

AGENDA ITEM _____
DATE _____

Regular Meeting
July 10, 2013

**MINUTES OF A REGULAR MEETING OF THE CASA GRANDE
PLANNING AND ZONING COMMISSION HELD ON WEDNESDAY,
JULY 10, 2013 AT 6:00 P.M. IN THE COUNCIL CHAMBERS AT CITY
HALL, 510 E. FLORENCE BOULEVARD, CASA GRANDE, ARIZONA.**

I. Call to Order/Pledge:

Vice-Chairman Henderson called the meeting to order at 6:00 p.m.

II. Roll Call:

Members Present:

Vice-Chairman Mike Henderson
Member Joel Braunstein
Member Ruth Lynch
Member Fred Tucker
Member Cheri Edington

Absent:

Chairman Jeffrey Lavender
Member David Benedict

City Staff Present:

Paul Tice, Planning and Development Director
Keith Newman, Planner
Jim Gagliardi, Planner
Ben Bitter, Senior Management Analyst
Mark Graffius, Assistant City Attorney
Duane Eitel, Traffic Engineer
Melanie Podolak, Administrative Assistant

III. Approval of Minutes:

June 6, 2013

Member Braunstein moved to approve the minutes dated June 6, 2013, Member Edington seconded, a voice call vote was called, and all were in favor.

IV. Changes to the Agenda:

There were no changes to report.

V. New Business:

A. Request by McCall & Associates Inc., 4307 N. Civic Center Plaza, Scottsdale, AZ, 85251 for the following land use approvals located at 1092 N Jefferson Ave., APN 503-83-018J:

- 1. DSA-13-00030: Major Amendment to an approved Major Site Plan for Prowall Building Products Inc.** to construct a 33,840 Sq. Ft. warehouse building.
- 2. DSA-13-00031: Final Landscape Plan** to plant landscaping along the Jefferson Ave. frontage north of the existing parking lot and to the east of the proposed warehouse building.

Keith Newman, Planner, came forward and presented a brief overview of the cases as stated in the Staff Report. Mr. Newman stated the request is for a 33,840 square foot warehouse, parking and retention area to be constructed on the northeast corner of the site, and to complete the landscaping and the right-of-way retention along north Jefferson Avenue. The applicant is also requesting to add a small canopy to shade existing ground mounted equipment. Mr. Newman overviewed the review requirement for a Major Site Plan noting the vehicular access to the site is provide by two existing entrances off of Jefferson Avenue. The site has existing parking to the west of the existing building and the proposed parking area will be located at the south and east sides of the proposed warehouse. Mr. Newman stated the City Traffic Engineer waived the traffic impact analysis citing the proposed building will generate less then 100 vehicle trips per day. Mr. Newman then overviewed the landscaping requirements. He noted new landscaping will be placed along Jefferson Avenue and east of the proposed warehouse adjacent to the new retention basin. Mr. Newman stated the landscaping will enhance the appearance of the warehouse and provide shade for the parking stalls. Mr. Newman then explained that typically a preliminary landscape plan provides information regarding the general type, size and location of the landscape material and is submitted with the Major Site Plan for Planning Commission approval. The final landscape plans then are submitted for administrative review and if found to be in compliance with the preliminary landscape plan they will receive approval. However, in this case the applicant was ready to submit a final landscape plan with full level details, staff allowed them to skip the preliminary landscape plan stage and process the final landscape plan for the Commission's review and approval. He commented that with the proposed landscaping addition the site will have an overall landscape coverage of 23%, which exceeds the minimum code requirement of 7%.

No public comments were received.

Mitch Ressler 4307 N. Civic Center Plaza, Scottsdale, representative with McCall & Associates, Inc., came forward to address the Commission.

Member Edington complimented the applicant for their landscape plan. She stated it is not very often that you see someone go above and beyond when it comes to landscaping, and what they are doing is appreciated. Member Edington commented the additional landscaping makes the industrial area much more pleasing to drive by.

Vice-Chairman Henderson made a call to the public; no one came forward.

Member Edington made a motion to approve case DSA-13-00030 Major Amendment to an approved Major Site Plan for Prowall Building Products Inc., to construct a 33,840 sq. ft warehouse building. Member Tucker seconded the motion.

The following roll call vote was recorded:

Member Edington	Aye
Member Tucker	Aye
Member Lynch	Aye
Member Braunstein	Aye
Vice-Chairman Henderson	Aye

The motion passed 5 – 0.

Member Edington made a motion to approve case DSA-13-00031 Final Landscape Plan, to plant landscaping along the Jefferson Avenue frontage north of the existing parking lot and to the east of the proposed warehouse building. Member Lynch seconded the motion.

The following roll call vote was recorded:

Member Edington	Aye
Member Tucker	Aye
Member Lynch	Aye
Member Braunstein	Aye
Vice-Chairman Henderson	Aye

The motion passed 5 – 0.

B. Request by the City of Casa Grande for the following Redevelopment Plan.

- 1. DSA-13-00074: "Life on Main" Redevelopment Plan.** The redevelopment site contains approximately 15 acres and is bordered on the north by Main Street; on the west by S. Washington Street; on the south by W. 2nd Ave. and on the east by S. Marshall Street.

Paul Tice, Planning and Development Director, came forward and presented a brief overview of the case as stated in the Staff Report. Director Tice stated the Life on Main Master Plan is a unique application for the Planning Commission. He explained that the

phrase "redevelopment plan" is in the title and stated throughout the staff report, but the City Attorney has advised staff that a redevelopment plan has a very specific definition within the Arizona Statutes. The statute relates to Tax Increment Financing (TIF) districts which this property resides in, so we can not legally call it a redevelopment plan since it does not meet all the requirements and the area was not processed as a redevelopment plan under the state statutes. Director Tice stated this plan will be referred to as a "master plan", although it is a plan to redevelop the area. He noted the 15 acre site is primarily owned by the City. The property located on the corner south of east Main Street is currently owned by Everett Martin; however the city does have the option to purchase his property in the future. Also, the railroad right-of-way is owned by Union Pacific and Elliot Park is owned by the School District. Director Tice stated this master plan is to set forth guidelines for redevelopment of the city owned property with the idea of making improvements to the area and transform the character and nature to a new urban form; historically the area was used for industrial use. He noted that a portion of the site will be retained by the city and the rest is planned for resale to the private sector for redevelop in accordance with our master plan for the area. Director Tice then highlighted areas of the master plan noting the new land uses that might be introduced into this area if the redevelopment is successful. There will be areas of small commercial retail along Florence Street and First Avenue, a live/work area and expansion of Elliot Park to the north. In the center of the redevelopment area will be a historic plaza that will retain the two historic structures. The Shonessy House and the Casa Grande Hotel will be rehabilitated for adaptive reuse. At the west end of the redevelopment site will be an "incubator area" for light industrial flex space. He then explained that the railroad corridor design will introduce a liner trail with open space along both side of the tracks. Fencing will also be provided to create a barrier between the railroad tracks and the redevelopment area. Director Tice stated that one of the design intents of the plan is to extend the downtown across the tracks to this area by creating common design elements. The first step into doing this is to take the landscape and streetscape design currently on Florence Street and extend it to this planned area from Main Avenue to the intersection of Second Avenue which will automatically give it the visual transformation of linking this area to downtown. He also stated that the new buildings constructed along Florence Street will be up to the sidewalk, the height, and form will replicate the downtown area with the hope that the new area will feel like a connection to the downtown. Director Tice pointed out that this area from the south is a gateway into the community, and the city would like to create a sense of arrival with an entryway feature, such as a monument sign or public art; no specific design has been planned. Director Tice then addressed the plans for Elliot Park, commenting that the city would like to negotiate with the school district to obtain ownership of the park and expand it to the north, with the possibility of vacating First Avenue between Florence Street and Marshall Street. The vacation of the area of First Avenue will allow the extension of the park to the north and provide additional parking. Director Tice mentioned that the park extension could be funded by park impact funds, grants or other park development funds that the city might have access too. During the design process for the park expansion it was highly stressed that the park needed to be designed in a way that it is an amenity for the neighborhood. It is proposed to possibly add a pavilion, bbq facilities, and possible space for civic events. Director Tice then

addressed the Shonessy House. He stated the house is one of the oldest adobe residential structures in Casa Grande. The home is owned by the city and has been secured from trespassing but not from the elements. He noted the city intends to stabilize the structure and in the long term completely rehabilitate it for some type of adaptive reuse; the city will retain ownership of the home. Director Tice also discussed the Casa Grande Hotel which was one of the first hotels in Casa Grande. He stated the hotel is in good shape, and is structurally sound. The city also owns the hotel, with plans of rehabilitating it for adaptive reuses; the city will retain ownership. Director Tice commented the plan creates a historic plaza between the Shonessy House and the Casa Grande Hotel that ties it all together. He stated to create the historic plaza Washington Street, located in-between Main Avenue and First Avenue would have to be vacated. The historic plaza could then be used as a civic or gathering area. Another design element in the historic plaza is a pedestrian overpass that will start on the north side of Main Street, in the alignment of an old road called Top and Bottom Street. Today the street looks like an alley but in fact it is a platted street from the 1800's. The overpass will go over the railroad tracks at Main Avenue and come down at this historic plaza. Director Tice cited that the historic plaza and pedestrian overpass would have to be publically funded by the city, using grants or other funding sources. Director Tice then overviewed the railroad linear improvements of the redevelopment area. He stated the railroad segregates the downtown from this area, so in discussions of what could be done to make this area safe and have it be incorporated into our redevelopment area it was suggested we negotiate with Union Pacific Railroad (UPRR) to allow the city to lease some of the railroad right-of-way adjacent to Main Avenue and Main Street. This would allow the creation of linear open space, a sidewalk, and parking. Director Tice stated the plan includes a wrought iron fence that will separate the linear open spaces from the railroad tracks providing additional pedestrian safety. He pointed out that preliminary discussions have been held with UPRR and they are receptive to negotiating with the city; safety is very important to the railroad. Director Tice identified the zoning for the redevelopment area, pointing out the areas that are zoned Garden and Light industrial (I-1) and the One and Two-family Residential (R-2) areas; Elliot Park is also zoned R-2. Director Tice stated the existing I-1 zoning is not compatible with the surrounding residential land uses and the redevelopment plan can not be implemented with the existing zoning. The best zone district for this area would be to create a new Planned Area Development (PAD) zone, which will customize the zoning for the various land uses needed to implement the master plan. He explained that the PAD will also add specific design standards for the extension of the downtown building form along Florence Street. If the plan is approved and adopted, staff will follow up with a PAD zoning application. This request will allow the city to start implementing and marketing the plan for development.

Member Braunstein questioned the location of the private developments.

Director Tice stated the city will retain ownership of the historic plaza area and Elliot Park will remain, all the other areas in the redevelopment will be privately owned.

Member Lynch questioned if the overpass pedestrian bridge will have landscaping on both sides.

Director Tice replied "yes". He showed a rendering of the overpass area depicting the landscaping on both sides.

Ben Bitter, City Senior Management Analyst, came forward to address the Commission. Mr. Bitter assured the Commission that the city is not in the real estate business. He explained that when the city set out to find a solution to the schism that existed between the north and south side as shown, they tried to find a way to clean up the disheveled areas that were on the south side of the railroad tracks. Mr. Bitter stated there were three junk yards that lined Main Avenue from Florence Street to the west of Sacaton Street. The city spoke with the junk yard property owners and came up with the solution to purchase the property and as a means of purchasing the property, the property owners had to clean up their sites prior to the sale. The city intends to sell the property to the private sector for redevelopment. Mr. Bitter noted the city's initial intention was not to do master plan but just to clean-up the area and eliminate the existing division. As the city looked at the property accumulated staff realized this would provide an opportunity to do a master plan for this area. Mr. Bitter commented that staff has worked with the school district and the UPRR to get their ideas on what may occur in this area in the future. Both have been very receptive to the proposed plan. Mr. Bitter thanked the public, Historic Preservation members and the Commissioners' for their input in the public participation process meetings.

Mr. Bitter introduced Mr. Bob Caravona with Matrix Design Group. Mr. Caravona has been the Project Lead and has ushered the city through the public and design process.

Bob Caravona, 2224 W. Northern Ave, Suite D-240, Phoenix, representative for Matrix Design Group, came forward to address the Commission. Mr. Caravona thanked everyone involved in the process of creating the Life on Main master plan. Mr. Caravona stated the site has some existing utility constraints. There are two petroleum pipelines within the UPRR right-of-way, but the exact location is still unknown. Another constraint is there are existing waterlines within the UPRR right-of-way, but most likely they have been abandoned. He explained that the area has wet and dry utilities already serving the project site with adequate capacity. Mr. Caravona stated UPRR is also a constraint. There are about 40-50 trains daily, and UPRR has commented that they intend to increase the train usage, with the possibility of having longer trains. He reiterated the need for pedestrian safety along the tracks. Mr. Caravona noted the environmental assessment showed no significant finding. He then addressed the available land for development stating that 60% (8.6 acres) of the development area is right-of-way or deed restricted property. The existing zoning then reduces the building area when you apply the required setbacks, therefore the development area needs PAD zoning which has more flexibility. Mr. Caravona briefly discussed the nine goals that were created by the City Planning Team and the Stakeholders', they are as follows:

1. Guide land use with flexibility
2. Complement, not compete with downtown

3. Preserve and celebrate the history, culture and traditions of Casa Grande
4. Maximize development density and intensity
5. Prepare site and rezone for developers
6. Assure community of land use compatibility with neighborhood
7. Provide amenities for both residents and visitors
8. Development reflective of community's desires
9. Attract additional people downtown

Mr. Caravona stated the group also agreed upon a framework to move forward and to guide the refinement of the plans for the area. Some of the framework was the historic plaza would be the center piece of the plan, expansion of Elliot Park, create iconic gateway element at south Florence Street, vacate Washington Street to create a plaza for special events, create linear park and screen tracks with vegetation and provide a grade separated crossing at Top and Bottom Street. Mr. Caravona concluded his presentation by addressing the implementation of the Life on Main master plan stating the plan is broken out into three phases; there are no time frames associated with the phases.

Phase One:

- Declare In-fill District
- Amend PAD Zone Ordinance
- Re-purpose hotel and house
- Branding and Marketing
- Incubator Feasibility Study
- Identify Matching Funds

Phase Two:

- Market Property
- Entitle Project
- Streetscape improvements and enhancements
- Elliot Park Improvements
- Florence Street Improvements

Phase Three:

- Business Improvements District
- Railroad Right-of-way:
 - Pedestrian Bridge
 - Linear Park
 - Parking
- Adaptive Re-use
- Business Incubator
- Formal RFP/RFQ

Member Braunstein comment the plan is great, but he has concerns with the number of trains, the length of the trains which will cause traffic back-up, and the noise of the

train's horns. He questioned if there are any noise restrictions imposed on the trains coming through this area.

Mr. Caravona stated UPRR has said that they anticipate delays and have been in discussions with the city to look for a separated grade crossing somewhere in the downtown area.

Member Braunstein questioned what a separated grade crossing is.

Mr. Caravona stated it is a bridge over the tracks.

Member Braunstein then questioned if an underpass would work.

Mr. Caravona replied that with an underpass there is such a grade you have to go very far back to go under which causes a problem with the area needed. He then addressed the train noise by noting the railroad is a self regulating entity. There are opportunities to have special "horn less" crossings, but they are very costly. In Flagstaff they paid between \$350,000 to \$500,000 just to correct and silence the horns at one crossing.

Mr. Bitter explained that the city has looked at "quiet zones", and have done noise studies to see how we could mitigate some of the impacts of the railroad. Some of the design elements of this plan have incorporated some noise blocking aspects. The buildings will be laid out in a way that if a train were to sound the horn a lot of the noise will go up in the air because the buildings will serve as a buffer.

Member Braunstein commented that the vehicular traffic in the industrial area of this plan will have considerable delays caused by the 40 to 50 trains passing through this area.

Mr. Bitter stated the separated crossings whether over or under will be a future decision. He noted the city has an agreement with UPRR to determine at least one of these within our planning boundary in the next 15 to 20 years.

Member Edington clarified that we are looking at a development stage that is going to increase traffic to this area, but we are losing roads and our flyover or compensation of loss for crossing and back up delays caused by the trains; the solution will not be for 15 to 20 years.

Mr. Bitter commented that the city deals with the element of train traffic everyday, and living in a community that was built around the railroad provides it challenges. He noted that separated grade crossings cost approximately \$40 million dollars, with additional cost if curves or height changes are needed. Mr. Bitter stated he is not sure what the ultimate solution would be, but he feels a straight path would be the cheapest method. He stated that as the economy gets better it will increase traffic which in some cases is not a bad thing. When the vehicles slow down in the downtown area the drivers tend to look around, which at times can prove to be a benefit.

Vice-Chairman Henderson asked if an RFP could be written that includes a guarantee against losses for a period of time and see if someone will bid on it.

Mr. Bitter commented there will need to be public service improvements in this area first to serve as a catalyst to bring traffic/people to the area. If the city does not improve Elliot Park or the area along the railroad people will continue to look at this area as what it has always been looked at. The city wants to enhance the area for private development. Mr. Bitter stated the city's goal is not to develop the area but to turn it over for private development, and at that point it will involve the RFP process, but we want to make sure the zoning and preliminary ground work is already in place.

Vice-Chairman Henderson stating that in reading through the material it was mentioned that TIF, HURF, and General Fund monies can be used for this project. He questioned where we are in terms of paying for this plan.

Mr. Bitter stated the city has discussed the funding and did not want to get to a point where everything was so "pie in the sky" that nothing would ever happen. The impetus behind the implementation plan was it lays out a path for us to follow so that we can start implementing the less costly items before we turn over and try to get private investment into the area.

Member Braunstein questioned if there are any plans for a fire station south of the railroad tracks. His concern is with the train traffic and the area only being served by the station on Florence Boulevard.

Mr. Bitter explained that if blocked by a train, the fire department has access to the south side by going under the overpass and around to the area.

Member Tucker asked how much of the trail system and sidewalks along Main Street and Main Avenue and the pedestrian bridge is on the railroad easement. He stated just because UPRR is happy about the fence does not mean they are going to grant us any right-of-way.

Mr. Bitter stated UPRR owns everything from the curb of Main Avenue to the curb of Main Street, which is approximately 150 to 200 feet in some areas. The area was discussed with UPRR and they had come to a consensus that there may be extra land that the railroad will not need in their ultimate build out, and this is the area where the trails were built-in. He noted that the Trails Master Plan that was passed by the Parks and Recreation Board has trails planned to go through this area.

Member Tucker commented with the fence and trails are we increasing safety in one area and decreasing it in another. He clarified by stating you will get as much traffic going around the fences as you will going over the bridge. Member Tucker stated he loves the plan and the revitalization of the area, but he has concerns with the pedestrian bridge and the fence. The railroad is not easy to work with and the fence is not

proposed to be extended along the length of the railroad tracks, we are making one area look nicer but the outlying areas will be exactly what this area was before the city purchased the properties.

Mr. Bitter stated the main reason why the plan includes the wrought iron fence and the pedestrian bridge was to enhance safety. He explained that by placing the fence on both sides it will funnel the people walking to the intersections which are safer, but the real thought was that maybe it is to far for them to walk and they would prefer to go up and over using the pedestrian overpass which is why it is a mid-block overpass.

Member Lynch questioned if the Commission recommends approval of this master plan are they also recommending approval of the implementation strategy as presented.

Mr. Bitter replied "yes"; the plan before you is inclusive.

Member Lynch commented that she heard Mr. Caravona state that the pedestrian bridge would be one of the last structure to be constructed based on need, but looking at the information handed out, the bridge is listed in phase one. She stated her concern is, is there flexibility in the implementation strategy because if funding is not available are we stuck until we get the funding or can we move on to something else; would we want to move on.

Mr. Bitter stated the implementation strategy is only a suggestion; it is a guide to provide framework where we can make it to the "finish line".

Member Edington commented she is happy with the way the phases are laid out and loves to see this type of planning happening. This planning is what sets Casa Grande apart in the small city realm; we look outside the box. Member Edington stated this area is in desperate need of improvement, and this plan provides the flow from our historic downtown into an area that needs help. The plan can only improve the property values in the area and in spite of the concerns with safety the reality is that nothing is going to happen until the safety issues are dealt with anyway. The railroad is notoriously difficult to deal with when it comes making sure that things are safe. Member Edington stated the plan is brilliant and would love to see it come to fruition.

Vice-Chairman Henderson made a call to the public; no one came forward.

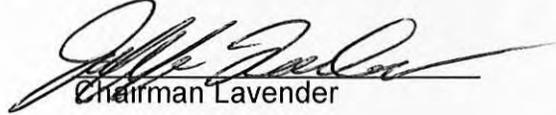
Member Edington made a motion to forward a favorable recommendation to the City Council regarding DSA-13-00074 Life on Main Master Plan. Member Braunstein seconded the motion.

The following roll call vote was recorded:

Member Edington	Aye
Member Tucker	Aye
Member Lynch	Aye

the Casa Grande Planning & Zoning Commission, subject to the Commission's approval.

Approved this 1 day of August, 2013, by the Casa Grande Planning & Zoning Commission.


Chairman Lavender



**Planning and Zoning
Commission
STAFF REPORT**

AGENDA

TO: CASA GRANDE PLANNING AND ZONING COMMISSION

FROM: Keith Newman, City Planner

MEETING DATE: July 10, 2013

REQUEST

Request by McCall & Associates Inc., 4307 N. Civic Center Plaza, Scottsdale, AZ, 85251 for the following land use approvals located at 1092 N Jefferson Ave., APN 503-83-018J:

1. **DSA-13-00030: Major Amendment to an approved Major Site Plan for Prowall Building Products Inc.** to construct a 33,840 Sq. Ft. warehouse building.
2. **DSA-13-00031: Final Landscape Plan** to plant landscaping along the Jefferson Ave. frontage north of the existing parking lot and to the east of the proposed warehouse building.

APPLICANT/OWNER APPLICANT

McCall & Associates, Inc.
Mitch Ressler
4307 N. Civic Center Plaza
Scottsdale, AZ 85251
P: (480) 946-0066
F: N/A
Email: mcaarch@earthlink.net

Jefferson 1092 LLC
3652 E Miami Ave.
Phoenix, AZ 85040
P: (602) 437-1976
F: (602) 437-8732
Email: bill.myers@gwbm.com

HISTORY

- November 15, 1972:* Ordinance No. 449: The site was annexed into the city limits.
- July 19, 1999:* Ordinance No. 1178.122: The site was rezoned from I-1 (Light Industrial) to I-2 (General Industrial).
- March 7, 2002:* CGPZ-010-002: The Planning and Zoning Commission approved a Major Site Plan for Prowall Building Products, Inc.

PROJECT DESCRIPTION

Site Area	7.55 acres
Zoning	I-2 (General Industrial)
General Plan Designation	Manufacturing/Industry

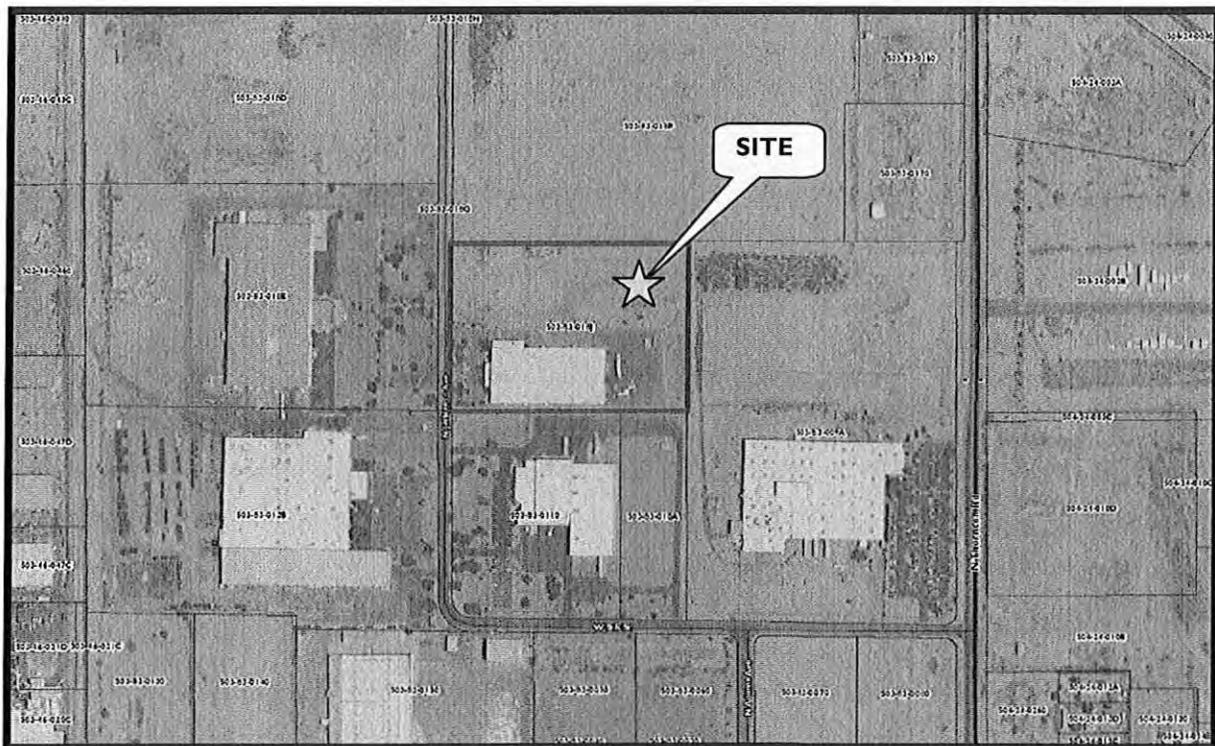
Surrounding Land Use and Zoning

Direction	General Plan Designation	Existing Zoning
North	Manufacturing/Industry	I-2 (General Industrial)
South	Manufacturing/Industry	I-1 (Light Industrial)
East	Manufacturing/Industry	I-1 (Light Industrial)
West	Manufacturing/Industry	I-2 (General Industrial)

Development Standards

<u>Development Standard</u>	<u>Proposed Development</u>	<u>I-2 Standard</u>
Building Height:	25 ft. 8 inches	35 ft max.
Building Area:	33,840 Sq. Ft.	N/A
Parking:	36 spaces	88 (4 ADA) Required for entire site
Landscaping:	23%	7%

SITE CONTEXT/AERIAL



OVERVIEW:

Prowall Building Products, Inc. is requesting the approval of a Major Amendment to the previously approved Major Site Plan/Final Development Plan and a Final Landscape Plan in order to construct a 33, 840 sq. ft. warehouse building at the north east corner of the existing property. The original site plan was approved by the Commission on March 7, 2002 and included the approval of a 54,200 sq. ft. manufacturing facility with

associated parking and landscaping on the south half of the property. The site is 7.55 acres in size and generally located north of northeast corner of Jefferson Ave. and 9th St.

Included with the proposed warehouse building will be the addition of new parking spaces immediately to the east and south, a new retention basin along the eastern most site boundary and new landscaping/retention along the north frontage of Jefferson Ave. The applicant is also adding a concrete pad and metal canopy to the north west corner of the existing building.

Per City Code Section 17.68.090.C modifications to previously approved site plans not in substantial compliance with the original site plan approval must be forwarded to the Planning Commission for review and approval. City staff has determined that the addition of the new 33,840 sq. ft. warehouse building with associated parking, retention and landscaping is not in substantial compliance with the originally approved site plan and that it must be approved by the Commission.

Staff ascertains that the proposed warehouse is in compliance with all City Code standards and will not have a detrimental effect on the surrounding properties.

CONFORMANCE WITH FINAL DEVELOPMENT PLAN REVIEW CRITERIA

In considering applications for an amendment to an approved Major Site Plan/Final Development Plan, the Planning and Zoning Commission shall consider the following:

Relationship of the plan elements to conditions both on and off the property;

All amended site plan elements have been planned to properly relate to all existing on-site and off-site conditions. The site has adequate access from an existing entrance located off of Jefferson Ave.

Conformance to the City's General Plan;

The site has been designated in the General Plan 2020 as *Manufacturing/Industry* and is surrounded predominantly by heavy and light industrial land uses. The proposed warehouse building's use is listed in the general plan as an appropriate land use type within the *Manufacturing/Industry* land use category.

conditions:

Access to the site is provided by two existing (2) entrances off of Jefferson Ave. All entrances are sufficient in width and will adequately handle the ingress and egress of all on-site/off-site traffic. The majority of all parking will take place in the existing parking lot to the west of the existing main building, with additional parking provided to the south and east of the new warehouse building. Loading and unloading for the warehouse building will take place at the south and east ends of the building via three (3) large roll up doors.

A Traffic Impact Analysis (TIA) was waived by the City Traffic Engineer due to the warehouse building generating less than 100 vehicle trips per day, which is not significant and will allow the site to continue operating at acceptable traffic levels.

The adequacy of the plan with respect to land use:

The site is in compliance with the following *Manufacturing/Industry* Land Use standards as set forth in the General Plan 2020:

- Infrastructure and Mobility:

- o Vehicular access and egress to the street network provided via Jefferson Ave.
- o The site is accessible by existing paved streets constructed to City standards and connected to the citywide grid.
- o The site is connected to an approved water provider and City sewer.

Pedestrian and vehicular ingress and egress:

Pedestrian access is not provided. Sidewalks are not required in the I-2 zone district in accordance with Section 15.32.030.B of the City Code.

Vehicular access to the site as stated is provided by two (2) entrances via Jefferson Ave. All entrances are sufficient in width and will adequately handle the ingress and egress of all on-site/off-site traffic. All on-site drive aisles and parking stalls meet city code standards.

Building location and height:

The new warehouse will be located to the rear of the north portion of the site. The height of the new addition is approx. 25 ft. 8 inches which complies with the 35 ft. maximum required height.

Landscaping:

Per the proposed Final Landscape Plan drought tolerant landscaping materials will be planted along the Jefferson Ave. frontage north of the existing parking lot. This new landscaping was required by Planning Staff in order to complete the landscaping of the street frontage along the western boundary of the property and to further enhance the street/curb appeal of the Prowall Development. In addition to finishing the Jefferson frontage landscaping, landscaping will also be added to the east of the new warehouse adjacent to the new parking stalls. With addition of the new landscaping the site will contain 23% landscaping which far exceeds the 7% coverage required by City Code Section 17.52.480.A.

Normally a Preliminary Landscape Plan that provides information regarding the general type, size and location of landscape materials is submitted with a Major Site Plan for Planning Commission approval. Final Landscape Plans are typically subsequently submitted for administrative review by planning staff and are approved if found to be in substantial compliance with the Preliminary Landscape Plan approved by the Planning Commission. In this case since the applicant was ready to submit a Final Landscape Plan staff allowed them to skip the Preliminary Landscape Plan stage and process a Final Landscape Plan in conjunction with the Major Site Plan application. Staff finds that the Final Landscape Plan complies with all landscaping code requirements.

Lighting:

The new addition will have attached wall lighting in various locations. All proposed light fixtures will be directed to the ground and comply with the City's Light Control Ordinance. A lighting photometric plan has been approved by Staff.

Provisions for utilities:

All existing utilities will be extended from the existing building in order to service the new warehouse.

Site drainage:

New retention basins will be added along the north part of Jefferson Ave. and along the north eastern boundary of the site in order to capture all new developed flows generated by the new warehouse facility. There are existing retention facilities located along the south eastern boundary of the site and along Jefferson Ave that capture runoff from the area under current conditions. Staff has reviewed and approved the proposed Grading and Drainage Plan.

Open space:

N/A

Loading and unloading areas:

All loading and unloading for the new warehouse will take place at the south end of the new building and in its current location for the main building.

Grading:

The new warehouse area will be graded per the grading plan which has been reviewed and approved by City Engineering Staff.

Signage:

N/A

Screening:

N/A

Setbacks:

The proposed warehouse will meet and exceed all setbacks as required per the I-2

Zoning District.

Other related matters:

Refuse

No additional refuse containers are required and or provided. All refuse will remain in its current location at the rear of the building in the loading area. The City Sanitation staff has reviewed and approved the existing location and has confirmed that there is sufficient room to continue adequate trash service.

Building Elevations

The new warehouse will be made of metals panels and match the existing building in color and architectural design.

PUBLIC NOTIFICATION/COMMENTS

Notification

Public hearing notification efforts for this request meet and exceed those requirements set out by City Code. They include:

A notice was published in the Casa Grande Dispatch on June 25, 2013 for the July 10th Planning & Zoning Commission public hearing.

Notice was mailed by the City on June 25, 2013 at least 15 days before the day of the hearing to each owner of property situated within 200 hundred feet of the subject property. The names and addresses of the owners were provided by the City of Casa Grande per Pinal County Ownership Data. An affidavit confirming this mailing was supplied by the City.

A sign was posted by the applicant on June 25, 2013 on the subject site. An affidavit confirming this posting was supplied by the applicant.

Inquiries/Comments

None received as of the time of writing the staff report.

RECOMMENDED MOTION

Staff recommends approval of DSA-13-00030 & DSA-13-00031.

Attachments:

- Exhibit A- Project Narrative
- Exhibit B- Amended Major Site Plan/Final Development Plan Documents
- Exhibit C- Final Landscape Plan

Exhibit A- Project Narrative

PROJECT NARRATIVE

THE SITE DEVELOPMENT STARTED IN 2002 WITH THE CONSTRUCTION OF A 39,800 SF OFFICE AND MANUFACTURING BUILDING. THE BUILDING WAS EXPANDED TO 54,200 SF IN 2005.

IN 2007, PHASE II DEVELOPMENT INCLUDED 17,881 SF OFFICE / WAREHOUSE BUILDING AND A 13,391 SF STORAGE BUILDING. PHASE II WAS NEVER CONSTRUCTED.

THIS SUBMITTAL IS TO AMEND THE PHASE II SITE PLAN. THE DEVELOPMENT INCLUDES A 33,840 SF WAREHOUSE BUILDING AND ADJACENT VEHICLE CIRCULATION. THE REMAINDER OF THE SITE IS COVERED WITH DECOMPOSED GRANITE WITH THE 15' LANDSCAPE SETBACK ADJACENT TO JEFFERSON STREET TO BE FULLY LANDSCAPED.

Great Western Building Materials

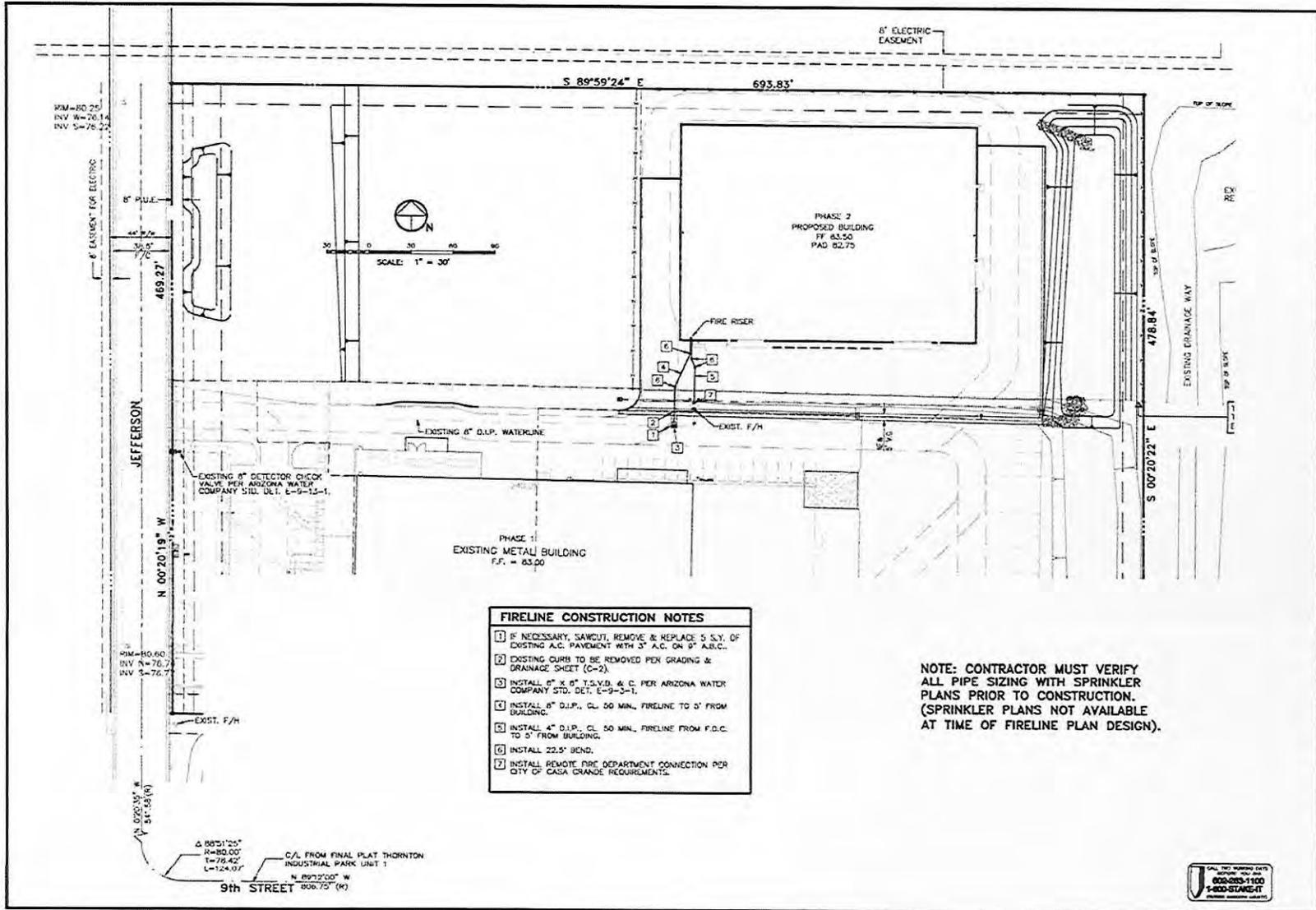
Major Site Plan/PAD Final Dev Plan

DSA-13-00030

1st Submittal 03/18/2013

Planner: K Newman

Exhibit B- Amended Major Site Plan/Final Development Plan Documents



- FIRELINE CONSTRUCTION NOTES**
- 1) IF NECESSARY, SAWCUT, REMOVE & REPLACE 5 S.Y. OF EXISTING A.C. PAVEMENT WITH 3" A.C. ON 6" A.B.C..
 - 2) EXISTING CURB TO BE REMOVED PER GRADING & DRAINAGE SHEET (C-2).
 - 3) INSTALL 6" x 6" T.S.V.D. & C. PER ARIZONA WATER COMPANY STD. DET. C-9-3-1.
 - 4) INSTALL 8" D.I.P., CL. 50 MIN. FIRELINE TO 3' FROM BUILDING.
 - 5) INSTALL 4" D.I.P., CL. 50 MIN. FIRELINE FROM F.O.C. TO 3' FROM BUILDING.
 - 6) INSTALL 22.5' BEND.
 - 7) INSTALL REMOTE FIRE DEPARTMENT CONNECTION PER CITY OF CASA GRANDE REQUIREMENTS.

NOTE: CONTRACTOR MUST VERIFY ALL PIPE SIZING WITH SPRINKLER PLANS PRIOR TO CONSTRUCTION. (SPRINKLER PLANS NOT AVAILABLE AT TIME OF FIRELINE PLAN DESIGN).

REVISIONS

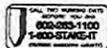
UTILITY PLAN

PROWALL BUILDING PRODUCTS INC.
 WAREHOUSE ADDITION
 1032 NORTH JEFFERSON AVENUE
 CASA GRANDE, ARIZONA 85222

O'NEILL ENGINEERING, INC.
 2001 W. Camelback Road
 Suite 200
 Phoenix, Arizona 85015
 (602) 247-0000 FAX: (602) 247-5722
 Email: info@oneilleng.com



DATE:	FEB. 2013
JOB NO.:	2013.074.001
DRAWN BY:	LMH
CHECKED BY:	TMO
CHECKED BY:	
SCALE:	1" = 30'
SHEET NUMBER:	C-4
OF:	4



NO.	DATE	DESCRIPTION

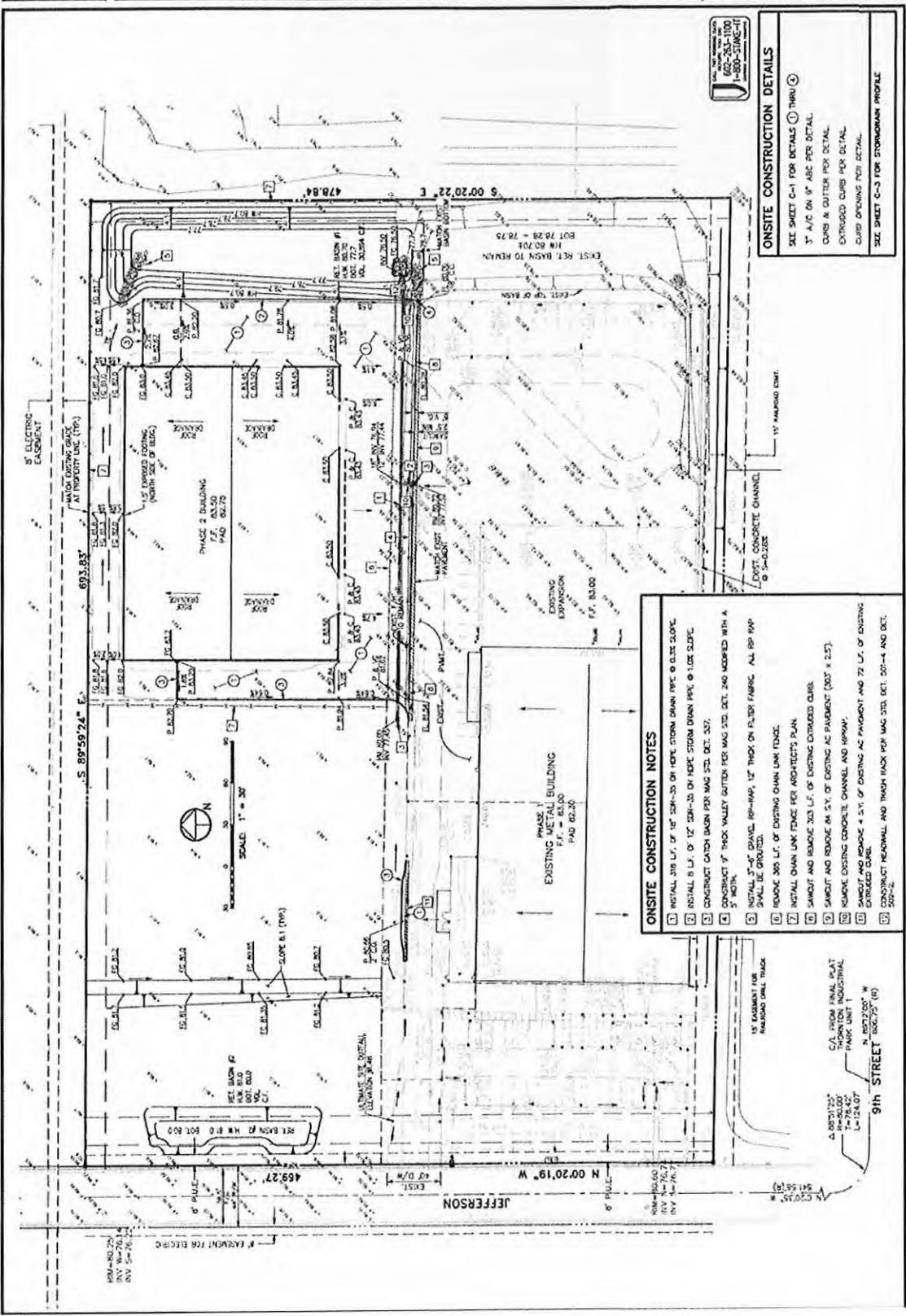
GRADING & DRAINAGE PLAN

PROWALL BUILDING PRODUCTS INC.
 WAREHOUSE ADDITION
 1092 NORTH JEFFERSON AVENUE
 CASA GRANDE, ARIZONA 85222

O'NEILL ENGINEERING, INC.
 2001 West Greenback Road
 Phoenix, Arizona 85015
 (602) 242-2000 FAX (602) 242-9332
 E-mail Address: oen@oneilleng.com



DATE: FEB. 2013
 JOB NO.: 201307A.001
 DRAWN BY: MWP
 CHECKED BY: TWD
 EXISTING DATE: X
 SCALE: 1" = 30'
 SHEET NUMBER: C-2



- ON-SITE CONSTRUCTION NOTES**
- INSTALL 3/8" L.F. OF 12" CORR-30 OR HEAVY STAIN DRINK PIPE @ 0.5% SLOPE.
 - INSTALL 8" L.F. OF 12" CORR-30 OR HEAVY STAIN DRINK PIPE @ 1.5% SLOPE.
 - CONSTRUCT CATCH BASIN PER MAG STD. DET. 337.
 - CONSTRUCT 1" THICK VALLEY GUTTER PER MAG STD. DET. 240 MODIFIED WITH A 3" SPAN.
 - INSTALL 1/2" CORR. 18" DIA. 12" THICK OR FLAT-IR FIBER. ALL 18" DIA. SHALL BE GROUDED.
 - REMOVE 300 L.F. OF EXISTING CHAIN LINK FENCE.
 - INSTALL CHAIN LINK FENCE PER ARCHITECT'S PLAN.
 - REMOVE AND REMOVE 300 L.F. OF EXISTING EXTRUDED CURB.
 - REMOVE AND REMOVE 84 L.F. OF EXISTING AC PAVEMENT (30" x 2.5").
 - REMOVE EXISTING CONCRETE CHANNEL AND RPPM.
 - REMOVE AND REMOVE 4 L.F. OF EXISTING AC PAVEMENT AND 72 L.F. OF EXISTING EXTRUDED CURB.
 - CONSTRUCT HEADWALL AND TRUCK TRACK PER MAG STD. DET. 350-4 AND DET. 350-2.

ON-SITE CONSTRUCTION DETAILS

SEE SHEET C-1 FOR DETAILS 1 THRU 4
 3" A/C ON 6" ABC PER DETAIL
 CURB & GUTTER PER DETAIL
 EXTRUDED CURB PER DETAIL
 CURB DRAINING PER DETAIL
 SEE SHEET C-3 FOR STORMWATER PROFILE





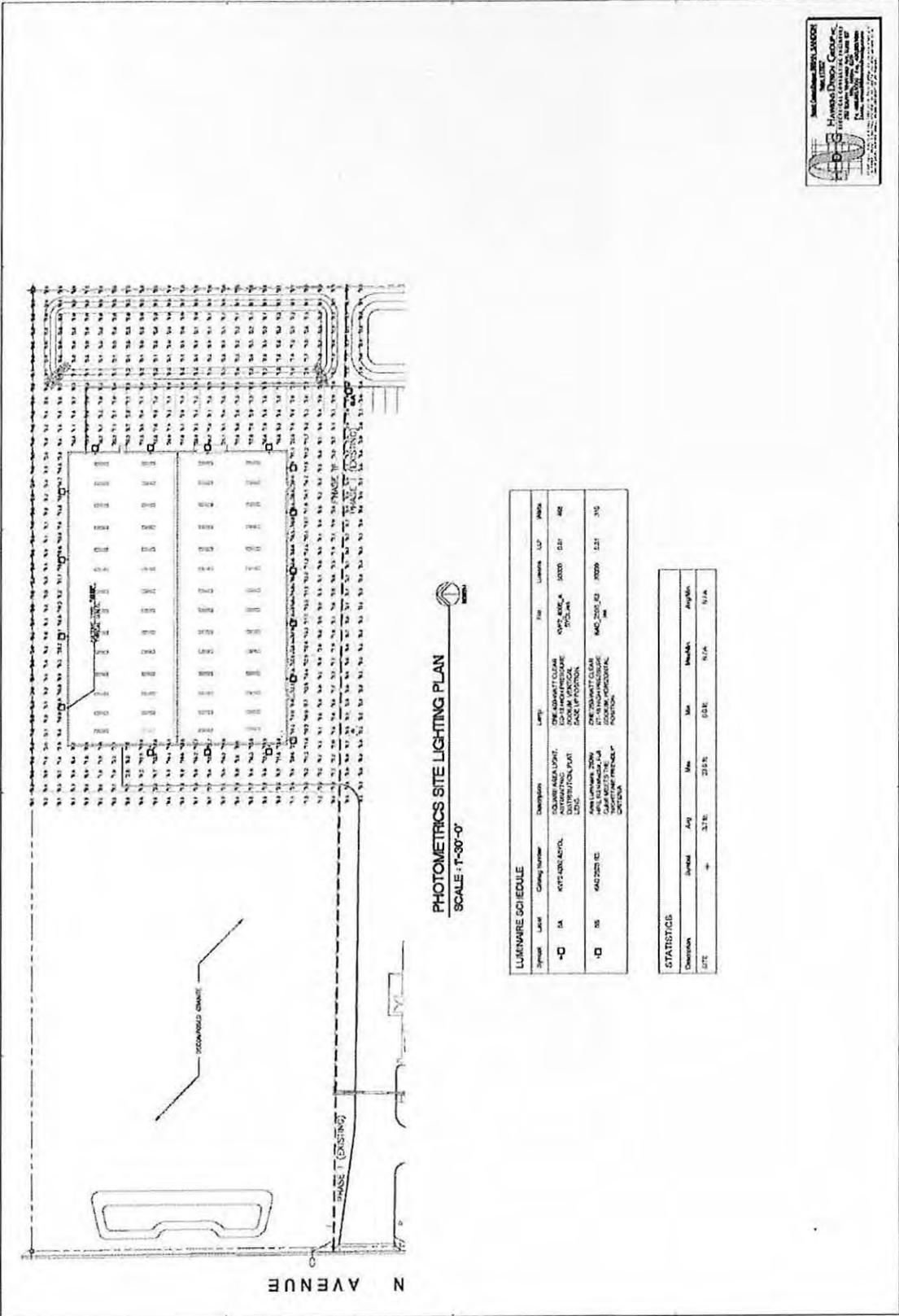
McCALL & Associates, Inc.
 427 N. Oak Street
 Phoenix, AZ 85004
 Tel: (602) 944-2000
 Fax: (602) 944-2432

PHOTOMETRIC ANALYSIS
 The following information was obtained from the photometric analysis of the site lighting plan. The analysis was performed using the method of foot-candle calculations. The results are presented in the following table.

PHOTOMETRIC ANALYSIS
 The following information was obtained from the photometric analysis of the site lighting plan. The analysis was performed using the method of foot-candle calculations. The results are presented in the following table.

PHOTOMETRIC ANALYSIS
 The following information was obtained from the photometric analysis of the site lighting plan. The analysis was performed using the method of foot-candle calculations. The results are presented in the following table.

PROVAL BUILDING PRODUCTS INC.
 WAREHOUSE ADDITION
 9022 NORTH JEFFERSON AVENUE
 CASA GRANDE AVENUE 85222



LUMINAIRE SCHEDULE

Symbol	Label	Quantity	Description	Lamp	File	Lumens	LP	WPA
□	1A	40	40" T-8 HO. REFL. COULM. AREA LIGHT. DISTRIBUTION UNIT	ONE ADVANTAGE CLEAR COULM. AREA LIGHT. DISTRIBUTION UNIT. 40" T-8 HO. REFL. HOOM. OPTICAL. 15000 LM	40" T-8 HO. REFL. HOOM. OPTICAL. 15000 LM	15000	0.87	348
□	1B	40	40" T-8 HO. REFL. COULM. AREA LIGHT. DISTRIBUTION UNIT	ONE ADVANTAGE CLEAR COULM. AREA LIGHT. DISTRIBUTION UNIT. 40" T-8 HO. REFL. HOOM. OPTICAL. 15000 LM	40" T-8 HO. REFL. HOOM. OPTICAL. 15000 LM	15000	0.87	348

STATISTICS

Dimension	Symbol	Area	Min	Max	Mean	Angle
SITE	-	37.6	0.0	0.0	N/A	N/A

Exhibit C- Final Landscape Plan



Phillip F. Ryan
Landscape Architect
1000 North Central Avenue
Suite 1000
Phoenix, Arizona 85004
Tel: (602) 955-3344
Fax: (602) 955-3344

McCALL & SHERIDAN, INC.
Irrigation Systems
1000 North Central Avenue
Suite 1000
Phoenix, Arizona 85004
Tel: (602) 955-3344
Fax: (602) 955-3344

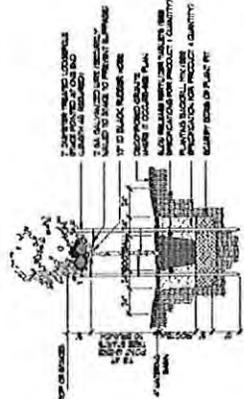
IRRI-GARD
Irrigation Systems
1000 North Central Avenue
Suite 1000
Phoenix, Arizona 85004
Tel: (602) 955-3344
Fax: (602) 955-3344

IRRIGATION DETAILS

TRIMMERS ADDITION
WAREHOUSE ADDITION
1000 NORTH CENTRAL AVENUE
PHOENIX, ARIZONA 85004

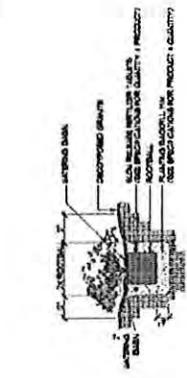


L-2



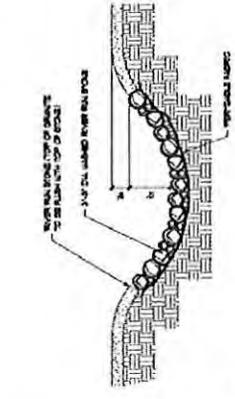
1 — 24" BOX TREE PLANTING & STAKING
NOT TO SCALE

1. 24" SQUARE BOX
2. 1/2" BLACK RUBBER GASKET
3. 1/2" BLACK RUBBER GASKET
4. 1/2" BLACK RUBBER GASKET
5. 1/2" BLACK RUBBER GASKET
6. 1/2" BLACK RUBBER GASKET
7. 1/2" BLACK RUBBER GASKET
8. 1/2" BLACK RUBBER GASKET
9. 1/2" BLACK RUBBER GASKET
10. 1/2" BLACK RUBBER GASKET



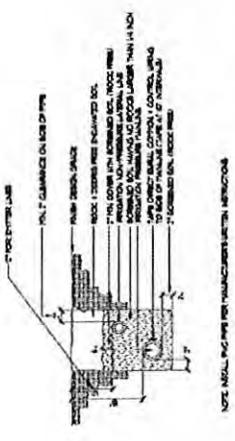
2 — 5 & 1 GALLON SHRUB & GROUNDCOVER
NOT TO SCALE

1. 5 GALLON SHRUB
2. 1 GALLON GROUNDCOVER
3. 1/2" BLACK RUBBER GASKET
4. 1/2" BLACK RUBBER GASKET
5. 1/2" BLACK RUBBER GASKET
6. 1/2" BLACK RUBBER GASKET
7. 1/2" BLACK RUBBER GASKET
8. 1/2" BLACK RUBBER GASKET
9. 1/2" BLACK RUBBER GASKET
10. 1/2" BLACK RUBBER GASKET



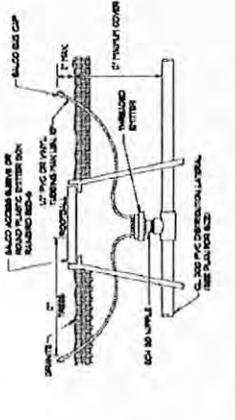
3 — FINISH GRADE FOR DECOMPOSED GRANITE
NOT TO SCALE

1. 2" THICK LAYER OF DECOMPOSED GRANITE
2. 1/2" THICK LAYER OF DECOMPOSED GRANITE
3. 1/2" THICK LAYER OF DECOMPOSED GRANITE
4. 1/2" THICK LAYER OF DECOMPOSED GRANITE
5. 1/2" THICK LAYER OF DECOMPOSED GRANITE
6. 1/2" THICK LAYER OF DECOMPOSED GRANITE
7. 1/2" THICK LAYER OF DECOMPOSED GRANITE
8. 1/2" THICK LAYER OF DECOMPOSED GRANITE
9. 1/2" THICK LAYER OF DECOMPOSED GRANITE
10. 1/2" THICK LAYER OF DECOMPOSED GRANITE



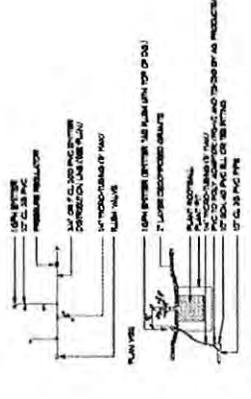
4 — RIVER RUN STONE
NOT TO SCALE

1. 1/2" THICK LAYER OF RIVER RUN STONE
2. 1/2" THICK LAYER OF RIVER RUN STONE
3. 1/2" THICK LAYER OF RIVER RUN STONE
4. 1/2" THICK LAYER OF RIVER RUN STONE
5. 1/2" THICK LAYER OF RIVER RUN STONE
6. 1/2" THICK LAYER OF RIVER RUN STONE
7. 1/2" THICK LAYER OF RIVER RUN STONE
8. 1/2" THICK LAYER OF RIVER RUN STONE
9. 1/2" THICK LAYER OF RIVER RUN STONE
10. 1/2" THICK LAYER OF RIVER RUN STONE



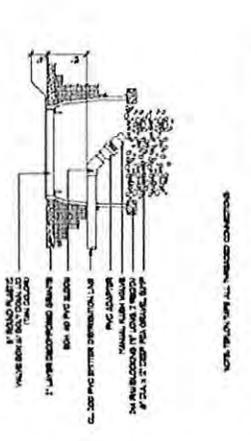
5 — TRENCHING DETAIL
NOT TO SCALE

1. 1/2" THICK LAYER OF TRENCHING DETAIL
2. 1/2" THICK LAYER OF TRENCHING DETAIL
3. 1/2" THICK LAYER OF TRENCHING DETAIL
4. 1/2" THICK LAYER OF TRENCHING DETAIL
5. 1/2" THICK LAYER OF TRENCHING DETAIL
6. 1/2" THICK LAYER OF TRENCHING DETAIL
7. 1/2" THICK LAYER OF TRENCHING DETAIL
8. 1/2" THICK LAYER OF TRENCHING DETAIL
9. 1/2" THICK LAYER OF TRENCHING DETAIL
10. 1/2" THICK LAYER OF TRENCHING DETAIL



6 — TREE EMITTER DETAIL
NOT TO SCALE

1. 1/2" THICK LAYER OF TREE EMITTER DETAIL
2. 1/2" THICK LAYER OF TREE EMITTER DETAIL
3. 1/2" THICK LAYER OF TREE EMITTER DETAIL
4. 1/2" THICK LAYER OF TREE EMITTER DETAIL
5. 1/2" THICK LAYER OF TREE EMITTER DETAIL
6. 1/2" THICK LAYER OF TREE EMITTER DETAIL
7. 1/2" THICK LAYER OF TREE EMITTER DETAIL
8. 1/2" THICK LAYER OF TREE EMITTER DETAIL
9. 1/2" THICK LAYER OF TREE EMITTER DETAIL
10. 1/2" THICK LAYER OF TREE EMITTER DETAIL



7 — SHRUB EMITTER DETAIL
NOT TO SCALE

1. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
2. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
3. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
4. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
5. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
6. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
7. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
8. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
9. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL
10. 1/2" THICK LAYER OF SHRUB EMITTER DETAIL



8 — FLUSH VALVE
NOT TO SCALE

1. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
2. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
3. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
4. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
5. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
6. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
7. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
8. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
9. 1/2" THICK LAYER OF FLUSH VALVE DETAIL
10. 1/2" THICK LAYER OF FLUSH VALVE DETAIL



Planning and Zoning
Commission
STAFF REPORT

AGENDA

TO: CASA GRANDE PLANNING AND ZONING COMMISSION

FROM: Paul Tice, Planning and Development Director

MEETING DATE: July 10, 2013

SUBJECT: DSA-13-00074– Life on Main Redevelopment Plan

REQUEST

DSA-13-00074: Request by the City of Casa Grande for “Life on Main” Redevelopment Plan

BACKGROUND

In June of 2012 the City of Casa Grande hired the Matrix Design Group to assist the City in the formulation of a plan to redevelop approximately 15 acres that the City owns in the area south of the downtown area. Specifically, the 15 acre site is boarded on the north by Main Street; on the west by S. Washington Street; on the south by W. 2nd Ave. and on the east by S. Marshall Street (See Exhibit A).

Early in this planning process a series of workshops and meetings were held with all identified stakeholders to determine the direction that the plan should take. As a result of this stakeholder process a plan was developed for multi-use project that was called “Life on Main”. In general the plan calls for a transformation of these properties, several of which were primarily industrially used for salvage yards and junk storage, into a multi-use redevelopment site that includes:

- Commercial Uses (Retail, Restaurant, Office) along Florence Street reflecting an extension of the downtown form.
- A Live-Work Area (Commercial and Residential mixed-use buildings) in the Florence Street block between 1st and 2nd Avenues; providing a southern entrance into the downtown area at the Florence Street and 2nd Ave. intersection.
- A Historic Plaza incorporating the Casa Grande Hotel (The Mission) and the Shonessy House into an adaptive re-use.
- A light industrial area on the west end of the site providing incubator space for start-up companies as well as space for small fabrication, assembly, light manufacturing and storage uses.
- Expansion of Elliot Park
- Development of a landscaped linear park and street parking along the north side of Main Ave. and the south side of Main Street to create a safe separation from the railroad corridor to both the Life on Main and the downtown areas.
- See Figure 2-1 Redevelopment Land Use Plan.

COMPLIANCE WITH GENERAL PLAN

General Plan 2020 identifies the redevelopment area as Community Center as depicted below. A primary objective of the Community Center category is intended to encourage a mix of land uses and suitable intensities that can reduce the need to travel by vehicle. The intent is to provide for a variety of vertical and horizontal mixed uses with interesting and varied pedestrian environments. Appropriate land uses for the Community Center category are:

- Established historic neighborhoods.
- Higher density residential developments.
- Transit supportive and transit ready single use retail and commercial development.
- Transit supportive and transit ready vertical and horizontal mixed-use commercial, retail and residential developments.

The land uses proposed in the Life on Main redevelopment are generally compliant with the Community Center land use category with the possible exception of the light industrial area along the western portion of the redevelopment area. It may be in the future that an amendment to the General Plan may be appropriate to create land use category specific to redevelopment or infill areas.



COMPLIANCE WITH EXISTING ZONING

As shown below, Life on Main mostly consists of the I-1 (Garden and Light Industrial) zone, with R-2 (Multi-family residential) only applying to two vacant parcels east of S Washington St along the west half of the block from E 2nd Avenue to E 1st Ave, and all of Elliot Park. I-1 is *not* included among the appropriate zone districts found within the

Community Center category of General Plan 2020. R-2, however, is listed as an appropriate zone district, as is PAD (Planned Area Development). I-1 accommodates light manufacturing uses and warehousing in a manner which will not be detrimental to activities in adjacent commercial or residential neighborhoods. Retail activity is allowed only as an accessory use and provided that the retailing is associated with the principal use at the site.

Although the presence of light industrial uses are suggested for the northwest portion of Life On Main redevelopment plan, it would be more appropriate for the entire project area to be placed into one PAD district. A new PAD zoning district could be tailored to facilitate the redevelopment of the Life on Main area in accordance with the mix of land uses, development standards and desired urban form as set forth in the Plan.



IMPLEMENTATION

If the “Life on Main” Redevelopment Plan (See Exhibit B) is approved by the Planning Commission and City Council then the next steps will be implementation. As noted in the Plan implementation depends upon city investments to attract private sector development. The City investments may include:

- Making exterior improvements to the Casa Grande Hotel and Shonessy House to stabilize them from further deterioration and improve the marketability of the structures for adaptive re-use.
- Extending landscaping and sidewalk improvements along Florence Street from Main Street to 2nd Ave. to enhance the concept of this corridor as an extension of the downtown urban form.
- Landscaping, sidewalks and on-street parking improvements within the Union Pacific’s railroad right of way along the south side of Main Street and the north side of Main Ave. These improvements will act to safely separate this active

railroad corridor from the Life on Main and Downtown areas especially for pedestrians.

In addition to making investments in infrastructure improvements the City can also take steps to encourage redevelopment through land use regulatory actions. One such step can be the creation of an "Infill District" in accordance with the provisions of ARS 9-499.10 which will allow the City to adopt regulations applicable to the "Life on Main" project that:

- Expedite zoning or rezoning procedures
- Expedite the processing of plans and permits
- Waive development fees
- Provide relief from standard development standards

The City can also vacate the right of way of S. Washington Street between W. Main Ave. and W. 1st Ave. to facilitate the construction of the Historic Plaza. A section of E. 1st Ave., between S. Florence and S. Marshall Streets also needs to be vacated to allow for the expansion of Elliot Park.

The City can rezone the "Life on Main" site to a PAD zone that reflects the uses and development standards set forth in the redevelopment plan. Once this PAD zoning is in place sites within the property can be sold to private developers who would be required to create Final Development Plans consistent with the "Life on Main" Plan and the subsequent PAD zoning.

Additional implementation strategies and funding alternatives can be found in Chapter 4 – Implementation Program in the "Life on Main" Plan.

PUBLIC NOTIFICATION/COMMENTS

The following public notices were used to inform the public of the July 10th Public Hearing to be held by the Planning Commission for this project:

1. A newspaper ad was published in the Casa Grande Dispatch on June 19th, 2013.
2. A Notice was mailed to 64 property owners owning property within 200 ft. of the boundary of the site.
3. Three (3) large yellow Public Hearing signs were posted on the property.

At the time of writing the staff report no public comments had been received by staff.

RECOMMENDED MOTION

Staff recommends that the Planning and Zoning Commission forward a favorable recommendation for adoption of the proposed "Life on Main" Redevelopment Plan to the Mayor and City Council.

Attachments:

- Exhibit A – “Life on Main” Project Area Graphic
- Exhibit B – “Life on Main” Redevelopment Plan

