a Special Flood Hazard Area as shown on FEMA's Flood Insurance Rate Maps. If any improvements and/or structures are placed within the Special Flood Hazard Area, then said improvements shall comply with the Pinal County Floodplain Ordinance and a Floodplain Use Permit will be required. A Floodplain Use Permit may be obtained prior to or during Site Plan review but shall be approved prior to the issuance of any building permits for work within the Special Flood Hazard Area.

Prepared: 4/11/24 PR

Revised:

SUB1_Application