



CITY OF ELOY

THE CITY OF ELOY
PLANNING & ZONING COMMISSION MEETING
Wednesday, October 16, 2019, 6:00 PM
Eloy City Council Chambers-City Hall
595 North C Street
Eloy, Arizona 85131

AGENDA

- I. **Call to Order**
- II. **Roll Call**
- III. **Invocation**
- IV. **Pledge of Allegiance**
- V. **Motion to approve the September 18, 2019 meeting minutes of the Planning and Zoning Commission**
 - A. Meeting Minutes from September 18, 2019
- VI. **Old Business: Possible discussion and/or action on the following:**
 - A. Conduct a public hearing on the request by the City to amend the existing Eloy General Plan through a series of Major Amendments to the Introduction chapter, Amendments and Process chapter, Land Use element, Circulation element, Parks, Open Space and Trails element, Economic Prosperity element and Implementation Strategies chapter (Case No. GPA 19-001)
 - B. Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No. GPA19-001.
 - C. Conduct a public hearing on a request to amend the Future Land Use Map of the Eloy General Plan proposed by Hunter Engineering, from Light Industrial (LI) to General Industrial (GI) for the following parcels within Sections 18, 19 and 20 of Township 7 South, Range 7 East of the Gila and Salt River Base & Meridian (G&SRB & M): 402-15-037U, 402-15-037J, 402-15-037K, 402-15-037M, 402-15-037Q, 402-15-037D, 402-15-037B, 402-15-037T, 402-15-037S, 402-15-037P, 402-15-037G, 402-15-034C, 402-15-034B, 402-15-033C, 402-15-033D, 402-15-041B, 403-02-0130, 403-02-012A, 402-15-0420, 402-15-0430, 402-14-004A, 403-03-004A, and 403-03-004B (Case No. GPA19-002)

- D. Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No. GPA19-002.

VII. New Business: Possible discussion and/or action on the following:

- A. Conduct a public hearing on the request by Hunter Engineering to change the following parcels with an existing zoning of I-1, Light Industrial to I-2, General Industrial with a Planned Area Development (PAD) overlay: 402-15-041B, 403-02-012A, 402-15-0420, 402-15-0430, 402-14-004A, 403-03-004A, and 403-03-004B; to rezone parcel 403-020-130 from R1-6 Single Family Residential to I-2, General Industrial with a Planned Area Development (PAD) overlay; to rezone the following parcels from CB-2, General Business and CI-2, Industrial in Pinal County to I-2, General Industrial with a Planned Area Development (PAD) overlay: 402-15-037U, 402-15-037J, 402-15-037K, 402-15-037M, 402-15-037Q, 402-15-037D, 402-15-037B, 402-15-037T, 402-15-037S; and to propose for those parcels with an existing zoning designation of I-2, General Industrial, that they also be designated with a Planned Area Development (PAD) overlay: 402-15-037P, 402-15-034G, 402-15-034C, 402-15-034B, 402-15-033C and 402-160-300 within Sections 18, 19 and 20 of Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian (G&SRB&M) (Case No. RZPAD19-018)
- B. Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No. RZPAD19-018.

VIII. Informational Item:

IX. Communications:

- A. Ex-Officio Member Report-Councilman Dan Snyder
- B. Good of the Order

X. Motion to Adjourn

POSTED BY OCTOBER 10, 2019 BY 5:00 PM AT ELOY CITY HALL, ELOY POST OFFICE, TROY THOMAS COMMUNITY CENTER, TOLTEC COMMUNITY/SENIOR CENTER AND CITY WEBSITE:

www.elayaz.gov



Mary Myers, CMC
City Clerk

INDIVIDUALS WITH SPECIAL ACCESSIBILITY NEEDS MAY CONTACT LORENA LaSALDE-RIOS, ADA COORDINATOR FOR THE CITY OF ELOY AT 520-466-9201 OR 520-466-7455 (TDD). IF POSSIBLE, SUCH REQUESTS SHOULD BE MADE 72 HOURS IN ADVANCE. ONE OR MORE MEMBERS OF THE COMMISSION AND/OR STAFF MAY PARTICIPATE BY TELEPHONIC OR VIDEO MEANS.

**MEETING MINUTES OF
THE CITY OF ELOY
PLANNING AND ZONING COMMISSION
Regular Meeting
Wednesday, September 18, 2019
6:00 p.m.**

I. CALL TO ORDER

Chairperson Marlo Schuh called the meeting to order at 6:00 p.m.

II. ROLL CALL

*One or more members of the Planning and Zoning Commission may attend by telephonic means.

Members present:

- | | |
|-------------------------------|------------------------------|
| ▪ Chairperson Marlo Schuh | ▪ Commissioner John Peterson |
| ▪ Commissioner Steve Paulson | ▪ Commissioner Kirk Tatom |
| ▪ Commissioner Allen Crawford | ▪ Ex-Officio Daniel Snyder |

Members Absent:

- Vice-Chairperson Larry Brown

Staff present:

- | | |
|---|---|
| ▪ Jon Vlaming, Community Development Director | ▪ Jeff Fairman, Economic Development Specialist |
| ▪ Belinda Lopez, Planner | ▪ Jerry Stabley, Planning Manager |

Others present: Mr. Kevin Petersen and Brian Matlock with Petersen Properties & Management, Inc., Michael Buschbacher II, AICP, Principal Planner for Hunter Engineering, Inc.

III. INVOCATION

Chairperson Schuh led the Invocation and requested a moment of silence.

IV. PLEDGE OF ALLEGIANCE

Chairperson Schuh led the recitation of the Pledge of Allegiance.

V. MOTION TO APPROVE THE AUGUST 21, 2019 MEETING MINUTES OF THE PLANNING AND ZONING COMMISSION.

Chairperson Schuh asked for a motion to approve the meeting minutes of the Planning and Zoning Commission. Commissioner Peterson made a motion to approve the August 21,

2019 meeting minutes as presented. Commissioner Crawford seconded the motion. The motion was approved with a vote of 5-0.

VI. OLD BUSINESS: POSSIBLE DISCUSSION AND/OR ACTION ON THE FOLLOWING:

A. OVERVIEW OF COUNCIL APPROVED ECONOMIC DEVELOPMENT STRATEGIC PLAN

Mr. Jeff Fairman presented the finished version of the approved Eloy Pathway to Economic Prosperity.

B. CONDUCT A PUBLIC HEARING TO ALLOW COMMENTS FROM THE PUBLIC AND INTERESTED PARTIES ON THE PROPOSED MINOR REVISIONS TO THE ELOY ZONING CODE-CHAPTER 21 PERTAINING TO PORTIONS OF SECTION 1.6.5, 1.6.6, 2.2.3, 2.2.5, 3.1.39, 4.4.2, 4.4.3 AND SECTION 9. (CASE NO.: TA19-021)

Mr. Jerry Stabley introduced himself as the Planning Manager for City of Eloy Community Development Department. Mr. Stabley presented a brief Power Point presentation to the Planning and Zoning Commission and described the proposed text and table changes to the Zoning Ordinance.

C. CONSIDERATION, DISCUSSION, AND RECOMMENDATION TO THE ELOY CITY COUNCIL FOR APPROVAL, DESAPPROVAL OR OTHER ACTION ON THE PROPOSED MINOR REVISIONS TO THE ELOY ZONING CODE-CHAPTER 21 PERTAINING TO PORTIONS OF SECTION 1.6.5, 1.6.6, 2.2.3, 2.2.5, 3.1.39, 4.4.2, 4.4.3 AND SECTION 9. (CASE NO.: TA19-021)

Chairperson Schuh asked for a motion. Commissioner Peterson made a motion to recommend approval of Case No.: TA19-021 as presented. Commissioner Paulson seconded the motion. The motion was approved with a vote of 5 to 0.

VII. NEW BUSINESS: POSSIBLE DISCUSSION AND/OR ACTION ON THE FOLLOWING:

A. COMMISSION WORK SESSION ON THE MAJOR GENERAL PLAN AMENDMENTS FOR CALENDAR YEAR 2019

Mr. Vlaming presented a Power Point presentation to the Planning and Zoning Commission on an overview for the two Major General Plan Amendments for calendar year 2019. He noted that the Major General Plan Amendment Criteria are:

1. A change in residential land use designation that exceeds 320 acres.
2. A land use designation change from residential to non-residential of 40 acres or more.

3. A change in any commercial or employment land use designations (e.g. neighborhood commercial, community commercial, light industrial, General Industrial) exceeding 40 acres for commercial and 80 acres for industrial or employment uses.

Mr. Vlaming described that the first case was a Staff initiated application, Case No.: GPA19-001 to amend the City of Eloy General Plan. The proposed 2019 Major General Plan Amendments are proposed for the following components:

- Introduction chapter-Update information;
- Amendments and Process chapter-Update information;
- Land Use Element-Planned Community Area definition revision; add existing land use map
- Circulation Element-update the corridor for proposed I-11; inclusion of transit information;
- Parks, Open Space and Trails Element-Significantly update text and maps;
- Economic Prosperity Element-Based on directions framed in the Economic Development Strategic Plan; and
- Implementation Strategies chapter-Update information.

The schedule for the 2019 Major General Plan Amendments is as follows:

- *August 1 through September 30: 60-day Review*
- *October 2: Open House at City Hall (Community Room)*
- *October 16: Planning and Zoning Commission Public Hearing*
- *November 11: City Council Public Hearing*
- *November 25: City Council Action*

B. OVERVIEW OF THE PROPOSED ANNEXATION, MAJOR GENERAL PLAN AMENDMENT AND PLANNED AREA DEVELOPMENT FOR THE INTERSTATE 10|8 BUSINESS PARK, LOCATED AT THE SOUTHEAST CORNER OF SUNLAND GIN ROAD AND ADAMS ROAD.

Mr. Kevin Petersen and Mr. Brian Matlock who represent Petersen Properties & Management Inc. and Michael Buschbacher II, AICP, Principal Planner for Hunter Engineering, Inc. were present. Mr. Petersen introduced himself and introduced Mr. Matlock as his partner on this major project. He presented a Power Point presentation to the Planning and Zoning Commission for the Interstate 10-8 Business Park project. He explained they are proposing to annex 49 acres to add to the acreage he acquired in the past to include in this industrial/commercial development for this Major General Plan Amendment. They will also submit a Planned Area Development/Rezoning application for this property shortly. He mentioned his past involvement with major developments from north of Coolidge to west of Queen Creek from 1991-2010; he also described his involvement in the development of Chandler Airport; and his new recent investments in the Casa Grande area with a portion of residential land north and south of W. McCartney Road (east of the I-10); two additional areas- one located in the Eloy

Industrial Park and a residential area suitable to single family homes located just east of Downtown Eloy (within City limits). He described the subject project, which encompasses approximately 640 acres and a rendering of the major vehicular entry would be located as well as two architectural collages of example of warehouse, hotel and restaurant facades.

Chairperson Schuh asked if Mr. Petersen owned the subject property. Mr. Petersen responded that he owns the 600 acres. He also identified that the 40 acres being annexed were owned by separate property owners. However, they have agreed to be part of this project. Commissioner Tatom asked if the future buildings would be speculative buildings. Mr. Petersen responded they would be in conformance with City Codes. Chairperson Paulson commented that the Interstate 10 and Sunland Gin Road overpass is very narrow, it is one lane each way with potholes. He expressed that he would like that to be addressed. Mr. Vlaming mentioned about the improvements to SR 347 in Maricopa and noted that it took a while to get this project done, but they were persistent. Commissioner Peterson asked if the Overfield interchange would become known. Mr. Vlaming responded no, that the Arizona Department of Transportation does not have any plans at the current time, but if Eloy believes, it is important we need to make this known. Ex-Officio Snyder commented about possibly expanding from two to four lanes along Sunland Gin Road, and Mr. Petersen responded that his team would partner with the City of Eloy. Commissioner Crawford commented that it was a nice presentation.

VIII. INFORMATIONAL ITEMS:

A. BRIEFING ON THE ELOY INFRASTRUCTURE IMPROVEMENTS PLAN-

Mr. Vlaming informed the Planning and Zoning Commission that TischlerBise, Inc. is the consultant for the Eloy Infrastructure Improvements Plan. He noted that the draft plan is currently in the works and that Mr. Stabley is leading this project. Information about this plan will be available on the City of Eloy website.

IX. COMMUNICATIONS:

A. EX-OFFICIO MEMBER REPORT-COUNCILMAN DAN SNYDER

Ex-Officio Snyder reported that at the old City Hall the City is moving forward with the New Justice Center/Police Department. They are currently working on the design and layout. He added their idea is to make a state of the art building. He noted that the cost is unknown for the Police Department building. One of the ideas is getting a workspace that will assist in both recruiting and retaining employees. Currently they are removing hazardous materials and keeping the building frame and key interior walls.

Ex-Officio Snyder reported that City of Eloy entered into a lease agreement with SkyDive Arizona on several acres of land to be used by the community where the City has made improvements. He noted that after the World Cup

event the space could be utilized for a farmer's market, or swap meet. For the World Cup of Formation and Artistic Sky diving event in October, SkyDive Arizona would host approximately 16 countries, with approximately 300 individuals projected in attendance for the weeklong event. There would be food trucks and vendors. The City created a parking lot (300 car parking area) is on a ten-year lease for one (\$1) dollar per year. He mentioned that SkyDive would need permission from the City to use it.

B. GOOD OF THE ORDER

- Job Fair hosted by Arizona at Work: Thursday, September 19, 2019 from 10am – 2pm (30 vendors with local and regional employers)
- Traffic light at Sunland Gin Road: Traffic Engineer brought some alternatives
- Tip Over the Shelves 5 K run: October 5th in Eloy
- Open House meeting for 2019 Major General Plan Amendments: at City Hall Community Room, October 2, 2019 from 5pm-7pm
- Skydive AZ October 5-12, 2019 World Cup of Formation and Artistic Skydiving event: at the Eloy Municipal Airport

X. MOTION TO ADJOURN.

Chairperson Schuh asked for a motion to adjourn. Commissioner Paulson made a motion to adjourn and was seconded by Commissioner Crawford. The adjournment passed 5-0 and the meeting adjourned at approximately 7:14 p.m.

2019 MAJOR GENERAL PLAN AMENDMENT

INTRODUCTION

1.0 INTRODUCTION

The City of Eloy has a bright and prosperous future. The goals, objectives and policies contained within this General Plan will help Eloy evolve into the future we desire. The City's unique location, culture, history, geography, and citizen's vision of the future were used in conjunction with fulfilling Arizona Revised Statute (ARS 9-461) requirements and supportive public participation activities to successfully update the Eloy General Plan.

1.1 CONTEXT

The City of Eloy is located in south central Pinal County, to the north and south of Interstate 10 (I-10), the state's main economic transportation artery. Eloy is approximately halfway between the two largest cities in Arizona- Phoenix and Tucson. The City's topography is relatively flat throughout the majority of the Planning Area except near the southeast (Picacho Peak State Park), northwest corner (Casa Grande Mountains), and just outside of the eastern boundary (Picacho Mountains) where Newman Peak is located. There are large expanses of vacant desert land and open fields used for agriculture and ranching scattered throughout the City and the Planning Area.

1.2 HISTORY

The area surrounding the City began to carry the name of Eloy when a railroad switchyard was constructed by the Southern Pacific Railroad to connect Tucson to Casa Grande in 1902. In 1918, after the end of World War I, three men: W.L. Bernard, J.E. Meyer and John Alsdorf purchased land in what is now Downtown Eloy. After they purchased the land, they subdivided it and began growing cotton. An application was made in 1919 to establish a post office and, at that time, the City founders favored the name Cotton City. This name was rejected by the Postal Service and the name Eloy was chosen instead.

Historically, the City's economy was largely dependent upon agriculture due to the rich soil profile and easily accessed groundwater. During harvest time, the City's population could temporarily swell to three times the average year-round population. The City of Eloy is part of the Santa Cruz Basin, which is one of Arizona's most fertile agricultural areas, with more than 100,000 irrigable acres.

More recently, the City's economy has diversified, with over 95 percent of its businesses and nearly half its employment now in the agribusiness; arts, entertainment, recreation & visitor

industries; business and financial services; education; manufacturing; personal and commercial services; and transportation and logistics sectors.

The City of Eloy officially incorporated in 1949 and was home to approximately 4,700 residents. The Toltec area was annexed in 1965, increasing the City's incorporated area to 11 square miles. By 2000, the City had increased in size to 71 square miles and approximately 10,375 residents. This growth has continued and as of July 2019, the City of Eloy had a population of approximately 19,005 people, 114 incorporated square miles and 392 square miles within its Planning Area.

Eloy's Historic Battle

When the Civil War began in 1861, Union Troops were withdrawn from many of the western territories. Soldiers near Tucson opened up their supply depots prior to leaving and told the civilians to "take what you need, and get out." Many settlers and civilians did not follow this advice since they had staked their wealth and lives on the prosperity of the southwest.

The Confederate Army marched into the Rio Grande Valley, which was part of the New Mexico Territory. After securing the area, they sent a detachment to Tucson. The commander of the Confederate detachment was Captain Sherrod Hunter.

As the Confederate threat in California subsided, Brigadier General James H. Carleton led a detachment of approximately 1,400 Union soldiers, called the California Column from Fort Yuma to march on Tucson. By early April 1862, the California Column had reached an area near present day Eloy. Detachments were dispatched to reconnoiter the area and the final route into Tucson. Sensing an ambush, the Union Cavalry were split into two groups, one of which circled the base of the Picacho Mountains as a precaution.

Hunter's men had set up an ambush near Picacho Peak. The Confederates opened fire immediately wounding two Union troops. At this time, the second Union force flanked Hunter's men and captured three of the Confederate soldiers. Emboldened by this minor victory, Union Lieutenant James Barrett ordered his soldiers to advance forward. The remaining Confederate Cavalry fired a heavy barrage which killed and wounded four Union soldiers. Lieutenant Barrett was among those killed.

The battle lasted approximately ninety minutes at which point the remaining Union soldiers withdrew and returned to the main column. The Confederate detachment in Tucson withdrew shortly thereafter and returned to the Rio Grande Valley as they continued to be outnumbered and were too far from the main army to receive regular supplies and reinforcements.

This historic Civil War battle has been reenacted annually at Picacho Peak State Park and has been an exciting event for the City. While the battle's original participants only numbered about two dozen, the event has typically drawn over 200 reenactment participants.

Local Attractions

Fifteen miles north of Eloy, in the City of Coolidge, is the Casa Grande Ruins National Monument. This monument is the largest single and tallest Hohokam structure known to exist. The structure was constructed in 1350 A.D., is four stories in height and is the centerpiece of the monument which overall covers approximately 427 acres.

Other local and regional attractions and recreational areas include Picacho Peak State Park, SkyVenture Arizona, and SkyDive Arizona, Rooster Cogburn Ostrich Ranch, Eloy Fiestas Patrias, Robson Ranch Golf Course, Pinal County Fairgrounds, Boyce Thompson Arboretum, Country Thunder, Queen Creek Olive Mill, Biosphere 2, Goldfield Ghost Town, Eloy BMX racing track, Schnepf Farms,

1.3 CITY GOVERNMENT

The City of Eloy was created by the local citizens primarily for the purposes of self-determination, representation, and improvement to their quality of life. Local government was tasked with providing a wide range of services to meet the needs of the citizens and businesses located within the community. Services currently provided by the City of Eloy include police protection, water/sewer, trash/landfill, roadways, municipal court, clerk, human resources, library (through a partnership with Pinal County), community development, community services (parks and recreation, Eloy Memorial Park) and city administration.

The City of Eloy continues to improve the quality of life and the sustainability of the community by developing and enforcing policies related to economic development, land use and transportation planning, open space, environmental preservation, and other important issues. City leaders and staff listen and report the ideas, comments and opinions of the public to the Planning and Zoning Commission, Downtown Advisory Commission, and City Council to ensure that the community's health, safety, and welfare is protected. The City of Eloy has an elected mayor and six elected council members, as well as a City Manager, City Clerk and Chief of Police appointed by the City Council.

In order to provide services to the City's residents and businesses, the City uses revenues principally from City Sales Tax (approximately 40 percent), State Shared Revenues (approximately 39 percent) and Property Tax (approximately 8 percent) and a variety of other

sources including services, interest, fees, and licenses. Similar to private businesses, it is critical that the local government's revenues and expenditures are effectively managed to maintain a long-term balance.

1.4 BACKGROUND

The purpose of the General Plan is to provide the local community with a comprehensive approach to guide future development in the community. It applies to all land within the City's incorporated boundary and is advisory for the surrounding Planning Area, includes all subjects related to the community's development, and extends over a 10-year timeframe. The General Plan identifies the community's goals, as well as the policies and implementation measures necessary to achieve these goals.

Over the past several years, City staff has incrementally reviewed and updated each of the eleven elements of the general plan that were formerly adopted by the Eloy City Council on December 13, 2010 (Resolution 10-1224). This subsequent update responds to the changing internal and external physical, economic and political conditions of the community as well as its neighboring communities to the north and west. The City's Planning Area includes an area larger than the City's Incorporated Area to account for the sphere of influence of the City based on its proximity to other surrounding communities. Generally, the Planning Area is bounded by a portion of State Route 287 (Florence Boulevard) on the north, a portion of the Pinal/Pima County boundary line on the south, a portion of the section line alignment approximately two miles east of Pecan Road on the east and a portion of the Burris Road alignment on the west.

1.5 USE OF THE GENERAL PLAN

The General Plan is intended to be used by all members of the community, as well as others interested in the City's future. The key to using the General Plan is the understanding that while some of the objectives within the Plan may not be achievable in the near term, they are intended to guide the community's future long term development.

The remainder of the General Plan is divided into 11 chapters, or elements. An implementation chapter is also included.

Each element shares a common format, beginning with general overarching Goals, followed by the Purpose of the Element, the City's Existing Character and Discussion sections, with the Objectives section as the final section within each Element and establishes the City's recommended direction. Supportive maps, charts and tables are also included to assist in communicating the intent of the text.

2019 MAJOR GENERAL PLAN AMENDMENT

AMENDMENTS AND PROCESS

Major Amendment Overview

The Eloy General Plan, as required by ~~Arizona Revised State~~ Statutes (ARS 9-461), shall be updated every 10 years, or earlier as determined by the City Council. ~~Within~~~~During~~ the ten year ~~interim periods~~ the ~~City will entertain~~~~re-may-be~~ proposed changes or amendments to the General Plan. These proposed amendments may be filed by the City, landowners, individual residents or developers. State Statutes identify ~~that~~ an amendment to the General Plan ~~is classified~~ as major when the proposal substantially alters the City's planned mixture or balance of land uses. A major amendment is ~~confirmed when~~ any proposal ~~that~~ satisfies any one of the criteria listed below (all other amendments shall be considered minor).

State Statutes requires that all major amendments be heard before the City Council at a single public hearing designated each ~~calendar~~ year. The City Council shall review and approve or deny each major amendment. Major amendment cases are required to be submitted within the same calendar year in which they are heard, and a 2/3-majority vote of the City Council is necessary for approval. In addition, major amendments will require a staff review and recommendation to the Planning ~~& Zoning~~ Commission. The Planning ~~& Zoning~~ Commission shall hold a minimum of one public hearing and shall make a recommendation of approval or denial to ~~the City~~ Council. The ~~City~~ Council shall hold an additional public hearing and its decision shall be based on specific review guidelines listed below.

Any proposal that does not meet the criteria listed below is considered a minor amendment and can be considered by City staff, the Planning ~~& Zoning~~ Commission, and the City Council, according to the regularly scheduled review and approval process.

Major Amendment Land Use Criteria

A major amendment to the general plan is required where any one of the **Land Use Criteria** following occurs:

1. A change from one residential land use designation to another residential designation that exceeds 320 acres.
2. A land use designation change from residential to non-residential of 40 acres or more.
3. A change involving an industrial land use designation exceeding 80 acres.
4. A change involving a commercial or Mixed Use designation exceeding 40 acres.

5. A change involving a Parks/Open Space or Public/Institutional designation exceeding 20 acres.
6. Any proposed realignment, deletion or change in the functional roadway classification of a major or minor arterial or planned freeway.
7. Proposed text changes that conflict with, or alter the goals and policies of the General Plan.

Amendment Guidelines

Changes to the General Plan must also meet the following guidelines for approval:

1. That the City has not provided adequate land uses designated that would allow for the proposed use to be sited as proposed.
2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.
3. The amendment will not adversely impact any portion of the community, by:
 - Creating incompatible land use patterns,
 - Requiring additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses unless mitigated by the applicant and demonstrated to benefit the City,
 - Adversely impacting existing or planned land uses through an unreasonable increase in traffic generated by the proposed use unless mitigated by the applicant, or
 - Adversely affecting the livability of an area or the health and safety of existing residents.
4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.

It shall be the responsibility of the party requesting the major amendment to prove that the change constitutes an improvement to the General Plan and satisfies all review guidelines above.

2019 MAJOR GENERAL PLAN AMENDMENT

ECONOMIC PROSPERITY

11.1 GOALS

- Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.
- Brand Eloy as a prime regional location for business, community growth and capital investment.
- Through public and private investment, make Main Street a centerpiece for Eloy featuring restaurants, shops, small businesses and activities supported by quality neighborhoods that offer housing choice.
- Create a community with adequate infrastructure, utilities, community amenities and housing that will attract new businesses and residents.

11.2 PURPOSE

This Economic Development Prosperity Element, in conjunction with the Economic Development Strategic Plan (EDSP), adopted in July 2019 provides the community with a focus that is more than just creating or retaining jobs and expanding the tax base. It's also about crafting a climate that's attractive for investors and businesses and a place where workers and their families can flourish. To attract and retain investment, Eloy must have cultural amenities, modern infrastructure, quality schools, broadband and a trained workforce with skills that match business needs.

The Strategic Plan recognizes the opportunities and constraints that exist for Eloy and lays out the mission of economic development, the vision for the future, and the four fundamental goals/building blocks necessary to prepare the City to achieve its desired economic prosperity. These building blocks include: Jobs, Image, Downtown Redevelopment, and Infrastructure and Housing.

11.3 EXISTING CHARACTER

Eloy was first established in the early 1900's as a rail stop and rapidly became a hub for agriculture. Although cotton was the primary crop, a wide variety of vegetables, feed crops, melons, fruit and nuts were also produced. Although agriculture remains an important part of Eloy today, water costs and its long term availability will require a significant effort to establish new agricultural technology and crops well suited to an arid, desert environment.

Over the years, Eloy added a significant industrial and retail truck stop presence which, with some exceptions, has done well. Several of the businesses attracted in the 1990's and early 2000's continue to thrive. However, the Great Recession in the middle of the last decade hit Eloy especially hard. In the last ten years, very few new employers have located in Eloy, several have shuttered their doors and there

have been very few land transactions (even though land costs are lower than surrounding communities and significantly lower than the Phoenix and Tucson areas). The majority of private employers that are located in the City are located within the corridor formed by Frontier Street and Interstate 10. The only exceptions are CoreCivic to the northeast and SkyDive Arizona up at the Eloy Municipal Airport as shown on EP-1.

Economic Character Areas

In addition to 1,000's of acres in agricultural production, Eloy has four key economic character areas, which is illustrated on Figure EP-2:

Robson Ranch – Robson Ranch was initially developed in 2006, and currently provides over 1,000 upscale homes with quality-of-life amenities sought by active adults. Single-family housing and condominium living are complemented by facilities to accommodate a variety of sports activities including 18-hole golf, arts and crafts sessions, hiking and biking, an aquatics center, Pickle ball and tennis as well as access to retail and commercial services. New phases of development are currently under construction.

Eloy Employment Corridor - This predominately commercial and industrial business area is home to many of Eloy's industrial employers. The Corridor is south of, and parallel to, the Union Pacific Rail line and extends to the south of Interstate 10. A large inventory of vacant, industrially-zoned and utility-served property is available for development. There are several, older, smaller vacant buildings that could accommodate some retail or commercial businesses. The majority of those are located on Frontier Street and along Sunshine Boulevard. Although these structures offer limited opportunity for reuse, many of Eloy's buildings are currently empty and in disrepair, diminishing the opportunity for existing business vitality and expansion and the potential for future businesses moving to the area.

Downtown Eloy (including a segment of Frontier Street) - Downtown Eloy is the heart of the city and home to a new City Hall, a soon to be new Police facility, the U.S. Post Office, various small businesses, Santa Cruz Valley Union High School and Main Street Park, which for years has served as Eloy's 'living room' for special events and festivals. The Downtown area offers investment opportunities for new construction and building renovation serving the mix of residential, office and retail uses. The area is also home to a number of community services, including Sun Life Family Health Center, Pinal Hispanic Council, Community Action Human Resources Agency and Eloy Veterans Center, among others.

Eloy Municipal Airport – The Eloy Municipal Airport is located approximately three miles northwest of Downtown and encompasses approximately 100 acres. With two active runways, the airport is available to general aviation aircraft from dawn to dusk. Hangars and T-shades are located on airport properties, and aviation fuel is available for sale. The Eloy Municipal Airport is home to Skydive Arizona, a world-class facility attracting skydivers from around the world. The Bent Prop Café is located onsite for food services, as well. The City owns approximately 280 acres adjacent to the airport for a future business/industrial park.

Robson Ranch was initially developed in 2006, and currently provides over 1,000 upscale homes with quality-of-life amenities requested by active adults. Single-family housing and condominium living are complemented by facilities to accommodate a variety of sports activities including 18-hole golf, arts and crafts sessions, hiking and biking, an aquatics center, Pickleball and tennis as well as access to retail and commercial services. New phases of development are currently under construction.

Eloy Municipal Airport is located approximately 3 miles northwest of downtown and encompasses approximately 100 acres. With two active runways, the airport is available to general aviation from dawn to dusk. Hangars and T-shades are located on airport properties, and aviation fuel is available for sale. The Eloy Municipal Airport is home to Skydive Arizona™, a world-class facility attracting skydivers from around the world. In October 2019, Skydive Arizona hosted the FAI Parachuting World Cup. The Bent Prop Café is located onsite for food services, as well. The city owns approximately 280 acres adjacent to the airport for a future business/ industrial park.



Employment Corridor Eloy's business corridor is home to many of Eloy's retail and industrial employers. Frontier Street is north of and parallel to the Union Pacific Railroad as well as Interstate 10 to the south. A large inventory of vacant, industrially-zoned and utility-served property is available for development.

Downtown Eloy is the heart of the city and home to City Hall, the U.S. Post Office, and the police and fire stations. Wrapping around the city's governance complex and Main Street Park, the downtown area offers a host of investment opportunities for new construction and building renovation serving residential, office and retail uses. The new City Hall opened in the spring of 2019. The old location is currently under renovation and when completed, will more than double the available space for the police department. Downtown facade renovations are also underway in 2019. The area is also home to a number of community services, including Sun Life Family Health Center, Pinal Hispanic Council, Community Action Human Resources Agency and Eloy Veterans Center, among others.

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11.4 DISCUSSION

In 2018, the Eloy City Council adopted the updated Land Use Element of the Eloy General Plan. During that effort, considerable attention was paid to setting aside sufficient land for Eloy's commercial, industrial and employment uses. Of the approximately 72,600 acres within the City limits, 4,500 acres (6%) are designated as commercial and 6,300 acres (9%) are designated as industrial. Primary challenges to commercial and industrial growth in these areas are lack of rooftops in the primary trade area, limited access and lands unserved with shovel ready infrastructure. Strengths include approximately 20 miles of I-10 freeway frontage and the opportunity for Union Pacific rail spur service.

In July 2019, the Eloy City Council adopted the Eloy Economic Development Strategic Plan (EDSP). This comprehensive effort, in conjunction with the General Plan, is intended to guide Eloy's business retention and expansion and business attraction efforts. The plan focuses its attention most aggressively in the first five years but provides guidance for economic sustainability and growth of many important economic activities over a much longer term. The EDSP states, "The success of this ambitious strategy requires alignment of goals and funding priorities between City departments and other organizations. The City will collaborate with public and private sector partners throughout the community/region to carry out the actions recommended by the strategy. Without adequate resources, this economic development strategic plan will not be successful. This strategy requires reliable multi-year operating support for the key initiatives, including work that supports job growth, capital improvements that foster economic development and marketing and promotion that brands and propels the community forward".

Strengths, Weaknesses, Opportunities and Threats - A key component of the EDSP was the development of a Strengths, Weaknesses, Opportunities and Threats Analysis. This analysis is the compilation of over 30 interviews conducted with key community stakeholders and is summarized below:

Strengths	Weaknesses	Opportunities	Threats
• Centrally located between Phoenix and Tucson • Proximity to major transportation and rail corridors • Existing workforce in production jobs • Central Arizona College • Strong civic leadership • Concentration of education and civic uses downtown • Downtown festivals and events • Vacant industrial zoned land	• Undefined image and no real brand • Aging road infrastructure • Absence of new workforce housing stock • Slow household growth • Shortage of amenities for residents and business • Inadequate infrastructure to industrial sites • Lack of available industrial buildings • Absence of regional cooperation and collaboration • Underperforming schools	• Downtown revitalization and adaptive reuse of old buildings • Downtown facade improvement program • Leverage relationship with SkyDive Arizona for Eloy tourism • Target industry attraction • Potential "Economic" corridor for electric and autonomous vehicles • New housing development to attract a workforce population • Transportation planning and improvements • Facilitating shovel ready sites • Water Resources	• Economic development fragmentation • Growing competition from other cities • Majority of sales tax comes from I-10 business • Majority of property tax comes from correctional institutions • Economic stagnation • Negative perception cast on the city due to Eloy Detention Center

Addressing the weaknesses and threats and leveraging the strengths and opportunities will take a concerted effort by not only the City of Eloy, but the myriad of community organizations such as the Chamber of Commerce, School Districts, and most importantly, all of Eloy's existing businesses and residents.

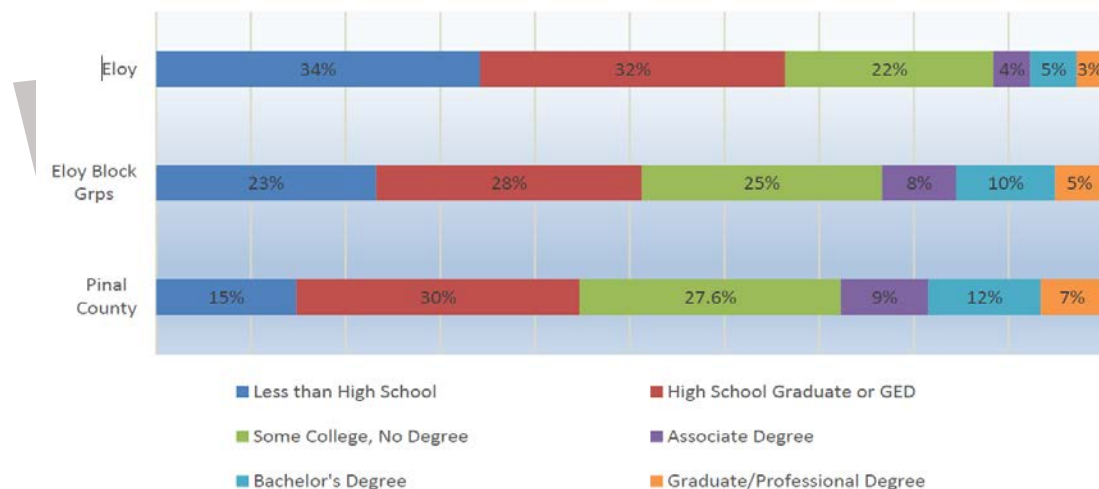
Offsetting many of the weaknesses and threats are Eloy's Strengths and Opportunities. Eloy is well positioned on Interstate 10 and the Union Pacific rail line with excellent proximity to Arizona's border with Mexico - three ideal assets for attracting manufacturing, distribution and warehousing operations. Another key in Eloy's future lies with its equidistant, one hour drive time to Phoenix and Tucson, both high growth areas that are beginning to experience rapid decreases in affordability for land and building in virtually every economic sector. Proximity to Casa Grande and Coolidge will also play a role as new industries such as Lucid Motors and Nikola (both considered leaders in the future of personal and commercial truck transportation) which are expected to hire a minimum of 2,000 employees once each comes to fruition. As the area begins to attract new users and investment, all three communities stand to benefit equally. Additionally, Eloy has hundreds of acres available and entitled for development, and a City rich in heritage with strong community pride.

Education

As the region develops, it will be important to develop and attract a skilled labor force to staff these new businesses. It will also be important to adopt policies that will support the attraction of amenities that improve the City's overall quality of living.

Educational success will also play a key role in attracting businesses. Most of today's workforce requires a strong work ethic, certifications, degrees and other levels of training. If a community does not have residents with the necessary level of education or vocational training and/or certificates, then the company will be pulling "talent" from other communities to fill their positions, or the company will locate within a community that has a population that meets its job-related qualifications.

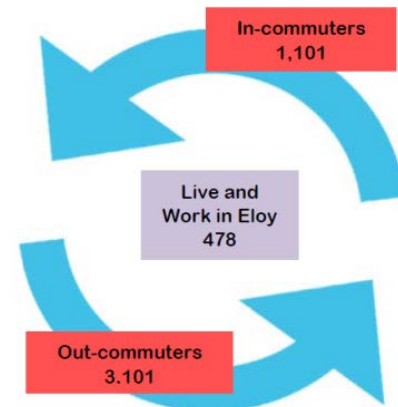
When it comes to education, Arizona Department of Education data shows that only 12 percent of the population have attained an Associate's Degree or higher. The resident population, however, still trails behind Pinal County with 28 percent of the population having an Associate's Degree or higher. Educational attainment is an indicator of the strength and aptitude of the local workforce. Aligning educational/vocational attainment with the City's industry targets can help identify existing training deficiencies that can be corrected with workforce development programs.



Labor Force

As per the EDSP, there is a viable labor force in Eloy, however, less than 500 residents both live and work here. Approximately 1,100 workers commute in for work and 3,100 commute out for work to neighboring communities and as far away as the Phoenix and Tucson suburbs. Attracting employment opportunities for these 3,100 workers will be a priority as the EDSP is implemented.

As a small rural community, Eloy will need to contend with its rural setting and limited size of its labor force with lower skill levels. Over time as the community grows, these conditions will change. In the interim, Eloy's economic development opportunities will likely be limited to those industries that are attracted to its assets of good transportation access, low labor costs, and low land costs.



Potential Windfalls

There are several factors that can and will have a significant impact on the community and will no doubt require the updating of this element over time. In the last 18 months, numerous projects have been announced with sophisticated hiring requirements and 1,000's of potential job openings. Four of them include:

- **Phoenix Mart** began construction of over 1.5 million square feet of display space in east Casa Grande (north of Eloy) featuring a Business to Business buying and selling experience for manufactured goods and products from throughout the world. The building will house over 1,800 showroom suites. Although this project seems to be on hold, it will be one of the largest private sector employees in the region, when completed.
- **Lucid Motors** first announced their plans in 2016 to build an electric vehicle manufacturing facility located on 500 acres just south of Downtown Casa Grande, less than 10 miles west of Eloy. Initially, Lucid plans to employ over 600 skilled and semi-skilled workers ramping up to over 2,000 in the first five years.
- **Nikola Corporation** has announced that it will construct a one million square foot facility to build hybrid Class 8 semi-trucks on the outskirts of Coolidge (adjacent to Eloy) and only four miles from our Downtown. Nikola has stated it will hire 1,800 to 2,000 skilled employees at an average annual salary of \$60,000-80,000.
- **Attesa Motorsports** has announced a motorsports lifestyle center in south Casa Grande (west of Eloy) with several race circuits, testing and research for amateur and professional racers. The project includes off-road race tracks, entertainment venues, a luxury resort and a convention center on roughly 500 acres. Attesa anticipates employing over 15,000 when fully operational.

Whether or not these projects come to fruition is yet to be determined. However, when complete, they will have a significant impact on the entire region. It will be up to the Eloy elected officials and staff to be ready to leverage benefits in Eloy from these investments.

Targeted Industry Clusters

Based on research outlined in the EDSP, six industry clusters were identified as suitable for Eloy. Industries within these clusters were further evaluated for employment growth, wages, market strength and existing presence in Eloy. Forty four industries were short listed as potential industry targets, based on a combination of industry growth over five years, wages, market strength in Pinal County and whether the industry currently has a presence in Eloy. An existing cluster, (manufacturing) with 10 industries, was classified as a “future” target. These future industries are based on the prospect of Nikola Corporation and Lucid Motors operating their truck and vehicle manufacturing facilities near Eloy. Nikola is located approximately two miles northeast of Eloy’s Downtown and Lucid Motors is located approximately six miles west of the City.

The listing of proposed industry clusters and targets includes the following:

Industry Cluster	Industry Target
Manufacturing (Continued)	• Construction machinery manufacturing • All other industrial machinery manufacturing • Power-driven hand tool manufacturing • Software and other prerecorded and record reproducing • Motor vehicle electrical and electronic equipment manufacturing • Other motor vehicle parts manufacturing • Custom architectural woodwork and millwork
Personal & Commercial Services	• Commercial and industrial machinery and equipment repair and maintenance
Transportation & Logistics	• Warehousing and storage • Rail transportation • Truck transportation
Manufacturing - Future Targets	• Automobile manufacturing • Light truck and utility vehicle manufacturing • Heavy duty truck manufacturing • Motor vehicle body manufacturing • Truck trailer manufacturing • Motor vehicle gasoline engine and engine parts manufacturing • Motor vehicle steering, suspension component (except spring), & brake systems manufacturing • Motor vehicle transmission and power train parts manufacturing • Motor vehicle seating and interior trim manufacturing • Motor vehicle metal stamping

11.5 OBJECTIVES

The success of this ambitious strategy requires the continued alignment of objectives among City departments and organizations that have a role to play in the City’s economic success. Successful implementation requires reliable multi-year operating support for the key initiatives, including work that supports job growth, capital improvements that foster economic development and marketing and promotion that propels the community forward. Without adequate resources this economic development plan will not be successful.

Specific Economic Development objectives include:

1. Implement An Industrial/Business Recruitment Program
2. Collaborate To Retain And Expand Existing Businesses
3. Create A Repository Of Entrepreneurship Information And Programs
4. Work Collaboratively To Prepare Youth For Success In School And Work
5. Promote Adult Workforce And Skill Development Programs
6. Support The Eloy Airport As An International Skydiving Center And Future Aviation Employment Center
7. Develop And Implement A Plan To Encourage And Enhance Eloy's Potential To Attract International Employees
8. Market And Encourage Vacant Land Purchases
9. Attract A Full Service Hotel With Meeting, Conference And Food Services

In year four and beyond, specific Economic Development Activities and Tactics include the continuance of all of the above, plus the following:

1. Collaborate to Retain and Expand Existing Businesses
2. Create A Repository Of Entrepreneurship Information And Programs
3. Design And Adopt A Municipal Airport Specific Plan
4. Prepare And Adopt An Airport Business Plan
5. Promote Eloy As A Location For Shooting Film And Video Production



Economic Prosperity Element

Eloy General Plan

Economic Focus Areas

- 1 Interstate 10 Corridor
- 2 Eloy Municipal Airport
- 3 Prison Complex
- 4 Nikola Contributing Area
- 5 North-South Freeway Corridor
- 6 Downtown Eloy
- 7 Rail Related

Roadways

- Interstate
- State Highway
- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Two Lane Collector (80' ROW)
- Union Pacific Railroad

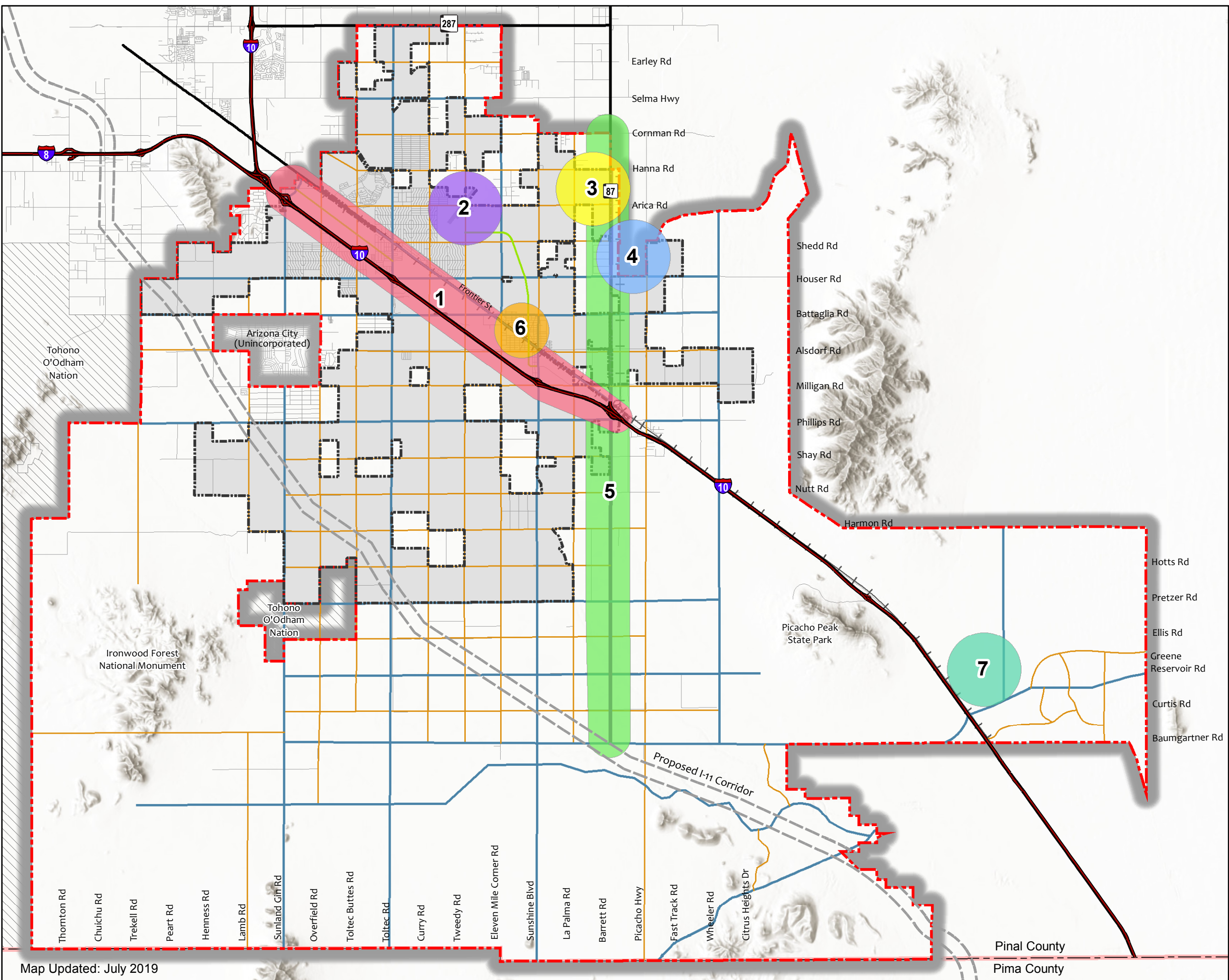
Reference

- Eloy City Limits
- Eloy Planning Boundary



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Economic Prosperity Element

Eloy General Plan

Existing Employers

Private Employer

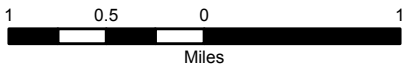
- Arizona Pacific Wood Preserving Inc.
- Ballard Truss
- Bayer
- Bridgestone
- CoreCivic
- Elrus Aggregate Systems
- Empire Machinery
- Flying J Travel Center
- Flying J Travel Plaza
- Hasa Chemical
- Loves Travel Stop
- Otto Environmental Systems
- Petro Stopping Center
- Pilot Travel Center
- Pride Travel Center
- Republic Plastics
- San Juan Pools
- Schuff Steel
- SkyDive Arizona
- TA Travel Centers of America
- Xpress Fuels Truck Stop

Reference

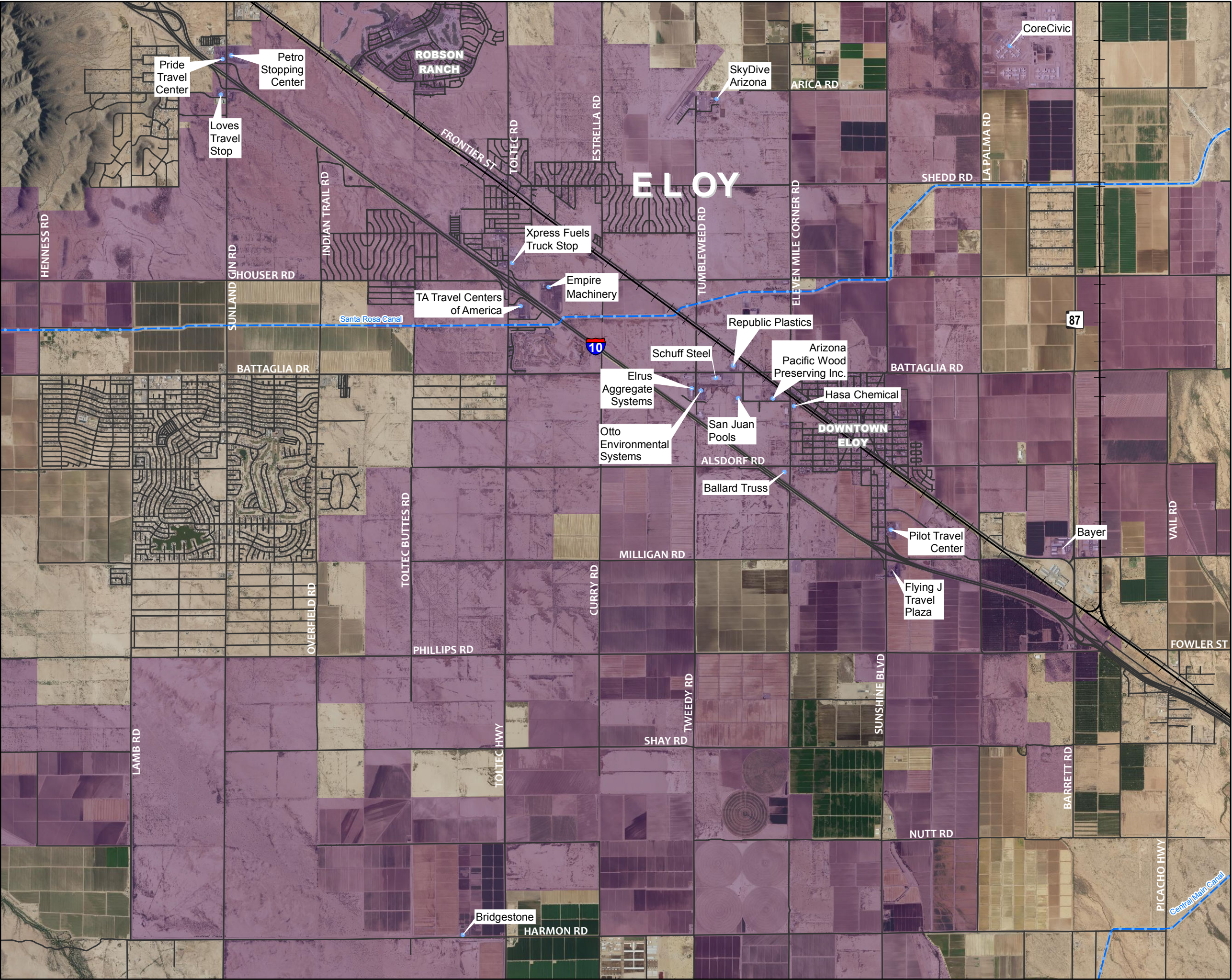
Eloy City Limits



1 Mile



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Economic Prosperity Element

Eloy General Plan

Proposed Major Development

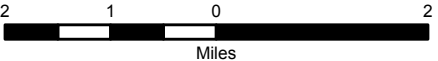
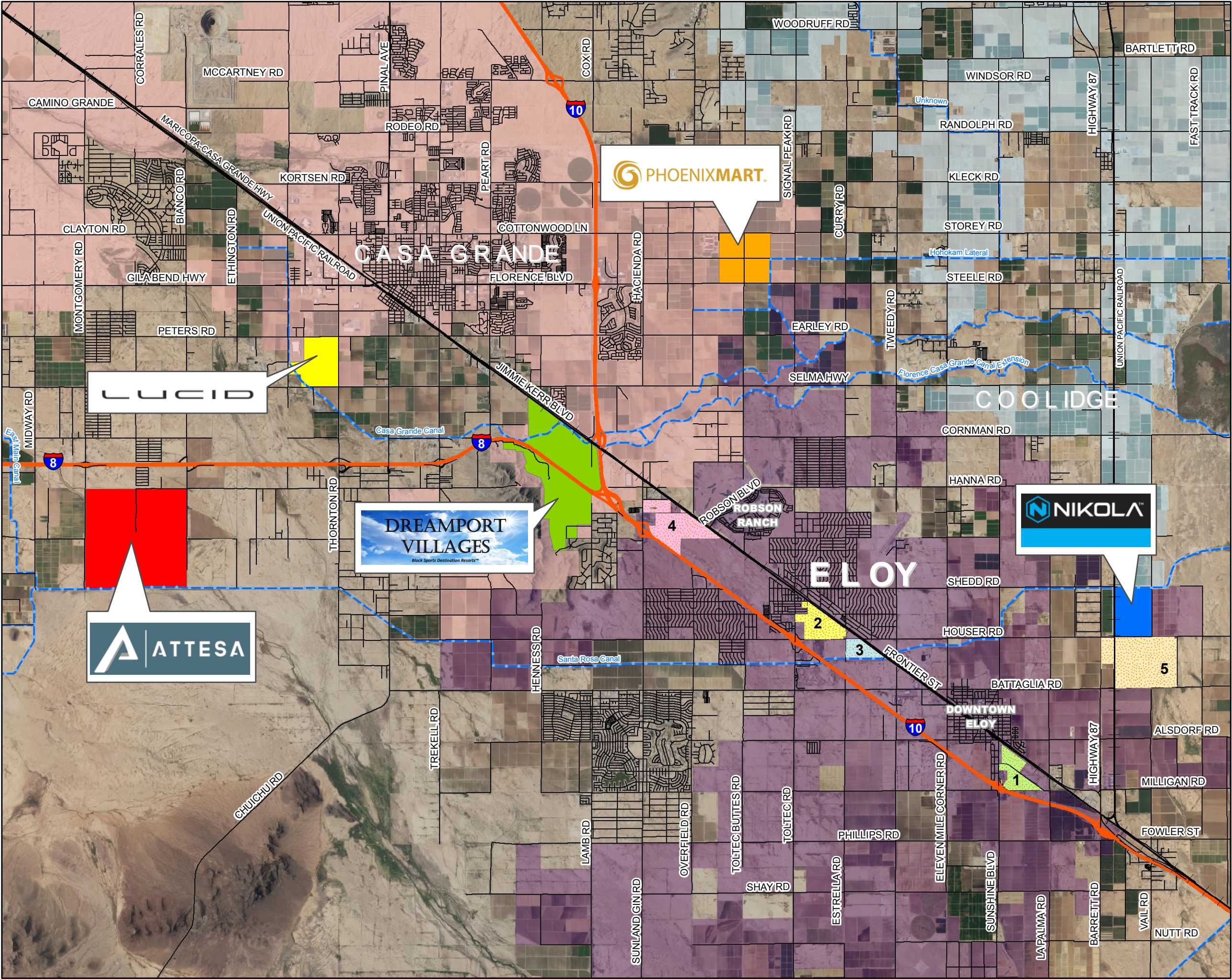
- Attesa
- Dreamport Village
- Lucid Motors
- Nikola
- Phoenix Mart

Priority Site

- 1
- 2
- 3
- 4
- 5

Incorporated Area

- Eloy
- Casa Grande
- Coolidge



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2019 MAJOR GENERAL PLAN AMENDMENT

CIRCULATION ELEMENT

CIRCULATION ELEMENT

3.0 GOALS

1. Encourage public safety through appropriate street design.
2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.
3. Plan and provide for alternative methods of transportation.

3.1 PURPOSE

The purpose of the Circulation Element is to:

- Summarize the existing street and roadway conditions,
- Provide guidance and goals for public transportation, multi-modal pathways, and other modes of transportation,
- List and define the different street classifications,
- Map future roadway network,
- Coordinate the City's streets with both existing land use and proposed future land use to provide mobility and access,
- Guide where infrastructure should be upgraded to facilitate the efficient movement of people, goods and services within the City of Eloy.

3.2 EXISTING CHARACTER

Within the City's boundaries, there are approximately 25 miles of existing paved roadways. These roads vary in width, pavement composition and condition. Some roads are in serious need of repair while other roads are newly constructed or have recently been resurfaced.

The City's downtown was initially oriented in a radial street pattern. This design was later modified into a grid pattern with arterials planned at each mile. This situation has led to offset intersections as well as five (5) five-legged intersections on Frontier Street which are a hazard to both vehicles and especially pedestrians. The confusion that these types of intersections create can be the cause of accidents and/or serious injury/death as traffic volumes increase.

Roadways

The local roadway network is based on the one-mile grid system originally established in Pinal County. There are six basic street classifications used by the City, specifically: Interstate Freeways/State Highways; Major and Minor Arterials; Major and Minor Collectors; and Local Streets.

Airport

The Eloy Municipal Airport was opened to the public in February 1969 and is a general aviation facility. The Eloy Municipal Airport is located approximately three miles northwest of City Hall and encompasses approximately 91-acres in area. The airport was initially constructed by the Air Force for training purposes. Estimated air traffic using the airport is approximately 28,000 operations annually. It has one runway approximately 3,900 feet in length and 75-feet wide. The airport has five conventional hangers and twelve T-hangers with a parking apron 150-feet by 300-feet.

The Eloy Municipal Airport is currently used for general aviation and skydiving activities, with no scheduled services to other locations. Recommendations for future upgrades to the airport to meet potential and desired demand includes the relocation of Taxiway "A", drainage improvements, extension of the runway, and lighting improvements.

Multi-Use Pathways

Currently, there are 95 miles of existing pathways and trails within Eloy's Planning Area. These pathways currently include the full complement of dirt pathways to sidewalks.

Public Transportation

The only public transit access in the City occurs through the connection of Central Arizona Regional Transit(CART) that extends limited service (twice per day) down Interstate 10 to serve the recently relocated Greyhound stop at Love's Truck Stop, located at the northwest corner of Sunland Gin Road and Arica Road. No intercity public transportation of any kind is currently available in Eloy. However, The recently completed city is currently conducting a transit feasibility study to identify corridors and routes that would serve the City's population with access to desired area-wide destinations. A circulator for downtown and routing along Frontier to Casa Grande is shown on Figure C-1. assess its viability. The closest Greyhound stop is in Casa Grande and the closest Amtrak stop is located at 19427 N. John Wayne Parkway in the City of Maricopa. Amtrak's Sunset Limited, which operates between Los Angeles and New Orleans, stops in Maricopa at night on Tuesday, Thursday and Sunday from east to west and in the morning on Monday, Thursday and Saturday from west to east. three times weekly in each direction.

Greyhound serves Casa Grande twice daily in each direction with schedules operating between Tucson and Phoenix. Local Bus Service: The Cotton Express and Central Arizona Regional Transit currently serve the City of Casa Grande, City of Coolidge and Town of Florence.

3.3 DISCUSSION

Circulation Plan

The City of Eloy's circulation system is shown on Figure C-1, Circulation Map and includes the roadway network with its recommended characteristics discussed below.

Roadway Network Roadway Network

The roadway system consists of a hierarchy of streets which range in widths and traffic volume capacity. For example, an arterial's main function is to carry the largest volume of traffic from collector streets to places of employment, retail, offices, and to the City gateways and then funnel the traffic back to the collectors. Functional characteristics include roadway type, function, right-of-way width, lane configuration, pavement width (curb-to-curb), and average daily traffic (ADT).

Roadway Descriptions

Interstate Freeway / State Routes (Highways)

Freeways and State Routes should connect major metropolitan areas, and carry a high proportion of vehicular travel on a minimum of mileage. Freeways and State Routes should be integrated with arterial streets. Freeways and State Routes generally have full access control and consist of interstate highways, other freeways or U.S./State routes. This class of street is designed to handle higher speeds between 55 and 75 mph as well as between 11,000 and 22,000 vehicle trips per day. The number of lanes should range between three and five (one direction) with a total right-of-way width of 300-feet or greater.

Arterial (Principal - RSR, Major and Minor)

Arterials are major streets that are designed to move large volumes of traffic within each community and between cities and towns and are typically spaced at one-mile or greater intervals. These streets are typically constructed with a total of four to six lanes of traffic, and have a raised or striped median. Access to arterials should be limited to intersections at approximately one-quarter mile intervals and from the driveways of major developments. No on-street parking is allowed on arterial roadways.

These streets are typically designed to handle between 8,900 and 11,740 vehicle trips per day with speeds ranging from 45 to 55 mph. Total right-of-way width for arterials range from approximately 110- to 130-feet.

Collector (Major and Minor)

Collector streets provide mobility and access between local streets and arterials, local streets to other local streets, as well as, allowing access to properties fronting onto the street. Collectors are generally spaced at one-half mile intervals. These streets are constructed with a total of two to four travel lanes, and typically have a striped or raised median. Travel speeds on collector streets are typically set at 35 mph. Collector's usually have right-of-way widths ranging from 70- to 80-feet.

CIR-1: Roadway Functional Classification & Characteristics*					
CLASSIFICATIONS	CHARACTERISTICS				
	Primary Function	Configuration (both sides included)	Right of-Way Width	Width Back of Curb-to Curb	Maximum Vehicle Trips Per Day
Freeway/State Route	Mobility	4 and Greater Divided	300+	---	>55,000
Major Arterial (Principal)	Mobility	6 Lanes + Divided Median	130'	124' - 104'	45,000 - 55,000
Minor Arterial	Mobility / Access	4 Lanes + Raised Median	110'	80'	30,000
Major Collector (Commercial)	Access / Mobility	3 Lanes + Two Way Turn Lane	80'	54'	10,000
Minor Collector	Access	2-3 Lanes + Two Way Turn Lane	70'	48'	8,000
Local	Access	Two Lanes	50'	32'	1,000

Source: City of Eloy, July 2018

Collectors may have on-street parking, although this is typically not permitted near intersections and curb-cuts for visibility purposes. Collector roadways designated within the Eloy Planning Area are generally located on the midsection-line boundaries.

Local Road

Local roadways serve local traffic, providing access to adjacent properties and roadways of higher classification. Local roadways usually have two lanes and low travel speeds (25 mph or slower), and allow on-street parking. A typical right-of-way width for a local street is approximately 50-feet.

Future subdivision developments and local street construction should focus on a non-grid internal street pattern to help slow traffic, create visual aesthetics (when coupled with a landscaping theme), create a sense of place and variety within each individual development and create a more pedestrian friendly environment.

Multi-Use Pathway

The purpose of a multi-use pathway system is to provide residents with other transportation alternatives to travel within the community other than a vehicle. Other transportation options include walking, jogging, bicycling, skating, or horseback riding. Non-vehicular travel may provide a wide-range of benefits, such as increased mobility and access as well as enhanced recreational activities, improved air quality, and better personal health.

The multi-use pathway system consists of trails and bike routes/paths. The trails typically consist of shared-use paths that are physically separated from vehicular traffic. These may be paved or unpaved, and may be located within an existing roadway right-of-way or within an existing utility or canal right-of-way or easement.

Bicycle paths are comprised of both trails and lanes. A bicycle lane is a one-way travel lane located along the edge of a paved street. A bicycle trail is a non-vehicular pathway identified for bicycle use by signage only. Bicycle trails are physically separated from vehicular traffic, and may be paved or unpaved.

Aside from the 95 existing miles of trails and pathways, Pinal County's Open Space Master Plan also shows an additional 44 miles of proposed trails. As the City expands into its Planning Area through future annexation and when these areas are developed, an analysis of the proposed pathway system should be completed. Developers should be encouraged to set aside, construct and possibly dedicate pathway network improvements within or adjacent to their development.

Opportunities exist for developing a system of urban multi-use trails along the street, utility, and railroad rights-of-way that could be used for pedestrian, equestrian, and bicycle travel. Potential locations for these trails include Frontier Boulevard (south side), Sunshine Boulevard (west side), Hanna Road (south side), Milligan Road (south side), SR-87 (west side), Toltec Highway (east side), and Sunland Gin Road (west side). In the future, a more comprehensive Parks, Recreation, and Trails Master Plan could be developed and adopted that will confirm such corridors.

High Capacity Transportation Corridors

A series of recent studies have identified several key transportation corridors for future consideration within the Eloy Planning Area. The Arizona Department of Transportation is currently assessing (through an Environmental Impact Statement) two routing options for a future North-South Freeway. The intent is to connect US 60, in northern Pinal County, to Interstate 10 within the City of Eloy. The City of Eloy supports (through Resolution ~~19-14545-1343~~) the W4 Corridor Segment Z/AA which utilizes the existing SR 87 roadway and terminates at Interstate 10.

The Intermountain West Corridor (I-11) is intended as a multimodal transportation facility to diversify, support, and connect the economies of Arizona and Nevada, ultimately linking Mexico and Canada. The connection between Phoenix, Arizona, and Las Vegas, Nevada has been analyzed, and the Green Alternativesegment through Eloy (supported by Resolution 19-1457) ~~may utilize the existing I-10 corridor, or, it may~~ deviate to the south of I-10 within the Eloy Planning Area as shown on Figure C-1.

No funding has currently been set-aside for the design or construction of these corridors.

Railroad

The rail line through Eloy was originally constructed by the Southern Pacific in 1880 and parallels Frontier Street. The Union Pacific rail line (also known as the Sunset Route), which was acquired by the Union Pacific in 1996, traverses the southern portion of Arizona, connecting Los Angeles with Tucson, El Paso, Houston, and New Orleans.

Currently, between 45 and 55 freight trains operate through Eloy daily. The largest of the commodities shipped on these trains are Agricultural Products (grains, grain products, and food & refrigerated products); Automotive (finished vehicles and auto parts); Chemicals (Fertilizer, Plastics, Industrial Chemicals, Soda Ash, Petroleum LPG and Crude Oil); Coal (Coal and petroleum coke); Industrial Products (Lumber, construction products, metals, minerals/consumer, paper, other); Intermodal (Domestic and international), Mexico (Autos, intermodal, agricultural, industrial products, chemicals and coal); and some 10,000,000 tons of coal (shipped in) to run the state's power plants.

Currently, the only grade-separated crossings of the Union Pacific in the vicinity of Eloy's Planning Area are the I-10 viaduct west of Toltec and the SR 87 viaduct at Picacho. The at-grade rail crossings occur at Sunland Gin Road, Toltec Highway, Houser Road, Battaglia Drive, Eleven-Mile Corner Road, Main Street and Sunshine Boulevard.

In the future, the proposed development of the Red Rock Rail Yard is a 367-acre property located on the east side of the Red Rock/Interstate 10 Interchange. The Rail Yard would be constructed as a classification yard, where the Union Pacific Railroad optimizes efficiency and reduces the number of trips made hauling empty cars. It is intended to be planned with approximately two miles of freeway frontage and also fronts the Union Pacific Railroad's Sunset Route. If successful, a major multi-modal rail served warehouse/distribution facility has the potential to generate job opportunities for the region.

3.4 OBJECTIVES

The objectives provide the City necessary direction in order to create and enhance a functional circulation network and to interweave viable alternative transportation modes that could reduce reliance on the automobile.

1. Improve and maintain street safety;
2. Improve and maintain the quality of street surfaces;
3. Manage vehicular access onto the street;
4. Reduce accidents at off-set and five-legged intersections;

5. Implement traffic sign upgrades and pavement rehabilitation actions as recommended in the city of Eloy Small Area Transportation Study, for both streets and railroad crossings; and
6. Incrementally upgrade existing roadways to comply with the street classification system as demand warrants;
7. Require new developments to adhere to the street classification system and dedicate adequate right-of-way;
8. Monitoring vehicular accidents, determining their causes and then adopting policies to avoid similar situations in the future;
9. Promote paving/topical treatment of dirt and gravel roads and prohibiting the creation or continuation of unimproved roads, especially as new development occurs.
10. Work with other government entities [e.g., Arizona Department of Transportation (ADOT), Sun Corridor Metropolitan Planning Organization (SCMPO), Pinal County, Central Arizona Association of Governments (CAAG), City of Casa Grande, etc.] to improve and maintain the regional roads, including State Routes and Interstates 8 and 10.
11. Determine and define traffic impact mitigation measures to preserve mobility and access through the City's roadway network.



Circulation Element

Eloy General Plan

Functional Classification

- Interstate
- State Highway
- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Two Lane Collector (80' ROW)
- Union Pacific Railroad

Interchanges

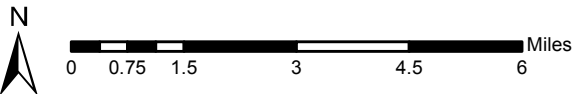
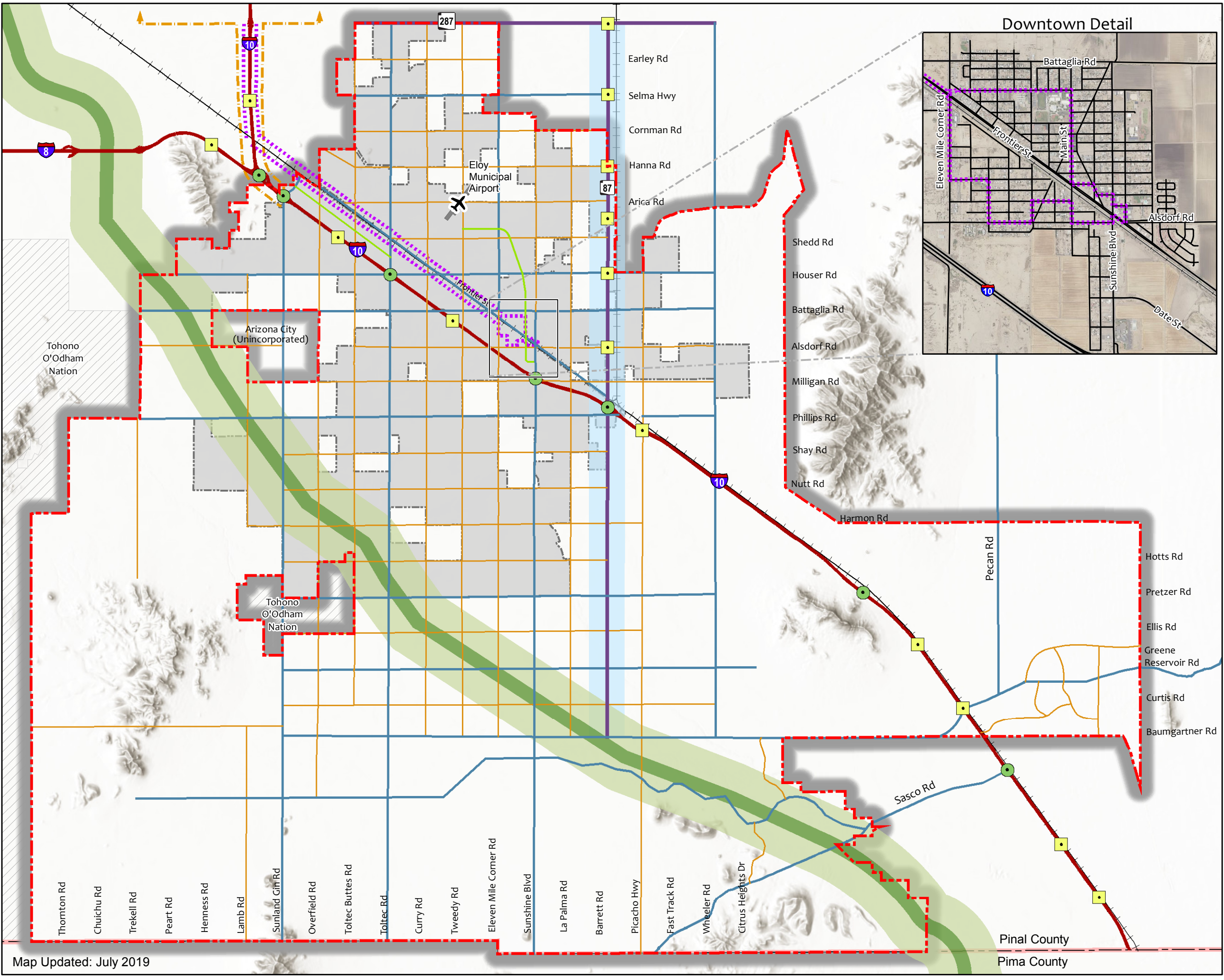
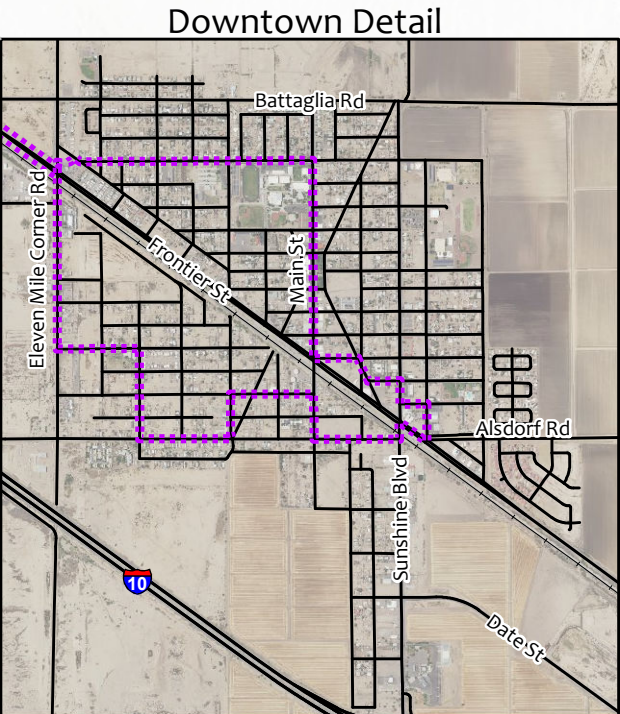
- Existing Interchange
- Potential Interchange

Proposed Transportation Corridors

- Preferred North-South Corridor
- Proposed Interstate 11 Corridor
- Future Transit System Route
- Existing Transit System Route

Reference

- Eloy City Limits
- Eloy Planning Boundary



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2019 MAJOR GENERAL PLAN AMENDMENT

PARKS, OPEN SPACE AND TRAILS ELEMENT

PARKS, OPEN SPACE AND TRAILS ELEMENT

5.0 GOALS

1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.
2. Provide a wide variety of organized recreation opportunities for residents of all ages.

5.1 PURPOSE

The Parks, Open Space and Trails Element focuses on providing passive and active open space areas for recreation opportunities, a sense of openness and to improve the aesthetics of the community. This element identifies existing and proposed parks, open spaces and trails that have enhanced and will further improve the City's livability.

5.2 EXISTING CHARACTER

Eloy's residents place a high value on parks and open space. Additional parks, open space and trails will be necessary, both from a community aesthetics and livability standpoint and to satisfy the objectives of the General Plan. Surrounding open vistas, native desert and mountains provide a scenic backdrop for the City and its residents.

While Eloy has grown slowly over the past five years, the population increase has not created the need for additional park land or open space for its citizens. The City of Eloy owns and maintains 12 park facilities and two community centers comprising nearly 22 acres as shown below and illustrated on the Parks and Service Area Map.

Park Type/Name	Facilities	Acreage	Service Area Radius
Mini-Park			
Anita Park	Picnic Area and playground equipment.	0.50	0.25
Chamber Park	Grass area	0.10	0.25
Maddux Park	Grass area and picnic area.	0.25	0.25

Toltec Park	Picnic area, playground and half-court basketball.	0.50	0.25	Source: City of Eloy
Toltec Senior Community Park	Picnic and grass area.	0.90	0.25	
Veteran's Heritage Park	Seating area, gathering area	0.23	0.50	
Subtotal		2.48		
Neighborhood Park				The existing inventory of parks is limited to Mini Parks and Neighborhood
Central (Main Street) Park	Grass field, park benches, and gazebo.	1.32	0.50	
Jones Park	Ball field, concession stands, basketball court, swings, playground, picnic area, swimming pool, skate park and restrooms	4.55	0.50	
North Toltec Park	Picnic area, grass area, swings, playground and half-court basketball.	0.77	0.50	
Shumway (North) Park	Baseball field, concessions stands, tennis court, playground, picnic area, restrooms and basketball court.	7.42	0.50	
Troy Thomas/Trekell Park	Grass area, playground, picnic area, swings and basketball court.	3.50	0.50	
Sunland Visitors Center Park	Ramadas, passive area, path	1.70	0.50	
Subtotal		19.26		
Total		21.74		

Parks-none more than five acres in size. There are not any community (more than 15 acres) or district (more than 50 acres) level parks located in the City. However, an approximate 14 acre private Community Park is located in Robson Ranch to serve the recreation needs of its residents. The park includes tennis courts, pickle ball courts, pools, indoor workout facilities, softball field and dog park.

In addition, the City also owns several parcels within the City, which are currently vacant and identified for park uses. These parcels total 17.85 acres, are identified on the Parks and Service Area Map and consist of the following:

- Northwest Corner of Houser and Tumbleweed Roads 14.78 acres
- Sunland Visitors Center Park 1.74 acres
- Northwest Corner of Adams St. and Phoenix
- Northeast Corner of 13th Street and Myers Blvd. 0.22 acre
- Southwest Corner of Navajo Circle and Apache Dr. 0.55 acre
- Southeast Corner of Navajo Circle and Apache Dr. 0.56 acre

The City of Eloy is providing public park space at a gross ratio of 1.25 acres per 1,000 persons. National standards recommend 3.0 acres per 1,000 persons, but the City has reduced it to 2.0 acres per 1,000 persons. These standards also recommend the same ratio for open space that

exists for parks. While many similar size (in terms of population) communities not only achieve these national standards, several exhibit a much higher ratio of parks and open space per population than the City of Eloy, as illustrated below.

Community	Existing Population (2019)	Park Acreage	Park Acreage per 1,000 population
Eloy	17,412 (10,612*)	21.74	1.25 (2.05**)
Coolidge	12,187	50.6	4.10
Chino Valley	11,705	38.65	3.30
Somerton	15,759	13.8	0.88

* Net population total, based on reduction of prison population and Robson Ranch.

**Based on non-incarcerated population

Source: Community General Plans

(Information obtained from each communities respective General Plan)

The Grande Valley (currently closed) and Robson Ranch Golf Courses both total approximately 175 acres. The Tierra Grande Golf Course is located in the planning area and includes approximately 63 acres. All three golf courses are privately owned and operated. They are, however, all open to the public.

The City's Community Services Department also is responsible for the development of youth, adult and senior activities and offers a robust program offering including after school, youth athletics, teen activities, senior programs, special interest classes, family activities, community events and aquatics.

In the recent past, the City of Eloy has annexed a large area into its jurisdiction and has approved numerous large scale master plans. The low level of existing service for both park and open space acreage may be enhanced by requiring the provision and possible dedication of new parks and open space areas when such areas are considered for preliminary platting. The Parks, Open Space and Trails Element provides a basis for the City to quantify criteria by which development proposals may be considered in order to satisfy the City's adopted service levels for park, open space and recreation facilities.

5.3 DISCUSSION

Parks, Open Space and Trails

To date, the City of Eloy has not adopted Park and Open Space standards. However, assuming that the City adopts a standard of two acres per 1,000 population, a total of 17 acres of developed park acreage should be provided based on a net year 2019 population of 8,712 residents (17,412-6,800 for prison population-1,900 for Robson Ranch). A total of 17 acres of open space should also be provided. The current increase in population to a gross total of nearly 17,500 people has been due in part to the increase in prison and retail hiring, which increases the

local population. Subtracting the prison population and Robson Ranch population allows for an accurate determination of acreage need for Public Park and open space activities.

Currently, the City meets this goal for its net existing population by a total of four acres. By the year 2025, Eloy is forecast to contain an estimated gross population of 31,400 people (net population estimated at 19,900), which will require a total of 40 acres of City parks and an equal amount of open space. If this population threshold is met, the development of 19 acres of additional park land will need to occur.

Pinal County prepared and adopted an Open Space and Trails Master Plan in 2007 for the entire County. The Master Plan includes maps detailing conceptual locations for trails, open space, and areas of historical and social resources that are recommended to be preserved. The proposed regional park (located in the Picacho Mountains) and trails, as they relate to the City of Eloy, and other components of historical and social importance within the City and Planning Area are incorporated into this element.

Regional Parks, Recreation, and Open Space Facilities

In addition to the public parks administered by the City, the Eloy Planning Area also contains several regional level park facilities. These include the Ironwood Forest National Monument, Picacho Peak State Park, Casa Grande Mountain Natural Resource and Trail Park and Picacho Reservoir

Ironwood Forest National Monument

A portion of the Ironwood Forest National Monument is located within two areas of the Eloy Planning Area. One area consisting of 30.3 square miles is located in the southwestern portion of the Planning Area. Another area consisting of 9.2 square miles is located in the southern portion of the Planning Area. The Ironwood Forest National Monument is an approximate 129,000-acre area established by a Presidential Proclamation on June 8, 2000, to protect objects of ecological and cultural resource interest in their Sonoran Desert environment. The landscape of the Ironwood Forest National Monument exhibits rich, drought-adapted vegetation of the Sonoran Desert. Extensive stands of Ironwood, Palo Verde, and Saguaro are prevalent throughout the Monument.

The Monument also includes rugged mountain ranges, including the Sawtooth Mountains to the west and the Silver Bell Mountains to the south. The Monument contains objects of scientific biological, geological, and archeological interest throughout its desert environment.

Picacho Peak State Park

Picacho Peak State Park was identified for acquisition by the Arizona State Parks Board in 1958. Over the next 10 years, multiple feasibility studies were conducted and development plans created. Finally, in 1968, the State Park was officially opened to the public, when the Arizona

Legislature granted approval. In 1970, the State legislature authorized the purchase of an additional 2,760 acres from the Bureau of Land Management (BLM) to be added to the park. The park now consists of 3,469 acres of land.

Picacho Peak has been used in the past as a landmark due to its unique shape, as recorded in the 1700's as part of the Anza Trail. In 1848, the Mormon Battalion constructed a wagon road through the Pass. Picacho Peak is also the site of a Civil War battle; the largest within Arizona (see Section 1.2).

Casa Grande Mountain Park

Much of the Casa Grande Mountains is owned by the City of Casa Grande and incorporates an approximately 1,025 acre area devoted to trails and outdoor recreation. Currently, there is a proposal to include another area as joint-use. The Federal Government (Specifically the Arizona Army National Guard) owns an 800-acre parcel of land on the west side of the mountain and is used for training purposes. In addition, the Bureau of Land Management also owns a parcel approximately 80-acres in size. The City of Casa Grande is working to acquire, through transfer, the BLM parcel, and has extended an offer of "Joint-Use" with the Army who responded favorably. Parcels of land on the east side of the mountain are made up, largely, by private land holdings.

Picacho Reservoir

The Picacho Reservoir lies outside of the planning area to the northeast. In addition to its function as a potential reservoir, it serves as a primary habitat for nesting waterfowl in the winter. The reservoir is known as a Blue Heron rookery and is a stopover site for migratory birds, including the Glossy Ibis and Pelican.

Proposed Park and Recreation Facilities

Irrigation Canal Trail System

The Central Arizona Project (CAP) Canal, CAP-Central Main Canal, Santa Rosa Canal, and Florence-Casa Grande Canal are canals that traverse the planning area, providing water to primarily irrigate agricultural crops in the Santa Cruz Valley. The CAP transports Colorado River water east more than 300 miles to serve the agricultural, municipal and industrial and Native American users. The Bureau of Reclamation committed (during the canal planning process) to maintaining a 20-foot recreation corridor on the downstream side of the Canal. The intent is to use the corridor for a ten-foot wide, paved non-motorized path that provides connectivity to both Maricopa and Pima Counties. The Central Arizona Irrigation and Drainage District (CAIDD) canal rights-of way provide two wide, level strips of land, which could be suitable for multi-use trails (walking, bicycling, and/or equestrian). However, discussions with the irrigation districts would need to take place.

The Santa Rosa Canal as a multi-use trail could provide the greatest impact for a connected non-vehicular circulation system because of its passage through the inhabited and near term growth

areas of Eloy. As conversion of land from agriculture to urban land use continues, the canal corridor will become more valuable as a recreation amenity. The Parks and Open Space Plan identifies not only the Santa Rosa but also the Florence- Casa Grande, CAP Central Main and Central Arizona Project canals for inclusion within a linked multi-use trail system.

Communication with representatives of the CAP and CAIDD as well as other affected landowners will be necessary to implement the proposed trail system and should be initiated by the City.

Proposed Regional Park

The Pinal County Open Space and Trails Master Plan identified a proposed regional park to be located within an irregular outlined area within and north of the Picacho Mountains. Even though the majority of the proposed regional park is located outside the City of Eloy's Planning Area, it is important to identify it and show how the trail networks provide non-vehicular connectivity. The proposed park includes a total of approximately 50,700 acres and is primarily owned by the Arizona State Land Department, with portions also held by the Bureau of Land Management (BLM). It also is intending to connect with the northern boundary (across Interstate 10) of Picacho Peak State Park and provide passive oriented recreational activities that balance natural resource conservation with a natural environment experience for users.

Multi-Use Urban Trail System

The street, utility, and railroad rights-of-way provide opportunities to add multi-use trails serving walking, bicycling, and equestrian modes of transportation. The potential locations for multi-use trails include Frontier Street (south side), Sunshine Boulevard (west side), Toltec Highway (east side), Estrella Road (east side), Shedd Road (south side) Lamb Road (west side), Henness Road (west side),,, Harmon Road (south side) and Santa Cruz River (south of Harmon Road) with specific design standards to be determined as a component of a future Parks, Open Space and Trails Master Plan. In addition, the El Paso Natural Gas pipeline that passes through the City from northwest to southeast is also identified for a multi-use trail, extending from Houser Road to the Casa Grande Canal.

Growth Area Park Development

As new development occurs-particularly residential, each section of land (640 acres) will be required to collectively provide the recommended level of service for improved park land. The land requirement will be determined based on the anticipated population of the area, which is based on the residential density and the mix of uses.

Downtown Mini-Parks and Plazas

The revitalization of Eloy's Downtown provides an opportunity to incorporate additional Mini-Parks. These are small parks and plazas, typically less than an acre, that serve as gathering places and rest stops for shoppers. Vacant parcels that are strategically located (i.e. proposed

13th Street Park) to provide proximate access for residents, workers and visitors should be sought for land lease or purchase.

Eloy Municipal Airport/Private Managed Skydive Facility

The extensively used and nationally/internationally recognized Skydive Arizona facility, located at the airport, is extensively used throughout the year by a range of novice and experienced skydiving enthusiasts. As such, the significant airplane takeoffs and approaches on a daily basis fill the air above the City with parachutists, adding to the reputation of the City for this recreational activity. This activity also necessitates the presence of numerous drop zones in and around the airport that provide landing areas for the skydivers. The intent of this designation is to acknowledge the value that this activity provides from both an active recreational pursuit and a viable economic development component (tourism).

Ironwood Forest Trailhead and Campground

The Parks, Open Space and Trails Map identifies the opportunity to site three trailhead and campgrounds adjacent to the portion of the Ironwood Forest National Monument located southwest and south of the City. Providing additional supportive access and amenities enhances visitation to this significant open space resource.

The regional and local open spaces, parks, and trails identified above establish a broad-based recreation system for the City of Eloy. The incremental development of these facilities will allow Eloy to meet the recommended park standards, and enhance access to open space and recreation pursuits consistent with the objectives of this Element.

5.4 OBJECTIVES

Objectives provide the City with direction for planning, reviewing, siting and designing future parks and open space acreage, and facilities. Specific objectives include:

1. Develop a plan for a connected system of open space areas that protect and conserve natural, physical, cultural, and social resources.
2. Develop a multi-use trail system that provides connectivity throughout the city, to recreational areas, parks, and coordinates with County trails within the Planning Area.
3. Develop community parks within the City that provide a balance of passive and active recreational opportunities for City residents and visitors.
4. Research and develop park, open space and trail standards for residential and non-residential developments.
5. Research, draft and adopt park and open space policies to require open space and recreation area developments and/or dedications from developers, and to assist in preserving natural and social resources.



Parks and Service Area Map

Eloy General Plan

City Parks

- Mini-Park, Existing
- Mini-Park, Proposed
- Neighborhood Park, Existing
- Community Park, Existing
- Community Park, Proposed

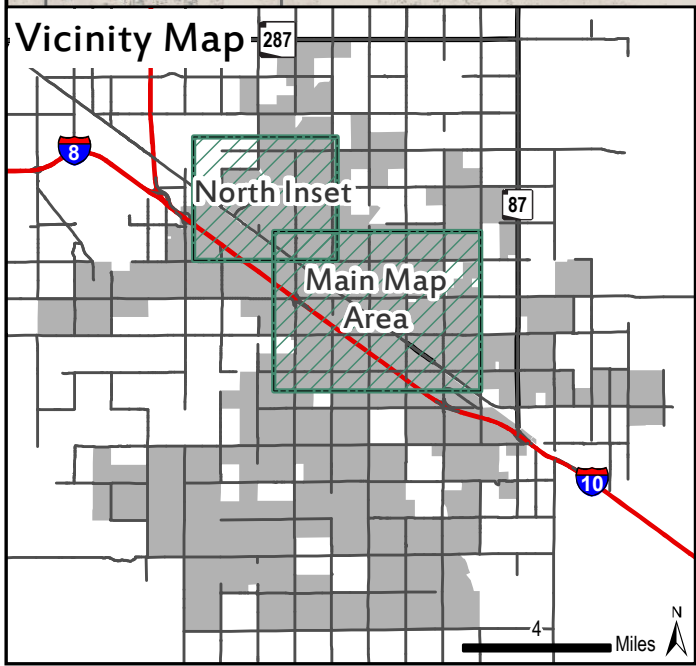
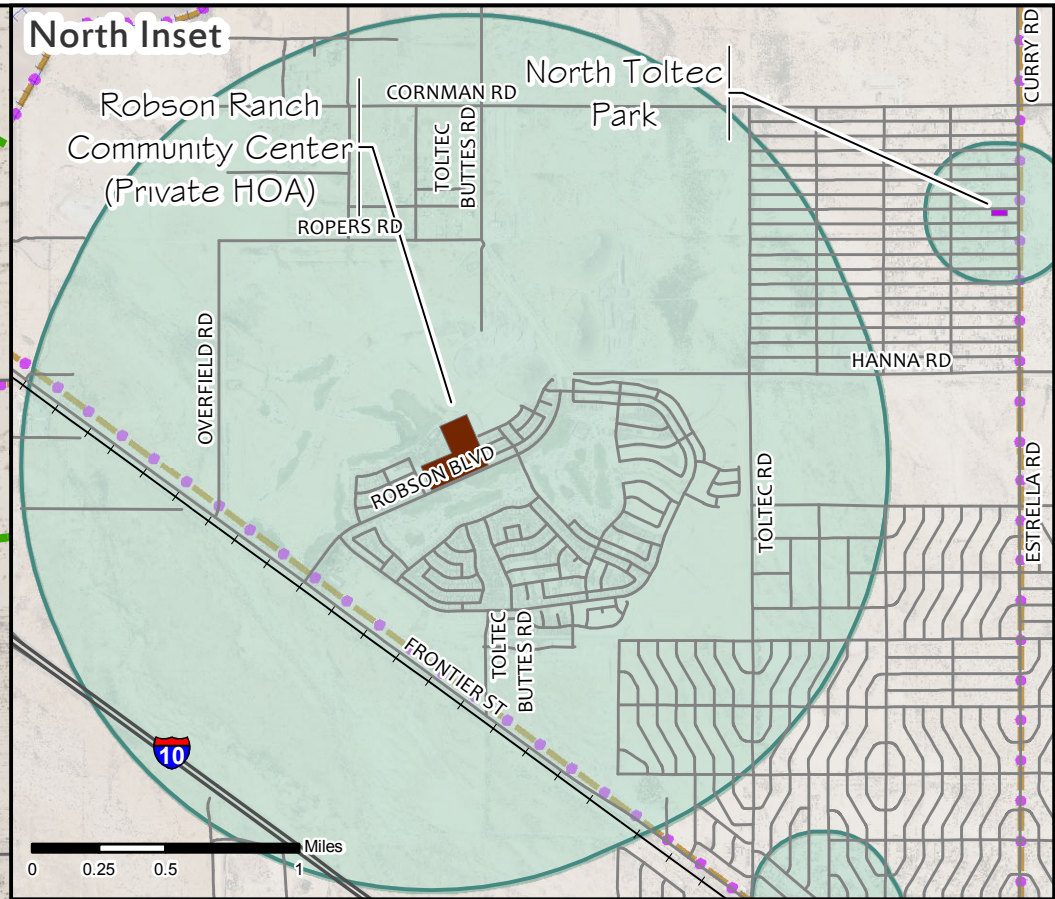
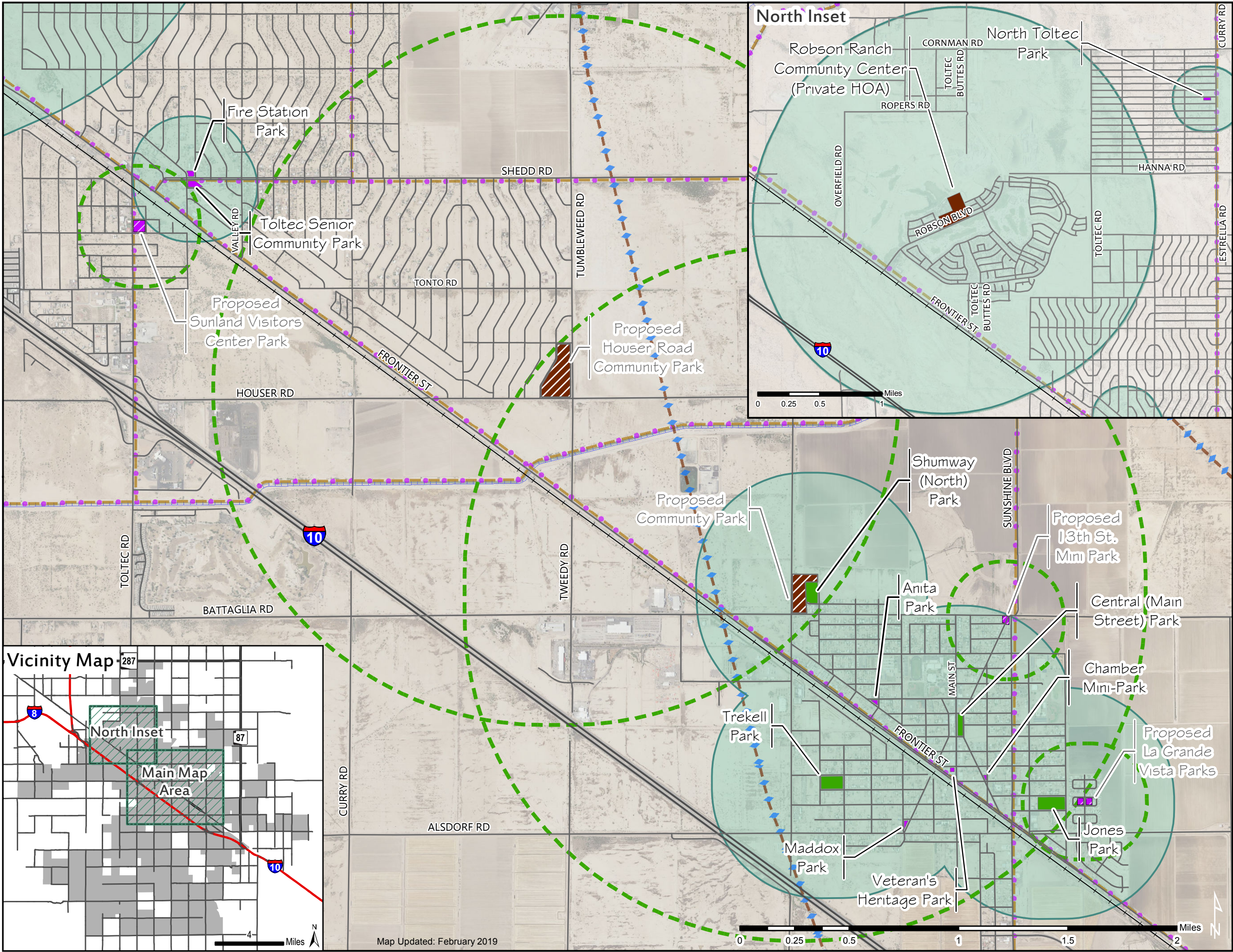
Park Service Area

- Service Area (Existing)
- Service Area (Proposed)

Proposed Trails

- Local Trails
- National Historic Trails

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Parks, Open Space and Trails Map

Eloy General Plan

Parks and Open Space

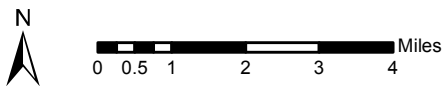
- City Park (Existing and Proposed)
- Open Space (Existing)
- Open Space (Proposed)
- Golf Course
- Private Community Park
- State Park
- National Monument
- Regional Park (Proposed)
- Restricted Use Open Space

Proposed Trail System

- Canal Trail
- Multi-Use Trail
- Historical Trail
- Picacho North Trail
- Picacho South Trail
- Trailheads (Proposed)

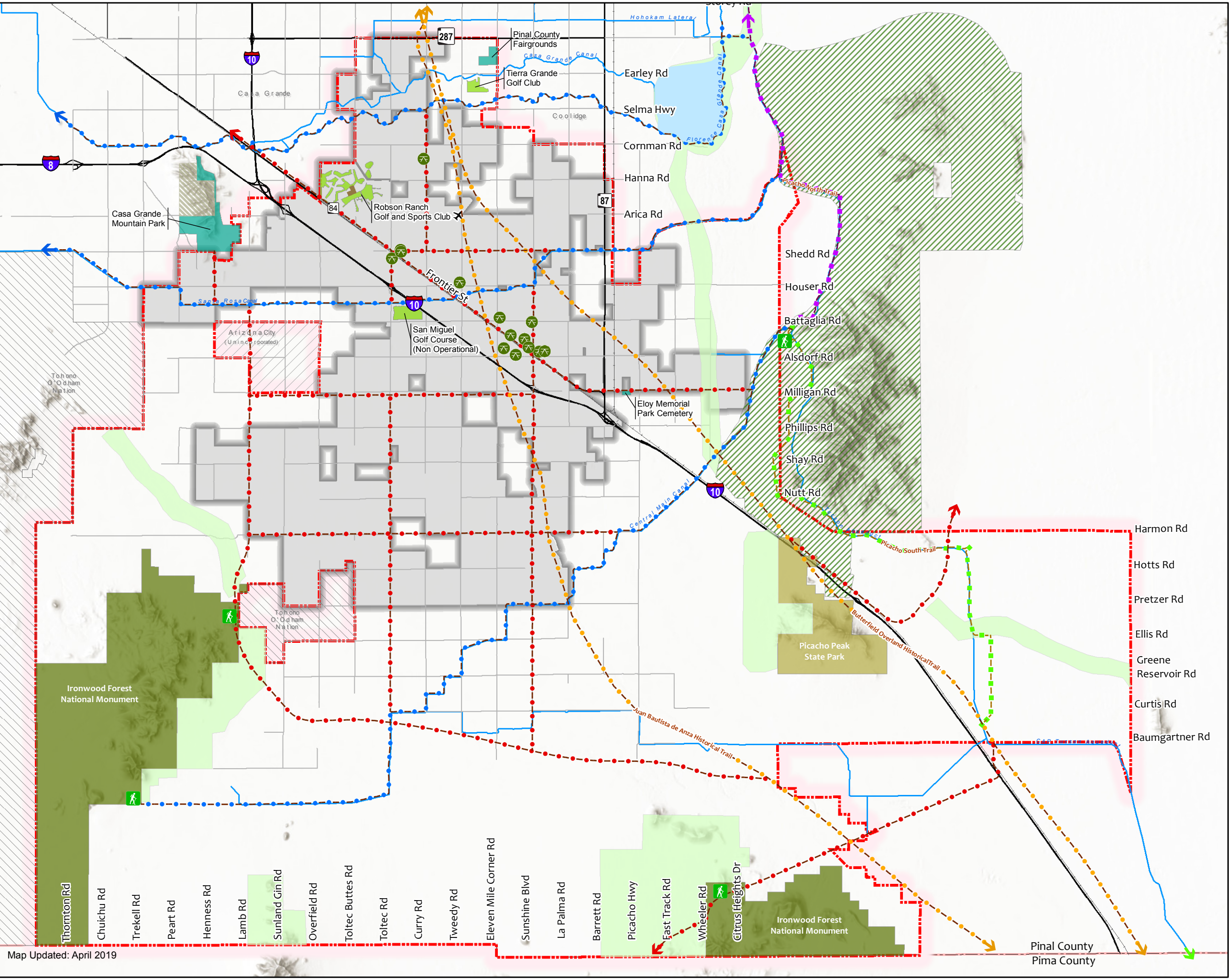
Reference

- Eloy City Limits
- Eloy Planning Area
- Railroad
- Canal
- Eloy Municipal Airport



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2019 MAJOR GENERAL PLAN AMENDMENT

ECONOMIC PROSPERITY

11.1 GOALS

- Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.
- Brand Eloy as a prime regional location for business, community growth and capital investment.
- Through public and private investment, make Main Street a centerpiece for Eloy featuring restaurants, shops, small businesses and activities supported by quality neighborhoods that offer housing choice.
- Create a community with adequate infrastructure, utilities, community amenities and housing that will attract new businesses and residents.

11.2 PURPOSE

This Economic Development Prosperity Element, in conjunction with the Economic Development Strategic Plan (EDSP), adopted in July 2019 provides the community with a focus that is more than just creating or retaining jobs and expanding the tax base. It's also about crafting a climate that's attractive for investors and businesses and a place where workers and their families can flourish. To attract and retain investment, Eloy must have cultural amenities, modern infrastructure, quality schools, broadband and a trained workforce with skills that match business needs.

The Strategic Plan recognizes the opportunities and constraints that exist for Eloy and lays out the mission of economic development, the vision for the future, and the four fundamental goals/building blocks necessary to prepare the City to achieve its desired economic prosperity. These building blocks include: Jobs, Image, Downtown Redevelopment, and Infrastructure and Housing.

11.3 EXISTING CHARACTER

Eloy was first established in the early 1900's as a rail stop and rapidly became a hub for agriculture. Although cotton was the primary crop, a wide variety of vegetables, feed crops, melons, fruit and nuts were also produced. Although agriculture remains an important part of Eloy today, water costs and its long term availability will require a significant effort to establish new agricultural technology and crops well suited to an arid, desert environment.

Over the years, Eloy added a significant industrial and retail truck stop presence which, with some exceptions, has done well. Several of the businesses attracted in the 1990's and early 2000's continue to thrive. However, the Great Recession in the middle of the last decade hit Eloy especially hard. In the last ten years, very few new employers have located in Eloy, several have shuttered their doors and there

have been very few land transactions (even though land costs are lower than surrounding communities and significantly lower than the Phoenix and Tucson areas). The majority of private employers that are located in the City are located within the corridor formed by Frontier Street and Interstate 10. The only exceptions are CoreCivic to the northeast and SkyDive Arizona up at the Eloy Municipal Airport as shown on EP-1.

Economic Character Areas

In addition to 1,000's of acres in agricultural production, Eloy has four key economic character areas, which is illustrated on Figure EP-2:

Robson Ranch – Robson Ranch was initially developed in 2006, and currently provides over 1,000 upscale homes with quality-of-life amenities sought by active adults. Single-family housing and condominium living are complemented by facilities to accommodate a variety of sports activities including 18-hole golf, arts and crafts sessions, hiking and biking, an aquatics center, Pickle ball and tennis as well as access to retail and commercial services. New phases of development are currently under construction.

Eloy Employment Corridor - This predominately commercial and industrial business area is home to many of Eloy's industrial employers. The Corridor is south of, and parallel to, the Union Pacific Rail line and extends to the south of Interstate 10. A large inventory of vacant, industrially-zoned and utility-served property is available for development. There are several, older, smaller vacant buildings that could accommodate some retail or commercial businesses. The majority of those are located on Frontier Street and along Sunshine Boulevard. Although these structures offer limited opportunity for reuse, many of Eloy's buildings are currently empty and in disrepair, diminishing the opportunity for existing business vitality and expansion and the potential for future businesses moving to the area.

Downtown Eloy (including a segment of Frontier Street) - Downtown Eloy is the heart of the city and home to a new City Hall, a soon to be new Police facility, the U.S. Post Office, various small businesses, Santa Cruz Valley Union High School and Main Street Park, which for years has served as Eloy's 'living room' for special events and festivals. The Downtown area offers investment opportunities for new construction and building renovation serving the mix of residential, office and retail uses. The area is also home to a number of community services, including Sun Life Family Health Center, Pinal Hispanic Council, Community Action Human Resources Agency and Eloy Veterans Center, among others.

Eloy Municipal Airport – The Eloy Municipal Airport is located approximately three miles northwest of Downtown and encompasses approximately 100 acres. With two active runways, the airport is available to general aviation aircraft from dawn to dusk. Hangars and T-shades are located on airport properties, and aviation fuel is available for sale. The Eloy Municipal Airport is home to Skydive Arizona, a world-class facility attracting skydivers from around the world. The Bent Prop Café is located onsite for food services, as well. The City owns approximately 280 acres adjacent to the airport for a future business/industrial park.

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Eloy Municipal Airport is located approximately 3 miles northwest of downtown and encompasses approximately 100 acres. With two active runways, the airport is available to general aviation from dawn to dusk. Hangars and T-shades are located on airport properties, and aviation fuel is available for sale. The Eloy Municipal Airport is home to Skydive Arizona™, a world-class facility attracting skydivers from around the world. In October 2019, Skydive Arizona hosted the FAI Parachuting World Cup. The Bent Prop Café is located onsite for food services, as well. The city owns approximately 280 acres adjacent to the airport for a future business/ industrial park.



Employment Corridor Eloy's business corridor is home to many of Eloy's retail and industrial employers. Frontier Street is north of and parallel to the Union Pacific Railroad as well as Interstate 10 to the south. A large inventory of vacant, industrially-zoned and utility-served property is available for development.

Downtown Eloy is the heart of the city and home to City Hall, the U.S. Post Office, and the police and fire stations. Wrapping around the city's governance complex and Main Street Park, the downtown area offers a host of investment opportunities for new construction and building renovation serving residential, office and retail uses. The new City Hall opened in the spring of 2019. The old location is currently under renovation and when completed, will more than double the available space for the police department. Downtown facade renovations are also underway in 2019. The area is also home to a number of community services, including Sun Life Family Health Center, Pinal Hispanic Council, Community Action Human Resources Agency and Eloy Veterans Center, among others.

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11.4 DISCUSSION

In 2018, the Eloy City Council adopted the updated Land Use Element of the Eloy General Plan. During that effort, considerable attention was paid to setting aside sufficient land for Eloy's commercial, industrial and employment uses. Of the approximately 72,600 acres within the City limits, 4,500 acres (6%) are designated as commercial and 6,300 acres (9%) are designated as industrial. Primary challenges to commercial and industrial growth in these areas are lack of rooftops in the primary trade area, limited access and lands unserved with shovel ready infrastructure. Strengths include approximately 20 miles of I-10 freeway frontage and the opportunity for Union Pacific rail spur service.

In July 2019, the Eloy City Council adopted the Eloy Economic Development Strategic Plan (EDSP). This comprehensive effort, in conjunction with the General Plan, is intended to guide Eloy's business retention and expansion and business attraction efforts. The plan focuses its attention most aggressively in the first five years but provides guidance for economic sustainability and growth of many important economic activities over a much longer term. The EDSP states, "The success of this ambitious strategy requires alignment of goals and funding priorities between City departments and other organizations. The City will collaborate with public and private sector partners throughout the community/region to carry out the actions recommended by the strategy. Without adequate resources, this economic development strategic plan will not be successful. This strategy requires reliable multi-year operating support for the key initiatives, including work that supports job growth, capital improvements that foster economic development and marketing and promotion that brands and propels the community forward".

Strengths, Weaknesses, Opportunities and Threats - A key component of the EDSP was the development of a Strengths, Weaknesses, Opportunities and Threats Analysis. This analysis is the compilation of over 30 interviews conducted with key community stakeholders and is summarized below:

Strengths	Weaknesses	Opportunities	Threats
• Centrally located between Phoenix and Tucson • Proximity to major transportation and rail corridors • Existing workforce in production jobs • Central Arizona College • Strong civic leadership • Concentration of education and civic uses downtown • Downtown festivals and events • Vacant industrial zoned land	• Undefined image and no real brand • Aging road infrastructure • Absence of new workforce housing stock • Slow household growth • Shortage of amenities for residents and business • Inadequate infrastructure to industrial sites • Lack of available industrial buildings • Absence of regional cooperation and collaboration • Underperforming schools	• Downtown revitalization and adaptive reuse of old buildings • Downtown facade improvement program • Leverage relationship with SkyDive Arizona for Eloy tourism • Target industry attraction • Potential "Economic" corridor for electric and autonomous vehicles • New housing development to attract a workforce population • Transportation planning and improvements • Facilitating shovel ready sites • Water Resources	• Economic development fragmentation • Growing competition from other cities • Majority of sales tax comes from I-10 business • Majority of property tax comes from correctional institutions • Economic stagnation • Negative perception cast on the city due to Eloy Detention Center

Addressing the weaknesses and threats and leveraging the strengths and opportunities will take a concerted effort by not only the City of Eloy, but the myriad of community organizations such as the Chamber of Commerce, School Districts, and most importantly, all of Eloy's existing businesses and residents.

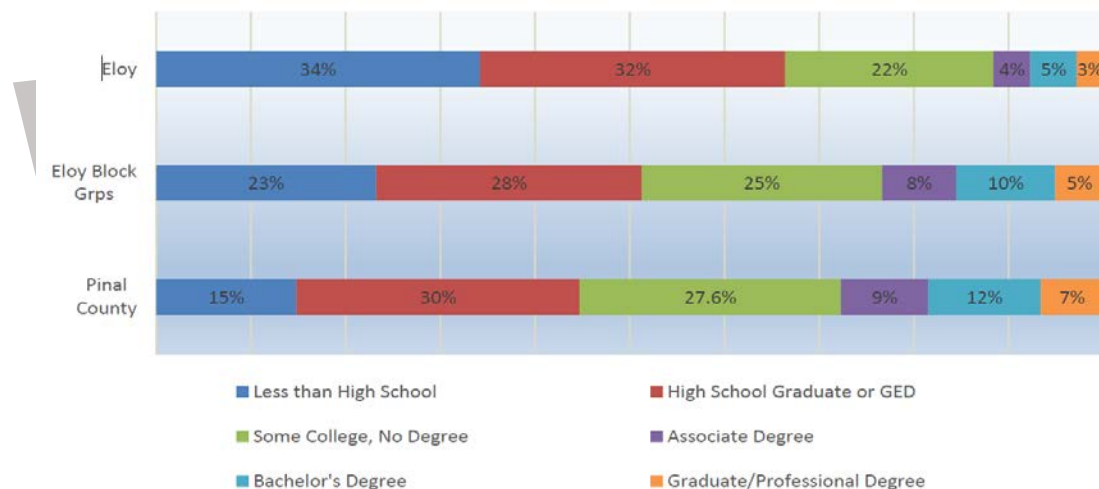
Offsetting many of the weaknesses and threats are Eloy's Strengths and Opportunities. Eloy is well positioned on Interstate 10 and the Union Pacific rail line with excellent proximity to Arizona's border with Mexico - three ideal assets for attracting manufacturing, distribution and warehousing operations. Another key in Eloy's future lies with its equidistant, one hour drive time to Phoenix and Tucson, both high growth areas that are beginning to experience rapid decreases in affordability for land and building in virtually every economic sector. Proximity to Casa Grande and Coolidge will also play a role as new industries such as Lucid Motors and Nikola (both considered leaders in the future of personal and commercial truck transportation) which are expected to hire a minimum of 2,000 employees once each comes to fruition. As the area begins to attract new users and investment, all three communities stand to benefit equally. Additionally, Eloy has hundreds of acres available and entitled for development, and a City rich in heritage with strong community pride.

Education

As the region develops, it will be important to develop and attract a skilled labor force to staff these new businesses. It will also be important to adopt policies that will support the attraction of amenities that improve the City's overall quality of living.

Educational success will also play a key role in attracting businesses. Most of today's workforce requires a strong work ethic, certifications, degrees and other levels of training. If a community does not have residents with the necessary level of education or vocational training and/or certificates, then the company will be pulling "talent" from other communities to fill their positions, or the company will locate within a community that has a population that meets its job-related qualifications.

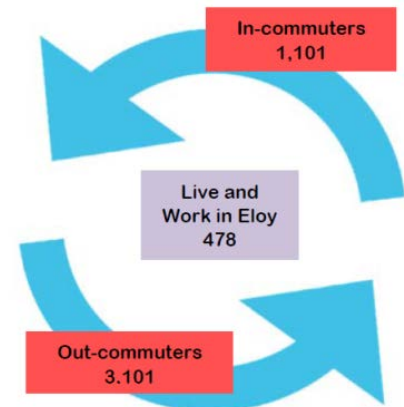
When it comes to education, Arizona Department of Education data shows that only 12 percent of the population have attained an Associate's Degree or higher. The resident population, however, still trails behind Pinal County with 28 percent of the population having an Associate's Degree or higher. Educational attainment is an indicator of the strength and aptitude of the local workforce. Aligning educational/vocational attainment with the City's industry targets can help identify existing training deficiencies that can be corrected with workforce development programs.



Labor Force

As per the EDSP, there is a viable labor force in Eloy, however, less than 500 residents both live and work here. Approximately 1,100 workers commute in for work and 3,100 commute out for work to neighboring communities and as far away as the Phoenix and Tucson suburbs. Attracting employment opportunities for these 3,100 workers will be a priority as the EDSP is implemented.

As a small rural community, Eloy will need to contend with its rural setting and limited size of its labor force with lower skill levels. Over time as the community grows, these conditions will change. In the interim, Eloy's economic development opportunities will likely be limited to those industries that are attracted to its assets of good transportation access, low labor costs, and low land costs.



Potential Windfalls

There are several factors that can and will have a significant impact on the community and will no doubt require the updating of this element over time. In the last 18 months, numerous projects have been announced with sophisticated hiring requirements and 1,000's of potential job openings. Four of them include:

- **Phoenix Mart** began construction of over 1.5 million square feet of display space in east Casa Grande (north of Eloy) featuring a Business to Business buying and selling experience for manufactured goods and products from throughout the world. The building will house over 1,800 showroom suites. Although this project seems to be on hold, it will be one of the largest private sector employees in the region, when completed.
- **Lucid Motors** first announced their plans in 2016 to build an electric vehicle manufacturing facility located on 500 acres just south of Downtown Casa Grande, less than 10 miles west of Eloy. Initially, Lucid plans to employ over 600 skilled and semi-skilled workers ramping up to over 2,000 in the first five years.
- **Nikola Corporation** has announced that it will construct a one million square foot facility to build hybrid Class 8 semi-trucks on the outskirts of Coolidge (adjacent to Eloy) and only four miles from our Downtown. Nikola has stated it will hire 1,800 to 2,000 skilled employees at an average annual salary of \$60,000-80,000.
- **Attesa Motorsports** has announced a motorsports lifestyle center in south Casa Grande (west of Eloy) with several race circuits, testing and research for amateur and professional racers. The project includes off-road race tracks, entertainment venues, a luxury resort and a convention center on roughly 500 acres. Attesa anticipates employing over 15,000 when fully operational.

Whether or not these projects come to fruition is yet to be determined. However, when complete, they will have a significant impact on the entire region. It will be up to the Eloy elected officials and staff to be ready to leverage benefits in Eloy from these investments.

Targeted Industry Clusters

Based on research outlined in the EDSP, six industry clusters were identified as suitable for Eloy. Industries within these clusters were further evaluated for employment growth, wages, market strength and existing presence in Eloy. Forty four industries were short listed as potential industry targets, based on a combination of industry growth over five years, wages, market strength in Pinal County and whether the industry currently has a presence in Eloy. An existing cluster, (manufacturing) with 10 industries, was classified as a “future” target. These future industries are based on the prospect of Nikola Corporation and Lucid Motors operating their truck and vehicle manufacturing facilities near Eloy. Nikola is located approximately two miles northeast of Eloy’s Downtown and Lucid Motors is located approximately six miles west of the City.

The listing of proposed industry clusters and targets includes the following:

Industry Cluster	Industry Target
Manufacturing (Continued)	• Construction machinery manufacturing • All other industrial machinery manufacturing • Power-driven hand tool manufacturing • Software and other prerecorded and record reproducing • Motor vehicle electrical and electronic equipment manufacturing • Other motor vehicle parts manufacturing • Custom architectural woodwork and millwork
Personal & Commercial Services	• Commercial and industrial machinery and equipment repair and maintenance
Transportation & Logistics	• Warehousing and storage • Rail transportation • Truck transportation
Manufacturing - Future Targets	• Automobile manufacturing • Light truck and utility vehicle manufacturing • Heavy duty truck manufacturing • Motor vehicle body manufacturing • Truck trailer manufacturing • Motor vehicle gasoline engine and engine parts manufacturing • Motor vehicle steering, suspension component (except spring), & brake systems manufacturing • Motor vehicle transmission and power train parts manufacturing • Motor vehicle seating and interior trim manufacturing • Motor vehicle metal stamping

11.5 OBJECTIVES

The success of this ambitious strategy requires the continued alignment of objectives among City departments and organizations that have a role to play in the City’s economic success. Successful implementation requires reliable multi-year operating support for the key initiatives, including work that supports job growth, capital improvements that foster economic development and marketing and promotion that propels the community forward. Without adequate resources this economic development plan will not be successful.

Specific Economic Development objectives include:

1. Implement An Industrial/Business Recruitment Program
2. Collaborate To Retain And Expand Existing Businesses
3. Create A Repository Of Entrepreneurship Information And Programs
4. Work Collaboratively To Prepare Youth For Success In School And Work
5. Promote Adult Workforce And Skill Development Programs
6. Support The Eloy Airport As An International Skydiving Center And Future Aviation Employment Center
7. Develop And Implement A Plan To Encourage And Enhance Eloy's Potential To Attract International Employees
8. Market And Encourage Vacant Land Purchases
9. Attract A Full Service Hotel With Meeting, Conference And Food Services

In year four and beyond, specific Economic Development Activities and Tactics include the continuance of all of the above, plus the following:

1. Collaborate to Retain and Expand Existing Businesses
2. Create A Repository Of Entrepreneurship Information And Programs
3. Design And Adopt A Municipal Airport Specific Plan
4. Prepare And Adopt An Airport Business Plan
5. Promote Eloy As A Location For Shooting Film And Video Production



Economic Prosperity Element

Eloy General Plan

Economic Focus Areas

- 1 Interstate 10 Corridor
- 2 Eloy Municipal Airport
- 3 Prison Complex
- 4 Nikola Contributing Area
- 5 North-South Freeway Corridor
- 6 Downtown Eloy
- 7 Rail Related

Roadways

- Interstate
- State Highway
- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Two Lane Collector (80' ROW)
- Union Pacific Railroad

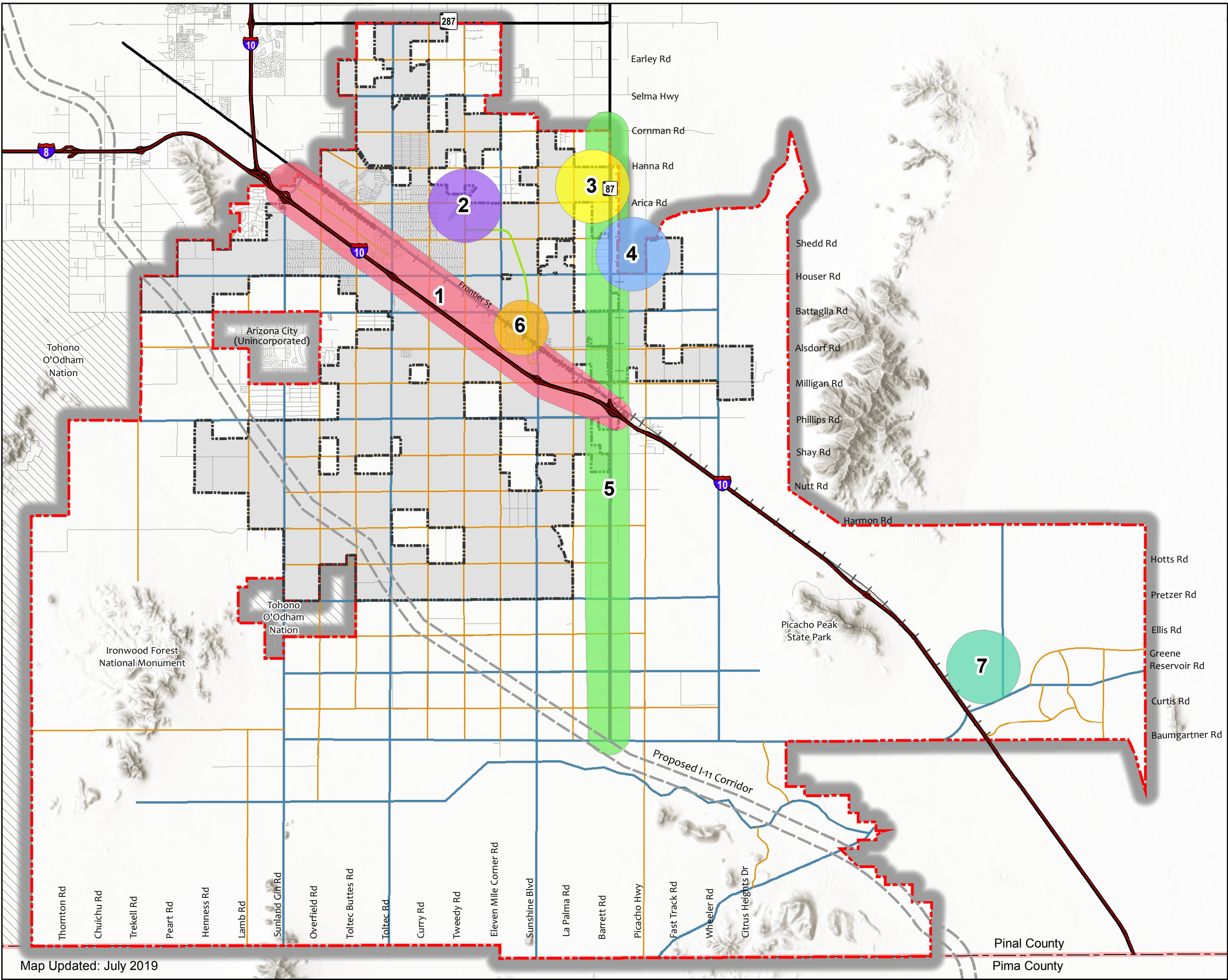
Reference

- Eloy City Limits
- Eloy Planning Boundary



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Economic Prosperity Element

Eloy General Plan

Existing Employers

Private Employer

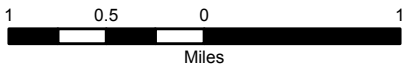
- Arizona Pacific Wood Preserving Inc.
- Ballard Truss
- Bayer
- Bridgestone
- CoreCivic
- Elrus Aggregate Systems
- Empire Machinery
- Flying J Travel Center
- Flying J Travel Plaza
- Hasa Chemical
- Loves Travel Stop
- Otto Environmental Systems
- Petro Stopping Center
- Pilot Travel Center
- Pride Travel Center
- Republic Plastics
- San Juan Pools
- Schuff Steel
- SkyDive Arizona
- TA Travel Centers of America
- Xpress Fuels Truck Stop

Reference

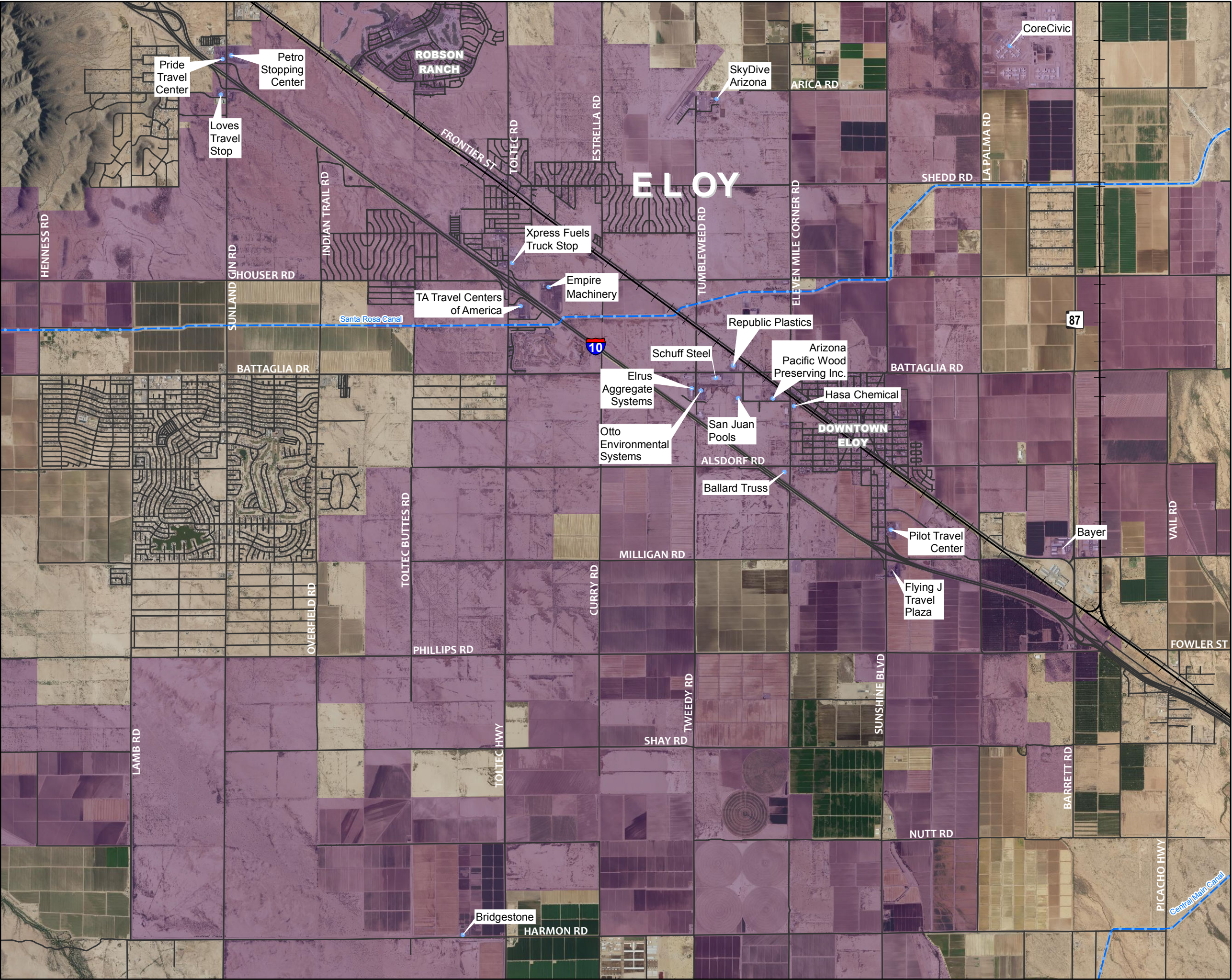
Eloy City Limits



1 Mile



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Economic Prosperity Element

Eloy General Plan

Proposed Major Development

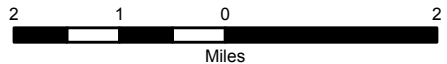
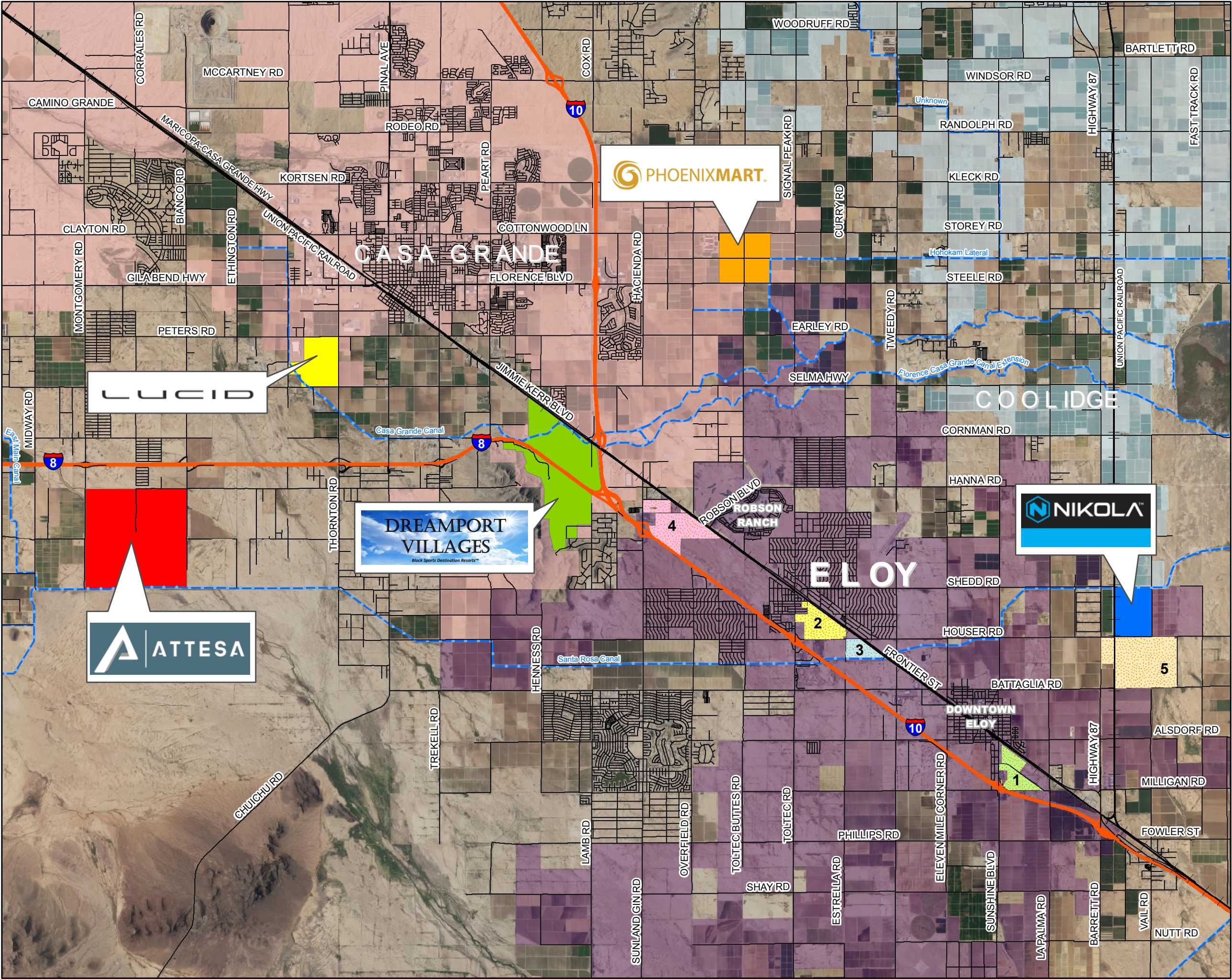
- Attesa
- Dreamport Village
- Lucid Motors
- Nikola
- Phoenix Mart

Priority Site

- 1
- 2
- 3
- 4
- 5

Incorporated Area

- Eloy
- Casa Grande
- Coolidge



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2019 MAJOR GENERAL PLAN AMENDMENT

IMPLEMENTATION STRATEGIES

Land Use

Goals						
1. Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community. 2. Maintain, update and create standards and guidelines to which developments shall adhere in an effort to achieve a sustainable community.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Yr. 6)	On-Going	Related Actions
1	Maintain transitional buffers between high and lower impact land uses	X				Include design guidelines in the Downtown Master Plan
2	Promote Mixed Use development within designated areas including the downtown	X				Incorporate a Mixed Use zoning category in the City's Zoning Code Update Designate Mixed Use within the Downtown Master Plan
3	Adopt and enforce policies and standards for architecture, landscaping, lighting and signage to which all new developments shall adhere	X				Include such provisions in the City's Zoning Code Update

Circulation

Goals						
1. Encourage public safety through appropriate street design. 2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region. 3. Plan and provide for alternative methods of transportation.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Improve and maintain street safety		X			Implement a design solution for Frontier Street and Main Street
2	Improve and maintain the quality of street surfaces				X	Continue to implement the Street Pavement Preservation Plan
3	Manage vehicular access onto the street				X	Promote interior vehicular circulation among adjacent parcels with similar uses
4	Reduce accidents at off-set and five-legged intersections		X			Reorient all intersecting streets with Frontier Street at 90 degree angles
5	Implement traffic sign upgrades and pavement rehabilitation actions as recommended in the city of Eloy Small Area Transportation Study, for both streets and railroad crossings		X			Reconstruct the approaches for the UPRR at Sunland Gin and Houser Roads
6	Incrementally upgrade existing roadways to comply with the street classification system as demand warrants		X			Incorporate strategic roadway expansion in the City's CIP

7	Require new developments to adhere to the street classification system and dedicate adequate right-of-way				X	Strive to request and receive dedications of ultimate ROW on arterial streets at the time of site plan review and approval
8	Monitoring vehicular accidents, determining their causes and then adopting policies to avoid similar situations in the future				X	Conduct police surveillance on Frontier Road to limit speeding and accidents
9	Promote paving/topical treatment of dirt and gravel roads and prohibiting the creation or continuation of unimproved roads, especially as new development occurs				X	Negotiate for the improvement of perimeter arterial streets at the time of site plan review and approval
10	Work with other government entities [e.g., Arizona Department of Transportation (ADOT), Sun Corridor Metropolitan Planning Organization (SCMPO), Pinal County, Central Arizona Association of Governments (CAG), City of Casa Grande, etc.] to improve and maintain the regional roads, including State Routes and Interstates 8 and 10				X	Conduct bi-annual meetings with each entity to coordinate pavement management and expansion planning and construction timing
11	Determine and define traffic impact mitigation measures to preserve mobility and access through the City's roadway network		X			Update the Small Area Transportation Plan

Growth Areas

Goals						
1. Encourage orderly development within Growth Areas. 2. Encourage balanced, mixed use and multi-modal development within the designated Growth Areas. 3. Promote commercial, employment and industrial development at identified Growth Area nodes. 4. Promote development within Growth Areas that provides for the logical extension of infrastructure and utility service.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Prepare and adopt a specific plan for each of the five growth areas identified on the Growth Area Map		X			Develop a S.R. 87/Interstate 10 Specific Area Plan
				X		Develop an Airport Area Specific Plan
		X				Develop a Sunland-Toltec Specific Area Plan
2	Prepare and adopt a Downtown/Redevelopment Plan	X				Develop a Downtown Master Plan
3	Prepare, adopt and maintain a five (5) year a Capital Improvements Program				X	Continue to review and update the City's CIP
4	Prepare and adopt a Main Street Streetscape Master Plan		X			Conduct a Phase 2 Project to Support the Main Street Arcade Project
5	Prepare and adopt an Infill Incentive District Ordinance		X			Prepare and adopt ordinance
6	Prepare and adopt a Revised Development Code for Planned Area Development and Master Site Plans	X				Include such provisions in the City's Zoning Code Update

7	Prepare and adopt an Adequate Public Facilities Ordinance		X			Include such provisions in the City's Zoning Code Update
8	Prepare and adopt Downtown Design Guidelines to address architecture, landscaping, parking, lighting, signage and open space, parks, alternate transportation modes, and parking	X				Include such provisions in the Downtown Master Plan

Parks, Open Space and Trails

Goals						
1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space. 2. Provide a wide variety of organized recreation opportunities for residents of all ages.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Develop a plan for a connected system of open space areas that protect and conserve natural, physical, cultural, and social resources			X		Prepare and adopt an Open Space Master Plan
2	Develop a multi-use trail system that provides connectivity throughout the city, to recreational areas, parks, and coordinates with County trails within the Planning Area				X	Prepare and adopt a Trails System Master Plan
3	Develop community parks within the City that provide a balance of passive and active recreational opportunities for City residents and visitors			X		Conduct a user survey to quantify the key activities administered by the Community Services Department
4	Research and develop park, open space and trail standards for residential and nonresidential developments		X			Include such provisions in Parks, Trails and Open Space Master Plan(s)
5	Research, draft and adopt park and open space policies to require open space and recreation area developments and/or dedications from developers, and to assist in preserving natural and social resources	X				Create and adopt a native vegetation preservation ordinance

Housing

Goals						
1. Facilitate redevelopment and revitalization of existing housing stock and neighborhoods. 2. Encourage a variety of housing types to accommodate various levels of income and lifestyles.						
Objectives	Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions	
1	Achieve a high quality, varied and affordable housing stock through a combination of infill projects, new development and rehabilitation of older homes and structures.	X			Prepare and Adopt a Housing Needs Study	
2	Promote the development of sound, high quality neighborhoods that provide a variety of housing options and community amenities in an integrated manner.			X	Utilize CDBG funds to revitalize facilities and infrastructure in existing neighborhoods	
3	Encourage property managers/property owners to maintain and improve their respective existing housing stock.			X	Continue to maintain Code Compliance vigilance in existing neighborhoods Continue to conduct Operation Eloy Clean –up for selected properties in neighborhoods	
4	Pursue federal, state and local grants to address the revitalization needs of existing Downtown neighborhoods.	X			Include a comprehensive implementation component of the Downtown Master Plan	
5	Implement programs that incentivize property owners to maintain, rehabilitate, revitalize and protect the existing stock of affordable homes.		X		Work with State, Regional and local housing advocates to provide housing for the community	

6	Cooperate with the Eloy Housing Authority to provide affordable housing to those residents with a demonstrated need.				X	Continue to operate the housing rehabilitation program to enhance shelter needs in Eloy
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60 DAY DRAFT

Environmental Planning

Goals						
1. Encourage the preservation of the paloverde-saguaro plant community to retain high value vegetation that also provides natural area habitat. 2. Strive to enhance and maintain regional and local air and water quality. 3. Guide growth away from known fissure areas to protect future development and mitigate existing developed areas where development has occurred. 4. Continue to enforce zoning code and building code provisions to protect life and property from wind and fire hazards. 5. Work with the Pinal County Flood Control District to minimize the risk and hazards associated with flooding on existing and future development and human life within the City's floodplains.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Verify floodplain hazard delineation and research alternatives to minimize hazards to persons, structures and to minimize erosion and elevated flood height risks		X			Work with Pinal County Flood Control District to revise mapping to remove lands from hazard areas
2	Verify fissure hazard delineation and research alternatives to minimize hazards to persons and structures		X			Coordinate with Arizona Geological Society to make information available to public
3	Protect and conserve the quality and quantity of surface and groundwater resources				X	Continue to test the municipal water supply and provide results to City customers
4	Promote long-term conservation of potable water resources				X	Encourage low flow fixtures in new development Promote compliance with ADWR Low Water Use Plant Palette
5	Continue to treat effluent water to quality levels that will allow groundwater recharge				X	Continue to recharge treated effluent and receive return flow credits

6	Maintain and enhance air quality within the Planning Area of Eloy				X	Continue to aggressively apply palliatives to unpaved streets in the city's incorporated area
7	Identify, manage, and protect endangered and threatened species and species of special concern	X				Coordinate with the Arizona Game and Fish Department to manage critical animal and plant species
8	Preserve the natural aesthetic quality of the Sonoran Desert in developed areas through the use and preservation of the palo verde-saguaro plant community	X				Create and adopt a native vegetation preservation ordinance
9	Develop appropriate regulations and procedures with the Pinal County Flood Control District to minimize flood hazards and loss of life	X				Work with Pinal County Flood Control District to implement the 2016 Multi-Jurisdictional Hazard Mitigation Plan

Water Resources

Goals						
1. Provide existing and future residents and businesses a continuous, adequate and clean water supply. 2. Encourage conservation measures that foster efficient potable water use. 3. Pursue activities that augment the City's potable and non-potable water supplies. 4. Carefully evaluate expansions of the City's Water Service Area when it enhances social, economic, and environmental interests.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Continue to provide adequate water resources to both residents and employers in the City			X		Prepare and adopt a Water Resources Strategic Plan
2	Update the City's Water Master Plan. Continue to plan for development and require necessary utility infrastructure expansion on an as needed basis by requiring developers to build that infrastructure required by each development. Evaluate options to maximize the use of renewable water supplies, evaluate innovative methods for replacing reliance on groundwater, optimize the location of underground storage and subsequent recovery of renewable water supplies, and evaluate options to minimize the cost to existing ratepayers of new water supplies for future growth		X			Include storm water, reclaimed and gray water in the City's Water Master Plan Update
3	Review and update utility fees to accurately reflect the City's cost to provide water resources and the production and distribution network		X			Prepare and adopt a Utility Rate Study

4	Continue to monitor, and increase when prudent, the City's water supplies to accommodate future population and employment demand using funding methods that do not burden existing ratepayers			X		Prepare and adopt a Water Resources Strategic Plan
5	Coordinate with the ADWR to manage the City's Designation of Assured Water Supply to match future growth				X	Prepare and adopt a Water Resources Strategic Plan
6	Evaluate and implement an effective water conservation program (including emergency conservation) using efficient water management methods with supportive policies and standards		X			Prepare and adopt a Water Conservation Master Plan
7	Evaluate direct use of treated effluent for non-potable users (i.e. turf irrigation, manufacturing, cooling, etc.) as opposed to artificial recharge and recovery to optimize potable supplies		X			Include storm water, reclaimed and gray water in the City's Water Master Plan Update
8	Maintain the existing distribution and storage system to minimize the waste and maximize the efficiency of all water resources		X			Prepare and adopt a Water Conservation Master Plan
9	Comply with the ADWR Low Water Use Plant List where required, and encourage the uses of the List elsewhere to minimize and conserve water resources by vegetating the community with drought tolerant vegetation adapted to the Sonoran Desert				X	Strongly encourage the use of such plant materials in new and revitalized development

Public Facilities

Goals						
1. Maintain and upgrade existing public facilities to serve the existing population and employment, and locate new facilities to serve new residents and workers. 2. Continue to provide high quality municipal services – administration, public works, community development, community services (parks and recreation), library, aviation, police and municipal court, and coordinate with non-municipal service providers-fire, education, electrical, natural gas, fiber to provide adequate services.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Continue to provide adequate public services and facilities in order to maintain and improve the residents', workers' and visitors' quality of life while enhancing the community's attraction	X				Review and update the Infrastructure Improvement Plan and Development Impact Fee Study
2	Continue to plan for and provide necessary and efficient law enforcement services to the City				X	Update the 2016 Comprehensive Services Delivery and Staffing Review Plan
3	Continue to coordinate with the Eloy Fire District to provide efficient and capable fire prevention and suppression and medical response services to the City and surrounding Planning Area				X	Continue to transmit development proposals in the City to the Eloy Fire Marshall for formal review to ensure adequate fire protection is maintained
4	Maximize the usefulness, efficiency and affordability of city utilities and infrastructure for Eloy's residents and businesses		X			Prepare a Public Facilities and Services Master Plan
5	Coordinate City services with non-municipal utility providers to ensure new and existing developments in				X	Coordinate with Arizona Public Service (APS) and Southwest Gas (SWG) on their CIP related projects in

	previously rural areas have adequate utility services					the Eloy Planning Area
6	Actively coordinate with local school districts, charter schools and institutions of higher learning in the planning, design, construction and rehabilitation of facilities		X			Prepare a Public Facilities and Services Master Plan
7	Actively coordinate with dry utility companies regarding placement, design and size of proposed and future overhead/underground transmission lines				X	Communicate on a frequent basis with APS, SRP, WAPA, ED 4 on electrical transmission corridors

Downtown Development and Neighborhood Preservation

Goals						
1. Encourage new development, infill, revitalization, and redevelopment to enhance Downtown vitality. 2. Promote the protection, preservation, rehabilitation and adaptive reuse of historic and cultural landmarks and resources. 3. Protect, stabilize and reinvest in downtown neighborhoods. 4. Continue to make significant public investments in buildings and infrastructure to foster private capital investment and job growth.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Continue to utilize the Downtown Core Overlay, to exert appropriate flexibility relative to setbacks, parking standards, landscaping requirements, mixed use and design standards	X				Include design guidelines in the preparation and adoption of the Downtown Master Plan
2	Create a brand and unique identity which residents, visitors and businesses will identify with the City		X			Conduct a design competition and/or retain a consultant to assist in rebranding the City
3	Adopt a comprehensive infill incentive program that would include a host of financial, development, policy options to property owners to help in land assembly, revitalization and new development in the Downtown Core		X			Prepare and adopt an Infill Incentive District Ordinance
4	Adopt design review criteria, guidelines and standards to be used in review of new construction, and for the maintenance, upkeep, repair and preservation of existing (historic and otherwise) buildings		X			Create a revolving loan fund to finance minor home improvement projects (\$5,000 to \$10,000) Continue to fund the housing rehabilitation and redevelopment program

						Work with local financial institutions to make home loans available in Eloy Prepare and adopt a housing needs and market study
5	Research viable options for the City to purchase land, develop, update, rehabilitate the property then lease/sell to private owners who are committed to constructing buildings and having viable uses		X			Conduct a cursory analysis for properties on Main Street
6	Continue to focus roadway, sewer and water and fire protection upgrade projects in the Downtown through the City's adopted Capital Improvements Program				X	Reevaluate and Reposition Downtown CIP projects annually
7	Consider an existing City building as a satellite for a post-secondary educational, workforce training and/or maker/incubator space	X				Evaluate the ability of such a building using an existing building on Main Street

Economic Prosperity

Goals						
1. Create the opportunity for and successfully attract quality employers with a focus on diversity and multiple salary levels. 2. Brand Eloy as a prime regional location for business, community growth and capital investment 3. Through public and private investment make Main Street a centerpiece for Eloy featuring restaurants, shop, small businesses and activities supported by quality neighborhoods that offer housing choice. 4. Create a community with adequate infrastructure, utilities, community amenities and housing that will attract new businesses and residents.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Implement An Industrial/Business Recruitment Program	X				Participate in tradeshow, forums and other events to showcase and promote Eloy Maintain frequent communications with the real estate brokerage community Attract business amenities to support non-service/retail employers Identify and promote realistic incentives to foster quality economic development Prepare a cost of doing business comparison of Eloy with key local competitors Prepare and adopt jobs-housing balance standards
2	Collaborate to retain and expand existing businesses	X				Work with the Chamber of Commerce to implement a business outreach program Establish and conduct industry roundtables

3	Create a repository of entrepreneurship information and programs	X				Understand and promote available micro-loan programs to support home occupations Work with local financial institutions to assist them in achieving Community Reinvestment Act compliance Document federally-related economic support programs
4	Work Collaboratively to Prepare Youth For Success In School And Work	X				Support the work of Achieve Pinal Committee to create early childhood career pathways in partnership with K-12, business and higher education resources Focus resources on youth engagement, education programs and internships Continue to leverage the work led by Arizona at Work, Achieve Pinal and other career initiatives
5	Promote Adult Workforce and Skill Development Programs	X				Attract potential post-secondary sites Determine the type of curriculum most in demand Engage with ASU, UA, NAU, CAC and other higher learning institutions to benefit new and existing businesses
6	Support the Eloy Airport as an International Skydiving Center and Future Aviation Employment Center	X				Support and participate in national and international skydiving competitions and other events at the airport that bring attention to the City of Eloy

7	Develop and Implement a Plan to Encourage and Enhance Eloy's Potential To Attract International Employees	X				Work with international trade organizations such as the Arizona Mexico Commission, the ACA, MAG the Arizona Hispanic Chamber of Commerce and other trade related organizations
8	Market and Encourage Vacant Land Purchases	X				Maintain site inventory of key vacant parcels with site attributes such as Opportunity-Zones, Foreign Trade Zones or other value added amenities Regularly communicate with site selectors and real estate brokerage houses about the benefits of an Eloy location
9	Attract a Full Service Hotel With Meeting, Conference and Food Services	X				Identify potential locations Conduct a market feasibility study Develop relationships with hotel developers and site selectors
10	Collaborate to Retain and Expand Existing Businesses				X	Establish and conduct industry roundtables
11	Create a Repository of Entrepreneurship Information and Programs		X			Investigate other federally-related Economic Development programs
12	Design and Adopt a Municipal Airport Specific Plan		X			Develop long-range plan for the ultimate development of the airport for aviation and aeronautical related industries or industries that rely on airport convenience and services

13	Prepare And Adopt An Airport Business Plan	X				Integrate the current airport utilization as a destination skydiving destination with the transformation to a multiple use facility and full service general aviation airport
14	Promote Eloy As A Location For Shooting Film And Video Production				X	Prepare for adoption of a commercial film ordinance to encourage and support filming in Eloy Create film site library Annually hold tour for ACA Film office and film site selectors Provide scouting assistance Act as liaison to government agencies to coordinate film industry's needs

Cost of Development

Goals						
1. Continue to implement infrastructure improvements in accordance with the City's Capital Improvement Plan. 2. Maintain a high credit and bond rating through astute and prudent financial practices. 3. Continue to administer fair and proportionate impact fees such that new development adequately mitigates its public infrastructure and facilities impacts. 4. Provide adequate facilities and services concurrent with future growth.						
Objectives		Short Term (Year 1-3)	Mid-Term (Year 3-6)	Long Term (After Year 6)	On-Going	Related Actions
1	Continue to administer and enforce the adopted Infrastructure Improvements Plan policy to assess needs and cost for infrastructure and services that will be required by new development.	X				Update the 2014 Infrastructure Improvements Plan and Development Impact Fee Study
2	Maintain and promote adequate levels of public services and facilities.		X			Prepare and adopt a Public Facilities Master Plan
3	Identify, evaluate and consider implementing funding mechanisms to provide additional public facilities and services for the improvement of facilities and services to serve existing development.				X	Review and consider the application for appropriate local, regional, state and federal grants

CITY OF ELOY REQUEST FOR COMMISSION ACTION

Agenda Item: **VI.B.**

Date: **10/16/2019**

Date submitted:
10/7/2019

Action: Formal

Subject: Consideration, discussion,
and recommendation to the Eloy City
Council for approval, approval with
conditions, denial or
continuance of Case No. GPA19-001.

Date requested:
10/16/2019

TO: Planning and Zoning Commission

FROM:

RECOMMENDATION:

Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No. GPA19-001.

DISCUSSION:

Staff recommends approval of Case No. GPA19-001

FISCAL IMPACT:

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VI.C.**

Date: **10/16/2019**

Date submitted:
10/7/2019

Action: Formal

Date requested:
10/16/2019

Subject: Conduct a public hearing on a request to amend the Future Land Use Map of the Eloy General Plan proposed by Hunter Engineering, from Light Industrial (LI) to General Industrial (GI) for the following parcels within Sections 18, 19 and 20 of Township 7 South, Range 7 East of the Gila and Salt River Base & Meridian (G&SRB & M): 402-15-037U, 402-15-037J, 402-15-037K, 402-15-037M, 402-15-037Q, 402-15-037D, 402-15-037B, 402-15-037T, 402-15-037S, 402-15-037P, 402-15-037G, 402-15-034C, 402-15-034B, 402-15-033C, 402-15-033D, 402-15-041B, 403-02-0130, 403-02-012A, 402-15-0420, 402-15-0430, 402-14-004A, 403-03-004A, and 403-03-004B (Case No. GPA19-002)

TO: Planning and Zoning Commission

FROM:

RECOMMENDATION:

DISCUSSION:

FISCAL IMPACT:

Major General Plan Amendment Narrative

For

Interstate 10-8 Business Park

**City of Eloy
ELOY, ARIZONA**

PREPARED FOR:

Petersen Arizona Land and Entitlement Fund (PALEF)

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Gilbert, AZ 85297

PREPARED BY

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Initial Submittal: July 24th, 2019
Revised: September 20th, 2019
Revised: September 30th, 2019

H.E. PROJECT NO. ELOY001

City of Eloy, Case No. GPA19-002

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1) INTRODUCTION

Petersen Arizona Land and Entitlement Fund (PALEF) hereby formally requests a Major General Plan Amendment (MGPA) for an approximate 408.54 gross acre portion of its property located at the southeast corner of Sunland Gin Road and West Adams Road, within and adjacent to the city of Eloy, Arizona (referred to as the "Property"). See Aerial and Vicinity Map; attached as **Exhibit 1**.

This Major General Plan Amendment proposal (GPA19-002) provides the justification for updating the City of Eloy General Plan to improve the relationship of land uses in the area through a map amendment which is outlined in this document. Specifically, the request seeks to amend the City of Eloy's General Plan Land Use Map from "Light Industrial" to "General Industrial" in order to accommodate the proposed Interstate 10-8 Business Park. City approval of a change to the General Plan will permit all industrial, employment and commercial uses as described in Section 2.3 of the Land Use Element of the Eloy General Plan. Concurrent and compatible Annexation (A19-013) and Rezoning (PAD19-018) applications are also under consideration with the City of Eloy currently. The planned development will be called Interstate 10-8 Business Park.

The Applicant seeks to develop the Property in accordance with a PAD that will blend I-2 General Industrial with ancillary C-2 (Community Commercial) zoning and modify development standards to ultimately create an innovative and top tier business and employment park along the Interstate 10 transportation corridor. The Property is within a portion of the Toltec-Robson Growth Area identified in the Growth Areas Map (November 2018) and is designated as an area of emphasis for future employment growth by 2030.

The proposed Interstate 10-8 Business Park is envisioned to be a regional employment hub with technology, light industrial, business and manufacturing uses. Below, **Table A – On-Site Existing and Proposed General Plan Land Use Designations**, shows the various parcels and their current and proposed designations.

Table A – On-Site Existing and Proposed General Plan Land Use Designations

PARCEL #	EXISTING GENERAL PLAN	PROPOSED GENERAL PLAN
40215037U	Employment (Pinal County)	General Industrial (Eloy)
40215037J	Employment (Pinal County)	
40215037K	Employment (Pinal County)	
40215037M	Employment (Pinal County)	
40215037Q	Employment (Pinal County)	
40215037D	Employment (Pinal County)	
40215037B	Employment (Pinal County)	
40215037T	Employment (Pinal County)	
40215037S	Employment (Pinal County)	
40215037P	General Industrial (Eloy)	
40215037G	General Industrial (Eloy)	
40215034C	General Industrial (Eloy)	
40215034B	General Industrial (Eloy)	
40215033C	General Industrial (Eloy)	
40215033D	General Industrial (Eloy)	
40215041B	Light Industrial (Eloy)	
403020130	General Industrial (Eloy)	
40302012A	Light Industrial (Eloy)	
402150420	Light Industrial (Eloy)	
402150430	Light Industrial (Eloy)	
40214004A	General Industrial (Eloy)	
40303004A	General Industrial (Eloy)	
40303004B	General Industrial (Eloy)	

2) CURRENT SITE CONDITIONS**a) Property Location**

The entire subject property is generally located at the City of Eloy's western municipal boundary, between West Interstate 10 and West Highway 84 and encompasses approximately 628.605 gross acres. The subject area of this MGPA request is located centrally and consists of APN#402-15-041B, 403-02-012A, 402-150-420, 402-150-430 within Eloy and 49 acres to be annexed into Eloy for a total 409 gross acres. The Property has approximately 6,120' of frontage on West Interstate 10 and +/-7,542' of frontage on the Union Pacific Railroad. A legal description and ALTA survey have been provided with this application.

b) Existing Conditions

The majority of the Property exists in its natural condition as an alluvial plain, creosote flat. A small portion of the site, fronting Sunland Gin Road extending southeast for approximately one mile, was developed as (Eva's) a restaurant which will be razed, and the area will potentially be developed as the primary entrance for the development. The site is bordered by Interstate 10, on the south and Casa Grande-Picacho Highway along the north. The Union Pacific Railroad runs along the south side of the Casa Grande-Picacho Highway.

The surrounding area is diverse in its existing and future land use make up, the Property has about three quarters of a mile of frontage along Interstate 10 and is just south of the I-10 and I-8 Interchange from Sunland Gin Road, extending southeast for approximately one mile. A portion of the property is approximately located a ¼ mile southwest of Robson Ranch rooftops. To the southeast, along the freeway, is undeveloped vacant land with General Industrial Land Use. Southwest of the site and south of I-10 is more undeveloped vacant land. West is a Pilot Truck Stop, gas station, Quality Inn Motel, Las Colinas Motor Homes RV Resort, Burger King and Iron Skillet Restaurant.

c) General Plan Land Use

Approximately one third of the entire property is designated as Light Industrial (LI). The MGPA shall seek to bring that 409 gross acres into the General Industrial land use category. This northwest most portion of the site is currently within Pinal County and is designated in their Comprehensive Plan as Employment. The Employment designation allows for office uses and light industrial uses. General Industrial land use is the current designation for 231 acres of the Property. General Industrial land use also occurs along the Interstate 10 corridor further to the south and east of the

Project. See Existing & Proposed General Plan Land Use Map; attached as **Exhibits 2**. Additionally, **Table B – Existing On-Site & Surrounding Uses & General Plan** below provides a summary of land use in the surrounding area.

Table B –Existing On-Site & Surrounding Uses & General Plan

	Existing Land Uses	General Plan Designation
Site	See Table A	See Table A
North	GC Commodities,	Employment (Pinal County)
	Vacant Land,	Employment (Pinal County)
	Central AZ Distribution Center at the Confluence,	Manufacturing/Industry (City of Casa Grande)
East	Robson Ranch Center (Food Town, Creative Arts Center, Elite Blinds, Secure Retirement)	Community Commercial,
	Robson Ranch Community	Medium Density Residential (3-6 du/ac,
	Vacant Land	Low Density (0-2 du/ac) (Pinal County)
South	Vacant Land	Community Commercial
West	Las Colinas RV Resort, Quality Inn, Motel 6, Love's Travel Stop, Speed Co Truck & Lube,	Community Commercial
	Mountain View Estates	Estate Density Residential (0.2-1.0 du/ac)
	Casa Grande Mountain Park	Open Space (Casa Grande)

The proposal is also consistent with the Eloy General Plan Growth Area Element. It is located within the Toltec-Robson Growth Area along the freeway and rail frontage areas. The Toltec Robson Growth Area recommends a mixture of low to high density residential with some commercial and industrial designated parcels. The commercial and industrial designated land is typically located along I-10, with the residential designated areas transitioning away from the freeway. This creates an ideal separation of uses and provides an appropriate buffer for industrial uses from the nearby residential uses.

3) GENERAL PLAN DESCRIPTION AND JUSTIFICATION

Per the City of Eloy General Plan "Amendments and Process" Chapter, the request for a General Plan Land Use amendment from 360 acres of "Light Industrial" to "General Industrial" and the 49 acres that was previously outside the City's planning area that is now proposed as General Industrial, triggers the Major Amendment Criteria three, *"A change in any commercial or employment land use designations (e.g. neighborhood commercial, community commercial, light industrial, general industrial) exceeding 40 acres for Commercial and 80 acres for industrial or employment uses."*

The Property is located within the City of Eloy's Toltec-Robson Growth Area along the freeway and rail frontage areas. While the Toltec Robson Growth Area recommends a mixture of low to high density residential with some commercial and industrial designated parcels, it highlights the I-10 and Frontier Street area as an opportunity to continue the PhoenixMart economic growth in the multi-category supply sector with American made goods. The residentially designated area transitions away from the freeway, creating compatible land use patterns. This creates an ideal separation of uses and provides an appropriate buffer for industrial uses from the nearby residential uses.

Additionally, this proposal is consistent with the purpose, goals and objectives of the Eloy General Plan Growth Area Element. Most notably promoting goal number three "Promote commercial, employment, and industrial development at identified Growth Area nodes." This request stands to spur economic growth on an infill site that experiences existing regional transportation routes and infrastructure.

4) CRITERIA USED TO CLASSIFY THIS REQUEST AS A MAJOR AMENDMENT

A major amendment to the general plan is required where any one of the following occurs; a change in Residential land use designation that exceeds 320 acres; a land use designation change from residential to non-

residential of 40 acres or more; or a change in any commercial or employment land use designations (e.g. neighborhood commercial, community commercial, light industrial, General Industrial) exceeding 40 acres for commercial and 80 acres for industrial or employment uses.

- a. There are no residential land uses within the Project, so this criterion does not apply.
- b. The proposed MGPA will seek a change in land use that exceeds 40 acres of non-residential land and is therefore classified by the City of Eloy as a major general plan amendment.
- c. The proposed change in commercial or employment land use designations such as Neighborhood Commercial, Community Commercial, Light Industrial, General Industrial will exceed 80 acres for industrial or employment uses and is therefore classified by the City of Eloy as a major general plan amendment.

A major general plan amendment is required where any one of these conditions occurs; two of the three criteria apply for this Project and therefore a major general plan amendment is being sought through this narrative and application.

5) AMENDMENT GUIDELINES

Changes to the General Plan must also meet the following guidelines for approval:

- a) That the City has not provided adequate land uses designated that would allow for the proposed use to be sited as proposed.**

Current land use designation mix does not provide the adequate land use for the proposed site. Due to the current multiple jurisdictional condition and the existing variation in General Plan designations on the site (Light Industrial and General Industrial) conflicts arise when identifying a compatible zoning district.

For example, Section 2.3 of the Eloy General Plan permits only Business Park (BP) and Light Industrial (L-1) zoning districts, while the General Industrial land use designation limits zoning to General Industrial (I-2). Therefore, under the current General Plan land use designations a unified zoning district is not possible on the subject site. Furthermore, this proposal supports the intent and purpose of the General Plan in its goal to promote unified and consistent development by amending both General Plan and Zoning designations to a unified and compatible category.

- i. The percentage of overall available General Industrial Land Use in Eloy is low (1.68%) versus (3.77%) for Light Industrial. Considering the amount of unique freeway and rail frontage that exists within this corridor and the fact that this type of condition occurs in only a few locations like this throughout the state more General Industrial is needed within the City at this location. The Project is especially unique as a major growth corridor between two large urban areas, which makes the addition of more General Industrial appropriate for this location.
- ii. The site has a unique nexus with General Industrial as that there are very few greenfield locations in the state that are served by both Interstate visibility and direct access and Union Pacific Railroad access. This makes it perfect for industrial types of uses, especially general industrial uses due to the existing rail access which borders the northeast portion of the site.
- iii. The current and long-term outlook for the market in this area is targeted to general industrial uses. Recent locates have included plastic manufacturers, heavy equipment distributors and steel manufacturers. Several nearby relocates have included truck and vehicle manufacturers.
- iv. General or Heavy Industrial Users, such as Lucid, Nikola and recently Tumtumcar have been looking in the area and have chosen to locate outside of Eloy in surrounding cities such as Casa Grande, Coolidge and Arizona City. These heavy industrial users would now have comparable General Plan designated land in place that would incentivize the area and, in a sense, pave the way for "shovel ready" sites in Eloy.

b) That the amendment constitutes an overall improvement to the General Plan and will not solely benefit a particular landowner or owners at any particular point in time but will be of benefit to the City in general.

Constitutes an overall improvement to the General Plan and will benefit the City in general.

- i. There are adequate light industrial areas designated around the Eloy Airport and southern portion of the corridor, which is much better suited for light industrial, where technology-based development would typically occur. Additionally, the vision is to create a recognizable quality business park that will spark other employment uses in the designated growth corridors.
- ii. The existing light industrial designation does not leverage the presence of existing heavy rail, where uses could rely on importing raw materials for processing and exporting final products that can only be delivered and shipped by rail.
- iii. Heavy rail is better suited to heavier industrial uses such as those that occur along Grand Avenue in the Phoenix metro area.
- iv. The site is located on the northwestern edge of the Eloy city limits where potential impacts, such as noise, dust, fire and odors from general industrial activities may not affect the residences of nearby Robson Ranch and the rest of the City's population further south of the area. Portions of the residences at Robson Ranch range from 1/2 to 2 miles from the Project. With adequate landscape buffer and sound barrier walls, potential impacts would be minimal to the surrounding area. Some limitations for activities such that produce explosions, fire, or pose a contamination risk would be mitigated by the user and would not be located near any residential zoning.

c) The amendment will not adversely impact any portion or entirety of the community, by:

- Significantly altering acceptable existing and planned land use patterns,
- Require additional and more expensive infrastructure improvements to roads, sewer, or water delivery systems than are needed to support the prevailing land uses and may impact developments in other areas, unless otherwise negotiated through a development agreement, or other mitigation plan, and demonstrated to be of benefit to the City,
- Adversely impact existing or previously planned uses through an unreasonable increase in traffic generated on existing systems by the proposed use, or
- Adversely affect the livability of an area within the City or the health and safety of the residents.

This proposed amendment will not adversely impact any portion or entirety of the community by the following:

- i. Given the isolation condition the rail and Interstate create, along with our proposal to incorporate landscaping and exaggerated building setbacks, our request is not anticipated to significantly alter acceptable existing and planned land use patterns. Adjacent properties along the rail corridor have General Plan Land Use designations of General Industrial and therefore the proposed development would likely benefit those property owners by providing infrastructure and enhancing business exposure to the area. A similar designation for our site would most likely have a similar effect as other general industrial nearby and would therefore not significantly alter acceptable land use patterns.
- ii. The development will not require additional or more costly infrastructure than what was initially planned for the area. Since the area is already planned to be industrial, anticipated uses would need similar infrastructure for the area regardless of whether the land use designation is general industrial or light industrial.
- iii. Vehicular access will initially be limited to access from Sunland Gin Road, then upon completion of the future interchange, an additional entry will be added. Both future entries are envisioned to be dramatic, incorporating monument signage, manicured landscaping, and theming that will with translate throughout the development. Interstate 10-8 Business Park respects and honors the existing and future residents of Robson Ranch, and is not proposing any access or circulation routes on to Frontier Street.

Traffic will be primarily focused on southerly access from interstate 10 and is proposing limited rail access. As such it would not have a significant impact on the traffic generated. Also, the types of traffic associated with general industrial would encourage lighter traffic patterns due to the nature of general industrial developments which typically include uses such as warehousing, and data centers that require less workers per square foot. All traffic and associated parking will meet the standards set forth in the Eloy Zoning Ordinance.

- iv. The MGPA will not adversely affect the livability of the area within the City or the health and safety of the residents. The site is located on a northwest boundary of the city where little existing development has occurred. A limited portion of the Project is within a ¼ mile proximity to the Robson Ranch residential master planned community's commercial center and entry open space, but most of the site is over a mile or more from the southwest edge of this community, which includes existing homes and a future phase but is currently vacant. Areas along Frontier Street will be screened

adequately with 8' foot tall theming walls and mature landscaping. Frontier Street and the Union Pacific Railroad provide approximately 300' of right of way between the subject site and Robson Ranch property lines. The UPRR rail corridor has regular use that currently produces loud noises and diesel exhaust. Current conditions near the neighborhood would not likely increase the current noise and pollution that is commonly associated with general industrial.

d) **That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances.**

This amendment request is consistent with the City of Eloy 2010 General Plan Update's overall intent and vision statement to create a forward thinking, culturally diverse and sustainable community with a variety of employment opportunities and commercial or retail services. The amendment, specifically applies to three of the five points of the General Plans' mission statement:

1. To provide employment opportunities for all residents.
2. To encourage private enterprise such that community may provide and offer goods and services for its residents and visitors alike.
3. Capitalize on the City's close proximity to Interstates 10 and 8, the Union Pacific Rail Corridor and other roads of regional significance.

This MGPA is specifically consistent with the Land Use Element of the City of Eloy General Plan.

- i. The Land Use Element Development Guidelines for Community Commercial specifically refer to land located along an interstate highway that transports a significant amount of daily vehicular traffic between Phoenix and Tucson. This describes the exact location of the project.
- ii. The City of Eloy further desires to create and diversify the community's economy by capturing a portion of the future commercial and industrial jobs that will locate along the corridor. This MGPA specifically looks to capture that portion of the future commercial and general industrial development in the area and responds to market conditions which put

emphasis on the availability of general industrial land uses with a good mix of community commercial.

- iii. The Land Use Element Development Guidelines for both industrial designations call for designated areas to capitalize on the economic opportunity of the transportation network within the City. Two forms of primary transportation access bound the project, which include rail and an interstate highway, making this site uniquely appropriate to capitalize on the opportunity of the existing transportation network. In addition, a background collector, that would ultimately connect Sunland Gin Road to Toltec Road and serve as a connection between two major arterials, would be included as proposed in the 2010 General Plan Update.

e) It shall be the burden of the party requesting the major amendment to prove that the change constitutes an improvement to the General Plan and satisfies all review guidelines above. It shall not be the burden of the City to provide a reason that an amendment should be denied.

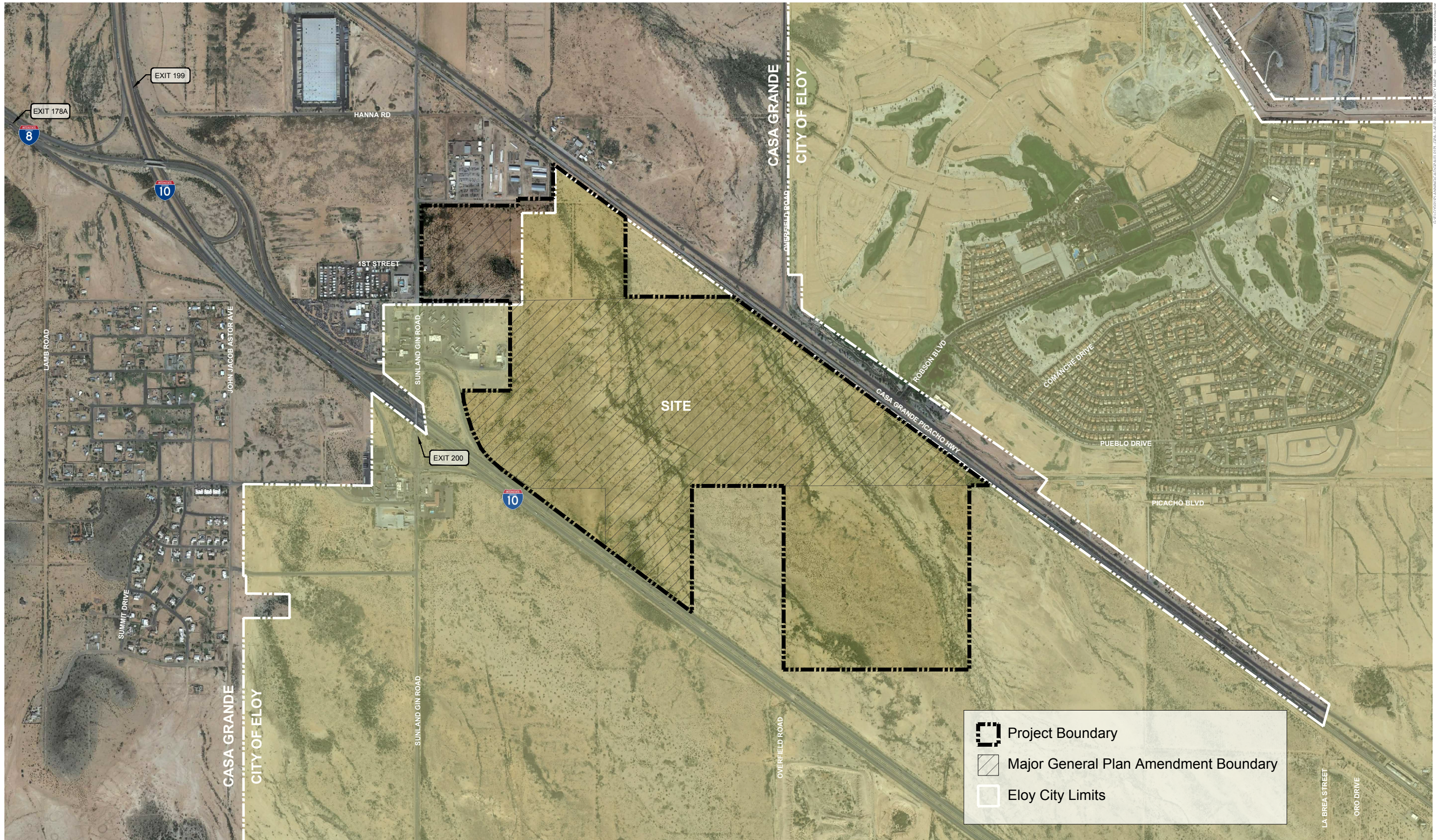
It is the burden of this application and narrative to prove that the change constitutes an improvement to the General Plan and satisfies all review guidelines. We feel that the above statements provide the specific information and facts to prove that this major amendment is an improvement to the General Plan and that this Major General Plan Amendment should be approved. Here are several more specific reasons.

- i. The project will maximize future employment potential by bringing adequate infrastructure and support services for industrial and manufacturing uses that will be used to draw businesses to the area and the associated jobs.
- ii. As per the General Plan, under the Land Use Element for industrial development guidelines, all such uses should be located along the interstate and/or state highway corridors. This describes the exact location that the proposed project will be located, and the use is well suited for the area.
- iii. Adequate buffers from adjacent residential land use within the City of Eloy already exist and will be exaggerated through perimeter fencing and landscaping between the proposed General Industrial and residential land uses.
- iv. The development will provide an overall improvement to the area with a grand entrance statement, new streets, sewer and water connections and other infrastructure. These

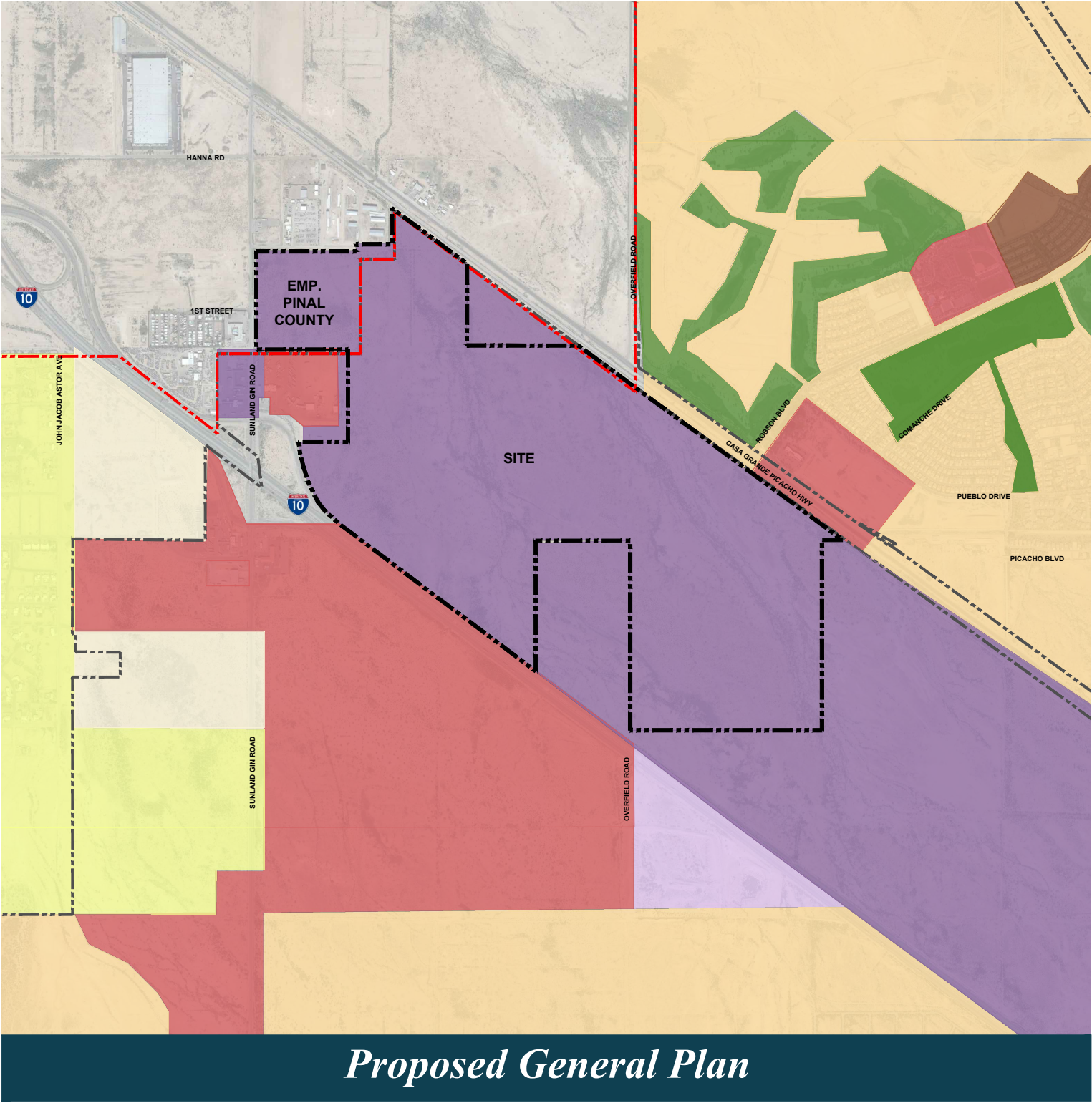
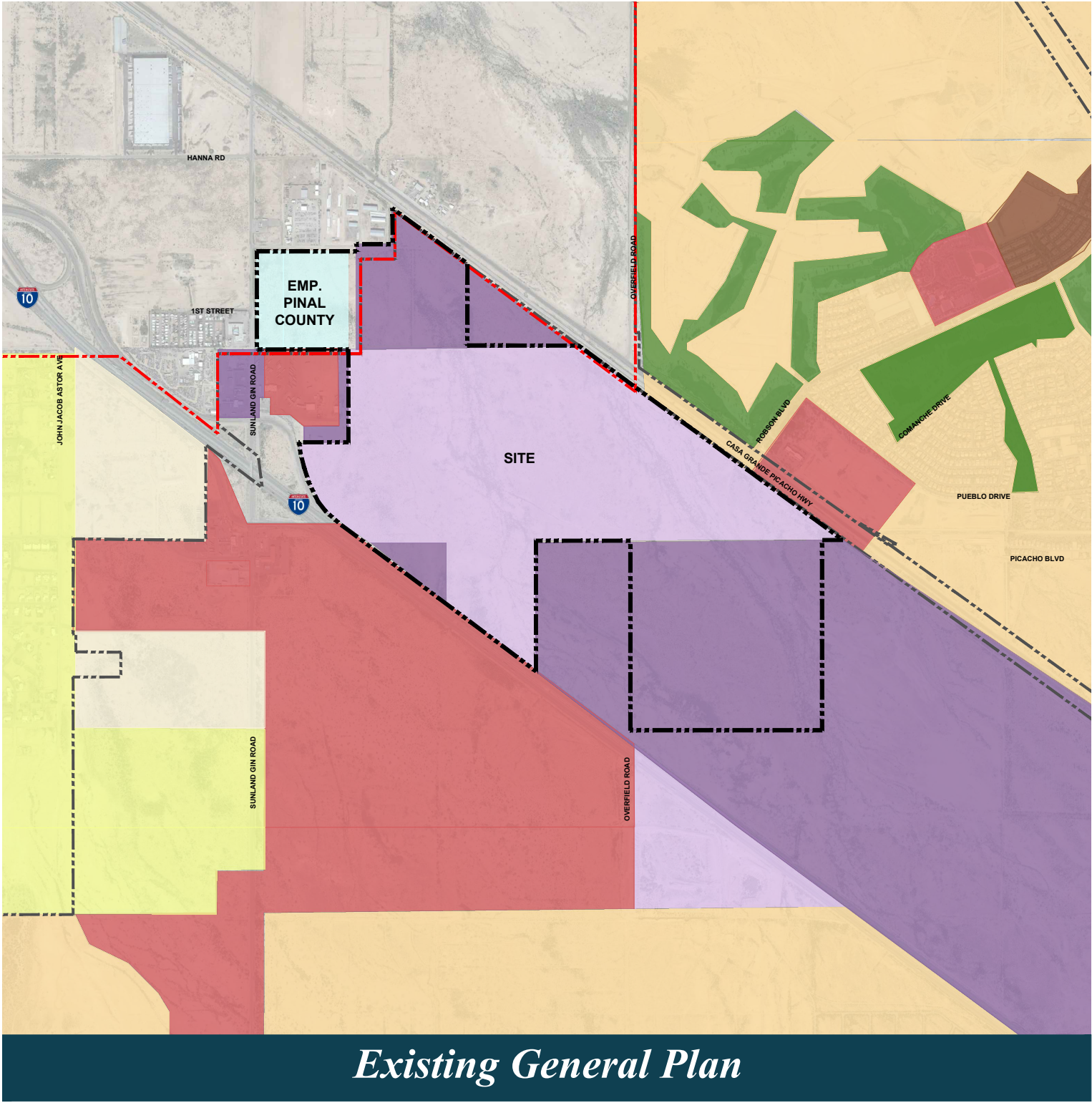
improvements on the northern edge of the City will stand as a recognizable feature for the City of Eloy and its commitment to quality and sustainable economic growth.

6) SUMMARY

In conclusion, the information provided in this major general plan amendment application clearly shows that there is not only a nexus, but rather an immediate need and imperative as per the general plan to adjust the General Plan Map and designate the entire 628.605 gross acres of this project as General Industrial, resulting in an amendment of 409 gross acres. As previously noted, this proposal satisfies the goals, objectives and policies of the General Plan and the proposal relates to the surrounding properties and General Plan designations. The Interstate 10-8 Business Park creates an opportunity for the City of Eloy to highlight the unique convergence of Interstate 8 and Interstate 10, by offering a quality planned business park that benefits both from the Union Pacific Railroad and existing infrastructure. The Interstate 10-8 Business Park concept creates a unified plan that allows for a variation of employment uses, while maintaining cohesive open space and circulation. Attention to this detail creates vibrancy that translates into a competitive site for future businesses in the City of Eloy.



interstate 10|8 business park
Exhibit 1 - Aerial & Vicinity Map



LEGEND

Residential		Commercial	Industrial	Other	
	Estate Density Residential (0.2-1.0 du/ac)		Neighborhood Commercial		Parks/Open Space
	Low Density Residential (1.0-3.0 du/ac)		Community Commercial		Mixed Use
	Medium Density Residential (3.0-6.0 du/ac)				Public/Institutional
	Med-High Density Residential (6.0-10 du/ac)				Employment (Pinal)
	High Density Residential (10-24 du/ac)				Planned Community Area
					Airport Influence Area
					Eloy City Limits
					Eloy Planning Area



interstate 10|8 business park

Exhibit 3 - Parcel Map

CITY OF ELOY REQUEST FOR COMMISSION ACTION

Agenda Item: **VI.D.**

Date: **10/16/2019**

Date submitted:
10/7/2019

Action: Formal

Subject: Consideration, discussion,
and recommendation to the Eloy City
Council for approval, approval with
conditions, denial or continuance of
Case No. GPA19-002.

Date requested:
10/16/2019

TO: Planning and Zoning Commission

FROM:

RECOMMENDATION:

Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No. GPA19-002.

DISCUSSION:

Staff recommends approval of Case No. GPA19-002.

FISCAL IMPACT:

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.A.**

Date: **10/16/2019**

Date submitted:
10/3/2019

Action: Ordinance

Date requested:
10/16/2019

Subject: Conduct a public hearing on the request by Hunter Engineering to change the following parcels with an existing zoning of I-1, Light Industrial to I-2, General Industrial with a Planned Area Development (PAD) overlay: 402-15-041B, 403-02-012A, 402-15-0420, 402-15-0430, 402-14-004A, 403-03-004A, and 403-03-004B; to rezone parcel 403-020-130 from R1-6 Single Family Residential to I-2, General Industrial with a Planned Area Development (PAD) overlay; to rezone the following parcels from CB-2, General Business and CI-2, Industrial in Pinal County to I-2, General Industrial with a Planned Area Development (PAD) overlay: 402-15-037U, 402-15-037J, 402-15-037K, 402-15-037M, 402-15-037Q, 402-15-037D, 402-15-037B, 402-15-037T, 402-15-037S; and to propose for those parcels with an existing zoning designation of I-2, General Industrial, that they also be designated with a Planned Area Development (PAD) overlay: 402-15-037P, 402-15-034G, 402-15-034C, 402-15-034B, 402-15-033C and 402-160-300 within Sections 18, 19 and 20 of Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian (G&SRB&M) (Case No. RZPAD19-018)

TO: Planning and Zoning Commission

FROM:

RECOMMENDATION:

DISCUSSION:

The City has received an application from the Petersen Arizona Land and Entitlement Fund ("PALEF"), a Planned Area Development (PAD) document which outlines plans for the City of Eloy's first top tier Industrial Park. This 631 gross acre property is located approximately 1,275 feet northeast of the Interstate 10 traffic interchange at Sunland Gin Road, and includes a total of nine assembled parcels within Sections 18,19, and 20 of Township 7 South, Range 7 East of the Gila and Salt River Base and Meridian (G&SRB&M)

This application requests approval of the I-2 zoning district as the base zoning district for 578 acres as augmented through the Planned Area Development ("PAD") Overlay District. The PAD is requested to allow a wide variety of industrial uses and supportive commercial and high density residential (10-24 dwelling units per acre) in a development called Interstate 10-8 Business Park. Additional applications including Annexation (A19-013) and a Major General Plan Amendment (GPA19-002) are concurrently being requested to facilitate the development of the Property. Additionally, the Property will be subject to a PreAnnexation Development Agreement between the City of Eloy and PALEF.

The Applicant seeks to develop the Property in accordance with I-2 General Industrial zoning and modify the underlying use and development standards to create an innovative and recognizable development along Interstate 10.

FISCAL IMPACT:

interstate 10-8

business park

PAD

PLANNED AREA DEVELOPMENT

A landscape architectural rendering of a park entrance. In the center, a stone wall features a wide, shallow waterfall. Above the wall, a sign reads "interstate 10|8 business park". Five palm trees stand behind the wall. The foreground includes a paved walkway, a green lawn, and flower beds with red and purple blooms. The sky is clear blue.

interstate 10|8
business park

ZONING CASE: RZ PAD19-018

NEC of Interstate 10 & Sunland Gin Road
ELOY, AZ

Submitted: July 25th, 2019
Revised: September 27th, 2019
Revised: October 8th, 2019

Prepared for
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(PALEF LLC)

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I. Introduction

A. Request(s)

Petersen Arizona Land and Entitlement Fund ("PALEF") presents for your review this Planned Area Development (PAD) document which outlines plans for the City of Eloy's first top tier Industrial Park. This 631 gross acre property is located approximately 1,275 feet northeast of the Interstate 10 traffic interchange at Sunland Gin Road (the "Property"). See Exhibit 1 - *Vicinity Map*.

This application requests approval of the I-2 zoning district as the base zoning district for 578 acres as augmented through the Planned Area Development ("PAD") Overlay District. The PAD is requested to allow a wide variety of industrial uses and supportive commercial and high density residential (10-24 dwelling units per acre) in a development called Interstate 10-8 Business Park. Additional applications including Annexation (A19-013) and a Major General Plan Amendment (GPA19-002) are concurrently being requested to facilitate the development of the Property. Additionally, the Property will be subject to a Pre-Annexation Development Agreement between the City of Eloy and PALEF.

The Applicant seeks to develop the Property in accordance with I-2 General Industrial zoning and modify the underlying use and development standards to create an innovative and recognizable development along Interstate 10.

B. Interstate 10-8 Business Park Project & Vision

The vision for Interstate 10-8 Business Park is to establish a framework that allows for a balance of regulatory standards and flexibility that promote the further development of an iconic and vibrant business park within the City of Eloy.

The unique convergence of Interstate 8, Interstate 10, and the Union Pacific Railroad provide top tier regional transportation access and visibility opportunities that are optimal for manufacturing, corporate business, and technology industries. The site's assemblage between the Union Pacific Railroad and I-10 create a unique buffering situation from uses south of I-10 and north of the railroad tracks, this lends an opportunity for a creative mix of uses that focus development on a wider range of industrial uses while allows higher density residential on portions of the site with adequate buffering and restrictions on uses with any health, safety and welfare concerns related to those uses, that would be conditioned upon future site development plans as they are submitted to the City.

Interstate 10-8 Business Park stands to be regionally marketed to top employment, industrial, commercial, and technology companies. This is accomplished by partnership with the City of Eloy and PALEF's commitment to providing quality theming, through their devotion to elaborate entry monumentation, common

open space, landscape and hardscape, on and off-site infrastructure, and thoughtful circulation.

The intent is to provide a construction ready site, with a solid framework and design package wherein incoming businesses and the City of Eloy can both economically benefit.

II. Existing Site Information

A. Ownership

The Property consists of 617.99 net acres; 582.11 acres of which is owned by PALEF. The remaining 35.88 acres located one half mile north of the I-10 traffic interchange at Sunland Gin Road is owned by Nancy Johnston. These properties are identified as assessor parcel numbers 402-15-307J, M, Q, T and U. Ms. Johnston has agreed to participate with the overall planned development and include her acreage with this rezoning request. PALEF will ultimately become the managing entity of the future Interstate 10-8 Business Park.

B. Project Location and Description

The subject Property is generally located at the City of Eloy's western municipal boundary, between Interstate 10 and Highway 84 and encompasses approximately +/-629 gross acres. The Property experiences approximately +/-6,120' of frontage on Interstate 10 and +/-7,542' of frontage on the Union Pacific Railroad. A legal description and ALTA survey are provided with this application in Exhibit 12 - *Legal Description*.

C. Existing Site Conditions

The majority of the irregular shaped Property exists in its natural condition as an alluvial plain, creosote flat. A small portion of the site fronting Sunland Gin Road was developed as a restaurant (Eva's) that will be razed and the area will be used as the primary entrance for the development. The City of Eloy's General Plan Circulation Map notes the site's proximity to several notable transportation routes including; Interstate 10, a six lane fully constructed Interstate, to the south and West Highway 84, a completed 130' right of way, two lane, Major Arterial along the north. See Exhibit 13 – *City of Eloy General Plan, Circulation Map*. Additional access is currently available through Nelson Farm Road and Adams Road, the ultimate right of way will be finalized through a determination by city staff. Adams Road shall be improved to the half street right of way shall be dedicated as a commercial collector with an ultimate full right of way of 80'.

D. Existing General Plan Land Use Designations & Zoning

Forty-nine acres of the proposal is currently outside of the City's municipal planning area and are within Pinal County's boundary. Pinal County's Comprehensive Plan designates these 49 acres as Employment. The 49

acres will be processed concurrently with this PAD and will be proposed to be General Industrial in the Eloy General Plan.

Additionally, 577.38 acres are within the City of Eloy's General Plan Planning Area and proposed to be General Industrial. The entire Property is also within Eloy's Toltec-Robson Growth Area as described in the General Plan. Below in *Table A – On Site Existing and Proposed Zoning Designations* shows the various parcels and their current and proposed designations.

Approximately 359.54 acres, is currently zoned Light Industrial (I-1). The GPA shall seek to bring that approximately 360 acres along with 9.5 acres of R1-6, and 49 acres of unincorporated county land, currently being annexed, into the General Industrial (I-2) land use category. This northwest most portion of the site is currently within Pinal County and is zoned Industrial (CI-2) and General Business (CB-2). Through the annexation and rezoning efforts, these two county zoning categories will be updated to PAD with the intent of conforming to the underlying City of Eloy zoning categories of I-2 with C-2 uses. General Industrial zoning is the current designation for 218 acres of the Property. General Industrial zoning also occurs along the Interstate 10 corridor further to the south and east of the Project. See *Exhibit 2 – Existing Zoning Map and Exhibit 3 - Existing General Plan Land Use Map*.

Table A – On Site Existing and Proposed Zoning Designations

PARCEL #	EXISTING ZONING	PROPOSED ZONING
40215037U	CI-2 & CB-2 (Pinal County)	I-2 PAD (Eloy)
40215037J	CI-2 & CB-2 (Pinal County)	
40215037K	CI-2 & CB-2 (Pinal County)	
40215037M	CI-2 & CB-2 (Pinal County)	
40215037Q	CI-2 & CB-2 (Pinal County)	
40215037B	CB-2 (Pinal County)	
40215037T	CI-2 (Pinal County)	
40215037S	CI-2 (Pinal County)	
40215037P	I-2 (Eloy)	
40215037G	I-2 (Eloy)	

PARCEL #	EXISTING ZONING (cont.)	PROPOSED ZONING (cont.)
40215034C	I-2 (Eloy)	I-2 PAD (Eloy)
40215034B	I-2 (Eloy)	
40215033C	I-2 (Eloy)	
40215033D	I-2 (Eloy)	
40215041B	I-1 (Eloy)	
403020130	R1-6 (Eloy)	
40302012A	I-1 (Eloy)	
402150420	I-1 (Eloy)	
402150430	I-1 (Eloy)	
40214004A	I-1 (Eloy)	
40303004A	I-1 (Eloy)	
40303004B	I-1 (Eloy)	
402160300	I-2 (Eloy)	

E. Surrounding Land Uses

The surrounding area is diverse in its existing and future land use make up, the Property has about three quarters of a mile of frontage along Interstate 10 and is southeast of the I-10 and I-8 Interchange. A portion of the property is located approximately a ¼ mile south of Robson Ranch. To the southeast, along the freeway, is undeveloped vacant land with General Industrial zoning. Southwest of the site and south of I-10 is more undeveloped vacant land. West is a Pilot truck stop, gas station, Quality Inn Motel and Las Colinas Motor Homes RV Resort. *Table B – Existing On-Site & Surrounding Uses Zoning Designations* below provides a summary of land use and entitlements in the general area.

Table B – Existing On-Site & Surrounding Uses Zoning Designations

	Land Uses	Zoning Designation
Site	See Table A	See Table A
North	GC Commodities,	CI-1 & CI-2 (Pinal County)
	Vacant Land,	CI-1 & CI-2 (Pinal County)
	Central AZ Distribution Center at the Confluence,	U-R & I-1 (Casa Grande)
East	Robson Ranch Center (Creative Arts Center)	C-2 PAD
	Robson Ranch Community	R1-6 PAD
	Vacant Land	GR & MH (Pinal County)
South	Vacant Land	R1-12
West	Las Colinas RV Resort, Quality Inn, Motel 6, Love's Travel Stop, Speed Co Truck & Lube,	C-2
	Mountain View Estates	SH (Pinal County)
	Casa Grande Mountain Park	UR (Casa Grande)

III. Development Plan

A. Zoning Map

The Interstate 10-8 Business Park PAD is created to allow all uses within the General Industrial (I-2) Zoning District including a range of uses within the; Business Park (BP), Light Industrial (I-1) and General Commercial (C-2) Zoning Districts. These include a flexible mix of land uses ranging from more industrial based uses like warehousing, manufacturing, and e-commerce to commercially centered uses

such as restaurants, offices, hotels, and retail. See *Exhibit 8 – Hotel & Restaurant Sketch Concept*, for a conceptual hotel and restaurant configuration along I-10. The PAD allows a balanced mix of industrial, employment, and commercial uses that are compatible with the I-10 Freeway Corridor uses and character.

Although specific users have not been identified at this time, the plans, exhibits, and images presented herein are conceptual and created to help envision and convey the type, intensity, and quality of development that is Interstate 10-8 Business Park. To maximize and attract top tier businesses, the PAD includes a conceptual site plan, see *Exhibit 7 – Conceptual Site Plan*, to help illustrate how the property could initially be designed for either a small 5 to 10-acre user or a larger 50-acre to 100+ acre user. Freeway related retail and hotels is envisioned to occur along I-10 frontage and Sunland Gin Road in smaller parcels ranging from 1 to 5 acres. This layout ensures optimal flexibility while demonstrating potential development options.

Once specific users are identified, they will work within the City of Eloy's Site Plan review administrative process, as outlined in Section 21-6-11 of the Eloy Zoning Ordinance. This will include more specifics on site plan, building architecture, landscaping, signage, lighting, grading, etc. Future end users will abide by the permitted land uses, development standards, and other provisions of this document in addition to the approved Pre-Annexation Development Agreement with the City of Eloy.

B. Planned Area Development

Among the objectives of the PAD Overlay zoning, outlined in the Eloy Zoning Ordinance Section 21-2-7.1, is to; encourage creative and effective land use, encourage innovative development to assist in expanding opportunities, and to provide sustainable and efficient development. With its multiple interstate, roadway, and rail accessibility, Interstate 10-8 Business Park is a unique site with an opportunity to develop as an iconic employment nucleus.

Interstate 10-8 Business Park conforms to Section 21-2-7.3 of the Eloy Zoning Ordinance by requesting a Planned Area Development Overlay (PAD) to a subject property greater than forty acres and conformity to the General Plan Land Use map, by way of concurrent Major General Plan Amendment for 409 acres of the overall Property.

1. Permitted Uses

The proposed PAD and its permitted uses defined below are intended to accommodate industries involving; office, light manufacturing, assembling, warehousing, ecommerce, technology and wholesale activities. Associated office, related retail uses and High Density Residential, that only occurs on Sunland Gin Road with appropriate buffers, are also included within with this proposal.

Pursuant to Section 21-2-7.4 of the Eloy Zoning Ordinance, the applicant has elected to modify land uses permitted within the underlying I-2 zoning district to better accommodate a range of employment and supporting commercial uses. Development and Design Standards, addressed later in this document, respond to the variation in proposed uses, to better create a sensitive development without jeopardizing flexibility in land uses.

A table of proposed permitted and conditionally permitted uses on the future Interstate 10-8 Business Park is provided in *Table C – Permitted Use Land Uses* below. This table utilizes land uses as well as format from Table 2.3-1 and Table 2.5-1 of the Eloy Zoning Ordinance for reference, and additionally adds the proposed I-2 PAD Overlay District requested uses. Land uses deemed permissible by Condition, shall follow the City of Eloy Conditional Use Permit Process, as outlined in Section 21-6-7 of the Eloy Zoning Ordinance. All proposed temporary uses shall comply with Section 21-3-3 of the Eloy Zoning Ordinance. Accessory Uses shall conform to Section 21-3-2.6.

Outside storage of materials and equipment related to the primary activity is permitted if appropriately screened and not exceeding the height of the screen wall and in compliance with all applicable codes and ordinances of the City of Eloy and the Eloy Fire District. Explosive or hazardous processes require approval not limited to; Eloy Fire District, Eloy Police Department, Building Safety, Pinal County and the State of Arizona. This ensures that all manufacturing, storage, and waste processes meet all safety and environmental standards as administered by the department.

Additionally, the applicant requests the option for administrative consideration and use approval of technology and other innovative employment-based land uses otherwise not addressed or defined in the Eloy Zoning Ordinance at the time of approval.

Table C – Permitted Land Uses

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
PUBLIC & SEMI-PUBLIC USE:						
Bus Terminal	P	P	P	-	P	
Campground	NP	C	C	-	C	21-3-1.8
Cemetery	P	C	C	C	NP	
Crematorium or Funeral Parlor	P	P	NP	P	P	
Cultural Facility	C	NP	NP	P	P	
Government Offices	P	P	P	-	P	
Hospitals	P	C	NP	P	P	
Non-profit Organization	P	C	C	C	P	
Public Safety	P	P	P	P	P	
Religious Assembly	P	P	C	P	P	21-3-1.33

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
Solar Generation Facility	C	C	C	C	C	
Utility Facility & Service Yard, Major	C	C	P	C	P	
Utility Facility, Minor	C	C	P	P	P	
Wireless Facility	P	P	P	C	P	21-4-4
Arboretum or Botanical Garden	-	-	-	P	P	
Assembly Hall/Auditorium	-	-	-	P	P	
Child Care Center	-	-	-	C	C	21-3-1.11
College or University	-	-	-	P	P	21-3-1.13
Community Playfields	-	-	-	C	C	
Community Recreation Center	-	-	-	P	P	
Fraternal or Social Club, Nonprofit	-	-	-	P	P	
Health Care/Medical Facility or Clinic	-	-	-	P	P	
Library	-	-	-	P	P	
Museum	-	-	-	P	P	
School, Boarding	-	-	-	C	C	21-3-1.35
School, public or private, K-8	-	-	-	C	C	21-3-1.35
School, public or private, 9-12	-	-	-	C	C	21-3-1.35
Social Service Facility	-	-	-	C	C	
COMMERCIAL USE:						
Adult Entertainment	NP	C	NP	NP	C	21-3-1.2
Animal Hospital/Veterinarian	C	P	P	C	P	21-3-1.4
Animal Kennel/Shelter	C	C	P	C	P	
Animal Training	C	C	P	-	P	
Automobile Rentals	P	P	NP	P	P	
Automobile Repair Major	C	P	P	-	P	21-3-1.6
Automobile Minor	P	P	P	C	P	21-3-1.6
Automobile Sales & Leasing	P	P	NP	P	P	
Bar, Lounge, or Tavern	P	P	C	P	P	
Billboard	-	-	-	-	C*	
Business Services	P	P	C	P	P	
Car Wash	P	P	NP	C	P	
Coffee Shop/Cafe	-	-	-	P	P	
Coffee Shop/Café with Drive Thru	-	-	-	C	P	21-3-1.18
Commercial Entertainment, Indoor	P	C	NP	C	P	
Commercial Entertainment, Outdoor	C	C	NP	C	C	
Convenience Store	P	P	NP	P	P	21-3-1.15
Farmers Market	P	P	NP	P	P	
Feed Store	C	P	C	P	P	
Financial Institution (Chartered Bank)	C	NP	NP	P	P	
Financial Institution with Drive Thru	C	NP	NP	P	P	21-3-1.18

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
Fitness & Sports Center	P	P	C	P	P	
Flea Market	C	C	C	-	C	
General Market	-	-	-	P	P	
General Personal Services	C	P	C	P	P	
General Personal Services with drive thru	-	-	-	P	P	21-3-1.18
General Recreation, Indoor	P	P	C	P	P	
General Recreation, Outdoor	NP	C	C	P	P	
Instructional Services or Trade Schools	P	P	P	P	P	
Medical Marijuana Dispensary, Infusion, or Cultivation	C	C	C	C	C	21-3-1.24, 21-3- 1.25, 21-3-1.26
Microbrewery or Craft Distillery	C	C	NP	P	P	21-3-1.27
Movie Theater	-	-	-	P	P	
Nightclub	-	-	-	C	C	
Payday Loan/Check Cashing	NP	C	NP	C	C	
Nursery, Commercial	NP	P	P	C	P	
Office Business or Professional	P	P	P	P	P	
Outdoor/mobile Vending	NP	C	NP	C	C	21-3-1.31
Parking Lots & Structures	P	P	P	P	P	
Restaurant	P	P	C	P	P	
Restaurant, with Drive Through	P	P	C	C	P	21-3-1.18
Restaurant, with Off Track Betting	C	C	C	C	C	
Retail, General	P	P	C	P	P	
Retail, General with Drive Through	C	P	C	C	P	21-3-1.18
Retail, Large	C	C	NP	P	P	
Retail, Pawn Shop	C	P	NP	C	P	
Retail, Smoke Shop	C	P	NP	C	P	
Self-Storage, Indoor	P	P	P	C	P	21-3-1.36
Service Station	P	P	NP	P	P	21-3-1.37
Service Station with Car Wash	C	P	P	C	P	21-3-1.37
Tour Services	-	-	-	P	P	
INDUSTRIAL:						
Assembly, Light	P	P	P	-	P	
Auctions, Indoor	P	P	P	-	P	
Auto Wrecking & Salvage Yard	NP	NP	C	-	C	
Building Materials Sales, Indoor Retail	P	P	P	-	P	
Building Materials Sales, Outdoor or Wholesale	NP	P	P	C	P	
Distribution/Warehousing Center, Indoor	NP	C	P	-	P	
Distribution Yard, Outdoor	NP	C	P	-	P	

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
Heavy Rental, Outdoor	-	-	-	C	C	
Manufacturing, Heavy	NP	NP	P	-	P	
Manufacturing, Light	P	P	P	-	P	
Outside Storage (Vehicles, Boat, RV)	NP	C	P	-	P	21-3-1.30
Recycling Center	NP	C	P	-	C	
Research Laboratory	P	P	P	-	P	
Resource Extraction	NP	NP	C	-	C	
Truck Stop	NP	C	P	C	P	
Waste Facility, Landfill	NP	NP	C	-	C	
Waste Facility, Transfer Station	NP	NP	C	-	C	
Wholesale Establishment	P	P	P	-	P	

P-Permitted by Right, C-Permitted with Conditional Use Permit, NP-Not Permitted

**The existing billboard located at the southwest corner of parcel 402-15-041B shall seek Section 21-4-3.6 and Section 21-8-4.1 of the Eloy Zoning Ordinance which allows for maintenance of a legal non-conforming sign/structure.*

***Applicant to work in partnership with the City to design and construct freeway pylon signage on an indefinite timeline.*

2. Development Standards

Development Standards are amended as needed in order to create and implement an envisioned development plan that is sensitive to surrounding existing and future land uses, but also allows for a cohesive character to the area. By providing flexibility with the applicable Development Standards, a variety of complimenting uses can respectively coexist and create a sense of vibrancy in the community. In addition to the listed Development Standards in *Table D – Development Standards*, Design Guidelines have also been incorporated to ensure thoughtful building placement and design.

Table D – Development Standards

Development Standard	BP	I-1	I-2	C-2	Proposed I-2 PAD
MIN. LOT DIMENSIONS:					
Lot Width	60'	100'	100'	-	- ⁵
MIN. SETBACKS:					
Front	20' ¹	20' ¹	30' ¹	20' ¹	20' ¹
Side	15' ²	15' ²	20' ²	15' ²	15' ²
Side, Adjacent to Residential	30' ¹	50' ¹	75' ¹	30' ¹	30' ¹
Street Side	10'	15'	15'	10'	10'
Rear	15'	15'	20'	20'	15'

Rear, Adjacent to Residential	30'	50'	75'	30'	30'
Rear, Adjacent to Union Pacific Railroad	30'	50'	75'	30'	30'
MAX. LOT COVERAGE	50%	60%	60%	60%	60%
MAX. BUILDING HEIGHT	45'	45'	55'	35' ³	100' ⁴

1. Front and side setback for street facing parking areas shall be a minimum of 15 feet.

2. Zero setbacks are permitted for structures if adjacent structures also have zero setbacks and regulations of the Building Code in force at the time of the review are met.

3. Unless otherwise permitted through a conditional use permit.

4. 65 feet of height is permitted except where Staff administratively approves up to 85 feet of height for accessory structures, architectural embellishments, mechanical screening, innovative and superior design, and other purposes determined by the Community Development Director and/or the Community Development Director's designee to be appropriate. The Community Development Director or the Community Development Director's designee are hereby authorized to administratively approve such height between 85 feet.

5. Lot width variety encourages development options and allow for smaller development projects to occur where resources, such as rail are available that are usually provided for larger users.

3. PAD Approval Criteria & Justification

As proposed, Interstate 10-8 Business Park provides a greater benefit to the City by permitting and conditionally permitting a mix of compatible uses and development standards, that would otherwise be limited to one zoning district. Additionally, the proposed development will have a positive impact on future employment opportunities for the area by providing an iconic employment destination with economic incentives and infrastructure advancements that create a business-friendly atmosphere. Lastly, PALEF's commitment to improve public infrastructure and create a unique sense of place, with grand entry monumentation, display a higher level of commitment to development in the area. Therefore, the criteria outlined in Chapter 21 Section 2-7.5 PAD Criteria, has been provided to weave these innovative variations into the fabric of the project through this PAD.

Requested deviation from building height, as outlined in *Table D-Development Standards*, is deemed necessary in order to respond to specific and envisioned tenant needs. The proposed I-2 PAD zoning allows for uses that range from business professional to industrial with focus on innovative and employment-based businesses. In order to accommodate future end users, it is pertinent to address a range of building heights that are dictated based on the function of the building.

For example, typical industrial buildings may suggest 40' of clear height inside, resulting in a building height in the 55' range. However, in this case

where the property owner's intent is to entice advanced businesses, there is the potential for a unique distribution or manufacturing use that may include multiple levels of storage platforms or automated systems, resulting in the need for increased height. This concept has been implemented in the Seattle area with the construction of Prologis with other tech hubs like New York, San Francisco, and Los Angeles following suit. Site appurtenances, such as material silos or other building specific support equipment, may be required to exceed the building height. In such cases, location and treatment of such elements shall be considered and incorporated into the overall design solution.

Additionally, business campuses and corporate headquarters often explore vertical architecture options for different reasons than industrial based user would. Therefore, the PAD proposes a condition of administrative staff approval to allow building height flexibility with a series of building step-backs. The first 300' behind the property lines along I-10, Sunland Gin Road and Frontier Road, would encourage building heights of 65'. Between 300' and 600' the recommendation maximum height would be 85' and beyond 600' with special administrative approval buildings could be up to 100' in height. The exception to this would be for silos structures typically associated with industrial uses that would create an iconic visual element in the skyline that would further enhance the presence of the park along Interstate 10. This attention to design detail is further acknowledged in the Design Standards listed herein.

C. Design Guidelines

1. Landscaping

Both onsite and offsite landscaping will occur at the time of development of individual parcels, with the exception of the primary entry monumentation at the intersection of Sunland Gin Road and the proposed Commerce Boulevard. A Conceptual Site Plan demonstrating how parcels may be developed is provided as *Exhibit 7 – Conceptual Site Plan*. Interstate 10-8 Business Park will comply with Chapter 21 Section 4-2 of the Eloy Zoning Ordinance, except as provided herein *Table E – Streetscape Landscaping* and *Table F- Landscape Setbacks*. Final landscape design will be determined on a case-by-case basis to suit the needs of the individual users and the specific parcels as it relates to the overall business park.

Landscaping will be designed to complement the building architecture overall design theme for the site. The Sunland Gin and First Street frontage landscaping will provide an attractive public edge to the property and accentuate the primary entrance. Perimeter site boundaries will define the parcel and provide a pleasing common boundary with adjacent sites. Enhanced landscaping will further define potential building entries with canopy trees at City-required spacing to provide shading for the parking

areas. A variety of tree species, combined with a colorful combination of shrubs and groundcovers, will provide an overall landscape composition of appropriate scale to enhance the overall development and its visual impact on its surroundings. A conceptual landscape plan for the entry monument is included with this submittal to represent the level of quality and design intent for the landscape. The planting pallet will include both the Arizona Department of Water Resources, Pinal Active Management Area Low Water Use Drought Tolerant Plant List and where appropriate, subtropical plant material at primary entrances and in courtyard spaces between building masses. More specific details regarding plantings, types, locations and quantities will be submitted as each development parcel moves forward with Site Plan and subsequent approvals. See *Exhibit 4-Conceptual Entry Monument Concept & Exhibit 5-Conceptual Entry Monument Perspective*.

Table E – Streetscape Landscaping

	Required Streetscape Landscaping Planting Criteria (Per Section 4-2.5.D.2)	Proposed Streetscape Landscaping Planting Criteria
Trees	A minimum of one tree shall be required per one thousand (1,000) square feet of landscape area and a maximum of one tree shall be required per seven hundred fifty (750) square feet of landscape area, depending on area configuration, orientation and use. All trees shall be twenty four inch (24") box. Calculations that result in a fraction shall be rounded up.	A minimum of one tree shall be required per one thousand two hundred fifty (1,250) ¹ square feet of landscape area and a maximum of one tree shall be required per seven hundred fifty (750) square feet of landscape area, depending on area configuration, orientation and use. All trees shall be twenty four inch (24") box. Calculations that result in a fraction shall be rounded up.
Shrubs	One shrub shall also be required per two hundred fifty (250) square feet of landscape area. All shrubs shall be a minimum of five (5) gallons in size.	One shrub shall also be required per five hundred (500) ¹ square feet of landscape area. All shrubs shall be a minimum of five (5) gallons in size.

Groundcover	All groundcover shall be a minimum of one gallon in size. One groundcover plant shall be provided per two hundred fifty (250) square feet of landscape area.	All groundcover shall be a minimum of one gallon in size. One groundcover plant shall be provided per five hundred (500) ¹ square feet of landscape area.
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1. Slightly less dense landscape requirements promote a more natural landscape and create a perception of a regulatory environment that encourages development. This also create less landscape waste byproducts for the local landfill and uses less water.

Table F – Landscape Setbacks

Adjacent to	Landscape Width	Proposed Landscape Width
Sunland Gin Road	15 feet	10 feet
W. Commerce Blvd.	10 feet	0 feet ¹

1. While the requirement for landscape along W. Commerce Blvd. would be 0' to encourage development. PALEF would create a private entity for the Primary Entrance and W. Commerce Blvd. that would establish a separate set of design guidelines through their own landscape assessment district.

2. Lighting

The development shall comply with the Chapter 21 Section 4.5 of the City of Eloy Zoning Ordinance. Lighting plans shall be submitted with each Design Review application illustrating that on-site lighting does not exceed one-foot candle at the property line. On-site lighting shall be dark sky compliant.

3. Screening

Specific attention to screening has been considered and is envisioned to work as both a theming element and a practical application by complementing the building's architecture and surrounding landscaping. Screening used at the entrance of properties shall enhance the entry, complement the building's architecture and shall not impair traffic safety by obscuring views, therefore following the City of Eloy's sight visibility requirements.

Long expanses of exposed wall surfaces should be architecturally designed and/or landscaped to prevent monotony. Further, decorative monuments, gates and/or fences in combination with landscaping should be used to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall. Chain link fencing is prohibited.

Loading docks are a likely function of the industrial based users and shall therefore be located to the side or rear of the lot, where they can function

efficiently but also be located sensitively without detracting from the aesthetics of the building or overall site.

4. Architecture

The design of a mixed-use Business Park, with associated industrial and business facilities requires a specific response to anticipated tenant requirements combined with careful aesthetic consideration. Since the future tenants are unknown at this time, the design palette must remain flexible and sensitive to future development.

Buildings may take specific design characteristics, if a tenant is identified prior to development, or may be more standard, should the building be designed to appeal to a broad range of potential tenants.

In order to plan for both scenarios, attention to design standards is explored to accommodate flexibility and sensitivity for existing and future occupants. An example of this is the attention to scale. Building scale is an important consideration when looking at the overall design. "Freeway scale" addresses the vehicles at higher speed, with limited and distant views. This perspective applies to development adjacent to I-10. To accommodate these characteristics, elements should be larger and more dominant, this allows for visual ease for automobiles on the freeway. Similarly, any building with a considerable setback should be scaled accordingly. The level of detail increases adjacent to potential building entries where pedestrian scale elements should be introduced.

Color and pattern will be used to 'break down the mass' and develop visual interest that creates an overall pleasing aesthetic. The color palette may include a range from warm to cool neutrals that respect the surrounding desert hues and may include limited color accents to provide additional interest or address corporate imaging. Building form may include articulations to provide variation in dimensionality that respond to environmental conditions such as shade, shadow and solar gain. Materials should feature primary thematic colors and textures with minimal amounts of accent materials. Accent materials should only be used where appropriate, feasible and when executed in an aesthetically pleasing manner. Building parapets will be extended above the roof line to provide screening of roof top equipment from view at adjacent public right of ways along the Casa Grande-Picacho Highway. A representative architectural collage exhibit is included to convey a representative palette of design intent. Specific details regarding architecture, materials, colors, etc. will be a part of the future design review application. See *Exhibit 6-Architectural Collage*.

5. Common & Private Areas

Any and all common open space or private infrastructure including but not limited to; sidewalks, courtyards, adjacent right of way, landscape tracts,

private roadways, private utilities, etc. within the development shall be maintained by the subject development or Master Developer immediately after construction.

D. Signage

Interstate 10-8 Business Park will provide for functional and attractive signage that compliments the architecture and theming of the overall development. Once future tenants are identified, the applicant will prepare a Comprehensive Sign Package (CSP) to provide for attractive and consistent signage for tenants and users of Interstate 10-8 Business Park, per Chapter 21 Section 4-3 of the Eloy Zoning Ordinance. This document would seek for this to be obtained through an administrative request rather than approval through City Council. The future CSP will contain guidelines with regards to color, materials, location of wall signage, allowable areas, illumination, and configuration of logo and copy presentations.

The PAD application sets forth the general location, quantity, and maximum height of monument signage for the project. Monument signs along Sunland Gin Road and I-10, as well as onsite development identification signs along I-10 frontage will provide proper identification. Two (2) 30'-tall monument signs are proposed along Sunland Gin Road at the proposed access drive on the First Street alignment. Monument signs will provide identity for the overall development and may include single-tenant panels, or multi-panel depending upon the future tenant user(s) of the Property. Directional signs may be located throughout the development to point users to their desired destination. These signs will utilize the established color and materials palette that is applied to the buildings in Interstate 10/8 Business Park.

Freeway Pylon Signs, as described in Chapter 21 Section 4-3.9, is envisioned to be incorporated along the frontage of Interstate 10. Specific design, height, and placement of freeway pylons will be developed to mimic the pylons used at Desert Ridge. A comprehensive sign package will be developed that will be used to provide guidance to the administrative approval of signs throughout the park.

It should also be noted, that while "Billboard" signage is listed as prohibited, all existing billboards on the subject Property shall seek Section 21-4-3.6 and Section 21-8-4.1 of the Eloy Zoning Ordinance which allows for maintenance of a legal non-conforming sign/structures.

E. Circulation & Parking

The Property is well situated from a regional access perspective; it is visible from Interstate I-10 and is easily accessible. Offsite access exists to an improved fully directional interchange on Sunland Gin Road. All roadway classifications reflect the City of Eloy General Plan Circulation Element. Half-street and/or full street improvement will be constructed adjacent to individual parcel development as follows in *Table G – Existing and Proposed Roadways*. Internal roadways will

additionally be constructed as needed to support onsite circulation in accordance with a Traffic Impact Analysis.

Table G - Existing and Proposed Roadways

Roadway	Classification	Proposed Improvements
Adams Road	Major Collector (80' ROW)	Full Street Improvements
Sunland Gin Road	Major Arterial (130' ROW)	Full Street Improvements
Nelson Farm Road	Local (50' ROW)	Vacated w/easements ¹
Interstate -10	Interstate (+/-300 ROW)	-
Internal Major Collector (Planned as – W. Commerce Blvd.)	Major Collector (80' ROW)	Half Street Improvements initially with Full Street improvements with development
Internal Local Street	Local (50' ROW)	Full Street Improvements

1. Nelson Farm Road would be vacated with easements in place for existing sewer and force main to remain.

From Sunland Gin Road, access to the site will occur at the First Street alignment to the east that will initially end at a cul-de-sac and eventually be extended into a Major Collector (80' ROW) that connects through the site parallel to I-10 connecting Sunland Gin Road and Toltec Road. This spine road will initially be a two-way, two-lane, Major Collector roadway that includes a center turn lane with a northwest to southeast alignment. Secondary access is provided from Sunland Gin Road at both Adams Street to the north and possible access from Third Street to the south. Within the site there are several Government Land Ordinance (GLO) easements that provide legal access to parcels within or adjacent to the project. These occur on sections line and dedicate an easement of 33' on either side of the section line. This project will request abandonment of specific GLO easements as necessary.

To support the proposed Industrial Park, offsite improvements will occur along Sunland Gin Road at the primary entrance to the Property, immediately adjacent to the project site on the First Street alignment. Sunland Gin Road will be widened from a two-lane roadway to a three-lane roadway (one lane in each direction with a two-way center left turn lane) with curb, gutter, sidewalk, and roadway lighting on the east side of the street along the frontage of our project. First Street will initially serve the project site as a cul-de-sac. As the project develops the cul-de-sac will be removed and the Major Collector road will be extended to the next logical end point. Eventually the Major Collector road will connect to Toltec Road as a two lane, two direction road. ADOT has created a Design Concept Report (DCR) for the relocation of the Sunland Gin Traffic Interchange (TI) that is not within the next ADOT five-year plan for the area. The relocated TI may become a viable option in the future. The initial realignment of Sunland Gin Road has also been

shown to consider how this future alignment will affect the entrance to the site. The Major Collector will be dedicated to the City as public right of way.

F. Infrastructure & Utilities

1. Drainage

The grading and drainage for the site will be designed to retain the 100-yr, 2-hour storm event and pass through the historic flows through the site in accordance with Pinal County Floodplain Administration and the City of Eloy's drainage design guidelines. A conditional letter of map revision may be obtained and the associated Flood Insurance Rate Maps (FRIM) will be provided as this process moves forward. All building floors will be set a minimum of 1-ft. above the 100-yr water surface elevation. Off-site drainage entering the site from under the freeway, railroad or from the overland flows from the south will be routed to a large regional retention basin along the south end of the project. Once stormwater is captured within the basin, it will be conveyed via drainage channels along the railroad or through the site until it reaches the historic outfall location to the north. All on-site drainage will be conveyed via overland flow or an underground storm drain system across parking lots, truck areas and open spaces where it will be routed to either surface retention basins or underground retention tanks. The required storage volume will dissipate within 36 hours via a combination of natural percolation and drywells. Any and all oversizing of infrastructure requests shall follow the provisions set forth the Pre-Annexation and Development Agreement. See Exhibit 11 – FEMA Physical Map Revision-Special Flood Hazard Area Changes Map.

2. Water

Water is provided to the site by the City of Eloy. There is an existing 12-inch waterline that runs along the north side of the Interstate 10 frontage and will provide adequate water for the initial smaller projects. It is understood that a water tank and well site will be required as the property develops with larger users. The City of Eloy has indicated that they will support interim solutions to the water service to allow phasing of infrastructure as long as the master developers engineer can demonstrate that the fire protection and domestic service demands can be met for a specific use. The means of phasing and required infrastructure will be provided to the City of Eloy within a formal water report for the project during the initial phases of the development. Any and all oversizing of infrastructure requests shall follow the provisions set forth the Pre-Annexation and Development Agreement. See Exhibit 10 – Conceptual Water Map.

3. Wastewater

Sewer is provided by the City of Eloy via a large capacity sewer pump station located near the northern portion of the site. It is understood that the Sunland Gin lift station was designed under a previous development agreement (which has been satisfied) and has an additional capacity of

522,000 gallons per day allocated to Interstate 10/8 Business Park, formally the Desert Greens project which is adequate to service this project. The means of phasing and required infrastructure will be provided to the City of Eloy within a formal sewer report for the project during the initial phases of the development. Any and all oversizing of infrastructure requests shall follow the provisions set forth the Pre-Annexation and Development Agreement. See Exhibit 09 – Conceptual Sewer Map.

4. Community Facility District

PALEF reserves the right to partner with the City of Eloy in a Community Facilities District(CFD) for the purpose of funding any and/or all cost of the infrastructure required for the development plan. This shall include the right to include dry utilities such as gas, electrical, cable and fiber as it is brought onto the Property. This community facilities district shall also reserve the right to enter into agreements with the City to provide Police Services, Fire Protection Services and Waste Management Services.

G. Phasing

Development of Interstate Business 10-8 Business Park reserves the right to be phased in accordance with market demand. The specific phasing sequence is unknown at this time. Individual site plans will be submitted to the City of Eloy per the Site Plan process as individual end users develop their respective sites. All on and offsite infrastructure and improvements to be constructed according to the subject development parcel.

IV. Administration

A Pre-annexation and Development Agreement ("PADA") is being considered concurrent with this application and subsequent Annexation (A19-013) and General Plan Amendment (GPA19-002) applications. The Property shall develop in accordance with the approved provisions of the approved PADA, PAD, and City of Eloy Zoning Ordinance. Should conflict arise between any of these governing documents, precedence in the order of; PADA, PAD, City of Eloy Zoning Ordinance shall apply.

Given PALEF and the City of Eloy's partnership and joint vision for a highly operable and distinguished Business Park, the property is subject to expedited and administrative level reviews. Upon approval of the PAD, the Community Development Director shall continue this collaboration by prioritizing any and all amendments and subsequent applications involving administrative and City Council action. An example of this commitment could be the exercise of calling a Special City Council meeting at the request of the property owner(s) and with prior approval from the City Manager, which may be a standing approval once obtained.

V. Amendments

Amendments to this PAD shall be classified as either a Minor, or Major amendment.

Major amendments are any change to this PAD that:

1. Request for a residential land use, other than High Density Residential (HDR).
2. Change zoning boundaries affecting more than 25% of the overall acreage
3. Any change in a stipulation of approval
4. A net change addition of employment square feet or dwelling units in excess of 25% of the original completed space or units on the subject property.

All Major Amendments shall be reviewed and approved per Chapter 21 Section 6-6 of the Eloy Zoning Ordinance.

Minor Amendments shall be any request that is not classified as a Major Amendment, as defined above, or is determined by the Community Development Director to be a Minor Amendment. In general, Minor PAD Amendments are adjustments that do not substantively alter the original character and/or intent of the development plan and the approved I-2 PAD zoning. Minor amendments shall be reviewed and approved by the Community Development Director or their designee.

It is acknowledged that the conceptual nature of the Interstate 10-8 Business Park and the inevitability that development proposed after the approval of this PAD may be subject to different market, social, economic, and other factors. Therefore, amendments are anticipated and expected to be expedited in order to accomplish the future user and City's economic goals.

VI. Conclusion

The PAD and the proposed conceptual sketch plans describe and allow for a healthy and orderly development of Interstate 10-8 Business Park. Two sketch concepts have been provided as examples of how the development could occur over time to ultimate build out. See the Conceptual Site Plan; attached as Exhibit 7. Much of the Property is already zoned General Industrial (I-2) and the site is within a General Plan land use designation (General Industrial) that encourages this type of development. The proposed development is consistent in substance and location with the development objectives of the General Plan. The development will complement the surrounding area and provide substantial benefits, including much needed retail, restaurants, hotels and employment opportunities to the City of Eloy. The legal description for the development has been included as Exhibit 12.

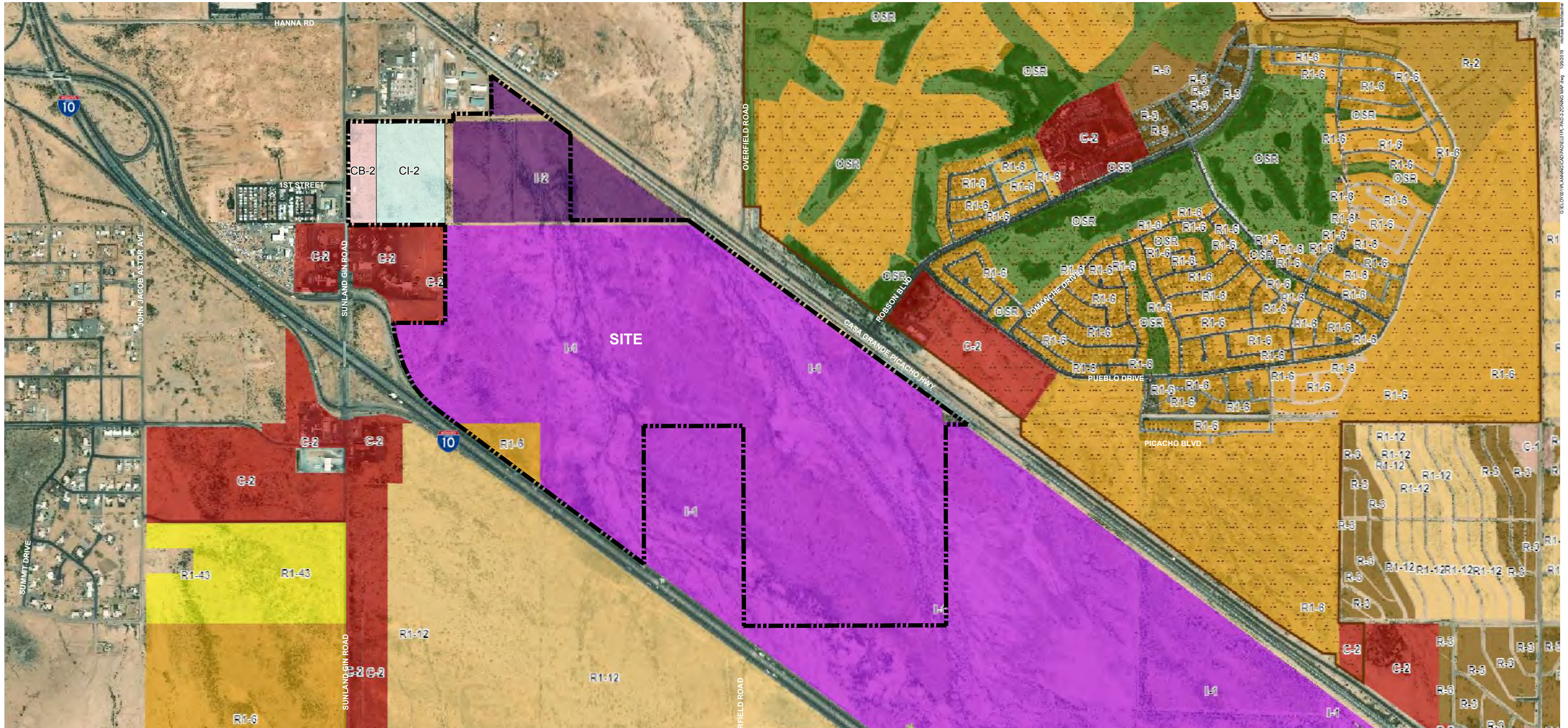
Exhibits

- 1 – Aerial/Vicinity Map
- 2 – Zoning Map
- 3 – General Plan Existing Land Use Map
- 4 – Conceptual Landscape Plan – Phase 1
- 5 – Monument Photo Perspective
- 6 – Architectural Styles Collage
- 7 – Conceptual Sketch Site
- 8 – Hotel & Restaurant Sketch Concept
- 9 – Conceptual Sewer Location
- 10 – Conceptual Water Location
- 11 – FEMA FIRM MAP
- 12 – Legal Description
- 13 – Conceptual Circulation Plan
- 14 – Conceptual Phasing Plan



interstate 10-8 business park

Exhibit 1 - Aerial & Vicinity Map



Existing Zoning

LEGEND

R1-43 Estate Residential (43,560 sq. ft.)	R-3 Multiple Family Residential (10-24 du/acre)	BP Business Park	OSC Open Space Conservation
R1-12 Single Family Residential (12,000 sq. ft.)	C-1 Neighborhood Commercial	I-1 Light Industrial	OSR Open Space Recreational
R1-6 Single Family Residential (6,000 sq. ft.)	C-2 Community Commercial	I-2 General Industrial	CI-2 Industrial (PINAL COUNTY)
R-2 Small Lot Residential (6-10 du/acre)	MU Mixed Use	Planned Area Development	CB-2 Commercial Business (PINAL COUNTY)
		PF Public Facility	

interstate 10-8 business park
Exhibit 2 - Existing Zoning Map



KEY NOTES

- ① PEDESTRIAN SIDWWALK
- ② ANNUAL FLOWER BED, TYP.
- ③ DATE PALM TREES
- ④ STANDING SIGN LETTERING
- ⑤ SYNTHETIC TURF, TYP
- ⑥ CULTURED STONE FACED ENTRY MONUMENT



interstate 10-8 business park
Exhibit 5 - Conceptual Entry Monument Perspective

This plan is for conceptual purposes only
Not to be used for construction
10/9/2019
EL01
Eloy, Arizona
PALEF, LLC





interstate 10-8 business park

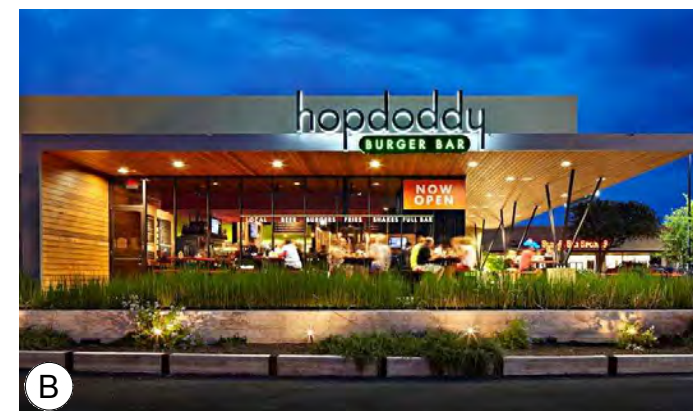
Exhibit 6 - Architectural Collage

This plan is for conceptual purposes only
Not to be used for construction
7/1/2019
EL01
Eloy, Arizona
PALEF, LLC

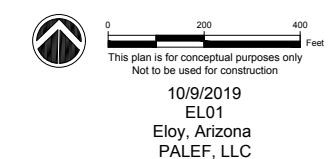




interstate 10-8 business park
Exhibit 7 - Conceptual Site Plan - without future interchange

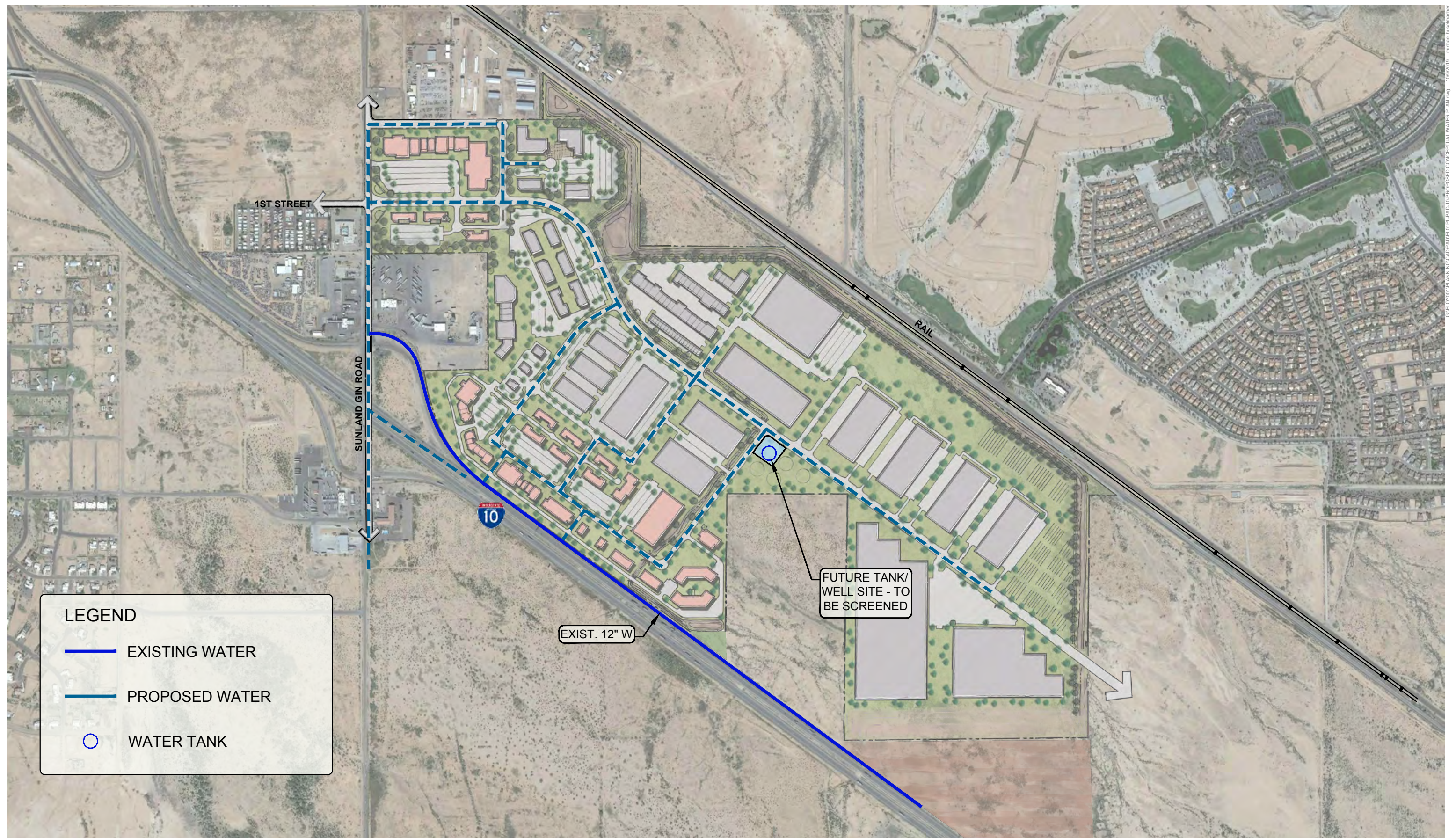


interstate 10-8 business park
Exhibit 8 - Architectural Hotel & Restaurant Collage

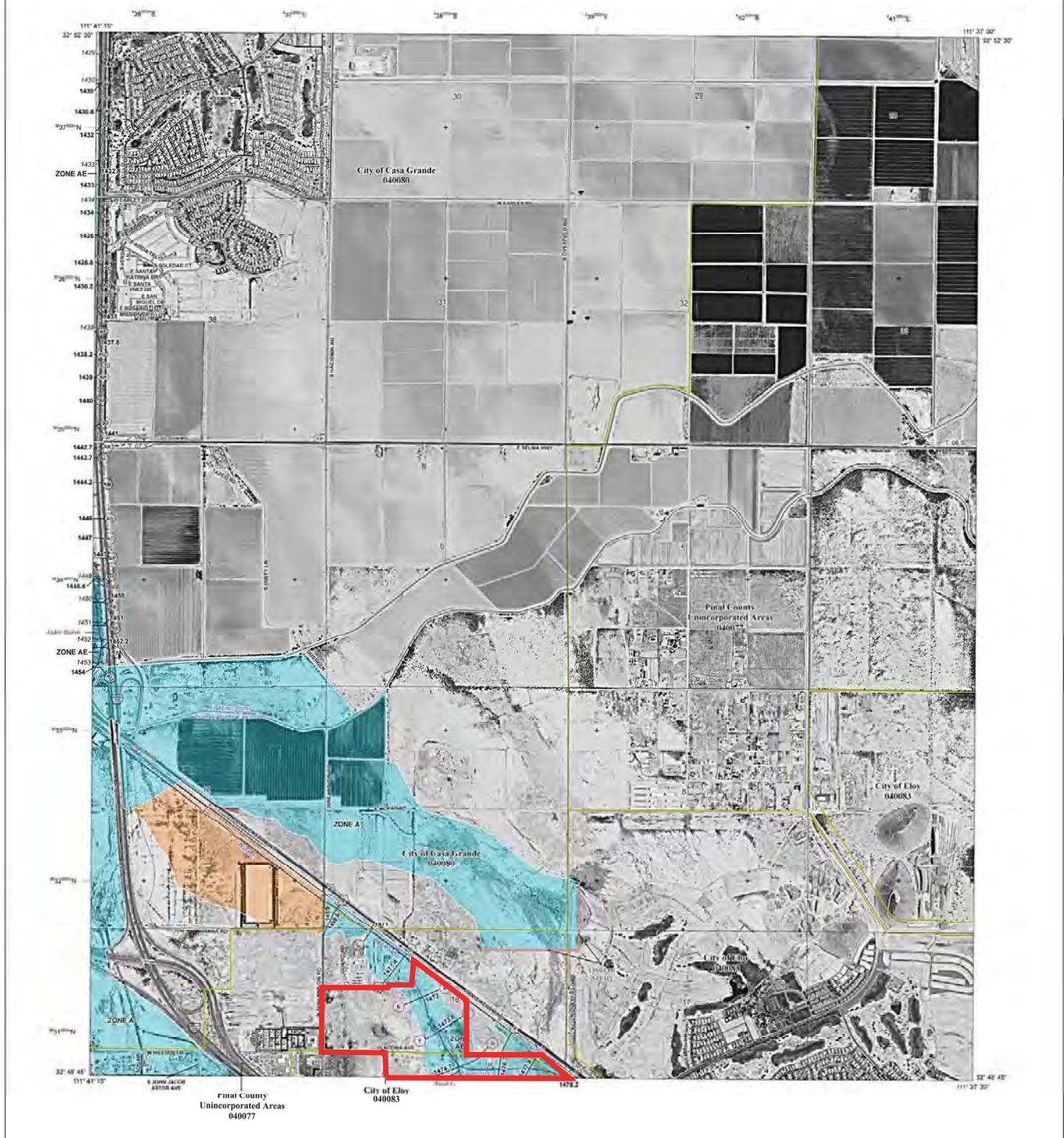




interstate 10-8 business park
Exhibit 9 - Conceptual Sewer Plan



interstate 10-8 business park
Exhibit 10 - Conceptual Water Plan



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

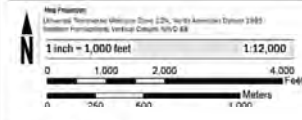
SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone AE, A99
		With BFE or Depth Zone AE, A9, A9C, VE, A9
		Regulatory Floodway
		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
OTHER AREAS OF FLOOD HAZARD		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes, Zone X
		Area with Flood Risk due to Levee Zone X
		Area of Minimal Flood Hazard Zone X
OTHER AREAS		Area of Undetermined Flood Hazard Zone G
		Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall
GENERAL STRUCTURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Truncated Baseline
		Profile Baseline
		Hydrographic Feature
OTHER FEATURES		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary

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Base flood elevation (BFE) data for this map were provided by the National Flood Insurance Program (NFIP). This information was derived from digital data developed by the National Flood Insurance Program (NFIP).

SCALE



PANEL LOCATOR



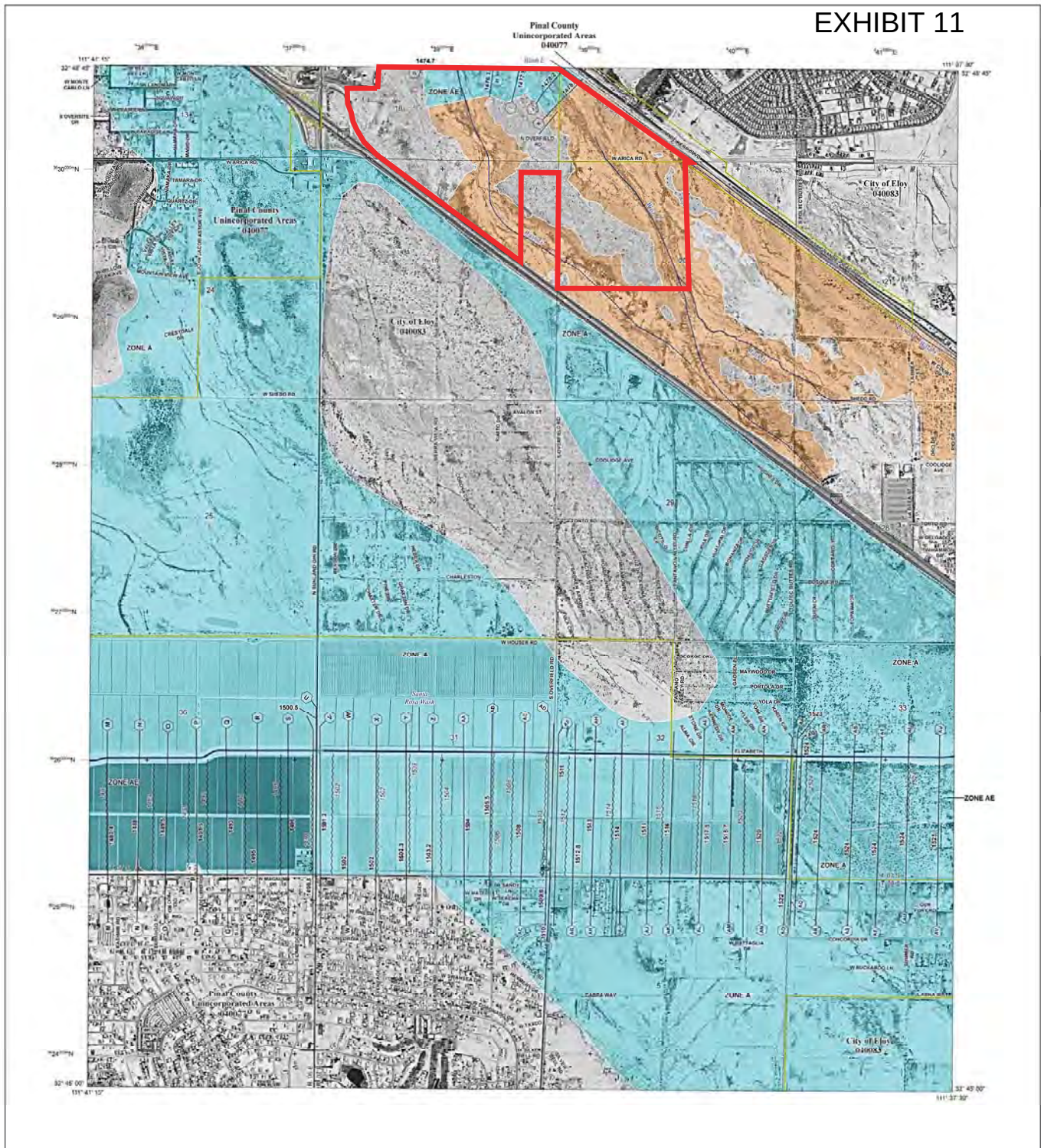
NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATES MAP

PINAL COUNTY, AZ
And Incorporated Areas
Panel 1560 or 2575

COMMUNITY	NUMBER	PANEL	SUFFIX
CASA GRANDE, CITY OF	040083	1560	-
CASA GRANDE, CITY OF	040083	2575	-
PINAL COUNTY	040077	1560	-

Panel Contains:
CASA GRANDE, CITY OF
CASA GRANDE, CITY OF
PINAL COUNTY

VERSION NUMBER
2.3.3.0
MAP NUMBER
0402161560F
MAP REVISED
MAY 16, 2019



FLOOD HAZARD INFORMATION

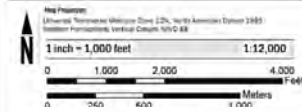
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[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone AE, AD, AH, VE, AH
		With BFE or Depth Zone AE, AD, AH, VE, AH
OTHER AREAS OF FLOOD HAZARD		Regulatory Floodway
		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes, Zone K
OTHER AREAS		Area with Flood Risk due to Levee Zone LI
		Area of Minimal Flood Hazard Zone K
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone G
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transverse Baseline
		Profile Baseline
		Hydrographic Feature
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary

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SCALE



PANEL LOCATOR



EXHIBIT 12

**LEGAL DESCRIPTION
OVERALL GROSS PARCELS**

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 17, THOSE PORTIONS OF SECTION 18, THE NORTHEAST QUARTER OF SECTION 19, AND THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 7 SOUTH, RANGE 7 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 20, MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE" FROM WHICH THE NORTHWEST CORNER OF SAID SECTION 20 MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE" BEARS NORTH $00^{\circ}19'38''$ EAST, FOR A DISTANCE OF 2645.36 FEET;

THENCE NORTH $00^{\circ}19'38''$ EAST, ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 20, FOR A DISTANCE OF 2645.36 FEET TO THE NORTHWEST CORNER OF SAID SECTION 20 AND THE NORTHEAST CORNER OF SAID SECTION 19, MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE";

THENCE NORTH $89^{\circ}48'17''$ WEST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 19, FOR A DISTANCE OF 1346.41 FEET TO A 1/2" REBAR WITH NO CAP;

THENCE SOUTH $00^{\circ}12'44''$ WEST, FOR A DISTANCE OF 1776.72 FEET TO A 1/2" REBAR & TAG STAMPED "LS 21081," SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 10, THE FOLLOWING SIX COURSES ARE ALONG SAID RIGHT OF WAY LINE:

THENCE NORTH $53^{\circ}48'33''$ WEST, FOR A DISTANCE OF 1661.78 FEET TO A 1/2" REBAR WITH NO CAP, SAID POINT ALSO BEING ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 19;

THENCE NORTH $53^{\circ}47'38''$ WEST, FOR A DISTANCE OF 1359.54 FEET TO A 1/2" REBAR & TAG STAMPED "LS 5713;

THENCE NORTH $53^{\circ}47'57''$ WEST, FOR A DISTANCE OF 465.14 FEET TO A BRASS CAP FLUSH STAMPED "ARIZONA DEPARTMENT OF TRANSPORTATION;"

THENCE NORTH $42^{\circ}32'21''$ WEST, FOR A DISTANCE OF 254.58 FEET TO A BRASS CAP FLUSH STAMPED "ARIZONA DEPARTMENT OF TRANSPORTATION;"

THENCE NORTH $28^{\circ}50'34''$ WEST, FOR A DISTANCE OF 331.32 FEET TO A BRASS CAP FLUSH STAMPED "ARIZONA DEPARTMENT OF TRANSPORTATION;"

THENCE NORTH 15°07'51" WEST, FOR A DISTANCE OF 600.43 FEET;

THENCE, DEPARTING SAID RIGHT OF WAY LINE, SOUTH 89°46'26" EAST, FOR A DISTANCE OF 684.58 FEET;

THENCE NORTH 00°03'23" WEST, FOR A DISTANCE OF 1288.42 FEET;

THENCE SOUTH 89°46'26" EAST, FOR A DISTANCE OF 1277.31 FEET;

THENCE SOUTH 89°46'35" EAST, FOR A DISTANCE OF 2034.77 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD;

THENCE SOUTH 53°47'39" EAST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 4091.30 FEET, TO A POINT ON THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 17, SAID POINT BEING MARKED BY A 1/2" REBAR WITH NO CAP;

THENCE SOUTH 00°48'33" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 183.70 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 17 AND THE NORTH QUARTER OF SAID SECTION 20 MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE";

THENCE SOUTH 00°27'33" WEST, ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 20, FOR A DISTANCE OF 2644.47 FEET TO THE CENTER OF SAID SECTION 20, MARKED BY A 1/2" REBAR & CAP STAMPED "LS 17258;"

THENCE SOUTH 89°37'02" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 20, FOR A DISTANCE OF 2638.03 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 22,982,256 SQUARE FEET, OR 527.600 ACRES, MORE OR LESS.

TOGETHER WITH THE FOLLOWING PORTION OF THE SOUTHEAST QUARTER OF SAID SECTION 18:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 18, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "GENERAL LAND OFFICE" FROM WHICH THE CENTER CORNER OF SAID SECTION 18 MARKED BY A 1" PIPE WITH TAG STAMPED "LS 37174" BEARS NORTH 89°46'35" WEST, FOR A DISTANCE OF 2696.34 FEET;

THENCE SOUTH 00°02'29" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 18, FOR A DISTANCE OF 149.96 FEET TO A POINT

ON THE NORTHERLY LINE OF A 110.00 FOOT RIGHT OF WAY FOR U.S. HIGHWAY 84;

THENCE NORTH 53°47'39" WEST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 255.23 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 18;

THENCE SOUTH 89°46'35" EAST, ALONG SAID NORTH LINE, FOR A DISTANCE OF 206.06 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 15,464 SQUARE FEET, OR 0.355 ACRES, MORE OR LESS.

TOGETHER WITH THE FOLLOWING PORTIONS OF THE NORTH HALF OF SAID SECTION 18:

BEGINNING AT THE CENTER CORNER OF SAID SECTION 18 MARKED BY A 1" PIPE WITH TAG STAMPED "LS 37174" FROM WHICH THE EAST QUARTER CORNER OF SAID SECTION 18, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "GENERAL LAND OFFICE" BEARS SOUTH 89°46'35" EAST, FOR A DISTANCE OF 2696.34 FEET;

THENCE NORTH 89°46'26" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 18, FOR A DISTANCE OF 674.22 FEET TO A POINT ON THE WEST LINE OF THE WEST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 18;

THENCE SOUTH 00°03'44" EAST, ALONG SAID WEST LINE, FOR A DISTANCE OF 0.47 FEET TO A REBAR WITH NO TAG;

THENCE NORTH 89°49'33" WEST, FOR A DISTANCE OF 240.34 FEET TO A REBAR WITH NO TAG;

THENCE NORTH 89°39'30" WEST, FOR A DISTANCE OF 252.11 FEET TO A PK NAIL WITH TAG STAMPED "LS 42137"

THENCE NORTH 89°45'13" WEST FOR A DISTANCE OF 100.91 FEET TO A 1/2" REBAR WITH NO CAP, SAID POINT BEING ON THE EAST LINE OF A WARRANTY DEED CONVEYED TO THE CITY OF ELOY AS RECORDED IN DOCKET 423, PAGE 76 OF OFFICIAL RECORDS OF PINAL COUNTY, ARIZONA;

THENCE NORTH 00°08'09" WEST, ALONG SAID WARRANTY DEED, FOR A DISTANCE OF 40.00 FEET TO A 1/2" REBAR & CAP STAMPED "LS 13570;"

THENCE NORTH 89°46'26" WEST, ALONG THE NORTH LINE OF SAID WARRANTY DEED, FOR A DISTANCE OF 1269.91 FEET TO A POINT ON THE EAST LINE OF A 50.00 FOOT HIGHWAY EASEMENT AS RECORDED IN DOCKET 278, PAGE 581 OF OFFICIAL RECORDS OF PINAL COUNTY, ARIZONA;

THENCE NORTH 00°05'54" WEST, ALONG SAID EAST EASEMENT LINE, FOR A DISTANCE OF 1288.43 FEET TO POINT ON THE SOUTH LINE OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SAID SECTION 18;

THENCE SOUTH 89°45'14" EAST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 1382.11 FEET TO A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE SOUTH 89°43'04" EAST, FOR A DISTANCE OF 251.96 FEET TO A 1/2" REBAR & CAP STAMPED "LS 13570;"

THENCE SOUTH 89°47'12" EAST, FOR A DISTANCE OF 240.07 FEET TO A POINT ON THE WEST LINE OF THE WEST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 18, SAID POINT BEING MARKED BY A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE SOUTH 00°03'44" EAST, ALONG SAID WEST LINE, FOR A DISTANCE OF 30.00 FEET TO A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE SOUTH 89°45'26" EAST, FOR A DISTANCE OF 674.46 FEET;

THENCE SOUTH 89°45'39" EAST, FOR A DISTANCE OF 199.10 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD;

THENCE SOUTH 53°47'39" EAST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 172.13 FEET TO A POINT ON THE EAST LINE OF THE WEST 337.90 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 18;

THENCE SOUTH 00°03'07" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 1196.23 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 18,

THENCE NORTH 89°46'35" WEST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 337.90 FEET TO THE **POINT OF BEGINNING.**

SAID PARCEL CONTAINS 3,744,113 SQUARE FEET, OR 85.953 ACRES, MORE OR LESS.

TOGETHER WITH THE FOLLOWING PORTION OF THE NORTHWEST QUARTER OF SAID SECTION 18:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 18 MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE" FROM WHICH THE CENTER CORNER OF SAID SECTION 18 MARKED BY A 1" PIPE WITH TAG STAMPED "LS 37174" BEARS SOUTH 00°03'07" EAST, FOR A DISTANCE OF 2654.77 FEET;

THENCE SOUTH 00°03'07" EAST, ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 18, FOR A DISTANCE OF 1212.33 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD SAID POINT BEING THE **POINT OF BEGINNING**;

THENCE CONTINUING SOUTH 00°03'07" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 26.47 FEET;

THENCE NORTH 89°43'51" WEST, FOR A DISTANCE OF 664.37 FEET TO A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE NORTH 00°01'15" WEST, FOR A DISTANCE OF 509.81 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD;

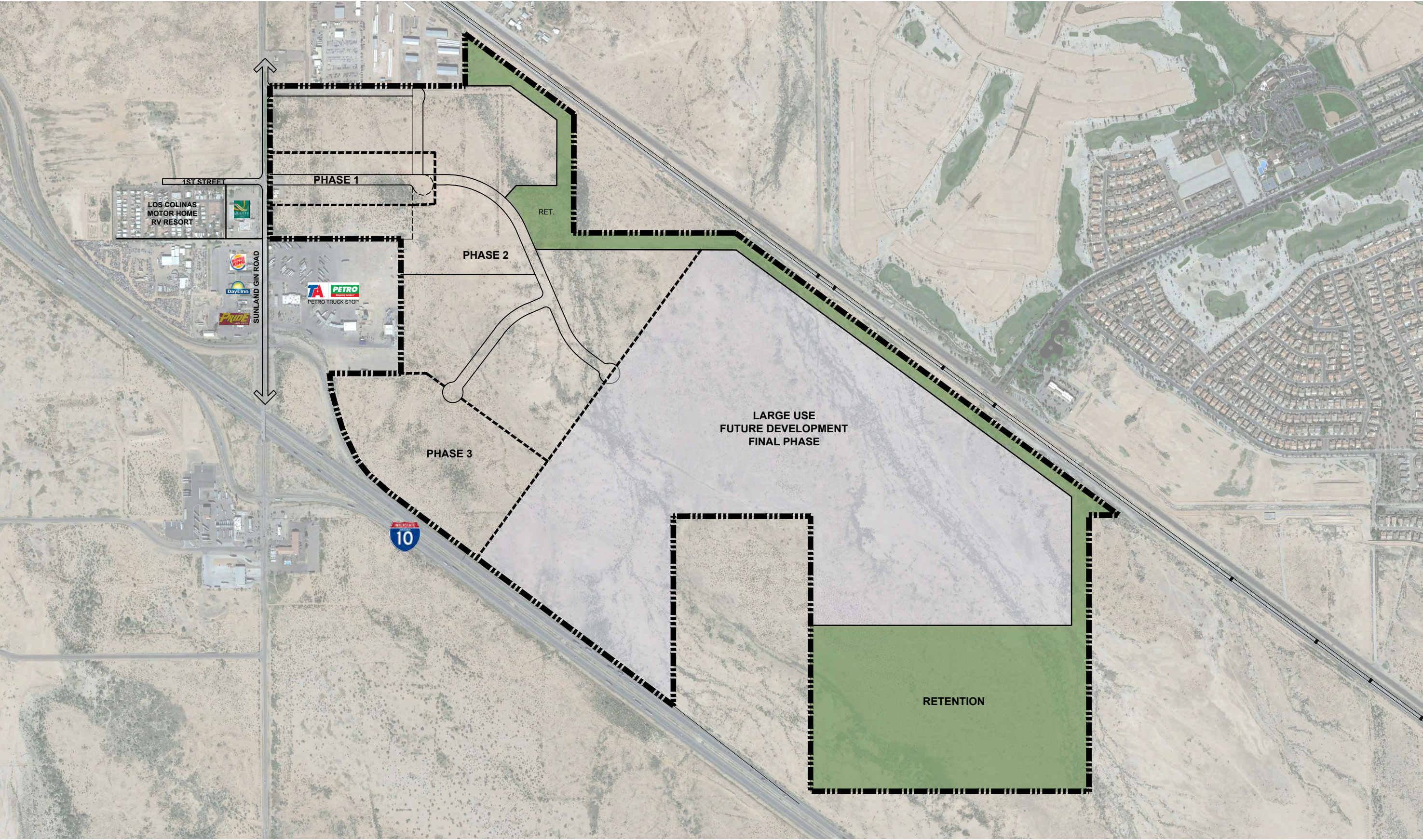
THENCE SOUTH 53°47'39" EAST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 823.55 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 178,160 SQUARE FEET, OR 4.090 ACRES, MORE OR LESS.

THE TOTAL COMBINED PARCEL AREA CONTAINS 26,919,993 SQUARE FEET, OR 617.998 ACRES, MORE OR LESS.



interstate 10-8 business park
 Exhibit 13 - Conceptual Circulation Plan



interstate 10-8 business park
Exhibit 14 - Conceptual Phase Plan

This plan is conceptual, subject to change, and does not represent any regulatory approval. All data should be verified against a current and accurate survey. Not for construction.

This plan is for conceptual purposes only
Not to be used for construction
10/9/2019
EL01
Eloy, Arizona
PALEF, LLC



CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.B.**

Date: **10/16/2019**

Date submitted:
10/7/2019

Action: Formal

Subject: Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No. RZPAD19-018.

Date requested:
10/16/2019

TO: Planning and Zoning Commission

FROM:

RECOMMENDATION:

Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No. RZPAD19-018. Approval of the I-2 zoning for all parcels not currently zoned I-2 and a Planned Area Development Overlay for all existing and proposed I-2 parcels shall be subject to the following stipulations:

1. That prior to any development on the subject property, the site will be maintained in a natural, debris-free, and weed-free condition;
2. That development of the Interstate 10 \ 8 Business Park shall be in compliance with the Planned Area Development document (dated October 8, 2019) and/or the Eloy Zoning Ordinance and the Pre-Annexation Development Agreement, if mutually executed;
3. That any major changes or modifications to the subject rezoning shall be reviewed and processed in accordance with those procedures outlined in the Planned Area Development document and/or Eloy Zoning Ordinance as may be amended from time to time. The Zoning Administrator, or designee, may administratively approve minor amendments and will determine the difference between major and minor amendments;
4. The Property Owner/Developer shall submit and receive Zoning Administrator or designee approval for a Master Site Plan of the entire 631 acre property prior to the submittal of any site plan for phase 1 improvements. In addition, the following documents shall also be submitted and approved prior to phase 1 improvements:

a. That prior to the submittal of a site plan for phase 1 of the project, the owner shall submit a Traffic Report - prepared by a Registered Professional Traffic Engineer or Civil Engineer, that at a minimum addresses on-site and off-site traffic flows, project impacts and mitigation measures, anticipated trip generations, and level of service for the entire 631 acre property;

b. Preliminary Grading & Drainage, Water, and Sewer Plans and Reports

c. Conceptual Landscape Plan

d. Conceptual Signage Plan

5. That a property owner association shall be formed by the master developer to maintain all landscaping, signage and lighting within the 631 acre property including all such improvements located within the adjacent street rights-of-way;

6. The Property Owner/Developer shall improve and dedicate the right-of-way (ROW) and PUE's for the following streets:

a. Sunland Gin Rd to a Major Arterial street classification-east half street (130' ROW).

b. Adams Rd to a Commercial Collector street classification-south half street (80' ROW).

c. Proposed West Commerce Boulevard to a Commercial Collector street classification (80' ROW);

7. The Property Owner/Developer shall coordinate with Pinal County Flood Control District and Federal Emergency Management Agency (FEMA) to remove portions of the property from the Zone A floodplain and establish Base Flood Elevations (BFE);

8. The Property Owner/Developer shall provide for a looped potable water system and extend potable water service through the development. All City owned utilities must be located within the city rights of way or public utility easement;

9. The Property Owner/Developer shall provide for and/or upsize water lines to deliver adequate fire flow, as per the City's and Eloy Fire District's requirements;

10. The Property Owner/Developer shall extend sewer service along Sunland Gin Rd, Adams Rd, and the proposed West Commerce Boulevard to the eastern boundary of the property;

11. The Property Owner/Developer shall provide for secondary emergency vehicular access, per Eloy Fire District's requirements;

12. The Property Owner/Developer shall coordinate with the Pinal County and Arizona Department of Transportation (ADOT) regarding submittal requirements adjacent

to Pinal County and ADOT right-of-way; and

13. The Property Owner/Developer shall coordinate with the Eloy Public Works GIS division to rename First St and Third St and re-address any existing buildings.

DISCUSSION:

Staff recommends approval of Case No. RZPAD19-018, with the conditions as presented.

FISCAL IMPACT: