



Planning and Zoning Commission

STAFF REPORT

AGENDA

TO: CASA GRANDE PLANNING AND ZONING COMMISSION

FROM: James Gagliardi, AICP, Planner

MEETING DATE: March 2, 2017

REQUEST

Request by Gilmore Planning on behalf of Casa Grande Mountain Ranch Limited Partnership, LS Partners, Karen Cunningham, and Julian J Sanchez for the following land use approval on approximately 618 acres located generally between Jimmie Kerr Rd and Interstate 8, and between Interstate 10 and approximately the Henness Road alignment:

DSA-17-00002: Rezoning of Casa Grande Regional Gateway Commerce Center Planned Area Development (PAD) and rezoning of certain parcels designated Urban Ranch (UR) and Garden and Light Industrial (I-1) into Dreamport Villages Casa Grande North PAD. This major PAD amendment proposes to revise the previously-approved office campus land use to allow a resort commercial land use, specifically to allow a recreational extreme sports-outdoor amusement theme park, as well as a resort hotel, indoor waterpark, gated RV park, restaurant, and a retail/marketplace. The amendment proposes to revise the master circulation plan of the previously PAD and incorporate new areas that previously were outside of the PAD zone.

APPLICANT/OWNER

Jack Gilmore, Gilmore Planning	The Block Sports Company, c/o Rudy Camp & Ron Segall
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602-266-5622	407-574-2803
jgilmore@getgilmore.com	rcamp@theblocksports.com (for other current ownership, see Exhibit A: owners authorization)

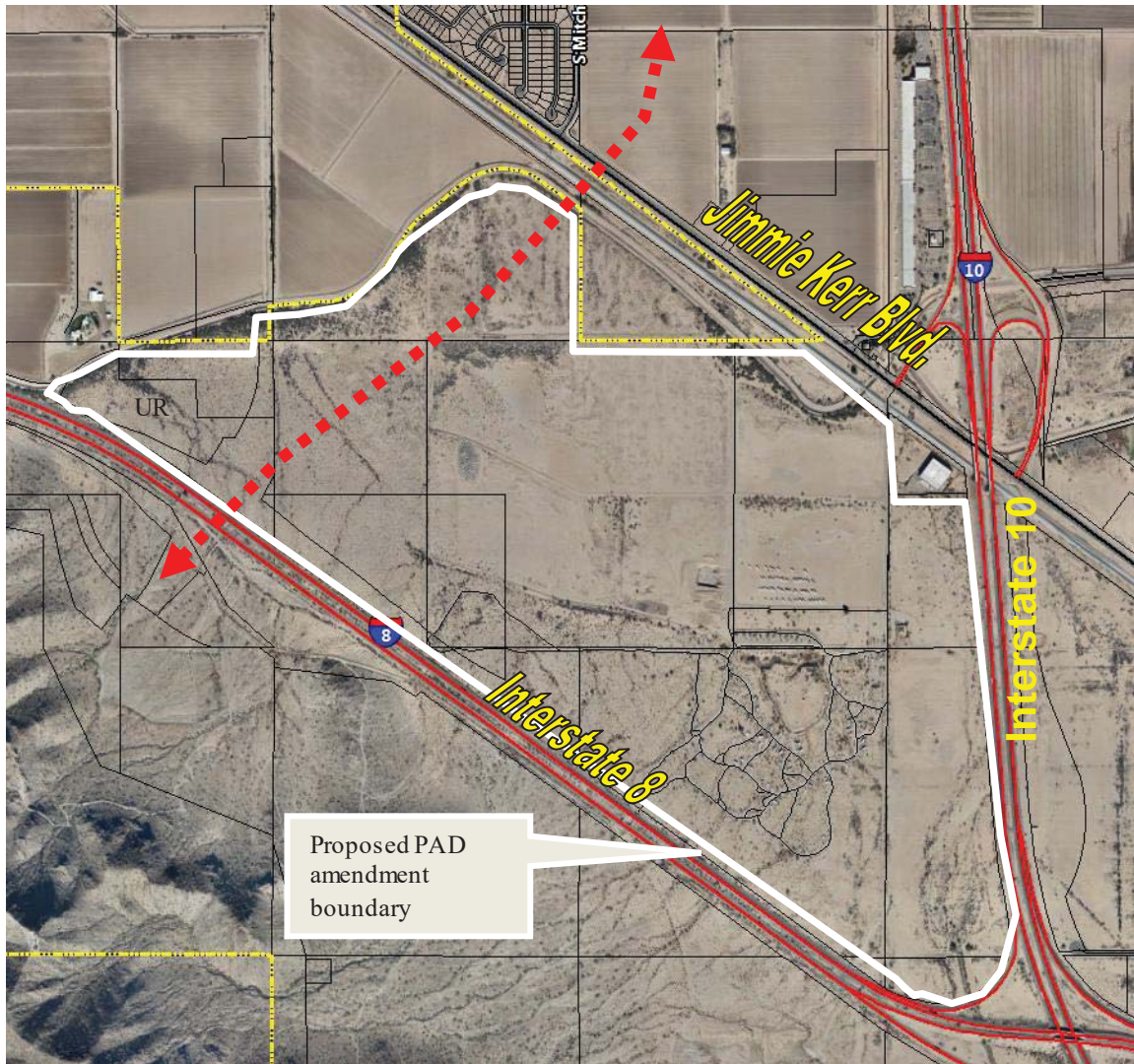
HISTORY

- April 18, 1990: The site was part of the South Mountain Annexation (file no. DSA-10-00172), where 5,722 acres were incorporated into the City of Casa Grande via Ordinance No. 1322. The initial zoning designation for the 429 acres of subject area was Light Industrial (I-1) and 5 acres of the area was zoned Urban Ranch (UR).
- March 1, 2013: Ninety-one acres of this site were also part of the 96.5-acre Chasse Annexation (file no. DSA-11-00148), adopted via Ordinance 2797 with an initial zoning designation of UR.
- March 4, 2014: Ordinance No. 1178.364 was approved by City Council, rezoning 525 acres designated as UR and I-1 to the Regional Gateway Commerce Center PAD (file no. DSA-13-00136), establishing an office park land use.

PROJECT DESCRIPTION	
Site Area	618 acres
Zoning	Regional Gateway Commerce Center PAD, 525 acres 71.77 acres zoned Urban Ranch (UR) 21.23 acres zoned Light Industrial (I-1)
General Plan Designation	<i>Commerce & Business</i>

SURROUNDING LAND USE AND ZONING			
Direction	General Plan Designation	Existing Zoning	Current Uses
North	<i>Commerce & Business</i>	General Rural (County)/ commercial and single-family residential PADs	Irrigation canal/ Union Pacific Railroad/ Jimmie Kerr Blvd / undeveloped property
South	<i>Commerce & Business</i>	Casa Grande Mountain Ranch PAD, UR	Interstate 8/ undeveloped land/ Casa Grande Mountain Trailhead.
East	<i>Manufacturing & Industry</i>	I-1	Interstate 10/ undeveloped land
West	<i>Commerce & Business</i>	UR, General Rural (County)	Undeveloped.

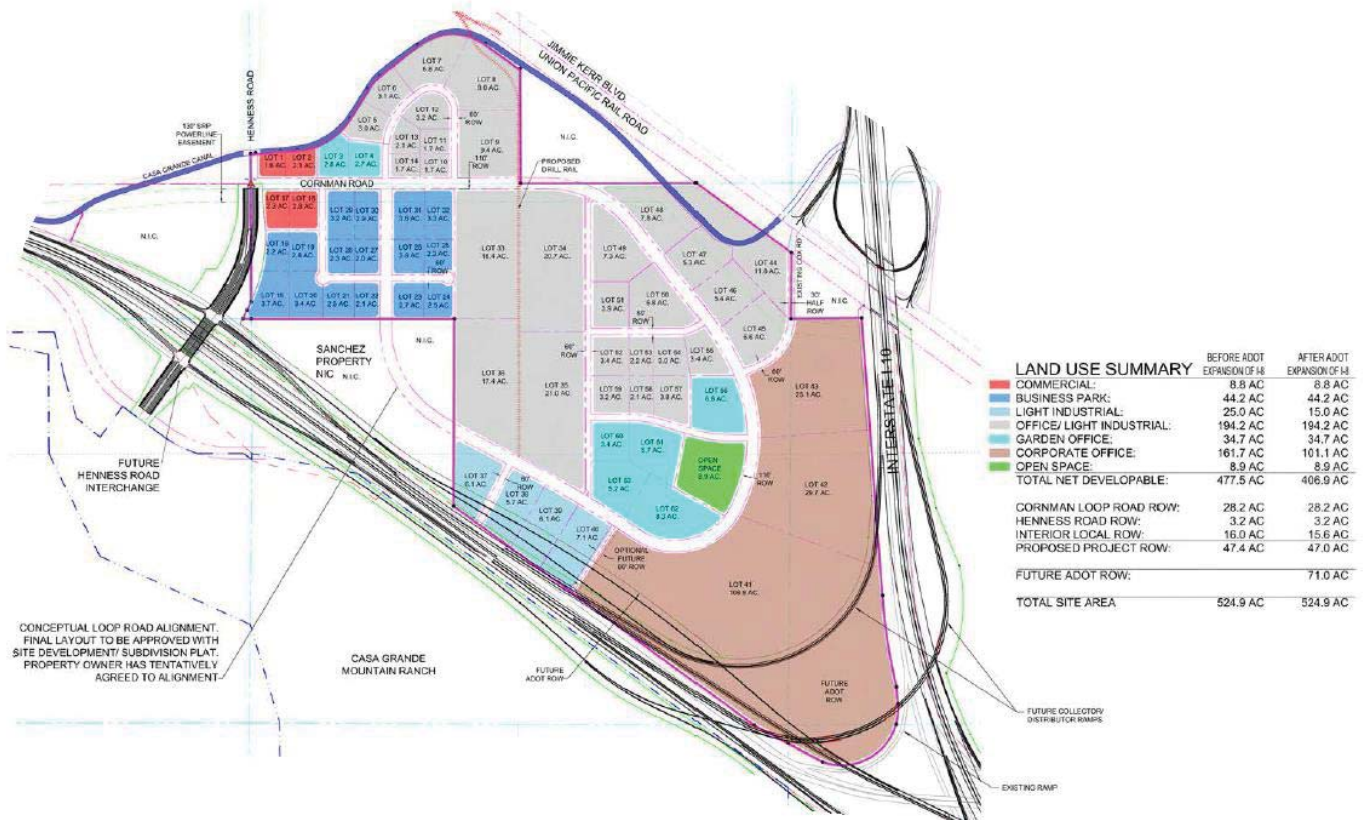
SITE AERIAL & CONTEXT MAP



Overview

Regional Gateway Commerce Center PAD is an approved 525-acre Planned Area Development allowing a campus for business, office, and commercial uses with heights of buildings up to 100 ft. tall. When this was approved in 2014, a conceptual roadway network identified Henness Rd. extending from the north to an interchange with Interstate 8. Access to the site presented a challenge due to the surrounding interstates, the Casa Grande (San Carlos Irrigation) Canal, and Union Pacific railroad parallel to Jimmie Kerr Blvd.

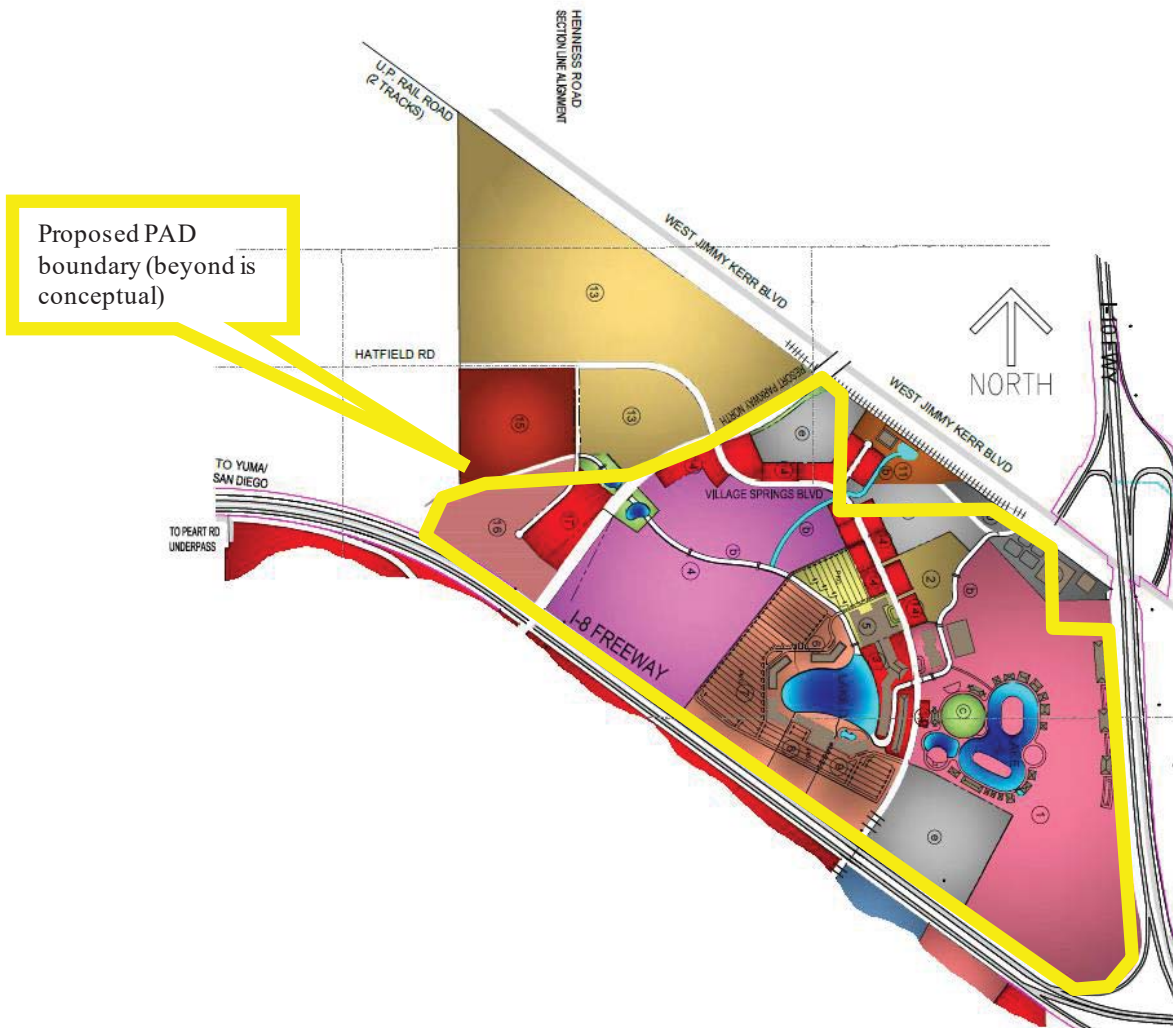
Existing PAD:



A major amendment to the *Regional Gateway Commerce Center PAD*, to be known as *Dreamport Villages Casa Grande North* is being requested. The new PAD would remove the business campus concept and instead proposes a world-class entertainment resort. Uses within this Resort Commercial PAD include, but are not limited to, hotels; indoor water park; an extreme sports park featuring motor, water, and skill based sports such as wakeboarding, Go Kart tracks, outdoor live entertainment, a marketplace, movie studio, RV park; warehousing, and future train station (See narrative, Exhibit B) and storyboard within the PAD Guide (Exhibit C, refer to Exhibit 10). With this change in land use, a master circulation study has been developed to address the estimated traffic generated into and out of this area (Exhibit D).

A PAD amendment is also necessary due to the fact that 93.1 acres currently zoned UR and I-1 are proposed to be rezoned and incorporated into this PAD. These properties lie south and west of the existing PAD boundary. The incorporation of these UR and I-1 parcels helps improve the circulation and overall land-use compatibility and cohesiveness of the PAD.

Proposed PAD (conceptual):



Code Criteria

In accordance with Section 17.68.290 of the Zoning Code, the Planning and Zoning Commission shall consider the following in review of a PAD Zone/Preliminary Development Plan application (See Exhibit C: PAD Guide):

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

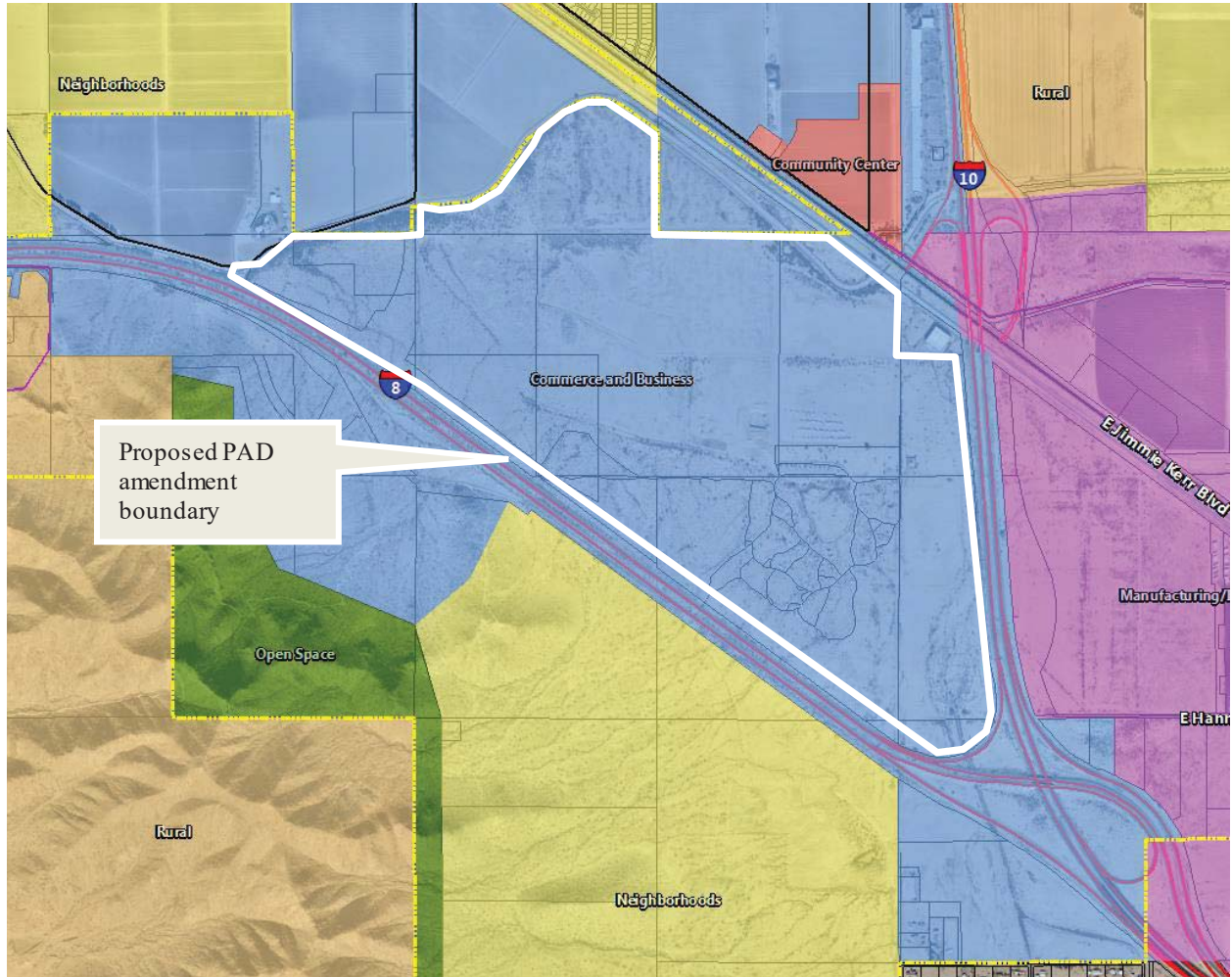
The subject PAD location is over a flat, low-lying area, isolated by the confluence of Interstates 8 and 10, the San Carlos Irrigation Canal and Union Pacific Railroad. Due to this isolation and the inherent barriers of existing infrastructure, compatibility issues with adjacent properties are relatively minimal despite the intensity of the uses being proposed within this resort commercial PAD. Amusement park structures are

requested to be a maximum height of 400 ft. A commercial resort, featuring a hotel and indoor water park within this PAD are proposed to have a maximum height of 260 ft. The PAD proposes specific setbacks and step-backs to mitigate the impact of these heights from adjacent properties (See, ***Building location, height & Building Elevations; below***). Additionally, a perimeter setback is proposed, requiring that structures and buildings be no closer than the height of the structures from the boundary of the PAD.

Conformance to the City's General Plan;

This area falls entirely within the *Commerce & Business* land use designation of the City's General Plan 2020. *Commerce & Business* is the most appropriate land use designation for the types of uses proposed within this PAD. The nearly 72-acres of land to be incorporated into this PAD that are zoned Urban Ranch will be more conforming to the General Plan with the approval of this PAD, since the Urban Ranch zone is not listed as an appropriate zone district within the *Commerce & Business* General Plan land use designation. Specifically, *Commerce & Business* is intended to accommodate “. . . highly visible and accessible areas for intense commercial, retail, and light manufacturing . . . located along freeways and principal arterials.” All immediately abutting properties to this PAD are also *Commerce & Business*. The *Neighborhoods*, General Plan land use designation, which is adjacent to this PAD on the other side of Interstate 8 to the south; and on the other side of the canal, railroad, and Jimmie Kerr Blvd. to the north is the most sensitive use-to-use compatibility factor. This is due to the fact that the *Neighborhoods* General Plan designation primarily allows for the development of single-family homes. Development of this PAD as a Commercial Resort in proximity to single-family designated land can be a sensitive matter. To the south, however, is the proposed Dreamport Villages South PAD, currently under consideration (DSA-17-00001). Both the proposed and currently-entitled zoning of this area (DSA-13-00123) include office, commercial and high-density residential land uses; and this area is separated by 300 ft. of Interstate 8 right of way. To the north, 900 ft. of canal, railroad, and street rights of way separate this PAD from the single-family designated areas. This distance and bifurcation of rights of way help provide considerable buffering. Additionally, the PAD provides for a perimeter setback that requires that all buildings and structures be placed no closer than a distance equal to its height from the boundary of the PAD. Additional measures to appropriately site structures and buildings will be performed at the Major Site Plan stage of development. Further discussion of compatibility measures continue within the Code Criteria items, below.

General Plan 2020



Conformance to the City's Zoning Ordinance:

This submittal was reviewed in accordance with Article V of the City Zoning Code, *Procedure for Planned Area Development*. Accordingly, PAD's can propose customized and unique uses, development standards, and processes specific to that particular PAD.

Two particular processes that warrant specific discussion within this report is the manner in which this PAD proposes amendments thereto and a non-traditional submittal review time-frame for Major Site Plan. These provisions, which are set forth on page 8 and 16, respectively within the PAD are as follows:

Major Amendments requiring Planning commission review and consideration and City Council approval shall occur when any of the following apply:

- *Introduction of a new land use.*
- *Increase in residential density.*

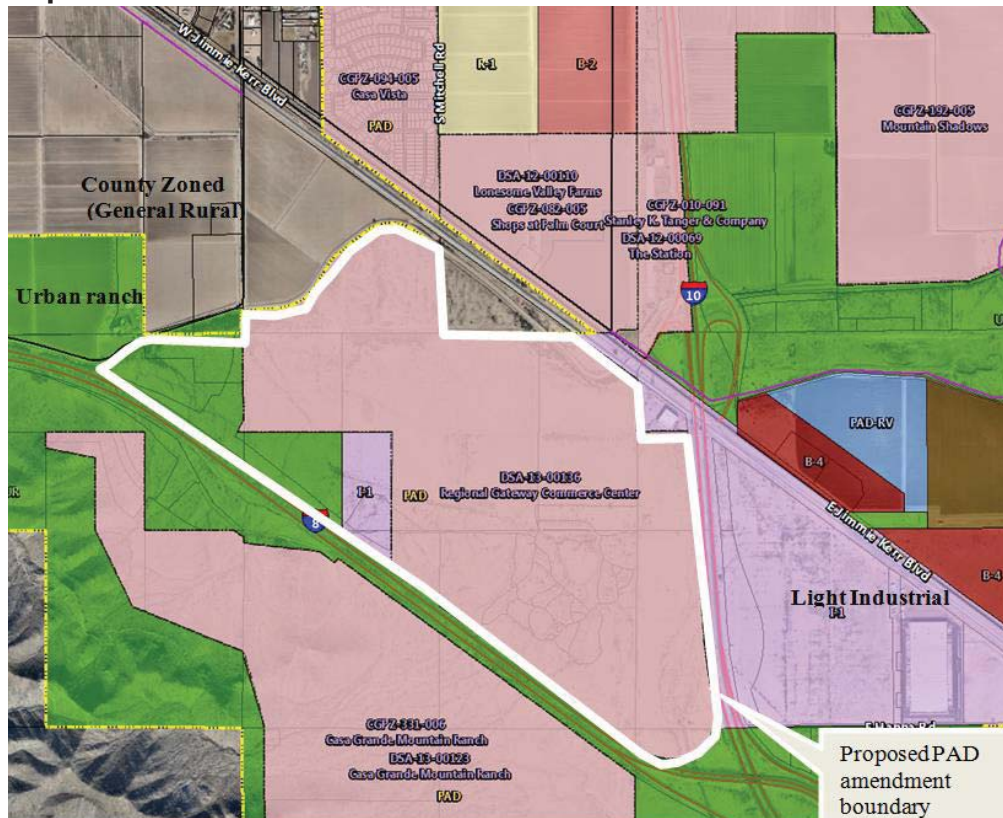
- Loss of open space.
- Introduction of or a substantial re-alignment of a major arterial within the PAD.

Minor Amendments. Except for those changes expressly included above as a Major Amendment, modifications and amendments to the applicable PAD zoning for any portion of the Property shall not necessitate approval by the City Council, but shall be approved by the Planning Commission. In cases where the modification does not exceed 5% of the standard, the Planning Director can either consider it for approval or refer to Planning Commission for a decision.

The City of Casa Grande will complete the review of Major Site Plan requests within 120 calendar days of accepting a completed application. Approval will be automatic after 120 days if the City has not formally responded in writing.

Staff recommends that this language be removed from the PAD as modification of the standard PAD amendment and Major Site Plan approval processes would be more appropriately be addressed in a Development Agreement approved by City Council. Staff does not object to the intent of the PAD amendment language but does have some serious concerns over the automatic approval language associated with Major Site Plan applications.

Zoning Map



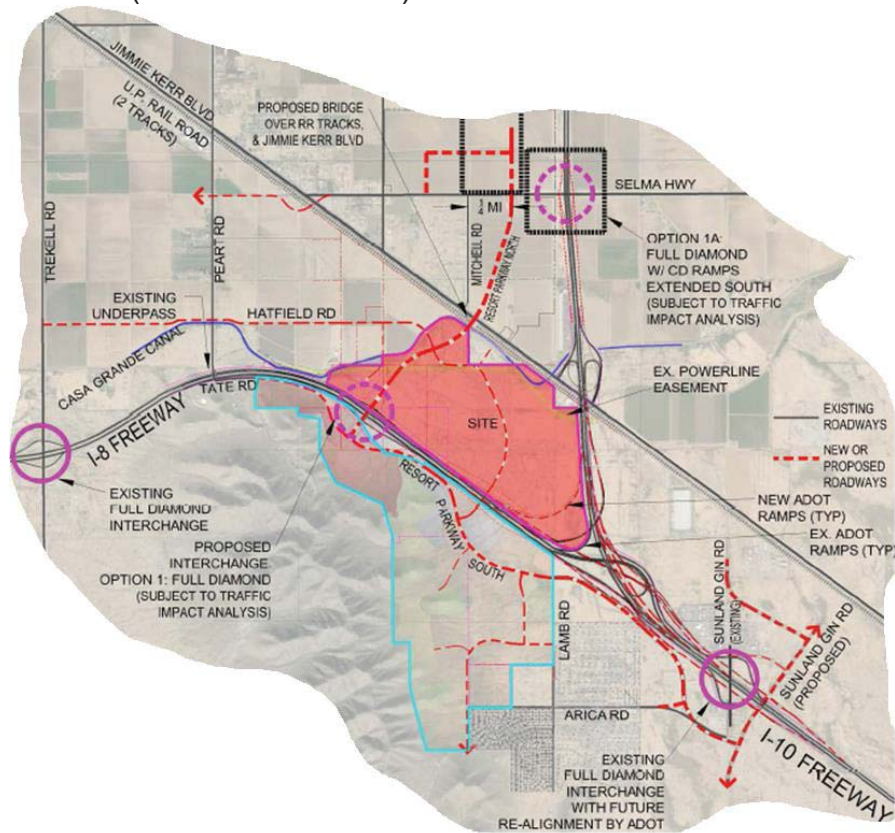
The impact of the plan on the existing and anticipated parking and traffic conditions;

A Traffic Circulation Study was reviewed and found acceptable by the City Traffic Engineer (See graphic below and Exhibit D). It has also been provided to ADOT, as well as the City of Eloy and Pinal County for review as roadways and access into their respective jurisdictions are proposed. The circulation study covers this subject PAD and well as the proposed PAD to the south of Interstate 8 (DSA-17-00001). The circulation study proposes the creation of a new Resort Parkway that would extend from an interchange with I-8 through the resort and over the Union Pacific railroad tracks north to Selma Highway. This parkway can potentially continue further north to Florence Blvd. in conjunction with future development. This same parkway is proposed to extend south from the I-8 interchange into the proposed Dreamport Villages South PAD, where it would continue in an easterly direction eventually connecting with Arica Rd. There is an additional planned roadway that would go under or over Interstate 8 connecting the north and south Dreamport developments. An interchange with Selma Hwy and Interstate 10 is also proposed to provide additional interstate access to the Dreamport development. Ultimately, there would be a road extending to the west, along the Cornman Rd. (Hatfield Rd) alignment to Peart Rd. and beyond to Trezell Rd. Neither Pinal County, nor the City of Eloy has provided formal comments on the PAD proposals. However Pinal County public works and transportation staff have attended coordination meetings with the Casa Grande staff and the applicant to discuss these transportation proposals.

ADOT has advised that the applicant is to contact that agency directly. A representative with ADOT indicated there is a specific process to follow for developer-funded interchanges, as is proposed with Interstate 8 and 10. A meeting was held with ADOT, Pinal County staff, Casa Grande staff and the applicant to discuss the transportation needs associated with the Dreamport development along with timing and financing issues associated with completion of the needed improvements.

Further analysis will be done during Traffic Impact Analysis (TIA) submittals with individual Major Site Plans. Each TIA will evaluate the resulting level of service the development proposal has on the roadway network and will call for the implementation of portions of the Master Circulation Study until its fulfillment. The roadway improvements needed to adequately convey traffic resulting from the project would be at the expense of the developer, or otherwise addressed through a development agreement with Casa Grande City Council.

Circulation Exhibit (See also Exhibit D):



The required off-street parking will utilize City Code standards. Shared parking on adjacent parcels is permitted subject to preparing a shared parking study to be approved by the City of Casa Grande’s Planning Director. On-street parking shall be allowed in order to foster a more active and convenient street scene and uses, but shall not be included in the requirements for on-site parking.

The adequacy of the plan with respect to land use;

The entire 618 acres has one land use node known as “Resort Commercial”. The following is a list of permitted uses within this PAD with specific referenced performance standards that pertain to how the development is to be sited or regulated at the time of Major Site Plan review:

Amphitheater: Indoor & Outdoor; musical concerts, theatrical, and variety events with convenience uses; snack bar, restrooms. (PS-5,6,7)
Amusement Park – Commercial type with amusement rides and attractions for daytime and nighttime use including: amusement park style rides including but not limited to roller coasters, dark rides, and observation decks. (PS-1, 5,6,7)
Animal boarding facilities within enclosed structures. (PS-4,5,6,7)
Banks and other financial institutions. (PS-4,5,6,7)
Commercial Recreation – Indoor & Outdoor: motor sports, off-road vehicles, exotic cars, racing, go-karting, obstacle course attractions, skateboarding, wakeboards, water skiing, inflatable water slides, surf pools, boat, jet ski, water jet packs and similar devices, snow and ice activities including skiing, sledding, tubing, skating, extreme sports, swimming, scuba diving, rock and wall climbing, ziplines, arcade, canoe rides, live shows, stunt shows, animal shows., and various augmented and virtual reality attractions, simulation rides Variety and musical shows, haunted house type attractions, plays, ice-capades, circus, light shows, fireworks, pyrotechnic, concerts, including but not limited to other entertainment park attractions, etc. (PS-4,5,6,7))
Convenience food store with fuel islands. (PS-2,5,6,7)
Daycare Center; (PS-3,5,6,7)
Delicatessen and catering establishment. (PS-4,5,6,7)
Dry cleaning and laundry - Commercial type. (PS-4,5,6,7)
Food Sales from Vendor Carts. Pre-processed foods only.
General service uses including business, personal and professional service. (PS-4,5,6,7)
General Retail businesses engaged in direct sales to the ultimate consumer, including internet sales. (PS-4,5,6,7)
Hotel, Motel and Time share and/or fractional ownership units limited to 30 day periods, renewable. (PS-4,5,6,7)
Medical, dental or health clinic. (PS-5,6,7)
Offices, professional & administrative (PS-5,6,7)
Parking Garage and Offsite Parking Lots (PS-5,6,7)
Passenger Rail Service: Railroad Station with convenience uses (PS-5,6,7)
Product development and testing activities. (PS-4,5,6,7)
Public buildings (PS-4,5,6,7)
Public Utility Facilities: water wells, water treatment, water storage, electrical substations, gas regulating stations, waste water treatment / package / pre-engineered plants, energy production off-grid: solar, wind, geothermal, gasification/pyrolysis, bio-digester. etc. (PS-4,7,8)
RV Park for overnight guests and short term stays. (PS-5,6,7)
Recycling Facility primarily as a feedstock source for generating electricity for the project. (PS-4)
Resort/Hotel: guest rooms with conference facilities, restaurant, lounge, entertainment, and multiple recreational amenities. (PS-5,6,7)
Restaurants, with or without drive-thru, (PS-5,6,9)
Schools, Public or private. (PS-5,6,7)
Specialty Retail Sales only for equipment used and tested within the Project, including: electric vehicles, boats, bikes, etc.. (PS-4,5,6,7)
Studio for Movie, Television, and Radio; including communication and broadcasting. (PS-4,5,6,7)
Tavern, bar or lounge (PS-5,6,7)
Transportation-water taxis, trolley (rail and tires), tram, electric vehicles and charging stations, autonomous vehicles, buses/shuttles, monorail (any speed), horse drawn carriage. (PS 5 & 6)
Warehousing / Distribution (PS 4 & 7)

There is a limit of 40% of the gross land areas of the PAD to any single use. As a technical modification, however, the *warehousing/distribution* and *RV Park* uses are to be limited to 10% of the gross land area of the PAD, respectively. This is due to the fact that the entire subject area lies within the *Commerce & Business* General Plan designation which restricts PADs to “commercial only” uses. RV parks and warehousing are not principally permitted uses within commercial zone districts within the City Code; however these uses can be commercially allowed when they are subordinate uses. Accordingly, this 10% limitation assures this.

Also, as a technical modification, *RV Park for overnight or short term stays* needs to be further defined and clarified so that it does not assume a residentially-natured use; prohibited within a PAD located within the *Commerce & Business* designation. “Short-term” cannot exceed a 30-day lease period.

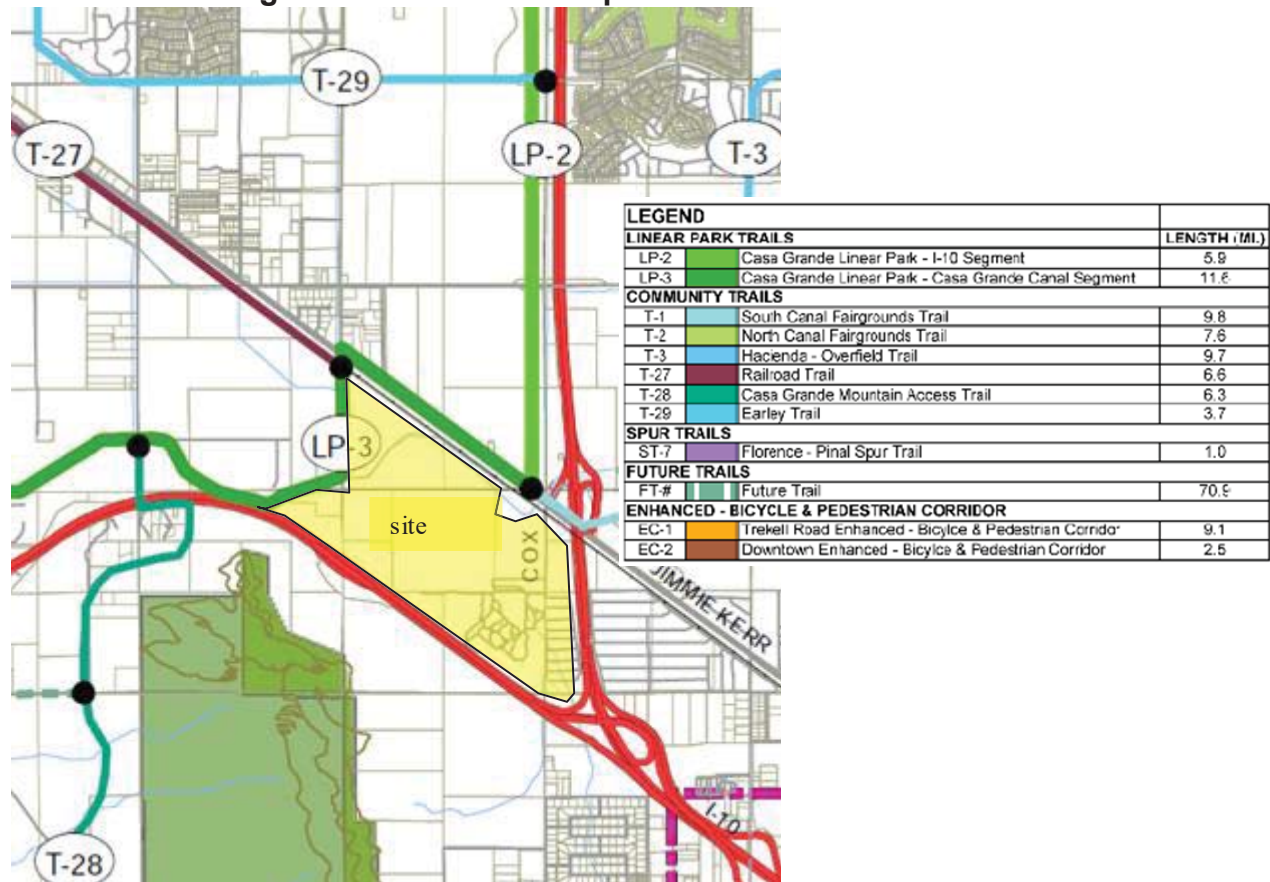
Pedestrian and vehicular ingress and egress;

Vehicular ingress and egress is evaluated in greater detail at Major Site Plan stage. As previously discussed, individual TIA’s will be submitted with each site plan and specific ingress and egress areas will be determined at that time.

Pedestrian access will amply provided through this PAD due to the need to easily convey the large amount of anticipated visitors within this resort from one attraction to another and from parking areas. Pedestrian is also specifically planned connecting this PAD with the proposed PAD to the south. Dreamport Villages will develop a pedestrian network that will facilitate on-site circulation for users connecting the various recreational venues with parking areas and the many hospitality projects and open space amenities with walkways. This network of walkways will also connect with Casa Grande’s Linear Park – Casa Grande Canal Segment. The City of Casa Grande Regional Trail System Master Plan indicates that this segment of the Linear Park follows the Casa Grand Canal along the west side of the PAD and is intended to align with the what was to be Henness Road extending north over the UPRR and Jimmie Kerr Boulevard, then southeast along the north side of Jimmie Kerr Boulevard to Cox Road where it turns north as the next trail segment.

Within this PAD, the trail segment follows the same alignment from the west but instead of turning at Henness Road, it will now align with Resort Parkway North and extend over UPRR and Jimmie Kerr Boulevard before turning to the southeast. The City’s typical cross-section for this trail type indicates 100’ in width up to a ¼ mile. The first phase of site development will necessarily include a design analysis that will locate trail intersections with Dreamport Villages and will modify width and improvements based on proximity to public streets, canals, and bridge structures. Except for ADA qualified users on motorized carts using hard surfaced walks, the pedestrian trail network is intended for non-motorized use. Portions of these trails may be improved for multi recreational uses and storm water retention. Details of which will be approved as part of the Major Site Plan process.

Casa Grande Regional Trail Plan Excerpt



Building location, height & Building Elevations;

The minimum building and structure setbacks and heights are as follows:

<i>Bulk Regulations:</i>	Commercial - Retail, Restaurants, Offices	Commercial Resorts	Hotel / Motel/TS	Commercial Rec. Outdoor	Amusement Park Structures	Whse/Dist, Public Fac. Pkg Garage, other uses
Minimum Lot Width:	125'	250'	150'	250'	250'	100'
Minimum Lot Depth:	150'	350'	200'	250'	300'	125'
Maximum Building Coverage:	35%	35%	35%	NA	NA	NA
Maximum Building Height ⁽¹⁾ :	60'	260'	150'	120'	400' ⁽⁵⁾	50'
Minimum Building/Structure Setbacks: from Property Line⁽²⁾						
Front :	30'	40'	30'	30'	50'	30'
Interior Side:	15'	30'	25'	20'	20'	15'
Rear :	10'	30'	25'	20'	20'	10'
Street Side :	20'	30'	30'	25'	50'	25'
PAD Perimeter Building/Structure Setback⁽¹⁾						
	Equal to Building. Ht.	same	same	same	same	same
Minimum Landscape Setbacks: from PL to Parking^{(3) (4)}						
PAD Perimeter	30' ⁽⁴⁾	30'	30'	30'	30'	30'
Arterial Streets:	30'	30'	25'	25'	25'	25'
Other Public Streets	20'	20'	20'	20'	20'	20'
Side:	10'	15'	10'	15'	15'	10'
Rear:	10'	20'	10'	15'	15'	10'
Minimum On-Site Landscape						
Per Lot	12%	25%	15%	20%	20%	10%
Total DPCG-North	15%					

The currently approved PAD allows for a maximum height of 100 feet. This amended PAD would allow structures, specifically related to an amusement park, to be a maximum of 400 feet. The PAD also proposes that structures or buildings will have to be setback from the perimeter of the PAD boundary a distance equal or greater to its height. There are also step-backs proposed for structures 150 feet in height or greater. The step-back would require that in addition to the minimum setbacks, the structure has to be setback one additional foot for every foot over 150 feet in height.

Also, for “Amusement Park structures”, listed above, Planning Commission has the ability to approve an alternative height up to the maximum 400 feet requirement at the Major Site Plan review process.

A technical modification is requested, defining (or otherwise eliminating/combining) what Commercial Recreational Structures are. Specifically, an explanation is required as to how these differ from Amusement Park structures. If there is a clear distinction, staff is asking that the heights of these structures also be subject to Planning Commission approval up to the maximum height.

Another technical modification is that a definition is needed for “Commercial Resort”. It is unclear as to what uses are allowed as this is not defined in the PAD. Is a hotel located here and thus subject to different heights than “hotel” use listed on the regulations table? A clear description matching “Commercial Resort” needs to be provided within the PAD to understand what structures/buildings are to occur in this area.

An overall architectural design theme will be specified for the development with the first phase of site development. The Guidelines will be prepared by the owner at the time of the first Major Site Plan or preliminary plat submittal for the consideration of approval by the Planning Commission. The goal of the architectural standards is to encourage a variety of architectural styles while prescribing certain elements and materials that will provide architectural identity and harmony throughout the development.

A wide variety of building materials may be used to define the architectural theme. All buildings located within the Project shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to color, texture, materials, finishes, and form. All exterior colors, materials, and finishes for the principal structure must incorporate “earth tones” to achieve design conformity. Accent features may incorporate other colors, materials, and finishes used to express unique design elements, corporate logos, and/or color.

Landscaping;

The selection of plant material to be prescribed for perimeter of the PAD, the streetscape, and within the required front yard setbacks shall be trees, shrubs, groundcovers, grasses, and accents be selected from the Arizona Department of Water Resources Low Water Use / Drought Tolerant Plant List for the Pinal Active Management Area (Pinal AMA). A Master Landscape Theme will be prepared for both perimeter and on-site development regarding plant material, layout, quantities and

sizes. Proposed landscape standards for the project will equal or exceed the size and quantities of plant material referenced in the Casa Grande Development Code. Details of the proposed landscape theme with layout, quantities and sizes of plant material will be submitted for review and approval by the Planning Commission at the time of the first Major Site Plan Submittal.

Lighting;

Lighting will be evaluated in conjunction with the submittal of future Major Site Plans and street lighting within public improvement plans and preliminary plats. Due to the height of the proposed buildings and structures, the impact lights have on areas off-site of this PAD will have to be particularly evaluated to reduce impact.

Provisions for utilities;

The site may be serviced by the following utility providers:

- Sanitation Services (trash & sewer) - City of Casa Grande
- Water - Arizona Water Company
- Electricity - APS
- Gas - Southwest Gas
- Communications - Cox Cable/CenturyLink

A water and waste water impact reports were submitted with the PAD. A privately constructed and operated waste water facility is proposed be constructed for this project; as well as a water campus to serve both the north and south Dreamport developments. Public Works requires that a more detailed Master Water and Sewer Report that contains specific information on the water and wastewater infrastructure that needs to be constructed to serve the proposed development be submitted and approved prior to approval of any Major Site Plan within the PAD.

There is an existing Analysis of Assured Water Supply issued by ADWR (Exhibit 7-B) for the existing PAD that extends through July of 2018. Based on the current Analysis of Assured Water Supply, the Project has available water rights that are more than adequate for the full build-out of this project. The Project will be implementing additional water analyses as well as updating and extending the Analysis of Assured Water Supply for the later phases of the Project. The Project is located with the Pinal Active Management Area and all requirements for establishing assured water rights apply as conditions for approving Final Plats.

There is an existing 12" water line within the Project that extends along the Cox Road alignment and continues under I-8 to the south. Although there are other potential connections for water service north of Jimmie Kerr Boulevard, the required volume for the Project dictates a larger more comprehensive solution involving storage tanks and pump stations to satisfy demand for domestic and fire services. Details of the final layout and associated improvements will be dictated by the Arizona Water Company who will establish locations for water infrastructure facilities, which may occur on-site

and off-site based on the area requirements surrounding the PAD. If there is a decision to place a 'water campus' on-site, the preferred location will be along the north boundary where the waste water treatment plant and electrical substation are also being planned. The location, service access and buffering will be included with first application for Major Site Plan Approval. These facilities will be installed by the Project and be dedicated to and maintained by the Arizona Water Company.

Integral to the Project will be water based amenities. Plans call for a water taxi system that can transport guests from parking areas to the Resort, to the Extreme Sports Complex, to the Adventure Zone, and to the future Amtrak Station. Waters sports will include 2 wake board cable systems on an approximate 7.5 acre lake treated for full body contact, and a separate 12-15 acre lake used primarily as a visual amenity for the resorts and water taxis.

The source of water for these amenities relies on the surface waters available from the San Carlos Irrigation and Drainage District (SCIDD). The Project will develop a network of water features with canals and adjacent walkways which will be integral to the pedestrian experience. SCIDD has qualified that as long as these water features are designed as a storage reservoir(s) used as a means to balance irrigation demands throughout the downstream network, then the State's restrictions limiting surface area will not apply. SCIDD has been planning for this type of reservoir which the Project has been able to capitalize for the benefit of the both the Project and SCIDD. Because these storage reservoirs are situated outside SCIDD's service boundary, the Project cannot draw water for use, but the reservoir can serve as a visual amenity and be used for recreational activities. With SCIDD's approval, the Project may elect to acquire additional water from other sources and "wheel" that volume through SCIDD's upstream canal into the storage lakes and water features, which can be used by the Project. SCIDD will require service access along both sides of the canal with one side sized for maintenance equipment during their one month dry-down season. Subject to SCIDD's approval criteria, the storage reservoir waters may be comingled with the Project's Class 'A' effluent water and returned to the canal system for use by the farmers downstream. Ownership of the lakes, canals, and related water features may be transferred to SCIDD or to the City of Casa Grande, subject to the terms of a Development Agreement. Long term maintenance of these facilities will remain with Dreamport Villages Casa Grande.

Site drainage; Grading;

A Master Drainage Report is required to be submitted and approved prior to the approval of the first Major Site Plan; said report is to address how off-site flows will be transmitted through the site; how development will occur within the significant area of the site located within Special Flood Hazard Area A in conformance with the City's flood hazard area regulations and how the stormwater created by the new development will be retained.

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 side 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.

To manage storm water, retention basins will be distributed throughout the Project and the Storage Lake will be designed with additional freeboard to hold a large volume. These retention basins will be designed to hold a 100-yr, 2-hr storm event. Drywells will be installed throughout these areas as part of the solution.

Each Major Site Plan will be accompanied by a Preliminary Drainage Report that will detail the specific drainage facilities which will be constructed with each construction phase in compliance with the Master Drainage Report.

Staff is concerned that Arizona Department of Water Resources (ADWR) regulations prohibit or restrict “full body contact” in bodies of water that are also used to retain stormwater, or which use irrigation water or treated effluent as a water source. According, staff is recommending that the applicant provide information regarding how they intend to comply with ADWR standards regarding use of the lakes for full body contact.

Open space;

The PAD exceeds the minimum amount of 10% Open Space required of a commercial PAD by proposing to provide 15%. The canal trail identified in the Casa Grande Regional Trail Master Plan will be the primary spine provided for this open space allotment.

Loading and unloading areas;

The PAD provides for screening standards pertaining to the loading and unloading areas as seen from public view.

Signage, Walls; Screening

A Comprehensive Sign Plan for the development and future amendments thereto will be submitted separately for Planning Commission review and approval. Wall and screening will be provided on preliminary plats or Major Site Plans for review. Typically there is to be 6 ft. perimeter walls around residential development. Walls screening outdoor storage in commercial areas must be a minimum of 6 ft. in height. Other screen walls to mask parking or natural berms will be utilized in commercial areas subject to future landscaping guidelines submitted for Planning Commission review.

Setbacks

See ***Building location, height & Building Elevations***, above.

PUBLIC NOTIFICATION/COMMENTS

Notification

Public hearing notification included:

- A notice of time, date, place, and purpose of the public hearing was published in the Casa Grande Dispatch on January 17, 2017 for the February 2, 2017 meeting prior to this project's rescheduling to March 2. New notice of the March meeting was sent out on February 14.
- A notice was mailed on January 17 and 18, 2017 to the property owners within 300 ft. of the PAD, and again on February 14 once the hearing was rescheduled to March 2, 2017. An affidavit confirming this mailing is within the project file.
- A notice was posted by the applicant at the subject site prior to fifteen days of the public hearing. It was updated to reflect the rescheduled date. An affidavit confirming this posting was also supplied by the applicant.

Inquiries/Comments

Comments that were received as part of the public notice efforts were primarily regarding DSA-17-00001, Dreamport Villages Casa Grande South, which is also under consideration. Because of the relation of the two projects, discussion lead to this proposed PAD and two letters regarding this project were received (see Exhibit E notification correspondence). One phone call was relating specifically to this project. The caller was wondering whether or not to purchase residential property on the west side Peart, north of I-8. There may be some residual traffic along Peart due to the project, however, it will primarily directed north and east from the site. The recent articles within the Casa Grande Dispatch also resulted in many phone calls and generated some additional emails from residents within the unincorporated Mountain View Estates neighborhood beyond a mile south of the boundary of this PAD on the other side the Interstate 8/10 systems interchange. Their inquiries have been provided within Exhibit E.

STAFF RECOMMENDATION

Staff recommends the Commission forward a recommendation to approve the Major Amendment to a PAD Zone/Preliminary Development plan (DSA-17-00002) for Dreamport Villages Casa Grande North to City Council with the following technical corrections and conditions:

Technical corrections:

1. Removed language from pages 8 and 16 of the PAD regarding modification of the standard PAD amendment and Major Site Plan approval processes.
2. Reduce the *warehousing/distribution* and *RV Park* uses to be limited to 10% of the gross land area of the PAD, respectively.

3. Provide a definition of “short term stays” within the “*RV Park for overnight or short term stays*” use description. “Short-term” cannot exceed a 30-day lease period.
4. Define, or otherwise eliminate/combine what *Commercial Recreational Structures* are. Specifically, an explanation is required as to how these differ from *Amusement Park structures*. If there is a clear distinction, stipulate the heights of Commercial Recreation Structures shall be subject to Planning Commission approval up to the maximum height at the time of Major Site Plan review.
5. Provide a definition for “Commercial Resort”. A clear description matching “Commercial Resort” needs to be provided within the PAD to understand what structures/buildings are to occur in this area.
6. Modify Section 4.3 Site Design, Grading and Drainage to include a graphic that illustrates the area of the PAD that is located within Special Flood Hazard Area ‘A’ as well as text that describes how this area will be developed in compliance with the City’s Special Flood Hazard Area regulation. (17.40.030)
7. Provide a contour map with contour intervals no greater than two feet for the entire PAD and for property within one hundred feet of the boundary (17.68.280.D.1)

Conditions:

1. A Master Water Report that details the water demands, sources and facilities needed to serve the PAD shall be submitted and approved by Arizona Water Company and the City prior to approval of any Major Site Plan within the Dreamport North or South PAD.
2. A Master Wastewater Report that details the wastewater demands and treatment facility shall be submitted and approved prior to approval of any Major Site Plan within the Dreamport North or South PAD
3. Applicant to provide information clarifying how their full body-contact lakes will use water sources that comply with ADWR standards.
4. A Master Drainage Report shall be submitted and approved prior to approval of any Major Site Plans within the PAD how off-site water will be transmitted through the site. Said report to provide details regarding:
 - a. The source and amount of off-site flows that are impacting the site and how said flows will be transmitted through the site.
 - b. How development will occur within the Special Flood Hazard Area A in compliance with the City’s special flood hazard area regulations.
 - c. The amount of additional stormwater that will be created with the development of the site and how said stormwater will be managed and retained.

Exhibits

- A – Owners authorizations
- B – Narrative
- C – PAD Guide (separate document)
- D – Traffic Circulation Map
- E – Notification correspondence