



Planning and Zoning  
Commission  
STAFF REPORT

AGENDA

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**TO:** PLANNING AND ZONING COMMISSION

**FROM:** Leila DeMaree, Senior Planner and Housing Manager

**MEETING DATE:** January 2, 2014

**SUBJECT:** **DSA-13-00136: Zone Change from Urban Ranch (96 ac.) and Garden and Light Industrial Zone (429 ac.) to Planned Area Development (PAD) and Preliminary Development Plan (PDP) for the Regional Gateway Commerce Center (525 acres).**

**REQUEST**

**Request by Jack Gilmore** of Gilmore Planning and Landscape Architecture, 2211 N. 7<sup>th</sup> Street, Phoenix, AZ 85006, for the following land use approval, at the NWC of I-10 and I-8:

**DSA-13-00136: Zone Change** request from **Urban Ranch (UR, 96 acres m.o.l.)** and **Garden and Light Industrial Zone (I-1, 429 acres m.o.l.)**, to **Planned Area Development (PAD)**. The request also involves the approval of a **Preliminary Development Plan (PDP)** for the Regional Gateway Commerce Center.

**STAFF'S RECOMMENDATION**

Staff recommends approval of **DSA-13-00136, Zone Change** request from **Urban Ranch (UR, 96 acres m.o.l.)** and from **Garden and Light Industrial Zone (I-1, 429 acres m.o.l.)**, to **Planned Area Development (PAD)** and the **Preliminary Development Plan** for the Regional Gateway Commerce Center subject to conditions.

**APPLICANT/OWNER**

Jack Gilmore  
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Phoenix, AZ 85006  
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Email: [jgilmore@getgilmore.com](mailto:jgilmore@getgilmore.com)

Casa Grande Mountain Ranch Limited  
Partnership  
5740 Via Los Ranchos  
Paradise Valley, AZ 85253  
P: 602-952-2200

**HISTORY**

- April 18, 1990: The project was part of the South Mountain Annexation, a 5,722 acre-site annexation into the City limits of Casa Grande through Ordinance # 1322. Initial zoning of Garden and Light Industrial (I-1, 429 ac. mo.l.) and Urban Ranch (UR, 5 acres m.o.l.) was assigned to the site under Ordinance # 1178.36.
- March 1, 2013 The 91-acre project site was part of the 96.5 acres Chasse Annexation into the City limits of Casa Grande through Ordinance # 2797, (DSA-11-00148) with an

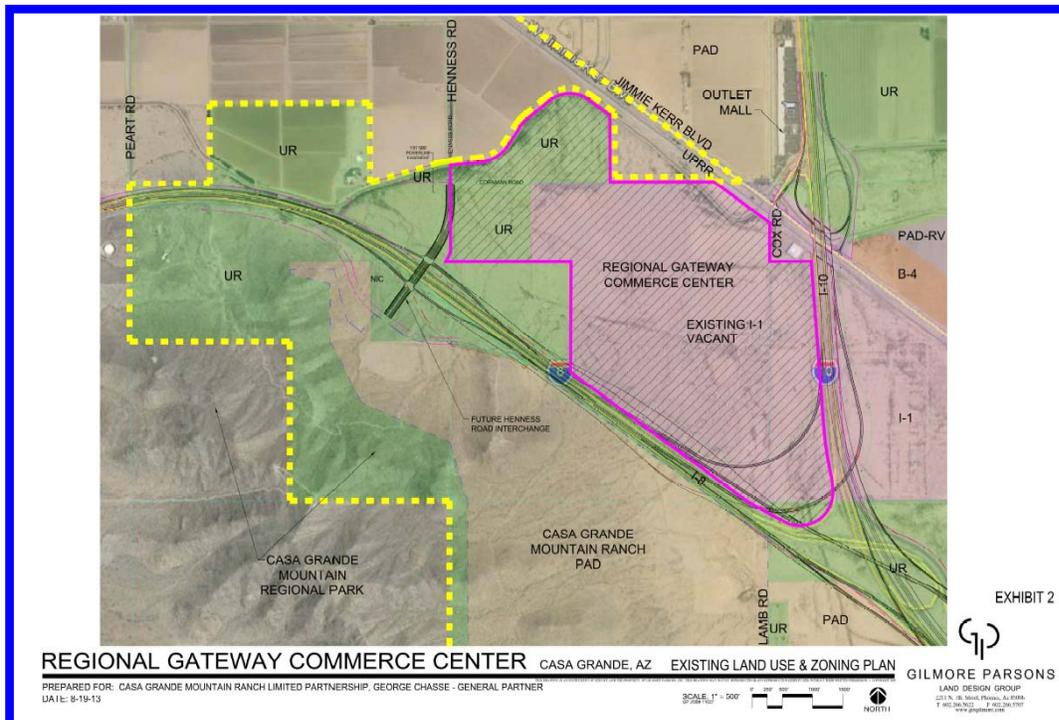
initial zoning of Urban Ranch (91 acres m.o.l).

PROJECT DESCRIPTION	
Site Area	525 acres
Zoning	Garden and Light Industrial (I-1, 434 acres m.o.l.) and Urban Ranch (UR, 96 acres m.o.l.)
General Plan 2020 Designation	<i>Commerce and Business</i>

**Land Use and Zoning:**

Direction	General Plan Designation	Existing Zoning	Current Uses
North	<i>Commerce and Business, Neighborhoods</i>	County Jurisdiction, Urban Ranch, and PAD	Irrigation Canal then the Union Pacific Rail Road, the Jimmie Kerr Blvd., then a vacant residential subdivision (400' m.o.l. from the project), and former Outlet Mall
South	<i>Neighborhoods, Commerce and Business</i>	Urban Ranch (UR); PAD	Interstate 8 then Undeveloped land, Casa Grande Mountains
East	<i>Commerce and Business and Manufacturing / Industry</i>	Urban Ranch (UR), Garden and Light Industrial Zone (I-1)	Vacant land, Single Family Residential homes developed in the County, Interstates 8 and 10
West	<i>Commerce and Business, Neighborhoods</i>	Urban Ranch	Undeveloped land

**EXISTING LAND USE AND ZONING PLAN:**



## **PROJECT OVERVIEW:**

The site is 525 acres m.o.l., located at the NWC of Interstates 8 and 10 as shown on the map above. The request is to change the existing Urban Ranch (UR) and Garden and Light Industrial (I-1) zoning districts to Planned Area Development (PAD) with a Preliminary Development Plan (PDP), and is processed under Section 17.68.280, and 17.68.290 B and D of the City Code.

The Planned Area Development zoning district will allow various land uses to support and enhance the economic development potentials of the site, as described within the City's General Plan. In the Commerce and Business land use category, corporate office oriented campuses, business parks, light industrial that occurs within buildings, and mix commercial are ideal land uses along the junction of Interstates 8 and 10. The site serves as an economic gateway to the City.

The proposed Regional Gateway Commerce Center (RGCC) PAD will compliment and support the Casa Grande Mountain Ranch PAD, a planned residential community located immediately to the south of this project site. When combined, these projects will be the "Center Point of the Southwest", providing a unique community environment for "live, work, and play".

The site is proposed to be developed in three (3) phases, see Exhibit 5 of the PAD document. However, timing for the development of each phase will depend upon market demands.

The development standards and design guidelines proposed within this RGCC PAD are designed to uphold a high level aesthetic quality, while providing flexibility in architectural design and recognizing the unique character of this location.

## **Master Land Use Plan:**

The RGCC will be developed in accordance with all land use regulations and development standards applicable to the City of Casa Grande Zoning Ordinance, as amended, for development of property within a PAD, except as modified in the PAD document. All other development standards will be in accordance to City Code requirements.

In the following Land Use Summary, of the total 525 acres site area, about nine (9) acres (2% of the total area) will be for Commercial, 44 acres (8%) will be for Business Park, 25 acres (about 4%) will be for Light Industrial, 194 acres (37%) for Office/Light Industrial, 35 acres (7%) for Garden Office, 162 acres (31%) for Corporate Office, nine (9) acres (2%) for Central Park/open spaces, and 47 ac. (9%) for the project right of way (Heness Rd, Cornman Rd., and interior local roads.

Permitted uses are outlined within Section 4.1 of the PAD document. Some of the uses have performance standards to meet at the Final Development Plan/Major Site Plan approval process.

The Master Land Use Plan of the Regional Gateway Commerce Center (RGCC) PAD is designed to compliment the land uses within the Casa Grande Mountain Ranch (CGMR) PAD. Both PADs will benefit from the future location of the Henness Road/ I-8 interchange.

## LAND USE SUMMARY

<b>LAND USE</b>	<b>Area in Acres</b>	<b>%</b>
Commercial	9.0 Ac	2
Business Park	44.0 Ac	8
Light Industrial	25.0 Ac	4
Office / Light Industrial	194.0 Ac	37
Garden Office	35.0 Ac	7
Corporate Office	162.0 Ac	31
Central Park/Open Space	9.0 Ac	2
<b>Subtotal Land Use Area:</b>	<b>478.0 Ac</b>	<b>91%</b>
Cornman Road Loop ROW	28.0 Ac	
Hennes Road ROW	3.0 Ac	
Interior Local ROW	16.0 Ac	
<b>Subtotal Proposed Project ROW</b>	<b>47.0 Ac</b>	<b>9%</b>
<b>Total Site Area</b>	<b>524.9 Ac</b>	<b>100%</b>

## SITE DEVELOPMENT STANDARDS

The Regional Gateway Commerce Center shall be developed in accordance with the proposed standards within the PAD. These site development standards are outlined on Section 7 of the PAD document. When development standards are silent, the City's Code and Development Standards shall apply.

### Dimension Requirements and Bulk Regulations:

The PAD document provides the dimension requirements and bulk regulations for the RGCC site.

The general lot area, height, and setback regulations for the Project shall be in accordance with the following PAD Standards:

<b><u>Bulk Regulations:</u></b>	<b>Commercial</b>	<b>Business Park</b>	<b>Light Industrial</b>	<b>Garden Office</b>	<b>Corporate. Office</b>
Minimum Site Area:	N/A	NA			5 ac.
Minimum Lot Width:	150'	150'	150'	150'	500'
Minimum Lot Depth:	200'	200'	250'	200'	800'
Maximum Building	N/A	40%	50%	35%	NA

Coverage:					
Maximum Building Height <sup>(1)</sup> :	35'	35'	55'	40'	100'
<b>Minimum Building Setbacks<sup>(2)</sup>: from Property Line (PL)</b>					
Front :	20'	25'	30'	25'	75'
Interior	15'	15'	15'	15'	40'
Side <sup>(3)</sup> :					
Rear :	15'	15'	15'	15'	60'
Street Side :	20'	20'	20'	25'	80'
<b>PAD Perimeter Setback</b>					
	Equal to Building Height.				
<b>Minimum Landscape Setbacks: from PL to Parking</b>					
All Streets:	20'	20'	20'	25'	30'
Side:	10'	10'	10'	10'	10'
Rear:	10'	10'	10' <sup>(4)</sup>	10'	25'
<b>Minimum On-Site Landscape</b>					
	10%	15%	10%	25%	30%

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- (1) Maximum Building Height shall be to the top of parapet walls, mechanical screening, and architectural embellishments, such as cupolas, domes, monuments, and towers. Parapet walls, mechanical screening, elevator penthouses and architectural embellishments shall be limited to 10' above the roof line. Reference building height shall be the curb elevation at or near the center of the adjacent front property line.
  - (2) Parking, circulation and maneuvering shall be allowed within Minimum Building Setbacks, but shall not be allowed within Minimum Landscape Setbacks.
  - (3) Driveways and walkways shall be permitted to cut across Minimum Landscape Setbacks.
  - (4) For rail served property, the landscape setback may be reduced to 0'.
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**Off-Street Parking**

All required parking for all structures shall be satisfied on-site in conformance with Section 17.56 of the City of Casa Grande's Zoning Ordinance. In cases that shared parking on adjacent parcels is needed, a shared parking study shall be submitted to be approved by the ADC and the City of Casa Grande at the time of Final Development Plan/Major Site Plan approval process.

**Site Design, Grading, Drainage, Dry and Wet Utilities, Circulation Pattern:**

The site's design within this PAD document is very conceptual in nature. A more detail information for the site will take place at the Final Development Plan/Major Site Plan or at the Preliminary/Final Plat application processes. Once the Final Development Plan is submitted, it shall be accompanied with a final report and plan that addresses the following: grading,

drainage; provision of dry and wet utilities; and transportation aspect of the site.

- Roadway Design: The City has established that Henness Road will become a principal arterial with six (6) lanes of traffic within a 140' wide right-of-way. Cornman Road will be designated as a minor arterial with four (4) lanes of traffic within a 110' right- of-way. Traffic counts associated with the ultimate development may warrant additional lanes between Henness Road and the Cornman Road loop intersection. A Traffic Impact Analysis will be submitted with the Final Development Plan/Major Site Plan Application.

Street improvements for Henness Road, Cornman Road, and the other internal streets will meet the City of Casa Grande's design standards at the time of construction. These improvements will include: paving, curbing, landscaping, drainage facilities, sidewalks, street lighting, utilities, and traffic signals (if warranted). Specific details will be resolved with the Engineering Staff as part of the Final Development Plan/Major Site Plan Approval process.

- Site Grading & Drainage:  
The entire site drains to the north, and this general pattern will be maintained. For retention, a common retention basin will be constructed within Central Park, an open space located near the center of the development. This retention basin will provide full 100-yr, 2-hr storm event retention for the corporate office park area and the adjacent internal rights-of-way. All other areas within the development are generally commercial/office or industrial and will be required to provide their own 100-yr 2-hr storm event retention for their individual lot and its adjacent right-of-way.
- Offsite Drainage: Historic offsite flows from south of Interstate 8 will be routed in drainage channels within easements through the development and will be discharged in historic locations. These flows currently are impeded by the irrigation canal and railroad tracks along the north of the development. The flows will still create some ponding issues at these locations, but the ponding will be addressed with basins, channels, and overshoots where possible to ensure the flood safety of any proposed adjacent buildings. Storm water retention will be distributed around the individual parcels, and where justified, in subsurface storage tanks. Drywells will be installed throughout these areas as part of the solution. Refer to **Exhibit 10** for the Conceptual Grading and Drainage Plan.
- Coordination with Regional Utility Providers: The site development of Phase 1 will address solutions for water service, waste water, and power, natural gas, and cable services. Site development will require that these utility providers be included in the design review process. Appropriate team members will submit documents for review and approval as an integral step in the permitting process.

## DESIGN GUIDELINES:

The Regional Gateway Commerce Center has established an Architectural Design Guidelines for the Commercial and Business Park, Industrial, and Corporate Office land uses proposed within the PAD site. When development standards are silent, the City's Code and Development Standards shall apply.

These Architectural Design Guidelines are intended to serve interested lot developers, tenants, and their design teams with general design criteria for the project. These Guidelines shall be considered and implemented, and written approval issued by the Architectural Design Committee (ADC) for the Regional Gateway Commerce Center. This approval by the ADC shall occur prior to the submittal to the City of Casa Grande for Site Plan Approval.

**Conformance to the City's General Plan**

The site is currently designated as Commerce and Business in the City's 2020 General Plan. The proposed land uses within the Regional Gateway Commerce Center and the request to rezone the Urban Ranch and Garden and Light Industrial zoning districts are in conformance with the General Plan.

**CONFORMANCE WITH THE PAD ZONE REVIEW CRITERIA**

In reviewing applications for a PAD per Sections 17.68.290.B & D and 17.68.280 of the City Code, the Planning and Zoning Commission shall find that the proposed Zone Change to the PAD Zone and associated Preliminary Development Plan complies with the following review criteria:

1. Interrelationship with the plan elements to conditions both on and off the property:
  - a) Does the PAD-PDP provide adequate mitigation for any potentially detrimental use to use relationships (e.g., commercial use adjacent to single-family homes)?

*The applicant and property owner have considered all of the conditions on and off the property. The placement of land uses within the PAD was carefully planned to conform with the intent of the General Plan. There are no residential land uses proposed within the PAD site. The commercial and industrial land uses proposed in RGCC PAD are designed to compliment the Casa Grande Mountain Ranch (CGMR) PAD, a residential planned area development just south of the I-8. Both sites are owned by the Casa Grande Mountain Ranch LLP. The efforts made by the property owner to preserve the area intended for the future Henness Road interchange will benefit not only this PAD site but also the adjacent properties and the community as a whole.*

- b) Is the proposed development consistent with any City approved master plan (i.e. Community Services Master Plan, Regional System Trail Master Plan, Airport Master Plan, etc.) that applies to the site?

*The proposed development is consistent with the Small Area Transportation Study (SATS). The Henness Road Interchange is identified within the SATS.*

- c) Are the proposed land uses arranged to be complimentary to each other both within the proposed site and abutting properties?

*The arrangements of land uses are logical and complimentary to each other within the proposed site. The properties adjacent to the proposed PAD are generally vacant and*

*currently being used for agricultural purposes however they have similar land use category in the General Plan as Commerce and Business and are anticipated to develop in the future with land uses that would be very compatible with those proposed within the Regional Gateway Commerce Center (RGCC) PAD. The properties are currently in the County.*

2. Conformance with the City's General Plan:

*The proposed RGCC PAD conforms with the City's General Plan. The PAD has the appropriate land uses within a Commerce and Business land use category as illustrated within the PAD document.*

3. The impact of the plan on the existing and anticipated traffic and parking conditions:

*The site is currently vacant and undeveloped. ADOT has been involved in the preservation of the future Henness Road interchange discussion. The future link to the major arterial system is in conformance with the SATS. Parking conditions will be reviewed at Final Development Plan/Major Site planning process.*

4. The adequacy of the plan with respect to land use.

*The RGCC PAD has adequate land uses suited to the site (See Land Use Summary Table). These land uses are recommended within the City's General Plan 2020 for Commerce and Business category to capture the interstate traffic and promote the economic viability of the community.*

5. Pedestrian and vehicular ingress and egress, including handicapped accessibility:

- a) Are proposed ingress and egress points lining up with the proposed and/or existing egress and ingress points of the abutting properties?

*As described in the PAD document, the conceptual roadway and circulation network within the PAD site will provide access to abutting properties to prevent land locking the adjacent properties see Exhibit 4 in the PAD document. The ultimate ingress and egress of the PAD site is through the future Henness Road interchange and the extension of Henness Road to the north to connect to Jimmie Kerr Blvd.*

- b) Are vehicular ingress and egress adequate within and around the project site?

*A Master Circulation Study is required to be submitted and approved prior to final approval of this PAD. This study will set forth the street network that will be created to provide adequate access to the uses proposed as well as the phasing and trigger points for access construction. A more detailed Traffic Impact Analysis will be required in conjunction with each Final Development Plan/Major Site Plan to address the specific ingress/ egress and roadway improvements that will be needed for each new development.*

*The future Henness Road Interchange is an important element for the ingress and egress points to the site. The project owner considered the location of the interchange and incorporated it in planning the PAD site by preserving the area needed for the ADOT right-of-way.*

6. Architectural design:  
*The PAD provided conceptual architecture and design guidelines for the future development of each land uses, see Exhibits 8a, 8b, and 8c. These guidelines will help create the character of the site.*

7. Landscaping:  
*The site has a Center Park to use as an Open Space. In addition, the PAD has provisions for onsite landscaping requirements and along roadway frontages.*

8. Provisions for utilities:  
Has the applicant shown how utilities will be provided on the site and the name of the utility companies providing the services?

*The applicant has demonstrated how utilities will be brought to the site and have submitted "Will Serve" letters from companies having jurisdiction on the site. Detail plans on how to bring the sewer and water line into the site will be addressed at the Final Development Plan/Major Site Plan stage of development.*

9. Grading and Site drainage:  
*Grading and Site drainage will be addressed during the Final Development Plan/Major Site Plan application process.*

10. Open space and/or public land dedications:  
a) Are open spaces integrated into the PAD-PDP to serve both as amenities to residents/users and as a means for alternative transportation modes, such as walking, biking and/or drainage facilities?

*Open Spaces are part and well integrated into the PAD. A nine acre (9) Center Park is proposed within the PAD. In addition, ample landscaping areas within the site will be counted towards the open space requirements of the site.*

11. Other related matters:  
a) That the proposed land use will not depreciate surrounding property values.  
*No. The proposed land use will not depreciate surrounding property values. When fully developed, the land uses will compliment the abutting properties.*  
b) Will the approval of this project overburden the existing City infrastructures and other public facilities?

*No. The approval of this project will not overburden the existing City infrastructures and other public facilities. The site is currently vacant and undeveloped. Development of the future Henness Rd. Interchange will be the developers' cost unless Federal funding is available.*

<b>PUBLIC NOTIFICATION/COMMENTS</b>
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**Notification**

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

1. A notice of time, date, place, and purpose of the public hearing was published in the Casa Grande Dispatch on December 17, 2013.
2. A notice was mailed on December 17, 2013 to each owner of property situated within 200 hundred feet of the site. An affidavit confirming this mailing is within the project file.
3. A notice was posted by the applicant on the subject site on December 17, 2013. An affidavit confirming this posting was also supplied by the applicant.

### **Inquiries/Comments**

As a result of the notices sent out to property owners, Staff received a call from Mr. Jack Henness who owns a property adjacent to the project site. Mr. Henness was concern about potential impact to their property with the Cornman Road alignment and the Rail Spur proposed within the RGCC PAD site abutting the Henness property.

Staff explained to Mr. Henness what the request is for. Staff added that roadway alignment shown on the PAD is conceptual, and will be addressed in the future during platting or final development plan processes. Staff also informed Mr. Henness that he will be included in the notification process once the site is coming forward for other future planning applications.

<b>STAFF RECOMMENDATION</b>
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Staff recommends the Planning and Zoning Commission forward a favorable recommendation of **DSA-13-00136, Zone Change** request from **Urban Ranch (UR, 96 acres m.o.I.)** and from **Garden and Light Industrial Zone (I-1, 429 acres m.o.I.)** to **Planned Area Development (PAD) (525 acres m.o.I.)** and the **Preliminary Development Plan** for the **Regional Gateway Commerce Center** with the following stipulations:

1. A Master Circulation Study shall be submitted for review and approval by ADOT and the City prior to final approval of the PAD.
2. A Traffic Impact Analysis, complying with both the Small Area Transportation Study (SATS) and ADOT requirements shall be submitted with each Final Development Plan/Major Site Plan application. Said Traffic Impact Analysis shall be subject to review and approval by both ADOT and the City
3. Other minor technical changes with any engineering reports will be addressed and completed prior to final approval of the PAD.

| Attachment: RGCC PAD Document dated December 16, 2013. [\(Hard copy provided\)](#)