



CITY OF ELOY

THE CITY OF ELOY
PLANNING & ZONING COMMISSION MEETING
Wednesday, October 19, 2022, 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. Public Appearances

Those wishing to **ADDRESS THE PLANNING & ZONING COMMISSION** may do so by signing in on a form provided by the Community Development Director, identifying the topic(s) or agenda item(s). **ACTION** taken as a result of public comment regarding non agenda items will be limited to directing staff to study the matter or rescheduling the matter for further consideration and decision at a later date. **SPEAKERS SHALL BE LIMITED TO THREE (3) MINUTES.**

VI. Motion to approve the September 21, 2022 meeting minutes of the Planning and Zoning Commission

A. Meeting Minutes

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

- A. Staff presentation and Commission discussion of Case No. GPA2022-029, Picacho Heights General Plan Amendment submitted by the City of Eloy for that portion of the City's planning area located east of Vail Road, west of the Central Arizona Project Canal, south of the Santa Rosa Canal, and north of Pretzer Road consisting of approximately 36,000 acres within the following townships/ranges: T.7S.,R.9E.; T.7S.,R.8E.; T.8S.,R.9 E., T.8S.,R.8E.; T.9S.,R.8E., T.9S.,R.9E. of the Gila & Salt River Base and Meridian.
- B. Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No.: GPA2022-029 (Project Name: Picacho Heights Major General Plan Amendment)
- C. Staff presentation and Commission discussion of Case No. GPA2022-025 submitted by CVL Consultants on behalf of the Barnes Family for that portion of the City's planning area

located at the southwest corner of Arica Road and Sunshine Boulevard, consisting of approximately 663 acres and including Pinal County Assessor's Parcel Numbers 401-48-031C, 401-08-0320, 401-48-0290 and 401-08-0300 located in Section 19 of T.7S., R.8E. of the Gila & Salt River Base and Meridian.

- D. Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No.: GPA2022-025 (Project Name: Arica & Sunshine Major General Plan Amendment)

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

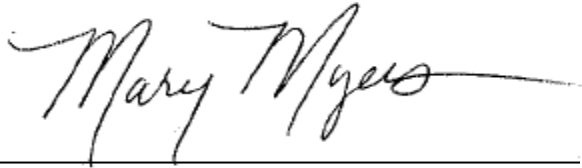
IX. Informational Item:

X. Communications:

- A. Ex-Officio Member Announcements
- B. Community Development Director Announcements

XI. Motion to Adjourn

POSTED BY FRIDAY, OCTOBER 14, 2022 BY 5 PM AT ELOY CITY HALL, ELOY POST OFFICE, TROY THOMAS COMMUNITY CENTER, TOLTEC COMMUNITY/SENIOR CENTER AND CITY WEBSITE: www.elayaz.gov

A handwritten signature in black ink, appearing to read "Mary Myers", written over a horizontal line.

Mary Myers, MMC, CPM
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 21, 2022
6:00 p.m.**

I. CALL TO ORDER

Chairperson Paulson called the meeting to order at 6:02 p.m.

II. ROLL CALL

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

Members present:

- Chairperson Steven Paulson
- Vice-Chairperson Conrad Tolson
- Commissioner Larry Brown
- Commissioner Allen Crawford

Members Absent:

- Commissioner Edward Saucedo (Excused Absence)
- Ex-Officio Sara Curtis (Excused Absence)

Staff present:

- Jon Vlaming, Community Development Director
- Belinda Cota, Planner

Others present:

- Dawn Fortuna, Bowman
- Malik Brown, Bowman
- Brent Grizzle, Materra
- Michael S. Buschbacher II, Earl & Curley, P.C.
- JD Rulien, NextEra Energy Resources
- Stephanie Johnson, NextEra Energy Resources
- Ed Brown, Pastor-First United Methodist Church

III. INVOCATION

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

IV. PLEDGE OF ALLEGIANCE

Chairperson Paulson led the recitation of the Pledge of Allegiance.

V. PUBLIC APPEARANCES

Mr. Ed Brown introduced himself as the Pastor at the First United Methodist Church and President/CEO of the Hope Coalition and the Eloy Food Bank that are 501 (3) (c) organizations. He commented that about six months ago, he was approached by NextEra Energy who indicated that they wanted to partner with community groups by helping fund things going on in the City. He indicated that they received their first donation and were able to: get one-thousand refillable water bottles for the Toltec Elementary School; they funded five-hundred dollars to a Santa Cruz Valley Union High School teacher; and they also funded five-hundred dollars to the Veteran's Center Food Pantry as well. They also started a diaper bank with that money to help people who are in need of diapers. He noted that a lot of the time, CAHRA runs out of them and people are in need. He commented that those are a few of the things they have accomplished with the donation money they have received so far. He added that NextEra has been a very great partner and have come out to serve at the Food Bank, and added when Ms. Catherine Clarke-Pounders was present, the energy level was out of this world and that NextEra has stepped up to help Eloy out. He concluded that they are a great partner and that the Commission should give them what they are asking for this evening.

VI. MOTION TO APPROVE THE AUGUST 17, 2022 MEETING MINUTES OF THE PLANNING AND ZONING COMMISSION.

Chairperson Paulson asked for a motion to approve the meeting minutes of the Planning and Zoning Commission. Commissioner Brown made a motion to approve the August 17, 2022 meeting minutes as presented. Commissioner Allen seconded the motion as presented. The motion was approved with a vote 4-0.

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

A. IF NECESSARY, COMMISSION TO POSE ANY QUESTIONS/DISCUSS THE TWO MAJOR GENERAL PLAN AMENDMENT SUBMITTED FOR CALENDAR YEAR 2022 (NO ACTION WILL BE TAKEN BY THE COMMISSION AT THIS TIME).

Mr. Vlaming commented for calendar year 2022, two applications have been submitted and are currently under the formal 60-Day Review Process pursuant to the Arizona Revised Statutes, which would close on September 27, 2022. So far, staff has not received any comments on either of these two Case No's: MGP2022-025 Arica and Sunshine and MGP2022-029 Picacho Heights. He continued that the proposed narratives were provided in the meeting packets last month and he wanted to provide an opportunity if the Commission had a chance to review them. He asked if they had any questions this evening. He continued that the upcoming events for these two cases included the following: on October 5, 2022, City Staff will host a community meeting regarding these two applications at City Hall-Community Room between 5 p.m. to 6 p.m.;

on Wednesday, October 19, 2022, the Planning and Zoning Commission will hold a public hearing to make a recommendation to the Eloy City Council; on Monday November 14, 2022, the City Council will hear the proposals (no action required) and on November 28, 2022, the City Council will take action.

Chairperson Paulson asked if anyone had any questions at this time. Hearing none, he moved to the next agenda item.

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

- A. CONDUCT A PUBLIC HEARING ON CASE NO.: RZPAD2021-006. A REQUEST BY PETERSEN ARIZONA LAND AND ENTITLEMENT FUND (PALEF) WHICH IS PROPOSING 574 ADDITIONAL AND CONTIGUOUS ACRES TO THEIR PREVIOUSLY APPROVED (DECEMBER 2019) PLANNED AREA DEVELOPMENT (PAD) ON THE SUBJECT PROPERTY. THE PROPERTY NOW TOTALS 1,192 ACRES AND ALL OF THE ADDED ACREAGE IS REQUESTED TO BE REZONED THE SAME (I-2, GENERAL INDUSTRIAL WITH A PLANNED AREA DEVELOPMENT (PAD) OVERLAY) AS THE ORIGINAL REZONING REQUEST. THE SUBJECT PROPERTY IS GENERALLY LOCATED EAST OF SUNLAND GIN ROAD, SOUTH OF FRONTIER STREET, NORTH OF INTERSTATE 10 AND WEST OF TOLTEC ROAD. (PROJECT NAME: INTERSTATE 10-8 BUSINESS PARK).**

Chairperson Paulson opened the Public Hearing.

Mr. Vlaming gave a brief introduction and commented this project was presented to the Commission back in the fall of 2019. This item was brought to the Commission as a “PAD” (Planned Area Development) with an underlying zoning of I-2, which allowed it to deviate from the Zoning Code in terms of development standards and uses. That submittal was approved by the Eloy City Council in December of 2019. Subsequent to that time, the applicant is been working on assembling additional acreage that now extends the ownership east towards Toltec Road. He noted that the project is now bounded by Sunland Gin Road, South of Frontier Street, North of Interstate 10 and West of Toltec Road. He continued that more or less, this request is an acreage amendment to the original application to create an entire document for the entire area so it may be master planned and improved as it moves forward through the Site Plan process. Mr. Vlaming commented there was representation present from the applicant who had a short power point presentation that he would like to share.

Mr. Michael S. Buschbacher II with Earl & Curley introduced himself and gave a brief power point presentation to the Commission members and those present. This application for the requested amendment seeks approval of the I-2 General Industrial Zoning District as the base zoning district for an additional 574 acres being added to

the 618 acres from the original PAD. The total project acreage would now be 1,192 acres. He added the same buffering and visibility still applies such as: 150' Landscape drainage corridor, 170 feet railroad buffer plus 130-foot roadway buffer along Frontier Street, 1,800 feet to 6,100 feet away from the closest residences (5 to 17 football fields), distant views for the Casa Grande Mountains remain, average building heights of 55 feet (2-story home is 24 feet), visible location for business along the freeway, create a sense of arrival when entering Eloy, and lighting will be shielded from Robson Ranch.

Vice-Chairperson Tolson wanted to make a clarification regarding the existing acreage of 618 and the additional 574 acres would total 1,192 acres.

Commissioner Brown commented that if the applicant could not get the existing project started, why is the applicant adding more acreage now. Mr. Buschbacher responded that their intent to the additional acreage is to make the site more attractive to several potential investors that have come forward and have an interest to buy a large portion or buying the entire site. He continued that it makes the property more attractive to have the increased frontage on Interstate 10 (I-10) and the easterly connection of a collector road from Sunland Gin Road to Toltec Road.

Hearing no other comments, Chairperson Paulson closed the closed the Public Hearing.

B. CONSIDERATION, DISCUSSION, AND RECOMMENDATION TO THE ELOY CITY COUNCIL FOR APPROVA, APPROVAL WITH CONDITIONS, DENIAL OR CONTINUANCE OF CASE NO.: RZPADA2021-006. (PROJECT NAME: INTERSTATE 10-8 BUSINESS PARK).

Being no further comments, Chairperson Paulson asked for a recommendation. Vice-Chairperson Tolson made a motion to approve Case No.: RZPADA2021-006 per narrative dated August 19, 2022 and to clarify the agenda item A regarding the existing acreage of 618 and the additional 574 acres would total 1,192 acres. Commissioner Brown seconded the motion. The motion passed with a vote 4-0.

Ayes: Commissioner Brown, Commissioner Allen, Chairperson Paulson, and Vice-chairperson Conrad.

Nays: None.

C. CONDUCT A PUBLIC HEARING ON CASE NO.: CUP2022-022: APPLICATION SUBMITTED BY CHARLES WOOLSEY ON BEHALF OF ELOY VALLEY ENERGY CENTER, LLC IN CARE OF JD RULIEN TO REQUEST A CONDITIONAL USE PERMIT PROPOSING TO CONSTRUCT AND OPERATE A PORTION OF THE ELOY VALLEY SOLAR AND STORAGE PROJECT, A SOLAR GENERATING FACILITY CONSISTING OF 320 ACRES WITHIN FOUR PRIVATELY OWNED PARCELS (ASSESSOR'S PARCEL NUMBERS: 411-41-043, 411-41-044, 411-41-045 AND 411-41-046, IN A PORTION OF SECTION 8, TOWNSHIP 9 SOUTH, RANGE 8 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL

COUNTY, ARIZONA) IN THE CITY OF ELOY. THE SOLAR FIELD IN ELOY WOULD BE PART OF THE LARGER ELOY VALLEY SOLAR PROJECT, INCLUDING EIGHT PRIVATELY OWNED PARCELS WITHIN UNINCORPORATED PINAL COUNTY, CONSISTING OF APPROXIMATELY 1,252 ACRES ADJACENT TO, AND TO THE SOUTH OF, THE REQUESTED CUP. (PROJECT NAME: ELOY VALLEY SOLAR AND STORAGE PROJECT)

Chairperson Paulson opened the Public Hearing. Mr. Vlaming gave a short introduction and commented that Eloy Valley Solar is requesting a Conditional Use Permit (CUP) to construct and operate the Eloy Valley Solar Project, a solar generating facility consisting of four privately owned parcels totaling 320 acres within the City of Eloy limits as part of a larger development that would include additional acreage south of Pretzer Road (unincorporated Pinal County). The applicant previously went in front of the Pinal County Board of Supervisors in November of 2021 for a major comprehensive plan amendment on approximately 1,265 acres for a designation of Green Energy Production where they will locate all the battery storage. The project involves approximately 1,585 acres of privately owned land. Mr. Vlaming mentioned that within the last forty-eight hours, two letters of support were submitted: one by Pinal Alliance for Economic Growth on behalf of Patti King, Executive Manager dated September 19, 2022 and one from Angela Meade with the Eloy Chamber of Commerce who submitted an email to Mr. Vlaming dated September 21, 2022. Mr. Vlaming commented that the applicant was present and they wanted to give a short presentation.

Mr. JD Rulien with Eloy Valley Energy Center, LLC introduced himself and presented a PowerPoint presentation. He thanked the Commission and commented it was great to be present as he spent quite some time in his previous career most of his time in the skydiving industry and that it was wonderful to be here and second he wanted to thank Ms. Cota and Mr. Vlaming for their assistance since November of 2021 and for being a professional staff. He commented NextEra Energy Resources is an America owned and operated company, has made investments in 48 states and Canada, it has more than 30,000 MW in operation, is a renewable energy leader, and is a world leader in energy storage.

He continued that the Company's investments in Arizona total approximately \$1.3 billion, their subsidiaries own and operate two wind, three solar, and three energy storage sites and a portfolio of private or distributed generation solar facilities, with several projects in development. The company paid \$1.3 million in property taxes in the year 2021 to local counties and cities; \$1.8 million annual land payments to landowners; and approximately \$1.5 million in annual payroll for solar and wind technicians and site managers.

He described the purpose and need-the State of Arizona's elected clean energy goals: in May 2021, Arizona Corporation Commission (ACC) proposed an amendment to their renewable portfolio standard requiring Arizona utilities to reduce carbon emissions 50% by 2032, and reach zero emissions by 2070. APS (Arizona Public Service) is committed to supplying 100% carbon-free energy by 2050; ending all coal-fired generation by 2031. SRP (Salt River Project) is committed to 90% carbon

reduction by 2050; adding 2,025 more megawatts of solar by 2025. TEP (Tucson Electric Power) is committed to 80% carbon reductions by 2035; 70% renewables by 2035. He continued that the planned closure of the Navajo Generating Station (2.25 gigawatts) and the Cholla Power Plant (1.02 gigawatts), leave excess capacity for energy-the Eloy Valley Solar and Storage is positioned to fill that gap. APS Green Power Partners Rate Rider Schedule passed in August 2021 to fuel demand.

He stated that the Eloy Valley project provides community benefits: Up to \$35 million property taxes over the lifespan of the project that will benefit Pinal County, local schools and the Eloy Fire District. Up to 300 construction jobs. Up to 5 full-time good paying permanent jobs. This project would also increase local business to supply materials for the construction phase of the project-an increase in worker activity supports local service industries like hotels, restaurants and retail stores. Their project would also build academic, civic and environmental partnerships to advance research, build robust talent pipelines, provide advisory support and serve the unique needs of communities. Their project would also foster work initiatives, fast track solar field construction programs, and use repurposed solar equipment, be economic pollinators and agrivoltaics research.

His presentation continued with Eloy Valley Solar and Storage proposes 1,800 acres of private land located on the corner of Eleven Mile Corner and Greene Reservoir Roads. Maximum capacity of 750–1000 MWs-. He noted it will be built in three phases, the first phase will be 150 MW to produce electricity to approximately 80,000 homes and it is estimated to being in commercial operation by the end of 2025. It will be interconnecting into 230kV ED-5 substation or the new APS substation.

His slide on Eloy Valley Siting Criteria: Existing transmission infrastructure-Numerous electrical distribution lines, communications cables, and irrigation canals, laterals, and ditches within and in the vicinity of the Project parcels. Existing road infrastructure. The requested land use is consistent with current County zoning-for the area to the south-currently zoned General Rural; suitable for low density style residential development. No known subdivision and platting. Remote location, located 6.5 miles south-east of City of Eloy suggesting parcels are not in a location that would naturally lead to residential style development, compatible with Pinal County's vision concerning open space and trails; no existing dedicated Open Space areas. He indicated that the landowner is interested in a partnership. He indicated that there were no significant environmental constraints and no designated or proposed critical habitat for federally protected species is known to occur in or within 5 miles of the Project. The project lacks the suitable habitat for five of the six federally listed species potentially occurring in the area and no archaeological sites have been recorded within the Project.

His next slide, Benefits of Solar Energy-Cost competitive, clean, renewable source of energy, no air, water or soil pollution. Creates jobs. Places no burden on local services, minimal water use during operations. Payments to landowners, taxes & contributions to communities. Purchase of local goods and services after decommissioning, the land continues to be used as before.

His next slide: Fire Safety Planning-Solar panels are primarily metal and glass—no fuel source to support a fire, battery containers are installed with chemical based fire suppression systems which minimize the risk of a significant fire. Each storage facility is equipped with its own air conditioning to ensure operation within a prescribed temperature range. He indicated the company would work with local first responders and fire officials to coordinate any response, in the unlikely event of fire. Off-site, there will be a 24-hour control room with trained technicians constantly monitoring each site and can remotely shut down the facility, if necessary. The company has also made significant investments into local fire department capabilities.

He noted in the Project Timeline-2021 identify and sign-up land; 2021 Measure Solar; 2021-2024 Permitting and Surveys; 2024 Site Plan final; 2024-2025 Construction and by 2025 Begin operations.

His next slide, Project Construction Overview: Install a fence for safety, build roads, construct a substation, install solar arrays, install transmission line, construct battery pad and install batteries, test and commission the completed arrays.

Being no further comments, Chairperson Paulson closed the public hearing.

D. CONSIDERATION, DISCUSSION, AND RECOMMENDATION TO THE ELOY CITY COUNCIL FOR APPROVAL, APPROVAL WITH CONDITIONS, DENIAL OR CONTINUANCE OF CASE NO.: CUP2022-022. (PROJECT NAME: ELOY VALLEY SOLAR AND STORAGE PROJECT)

Being no further comments, Chairperson Paulson asked for a recommendation. Commissioner Crawford made a motion to approve Case No.: CUP2022-022 subject to the following eight (8) conditions. Commissioner Brown seconded the motion. The motion passed with a vote 4-0.

Ayes: Commissioner Brown, Commissioner Allen, Chairperson Paulson, and Vice-chairperson Conrad.

Nays: None.

1. That all undeveloped portions of the subject property will be maintained in a natural, debris-free, and weed-free condition;
2. That development of the Eloy Valley Solar and Storage Project shall be in compliance with the Conditional Use Permit Narrative (dated August 2022) and/or the Eloy Zoning Ordinance; if mutually executed;
3. That any major changes or modifications to the subject CUP shall be reviewed and processed in accordance with those procedures outlined in the 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. That the Property Owner/Developer shall submit and receive Zoning Administrator or designee approval for the Site Plan for the entire 320 acres prior to construction;

5. That the Property Owner/Developer shall submit and receive Zoning Administrator or designee approval of the decommissioning plan for the Eloy Valley Solar and Storage Project;
6. That the Property Owner/Developer shall work with City Staff to select appropriate landscape vegetation from the Pinal AMA Low Water Use Plant List prepared by the Arizona Department of Water Resources to support butterfly migration patterns and other fauna;
7. That the Property Owner/Developer provides a landscape buffer zone between the project and any adjacent residential homes; and
8. That the Property Owner/Developer contacts Kitt Peak Observatory to confirm that this project does not create reflective light that would negatively impact their observations.

IX. INFORMATIONAL ITEMS:

A. PRESENTATION TO BRIEF COMMISSIONERS ON A POSSIBLE UPCOMING GENERAL PLAN AMENDMENT AND PLANNED AREA DEVELOPMENT AMENDMENT TO THE ESPERANZA PROJECT LOATED AT THE NORTHEAST CORNER OF MAIN STREET AND BATTAGLIA ROAD (NO ACTION)

Malik Brown with Bowman gave a brief presentation on the approximate 645 acres remaining of the original approved PAD as well as additional acreage for the Esperanza Project, located north of Main Street and Battaglia Road. Their request intends to amend the Eloy General Plan and its Planned Area Development (PAD) document with approximately 5,000 future single family residential homes (4-6 dwelling units per acre) generating the potential of 14,000 new residents. He noted in summary, this project would create a balanced lot diversity, create new neighborhood roots, physical and social connections, and support Eloy's economic growth with residential homes for future employers.

Chairperson Paulson thanked Mr. Malik Brown and moved to the next agenda item.

X. COMMUNICATIONS:

A. EX-OFFICIO MEMBER ANNOUNCEMENTS

- None.

B. COMMUNITY DEVELOPMENT DIRECTOR ANNOUNCEMENTS

Mr. Vlaming noted the following for the Commission:

- National Gypsum is under construction
- Owen's Corning facility restarted production
- Vext Science will be open in 60-90 days
- Downturn in the housing permits
- Staff continues to take a lot of questions of interest in industrial land in Eloy

XI. MOTION TO ADJOURN.

Chairperson Paulson asked for a motion to adjourn. Commissioner Crawford made a motion to adjourn and was seconded by Vice-Chairperson Tolson. The adjournment passed with a vote of 4-0 and the meeting adjourned at approximately 7:19 p.m.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.A.**

Date: **10/19/2022**

Date submitted:
10/12/2022

Action: Other

Date requested:
10/19/2022

Subject: Staff presentation and Commission discussion of Case No. GPA2022-029, Picacho Heights General Plan Amendment submitted by the City of Eloy for that portion of the City's planning area located east of Vail Road, west of the Central Arizona Project Canal, south of the Santa Rosa Canal, and north of Pretzer Road consisting of approximately 36,000 acres within the following townships/ranges: T.7S.,R.9E.; T.7S.,R.8E.; T.8S.,R.9 E., T.8S.,R.8E.; T.9S.,R.8E., T.9S.,R.9E. of the Gila & Salt River Base and Meridian.

TO: Planning and Zoning Commission

FROM: Jon Vlaming, Belinda Cota

RECOMMENDATION:

Due to the fact that there is no action, a recommendation is not presented at this time.

DISCUSSION:

The Picacho Heights Major General Plan Amendment has been prepared to re-evaluate the area west of Vail Road in the City's Planning Area. The recent location of the North-South Corridor, large land holdings in this area, and adjacency of proposed open space offered the right opportunity to create a new blueprint for this important region of the City's Planning Area as identified specifically below:

Expansion of the City's Planning Area - City staff reviewed the existing eastern boundary of the City's planning Area (one mile east of Citrus Heights Drive) and is proposing that it be extended slightly to the east based on the fact that it is entirely owned (like much of the land to the west) by the Arizona State Land Department. The boundary, as proposed in this major amendment, terminates at the Central Arizona Project Canal as it is a

significant elevated, man-made element. The Picacho Mountains are located to its immediate east, which are identified as a future regional park by Pinal County. This expansion totals approximately eight square miles. Staff also recommends a slight reduction (approximately 189 acres) in the current planning area boundary. This area consists of land to the east of the intersection of the Santa Rosa Canal and Central Arizona Project Canal, due to the fact it is separated by the two canals.

Future North/South Corridor - Its corridor has now been established as the recommended corridor alignment in the Record of Decision in the Tier One environmental review process. The City intends to utilize its strategic location to identify an appropriate mix of residential, employment and supportive land uses to set a viable blueprint for high quality growth in the future.

Important Regional Roadway Connection-With the proposed location of the North/South Corridor, it is imperative to provide additional regional connectivity south of both interstate 10 and SR-87 such that it connects with the future Interstate 11, which is planned to transect across the City's southern planning area in a general southeast to northwest orientation.

Supportive Arterial and Collector Roadway Network - The ability to locate the desired arterial roadway connections to the access controlled North/South Corridor also provided the impetus to determine the major and minor collector roadway network to serve this area. In particular, the northerly extension of Wheeler Road (across the Santa Rosa Canal) to provide regional connections to communities to the north, and the easterly extension of Houser Road to SR-79, are viewed as important arterial connections to foster county-wide mobility.

Transit Ready Community - The location of the North/South Corridor, and its use as the future corridor for high capacity transit, will effectively put a place holder for mass transit service in the future to serve this area. The City also envisions a linkage of this high capacity transit system with a local system to provide connections to major community originations and destinations.

Well Planned Future Land Use - Currently, the Eloy General Plan Identifies most of the area with a mix of very low density residential uses north of Milligan Road, which is not in conformance with portions of the City's incorporated area that have been rezoned. The proposed Future Land Use Plan sets the approved location of the North-South Corridor and provides a mix of residential, employment and supportive uses that leverage the access and visibility of the future high capacity roadway that links Interstate 10 with Williams Gateway Airport and US 60 to the north in the East Valley.

Significant Land Ownership: The City recognizes the large land holdings of the Arizona State Land Department and private owners within the study area. City staff and consultants have worked closely with ASLD staff to identify a balanced and improved mix of land uses conducive to both the City's and ASLD's interests and objectives. Staff has received limited feedback from private property owners throughout the formal review

process for this major general plan amendment, but generally, it appears that they understand the benefit of the City in proactively planning this area for the future.

Solution for Regional Drainage: The presence of McClellan Wash, which drains from southwest to northwest through the study area, has been the subject of significant planning by the Pinal County Flood Control District. The land uses identified in the Future Land Use Plan recognize and acknowledge the selected flood control solution for this area as well as compatible adjacent and proximate land uses.

Address Military Compatibility - The Picacho Peak Stagefield is generally located at the intersection of the Fast Track and Hotts Road intersection. Its land area has recently been expanded with the acquisition of additional land from the Arizona State Land Department. Pinal County has been engaged in planning and implementation efforts over the last several years to protect the existing and potential future mission of this facility for the Arizona Army National Guard and fostering compatible community growth. While the existing land use map provides compatible uses, the proposed land use plan builds on these uses to accommodate both military mission and community growth objectives.

Update the Growth Areas Element - The final location of the North/South Corridor creates the opportunity to establish another growth area on Figure GA-1, Growth Area Map. The intent is to accommodate the anticipation of a Master Planned Community Area approach for this area that also integrates employment and other supportive land uses adjacent and proximate to the future North South Corridor.

Update the Economic Prosperity Element - The final location of the North/South Corridor and anticipated linkages of it, SR-87 and Interstate 11 provide the basis to amend Figure E-2, Economic Prosperity Map. In this manner, the economic development element, the circulation element, and the land use element of the General Plan are in conformance and provide mutual support for sustainable future growth.

This proposal was transmitted out for its mandated 60 day review period as mandated by Arizona Revised Statutes in July 2022. At the conclusion of this review period, no formal comments were submitted to the City. In addition, a community meeting was held and held on Wednesday, October 5, 2022 to provide information to attendees and accept comments at that time. There were not any attendees at this meeting. This requested major amendment was placed on the Eloy Planning & Zoning Commission's agenda at their September 21st and August 17th meetings. No comments were made by the public at those meetings.

FISCAL IMPACT:

There is not a fiscal impact of the discussion of these proposed amendments.

PICACHO HEIGHTS

MAJOR GENERAL PLAN AMENDMENT

June 30, 2022

CASE NO. GPA2022-029



2022 Major General Plan Amendment Narrative

Project Name: Picacho Heights Major General Plan Amendment

Case No.: MGPA2022-029

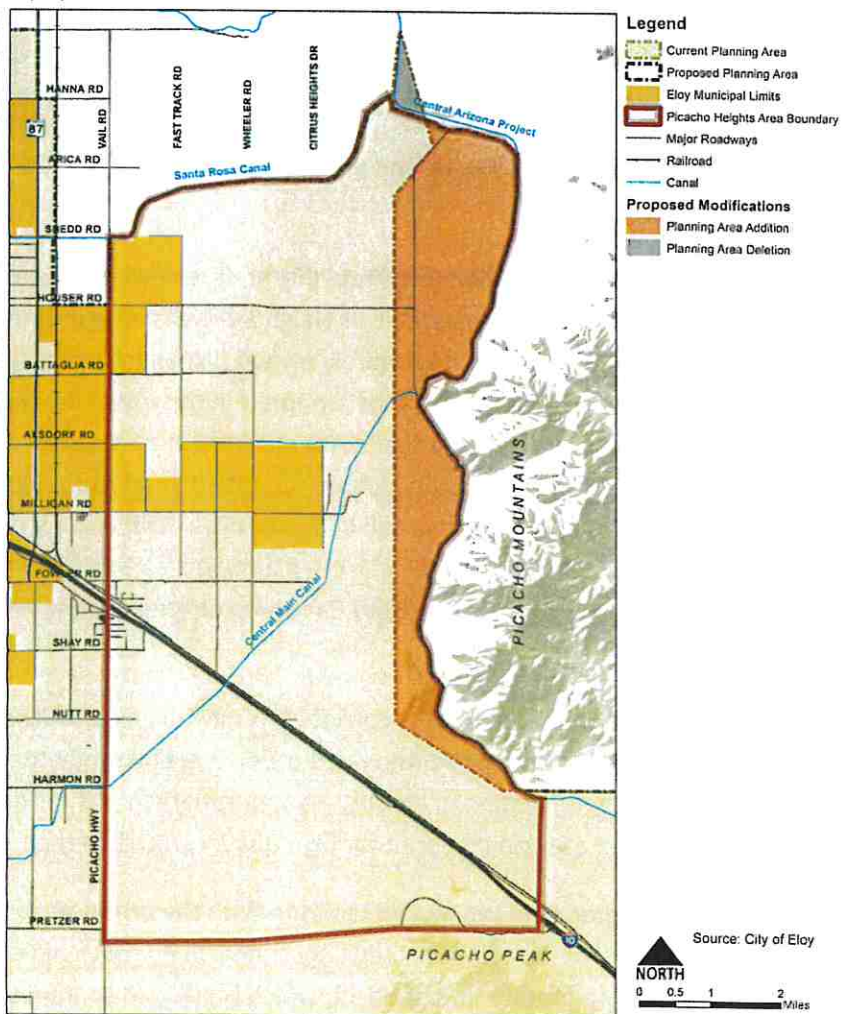
Request: To review, update and expand the City's current planning area boundary within the area bounded by the Santa Rosa Canal on the north, Pretzer Road on the south, the Central Arizona Project canal on the east and Vail Road/Picacho Highway on the west. This request is primarily based on the approved location of, and intent to leverage the access and visibility afforded by, the proposed North/South Corridor including its link with the proposed Interstate 11 Corridor, as well as connecting with SR-87 south of Interstate 10.

Legal Description: The parcels that are subject to this request are located within an area as described below. A list of the property owners is provided in Exhibit A: Pinal County Assessor's Parcel Numbers. Specifically, this approximate 57 square mile area includes all or portions of the following Sections (640 acres), within the following Townships and Ranges:

Sections	Township/Range
8, 15, 16, 17, 19,20,21,22, 27, 28, 29,30, 31,32,33,34	T. 7 S., R. 9 E.
23,24,25,26, 35,36	T. 7 S., R. 8 E.
4,5,6,7,8,9,16,17,18,19,20,21,28,29,30, 31,32,33,34	T. 8 S., R. 9 E.
1,2,11,12,13,14,23,24,25,26, 35,36	T. 8 S., R. 8 E.
1,2,11,12	T. 9 S., R. 8 E.
3,4,5,6,7,8,9,10	T. 9 S., R. 9 E.

Municipal Planning Area Modification

Eloy Major General Plan Amendment



Introduction and Background: The City utilizes its adopted Eloy General Plan to guide future growth and development in the City. It also includes recommendations for future land uses within its planning area, (areas outside of the Eloy municipal limits) which are administered by Pinal County-if and until they are annexed into the City. State statutes have provisions for the timely review and amendment of the General Plan for any community. The state allows each community to identify which amendments are major and which are deemed minor. These “rules” are codified in the Eloy General Plan. Due to the extensive area being addressed in this request, this amendment is considered to be a major amendment and will be processed as such using the City’s identified major amendment procedures.

The City undertook the review and amendment of this portion of their planning area based on the following factors:

Expansion of the City’s Planning Area- City staff reviewed the existing eastern boundary of the City’s planning Area (one mile east of Citrus Heights Drive) and is proposing that it be extended slightly to the east based on the fact that it is entirely owned (like much of the land to the west) by the Arizona State Land Department. The boundary, as proposed in this major amendment, terminates at the Central Arizona Project Canal as it is a significant elevated, man-made element. The Picacho Mountains are located to its immediate east, which are identified as a future regional park by Pinal County. This expansion totals approximately eight square miles. Staff also recommends a slight reduction (approximately 189 acres) in the current planning area boundary. This area consists of land to the east of the intersection of the Santa Rosa Canal and Central Arizona Project Canal, due to the fact it is separated by the two canals.

Future North/South Corridor-Its corridor has now been established as the recommended corridor alignment in the Record of Decision in the Tier One environmental review process. The City intends to utilize its strategic location to identify an appropriate mix of residential, employment and supportive land uses to set a viable blueprint for high quality growth in the future.

Important Regional Roadway Connections-With the proposed location of the North/South Corridor, it is imperative to provide additional regional connectivity south of both Interstate 10 and SR-87 such that it connects with the future Interstate 11, which is planned to transect across the City’s southern planning area in a general southeast to northwest orientation.

Supportive Arterial and Collector Roadway Network- The ability to locate the desired arterial roadway connections to the access controlled North/South Corridor also provided the impetus to determine the major and minor arterial and major collector roadway network to serve this area. In particular, the northerly extension of Wheeler Road (across the Santa Rosa Canal) to provide regional connections to communities to the north, and the easterly extension of Houser Road to SR-79, are viewed as important arterial connections to foster County-wide mobility.

Transit Ready Community-The location of the North/South Corridor, and its use as the future corridor for high capacity transit, will effectively put a placeholder for mass transit service in the future to serve

this area. The City also envisions a linkage of this high capacity transit system with a local system to provide connections to major community origins and destinations.

Well Planned Future Land Use: Currently, the Eloy General Plan identifies most of this area with a mix of very low density residential uses north of Milligan Road, which is not in conformance with portions of the City's incorporated area that have been rezoned. The proposed Future Land Use Plan identifies the location of the North-South Corridor and provides a mix of residential, employment and supportive uses that leverage the access and visibility of this future high capacity roadway that links Interstate 10 with Williams Gateway Airport and US 60 to the north in the East Valley.

Significant Land Ownership: The City recognizes the large land holding of the Arizona State Land Department and private owners within this study area. City staff and consultants have worked closely with ASLD staff to identify a balanced and improved mix of land uses conducive to both the City's and ASLD's interests and objectives. Staff has received limited feedback from private property owners so far, but generally, it appears that they understand the benefit of the City proactively planning this area.

Solution For Regional Drainage: The presence of McClellan Wash, which drains from southwest to northwest through the study area, has been the subject of significant planning by the Pinal County Flood Control District. The land uses identified on the Future Land Use Plan recognize and incorporate the selected flood control solution for this area as well as compatible adjacent and proximate land uses.

Address Military Compatibility: The Picacho Stagefield is generally located at the intersection of the Fast Track and Hotts Road intersection. Its land area has recently been expanded with the acquisition of additional land from the Arizona State Land Department. Pinal County has been engaged in planning efforts over the last several years to protect the existing and potential future missions of this facility for the Arizona Army National Guard and fostering community growth. While the existing land use map provides compatible uses, the proposed land use plan builds on these uses to accommodate both military mission and community growth objectives.

Update the Growth Areas Element: The final location of the North/South Corridor creates the opportunity to establish another growth area on Figure GA-1, Growth Areas Map. The intent is to accommodate the anticipation of a master Planned Community Area approach for this area that also integrates employment and other supportive land uses adjacent and proximate to the future North South Corridor.

Update the Economic Prosperity Element: The final location of the North/South Corridor and anticipated linkages of it, SR-87, and Interstate 11 provide the basis to amend Figure E-2, Economic Prosperity Map. In this manner, the economic development element, the circulation element and the land use element of the General Plan are in conformance and provide mutual support for sustainable future growth.

Basis for Request:**Compliance with General Plan Goals and Objectives:**

This request is compliant with the existing Eloy General Plan Goals and Objectives:

Land Use Element

Goal 1. Provide a range of land uses to encourage and maintain a sustainable community.

Objective 1. Maintain transitional buffers between high and lower impact land uses.

Objective 2. Promote mixed use development within designated areas including downtown.

Circulation Element

Goal 1. Encourage public safety through appropriate street design.

Goal 2. Improve "Level of Service" through coordinated street design, signal spacing and access management within the community and the surrounding region.

Goal 3. Plan and provide for alternative methods of transportation.

Objective 7. Require new developments to adhere to the street classification system and dedicate adequate right of way.

Growth Areas Element

Goal 1. Encourage orderly development within the Growth Areas.

Goal 3. Promote commercial, employment and industrial development at identified Growth Area nodes.

Goal 4. Promote development with Growth Areas that provides for the logical extension of infrastructure and utility services.

Parks, Open Space and Trails Element

Goal 1. Improve the community's livability, aesthetics and desirability through active and passive "green" space.

Objective 1. Develop a plan for the connected system of open space areas that protect and conserve natural, physical, cultural, and social resources.

Objective 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.

Housing Element

Goal 1. Encourage a variety of housing types to accommodate various levels of income and lifestyles.

Objective 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.

Objective 2. Promote the development of sound, high quality neighborhoods that provide a variety of housing options and community amenities in an integrated manner.

Environmental Planning Element

Goal 2. Strive to enhance and maintain regional and local air and water quality.

Goal 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.

Objective 1. Verify floodplain hazard delineation and research alternatives to minimize hazards to persons, structures and to minimize erosion and elevated flood height risks.

Objective 2. Verify fissure hazard delineation and research alternatives to minimize hazards to persons and structures.

Objective 3. Protect and conserve the quality and quantity of surface and groundwater resources.

Objective 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.

Public Facilities Element

Goal 1. Maintain and upgrade existing public facilities to serve the existing population and employment, and locate new facilities to serve new residents and workers.

Objective 5. Coordinate city services with non-municipal utility providers to ensure new and existing developments in previously rural area have adequate utility services.

Objective 6. Actively coordinate with local school districts, charter schools and institutions of higher learning in the planning, design, construction and rehabilitation of facilities.

Objective 7. Actively coordinate with dry utility companies regarding placement, design and size of proposed and future overhead/underground transmission lines.

Economic Prosperity Element

Goal 1. Create the opportunity for, and successfully attract, quality employers with a focus on diversity and multiple salary levels.

Goal 4. Create a community with adequate infrastructure, utilities, community amenities and housing that will attract new businesses and residents.

Cost of Development Element

Goal 1. Continue to implement infrastructure improvements in accordance with the City's Capital Improvements Plan.

Goal 3. Continue to administer fair and proportionate impact *(and connection)* fees such that new development adequately mitigates its public infrastructure and facilities impacts.

Goal 4. Provide adequate facilities and services concurrent with future growth.

Objective 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.

Conforms to General Plan Amendment Guidelines:

1. That the City has not provided adequate land uses designated that would allow for the proposed use to be sited as proposed. The presence of the North/South Corridor effectively expands the opportunity for a palette of land uses to include employment as well as higher density residential in a pattern that transitions to lower density further to the east of the planning area and abutting the proposed regional park slated for the Picacho Mountains.

2. 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. Although the Arizona State Land Department is the major property owner in the study area, private ownership has also been accommodated with a land use plan and framework circulation system to foster compatible land uses arranged in an aesthetic and functional manner.

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

- **Creating incompatible land use patterns;** The proposed land use plan map accommodates the future North/South Corridor, integrates a supportive arterial and collector network and attempts to transition higher density and intensity closer to the North South Corridor, leveraging lower density and resort opportunities adjacent to the Picacho Mountains with an improved regional trail system.
- **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;** The City currently does not provide water and sewer service within the study area due its rural/agricultural character. The adoption of this amendment will update the determination of adequate future water supply and distribution, sewer collection and treatment and coordination of dry utilities.

- **Adversely impacting existing or planned uses through an unreasonable increase in traffic generated by the proposed use, unless mitigated by the applicant, or;** The existing character of this area-rural/agricultural- is expected to continue in the short to mid-term. As additional land is annexed and developed with suburban/urban densities and intensities, the area-wide transportation system consisting of the freeway, arterials and collector roadways are expected to accommodate future vehicular mobility and access needs. It is expected that multi-modal opportunities will also be integrated in this area, consisting of transit, bicycle, hiking, walking to provide alternative modes to give residents and employees mobility choices.
- **Adversely affecting the livability of an area or the health and safety of existing residents.** This request seeks to enhance the livability of the study area by providing a range of housing choices, an integrated and functional circulation system that will also support the integration of alternative modes with more specific planning, and the ability to set the foundation for regional wet utility planning for water and sewer systems to support the mix of land uses. In addition, the provision of employment and commercial uses enhance the creation of a complete community of residential, shopping and services, employment and recreation.

4. That the amendment is consistent with the General Plan's overall intent and other adopted plans, codes, and ordinances. As identified above, along with the excerpt of appropriate goals and objectives from the Eloy General Plan, this amendment supports its vision and mission statement.

Update the General Plan Text, Tables and Charts: This submittal also includes the review and revision of any corresponding or impacted text, tables, and charts that would be revised as a result of the amendment of the identified study area. These changes have been accommodated in a track changes (legislative) format for ease of review by the public during the 60 day review, and future consideration by the City's Planning & Zoning Commission and City Council later this year. These changes are presented in a legislative format with the revised maps contained at the end of each element.

Planning Background Analysis: A thorough background inventory and analysis was conducted to confirm data and key considerations for future planning recommendations. This document is presented at the end of this document for review and reference.

Exhibit A: Pinal County Assessor's Parcel Numbers

400150010	400210060	401557010	41101015M	41123021B	411230630	41125019D	411270020
400150020	400210070	410010080	41101015N	411230220	41124001A	41125019E	41127003A
400150030	400217000	410010090	411010170	411230230	41124001B	41125023A	41127003B
400150090	40022001B	410017000	41101018E	411230240	411240040	41125023B	41127005A
400150100	40022001C	410017010	41101018F	411230250	411240050	41125023D	41127006D
400150110	400220020	41002001A	41101018G	411230260	411240060	41125023E	41127006E
400150120	400220030	41002001B	41101018J	41123027A	411240070	41125023F	41127006F
400150130	400220040	410020020	41101018K	41123027B	41124008A	41125023G	41127006G
400150140	400220050	410020030	41101018L	411230280	41124008B	41125023H	411320230
400150150	400220060	410020040	411010310	411230290	41124008C	41125023J	411327000
400150160	400230010	410020050	411010330	411230300	41124008D	41125023K	411370010
400150170	400230020	410027000	411010350	41123031A	411240090	41125023L	41137004C
400150180	400230030	410027010	41101036B	41123031B	411240110	41125023M	41137004D
400157000	400230040	410030010	411017000	41123032A	411240150	41125023N	41137004F
400157030	40148036G	41003002A	411017010	41123032C	411240170	41125023P	41137004H
400157040	40148037B	41003002B	411017020	41123032D	411240190	41125023Q	41137004J
40020001A	40148037C	410037000	411017040	411230330	411240210	41125023R	411370070
40020001B	40148037D	410040010	411017170	411230350	411240230	41125023S	41137008A
40020001C	401480500	410040020	411017180	411230360	411240240	41125024A	41137008B
40020001D	401480640	410040030	41101802B	411230370	411240250	41125024B	41137009A
40020001E	401487030	410040040	411140010	41123038A	411240260	41125026A	41137009B
40020001F	401487040	410040050	41114002A	41123038B	411240270	41125026B	41137010A
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40020008A	401520030	410040070	411147000	411230400	41125002D	41125027B	41137010C
40020008B	40152004D	410040080	411230010	411230410	411250030	411250280	411370110
40020009A	40152005B	41004009B	411230020	411230420	41125004B	41125029A	41137012A
40020009B	40152008D	41004009E	411230030	411230430	411250050	41125029B	41137012B
40020010A	40152009A	41004010	411230040	411230440	41125006B	411250300	41137012C
40020010B	40152009B	410040110	411230050	411230450	41125006C	411250310	41137012D
40020010C	401520110	410040120	411230060	411230460	41125006D	411250320	411377000
40020010F	40155001A	410047000	411230070	411230470	41125006F	411250330	800260010
40020010G	40155001B	410300010	411230080	411230480	41125006G	411250340	
40020010H	40155001C	410300020	41123009A	411230490	41125006H	411250350	
40020010J	40155001D	41030003A	41123009B	411230500	41125006J	411250360	
40020010K	40155001E	41101004A	411230100	41123051A	411250070	411250370	
400200110	40155002A	41101005A	411230110	41123051B	41125008B	41125038A	
400207000	40155002B	41101005B	411230120	411230530	41125009A	411250400	
400207020	40155003A	41101006A	411230130	411230540	41125009B	411250420	
400207030	40155003C	41101006B	411230140	411230550	41125010B	411260010	
400207040	40155003E	41101015D	411230150	411230560	41125010C	41126002A	
400210010	40155003F	41101015E	411230160	41123057A	411250110	41126002B	
40021002C	40155003G	41101015F	411230170	41123057B	41125012A	41126002C	
40021003A	40155003H	41101015G	411230180	411230580	41125012B	411260030	
40021003B	40155003J	41101015H	411230190	411230590	41125012C	411260040	
400210040	40155003K	41101015J	411230200	411230600	41125019B	41127001A	
400210050	401557000	41101015K	41123021A	411230620	41125019C	41127001B	

1.0 Introduction

The City of Eloy has a bright and prosperous future. The goals and objectives 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 as shown on Map I-1, Eloy Context Map. 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 as shown on Map I-2, Annexation Map. 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 identified in the 2020 US Census ~~of July 2019~~, the City of Eloy had a population of 15,635 ~~approximately 19,005~~ people, 114 incorporated square miles and an additional 400-398400 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 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 (at large), 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 430 percent), State Shared Revenues (approximately 4239 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 objectives and implementation measures necessary to achieve these goals.

Over the past five years, City staff has incrementally reviewed and updated and the city council has subsequently adopted each of the eleven elements of the general plan in accordance with Arizona Revised Statutes. This subsequent readoption process now will effectively codify the entire General Plan to serve the City of Eloy over the next ten (10) years. 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 incorporated and unincorporated communities and tribal lands. 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 component, which establishes the City's recommended direction. Supportive maps, charts and tables are also included within each element to assist in communicating the intent of the text.

3.1 Land Use Element

3.1.1 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 should adhere in an effort to achieve a sustainable community.

3.1.2 PURPOSE

The Land Use Element is the foundation upon which the other elements are based. It identifies the intent and direction for future growth. The Land Use Element serves as the focal point for goals, objectives, and policies that will be used by the City Council, Planning and Zoning Commission and planning staff to generally guide and direct development. The goals outlined within this Element will help set the stage for present and future growth and shape the pattern of the City.

3.1.3 EXISTING CHARACTER

The General Plan designates the majority of the land within the current City limits for residential purposes. Although the lands are designated in that way, the predominant current land use is agriculture as shown on Map LU-1, Existing Land Use. There are also many areas within the City and the Planning Area that have not been developed and remain vacant in natural desert conditions.

A key factor of the existing and future development of the city is the land ownership pattern. The presence of private, state, tribal, federal and military ownership is shown on Map LU-2, Land Ownership.

There are four areas that make up the current developed area of Eloy. The first is the Downtown area, which includes the original town site known as “Cotton City Proper”. Cotton City Proper is bounded on the north by Battaglia Road, on the south by Alsdorf Road, on the east by Sunshine Boulevard and on the west by Curiel Street. The Downtown area extends to the east to Tryon Avenue and the west to Eleven Mile Corner Road which has functioned historically as the central business district. The second area is Toltec, which lies a few miles northwest of the Eloy’s historic downtown area and comprises additional community neighborhoods and freeway oriented commercial development.

The third area is North Toltec, which is bounded on the north by Cornman Road, on the south by Hanna Road, on the east by Estrella Road and on the west by Toltec Road. North Toltec consists of a mix of modular and mobile homes as well as conventional housing. The fourth area is Robson Ranch, which is bounded on the north by Hanna Road, on the south by Frontier Street, on the east by Toltec Road and on the west by Overfield Road. Robson Ranch is an age restricted, master planned community.

3.1.4 DISCUSSION

Land Use Plan

The Eloy Land Use Plan as shown on Map LU-3, Land Use Map, includes multiple residential and nonresidential land use designations. A summary of the distribution of land uses is shown on Table LU-1, Future Land Use Composition. These various land use types provide multiple options to landowners, developers and residents to encourage innovative and quality development.

Resident's needs may be met by providing a variety of housing types, costs, and sizes. In addition, the land use types outline specific requirements for retail, office, industrial and mixed-use types of developments. All of these different land uses, when planned correctly, will create a balance among housing, jobs, and services. Each residential designation includes a density range, an indication of permitted zoning, and the typical uses intended to be located within each designation.

Land Use Designations

All residential designations have an associated density range. When applications are submitted for any residential development that satisfies the minimum requirements of the General Plan and Zoning Ordinance, the project should be allowed a maximum density at the mid-point density of the range. Residential developments which exceed the minimum requirements may also be considered for increased density allowance. The following criteria should be used when reviewing applications to allow increased density:

1. Proposed development plans that provide amenities above the requirements of the zoning ordinance and or subdivision regulations (i.e. parks, pedestrian walkways, picnic areas, tot lots, covered pedestrian refuges, etc.).
2. Proposed development increases setbacks along transitional buffer areas (i.e. between commercial and lower residential land use designations).
3. Proposed development plans specify the use of larger trees than required by the Zoning Ordinance.
4. Proposed increase in density will not negatively affect adjacent lower density developments.
5. Proposed development is compatible with and exceeds the minimum design guidelines established in the General Plan, Zoning Ordinance, Subdivision Regulations and with the adjacent land uses.
6. Proposed development provides creative design approaches, which implement the objectives of the General Plan.
7. Consideration of the topography of the project site and assurance that the site design minimizes impacts on adjacent property.

Note: The presence of environmental characteristics such as, but not limited to geology, flooding, biology and archaeology may restrict density.

Estate Density Residential

Density Range: 1.0 du / 20.0 ac to 1.0 du / 1.0 ac

Permitted Zoning Districts: RR-20, RR-5, RR-2.5, R1-54, and R1-43

Uses allowed within this designation include large lot, single-family residential development. The density range, 0.05 du/ac to 1.0 du/ac (1 du/20 acres to 1 du/1 acre), is intended to portray a rural setting. Home sites within this designation should create more of an open environment. Municipal water and sewer connections are not required. Estate Density Residential uses may serve as a transitional land use buffer between residential uses with densities higher than 1 du/ac.

Low Density Residential

Density Range: 1.0 to 3.0 du/ac

Permitted Zoning Districts: R1-43, R1-54, and R1-12

Uses allowed within this designation include detached, moderate-sized lot, single-family residential development. The density range (1.0 to 3.0 dwelling units per gross acre) is intended to accommodate single-family residential subdivisions with standard typical lot layouts. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns, and natural or human-made constraints.

Medium Density Residential

Density Range: 3.0 to 6.0 du/ac

Permitted Zoning Districts: R1-12, R1-6

Uses allowed within this designation include single-family detached and attached residential homes. The density range (3.0 to 6.0 dwelling units per gross acre) is intended to accommodate areas suitable for single family, townhome, patio home, and duplex-type units. Development potential of properties within this designation is determined by location, access, availability of existing or proposed public facilities and utilities, existing land use patterns, and natural or human-made constraints.

Other uses permitted in this category may include limited Neighborhood Commercial development. Neighborhood Commercial should be sensitively integrated into the site and functionally linked for pedestrian and automobile access.

Medium-High Density Residential

Density Range: 6.0 to 10.0 du/ac

Permitted Zoning District: R-2

Uses allowed within this designation include attached and detached residential development. The density range (6.0 to 10.0 dwelling units per gross acre) is intended to accommodate attached and detached single family homes, townhome, patio home, duplex, multi-plex, and apartment units. Development potential of properties within this designation is determined by location, access, and availability of existing or proposed public facilities and utilities, and existing and future land use patterns. Other uses permitted in this category may include limited

Neighborhood Commercial development if sensitively integrated into the site and functionally linked for pedestrian and automobile access.

High Density Residential

Density Range: 10.0 to 24.0 du/ac

Permitted Zoning District: R-3

Uses allowed within this designation include multi-family residential density development. The density range 10.0 to 24.0 dwelling units per gross acre) is intended to accommodate two-and three-story apartments, condominiums, and townhomes close to employment and service areas and to buffer lower density residential areas from higher intensity uses. Development potential of properties within this designation is determined by location, access, and availability of existing or proposed public facilities and utilities, and existing and future land use patterns.

Other uses permitted in this category may include limited Neighborhood Commercial development if sensitively integrated into the site and functionally linked for pedestrian and automobile access.

Neighborhood Commercial

Permitted Zoning District: Neighborhood Commercial (C-1)

Uses allowed within this designation include commercial services used by the general public on a daily basis on corner parcels at arterial and collector street intersections. The market area radius for a Neighborhood Commercial area is approximately one mile, which would allow walking and bicycling to be used as feasible modes of transportation. Neighborhood Commercial areas often have a grocery store as an anchor tenant and may include other commercial uses including drug stores, beauty/barber shops, dry cleaners, post offices, small restaurants, small tenant retail, and single professional and medical offices.

Development Guidelines:

Neighborhood commercial areas typically consist of limited, convenience oriented establishments that serve the surrounding residential neighborhood area within an approximate one-mile radius. Retail and service oriented commercial uses should be encouraged within revitalized existing neighborhoods. Typical uses may include, but are not limited to, food markets, bakeries, pharmacies, restaurants, and self-service laundries. While commercial uses within new or existing neighborhood developments may be beneficial to the City and residential areas, specific design criteria and guidelines should be required to mitigate any potential negative impacts. The following guidelines may influence both the siting and design of the Neighborhood Commercial uses and the preservation, revitalization, and success of the adjacent neighborhoods.

All neighborhood commercial uses should be located at the intersection of arterial or collector streets.

Neighborhood Commercial uses should be restricted to the height limitation of the adjacent residential district.

Screening techniques (i.e. landscaping, berming, fencing) should be used to buffer adjacent residential uses from noise, sight and glare impacts generated by Neighborhood Commercial uses.

Landscaping should be drought tolerant and evergreen.

Four-sided Architecture and design should be used to soften the visual appearance of the commercial development in order to minimize any potential negative impacts to surrounding residential neighborhoods.

Commercial developments should provide open space and should provide pedestrian amenities and places for pedestrians to gather.

Community Commercial

Permitted Zoning District: Community Commercial (C-2)

Uses allowed within this designation include a variety of types and intensities of commercial development. Community Commercial areas typically consist of large shopping centers and districts that offer a wider variety of goods and services than the neighborhood commercial areas. They rely on larger trade areas (two-mile radius or greater) and include such uses as department stores, bookstores, furniture stores, restaurants, theaters, and non-retail services, such as offices and banks. Major Community Commercial centers should be located with adequate controlled access and visibility to arterial streets.

Development Guidelines:

The City is located along an interstate highway that transports a significant amount of daily vehicular traffic between Phoenix and Tucson. The City of Eloy 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. A sustainable economy is created by balancing the respective elements of a community. Residential, commercial and industrial development should develop proportionately. Over-designation of commercial land can lead to a vacant and abandoned commercial land use pattern, under designation of commercial land can result in inflated land prices, a lack of needed services, a loss of economic development potential and a reduced sales tax base. The guidelines presented below will influence the siting of Community Commercial uses.

All such uses are located at the intersection of arterial and/or collector streets, or within Mixed Use Centers.

Community Commercial developments may be required to submit, for review and approval, a traffic impact study as part of the site planning process to determine number and location of median and curb cuts for optimal traffic flow and adequate site ingress/egress.

Building design should utilize 360-degree architecture (four-sided attractive articulation)

Landscaping should be drought tolerant and evergreen.

Buffering (i.e. landscaping, distance, and fencing) should be utilized to shield adjacent residential uses from noise, glare, and supply truck traffic generated from adjacent Community Commercial uses.

Mixed Use

Density Range: 10.0 to 24.0 du/ac

Permitted Zoning Districts: Combination of R-2/R-3/C-1/C-2/MU/PF/BP

Development within this designation should be represented by a mix of retail, office, and higher density residential at more urban densities with an emphasis on pedestrian scale and walkability. This category is also appropriate along rail corridors where a mix of commercial, industrial and higher residential densities are appropriate. The uses and densities permitted within this category include Neighborhood Commercial, Community Commercial, Business Park, Light Industrial, Medium-High Density Residential and High Density Residential. Zoning applications within the Mixed Use category should include multiple uses and/or the integration of at least two uses within individual structures.

Development Guidelines:

Mixed Use developments have the potential to help revitalize the City's Downtown area. In order to provide direction for these types of developments the following guidelines should be followed:

Develop a mixture of neighborhood-serving businesses and residences.

Provide opportunities for residential uses that can capitalize on ready access to commercial and retail establishments.

Allow flexibility in the design and development of residential and Mixed Use developments.

Encourage a variety of housing types mixed with light commercial retail/professional offices (i.e. live work units).

Planned Community Area

Permitted Zoning District: Planned Area Development (PAD)

The proposed Planned Community Area (PCA) designation provides for large-scale (40 acres or more) master planned developments that include a mixture of land use opportunities. Such developments should also include an appropriate transportation system connecting possible schools, parks, retail, and/or employment areas.

Projects that are primarily residential within a PCA should include a variety of residential densities to promote housing choice. Residential communities within a PCA should also provide commercial and/or employment land uses for residents of that area. Projects that are principally employment focused within a PCA should include other supportive uses (i.e. retail, public facilities, etc.). Requests for the PCA designation should include a conceptual land use

plan. When approved, the PCA designation should permit the shifting of land uses within the defined area from one location to another without requiring an amendment to the designation. If the overall land use balance of any land use category within the PCA increases more than twenty five (25) percent, the rules for amendments will determine whether a major or minor amendment is necessary. Landowners may request the PCA designation on previously approved General Plan Amendments that meet the requirements above, as long as the allocation of land uses remain unchanged or within the 25% threshold. Such requests should be processed as Minor General Plan Amendments.

Light Industrial

Permitted Zoning Districts: Business Park (BP) and Light Industrial (L-1)

Uses allowed within this designation include the least intense industrial employment uses, such as professional offices, research and development, wholesale and storage warehouses, utility centers, the repairing and packaging of goods, and ancillary eating and retail establishments. In particular, light industrial areas should be designed such that the least intense uses are located along major and minor arterial streets, where visibility to the public is high. Adherence to landscape standards, setbacks, and provision of adequate transitions between intense uses and low impact developments (residential and neighborhood commercial) ensures compatibility between uses and enhances the community's visual aesthetics and appeal.

General Industrial

Permitted Zoning District: General Industrial (I-2)

Uses allowed within this designation include the most intense industrial employment uses and generally consist of wholesale and storage warehouses, external storage yards (including utility centers), fabrication, manufacturing, processing, repairing, and packaging of goods. Manufacturing areas typically produce noise, truck or rail traffic, and open storage. They should be designed in such a way that the rear and sides of the structure and outside storage areas are screened from public view. Adherence to landscape standards, setbacks, and provision of adequate transitions between intense uses and low impact developments (residential and neighborhood commercial) ensures compatibility between uses and enhances the community's visual aesthetics and appeal.

Development Guidelines (for all industrial designations):

Light Industrial and General Industrial designated areas can capitalize on the economic opportunities of the transportation network within the City. It is important to designate lands that will maximize the future employment potential. Providing adequate infrastructure and support services in areas designated for industrial and manufacturing uses will help draw businesses to those areas. The guidelines presented below will influence the siting of industrial related land uses.

Generally, all such uses should be located along the interstate and/or state highway corridors, as well as, in and around the Eloy Municipal Airport.

Industrial related uses should not be located adjacent to single family residential uses without adequate buffers.

Industrial uses may be required to submit, for review and approval, a traffic impact study as part of the site planning process to determine number and location of median and curb cuts for optimal traffic flow and adequate site ingress/egress.

Building front and street side architecture should be significantly articulated using wall undulation, varied rooflines and changes in materials to help create visual interest and minimize negative impacts created from large building massing (both vertically and horizontally).

Landscaping should be drought tolerant, yet green and healthy.

Screening techniques (i.e. landscaping, distance, berming, and fencing) should be used to shield and buffer adjacent residential uses from noise, visual impact, glare, and delivery truck traffic.

Parks/Open Space

Permitted Zoning Districts: Open Space Conservation (OSC) and Open Space Recreation (OSR)

This designation should be used for existing and planned open space, parks and other related recreational facilities that serve the City's current and future recreational needs. [This designation has an underlying density of one \(1\) dwelling unit per acre.](#)

Development Guidelines:

Lands designated as Parks/Open Space should provide the citizens of Eloy and its visitors with the opportunity to navigate through the City using an interconnected trail system. The opportunity to enjoy the unique characteristics of the surrounding agricultural landscape, and to engage in active or passive recreation activities at parks located throughout the City will increase the quality of life in Eloy. Standards and definitions related to developing new active parks are located in the Parks, Open Space and Trails Element, while the guidelines presented below will influence the siting of Parks, Open Space and Trails land uses.

All parks that do not contain lighted facilities should be located at the center of their service area to equalize accessibility for all users.

Parks that contain lighted facilities should be located adjacent to roadways and employment uses to help buffer glare and noise. Parks that are lighted shall adhere to the City's Lighting Ordinance.

Parks, Open Space and Trails areas should be designed and constructed to conform to their respective definitions (located in the Parks, Open Space and Trails Element). Parks should be constructed so that they can be used at the completion of the first phase of adjacent residential development.

Siting parks, open space and trails should be planned in conjunction with adjacent subdivisions, master planned communities, and other residential developments (including multi-family). Each residential development should submit a conceptual design plan, which will incorporate the parks, open space and trails by including pedestrian walkways, pathways, and trails etc. which tie into the overall area.

The City may want to purchase, or obtain through dedication, lands designated for Parks and Open Space in order to ensure that lands held in private ownership or by the Arizona State Land Department are developed as parks and open space. The City cannot require private property owners or the State to preserve their lands, nor can the City remove all development potential from a property.

Public/Institutional

Permitted Zoning District: Public Facility (PF)

This designation should be used for land and/or facilities that are owned by a city, county, state, or federal public or quasi-public institutional entity. The land uses allowed should provide governmental, educational, cultural, aviation, or corrections services within the City. These essential public uses should support and enhance the overall community's land use pattern and visual aesthetics in order to minimize potential negative impacts.

Development Guidelines:

The Public/Institutional land designation will be used to provide for the basic functions and services as needed and desired by the City's residents and business owners. As development occurs within the City, additional lands will be needed to provide basic public services, such as municipal facilities, public safety facilities, utilities, and large-scale recreation uses.

Specific Plan Study Areas

In the future, the City will have to critically evaluate new development proposals within specific areas of interest or focus. These areas will require additional research, development criteria, and have specific Council policies that should be met. The City's decisions will affect the future residential and economic growth in these areas.

LU-1: Future Land Use Composition (updated)

Land Use Type	Incorporated Area (Acres)	Planning Area (Acres)	Total (Acres)	Percent of Total
Estate Density Residential	9,971	149,505	159,477	49%
Low Density Residential	5,249	25,402	30,651	9%
Medium Density Residential	35,511	18,462	53,973	16%
Medium-High Density Residential	3,785	3,993	7,778	2%
High Density Residential	2,069	1,340	3,409	1%
Neighborhood Commercial	72	0	72	0%
Community Commercial	4,691	1,907	6,598	2%
Light Industrial	2,724	14,869	17,594	5%
General Industrial	4,652	1,177	5,829	2%
Parks/ Open Space	1,121	31,766	32,887	10%
Mixed-Use	1,058	6,618	7,677	2%
Public/ Institutional	1,274	724	1,998	1%
TOTALS	72,177	255,765	327,942	100%

Land Use Type	Incorporated Area (Acres)	Planning Area (Acres)	Total (Acres)	Percent of Total
Estate Density Residential	12,003	154,859	166,862	52%
Low Density Residential	5,253	30,056	35,309	11%
Medium Density Residential	35,488	13,068	48,556	15%
Medium-High Density Residential	3,112	3,936	7,048	2%
High Density Residential	1,890	742	2,632	1%
Neighborhood Commercial	33	0	33	<1%
Community Commercial	4,453	2,320	6,773	2%
Light Industrial	2,134	10,064	12,198	4%
General Industrial	4,283	1,195	5,478	1%
Parks/Open Space	1,121	29,011	30,132	9%
Mixed Use	1,104	4,694	5,798	1%
Public/Institutional	1,271	161	1,432	<1%
TOTALS	72,145	250,105	322,250	100%

Source: City of Eloy, June 2020

2.3 OBJECTIVES

The following objectives are presented to guide development of land within the City and give Staff direction to make flexible decisions about the overall land use pattern within the City of Eloy when amendments to the map are requested.

1. Maintain transitional buffers between high and lower impact land uses.
2. Promote Mixed Use development within designated areas including the downtown.



Existing Land Use Map

Eloy General Plan

Existing Land Use Designations

- Aggregate Mine
- Airport Influence Area
- Planned Community Area
- Residential Single Family
- Manufactured Home/RV
- Residential Multi Family
- Commercial
- Industrial
- Religious
- Agricultural
- Education
- Governmental
- Parks/Open Space
- National Forest/State Park
- Military
- Utility
- Transportation
- Vacant Land

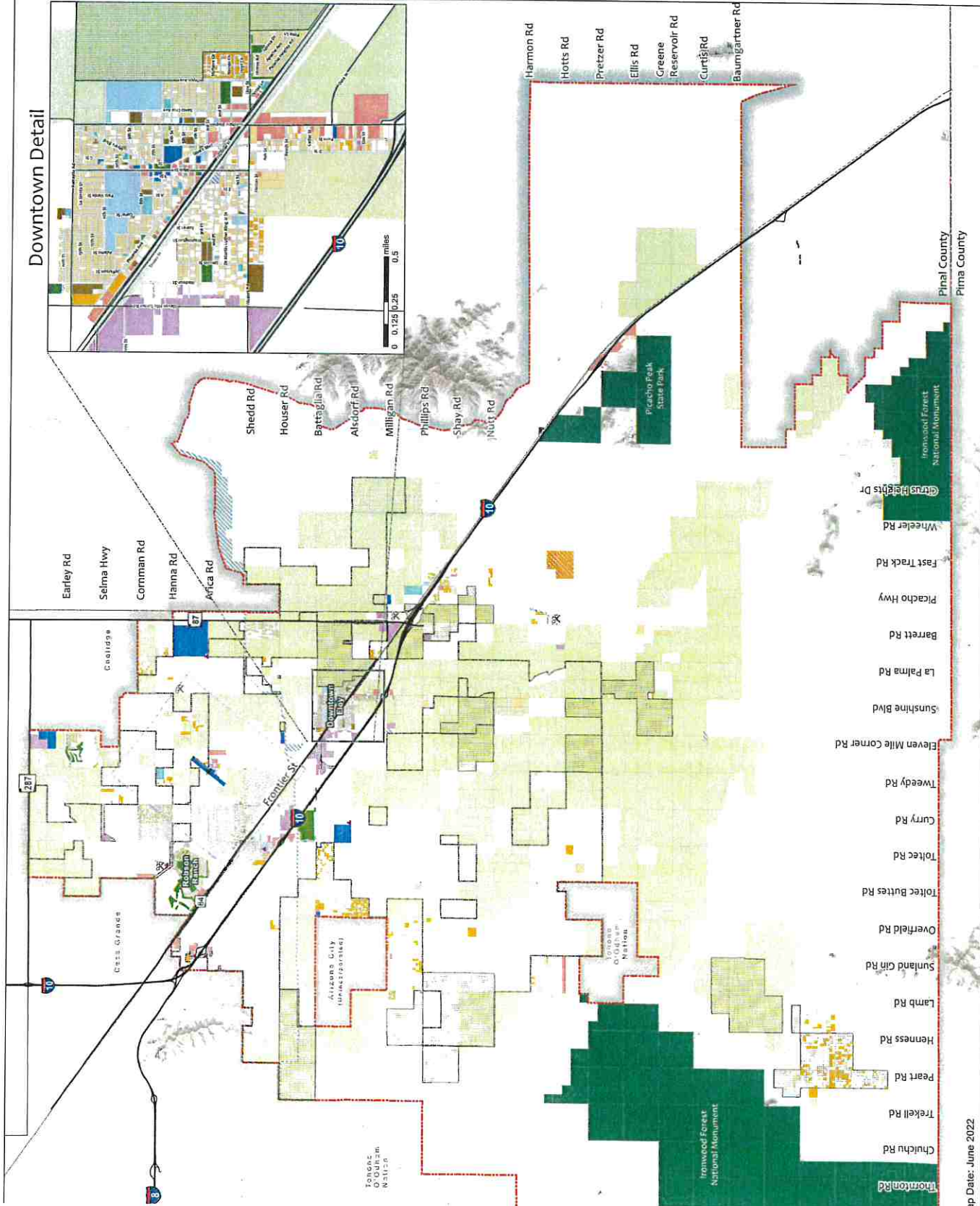
Reference

- Cell Tower
- Eloy City Limits
- Eloy Planning Boundary
- Interstate
- State Highway
- Railroad



Disclaimer: This map is intended to provide a general overview of the existing land use designations in Eloy, Arizona. It is not intended to be used for legal purposes. The map is based on the most current information available to the City of Eloy. The City of Eloy is not responsible for any errors or omissions on this map. The City of Eloy is not responsible for any damages or losses resulting from the use of this map. The City of Eloy is not responsible for any claims, damages, or losses resulting from the use of this map. The City of Eloy is not responsible for any claims, damages, or losses resulting from the use of this map.

Map LU-1



Map Date: June 2022



Land Ownership Map

Eloy General Plan

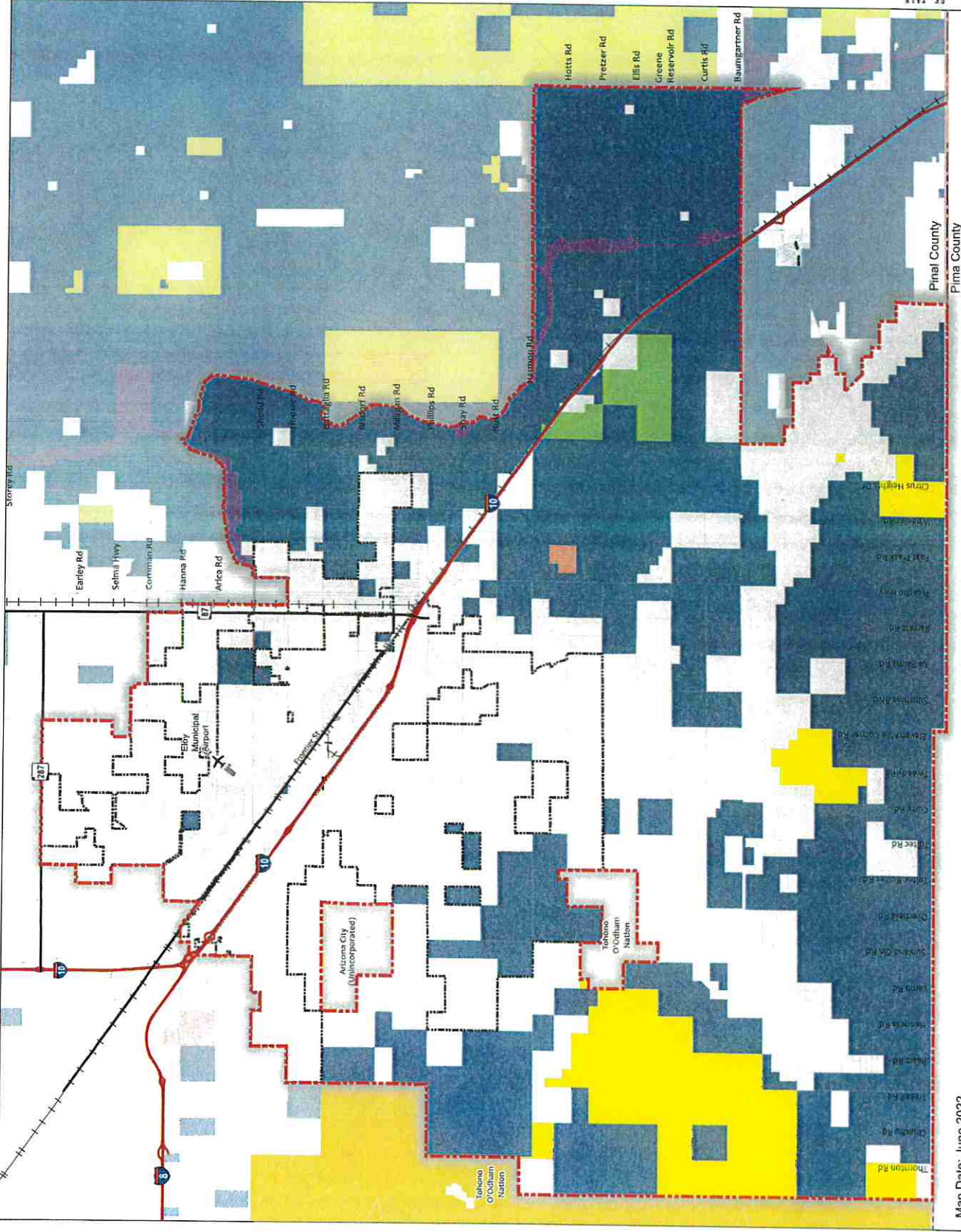
- Land Ownership**
- Private Land
 - State Trust Land
 - Tribal Community
 - Bureau of Land Management
 - Military
 - State Parks
 - Bureau of Reclamation

Reference

- Eloy City Limits
- Eloy Planning Boundary
- Railroad



Disclaimer: This map is intended for reference purposes only and is not suitable for legal, financial, engineering, or scientific purposes. The City of Eloy assumes no responsibility for errors, omissions, or inaccuracies in this map. The City of Eloy is not responsible for any damages or losses resulting from the use of this map. The City of Eloy is not responsible for any damages or losses resulting from the use of this map. The City of Eloy is not responsible for any damages or losses resulting from the use of this map.





Land Use Map

Eloy General Plan

Land Use Designations

- Residential**
 - Estate Density Residential (0.2 - 1.0 du/ac)
 - Low Density Residential (1.0 - 3.0 du/ac)
 - Medium Density Residential (3.0 - 6.0 du/ac)
 - Med-High Density Residential (6.0 - 10 du/ac)
 - High Density Residential (10 - 24 du/ac)
- Commercial**
 - Neighborhood Commercial
 - Community Commercial
- Industrial**
 - Light Industrial
 - General Industrial
- Other**
 - Parks/Open Space
 - Mixed Use
 - Public/Institutional
 - Planned Community Area
 - Airport Influence Area

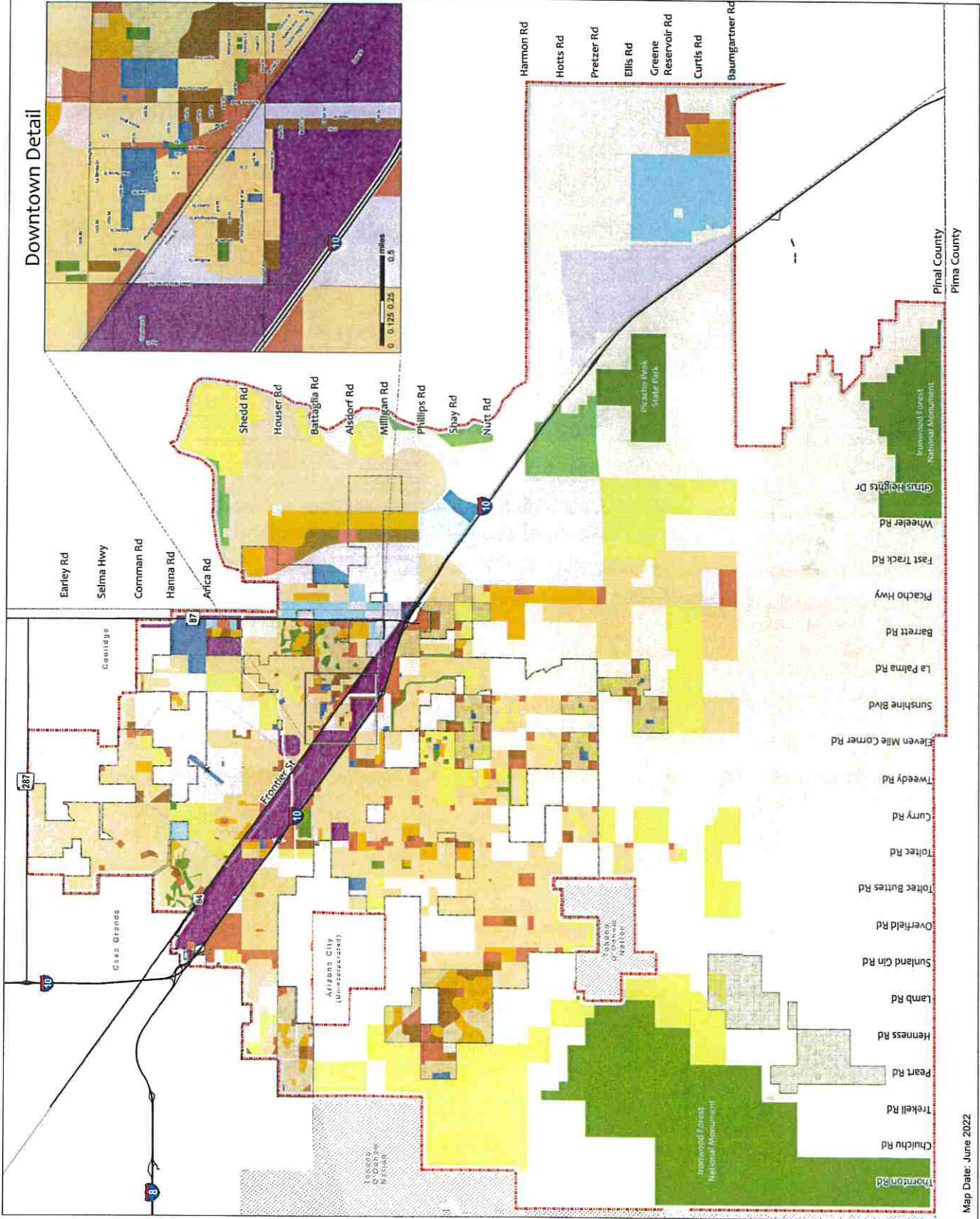
Reference

- Eloy City Limits
- Eloy Planning Boundary
- Interstate
- State Highway
- Railroad



Disclaimer: This map is intended for informational purposes only and is not intended to be used for legal purposes. It is not a guarantee of any future action or inaction by the City of Eloy. The City of Eloy makes no warranty, either expressed or implied, for the accuracy, completeness, or reliability of the information contained herein. The City of Eloy is not responsible for any errors or omissions in this map. The City of Eloy is not responsible for any damages, including consequential damages, arising from the use of this map. The City of Eloy is not responsible for any damages, including consequential damages, arising from the use of this map. The City of Eloy is not responsible for any damages, including consequential damages, arising from the use of this map.

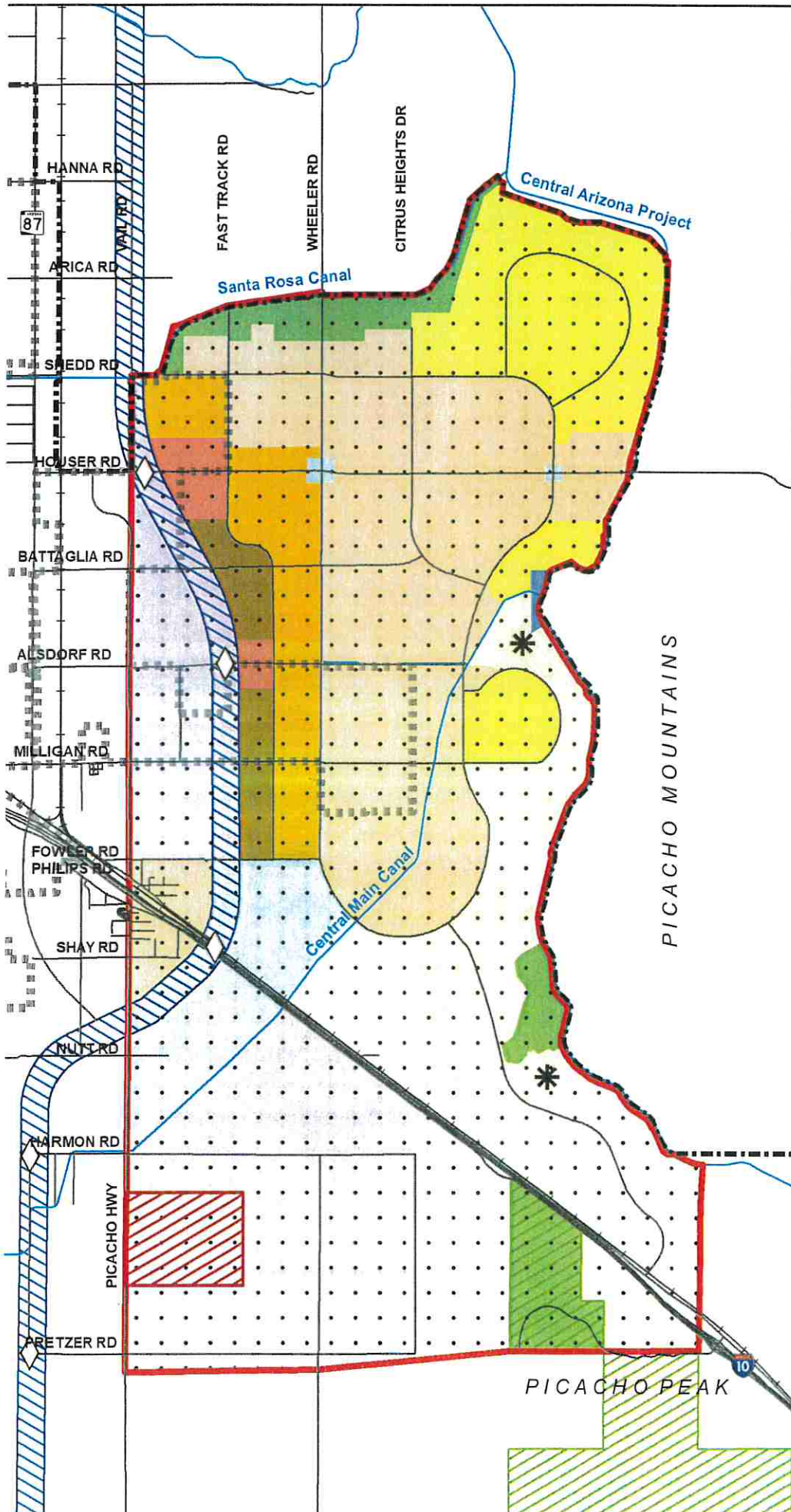
Map LU-3



Map Date: June 2022

Picacho Heights

Eloy Major General Plan Amendment



Legend

- Planning Area
 - Eloy Municipal Limits
 - Picacho Heights Area Boundary
 - Major Roadways
 - Railroad
 - Canal
 - Picacho Peak State Park
 - Picacho Peak Stagefield (AZARNG)
 - North/South Corridor Alignment (1,500-ft. Corridor)
 - Interchange
 - Resort
- ### Land Use
- Estate Density Residential (EDR) (0.2 - 1.0 DU/AC)
 - Low Density Residential (LDR) (1.0 - 3.0 DU/AC)
 - Medium Density Residential (MDR) (3.0 - 6.0 DU/AC)
 - Medium-High Density Residential (MHDR) (6.0 - 10.0 DU/AC)
 - High Density Residential (HDR) (10.0 - 24.0 DU/AC)
 - Community Commercial (CC)
 - Light Industrial (LI)
 - Mixed-Use (MU)
 - Public/Institutional (P/I)
 - Parks and Open Space (POS) (1.0 DU/AC)
 - Planned Community Area (PCA)



Source: City of Eloy

0 0.5 1 2 Miles

3.2 Circulation Element

3.2.1 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.

3.2.2 PURPOSE

The purpose of the Circulation Element is to summarize the existing street and roadway conditions. It also provides guidance and goals for public transportation, multi-modal pathways, and other modes of transportation. This element also lists and defines the different street classifications and maps the future roadway network. The intent of this element is to coordinate the City's streets with both existing land use and proposed future land use to provide mobility and access. It also guides where infrastructure should be upgraded to facilitate the efficient movement of people, goods and services within the City of Eloy.

3.2.3 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. The recently completed 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 Map C-1, Circulation. 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.

3.2.4 DISCUSSION

Circulation Plan

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

Roadway Network

The roadway system consists of a hierarchy of streets, which range in widths and traffic volume capacity as shown on Table C.1, Roadway Functional Classification & Characteristics. 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, except in the cases where designated on the Circulation Plan Map to connect Downtown with the Eloy Municipal Airport and to connect Sunland Gin Goad and Toltec Road between Frontier Street and Interstate 10 (I-10). 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. 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 may 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.

Table C.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'	5,000
Local	Access	Two Lanes	50'	32'	1,000

Source: City of Eloy, January 2020

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 designated 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 city-wide 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 has ~~currently assessing~~ received a Record of Decision (through a Tier 1 ~~n~~ Environmental Impact Statement) ~~for the two routing options for a future North-South Corridor 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 19-1454) the W4 Corridor, 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 results of the Tier I Environmental Impact Statement is Green Alternative ~~through Eloy (supported by Resolution 19-1457) deviate to the south of I-10 within the Eloy Planning Area as shown on Map C-1, Circulation.~~

Funding has been appropriated for Tier II Environmental Study for both the North-South Corridor (\$15 million) and I-11 (\$25 million). 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.

3.2.5 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 offset 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.
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. Monitor vehicular accidents, determine their causes and then adopt policies to avoid similar situations in the future.
9. Promote paving/topical treatment of dirt and gravel roads and prohibit 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.



Eloy General Plan

+++ Union Pacific Railroad

 Potential Interchange

Existing Transit System Route

Employ City Limits
Flow Planning Boundary



Picacho Heights

Eloy Major General Plan Amendment



Legend

- Planning Area
- Eloy Municipal Limits
- Picacho Heights Area Boundary
- Major Roadways
- Railroad
- Canal
- Picacho Peak State Park
- Picacho Peak Stagefield (AZARNG)
- North/South Corridor Alignment (1,500-ft. Corridor)
- Interchange
- Resort

Functional Classification

- Interstate
- State Highway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local



Source: City of Eloy



3.3 Growth Areas Element

3.3.1 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.

3.3.2 PURPOSE

The purpose of the Growth Areas Element is to provide the City of Eloy with objectives to guide new development. It also focuses efforts to revitalize, rehabilitate, and redevelop areas of the City in terms of supportive infrastructure, public facilities and utilities investments to meet the needs of all residents and businesses. The City must also provide the strategy, which will lay a foundation of adequate services. Such services will respond to both the increased demands from new development and maintaining existing service levels for existing development.

3.3.3 EXISTING CHARACTER

The City of Eloy has an estimated population of approximately 15, 635~~19,000~~ people as of the 2020 US Census~~2019~~ and has experienced an estimated annual growth rate of approximately negative one percent since 2010, when the City's population was 16,631 people. As Tucson, Marana, Phoenix and Casa Grande grow and develop, Eloy, which is in the path of development, will undoubtedly be "discovered" for its "small town" charm.

3.3.4 DISCUSSION

Eloy has grown in the past and will continue to grow in the future. The choices that the City Council makes for its residents, which are put into action by the City Departments, will affect how the City grows and if it remains a desirable community. This may occur if growth and revitalization are managed and targeted to areas that can best accommodate it. Creating objectives and policies to target the appropriate type of development and 'best' location for new and revitalized growth will allow the City to enhance selected areas that need improvement.

These areas can absorb new jobs and housing without negatively affecting existing neighborhood quality of life through increased traffic or commercial encroachment into residential areas. The Growth Areas Element therefore seeks to identify the areas that can efficiently and logically accommodate growth, resulting in a diverse concentration of land use, transportation, and circulation options, and integrated open space areas.

3.3.5 GROWTH AREAS ELEMENT

Identifying growth areas discourages dispersed development or "sprawl" by focusing both revitalization and new development in targeted areas.

It is important for the City to encourage development within the growth areas in order to enhance their economic viability, create compact development areas, integrate active and passive open space, preserve natural resources, and accommodate integrated compatible land uses (commercial, office, residential, tourism, and industrial) to ensure sustainability. Growth areas should also be served by multi-modal transportation options (transit, pedestrian, bicycling, etc.) to provide community access, mobility and to reduce dependency on the automobile.

New and revitalized development is encouraged within ~~five~~six identified areas as shown on Map GA- 1, Growth Areas Map that may provide residents with increased flexibility and a higher quality of life. Flexibility and quality of life are characteristics consistent with Smart Growth principles. Other characteristics of Smart Growth include the following:

- Mix of land uses
- Compact building design
- Diversity of housing choices
- Strong pedestrian network
- Distinctive, attractive communities with a strong sense of place
- Open space, farmland, natural beauty, and sensitive environmental area preservation
- Growth directed toward existing development
- Transportation choices
- Development decisions that are predictable, fair, and cost effective
- Community and stakeholder collaboration in development decisions

Growth areas have been identified throughout the Eloy City Limits and Planning Area boundary. The identified growth areas were defined based upon the following factors:

- Vacant or Underutilized Land: Areas selected were anticipated to accommodate future development, revitalization, or redevelopment based on their proximity to Interstate-10 (I-10), SR-87, wastewater treatment, or the Eloy Municipal Airport;
- Public Facilities Capacity: Areas were selected on the basis that public facilities could be provided to serve the community and provide law enforcement, emergency, safety, municipal, and health care services for residents;

- Infrastructure Expansion: Areas were chosen based on the fact they could be served with incremental water and/or sewer expansion financed through public capital improvement projects and/or private development activity;
- Open Space Opportunities: Existing facilities used in the evaluation of growth areas included city and private recreational facilities such as existing city parks, or other regional natural open space recreational opportunities; and
- Smart Growth Principles: Principles and guidelines used to choose growth areas included places that could support mixed residential and employment land uses served by a variety of transportation modes that provide a high quality of life.

Growth Areas

1. Toltec-Robson Area

- This growth area is located at the intersection of Interstate 10 (I-10) and Interstate 8 (I-8). This growth area interfaces with the City of Casa Grande. It includes Eloy's first upscale Master Planned Community, as well as, other proposed retail establishments, catering to the interstate travelers. Transportation related industries are also ideally suited for this growth area.
- Uses within Eloy City limits should demonstrate compatibility with land uses within Casa Grande - Residential to Residential, Commercial next to Commercial, and Industrial next to Industrial.
- The 1,025-acre Casa Grande Mountain Park is located within this growth area and provides an opportunity for both Eloy and Casa Grande to preserve a significant open space with multiple trails used for hiking.
- Includes a mixture of low to high density residential with some commercial and industrial designated parcels. The area is mostly residentially designated. The commercial and industrial designated land is typically located along I-10 and Frontier Street, and within planned communities. The densities of the residentially designated areas transition lower the further away (to the NE and SW) from the Freeway. The future PhoenixMart is located to the north of this growth area in the City of Casa Grande. It has been marketed as America's premier product sourcing center. The intent of PhoenixMart is to connect manufacturers, wholesalers, distributors and retailers directly to thousands of buyers and consumers across the country and around the globe. It is being proposed as a multi-category supply center with American quality products at globally competitive prices. Over 2,000 businesses are intended to be assembled in an iconic development and 1.5 million square

foot marketplace.

2. Airport Area

- Includes the Eloy Municipal Airport. The Eloy Municipal Airport is owned and operated by the City of Eloy and is sited on approximately 90 acres located approximately three miles northwest of the City's central business core. The Airport is accessed via Tumbleweed Road, which terminates at the Airport entrance. Lear Drive extends along the south side of Airport property and provides access to the T-hangar facilities.

- This growth area is the Home of Arizona skydiving, located in the heart of the scenic Sonoran Desert and lies midway between Arizona's two largest cities, Phoenix and Tucson. SkyDive Arizona has grown into the world's largest indoor skydiving center, averaging over 140,000 jumps per year.

3. Sun Corridor

- This growth area includes industrial, commercial and residential properties with access to Interstate 10 (I-10) and the Union Pacific Railroad (UPRR). It is a prime location for development with access to interstate transportation corridors; it also includes railroad, I-10 and Highway 84.

- Includes the entire downtown area and may incorporate or focus on redevelopment, infill, and rehabilitation of existing structures.

- Includes one industrial core or strip between I-10 and Frontier Street and much of the General Industrial designated land along I-10 and within the downtown area.

- This area consists of a mix of residential densities, but has more medium and higher density residential land uses than single family designated areas.

4. SR 87 Corridor

- This growth area is another potential employment corridor with access to Interstate 10 (I-10), Highway 87, and the Union Pacific Railroad. The eastern edge of this growth area abuts Ggrowth Aarea 6- Picacho Heights Area along Vail Road.

- This Growth Area is focused around the highway corridor of general industrial/light industrial and commercial uses with some residential (mostly higher density residential uses).

- Future access to the North/South Corridor-A transportation route through Pinal County that

would potentially connect U.S. Route 60 in Apache Junction and Interstate 10 near Eloy and Picacho.

5. Red Rock Area

- This growth area is the future site of the Union Pacific Rail Road (UPRR) switch yard and a major employment hub.

- This area will need to interface with Marana and Red Rock to the south and east. The designated land uses within this area consists of Light Industrial, Mixed Use, Medium-High Density Residential and Community Commercial, even though some areas have been previously designated with more intense uses through the Pinal County Comprehensive Plan update process. It is also important to note that some higher density residential and commercial type uses may be permitted within this growth area depending on how the edge land of the Marana Planning Area develops adjacent to the Planning Area Boundary of Eloy.

6. Picacho Heights Area

- This growth area is an enhanced residential area buffering the intensity along the North/South Corridor to the west and Interstate 10 to the south, from the idyllic open space and future parklands along the Santa Rosa Canal to the north, and the Central Arizona Project (CAP) Canal and Picacho Mountains to the east.

- This growth area supports the mission of operations at the Arizona Army National Guard (AZARNG) Picacho Peak Stagefield- with compatible complementary uses and operational connectivity with Silverbell Army Heliport to the southeast.

- This growth area also consists of a mix of residential densities, including mixed use, and has the potential for upscale "Resort Style" living given its proximity to the base of the -Picacho Mountain range-. The conceptually located resort sites could serve as portals to the proposed regional park, as well as offer access to the CAP Canal trail corridors.

- Developments in this area should maintain a high level of multi-modal connectivity, and compatible uses should offer off-street linkages for bike and pedestrian uses.

- Houser Road is intended to be a Principal Arterial providing East-West regional connectivity, and Wheeler Road is intended to be a Principal Arterial providing North-South regional connectivity.

- A potential -Wildlife Corridor is intended to preserve natural wash corridors for wildlife connectivity as well as a linkage between the Picacho Mountains and Picacho Peak State Park.

- Residential density is intended to decrease from east to west to respect viewsheds and wildlife and limit human encroachment.

- McClellan Wash is intended to be improved to control and convey stormwater flows through the area in a manner that improves and protects adjacent development potential, respects the high environmental character, and promotes regional recreational connectivity.

7. Other Plans

In order to maximize the efficiency and attempt to accomplish the objectives of the Growth Areas Element, other planning mechanisms will need to be used. These include:

- Specific Plans,
- Updating revitalization/redevelopment plans, and
- Adopting infill incentive districts, capital facilities programming, and adequate public facilities ordinances.

Specific Plans

Specific plans are permitted by Arizona Revised Statutes (ARS 9-461.08) to allow cities the opportunity to define building layout and site planning, bulk and height requirements, and open space guidelines.

Redevelopment/Revitalization Plans

Redevelopment plans are also permitted by statute (ARS 36-1471 et. seq.) to transform underutilized or vacant areas into viable economic opportunity areas. The Growing Smarter Plus legislation established infill incentive districts to reverse the characteristics of disinvestment (i.e. dilapidated structures, contaminated sites, public nuisances, crime, and population decline) in developed areas.

Capital Improvement Plans (CIP)

Capital improvement plans identify the sequential phasing of community infrastructure and facilities to stage growth and foster revitalization in a rational manner. Adequate public facilities ordinances assist in maintaining desired facility levels of service (including schools) when new development occurs in the City.

Adequate Facilities and Services for Growth

The Growth Areas and existing or planned availability of essential facilities and services to accommodate Eloy's growth extend over a majority of the City Limits and much of the Planning Area north of Interstate 10. Timely and orderly development of facilities and services will be

important as the City grows.

Development proposed in growth areas, must also be in conformance with the General Plan's Land Use Plan. Projects may proceed after providing a conceptual report or evaluation of adequate facilities and services. If a development proposal is submitted for a parcel that is designated for a future phase, subsequent phases may be accelerated, if deemed in the City's best economic interests. If new development, consistent with the Land Use Plan, is located within one of ~~five~~ six (56) growth areas, or outside a designated growth area, the City of Eloy will evaluate the efficiency and cost/benefit of approving that development based upon the following criteria:

Facility Adequacy Criteria:

- Water Facilities
 - Compliance with the adopted Water Master Plan.
 - Adequate water resources for the development (100-year assured supply) and proposed methods of water conservation to reduce the City's reliance on groundwater.
 - Adequate water production facilities including trunk lines, pumps, and fire hydrants are in place, or will be constructed, to serve the development.
 - Wastewater Facilities
 - Compliance with the adopted Wastewater Master Plan.
- Adequate wastewater treatment capacity is available, or will be constructed, to serve the development.
- Adequate wastewater transmission facilities including trunk lines and pumps.
 - Streets and Highways
 - Compliance with the Circulation Element and Circulation Map.
 - Adequate street access including rights-of-way for streets, improved street area, traffic control (stop signs or signals).
 - Access to planned or existing pedestrian, bicycle, and transit facilities.
 - Schools
 - Adequate school capacity is available or provided for new students generated.
 - Consistent with projected school enrollment or planned school construction or expansion.
 - Police Services
 - Police protection will not be reduced below the adopted level of service of 1.8 officers

per 1,000 population.

- Emergency response times will not exceed the existing average response time by 10 percent. Staff conducted a random sampled survey of response times and found an average response time of 6 minutes.

- Fire Protection Services

- Fire protection and emergency medical will not be reduced below the adopted level of service for firefighters/EMT staff per 1,000 population.

- Emergency response times will not exceed the existing average response time by 10 percent, which currently is approximately a 4-minute response time.

- Fiscal/Financial

- The City's budget for development/permit review, construction, inspection, operation, and maintenance would not need to be supplemented by more than 20 percent in any one fiscal year.

- The municipal facilities to serve the proposed development would not exceed the revenue stream received from taxes and fees (e.g. property tax, sales tax, utility fees, and development fees) for the proposed development unless otherwise supplemented by the developer.

Future development located within or outside of the ~~five~~-six growth areas may be approved if the developer complies with existing General Plan land use designations or criteria. However, when a proposed development within or outside a growth areas does not comply with the criteria, or triggers the need to change adopted plans, policies, budgets, etc., the development may not be approved until it can substantially meet all the criteria or obtains a General Plan Amendment.

4.4 OBJECTIVES

The objectives included below provide the City with direction to guide near-term future growth, development, and revitalization in appropriate locations.

1. Prepare and adopt a specific plan for each of the ~~five~~-six growth areas identified on the Growth Area Map.

2. Prepare and adopt a Downtown/Redevelopment Plan.

3. Prepare, adopt and maintain a five (5) year a Capital Improvements Program.

4. Prepare and adopt a Main Street Streetscape Master Plan.

5. Prepare and adopt an Infill Incentive District Ordinance.

6. Prepare and adopt a Revised Development Code for Planned Area Development and Master Site Plans.

7. Prepare and adopt an Adequate Public Facilities Ordinance.
8. Prepare and adopt Downtown Design Guidelines to address architecture, landscaping, parking, lighting, signage and open space, parks, alternate transportation modes, and parking



Growth Areas Map

Eloy General Plan

Identified Growth Areas

- 1 Toltec-Robson Area
- 2 Airport Area
- 3 Sun Corridor
- 4 SR87 Corridor
- 5 Red Rock Area
- 6 Picacho Heights Area

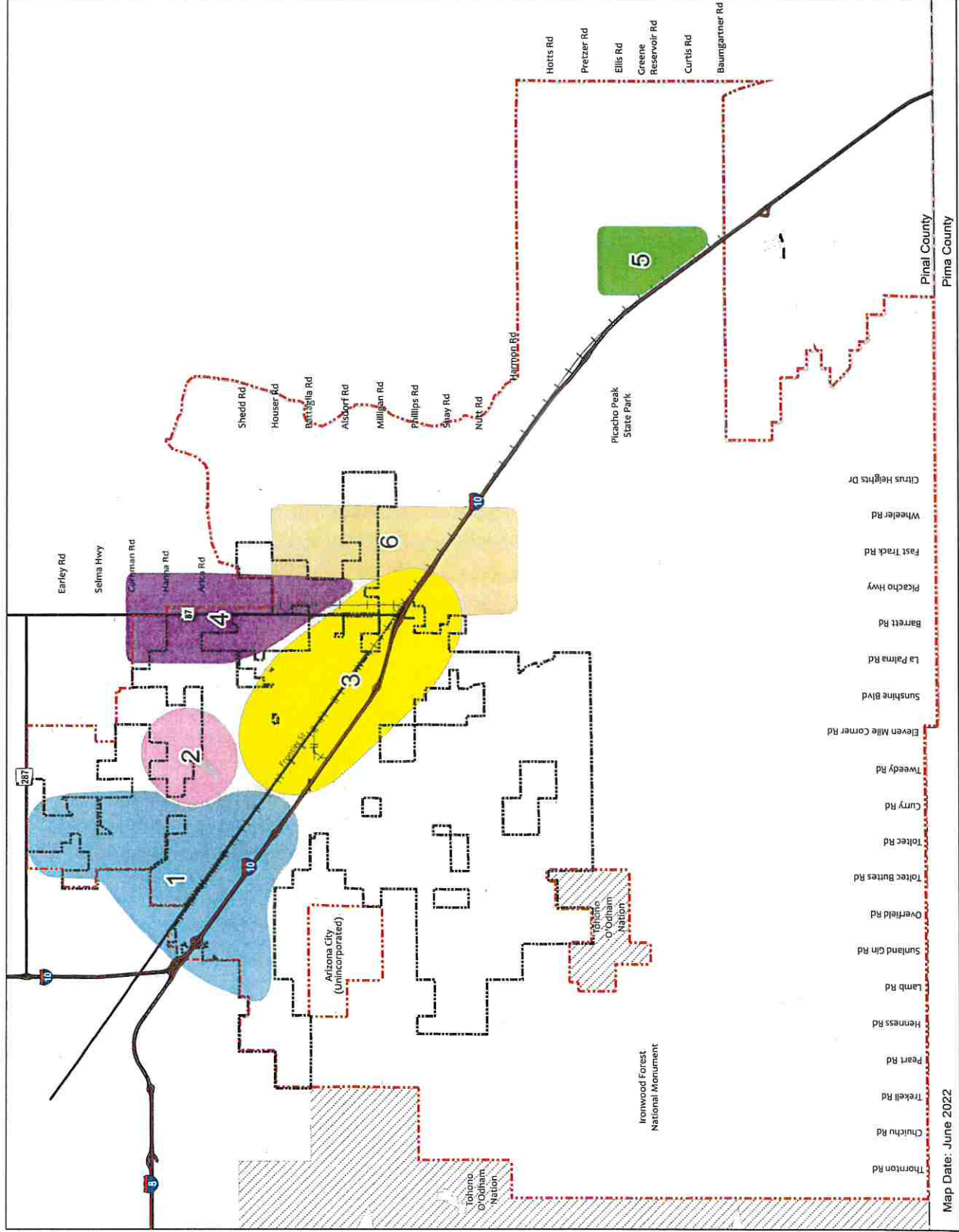
Reference

- Eloy City Limits
- Eloy Planning Boundary
- Railroad



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Map Date: June 2022

Map GA-1



Parks, Open Space, and Trails Map

Eloy General Plan

Parks and Open Space

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

Proposed Trail System

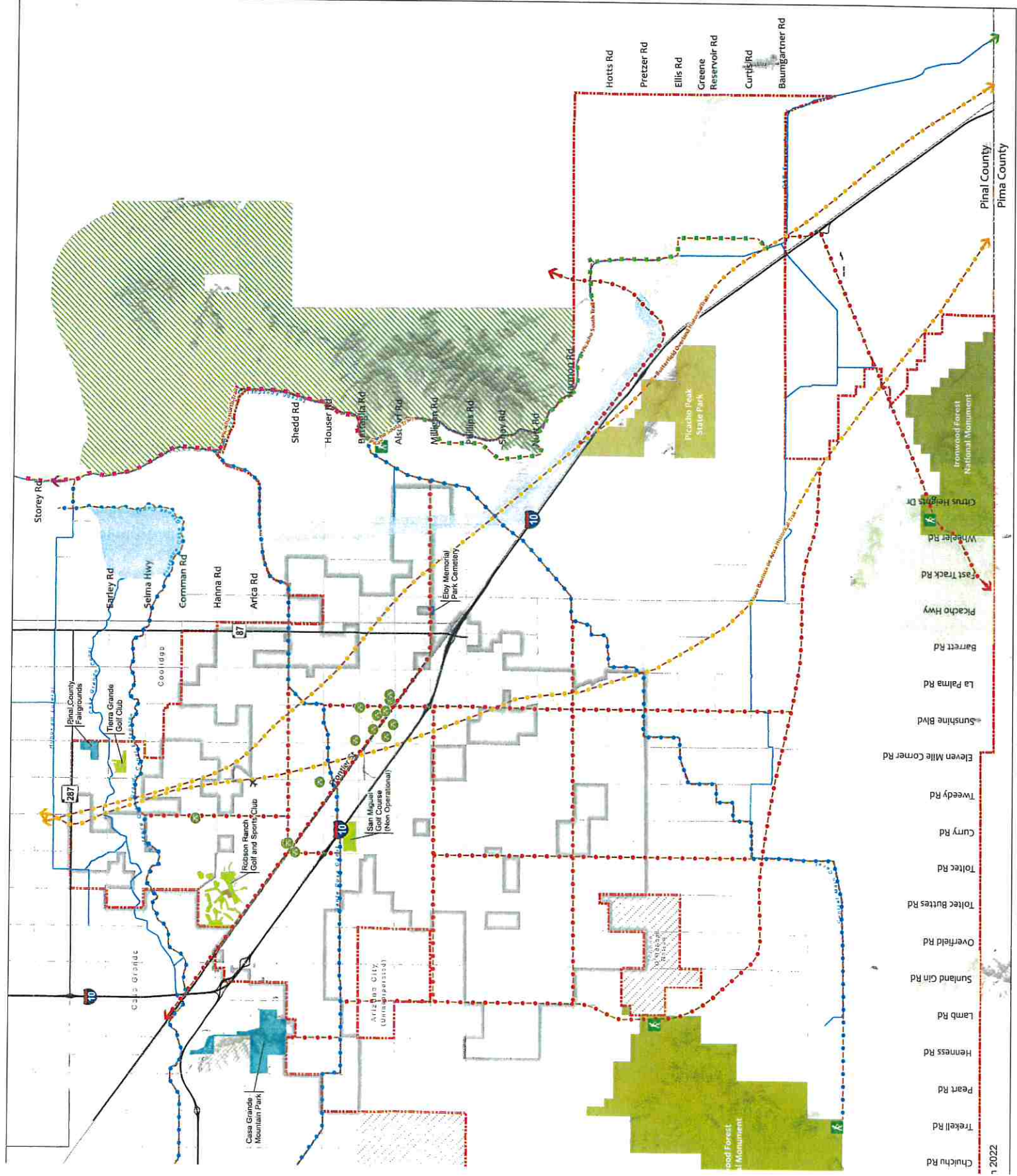
- Canal Trail
- Multi-Use Trail
- Historical Trail
- Picacho North Trail
- Picacho South Trail
- Trailheads (Proposed)

Reference

- Eloy City Limits
- Eloy Planning Boundary
- McClellan Wash
- Railroad
- Canal
- Eloy Municipal Airport



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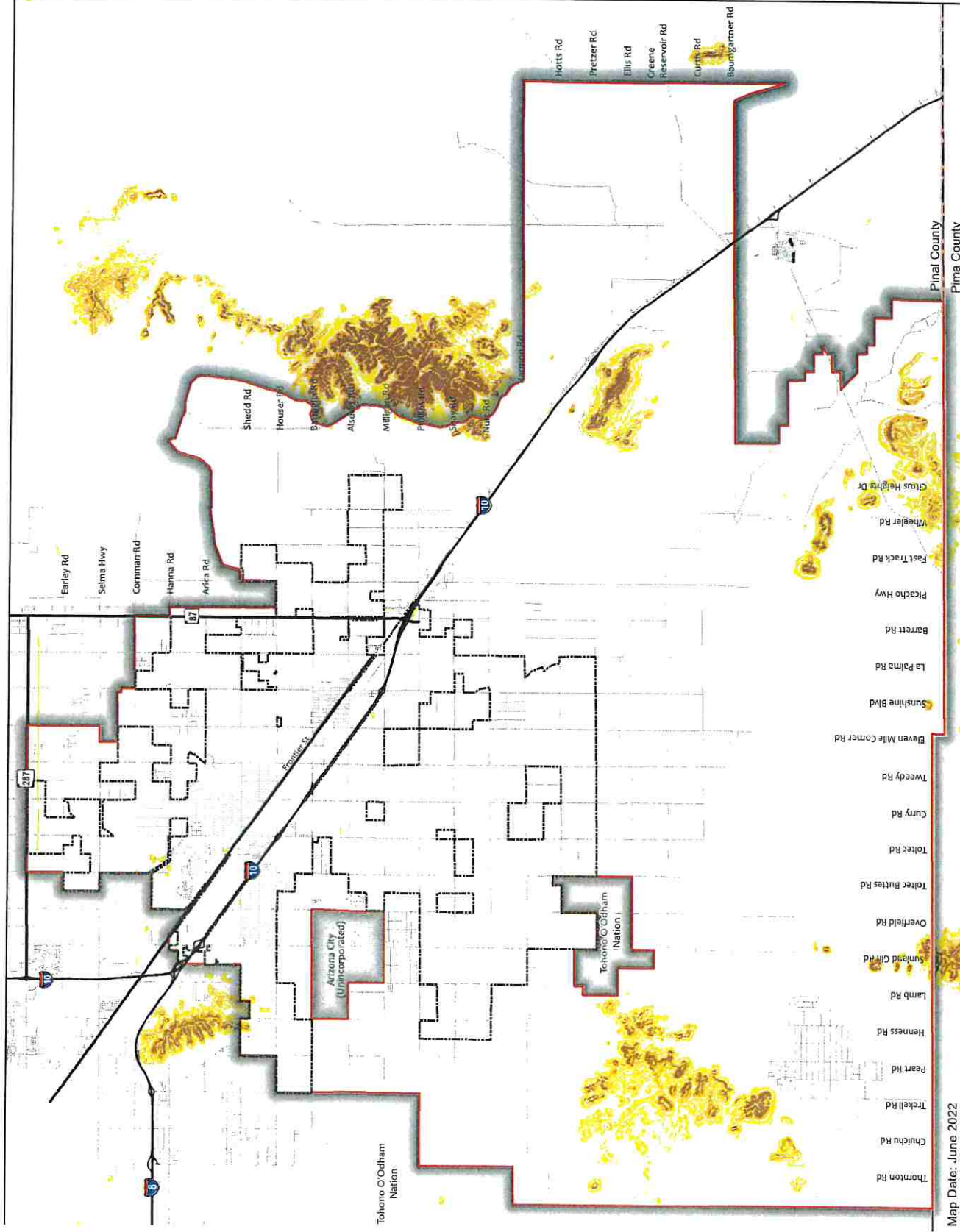


Slope Map

Eloy General Plan



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Soils Map

Eloy General Plan

Soil Classification

- Bucklebar-Hayhook complex
- Casa Grande-Kamato complex
- Clay
- Clay loam
- Dateland-Denure complex
- Dumps-Pits association
- Fine sandy loam
- Gunsight-Cipriano complex
- Gunsight-Pinamit complex
- Hayhook-Riverwash complex
- Loam
- Loamy fine sand
- Mohall-Contine complex
- Mohall-Denure association
- Momoli-Carizo complex
- Momoli-Sonolita complex
- Pinant-Momoli complex
- Rock outcrop
- Sandy loam
- Silt loam
- Silty clay
- Silty clay loam
- Tremant-Denure complex*
- Water

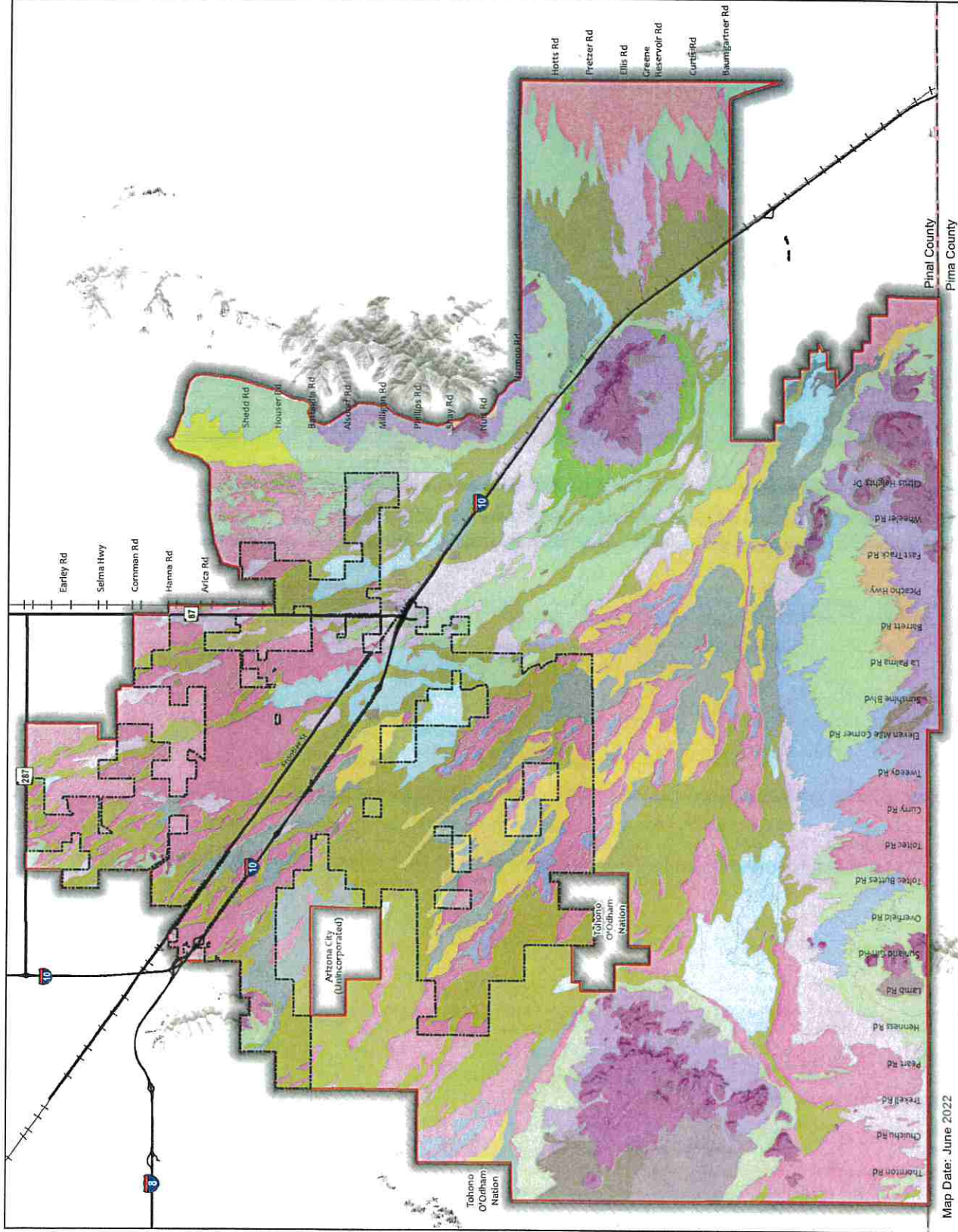
Reference

- Eloy City Limits
- Eloy Planning Boundary
- Railroad



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Map Date: June 2022

Pinal County
Pima County

Map EP-3



Eloy General Plan

Educational Facilities / Districts

- District School
Union High School Districts
Casa Grande Elementary School District
Eloy Elementary School District
Picacho Elementary School District
Red Rock Elementary School District
Toltec Elementary School District

Reference

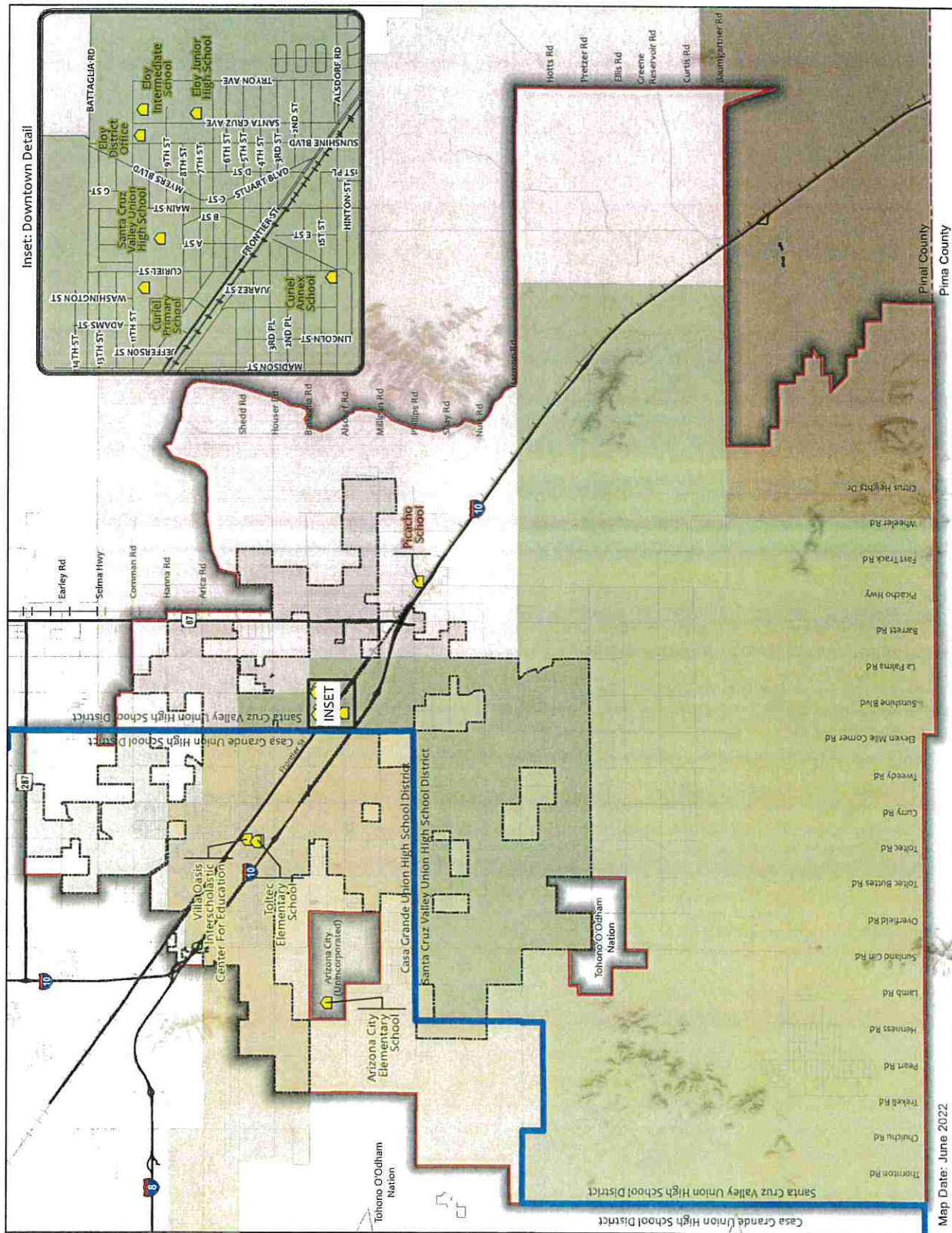
-  Eloy City Limits
 Eloy Planning Boundary
 Railroad



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Map PF-2



Map Date: June 2022

3.10 Economic Prosperity Element

3.10.1 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, shops, 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.

3.10.2 PURPOSE

This Economic 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 is also about crafting a climate that is 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.

3.10.3 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 are illustrated on Map E-1, Economic Character Areas.

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.

3.10.4 DISCUSSION

Over the last several years, the Eloy City Council has updated the Land Use Element of the Eloy General Plan. During those efforts, considerable attention was paid to setting aside sufficient land for Eloy's commercial, industrial and employment uses. Of the approximately 72,100 acres within the City limits, over 4,750 acres (26%) are designated as commercial and nearly 76,400 acres (711%)

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:

Table E.1, Strength, Weakness, Opportunity and Threat Summary

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. Also as a direct offset to several of Eloy's challenges are two Foreign-Trade Zone's, (FTZ) and an Opportunity Zone, (OZ) located in the Growth Corridor as shown on Map E-2. The FTZ is a designated location where companies can use special procedures that encourage U.S./International trade by allowing delayed or reduced duty payments on foreign merchandise, as well as other savings. The OZ was created under a provision of the Tax Cuts and Jobs Act, and signed into law December 2017. Investors who reinvest capital gains monies

in Opportunity Zone funds will receive reductions on capital gains taxes relative to the years of their investment.

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 1,0600 skilled and semi-skilled workers ramping up to over 2,5000 in the first five years.

Nikola Corporation

Has ~~announced that it will~~ constructed a one million square foot facility to build hybrid Class 8 semitrucks on the outskirts of Coolidge (adjacent to Eloy) and only four miles from our Downtown. Nikola has ~~stated it will~~ hired over 1,200-1,800 to 2,5000 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 as shown on Table E.3, Eloy Industrial Clusters:

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 Prosperity Element will not be successful.

Specific Economic Prosperity 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 Prosperity 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 Map

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

Foreign Trade Zone

- City of Eloy - 80 Acres
- Sunshine Industrial Park

Opportunity Zone



Roadways

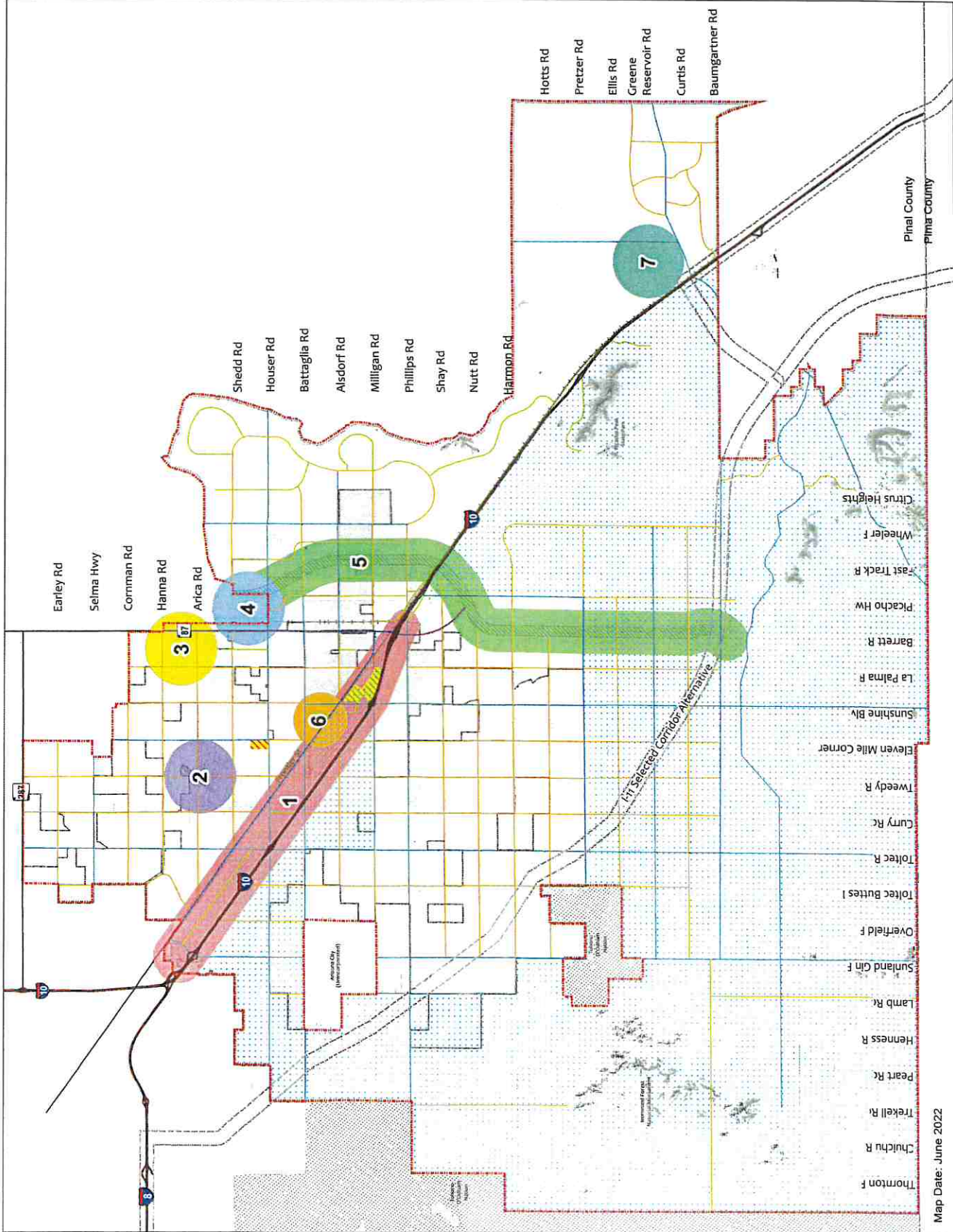
- Interstate
- State Highway
- Major Arterial (130' ROW)
- Minor Arterial (110' ROW)
- Two Lane Collector (80' ROW)
- Union Pacific Railroad
- Future North-South Corridor (1,500-ft. Corridor)

Reference

- Eloy City Limits
- Eloy Planning Boundary



Disclaimer: This map is intended to represent general information and is not intended for legal purposes. It is not a warranty, representation, or guarantee of any kind. The City of Eloy and its staff are not responsible for any errors or omissions on this map. The City of Eloy and its staff are not responsible for any damages, including consequential damages, arising from the use of this map. The City of Eloy and its staff are not responsible for any damages, including consequential damages, arising from the use of this map.



Picacho Heights Major General Plan Amendment

Existing Conditions Assessment Memorandum

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I. Introduction

The following information presents a comprehensive, yet high-level secondary source review of existing conditions within the Picacho Heights area located along the eastern limits of Eloy, Arizona. This memorandum includes an analysis of existing socio-economic and relevant City reports, plans, processes, and policies as well as a review of regional social, natural, and built resources, systems, and assets. The purpose of this analysis is to convey potential opportunities, constraints, or challenges in association with preparing the Picacho Heights Major General Plan Amendment (MGPA).

A. Project Objectives and Planning Process Overview

The overall intent of this effort is to produce a major general plan amendment for the Picacho Heights Area by augmenting the applicable elements of the existing Eloy General Plan.

Planning objectives include:

- Prepare a balanced land use plan that leverages natural and man-made conditions and fosters sustainability.
- Integrate a multi-modal transportation framework to balance mobility, accessibility, and mode choice.
- Leverage locational attributes, public facilities and services, and infrastructure investments to enhance and diversify the City's economy.
- Understand the environmental conditions of the study area and their impact on the provision of land uses, transportation corridors, and a sustainable job base.

B. Project Area

1. Jurisdictional Boundaries and Physical Context

The Picacho Heights study area is shown in **Figure 1** and is generally bounded by the Santa Rosa Canal to the north, Pretzer Road to the south, the Central Arizona Project (CAP) Canal to the east, and Picacho Highway/Vail Road to the west. The total acreage of the current limits of the study area is shown in **Table 1**. This initial study area boundary may be amended by the City of Eloy as the planning process evolves.

Table 1: Picacho Heights Study Area Acreage

Area	Acres
Within City of Eloy	3,006.47
Within Unincorporated Pinal County	33,696.64
Total Picacho Heights Major General Plan Amendment Study Area	36,703.11

Source: City of Eloy GIS, January 2022

C. Planning Area

1. Existing Municipal Planning Area

The eastern boundary of the City of Eloy's existing planning area boundary, as defined in the General Plan, generally follows the north/ south Brady Pump Road alignment and extends north to capture the Brady Pump Plant.

2. Proposed Planning Area Expansion

As part of the Picacho Heights Major General Plan Amendment, the City's existing planning area boundary is proposed to be extended to the east, beyond the Brady Pump Road alignment and up to the CAP Canal, which traverses along the Picacho Mountains foothills. The intent of this expansion to the east and deletion to the north is to allow for additional lands that exhibit the same physical characteristics and ownerships as existing planning area lands to the west. The lands also provide a logical termination boundary at the CAP canal. As shown in **Figure 1**, the proposed planning area expansion creates an addition area (orange) of 5,342.86 acres and a reduction area (grey) of 188.48 acres.

Table 2: Proposed City of Eloy Planning Area Expansion

Area	Acres
Existing Planning Area	323,448.14
Proposed Planning Area Deletion	188.49
Proposed Planning Area Addition	5,342.86
Proposed Planning Area Total	328,603.14

Source: City of Eloy GIS, January 2022

D. Existing and Proposed Demographics

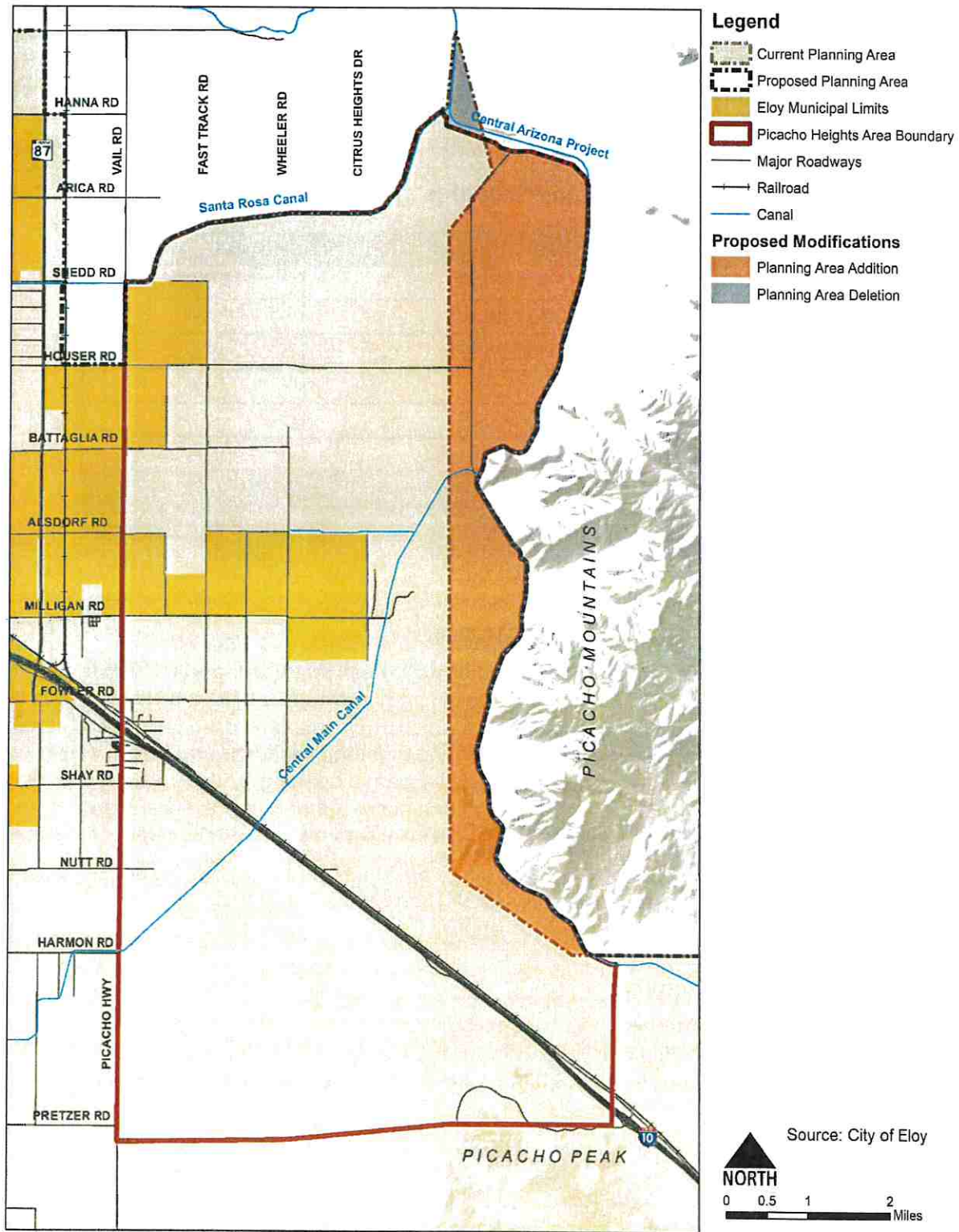
Eloy's median age is 35.8 and the average household size is 3.07 indicating a community of young families. More than half (56.3%) of the people in Eloy identify as Hispanic or Latino which is significantly higher than neighboring jurisdictions. Roughly 34% of the community has a high school diploma and 23% have some college education with no degree.

The median home value (\$100,100) is more affordable than adjacent communities. Eloy's median household income is lower than adjacent communities at just under \$40,000, while the poverty level among families and individuals is higher. Eloy's average commute time is the lowest among neighboring jurisdictions and the City's unemployment rate falls midway at 10.4% in comparison to surrounding communities.

Figure 1: Picacho Heights Study Area Proposed Planning Area Expansion

Municipal Planning Area Modification

Eloy Major General Plan Amendment



II. Land Use

A. Land Ownership

The composition of land ownership within the Picacho Heights MGP Area primarily consists of State Trust Land (26,694.65 Acres) and Private Land (7,693.09 Acres). It also contains the Arizona Army National Guard Picacho Peak Stagefield, Bureau of Reclamation land along the CAP and Santa Rosa canals, and portions of Picacho Peak State Park. All of the land within Eloy City Limits is owned privately.

Table 3: Picacho Heights Study Area Land Ownership

Land Ownership	Unincorporated Pinal County Acres	City of Eloy Acres
Private	4,686.60	3,006.47
State Trust	26,694.65	--
Military	335.99	--
City or County Parks	46.51	--
Bureau of Reclamation	1,023.29	--
State Parks	909.60	--
Subtotal	33,696.66	3,006.47
Total	36,703.11	

Source: City of Eloy, January 2022

Arizona Army National Guard Picacho Peak Stagefield

This facility is located south of I-10, northwest of Picacho Peak State Park, and is 2.3 miles east of Eloy City limits. According to the Pinal County Joint Land Use Study (2019), the National Guard Training Site is 328.55 acres, approximately 85 of which are fenced and used to support Silverbell Army Heliport Missions. This site is only staffed during training operations and for maintenance services. There is a small tower, 4 helipads, an administrative building, and taxiways and parking. The facility can support up to 12 helicopters simultaneously, but only four to six are typically in operation at a given time. Training flights typically remain within a 1-to-2-mile radius of the site.

Additional policy and future land use compatibility considerations for this facility are also addressed within the Pinal County Joint Land Use Study (JLUS) completed in 2021.

B. Land Use and Zoning

1. Existing Land Use

Existing land use within the Picacho Heights Area is primarily dedicated to vacant land (27,670.82) or land under agricultural production (6,026.74 Acres) which includes approximately 92% of the entire MGP Area.

Table 4: Picacho Heights Study Area Land Use

Existing Land Use	Acres
Agriculture	6,026.74
Industrial	7.47
Open Space	2,041.88
Other/Public Employment	345.63
Single Family Residential	129.88
Transportation	480.70
Vacant	27,670.82
Grand Total	36,703.11

Source: Maricopa Association of Governments, January 2020

2. Existing Zoning

City of Eloy identifies R1-43, Estate Residential as the primary zoning district designation within the study area. The study area also includes parcels with C-2, R1-6, R-2, and R-3 zoning. The zoning acreages are reflected in **Table 5**.

Pinal County identifies much of the study area outside Eloy City Limits (33,327 acres) as the GR, General Rural Zoning District. Small parcels of CI-2, General Industrial zones can be found near I-10, Vail Road and Picacho Peak. There is also a Recreational Vehicle Park zoned parcel in the south-central portion of the study area along I-10 and an SH, Suburban Homestead parcel located along the northern boundary of the study area.

The City of Coolidge has I-2, General Industrial zoned parcels just north of the Picacho Heights MGPA area, which generally encompasses the designated area of the Inland Port Arizona/Pinal Logistics Park.

Table 5: Picacho Heights Study Area City of Eloy Zoning

Zoning	Sum of Acres
C-2: Community Commercial	146.46
R1-43: Estate Residential (1 du/acre)	1,758.47
R1-6: Single Family Residential (1 du/ 6,000 sq. ft)	604.61
R-2: Small Lot Residential (6-10 du/acre)	187.39
R-3: Multiple Family Residential (10-24 du/acre)	309.54
Grand Total	3,006.47

Source: City of Eloy GIS, January 2022

Table 6: Picacho Heights Study Area Pinal County Zoning

Pinal County Zoning	Acres
CB-1 Local Business	17.46
CB-2 General Business	27.94
CI-2 Industrial	45.49
CR-2 Single Residence	0.10
CR-3 Single Residence	0.10
CR-4 Multiple Residence	0.44
CR-5 Multiple Residence	0.08
GR General Rural	33,331.04
MH Manufactured Home	0.03
RVP RV Recreational Vehicle Park	113.69
SH Suburban Homestead	160.44
Grand Total	33,696.82

Source: Pinal County, January 2022

Figure 2: Picacho Heights Study Area Land Ownership

Land Ownership

Eloy Major General Plan Amendment

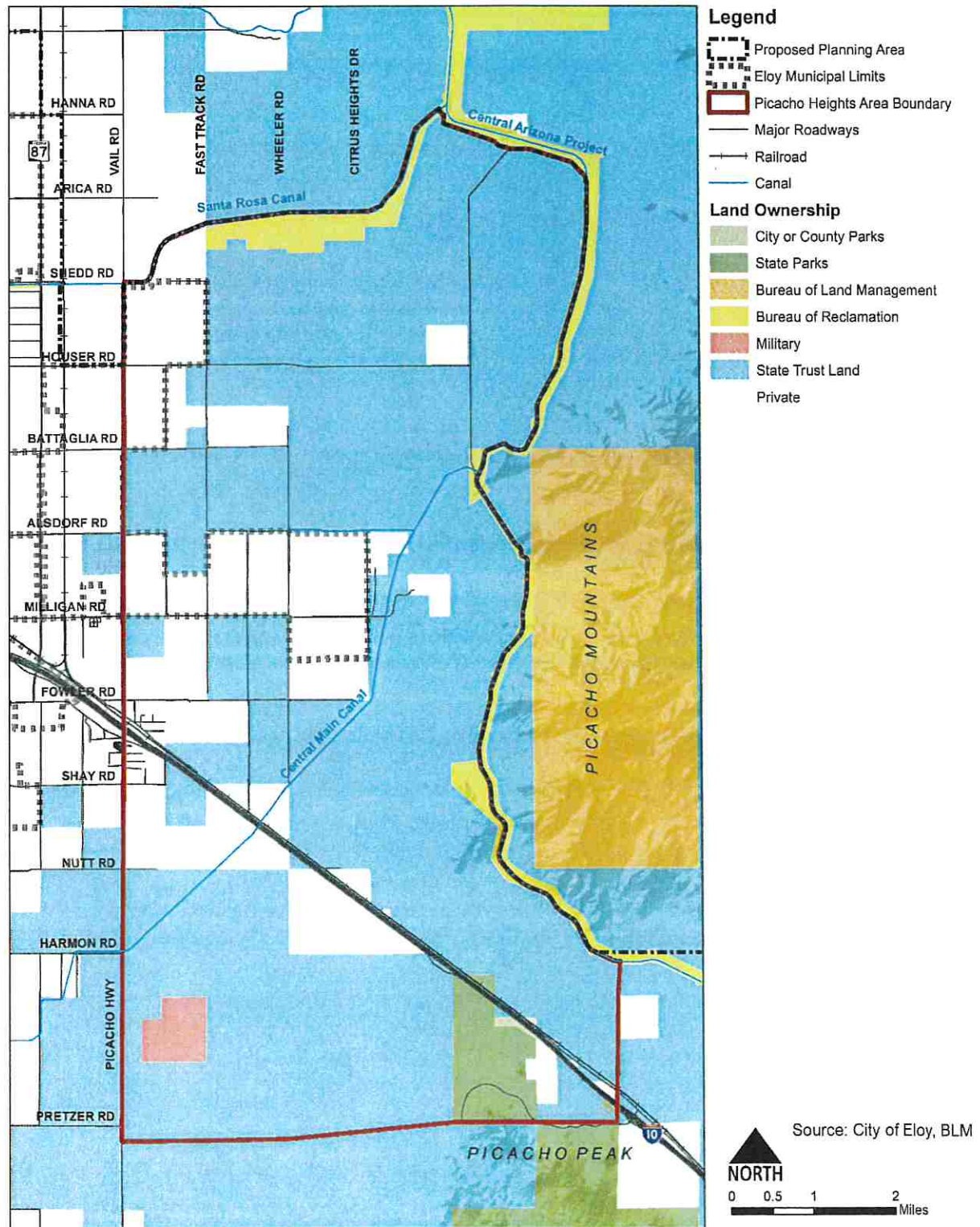


Figure 3: Picacho Heights Study Area Existing Land Use

Existing Land Use

Eloy Major General Plan Amendment

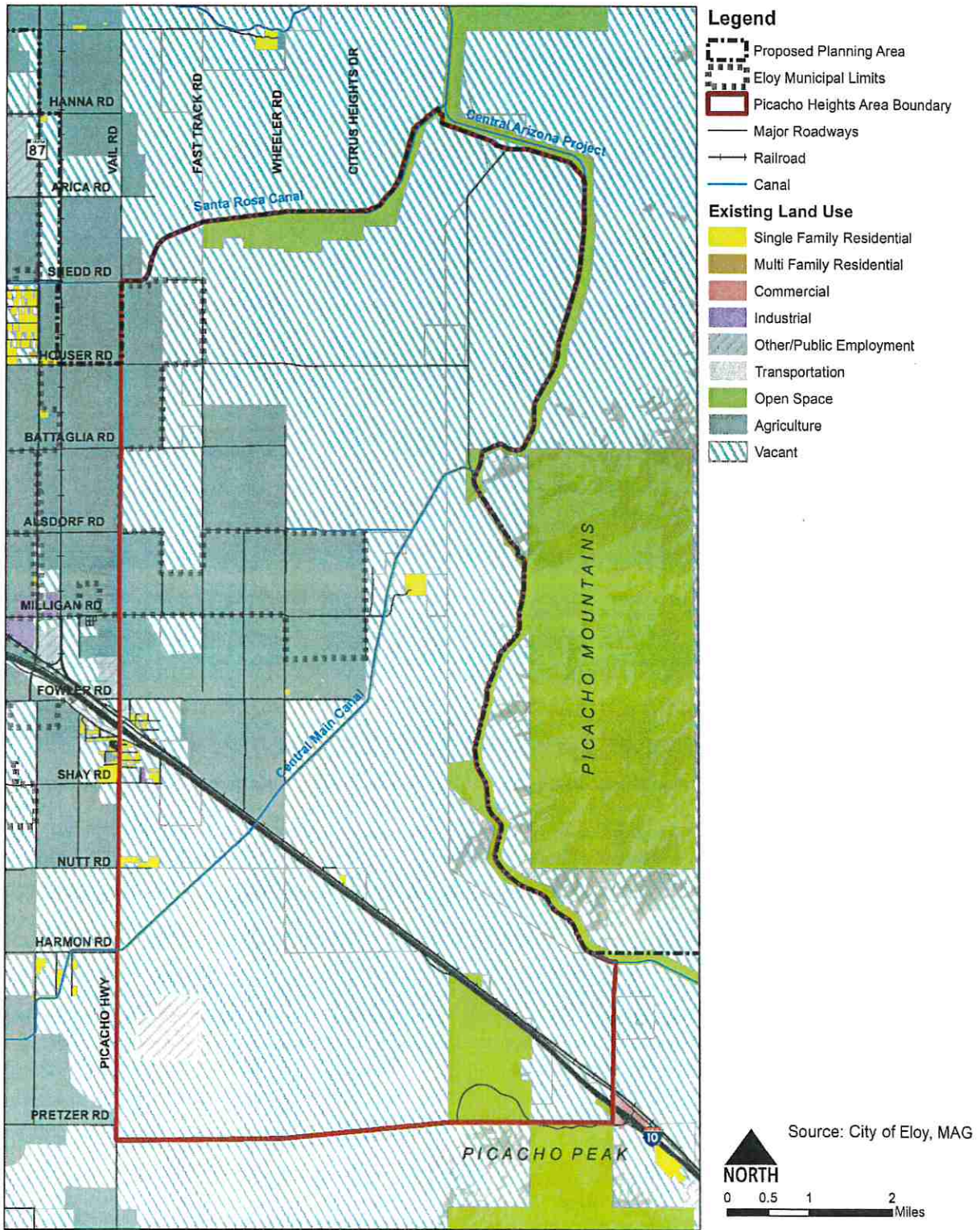


Figure 4: Picacho Heights Study Area Zoning

City of Eloy & Pinal County Zoning

Eloy Major General Plan Amendment

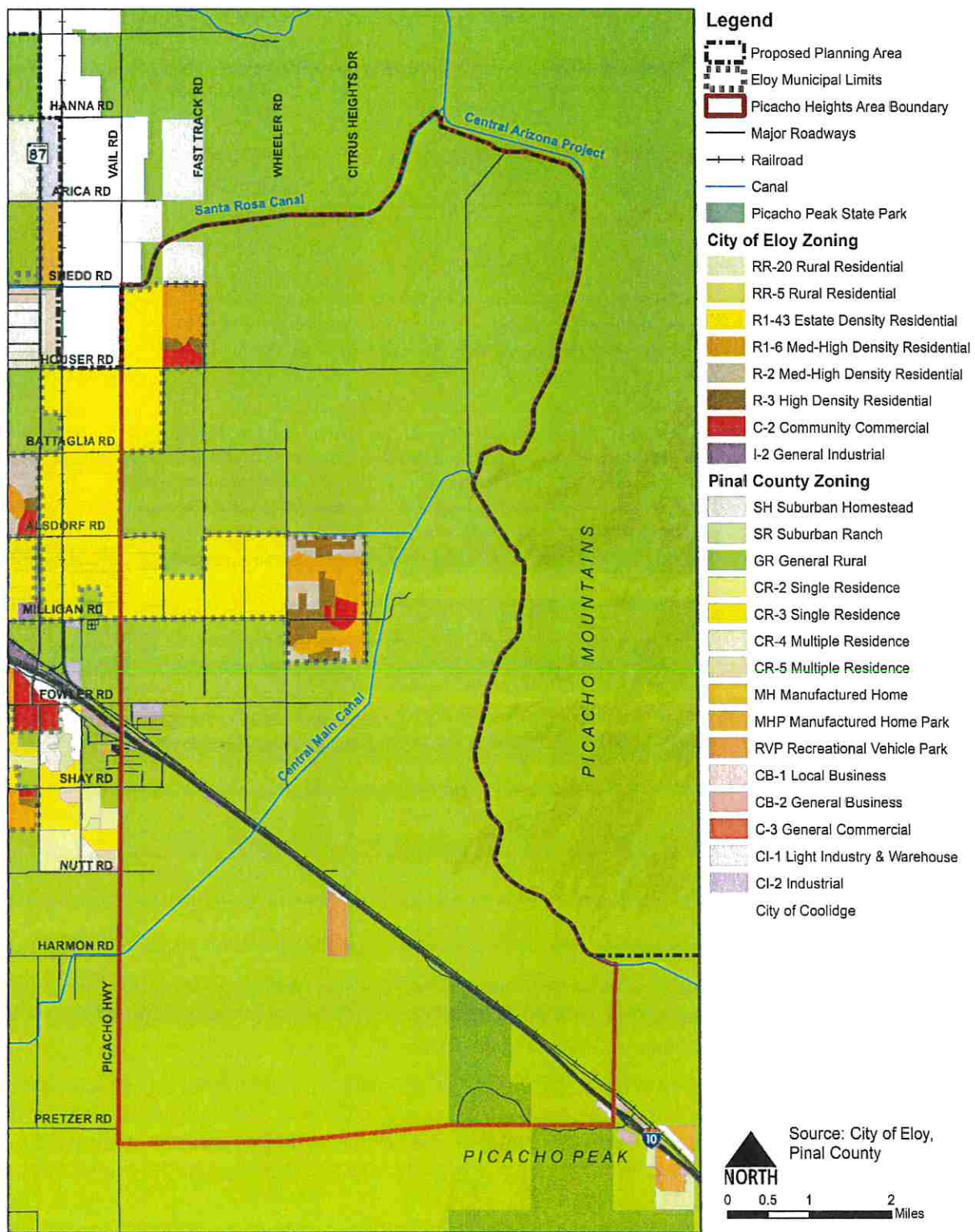
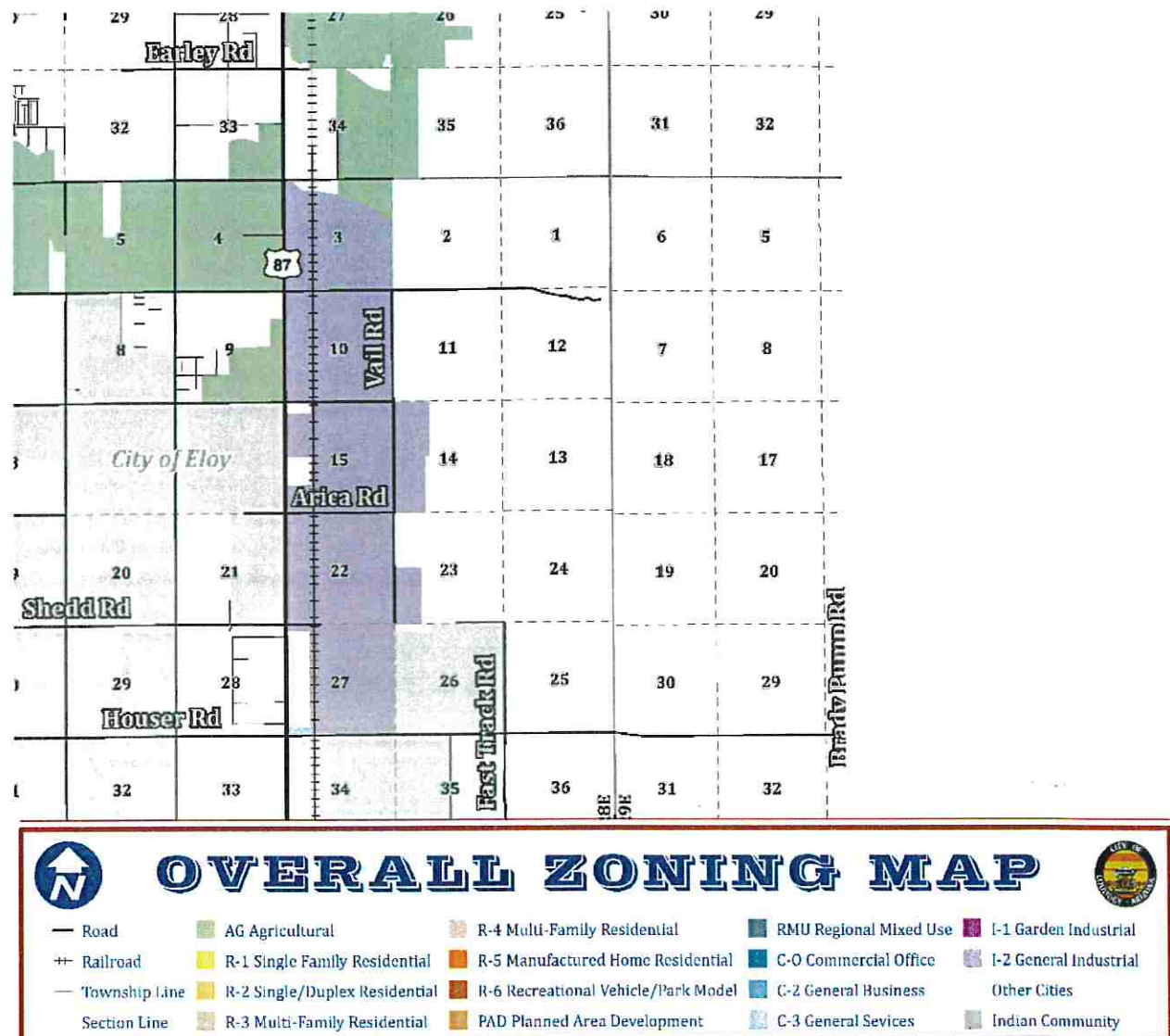


Figure 5: Picacho Heights Study Area City of Coolidge Zoning



Source: City of Coolidge, January 2022

3. Future Land Use

The planned land uses within the portion of the Picacho Heights MGPA Area located within the City of Eloy's existing planning area are primarily Estate Density Residential (13,096.52 Acres) and Low Density Residential (8,388.94 Acres), (see **Figure 6**).

The Pinal County Comprehensive Plan has identified a significantly different land use layout for the Picacho Heights Area than what is currently identified within the City of Eloy General Plan Future Land Use. Pinal County land uses primarily consist of employment, open space, and moderate, low, very low density, and rural residential. Much of the study area south of the Central Main Canal and Interstate 10 is designated as a Proposed Regional Park, in essence linking the Picacho Mountain Range to Picacho Peak State Park. Over half of the study area is designated as Very Low Density Residential (0-1 du/ac). Large areas of Employment Land Use are identified west of Wheeler Road and north of I-10 near the proposed alignment of the North/South Corridor.

The Pinal County Comprehensive Plan also highlights activity centers of varying intensities and an airport commerce center north of the Picacho Heights Area (see **Figure 7**). Just outside of the study area, a High Intensity Activity Center is identified at the junction of I-10 and State Route 87.

Due north of Picacho Heights, the City of Coolidge General Plan identifies Industrial & Manufacturing Land Uses between Fast Track Road and SR-87 as well as Rural Ranchette Land Use east of Fast Track Road.

Table 7: Picacho Heights Study Area City of Eloy General Plan Land Use Designations

General Plan Land Use	Acres
Community Commercial	654.45
Estate Density Residential	13,096.52
High Density Residential	0.01
Light Industrial	2,792.81
Low Density Residential	8,388.94
Medium Density Residential	3,613.97
Medium-High Density Residential	1,316.49
Mixed-Use	297.49
Parks/Open Space	904.84
Freeway ROW (Not a Land Use)	294.73
Undesignated (MPA Expansion)	5,342.86
Grand Total	36,703.11

Source: City of Eloy GIS, January 2022

Table 8: Picacho Heights Study Area Pinal County Comprehensive Plan Land Use

Pinal County Land Use	Acres
Employment	4,909.31
General Commercial	5.70
High Density Residential (8-24 du/ac)	0.05
Major Open Space	1,289.12
Medium Density Residential (3.5-8 du/ac)	475.55
Military	278.53
Moderate Low Density Residential (1-3.5 du/ac)	1,445.36
Proposed Regional Park	7,958.65
Recreation/Conservation	1,079.20
Very Low Density Residential (0-1 du/ac)	19,261.64
Grand Total	36,703.11

Source: Pinal County, January 2022

Figure 6: Picacho Heights Study Area Land Use Plan

Eloy General Plan Future Land Use

Eloy Major General Plan Amendment

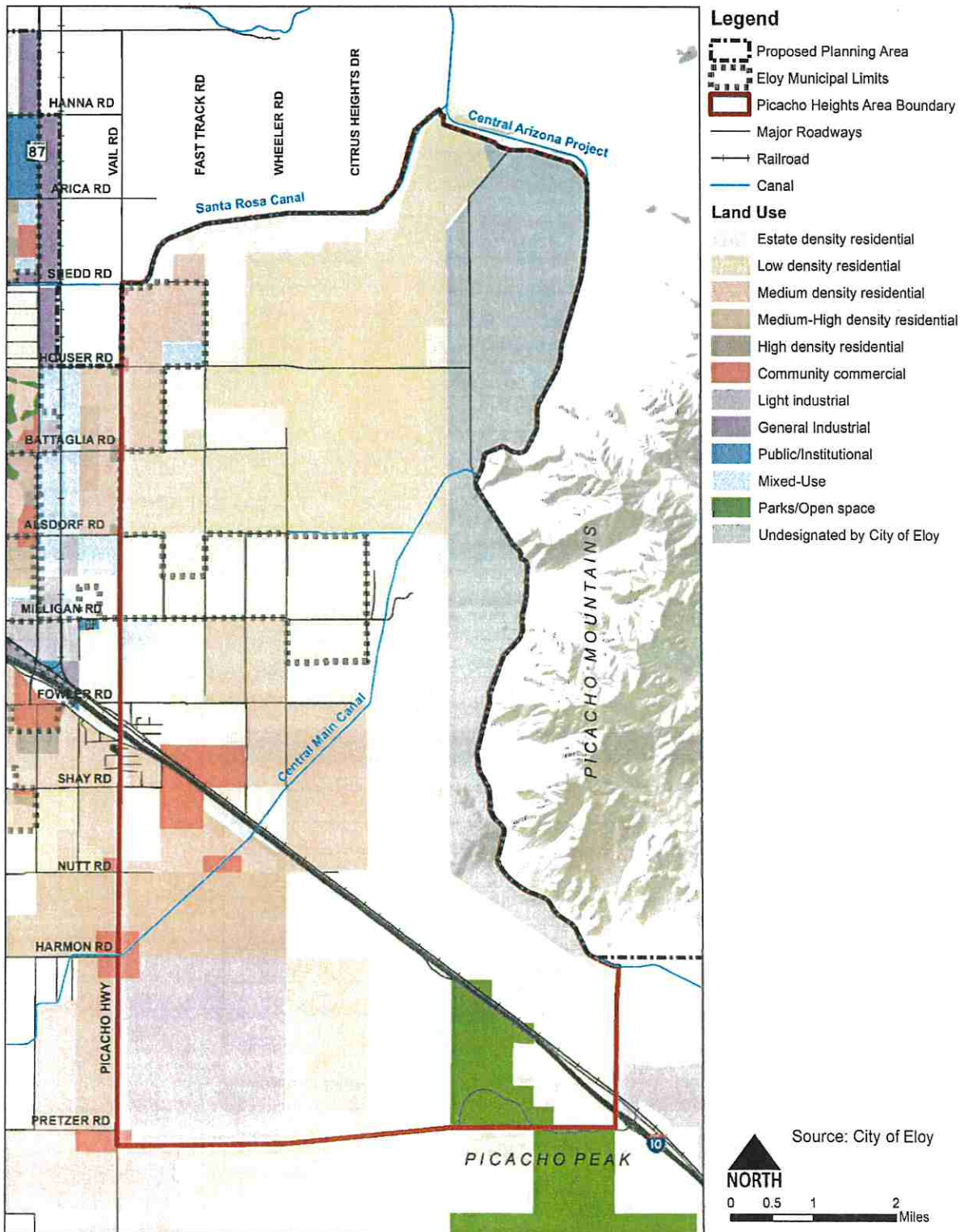
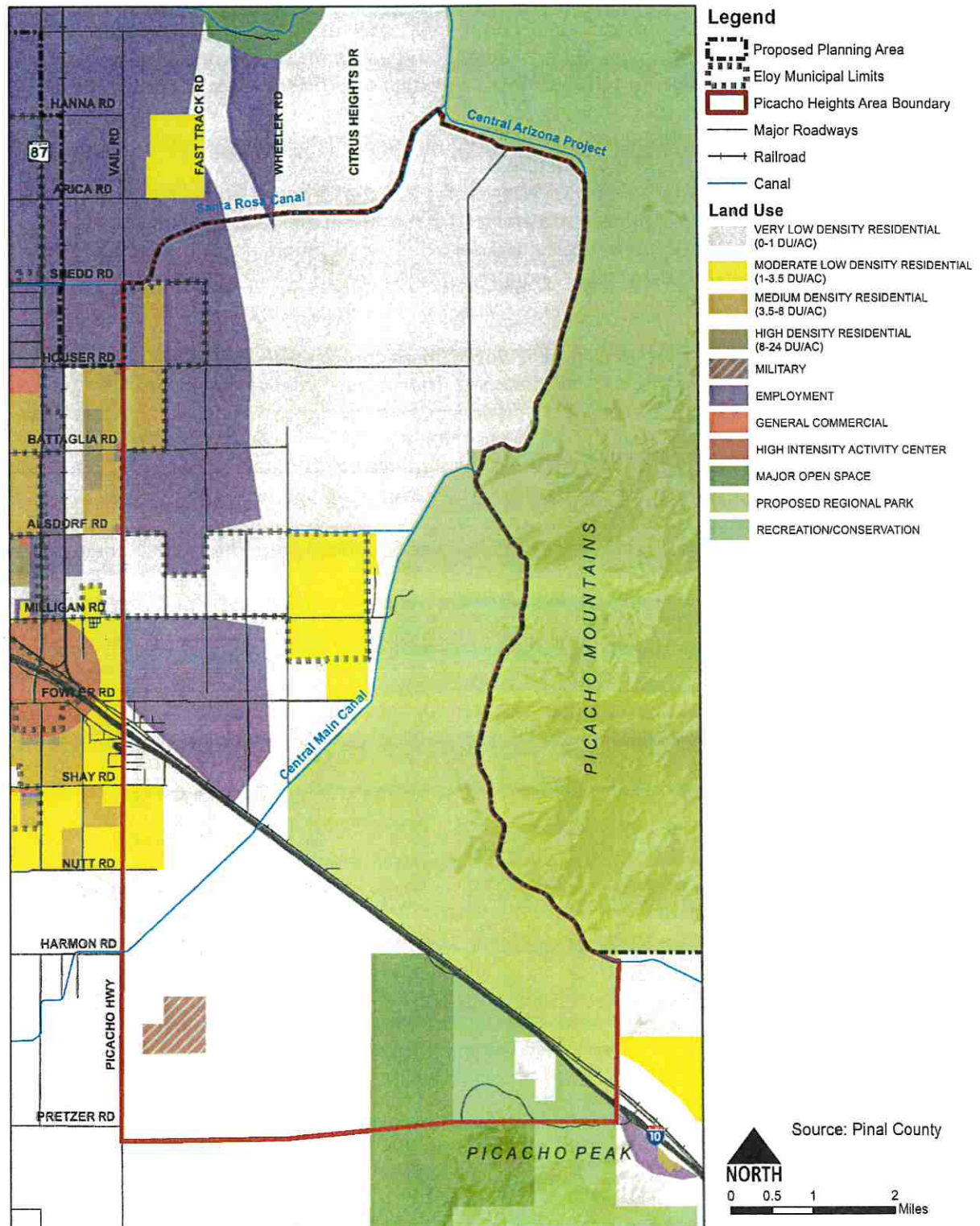


Figure 7: Picacho Heights Study Area Pinal County Land Use Plan (2019)

Pinal County Comprehensive Plan Future Land Use

Eloy Major General Plan Amendment



4. Existing Eloy General Plan Growth Areas

The Picacho Heights study area includes portions of the Sun Corridor and SR 87 Corridor Growth Areas which are excerpted from the City of Eloy General Plan as follows:

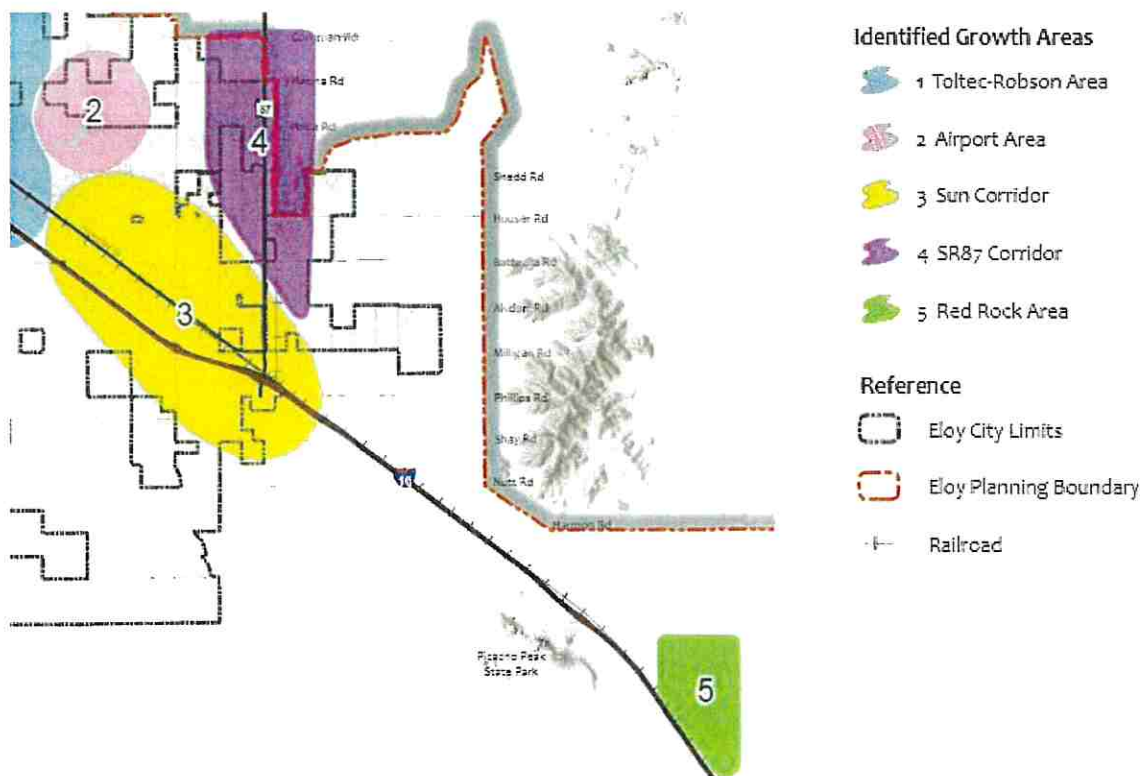
Sun Corridor

- This growth area includes industrial, commercial, and residential properties with access to Interstate 10 (I-10) and the Union Pacific Railroad (UPRR). It is a prime location for development with access to interstate transportation corridors; it also includes railroad, I-10, and Highway 87.
- Includes the entire downtown area and may incorporate or focus on redevelopment, infill, and rehabilitation of existing structures.
- Includes one industrial core or strip between I-10 and Frontier Street and much of the General Industrial designated land along I-10 and within the downtown area.
- This area consists of a mix of residential densities but has more medium and higher density residential land uses than single family designated areas.

SR 87 Corridor

- This growth area is another potential employment corridor with access to Interstate 10 (I-10), Highway 87, and the Union Pacific Railroad. The eastern edge of this growth area also has the potential for upscale "Resort Style" living given its proximity to the base of the Newman Mountain range to the east.
- This Growth Area is focused on the highway corridor of general industrial/light industrial and commercial uses with some residential (mostly higher density residential uses).
- Future access to the North/South Corridor-A transportation route through Pinal County that would potentially connect U.S. Route 60 in Apache Junction and Interstate 10 near Eloy and Picacho.

Figure 8: Growth Areas Map



Source: City of Eloy 2020 General Plan, January 2022

C. Land Use Issues, Constraints & Potential

- The majority of study area land is vacant or has agricultural use with minimal existing development plans.
- As the largest landholding within the study area, Arizona State Trust Land presents a timely opportunity to guide thoughtful and coordinated development within the study area.
- The Eloy, Coolidge, and Pinal County Land Use Plans do not align within the Picacho Heights Area. The Eloy Land Use Plan prescribes slightly more dense residential development to support the planned employment growth while the Pinal County Comprehensive Plan identifies more intensive commercial development within the study area, along with lower density residential densities. This general plan amendment provides an opportunity to better align the two long range planning efforts.
- The existing Eloy Growth Areas pave the way for economic development along AZ 87 and should be amended to capture the north-south corridor.
- Eloy's zoning in the Picacho Heights Area provides a mixture of zoning types, however much of the planning area does not maintain zoning that is consistent with existing or anticipated long-range planning objectives. Subsequent zoning and/or development efforts will need to be "encouraged" to seek zoning that is in universal compliance with amended general and comprehensive future land use plans.
- Approximately 3,000 acres of the Picacho Heights Area are within Eloy City Limits and the remainder is unincorporated Pinal County land. Timely annexation should be considered to ensure future development aligns with Eloy's vision and the consensus achieved with study area landowners.

III. Transportation

A. Circulation Network

1. Existing Roadway Network

The local roadway network is based on the one-mile grid system, which generally follow section lines. 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.

2. Future Roadway Network

The City of Eloy General Plan, Circulation Map reflects the community's preferred alignments for the North/ South and I-11 Corridors (**Figure 10**). However, ADOT's proposed routes for these roadways are not consistent with the City's preferred alignments (see **Figure 13** and **Figure 15**), but the approval of the Draft Environmental Impact Statement (DEIS) has now formalized the north-south corridor location which the City will respect. The City's General Plan Circulation Map also identifies a need to connect the future North/South Corridor with the future Interstate 11 Corridor. With the selection of the fact track road alignment for the north south freeway, a new corridor will need to be addressed that can link with the future Interstate 11 corridor.

Figure 9: Picacho Heights Study Area Roadway Functional Classifications

Existing Roadway Functional Classification

Eloy Major General Plan Amendment

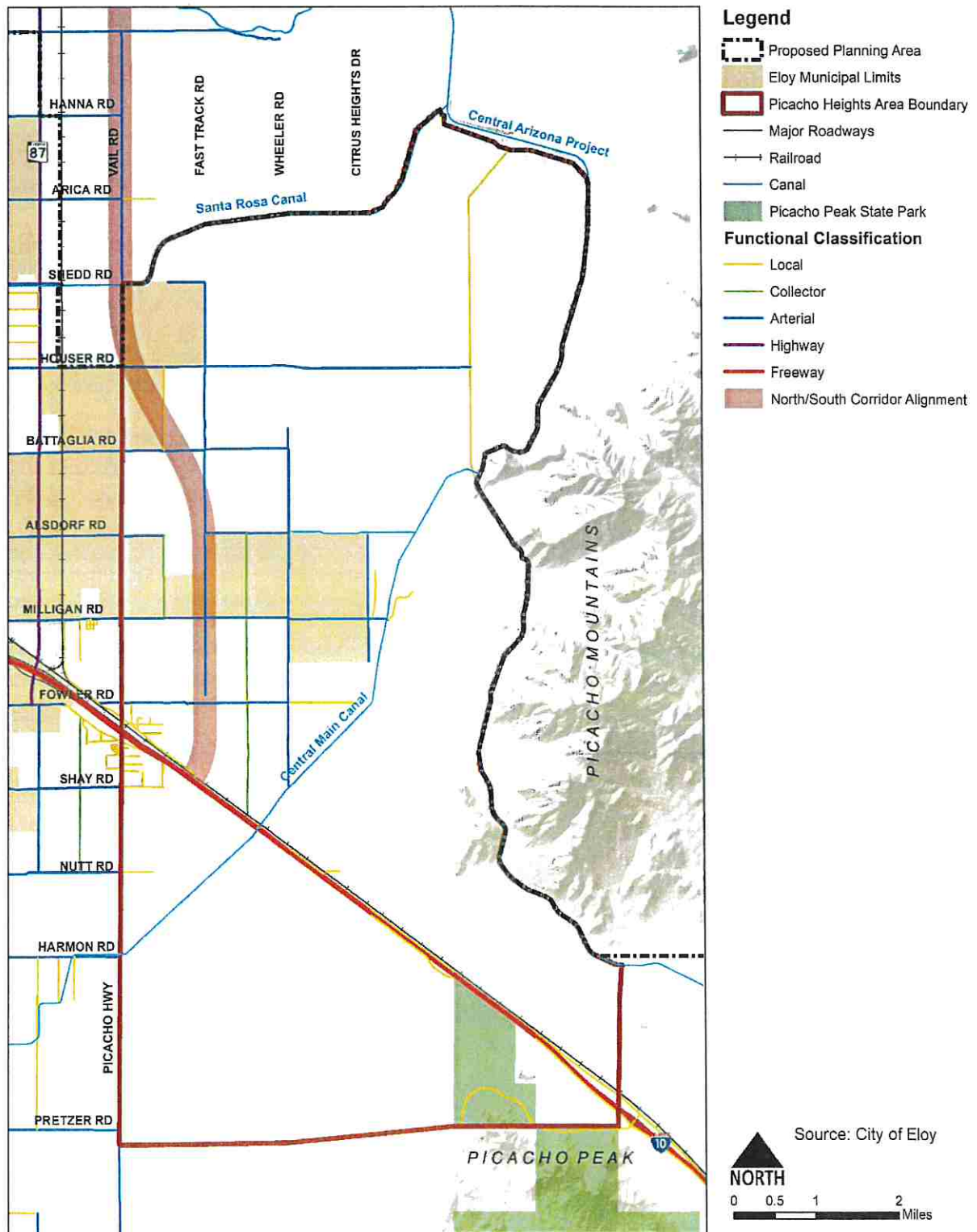
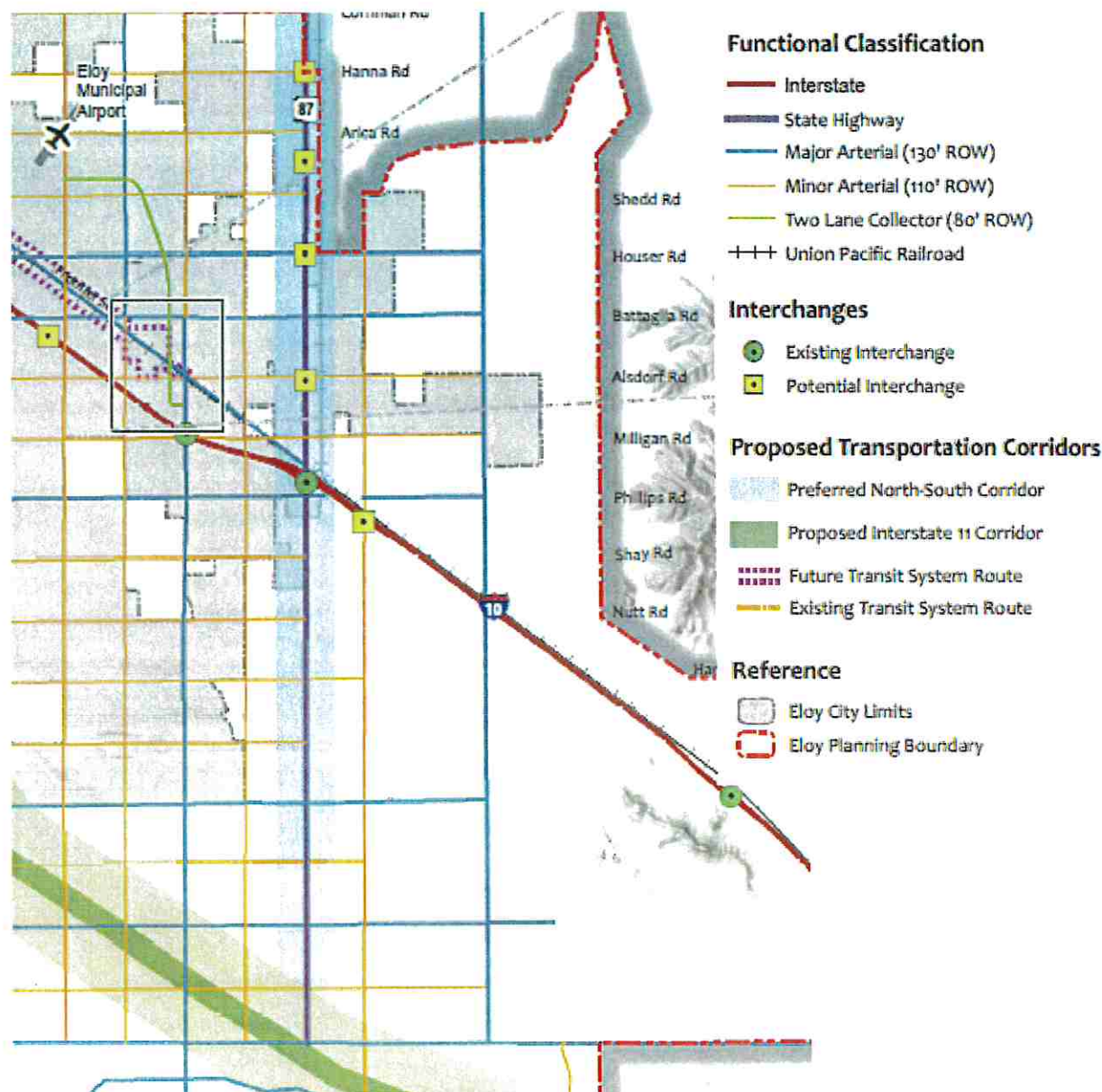


Figure 10: City of Eloy Circulation Plan



Source: City of Eloy General Plan 2020, January 2022

3. Future Transit Network

Transit

The Central Arizona Regional Transit (CART) bus system is a fixed route service connecting Florence, Coolidge, Casa Grande, Central Arizona College, and the City of Eloy. The Eloy CART bus stop (service provided twice per day) is located approximately 12 miles from the study area at Love's Travel Center on the west end of the City's limits. CART also connects to the Cotton Express which provides two circulator routes around Coolidge. Possible expansion of the CART transit system into Casa Grande is currently being evaluated.

The map above highlights a proposed transit system route that would extend transit further into Central Eloy, but no connection is planned at this time for the Picacho Heights Area.

Commuter Rail

The existing Union Pacific rail lines through Eloy were originally constructed by Southern Pacific in 1880 and are located to the south of and parallel with Frontier Street. The Union Pacific Railroad is located parallel, and approximately ¼ mile east of SR-87. This rail line (also known as the Sunset Route which was acquired by Union Pacific in 1996) traverses the southern portion of Arizona, connecting Los Angeles with Tucson, El Paso, Houston, and New Orleans. The Phoenix Subdivision Line (Main Industrial Lead Line) branches off of the main UPRR line connecting Eloy to the greater Phoenix Metropolitan Area. Currently, between 45 and 55 freight trains operate through Eloy daily.

In 2016, ADOT completed the Arizona Passenger Rail Corridor Study connecting Tucson to Phoenix and concluded with a Record of Decision with a selected corridor alternative (yellow). In addition, there is a second route option between Eloy and San Tan Valley to the north.

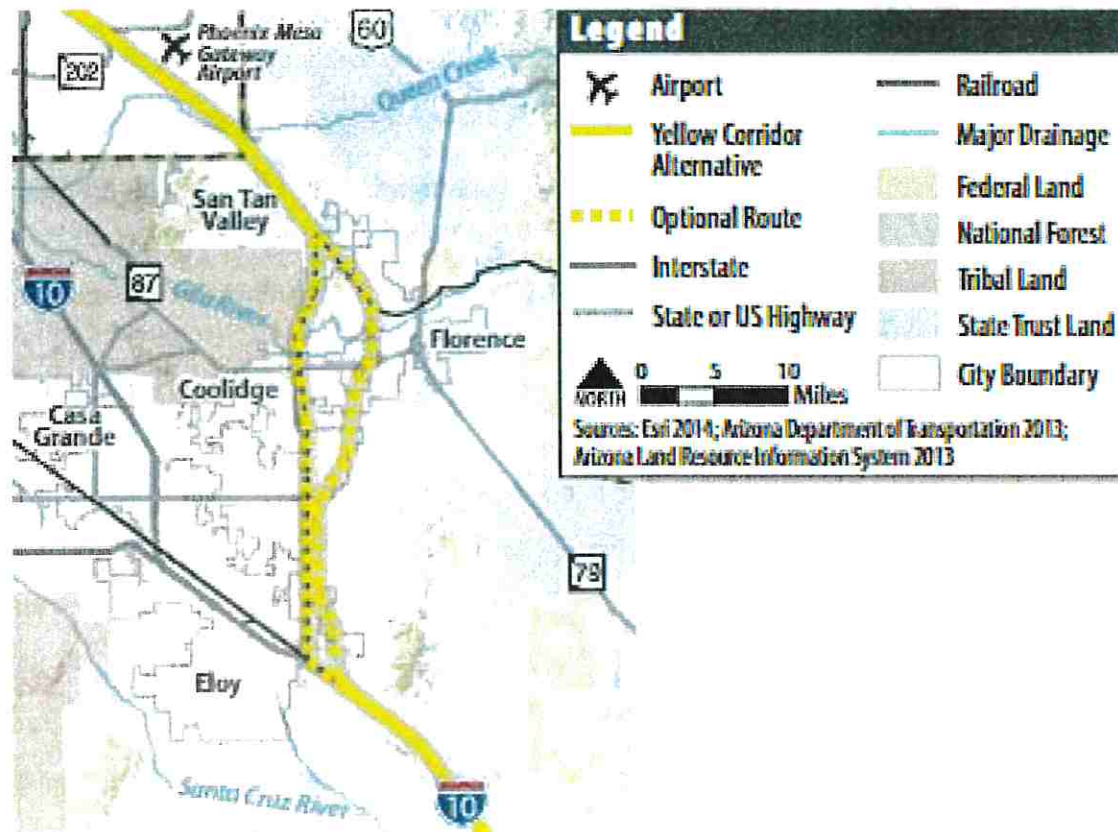
The purpose of the proposed passenger rail service in Arizona includes:

- *Providing transportation alternatives to the automobile and reducing the congestion growth rate*
- *Increasing access to existing and planned employment and activity centers*
- *Supporting reliable travel times and safe travel in an increasingly congested region that currently affords few transportation alternatives to the automobile*
- *Connecting the suburban and rural areas between Tucson and Phoenix*
- *Facilitating continued development of a comprehensive, multimodal, and interconnected regional and multi-regional transportation network that provides mobility choices for existing and future needs and allows connectivity to systems beyond the Tucson-Phoenix corridor*

The next steps include Tier 2 studies and National Environmental Policy Act (NEPA) documentation before the design and construction of any federally funded passenger rail facility can be completed.

In 2021, Amtrak announced plans to offer three passenger train trips per day between Phoenix and Tucson, as well as a connection to Los Angeles from Phoenix once per day. The speed of these trips would be comparable to driving time. Amtrak's proposal estimates two hundred thousand riders per year, \$77 million a year in development along the route, and a \$1.9 billion economic impact in onetime capital investment.

Figure 11: Passenger Rail- ADOT Selected Corridor Alternative



Source: ADOT's Project Website

B. Planned Regional Facilities

The Southern Pinal County Regional Corridors Study (prepared in 2015) provides a proposed scenario network for the region based on projected population and employment and identifies three focus areas within the Picacho Heights Area:

Focus Area One: I-10

Focus Area One represents the lands along the I-10 corridor that connects Eloy and Marana and is presently the most traveled connection between Phoenix and Tucson. Large amounts of industrial-related development are anticipated to occur along the corridor over the next 5 to 15 years.

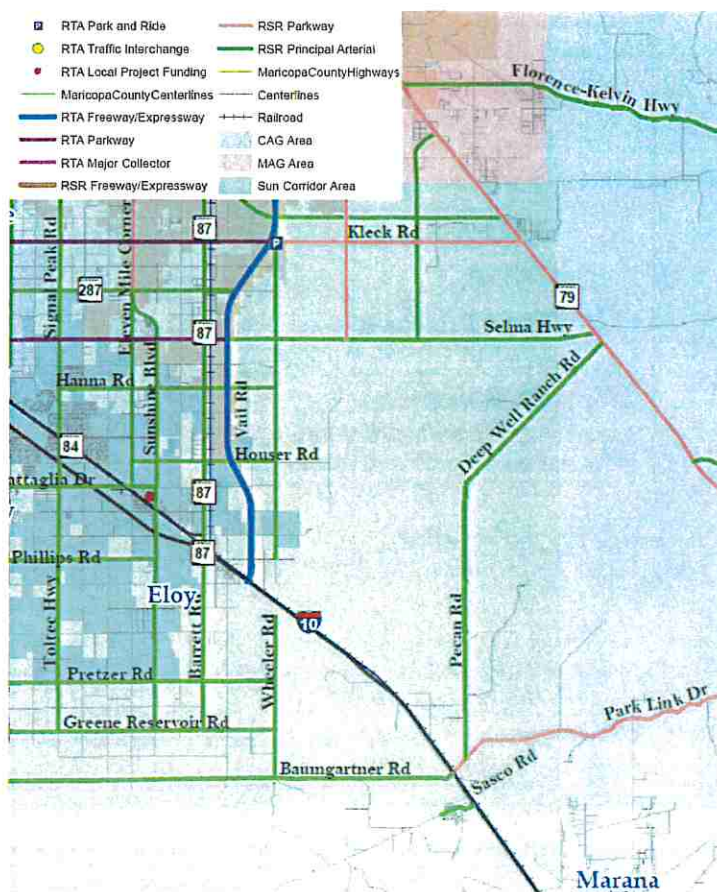
Focus Area Three: Red Rock

Focus Area Three centers on the area of Red Rock. The potential Union Pacific Classification Yard adjacent to I-10 provides a unique opportunity for industrial development that would need to utilize rail, for uses such as distribution and delivery.

Focus Area Six: SR 87

Focus Area Six is located at a strategic center comprised of the interstate highway system, a newly planned regional north-south roadway, a possible passenger rail corridor, and a large landowner interested in developing land into a multi-phased commercial and industrial employment and distribution center.

Figure 12: Pinal County RSRM 2020 Update



The Pinal County Regional Significant Routes for Safety and Mobility (RSRM) 2020 Update outlines future roadways corridors for right-of-way preservation as the county continues to grow. In relation to the Picacho Heights area, Wheeler Road, Hanna Road, Houser Road, Pretzer Road, and State Route 87 have been identified as Principal Arterials. The preferred alignment for the North/South Corridor has also been identified as an RTA Freeway/Expressway.

Update, January 2022

Source: Pinal County RSRM 2020

1. Future North-South Freeway

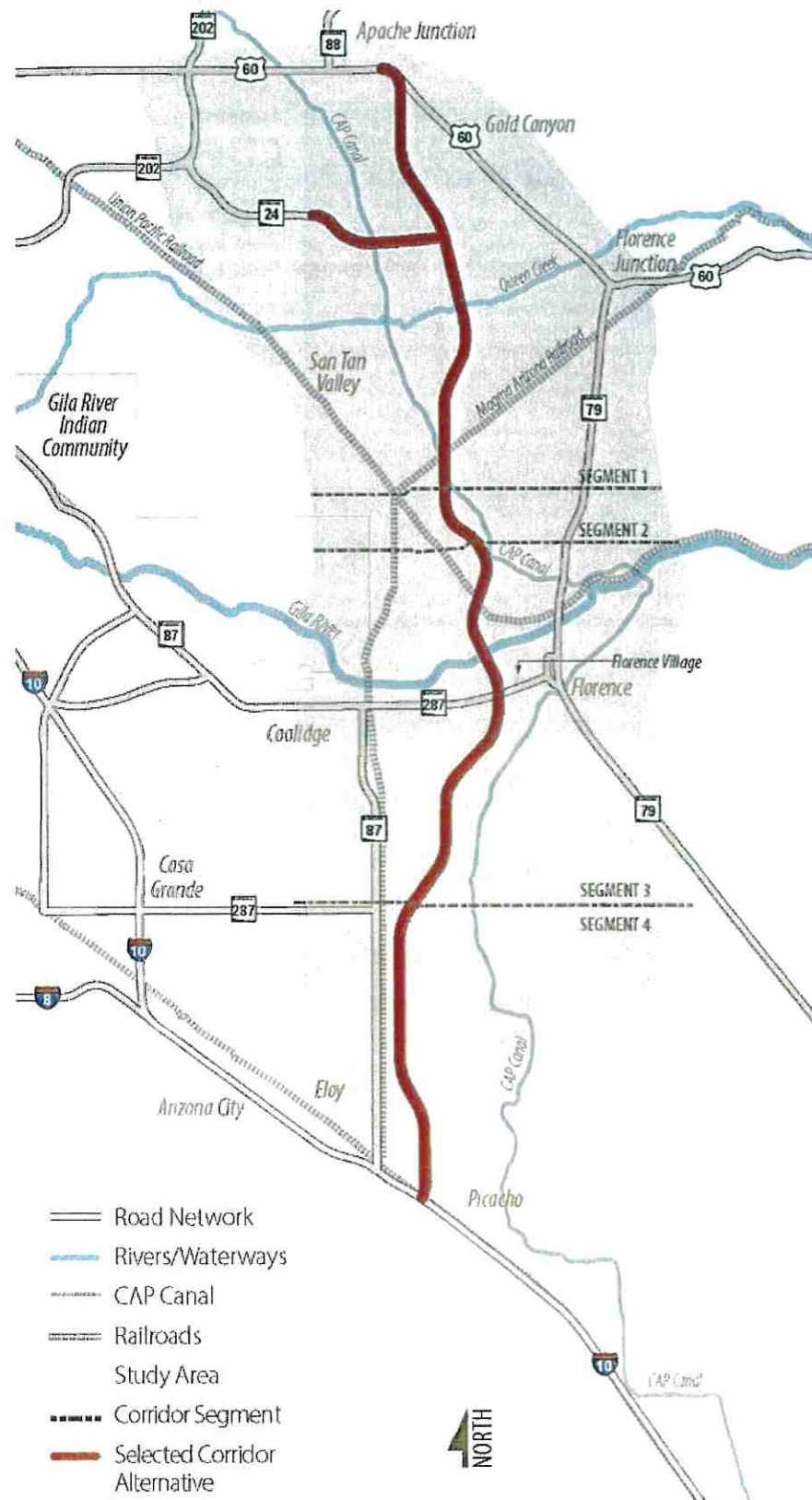
The North-South Freeway will extend over 50 miles connecting U.S. 60 in Apache Junction and I-10 in Eloy, passing through the City of Coolidge, the Town of Florence, and portions of unincorporated Pinal County. The corridor also connects with State Route 24 in Queen Creek.

A continuous, access-controlled north-to-south transportation corridor would:

- Improve access to future activity centers
- Improve regional mobility
- Improve north-to-south connectivity
- Integrate the region's transportation network
- Address existing and future population and employment growth
- Provide an alternative to avoid congestion on I-10

On August 20, 2021, ADOT published the Tier 1 Environmental Impact Statement (EIS) and Record of Decision (ROD) for the North-South Corridor Study (Final Tier 1 EIS/ROD). The Tier 2 process will conduct phased and focused studies on smaller segments of the corridor that may require independent projects and further research to finalize alternatives.

Figure 13: North-South Corridor Tier 1 Alternative

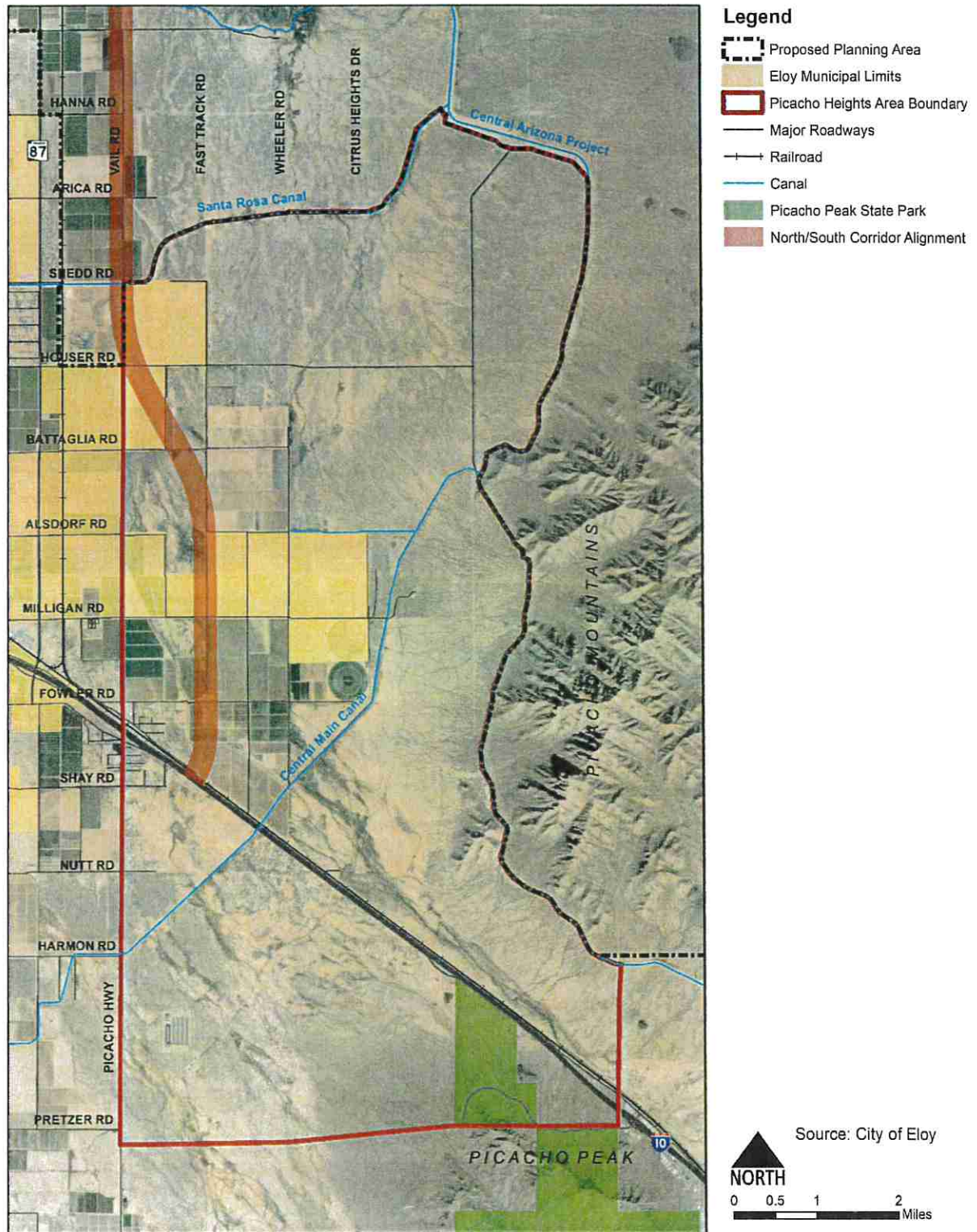


Source: ADOT's Project Website

Figure 14: North-South Corridor Tier 1 Alternative: Segment 4

North/South Corridor Alignment

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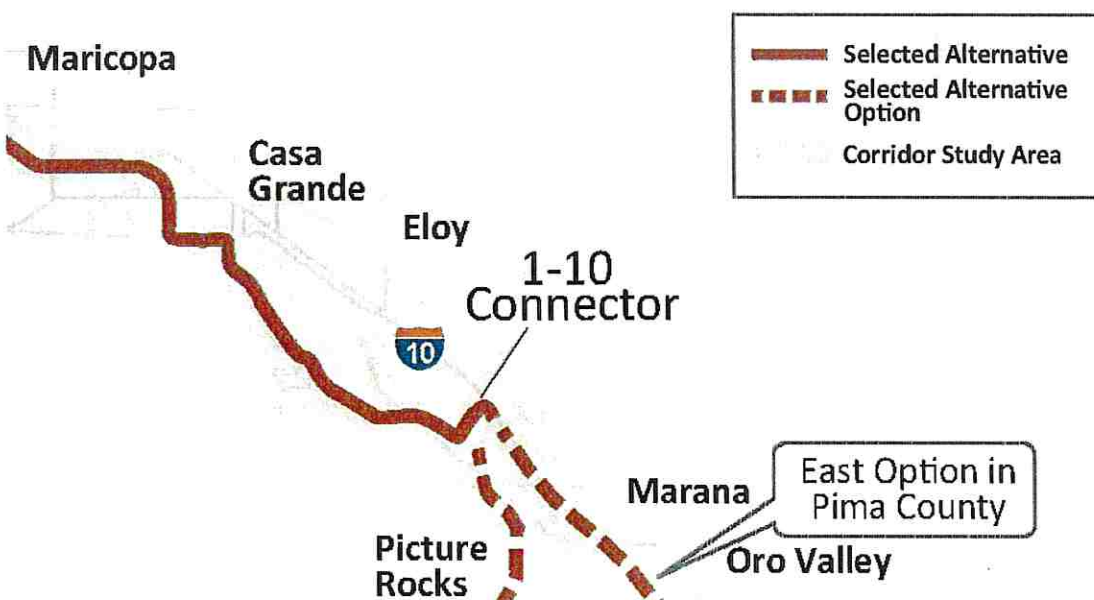


2. Future I-11 Corridor

The concept of a continuous high-capacity, north-south interstate freeway facility connecting metropolitan areas and markets in the Intermountain West to Mexico and Canada through the western United States (US) has been considered for more than 20 years. This approximately 280-mile roadway will provide connections between Nogales and Wickenburg in Santa Cruz, Pima, Pinal, Maricopa, and Yavapai Counties. The project will likely be constructed in phases. The 2,000-foot-wide Selected Alternative provides flexibility for future studies to also consider co-location of multi-modal options including rail or utilities

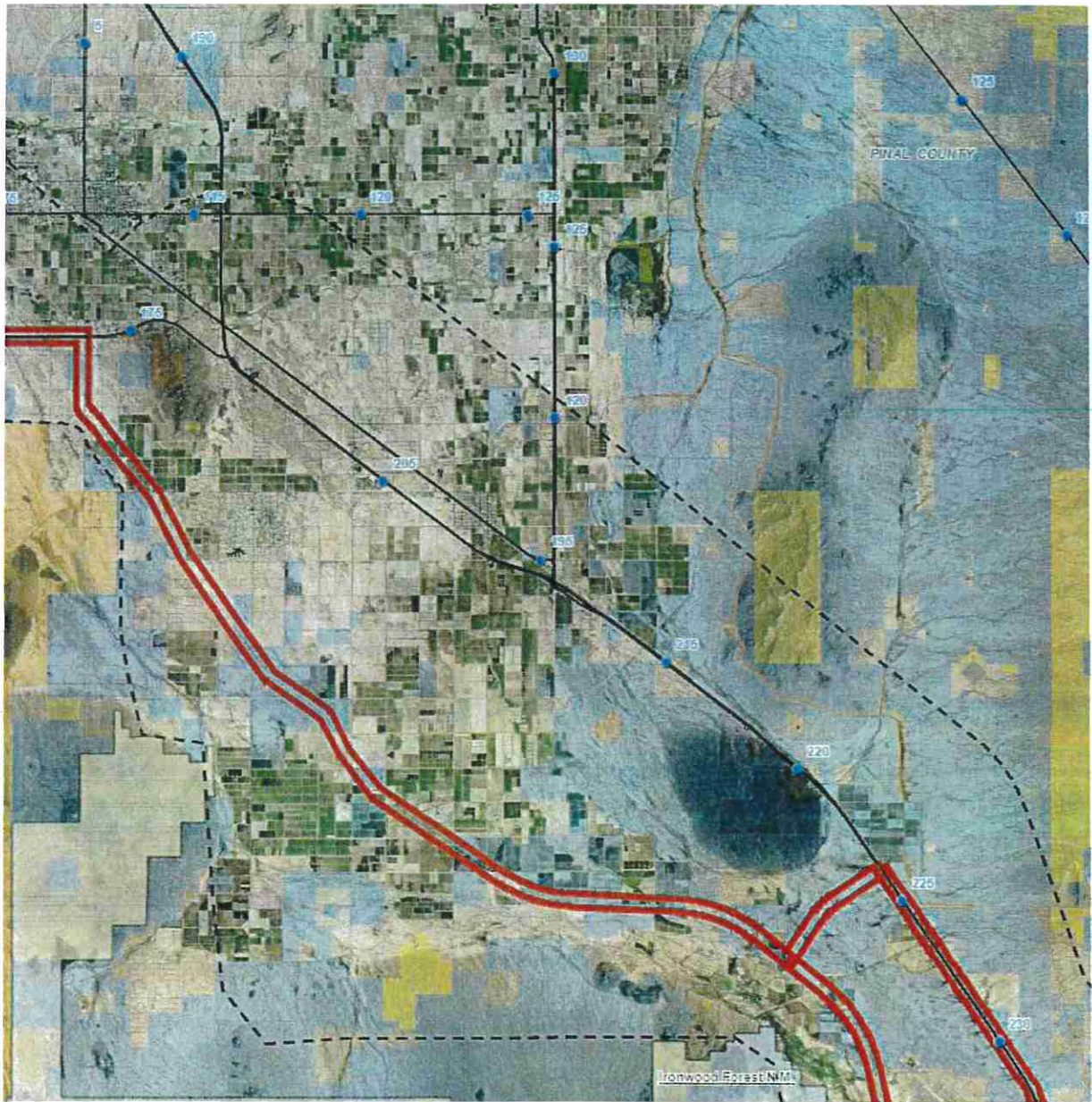
At the time of this ROD, no funding has been identified to plan, design, purchase right-of-way, or construct any part of I-11, including any Tier 2 analysis. The implementation of the corridor could entail federal, state, or local funding; tolling; or public-private partnerships. The Selected Alternative will likely be implemented in segments as funding is available. The Tier 2 process would include NEPA analysis to inform the selection of a specific alignment within the 2,000-foot-wide selected corridor alternative, site-specific environmental analyses and mitigation measures, and preliminary design. The alignment is expected to be approximately 400 feet wide but will depend on constraints and requirements. ADOT will continue to coordinate with the tribes, public, and agencies before and during Tier 2 project-level analysis.

Figure 15: I-11 Corridor Tier 1 Alternative



Source: ADOT's Project Website

Figure 16: I-11 Corridor Tier 1 Alternative- Eloy Segment



Source: ADOT's Project Website

C. Transportation Issues, Constraints & Potential

- The existing roadway plans of ADOT, Pinal County and the City of Eloy are not in alignment to serve the anticipated land uses of the study area. Consideration of these plans assumptions, updated data, and land owner consensus will be integral to a cogent future development pattern for the study area.
- Mobility and Access opportunities include the North/ South Corridor and I-11, as well as commuter rail. The final alignment of the North/ South Corridor will present opportunities to development, and once completed will be an incredible catalyst.
- With these future transportation investments, noise mitigation and at-grade crossings (that provide multi-modal connectivity) will be required. Enhanced connections to downtown Eloy and major employment areas will be paramount.

- The existing investments made by Pinal County along the CAP will present excellent opportunities for off-street mobility and open space access.
- Future interchange locations are not firm, and plans impacted by these should be flexible.

IV. Public Facilities

A. Utilities

1. Water & Wastewater/Sewer

The City of Eloy, Picacho Cove Water Company, Picacho Peak Water Company, and Picacho Water Improvement Corp currently service areas within the Picacho Heights study area. However, the vast majority of the study area is not currently serviced by a municipal or private water provider due to its vacant, non-agricultural land use status. According to a rough estimate using the Arizona Registry of Wells Map Viewer, there are approximately over 100 active wells in the study area.

The City of Eloy owns, operates its production and distribution system, and provides municipal water service. To allow "growth to pay for growth", the City adopted an Infrastructure Improvements Plan (IIP) in 2020 which provided a basis for the City to update its development impact fees for water service, as well as other municipal services. The nearest water line to the study area is approximately 1.25 miles west of the project area along Milligan Rd.

The City and several private companies provide sewer service to properties within the City's incorporated area as shown in **Figure 17**. However, there are many properties in the City that still utilize septic systems. The existing wastewater reclamation facility (WRF) is located south of the southwest corner of Houser and Eleven Mile Corner Roads. The WRF operates at 0.65 million gallons per day (mgd) and has a capacity of 2.0 mgd. It is not currently slated for any expansion in the City's adopted Capital Improvement Program. The nearest sewer line to the study area is approximately 2 miles west of the project area along Milligan Rd.

Water/ Sewer Certificated Providers

The City is the largest certificated water provider within the Picacho Heights Area (**Figure 17**) with the remaining portions served by the following:

- Picacho Water Improvement Corporation
- Picacho Cove Water Company
- Picacho Peak Water Company

2. Refuse Collection/ Landfill

Solid waste collection for residential customers is administered by the City and is provided by Right Away Disposal (RAD). Commercial solid waste collection is also provided by RAD and other private collection services. The City and RAD have also partnered to provide a curbside recycling program to residents. Residential waste is transported to RAD's landfill, located on the east side of Neumann Mountain. The City of Eloy's landfill is located at 305 S. Toltec Highway. The landfill is currently only accepting refuse from current property owners in Eloy (currently limited to one ton per month). The landfill is located on approximately 160-acres of useable land. The City has enough space in the existing cell to continue dumping and storing refuse at the current rate for many years.

3. Energy, Gas, & Broadband

Multiple high power transmission lines transect the central portion of the study area as shown in **Figure 17**. Two 500 kV lines enter the study area and extend southeast starting from Houser Road and Alsdorf Road. A 230kV line bisects the area starting at Milligan Road and a 115 kV transmission line extends through the southeast portion of the study area between I-10 and the Picacho Mountains. Much of the electrical needs of the City is administered by Arizona Public Service (APS), and several small portions of the Planning Area are administered by Electrical District #4.

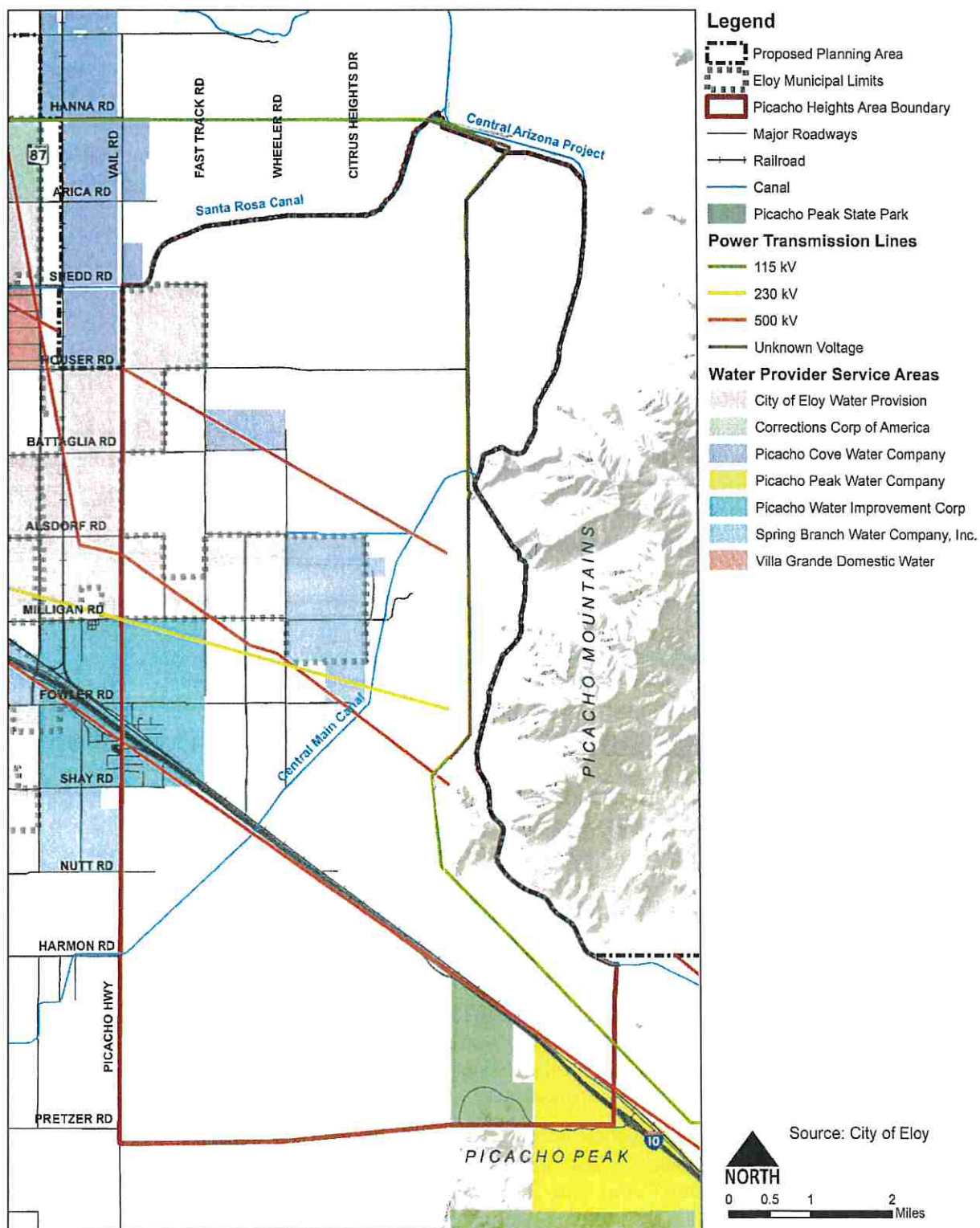
Several trunk and distribution lines transmit natural gas through the study area and to the City. The trunk lines are owned and operated by Kinder Morgan. Southwest Gas has the Certificate of Convenience and Necessity (CC&N) for distribution within the City and the surrounding area.

CenturyLink operates and maintains a fiber network in portions of the City. However, there are additional providers in other areas of the City including Orbitel Communications (Robson Ranch) and AireBeam Broadband.

Figure 17: Picacho Heights Study Area Utility Services

Utilities

Eloy Major General Plan Amendment



B. Public Services & Safety**1. Police**

The Eloy Police Department is located at 630 N. Main Street and operates with 30 sworn peace officers. The Department currently exhibits response times for a single unit for priority 1, 2, or 3 of 14 minutes.

2. Fire/ EMT

The Eloy Fire District is a separate entity from the City but serves nearly 60 percent of the City's incorporated area (approximately 79 square miles) as well as portions of adjacent unincorporated County areas. Fire Station #522 is located at 4015 N. Toltec and maintains 3 personnel 24/7. Fire Station #521 is located at 500 S. Sunshine Blvd. and maintains 6 personnel 24/7. Their response times (from dispatch to arrival) range from 4-6 minutes 90 percent of the time for the Downtown and Toltec areas of the City. At this point, the district does not have any specific plans to increase the number of stations but may consider a location in the northern portion of its service area in the future.

3. Medical Facilities

The Sunlife Family Health Center provides family healthcare; however, the City of Eloy does not currently have a hospital. The closest hospital (Banner Casa Grande Medical Center) includes a supportive urgent care center. One other urgent care center (NextCare) is also located within Casa Grande approximately 15 miles northwest of the Downtown.

C. Infrastructure, Public Facilities & Services Issues, Constraints & Potential

- The City will need to consider strategic annexations to enable the expansion of infrastructure into the study area to allow for more shovel-ready sites for development.
- Existing infrastructure within the study area is limited. The vast majority of the study area will need water/wastewater utility infrastructure extensions.
- Investments in infrastructure are costly and the City needs additional revenue to meet the demand to support these improvements.
- Additional enhancements to broadband have also been identified as a need, as well as the extension of the public emergency services to adequately service the study area.

V. Water Resources

Nearly all of the Eloy Planning Area (and the entirety of this MGPA study area) lie within the approximate 4,100 square miles Pinal Active Management Area (AMA). The management goal of the Pinal AMA is to retain the agricultural economy for as long as feasible, while considering the need to preserve groundwater for future non-irrigation uses. The ADWR mission statement for the Pinal AMA is to ensure that a reliable and sustainable water supply will efficiently meet current and future water uses while protecting the environment and the general economy.

The CAP canal transects the Eloy Planning Area along its eastern perimeter on its way to delivering Colorado River Water to Tucson. Canal laterals transport CAP water to nearby users via the Santa Rosa Canal and Central Main Canal. The City currently has a CAP allotment of 2,140-acre feet per year that is being leased to another municipality.

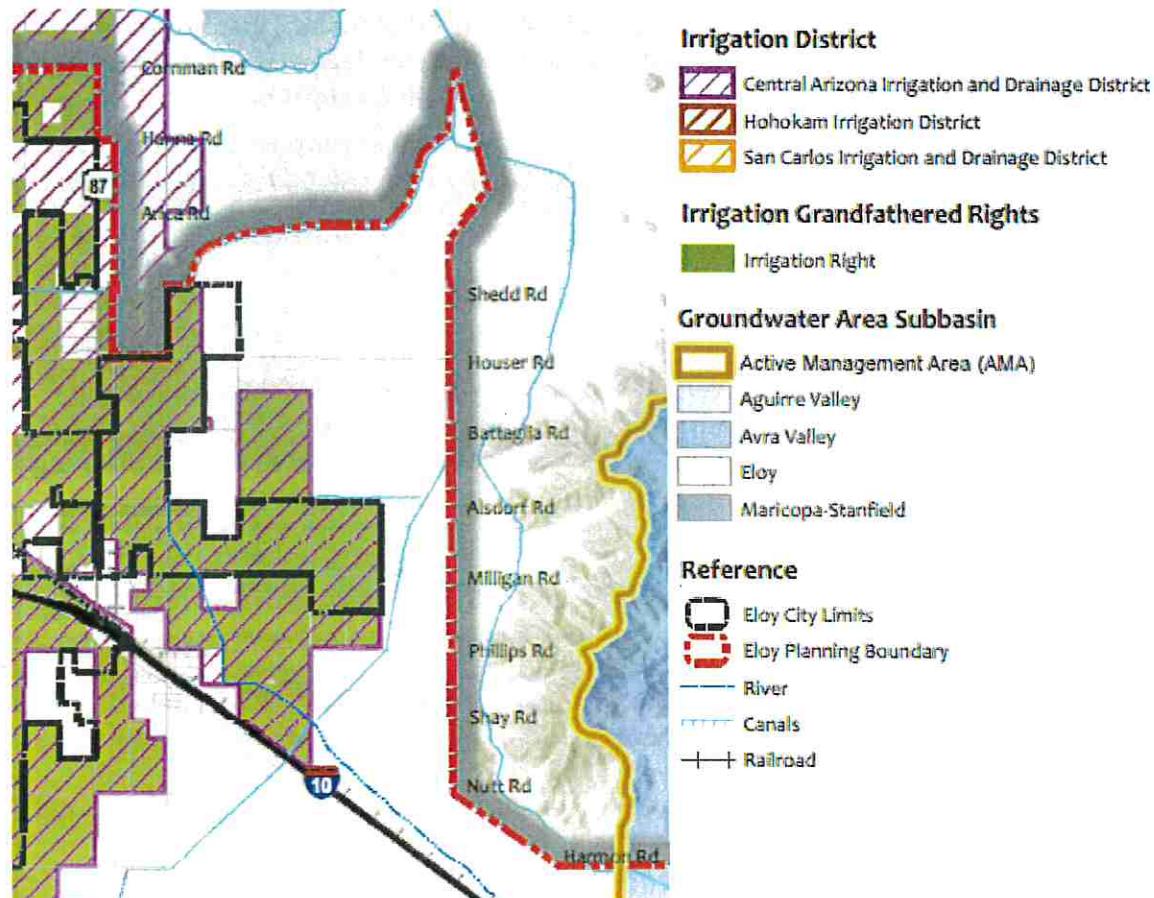
The 2007 Water Master Plan recommended a total of 4.0 million gallons of water storage per two square miles of developed area (assumption of residential development with a density of 2.6 du/ac)

to meet the future needs of the community (assuming an average of 3.0 persons per household and 125 gallons of water use per day by each household).

A. Agricultural Providers

The entirety of the MGPA study area is located within the Eloy Groundwater Subbasin and the Central Arizona Irrigation Drainage District. There are numerous properties with Irrigation Grandfathered Rights (IGFR's) within the Picacho Heights Area (**Figure 18**).

Figure 18: City of Eloy Water Irrigation Districts Map



Source: City of Eloy General Plan, January 2022

B. Water Resources Issues, Constraints & Potential

- Additional wells and water storage will be needed to develop the study area.
- Sustainable water use and future needs will need to be balanced and evaluated as development occurs.
- To reduce water needs, density may need to be limited.

VI. Parks and Open Space

A. Existing and Proposed Parks and Open Space

The Picacho Heights Area contains one park currently, Picacho Peak State Park which is located south of I-10. In 1968, the State Park was officially opened to the public. 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.

While the Picacho Mountains are not currently readily accessible for recreation, the Pinal County Open Space and Trails Master Plan identifies Regional Park #1 proposed for the Picacho Mountains north of I-10 with open space extending beyond the CAP canal in the southern portion of the study area to connect to Picacho Peak State Park. Totalling just over 50,000 acres, the proposed park is envisioned to preserve the desert and mountain environments and features a series of picnic and ramada facilities for 200 people, bathroom facilities, and multiple trailheads.

The Eloy General Plan's Parks, Open Space and Trails Map identifies proposed open to the east of Picacho Peak State Park as well as along a proposed wash corridor extending south from the Picacho Reservoir, incorporating the McClellan Wash drainage through the central portion of the study area.

Growth Area Park Development

The General Plan states that 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.

B. Existing and Proposed Trails

The City of Eloy has 95 designated miles of trails and pathways, and the Pinal County's Open Space Master Plan also shows an additional 44 miles of proposed trails. In addition to the CAP Canal Trail, there are multiple proposed trail corridors following the Santa Rosa Canal and Central Main Canal along the north boundary and through the central portion of the study area respectively. Another unnamed multi-use trail follows the alignment of Milligan Road then extends northwest along the Union Pacific Railroad alignment west of the study area. The Butterfield Overland Historic Trail extends from Picacho Peak State Park northwest through the study area.

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 within the study area include Shedd Road (south side) and Harmon Road (south side). Specific design standards will 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.

CAP Canal Trail

The Pinal County CAP Canal Trail Master Plan outlines design standards and guidelines for a trail adjacent to the path of the Central Arizona Project (CAP) Canal. The CAP forms the eastern

boundary of the study area, within the North Picacho Segment of the Canal trail plan. The trail will predominantly follow the eastern side of the canal and be largely rural catering to a non-urban trail experience for hikers, equestrians, and cyclists. The 12 miles of this segment of the Canal extends through a proposed regional mountain park for the Picacho Mountains and might be developed in congruence with the trails and park plans from the County. There are multiple proposed trail connections pending future development from the County as a park of the regional trail system. No trailheads have been identified for this segment of the CAP canal trail but the following segment in northern Pima County does have one. Preliminary development challenges include multiple known cultural resource sites near the canal according to the Bureau of Reclamation and acquiring right-of-way from the State Trust land. A proposed canal trail crossing utilizes an existing game and livestock bridge, however, if it is determined that trail activity interferes with livestock and game, a second bridge may be necessary to cross the canal in this segment of the trail.

Figure 19: City of Eloy Parks, Open Space, and Trails Map



Source: City of Eloy General Plan, January 2022

C. Parks & Open Space Issues, Constraints & Potential

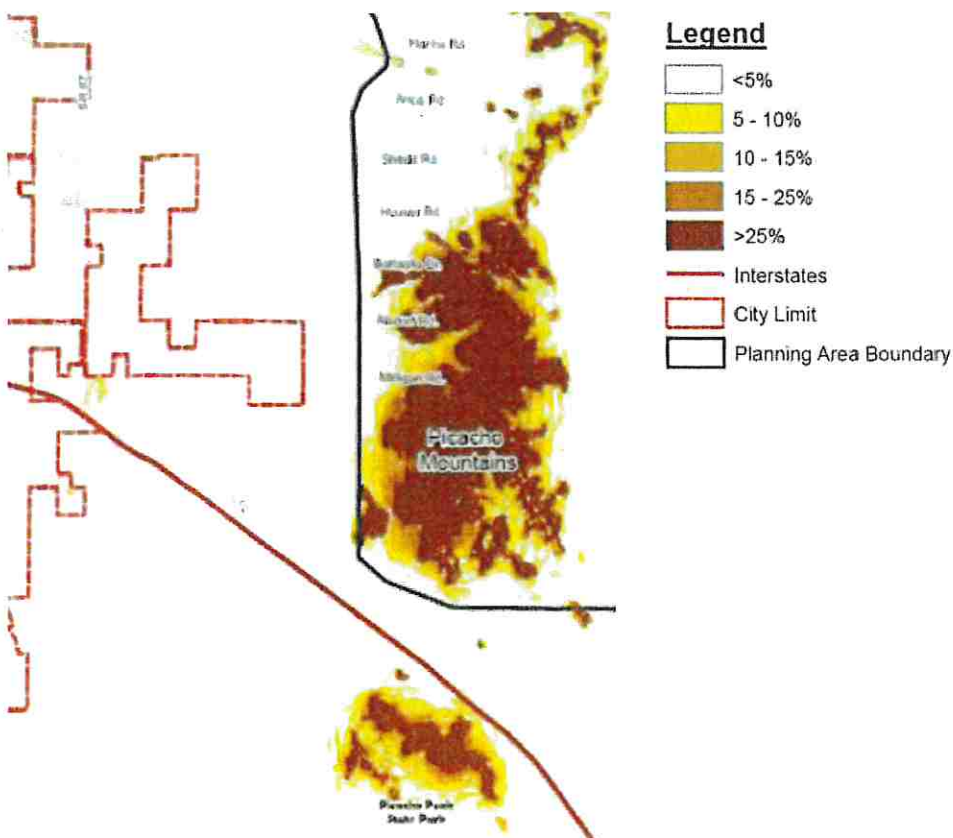
- The addition of the Regional Park and the completion of the CAP canal trail will be an economic driver and a housing amenity. Developers should be encouraged to dedicate and construct pathway network improvements within or adjacent to their development providing connections wherever possible.
- As the City expands into its Planning Area through future annexation and perhaps this General Plan Amendment, an analysis of the proposed pathway system should be completed. There are numerous documents reflecting plans for parks, trails, and open space, and these plans should be aligned to capture to overarching objectives of the plans within the Picacho Heights Area.

VII. Environmental Resources

A. Environmental Resources (slope, topography, hazards), Slope & Topography

Nearly all of the existing land located within the study area exhibits slopes of less than ten (10) percent. A small portion of the remaining study area, along the base of the Picacho Mountain Range on the eastern boundary of the study area, could be constrained by the slope (exceeding ten (10) percent). Depending on location, the City may request a geological evaluation to be conducted on sites exhibiting a natural slope of ten (10) percent or more located within the City's boundaries.

Figure 20: City of Eloy Slopes



Hazards

Winds

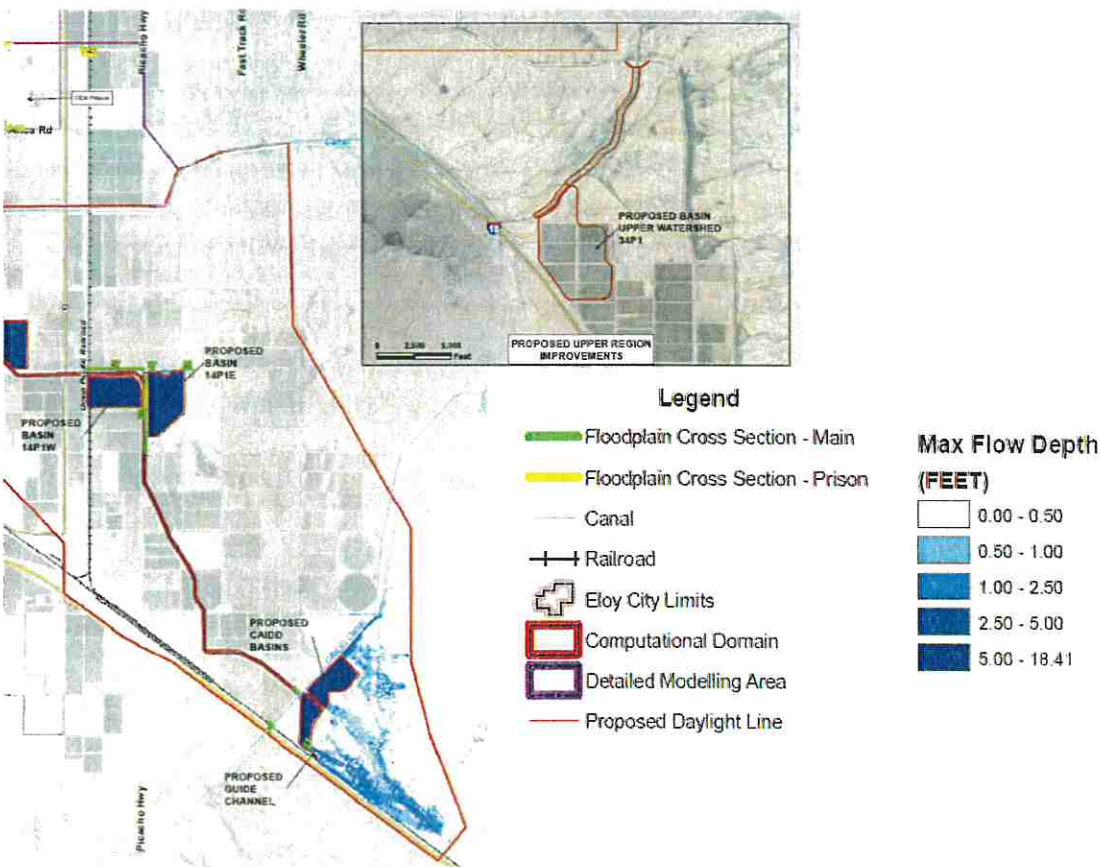
Eloy also has a strong history of severe wind incidents and was listed as having a “highly likely” probability of severe winds, with “critical” magnitude/severity and a warning time of fewer than 6 hours. The severe wind has caused a train derailment and several multi-car accidents, due not only to windspeed but reduced visibility due to dust.

Floods

Within the same report, due to Slope and Topography, Eloy was listed as having a “highly likely” probability of flooding with “limited” magnitude/severity, and a warning time of fewer than 6 hours. The greatest flood risk within the community lies to the south of the Casa Grande-Picacho Highway and the railroad tracks, as multiple homes are located within this 1-percent flood risk area, along with several properties in the industrial corridor. Flooding in this area could result in economic disruption, and many displaced residents. **Figure 22** shows the flooding risks near the north portion of the Picacho Heights Area, and along I-10.

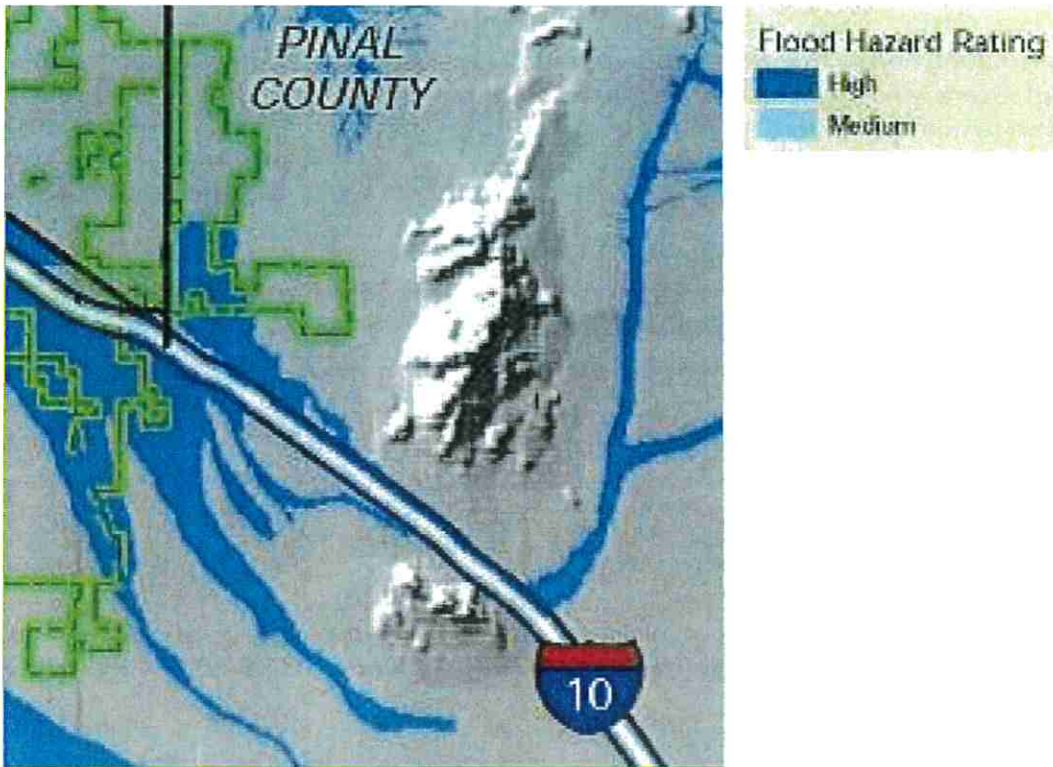
The McClellan Wash Watershed begins on the east side of the Picacho Mountains and transports flows between the mountains and Interstate 10, and east of the SR 87. **Figure 21** details the Preferred Alternative for the McClellan Wash Watershed. There are three proposed basins within the Picacho Heights Area as well as a guide channel. These developments are planned in phases identified within the McClellan Wash Watercourse Master Plan- Level III Analysis (Pre-Final).

Figure 21: McClellan Wash Watershed and Study Area Boundary



Source: Pinal County McClellan Wash Watercourse Master Plan, January 2022

Figure 22: Pinal County Flood Hazards



Source: Pinal County Hazard Mitigation Plan-2016, January 2022

Fissures

The historic drain on groundwater from agriculture resulted in fissures in the western portions of the City and numerous areas throughout the state. As a result, areas where historic and ongoing large-scale reliance on groundwater over-pumping were identified and designated as Active Management Areas (AMA's).

First reported near Picacho in 1927, fissures have increased rapidly since the 1950s as the depletion of groundwater has increased. Reported fissure issues are below:

- Picacho Pump Station - fissure crosses access road and runs near the Central Arizona Project canal; damaged road in 1984.
- I-10 - AZ Dept. of Transportation trying to determine effective mitigation for the fissure crossing.

Within the Pinal County Hazard Mitigation Plan (2016) Eloy was listed as having a "likely" probability of fissure, with "limited" magnitude/severity, and a warning time of greater than 24 hours.

Biological Resources

Vegetation & Wildlife

Agricultural uses have and continue to include the growing of cotton, vegetable crops, orchards, melons as well as periodically leaving fields fallow. Approximately 2/3 of the Eloy Planning Area is or has been, cultivated for agricultural use. In addition, the Santa Cruz River supports vegetation that provides food, cover, and hunting opportunities for animal species, such as Javelina and Coyotes.

According to the Arizona Game and Fish Habitat, Sonoran/Mohave Desertscrub, Sonora-Mojave Creosotebush-White Bursage Desert Scrub, Upland Sonoran Desertscrub, Sonoran Paloverde-Mixed Cacti Desert Scrub, Semidesert Grassland, and Apacherian-Chihuahuan Mesquite Upland Scrub are all Biotic Communities present within the Picacho Heights Area. The White-winged Dove, Mountain Lion, Javelina, and Gambel's Quail are all Species of Economic and Recreation Importance that are present as well. The entire area is also considered a "Special Area". The Picacho Mountains are considered a Diffuse Wildlife Movement Area. There is also a Wildlife Connectivity Area that bridges I-10 between the Picacho Peak State Park and the Picacho Mountains north of the Interstate as shown on **Figure 23**.

Reptiles with habitats within the Picacho Heights Area are as follows: Variable Sandsnakes, Tucson Shovel-nosed Snake, Tiger Rattlesnake, Sonoran Whipsnake, Sonoran Desert Tortoise, Sonoran Coralsnake, Sonoran Mud Turtle, Saddled Leaf-nosed Snake, Regal Horned Lizard, Goode's Horned Lizard, Gila Monster,

Mammals with habitats within the Picacho Heights Area are as follows: Antelope Jackrabbit, Arizona Myotis, Arizona Pocket Mouse, California Leaf-nosed Bat, Cave Myotis, Greater Western Mastiff Bat, Harris' Antelope Squirrel, Jaguar, Kit Fox, Lesser Long-nosed Bat, Little Pocket Mouse, Mexican Free-tailed Bat, Ocelot, Pale Townsend's Big-eared Bat, Pocketed Free-tailed Bat, Spotted Bat, Western Red Bat, Western Yellow Bat, Yuma Myotis.

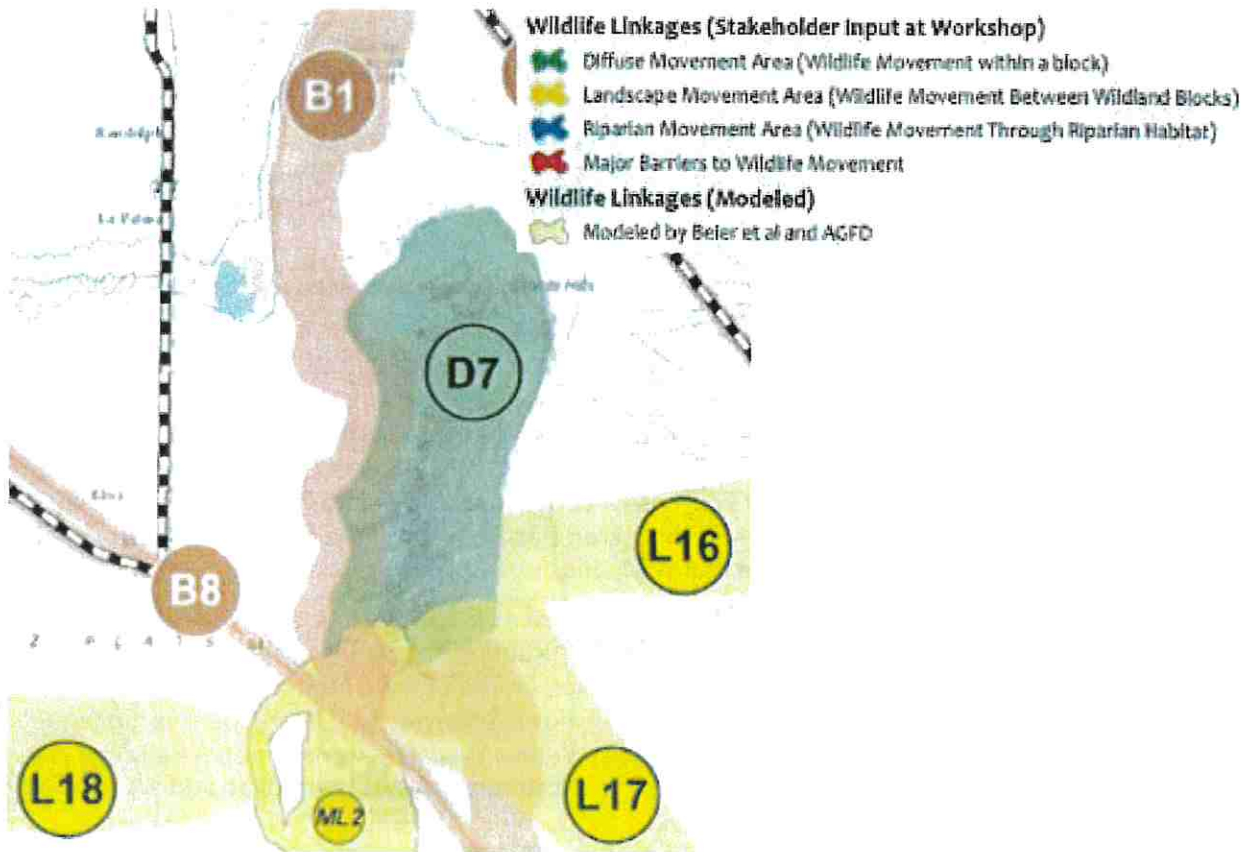
Birds with habitats within the Picacho Heights Area are as follows: Abert's Towhee, American Bittern, Arizona Bell's Vireo, Bald Eagle, Cactus Ferruginous Pygmy-Owl, Desert Purple Martin, Ferruginous Hawk, Gila Woodpecker, Gilded Flicker, Golden Eagle, Le Conte's Thrasher, Lincoln's Sparrow, Mountain Plover, Pacific Wren, Rufous-winged Sparrow, Savannah Sparrow, Sprague's Pipit, Western Yellow-billed Cuckoo, Wood Duck, Yellow Warbler, Yuma Clapper Rail. The Picacho Reservoir, located north of the Planning Area, is a primary waterfowl habitat and was identified as a critical habitat area by the AGF department. Birds of many species flock to the reservoir to nest. This intermittent water body is also known as a Blue Heron rookery and is a stopover for migratory birds, including the Glossy Ibis and White Pelican.

Wildlife Connectivity

The success of the Picacho Heights Area may be directly related to the balance of preservation/conservation, and development. The following map shows the wildlife connectivity areas of greatest concern. These areas (listed below) should be addressed to inform the development process.

- D7. Picacho Mountains constraints include Agriculture, Railroads, Roads (I-10, others), and High- and low-density residential developments planned
- L17. Tortolita Mountains constraints include Recreational activity, Roads (High traffic gravel road, paved road), and Residential development (low and high density) planned
- L18/L19. Picacho Peak - Silver Bell Mountains - Sawtooth Mountains constraints include Agriculture, Mining, OHV activity, Residential development (low density), Roads (high traffic gravel road), High density residential development planned
- canal is a current barrier to wildlife movement and future development is anticipated to occur near the canal in the future).
- ML2 is a missing linkage which is further addressed in the Arizona Linkages Report: Ironwood-Picacho Linkage Design (2007). The recommended linkage design has 2 strands: one connecting the Ironwood National Monument to the Picacho Mountains, and one connecting Ironwood National Monument to the BLM land labeled Durham-Coronado Plains.

Figure 23: Pinal County Wildlife Linkages



Source: Arizona Game & Fish Department's Pinal County Wildlife Connectivity Assessment (2013), January 2022

B. Cultural Resources

According to the Pinal County Open Space and Trails Master Plan (2017), there are a large number of cultural resource areas within the study area, as well as a location along the eastern boundary and CAP Canal that has been previously surveyed. There is an additional location at the southern boundary of the study area along Interstate 10 that has been designated as a National Register of Historic/ Cultural District, the McClellan Wash Archaeological District, which is centered around the Hohokam culture.

C. Environmental Issues, Constraints & Potential

- As groundwater pumping increases within Pinal County, fissures will continue to be a concern.
- Flooding and wind are challenges within the study area. Floodplains along I-10 within the study area could be developed into open space similar to Indian Bend Wash in Scottsdale, AZ as a form of floodplain management while providing a high-quality amenity. Wall and landscaping considerations may be made to mitigate wind impacts.
- There are several endangered or threatened species of animals within the Eloy Planning Area. It should be noted that proposed developments to be located within the FEMA 100-year floodplain may be required to show compliance with the Endangered Species Act.
- Maintaining a dark sky environment could attract residents while protecting wildlife habitats. It is also a concern of the Kitt Peak Observatory in Tucson.

- The existing prehistoric and historic archaeological sites in the study area may be best avoided. Future projects may require a Class III cultural survey to determine the presence of NRHP-eligible sites and properties.
- As the study area encompasses a portion of the Picacho Mountains and slopes there can range from ten (10) to twenty-five (25) percent, development there may be costly. No development or construction may occur on a slope of 15% or greater.

VIII. Economic Prosperity

A. Economic Overview

1. Employment/ Housing Balance

Job to Housing Ratio

Eloy's job to housing ratio is second to Florence when compared to other communities in Pinal County. While relatively high, this ratio still indicates a slight imbalance of jobs to housing and could easily be shifted with the development pressures from new major employers locating in the area and the future North/South Corridor.

Table 9: Jobs to Housing Ratio

	Florence	Casa Grande	Coolidge	Maricopa	Eloy
Total Housing Units	6,463	23,512	4,871	20,955	4,213
Total Number of employees (Businesses 5+)	6,165	16,098	2,608	5,028	3,310
Jobs/Housing Ratio	0.95	0.68	0.54	0.24	0.79

Source: US Census Bureau 2020 Decennial Census and 2017 - 2020 Arizona COG/MPO Employer Database, employers with 5 or more employees, January 2022

Top 10 Employers

The Top 10 Employers within the City of Eloy are predominantly employers within Corrections, Government, Education, and Trucking Logistics. CoreCivic is the City's largest employer and has operated the Eloy Detention Center for the U.S. Immigration and Customs Enforcement (ICE) since 1994. Travel Centers of America, TA Operating, Pilot, Love's Express Fuels, and Little Sisters Truck Wash provide maintenance and services for the commercial freight truck industry.

Table 10: Top 10 Employers in Eloy

Rank	Employer Name	Number of Employees
1	Corecivic	990
2	Eloy Elementary School District 11	160
3	Schuff Steel Company	150
4	City of Eloy	115
5	Travelcenters of America Llc	100
7	Republic Plastics Ltd	80
	TA Operating	80

8	Little Sisters Truck Wash Inc	70
	Santa Cruz Valley Unified School District 35	70
9	Golden 9 Restaurant	60
	Toltec Elementary School	60
10	Rccm Food Town Inc	50

Source: 2017 - 2020 Arizona COG/MPO Employer Database, employers with 5 or more employees., January 2022

2. Existing/Planned Employment Development

Opportunity Zones

The Opportunity Zone Program was developed as part of the Tax Cuts and Jobs Act of 2017 to incentivize investment in select low-income Census tracts through a capital gains tax reduction for the investor. Each state was able to nominate 25% of the state's total qualifying low-income Census tracts for the program. The portion of the study area south of Interstate 10 and east of Picacho Highway lies in the Opportunity Zone for Census Tract 04021002103. As designated as an Opportunity Zone, this portion of the study area can utilize this incentive for strategic investment in infrastructure and economic development. The Foreign Trade Zone located within Eloy has expired.

Figure 24: Eloy Opportunity Zones



Source: City of Eloy Economic Development Department, January 2022

Eloy Economic Development Strategy Plan

The Eloy Economic Development Strategy identified six key industry clusters suitable for Eloy: Agribusiness; Arts, Entertainment, Recreation & Visitor Industries; Business and Financial Services; Manufacturing; Personal and Commercial Services; and Transportation and Logistics. From the six industry clusters, 44 target industries were identified. All target industries were identified for their employment growth, market strength, wages, and existing presence in Eloy. For future industry evaluations, the plan identified ten additional industries within manufacturing that could emerge into target industries as the result of the Nikola manufacturing plant located adjacent to the City and Lucid Motors 12 miles west on Interstate 8.

Market Assessment Area (MAA) #5: Boole Property

MAA #5 as Identified in the Economic Development Strategy Plan is a 782-acre property just south of the Nikola Manufacturing Plant within Eloy and the Picacho Heights study area. While currently lacking water and wastewater infrastructure, the site holds great potential to be developed in the future pending shovel-ready infrastructure improvements and direct access to the North/South Corridor.

Arizona Innovation and Technology Corridor

Picacho Heights is located within the larger Arizona Innovation and Technology Corridor spanning central Pinal County between the Phoenix and Tucson Metropolitan Areas. The AZITC aims to be the premier high-tech transportation technology, manufacturing, and innovation hub within Arizona. The region's prime positioning, favorable climate, and availability of land are driving the location of many economic development initiatives and large employers in the area including the following:

Inland Port Arizona/Pinal Logistics Park

The Inland Port Arizona/Pinal Logistics Park is an economic development initiative to develop a freight and logistics trade hub on Eloy's northern boundary. Roughly bounded by Hanna Road to the north, Houser Road to the South, the Union Pacific Railroad to the west, the proposed North/South Corridor to the east.

Lucid and NIKOLA Motors

Arizona has seen a rise in high-tech manufacturing for electric vehicles in Pinal County. Lucid Motors has located a manufacturing facility in nearby Casa Grande and Nikola Motor Company has located their first manufacturing hub in the IPAZ/PLP, just north of Houser Road directly adjacent to the study area. As Nikola continues to grow its operations and the plant comes online, it is expected to see an additional need for housing and amenities for the approximately 2,000 new jobs created. Nikola manufactures of heavy duty electric commercial vehicles for freight and logistics, specializing in electric and hydrogen fuel cell-powered semi-truck vehicles and other energy solutions to work towards zero emissions renewable energy. Lucid Manufactures luxury EO's and is expected to top out with over 5K employees including the need for making at all price ranges

Area Positioning

Great potential lies in the Picacho Heights Area's prime positioning within Pinal County. With direct access to Union Pacific Railroad lines, Interstate 10, and the future North/South Corridor, the area is

and will continue to become more easily accessible to larger national and international markets. Picacho Heights lies in the core of the larger Sun Corridor Megaregion and within the larger CANAMEX Intermountain West Trade Corridor. Both designations are indicative of the area's projected future population and job growth with significant opportunities for development in manufacturing, trade, and logistics.

B. Economic Issues, Constraints & Potential

- Eloy's proximity to the rail lines, (North-South corridor linking I-10 and US 60), and Williams Gateway Airport can be leveraged through this MGPA.
- Eloy is part of the Sun Corridor Region - considered one of 20 megapolitan areas in the US identified as the focus of most of the country's future growth.
- The economic catalyst of a large employer like Nikola has the potential to dramatically transform the surrounding area with more supply chain services, employment and residential uses.
- Picacho Heights' current and future accessibility, proximity to the Nikola Manufacturing Plant, and geography abutting the Picacho Mountains with recreational trail access and unobstructed desert views make it a prime location for more housing development and possibility of resort development
- According to the Economic Development Strategy Plan, there is an overall lack of availability of workforce housing which is critical to support the development and growth of businesses. Eloy is also predominantly single family residential and lacks diversity in housing type while the existing available housing exhibits extensive tenure.
- Other key constraints for Eloy identified in the Economic Development Strategy Plan include a shallow labor pool and a lack of a skilled workforce. Collectively, the City needs to strengthen the talent pipeline to create a more skilled labor force.
- Job availability is limited especially for young adults in Eloy where there are larger retail offerings in adjacent communities.
- The lack of retail also contributes to a potential leakage of revenue from sales tax that could be captured in the City if more retail was internal. Entertainment and hospitality amenities are also currently underserved within Eloy.
- The Opportunity Zone designation presents a potential asset to the economic development potential of the portion of the study area south of Interstate 10.
- The City can remain proactive by identifying key infrastructure projects that are trigger-ready pending additional infrastructure funding from the Federal government for near term implementation.
- The creation of a strong talent pipeline to support existing and future target industries will be critical to achieving a more desirable workforce.
- Partnerships with Central Arizona College, universities, and career technical education organizations to develop programs that focus workforce training matching the skills needed for target industries in the area will create the needed education to further strengthen local employment.
- Strategic investment in strengthening existing target industries with support services will help to further solidify their position within the local economy and allow for additional business expansion.

IX. Preliminary Implementation Considerations

- Coordinate with the Arizona State Land Department and future development interests on corridor placement to maximize job growth and master planned community growth.
- Acquire designated principal and major and minor arterial rights-of-way necessary to construct roadways through dedication and/or easements as development approvals are requested.
- Strategically annex additional land to ensure development aligns with vision.
- Ensure compatibility between Pinal County Land Use and Eloy Land Use and Circulation Maps
- Develop bicycle and pedestrian design guidelines to ensure multimodal transportation options are included in development of communities.
- Develop policies to prepare for commuter rail and supporting transit linkages.
- Promote vehicular and pedestrian access to corridors in the development of all commercial centers, mixed use activity centers employment centers, and public facilities.
- Strategically extend key utility (water and wastewater) infrastructure to make the Picacho Heights Area readily developable.
- Generally locate employment uses in the western portion of the study area and residential/open space in the eastern portion.
- Attract businesses that support existing target industries and supply chain businesses to further support Eloy's target industries.
- Ensure housing densities are viable to support retail and entertainment amenities for the area, with decreased density nearing open space.

Relevant Plans & Documents

1. Eloy General Plan
2. Eloy Zoning Code
3. Eloy Economic Strategic Plan
4. Central Arizona Governments Annual Comprehensive Economic Development Strategy Update
5. Pinal County Inland Port
6. Pinal County Comprehensive Plan
7. Pinal County Open Space and Trails Master Plan 2007, Map Update 2016
8. Master Plan for the Pinal County Segment of CAP National Recreation Trail 2015
9. Arizona Game and Fish Department: Pinal County Wildlife Connectivity Assessment 2013
10. Pinal County Joint Land Use Study 2019
11. Pinal County Multi-Jurisdictional Hazard Mitigation Plan 2016
12. Pinal County Annual Floodplain Management Plan Update
13. Pinal County Stormwater Management Program 2017
14. Eloy Potable Water System Master Plan 2007
15. Eloy Wastewater Master Plan 2007
16. McClellan Wash Watercourse Master Plan PRE-Final Level III Analysis & Hydrology Report
17. ADOT's Tier 1 Final Environmental Impact Statement (EIS) North-South Corridor Study 2021
18. ADOT's Interstate 11 Corridor Tier 1 Environmental Impact Statement 2021
19. ADOT Passenger Rail Study
20. Central Arizona Governments Regional Transportation Plan 2015
21. Southern Pinal County Regional Corridors Study
22. Regional Transportation Plan 2040 Update

For Public Posting
City of Eloy
2022 Major General Plan Amendment Process Schedule

DATE	EVENT	DESCRIPTION
Recommended no later than Friday, April 8th	Preliminary Consultation	Discuss with Community Development Department staff regarding whether a proposal qualifies as a major General Plan Amendment (see Chapter 2.0: Amendments and Process of the City of Eloy 2020 General Plan Update).
Monday, January 3rd to Thursday, June 30th	Applicant Pre-Submittal Preparation	Applicant prepares application and all supportive submittal materials.
Thursday, June 30th	Applicant Submittal Deadline	All major General Plan Amendment applications must be received by this date to be processed in the 2022 annual cycle.
Thursday, July 28th	60-Day Public Review Process Begins	Applications will be mailed out for review, placed in the Eloy Public Library and posted on the City's website.
Wednesday, August 17th	Planning and Zoning Commission Study Session	Study session to present all of the 2022 applications submitted. No action will be taken at this time.
Wednesday, September 21st	Planning and Zoning Commission Meeting	Planning and Zoning Commission meeting on the major General Plan Amendment requests. No action will be taken. Public comment is encouraged.
Monday, September 26th	60-Day Public Review Process Ends	All public comments are due to the City.
Wednesday, October 5th	City Sponsored Open House for All Major General Plan Amendment requests	Open House Location: (Tentative) City Hall-Community Room, 595 N. C Street, Eloy, AZ 85131 from 5:00 p.m. to 6:00 p.m.
Wednesday, October 19th	Planning and Zoning Commission Hearing	Planning and Zoning Commission Hearing and action on major General Plan Amendment request(s).
Monday, November 14th	City Council Public Hearing	City Council Public Hearing on major General Plan Amendment request(s). No Action.
Monday, November 28th	City Council Public Hearing	City Council Public Hearing and action on major General Plan Amendment request(s).

CITY OF ELOY
REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.B.**

Date: **10/19/2022**

Date submitted:
10/12/2022

Action: Formal

Subject: Consideration, discussion,
and recommendation to the Eloy City
Council for approval, approval with
conditions, denial or continuance of
Case No.: GPA2022-029 (Project
Name: Picacho Heights Major General
Plan Amendment)

Date requested:
10/19/2022

TO: Planning and Zoning Commission

FROM: Jon Vlaming, Belinda Cota

RECOMMENDATION:

Recommend that Council approve Case No.: GPA 2022-029 dated June 30, 2022.

DISCUSSION:

FISCAL IMPACT:

There is not a direct fiscal impact at this time.

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: VII.C.

Date: 10/19/2022

Date submitted:
10/12/2022

Action: Other

Date requested:
10/19/2022

Subject: Staff presentation and Commission discussion of Case No. GPA2022-025 submitted by CVL Consultants on behalf of the Barnes Family for that portion of the City's planning area located at the southwest corner of Arica Road and Sunshine Boulevard, consisting of approximately 663 acres and including Pinal County Assessor's Parcel Numbers 401-48-031C, 401-08-0320, 401-48-0290 and 401-08-0300 located in Section 19 of T.7S., R.8E. of the Gila & Salt River Base and Meridian.

TO: Planning and Zoning Commission

FROM: Jon Vlaming, Belinda Cota

RECOMMENDATION:

Due to the fact that there is no action, a recommendation is not presented at this time.

DISCUSSION:

The Arica & Sunshine Major General Plan Amendment has been prepared and submitted by the existing property owners who intend to propose a master-planned residential community including a mix of supportive uses.

The property is currently designated within the City of Eloy General Plan's Estate Density Residential land use category, which allows for a density of up to 1.0 du/ac. The intent of this Major General Plan Amendment is to revise the existing land use designation to a combination of Medium Density Residential, Mixed Use, Public/Institutional, and Parks/Open Space general plan land use designations.

The property is zoned R1-43, Estate Residential. The zoning entitlements necessary to

achieve this project vision will be governed by future application(s) to rezone the Property from the current R1-43, Estate Residential zoning district to the appropriate district(s) required to permit the intended variety of land uses for development of the Property.

This proposal was transmitted out for its mandated 60 day review period as mandated by Arizona Revised Statutes in July 2022. At the conclusion of this review period, no formal comments were submitted to the City. In addition, a community meeting was noticed and held on Wednesday, October 5, 2022 to provide information to attendees and accept comments at that time. There were not any attendees at this meeting. This requested major amendment was placed on the Eloy Planning & Zoning Commission's agenda at their September 21st and August 17th meetings. No comments were made by the public at those meetings.

FISCAL IMPACT:

There is not a fiscal impact of the discussion of these proposed amendments.

June 27, 2022

Arica & Sunshine

Located southwest of Arica Road and
Sunshine Boulevard
City of Eloy, Arizona

Major General Plan Amendment Narrative

Case Number : GPA2022-025



4550 N 12th Street
Phoenix, AZ 85014
CVL Job No: 1-01-03823-01

Major General Plan Amendment (GPA) Narrative

for Arica & Sunshine

June 27, 2022

Developer

Barnes Family

4900 North Scottsdale Road, Suite 3000
Scottsdale, Arizona 85251
Attn: Ben Heglie

Planning/Civil Engineering Consultant:

CVL Consultants

4550 North 12th Street
Phoenix, Arizona 85014-4291
Attn: Julie Vermillion
602-285-4765
jvermillion@cvlci.com

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Exhibits

Vicinity Map	Exhibit A
Aerial Map	Exhibit B
Existing General Plan	Exhibit C
Proposed General Plan	Exhibit D
Conceptual Land Use Plan.....	Exhibit E
Existing Zoning Map	Exhibit F
Circulation Map	Exhibit G
Public Education Map	Exhibit H
Public Facilities Map	Exhibit I
Growth Areas Map.....	Exhibit J
Park Service Area Map	Exhibit K

1. Introduction

CVL Consultants is pleased to submit this request for Arica & Sunshine, a new master planned community containing approximately 662.78 acres of undeveloped agricultural land generally located at the southwest corner of Arica Road and Sunshine Boulevard, Pinal County Assessor's Parcel Numbers: 401-48-031C, 401-48-0320, 401-48-0290, and 401-48-0300, within Section 19, Township 7 South, Range 8 East, (the "Property") in the City of Eloy ("City"). (Refer to Exhibits A and B, Vicinity Map and Aerial Map).

The proposed community is a response to the need for housing in Eloy, as called for Mayor Micah Powell during the Eloy Chamber of Commerce Awards Banquet held on March 26, 2022.

"Just to have that opportunity, where we have neighborhoods that are being constructed, it is giving people an opportunity to buy a house..."

"Everybody in America should have the opportunity to be a homeowner, that idea is near and dear to my heart..."

In agreement with Mayor Powell's proclamation, the Arica & Sunshine community intends to address the demand for housing in the region and bring forth a cohesive vision of detached single-family residential, elementary school site, parks/open space, and mixed use land uses. This master plan will create a strong sense of place and provide a thoughtfully designed and attractive environment for people to live, work and play.

While the details are subject to adjustment as the development process continues, the Arica & Sunshine community currently proposes about 2,618 units for an overall density of approximately 3.9 dwelling units per acre ("du/ac"). The community features primarily detached single-family homes planned to be split between a variety of potential lot sizes including but not limited to 40' x 115', 45' x 120', 50' x 120', and/or 65' x 120' lots, and mixed use planned near the major arterial intersections at the northwest and southwest corners of the community. An elementary school site with a large adjacent park area containing quality open space, recreational amenities, and trail connectivity are provided in a central location within the site. Featured through the community is a portion of the Butterfield Overland Historical Trail, which is planned to run through the site in conformance with the City's Parks, Open Space and Trails Plan.

As proposed, this unique community meets the desires of current and future homebuyers while reflecting the historic and agricultural character of the area and providing an appropriate land use solution for this undeveloped section of land in a growing part of Eloy.

2. Purpose and Intent

The purpose of this request is to submit, process, and obtain approval for a Major General Plan Amendment for the Property. This request seeks a Major General Plan Amendment (“GPA”) to change the existing land use designations from Estate Density Residential (0.2-1.0 du/ac) to a combination of approximately 611.97 acres of Medium Density Residential (3.0-6.0 du/ac), 27.99 acres of Mixed Use, 12.00 acres of Public/Institutional for an elementary school site, and 10.82 acres of Parks/Open Space. (Refer to Exhibits C and D, Existing General Plan and Proposed General Plan).

The Property is well suited for the proposed majority of medium density residential use due to its location adjacent to the Edgewater master-planned community directly to the west, the Esperanza community planned directly to the south, and the surrounding low-to-medium density residential uses existing and planned in the immediate vicinity. Small portions of high-density multifamily and commercial uses are currently entitled adjacent to the Property at the two arterial corners to the south, which complement the portion of the proposed plan designated for future mixed use development at similarly appropriate arterial corners. As described above, the proposed residential community with a centrally located park area featuring an elementary school site and two mixed use arterial corners is significantly more compatible with the surrounding area than the City’s existing general plan land use designation. (Exhibit E, Conceptual Land Use Plan).

The zoning entitlements necessary to achieve this project vision will be governed by future application(s) to rezone the Property from the current R1-43, Estate Residential zoning district to the appropriate district(s) required to permit the intended variety of land uses for development of the Property. The general parameters of the project and its design standards will be determined during the rezoning process. (Exhibit F, Existing Zoning Map).

Through this initial Major GPA application and the future requests to be made through the development process, Arica & Sunshine seeks to bring a new and desirable community to the City, featuring a mix of land uses that meet the desires of current and future homebuyers in the area. The approval of this community as proposed provides significant benefits to the City such as necessary infrastructure improvements, a dedicated elementary school site, historical trail and centrally

located park area to support new and existing residents and meet the goals of the City of Eloy General Plan further described in this narrative.

Description of Development

Arica & Sunshine is intended to address the demand for medium density residential housing in the region and will bring a cohesive vision of detached single-family residential, elementary school site, parks/open space, and mixed use land uses. This master plan will create a strong sense of place and provide a thoughtfully designed and attractive environment for people to live, work and play.

The project is proposed to be developed in multiple parcels with onsite and offsite infrastructure improvements split between multiple planned phases of the development to be defined during the development process.

The table below details the proposed land use information illustrated on the attached Conceptual Land Use Plan:

General Plan Land Use Data				
Land Use Designation	Proposed Acreage	Estimated Unit Count	Unit Count %	Estimated Density
Medium Density Residential (3.0 – 6.0 du/ac)	611.97 acres	2,142 units	82%	3.5 du/ac
Mixed Use	27.99 acres	476 units	18%	17.0 du/ac
Public/Institutional (Elementary School)	12.00 acres	-	-	-
Parks / Open Space	10.82 acres	-	-	-
Total	662.78 acres	2,618 units	100%	3.9 du/ac

Note: The Conceptual Land Use Plan and corresponding site data are subject to adjustment. Final unit counts, density, site design, and parcel areas will be determined during the rezoning process.

The preceding table and information illustrated on the Conceptual Land Use Plan are provided for initial preliminary review and intended to evolve over the course of the development process in response to the needs of the Property and the market. The intent is to establish the entitlements to govern the permitted land use designations and permissible densities that will be utilized to guide the design intended for the Property.

Vehicular and Pedestrian Circulation

Arica & Sunshine is planned between Eleven Mile Corner Road and Sunshine Boulevard, with its main access being the 80' two-lane collector. This collector will enter the site from Eleven Mile Corner Road, continuing east to wrap around the centrally located elementary school site and park, and turning southward to exit on the southern boundary of the site at Shedd Road. The internal two-lane collector road intersects the community along a curvilinear alignment, providing access to each parcel within the project while creating a sense of arrival upon entry and implementing traffic calming measures by design. Half-street infrastructure improvements will be provided along the perimeter roads bounding the Property to City standards. Infrastructure details, interior street patterns, and access and circulation for each parcel will be detailed during the rezoning process. (Exhibit G, Circulation Map).

The proposed alignment for the Butterfield Overland Historical Trail loosely parallels the collector alignment, entering the Property from the east at Eleven Mile Corner Road, wrapping around the center of the community, and exiting to the south. The design highlights efficient and safe traffic circulation with careful consideration of open space corridors and trail connectivity, while promoting a clear focus on separating pedestrian and vehicular circulation where possible throughout the community.

Open Space and Amenities

The Arica & Sunshine community design can provide for a diverse set of open spaces and connected park systems. The centralized open space at the heart of the community would include an amenity-dense park adjacent to the proposed elementary school site and connected to a series of neighborhood parks throughout the development via historic trails, breezeways, and new circulation paths. The central park would be a key component of the project's identity.

The space for the central park allows for desirable amenities such as basketball and/or volleyball courts, large playground, ramadas, bar-be-ques, and shade structures. Additional smaller parks throughout the community can provide residents with a number of outdoor activities designed to promote outdoor living and recreation, and the connecting historic trails and paths would promote walking and exploring the various open spaces spread within the development.

Some of the amenities within these parks can include outdoor playgrounds with exploratory features, an outdoor exercise circuit, community gathering locations, and open space to enjoy various other outdoor activities. The open space corridors and intercommunity trail system connecting these parks would include lighting, seating, exercise, and landscaping features.

With the development site being situated in a historically agriculture focused area, a contemporary farmhouse motif can be adopted as the primary theming for landscape, wall, fence, signage, and amenity features. Play-structures, color and material options, interpretive sign-age, and general aesthetics can all play into this theme for a cohesive community identity and experience.

Arica & Sunshine will provide open space amenities to enhance the living environment of the community in agreement with the intent to provide a quality community and in compliance with City standards.

3.Existing Conditions

Property Location/Ownership

The Property is located at the southwest corner of Arica Road and Sunshine Boulevard in the City of Eloy, Arizona and consists of approximately 662.78 acres identified as Parcel Numbers 401-48-031C, 401-48-0320, 401-48-0290, and 401-48-0300 on the Pinal County Assessor's Map. (Exhibit A, Vicinity Map).

Parcel Numbers 401-48-0290 and 401-48-0300 are currently under the ownership of Barnes Vernon Lester. Parcel Numbers 401-48-031C and 401-48-0320 are currently under the ownership of Picnic Barrel & Liquor Mart Inc.

Legal Description

The parcel is described as Section 19, Township 7 South, Range 8 East of the Gila and Salt River Base and Meridian, Pinal County, Arizona.

Drainage

The Property is currently an undeveloped agricultural field that generally slopes from the southeast to the northwest. The total elevation change is approximately 21 feet dropping from 1,533 feet above mean sea level (MSL) at the southeast side of the site to approximately 1,512 feet above MSL at the northwest side of the site.

The Pinal County, Arizona and Incorporated Areas Flood Insurance Rate Map (FIRM), panel numbers 04021C1590F and 04021C1595F dated May 15, 2019, indicate the Property falls within Zone "X".

- Zone "X" (shaded) is defined by FEMA as, "Areas of 500-year flood; areas of 100-year flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from 100-year flood."

The site will provide sufficient permanent or temporary drainage measures as required. A drainage report will be prepared for the community during the rezoning

process along with a site visit to determine existing drainage patterns on and adjacent to the Property. All proposed grading, drainage, and retention for the project will comply with City requirements.

Surrounding Uses

The land surrounding the Property is as follows:

Direction	Use	Zoning	General Plan
North	Undeveloped agricultural land with a portion of vacant and existing residential land.	GR (1.25 du/ac) [Pinal County]	Estate Density Residential
South	Undeveloped agricultural land with a portion planned for Esperanza, a master planned community.	R1-43 (43,560 sf/du), R1-6 (6,000 sf/du) & C-2 PAD	Estate Density Residential & Medium Density Residential
East	Undeveloped vacant land	R1-43 (43,560 sf/du)	Low Density Residential
West	Undeveloped vacant land planned for Edgewater, a master planned community.	R1-6 (6,000 sf/du), R-3 (10 -24 du/acre), & C-1 PAD	Medium Density Residential, High Density Residential & Light Industrial

Arica & Sunshine is composed of primarily residential lots with two mixed use arterial corners connected by an integrated network of open space and recreation facilities, as further described within this narrative. The proposed community is an appropriate land use for the Property that will complement the significant growth planned in this area of Eloy. Compatible proposed master planned communities in the immediate surrounding area are as follows:

Proposed Community	Direction	Zoning	General Plan
Edgewater	Directly west of the Property.	R1-6 (6,000 sf/du), R-3 (10 -24 du/acre), & C-1 PAD	Medium Density Residential, High Density Residential & Light Industrial
Esperanza	Directly south of the Property.	R1-6 (6,000 sf/du) & C-2 PAD	Medium Density Residential

Community Services

The Property is located within the Picacho Elementary School District (“PESD”). Coordination with the PESD has determined that an elementary school site will be required within the community to accommodate the anticipated influx of students.

The Property is located within the Santa Cruz Valley Union High School District (“SCVUHSD”) and Santa Cruz Valley Union High School is the nearest high school in proximity of the Property. The school district has been notified of the proposed community and their feedback has been formally requested. (Exhibit H, Public Education Map).

The Eloy Police Department and Eloy Fire District Station 521 are located within an approximately 4-mile radius of the Property. (Exhibit I, Public Facilities Map).

Additional neighborhoods, parks, schools, community centers, and retail are readily available nearby within the City of Eloy located to the south of the Property.

4. Utilities

Water Facilities

The Property is located within the water service area of the City of Eloy. Adjacent infrastructure includes an existing 16-inch waterline to the southeast of the Property in the Sunshine Boulevard ROW. A proposed off-site water system will connect the proposed on-site system to the existing waterline within Sunshine Boulevard with details to be determined during the rezoning process.

It is anticipated that the existing water campuses located in the City of Eloy’s service area will be able to supply all of the proposed development for the Arica & Sunshine development. A water report will be prepared for the community during the development process in conformance with all applicable City requirements.

Wastewater Facilities

The Property is located within the wastewater service area of the City of Eloy. There are no existing sewer lines adjacent to the site. Existing infrastructure includes a 30-inch gravity sewer line in the Houser Road ROW about a mile south of the site that flows west into the existing 36-inch sewer line into the water reclamation facility (“WRF”).

Wastewater from Arica & Sunshine will flow by gravity through a proposed 12-inch gravity sewer system at the northwest of the site west to a proposed lift station. The

lift station is proposed to have a 12-inch forcemain flowing east in Arica Road and then south in Eleven Mile Corner Road to the existing WRF.

The wastewater collection system will flow by gravity and will be designed to take advantage of topographic conditions wherever possible. All sewer lines will be located in major streets or in easements dedicated for that use and shall comply with the City's minimum requirements. A wastewater report will be prepared for the development during the rezoning process in conformance with all applicable City requirements.

Utilities Table

The following outlines the utility service providers:

Utility	Provider
Water	City of Eloy
Wastewater	City of Eloy
Electric	Arizona Public Service
Gas	El Paso Natural Gas

5.Existing Zoning and General Plan Land Use

The Property is currently within the City of Eloy General Plan's Estate Density Residential land use category, which allows for a density of up to 1.0 du/ac. The intent of this Major General Plan Amendment is to amend the existing land use designation to a combination of Medium Density Residential, Mixed Use, Public/Institutional, and Parks/Open Space to facilitate development of the Property as intended. (See Exhibits C and D, Existing General Plan and Proposed General Plan).

The Property is zoned R1-43 Estate Residential. The zoning entitlements necessary to achieve this project vision will be governed by future application(s) to rezone the Property from the current R1-43 Estate Residential zoning district to the appropriate district(s) required to permit the intended variety of land uses for development of the Property. The general parameters of the project and its design standards will be determined during the rezoning process. (Exhibit F, Existing Zoning Map).

6. Proposed Land Use Analysis

Existing Land Use

As stated above, the City's General Plan designates the property as Estate Density Residential, which is described as follows:

Uses allowed within this designation include large lot, single-family residential development. The density range, 0.05 du/ac to 1.0 du/ac (1 du/20 acres to 1 du/1 acre), is intended to portray a rural setting. Home sites within this designation should create more of an open environment. Municipal water and sewer 3 connections are not required. Estate Density Residential uses may serve as a transitional land use buffer between residential uses with densities higher than 1 du/ac.

This category permits a limited low-density range primarily for large lot residential use. As a proposed master plan containing a combination of land uses, Arica & Sunshine requires an update to the existing designation to ensure conformance with the City's General Plan.

Proposed Land Use

This request seeks to change the existing Estate Density Residential (0.2-1.0 du/ac) land use designation to a combination of approximately 611.97 acres of Medium Density Residential (3.0-6.0 du/ac), 27.99 acres of Mixed Use, 12.00 acres of Public/Institutional for an elementary school site, and 10.82 acres of Parks/Open Space. The final lot yield and density for each proposed land use and site planning details will be addressed during the rezoning process.

All proposed land uses plan to include appropriate signage with drought tolerant landscaping and pedestrian connection to provide a sense of place and connectivity between the various land uses within the community.

Community Character

Arica & Sunshine provides a mixture of residential housing styles and supporting mixed-use development along with a large, centrally located park with an elementary school site and active and passive amenity areas including a historic trail. This proposal implements flexible land planning, allowing for single-family lots while encouraging opportunities for innovative housing product and creative site design by the end user. This approach will provide the potential for diverse housing opportunities to create an attractive community for the City and future residents of Arica & Sunshine. The community will provide a pedestrian friendly design that provides accessibility to services and recreational amenities while allowing for a range of housing types.

General Plan Goals and Objectives

This proposed amendment will better meet the Goals and Objectives set forth in the City of Eloy General Plan. A selection of the applicable Goals and Objectives being met by the Arica & Sunshine development are as follows:

Land Use Element

The following Goals and Objectives outlined within the Land Use Element help set the stage for present and future growth and shape the pattern of the City.

Goal 1. *Provide a range of residential, employment and supportive land uses to encourage and maintain a sustainable community.*

Objective 1. *Maintain transitional buffers between high and lower impact land uses.*

The proposed land uses within Arica & Sunshine provide a range of land uses including detached single-family residential, public/institutional for an elementary school site, parks/open space, and mixed use. (Exhibit D, Proposed General Plan).

Circulation Element

The following Goals and Objectives outlined within the Circulation Element provides guidance and goals for public transportation, multi-modal pathways, and other modes of transportation.

Goal 1. *Encourage public safety through appropriate street design.*

Objective 1. *Improve and maintain street safety.*

Objective 7. *Require new developments to adhere to the street classification system and dedicate adequate right-of-way.*

Objective 11. *Determine and define traffic impact mitigation measures to preserve mobility and access through the City's roadway network.*

Arica & Sunshine intends to improve upon the circulation in the immediate area and fulfill the metrics noted above. Half-street infrastructure improvements will be provided along the perimeter roads bounding the Property to City standards and infrastructure details, interior street patterns, and access and circulation for each parcel will be considered during the rezoning process.

A large centrally located park area containing quality open space, recreational amenities, and thoughtfully designed trail connectivity is provided to promote multi-modal use with a clear focus on separating pedestrian and vehicular circulation where possible. (Exhibit G, Circulation Map).

Growth Areas Element

The northwestern portion of Arica & Sunshine is located within the City's Airport Area growth area. As part of the Airport Area growth area, the Property is considered to be in a preferred location to absorb new jobs and housing without negatively affecting existing neighborhood quality of life. The following Goals are in place to guide new development within the City's growth areas.

- Goal 1. Encourage orderly development within Growth Areas.***
- Goal 2. Encourage balanced, mixed use and multi-modal development within the designated Growth Areas.***
- Goal 3. Promote commercial, employment and industrial development at identified Growth Area nodes.***
- Goal 4. Promote development within Growth Areas that provides for the logical extension of infrastructure and utility service.***

Arica & Sunshine intends to utilize this opportunity to assist in the growth of this suitable area of Eloy and fulfill the goals noted above. Arica & Sunshine promotes orderly development with its location partly within and directly adjacent to the Airport Area growth area. The community proposes a balanced mix of land uses including detached single-family residential, public/institutional for an elementary school site, parks/open space, and mixed use, thoughtfully designed with trail connectivity to promote multi-modal use.

The overall community is poised to enhance the existing surrounding community and extend and complete the area's infrastructure with the proposed preliminary design and associated improvements to be determined during the rezoning process. (Exhibit J, Growth Areas Map).

Parks, Open Space and Trails Element

The following Goals and Objectives outlined within the Parks, Open Space and Trails Element focus on providing passive and active open space areas for recreation opportunities, a sense of openness, and to improve the aesthetics of the community.

- Goal 1. Improve the Community's livability, aesthetics and desirability through active and passive "green" space.***
- Objective 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.***

Arica & Sunshine intends to improve upon the open space, recreational opportunities, and pedestrian circulation in the immediate area and fulfill the metrics noted above. (Exhibit K, Park Service Area Map).

Public Facilities Element

The following Goals and Objectives outlined within the Public Facilities Element serve as a policy framework that provides adequate services and facilities now and in the future.

Objective 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.

Objective 6. Actively coordinate with local school districts, charter schools and institutions of higher learning

Coordination with the local school district has determined that an elementary school site will be required within the community to accommodate the anticipated students. Arica & Sunshine dedicates an approximately 12-acre portion of land to ensure adequate school facilities are in place to support the community. (Exhibit I, Public Facilities Map).

Required General Plan Amendment Guidelines

As described in Section 2.3 of the City of Eloy General Plan, Arica & Sunshine is designed to accomplish the four findings required for a Major General Plan amendment. An overview of each of these objectives is provided below.

1. That the City has not provided adequate land uses designated that would allow the proposed use to be sited as proposed.

This proposed amendment meets the desires of current and future homebuyers while remaining consistent with the planned uses in the area and promoting the goals and objectives of the City described above. The proposed project will add to and extend the City's infrastructure and recreational amenities with the addition of open space, parks, a dedicated elementary school site, and a trail system including the continuation of the Butterfield Overland Historical Trail. As such, this request is a more appropriate land use plan for the Property than the City's existing general plan land use designation. (See Exhibit E, Conceptual Land Use Plan).

Arica & Sunshine will activate the long undeveloped Property with a mix of residential, product consistent with the area's character while adding the opportunity for new housing options and mixed use development. The community will be compatible with the planned uses in the surrounding area.

2. That the amendment constitutes an overall improvement to the General Plan and will benefit the City in general.

Arica & Sunshine intends to provide the opportunity for a mixture of housing products designed to meet the needs of the diverse population within the City, meeting the community's goal of providing a range of housing opportunities for all lifestyles and economic needs. The proposed land uses provide a greater opportunity for growth than that which could be achieved through the existing general plan designation.

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.*

As described above, the Property is well suited for the proposed majority of medium density residential use due to its location adjacent to the Edgewater master-planned community directly to the west, the Esperanza community planned directly to the south, and the surrounding low-to-medium density residential uses existing and planned in the immediate vicinity. Small portions of high-density multifamily and commercial uses are currently planned adjacent to the Property at the two arterial corners to the south, which complement the portion of the proposed plan designated for future mixed use development at those major arterial corners.

The community provides attractive common areas planned for recreation amenities and trail connectivity throughout. The design brings forth a pedestrian environment that encourages walkability by providing amenities such as shade, seating and a variety of recreational facilities with a connected trails network and open spaces that create opportunities for public gathering and social interaction between all proposed land uses. Perimeter landscaping buffers will be integrated along perimeter streets to improve the quality and livability of the neighborhood and surrounding area.

Proposed infrastructure improvements will adhere to City development standards, to be reviewed and approved by City staff to ensure adherence to the intent of the City's general plan.

The proposed entitlements will permit Arica & Sunshine to activate this undeveloped Property with a variety of quality housing products, ample open

space and appropriate connectivity that is consistent with the intent of the planned growth in the area and will not result in a detriment to public health, safety, or welfare.

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

Any development standard not addressed within this proposal or by the upcoming rezoning process shall be regulated by the current City Code and shall be maintained or exceeded without deviation from any of the applicable City of Eloy zoning, engineering, and subdivision standards, design review standards, requirements or provisions for the proposed zoning and land use.

Based upon the analysis provided above, we believe the proposed community is consistent with the findings identified by the City's General Plan Amendment Guidelines for a Major General Plan Amendment and, as such, will be beneficial to the surrounding area. The proposed amendment does not adversely affect the neighboring community and will create an excellent land use solution that complements the overall mix of housing and land uses planned for this growing area of Eloy.

7. Conclusion

As demonstrated above, this request for a Major General Plan Amendment is consistent in substance and location with the required findings of the Amendment Guidelines and the goals and objectives of the City's adopted General Plan.

The Arica & Sunshine community complements the development planned in the surrounding area while activating this undeveloped Property as a new and attractive community with the flexibility to allow creative design solutions to accommodate the proposed mix of land uses, street pattern, historic trail, and the large centrally located open space with proposed elementary school site. The land uses are designed to offer flexibility and diversity to the land plan and fulfill the City's intent to improve upon the existing General Plan designation with more appropriate uses for the area.

The development team believes that this request represents an appropriate and favorable planning of the Property. Conversely, this project will add to the synergy of development already at work in the area, and will serve as a catalyst for the further development of surrounding parcels and within this part of the City of Eloy.

March 16, 2022

LEGAL DESCRIPTION FOR
ARICA & SUNSHINE
ZONING LEGAL

Section 19, Township 7 South, Range 8 East, of the Gila and Salt River Meridian, Pinal County, Arizona, more particularly described as follows:

Beginning at the PK nail marking the Southwest Corner of said Section 19;

Thence North 00°00'13" East, along the West line of the Southwest Quarter of said Section 19 a distance of 2,644.10 feet to the Brass Cap stamped "LS#17278" marking the West Quarter Corner of said Section 19;

Thence continuing North 00°00'13" East, along the West line of the Northwest Quarter of said Section 19, a distance of 2,644.11 feet to the PK nail marking the Northwest Corner of said Section 19;

Thence North 89°47'00" East, along the North line of the Northwest Quarter of said Section 19, a distance of 2,828.22 feet to the G.L.O. stem marking the North Quarter Corner of said Section 19;

Thence North 89°47'08" East, along the North line of the Northeast Quarter of said Section 19, a distance of 2,639.62 feet to the G.L.O. stem marking the Northeast Corner of said Section 19;

Thence South 00°04'53" East, along the East line of the Northeast Quarter of said Section 19, a distance of 2,640.79 feet to the 1/2" Iron Pin marking the East Quarter Corner of said Section 19;

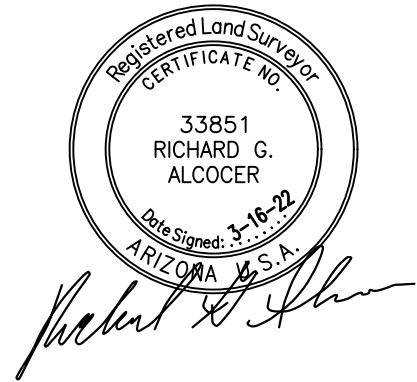
Thence South 00°05'07" West, along the East line of the Southeast Quarter of said Section 19, a distance of 2,631.36 feet to the 60d nail marking the Southeast Corner of said Section 19;

Thence South 89°36'58" West, along the South line of the Southeast Quarter of said Section 19, a distance of 2,635.22 feet to the Aluminum Cap stamped "LS#17278" marking the South Quarter Corner of said Section 19;

Thence continuing South 89°36'58" West, along the South line of the Southwest Quarter of said Section 19, a distance of 2,832.87 feet to the Point of Beginning.

Containing 28,881,627 Square Feet or 663.031 Acres, more or less.

Section corners described in this legal description are depicted on a Record of Survey prepared by Hollenbach Surveying Company L.L.C., Job No. 10-1978, dated 05/26/2011, by Thomas B. Hollenbach, R.L.S. 17278. No field work was performed on this project by Coe & Van Loo Consultants as a basis for the preparation of this legal description.



ARICA & SUNSHINE
ZONING LEGAL
CLOSURE REPORT

BOUNDARY

N00°00'13.0000" E 2,644.10

N00°00'13.0000" E 2,644.11

N89°46'60.0000" E 2,828.22

N89°47'08.0000" E 2,639.62

S00°04'53.0000" E 2,640.79

S00°05'07.0000" W 2,631.36

S89°36'58.0000" W 2,635.22

S89°36'58.0000" W 2,832.87

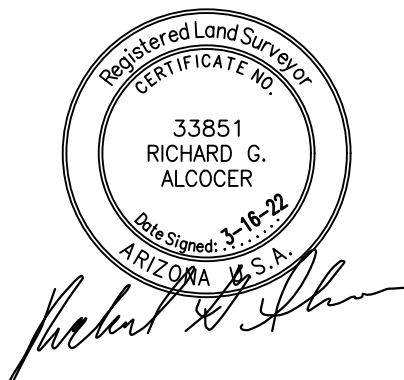
Area = 28,881,627 663.031 AC

Closing course: 211°42'21.6584" 0.004022

Misclosure: 1/1,000,000+

North Error: 0.003422

East Error: 0.002114



NORTHWEST CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST

NORTH 1/4 CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST

NORTHEAST CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST

WEST 1/4 CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST

EAST 1/4 CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST

SOUTHWEST CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST

SOUTH 1/4 CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST

SOUTHEAST CORNER
SECTION 19
TOWNSHIP 7 SOUTH
RANGE 8 EAST



Richard G. Alcocer

SCALE 1" = 1000'

EXHIBIT

4550 North 12th Street
Phoenix, Arizona 85014
Phone 602-264-6831
<http://www.cvlci.com>

ARICA & SUNSHINE

ZONING PARCEL



1 OF 1

Arica & Sunshine

GENERAL PLAN AMENDMENT

Conceptual Land Use Plan

Exhibit E

CONCEPTUAL LAND USE DATA				
Land Use Designation	Propsoed Acreage	Estimated Unit Count	Unit Count %	Estimated Density
Medium Density Residential (3.0 – 6.0 du/ac)	611.97 acres	2,142 units	82%	3.5 du/ac
Mixed Use	27.99 acres	476 units	18%	17.0 du/ac
Public/Institutional (Elementary School)	12.00 acres	-	-	-
Parks / Open Space	10.82 acres	-	-	-
Total	662.78 acres	2,618 units	100%	3.9 du/ac

Note: The Conceptual Land Use Plan and corresponding site data are subject to adjustment. Final unit counts, density, site design, and parcel areas will be determined during the rezoning process.

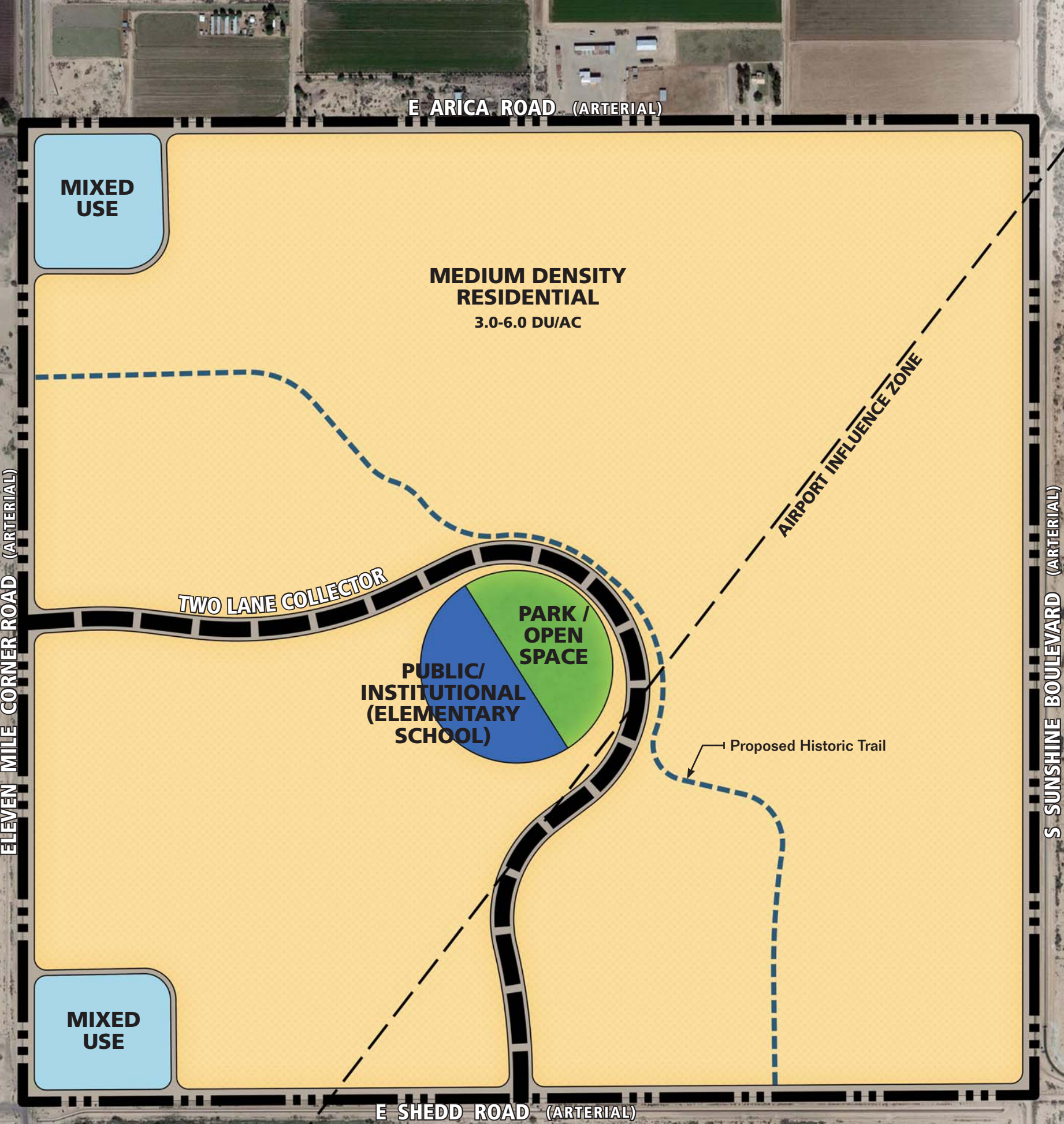
LEGEND

Mixed Use

Parks / Open Space

Public / Institutional (Elementary School)

Medium Density Residential (3.0 - 6.0 du/ac)



Arica & Sunshine

GENERAL PLAN AMENDMENT

Vicinity Map

Exhibit A

LEGEND

-  Unincorporated Area
-  Eloy City Limits
-  Project Boundary

SITE

SECTION 19, TOWNSHIP 7 SOUTH,
RANGE 8 EAST OF THE GILA AND
SALT RIVER BASE AND MERIDIAN,
PINAL COUNTY, ARIZONA

APN:
401480320

APN:
401480290

APN:
40148031C

APN:
401480300

E HANNA ROAD

E ARICA ROAD

E SHEDD ROAD

E HOUSER ROAD

N TUMBLEWEED ROAD

ELEVEN MILE CORNER ROAD

S SUNSHINE BOULEVARD

N LA PALMA ROAD



27 June 2022

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Arica & Sunshine

GENERAL PLAN AMENDMENT

Aerial Map

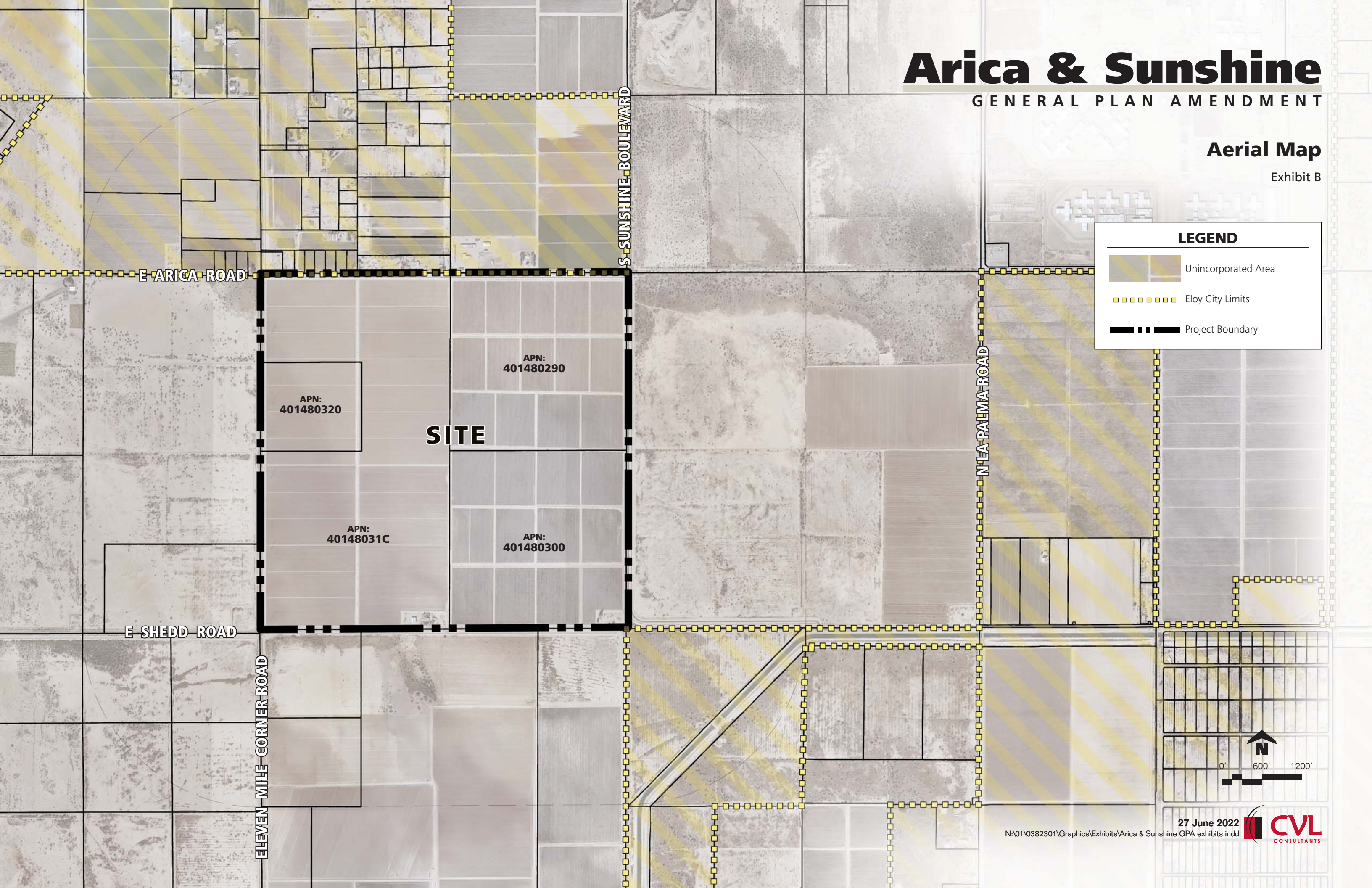
Exhibit B

LEGEND

Unincorporated Area

Eloy City Limits

Project Boundary

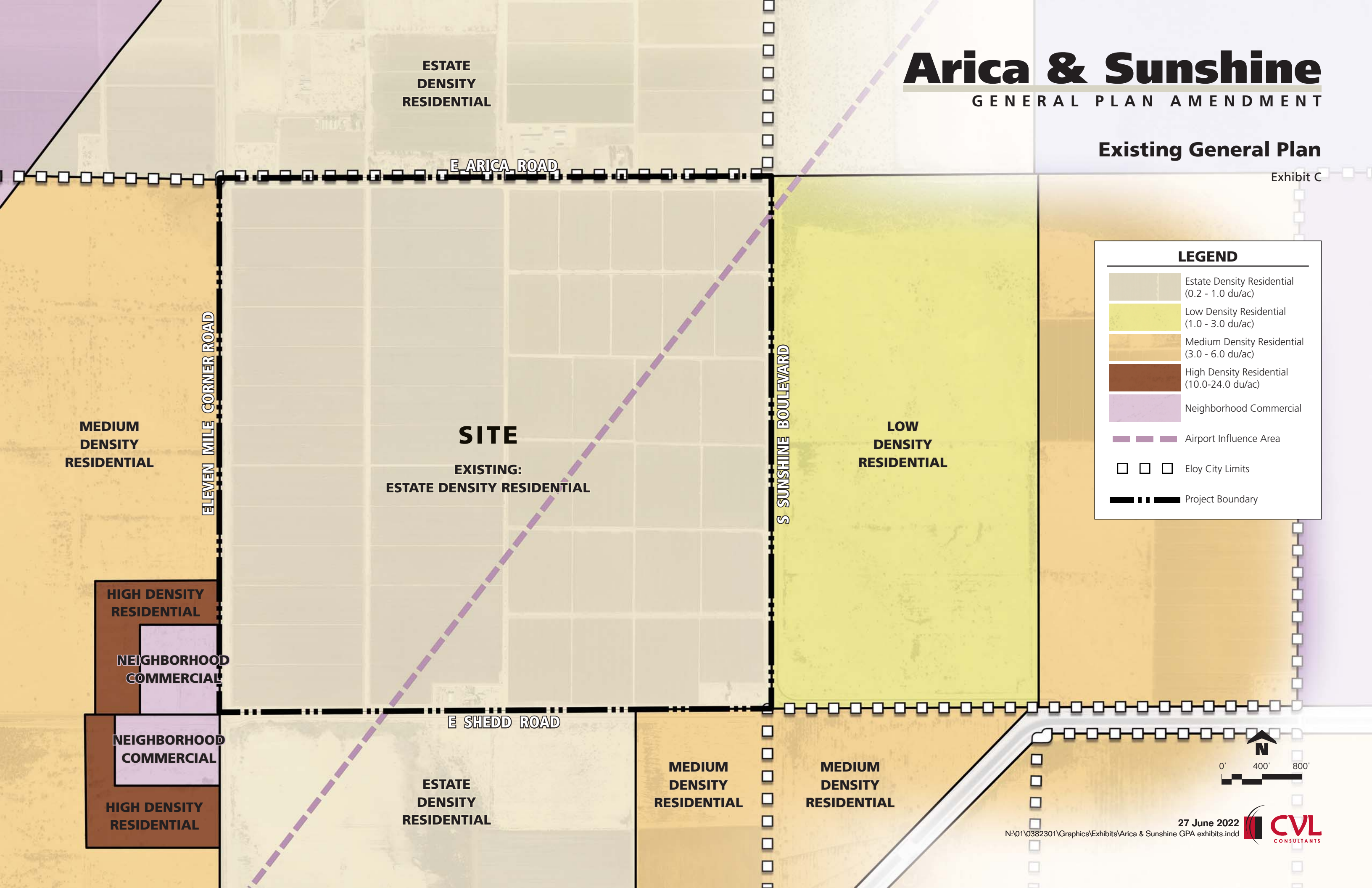


Arica & Sunshine

GENERAL PLAN AMENDMENT

Existing General Plan

Exhibit C



LEGEND

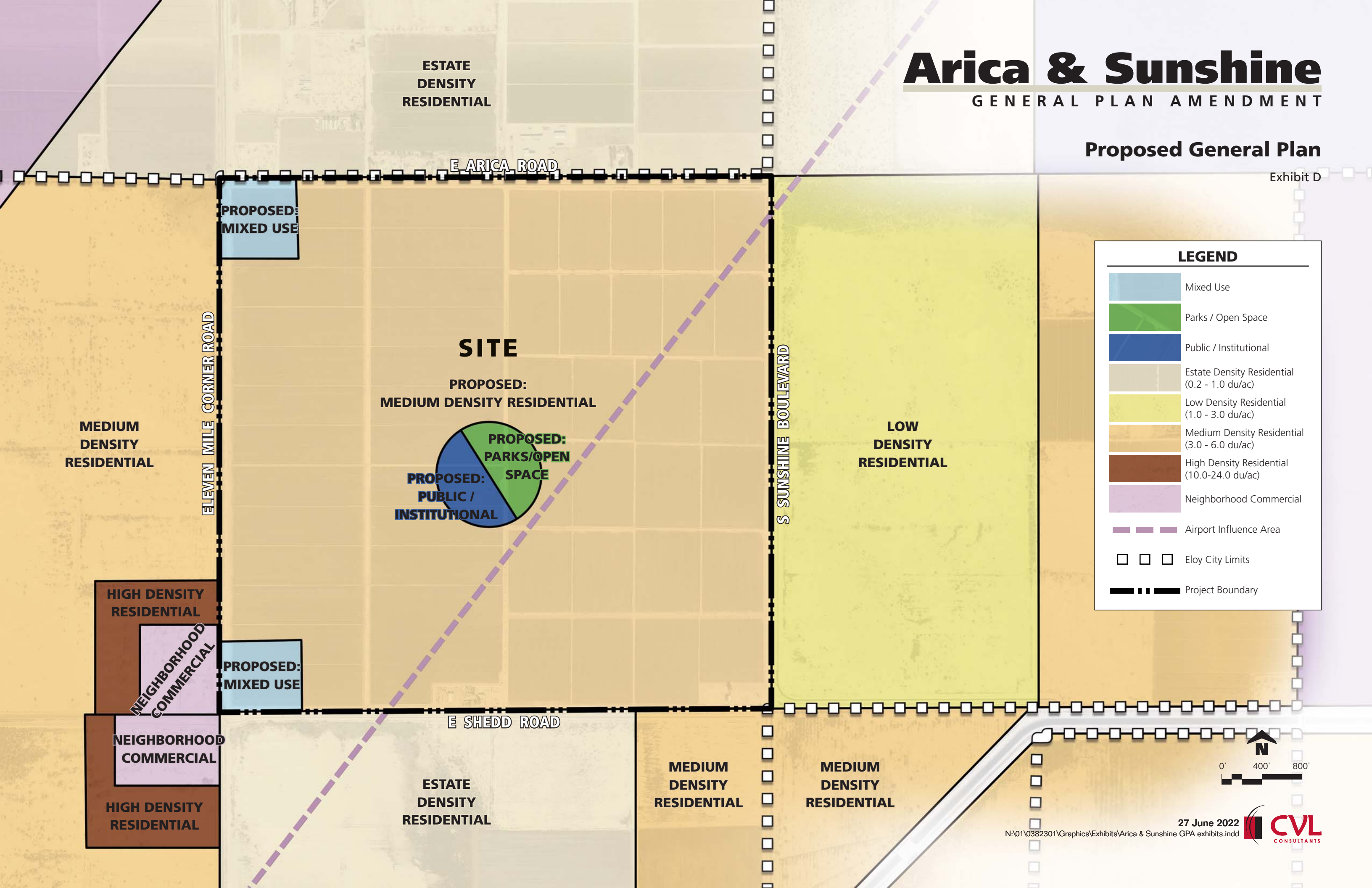
- Estate Density Residential (0.2 - 1.0 du/ac)
- Low Density Residential (1.0 - 3.0 du/ac)
- Medium Density Residential (3.0 - 6.0 du/ac)
- High Density Residential (10.0-24.0 du/ac)
- Neighborhood Commercial
- Airport Influence Area
- Eloy City Limits
- Project Boundary

Arica & Sunshine

GENERAL PLAN AMENDMENT

Proposed General Plan

Exhibit D



Arica & Sunshine

GENERAL PLAN AMENDMENT

Conceptual Land Use Plan

Exhibit E

CONCEPTUAL LAND USE DATA				
Land Use Designation	Propsoed Acreage	Estimated Unit Count	Unit Count %	Estimated Density
Medium Density Residential (3.0 – 6.0 du/ac)	611.97 acres	2,142 units	82%	3.5 du/ac
Mixed Use	27.99 acres	476 units	18%	17.0 du/ac
Public/Institutional (Elementary School)	12.00 acres	-	-	-
Parks / Open Space	10.82 acres	-	-	-
Total	662.78 acres	2,618 units	100%	3.9 du/ac

Note: The Conceptual Land Use Plan and corresponding site data are subject to adjustment. Final unit counts, density, site design, and parcel areas will be determined during the rezoning process.

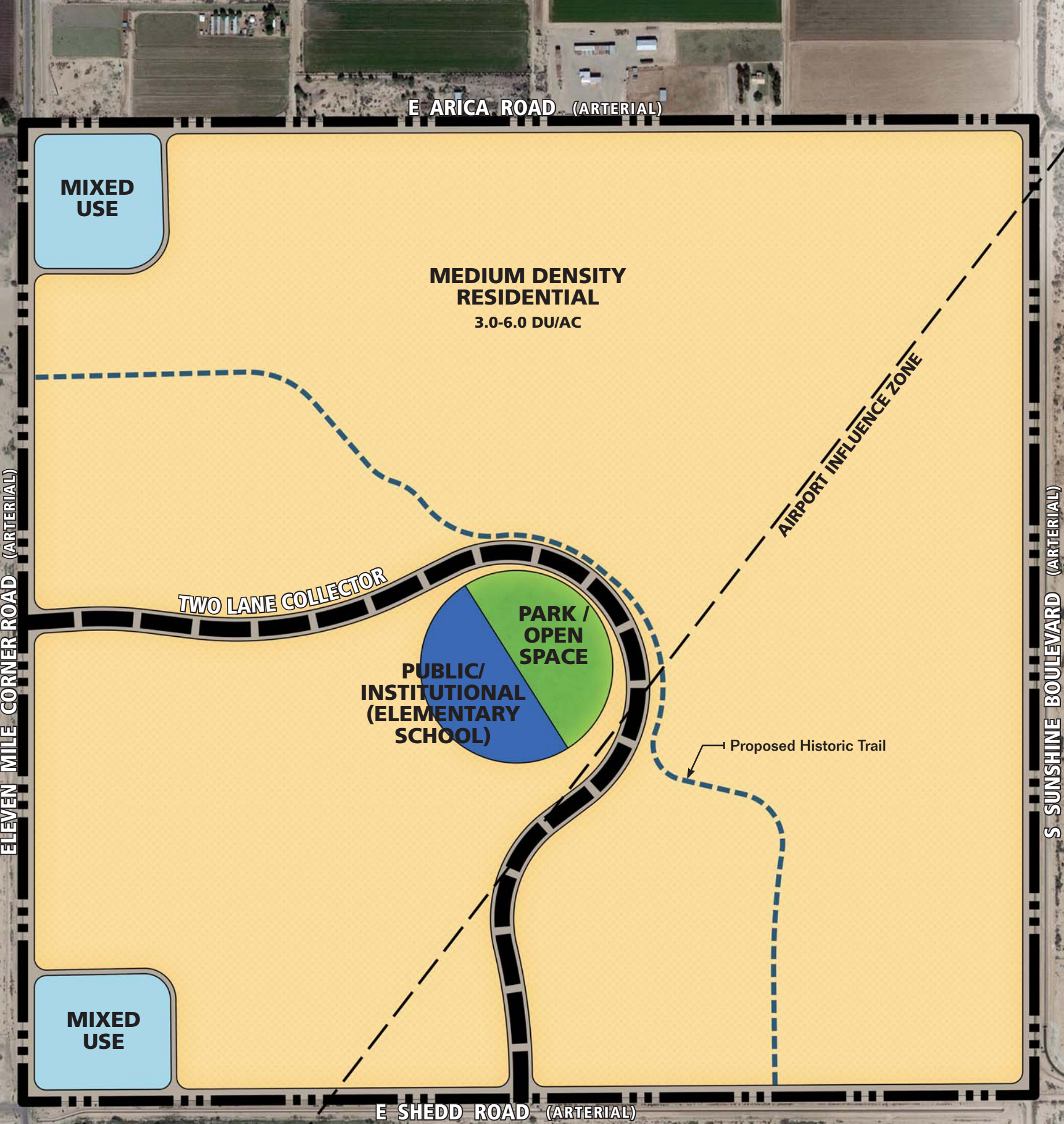
LEGEND

Mixed Use

Parks / Open Space

Public / Institutional (Elementary School)

Medium Density Residential (3.0 - 6.0 du/ac)



Arica & Sunshine

GENERAL PLAN AMENDMENT

Existing Zoning Map

Exhibit F

LEGEND

 Project Boundary

Commercial Districts

-  C-1 Neighborhood Commercial
-  C-2 Community Commercial
-  MU Mixed Use

Industrial Districts

-  BP Business Park
-  I-1 Light Industrial
-  I-2 General Industrial

Public Facility Districts

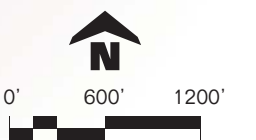
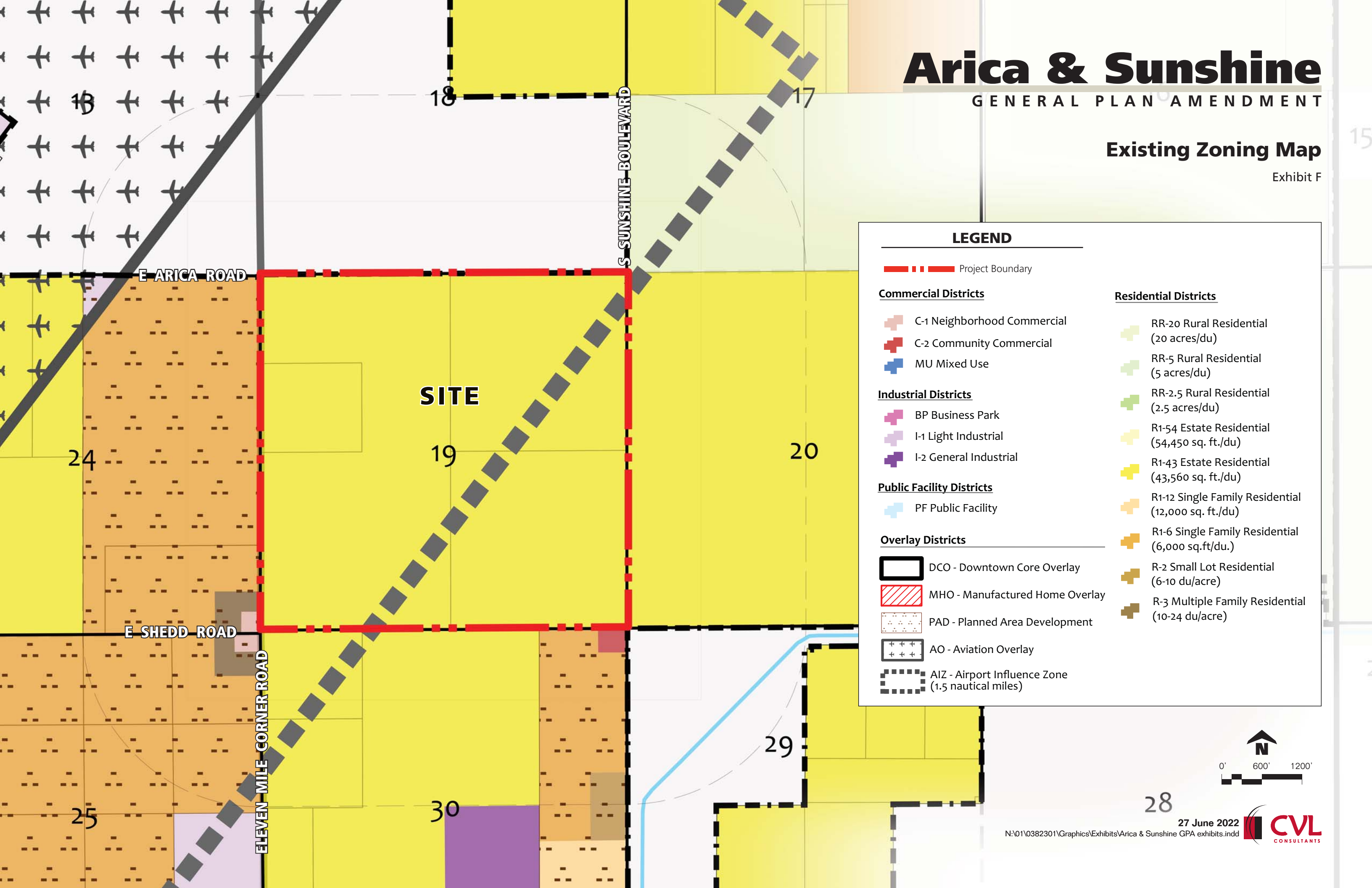
-  PF Public Facility

Overlay Districts

-  DCO - Downtown Core Overlay
-  MHO - Manufactured Home Overlay
-  PAD - Planned Area Development
-  AO - Aviation Overlay
-  AIZ - Airport Influence Zone (1.5 nautical miles)

Residential Districts

-  RR-20 Rural Residential (20 acres/du)
-  RR-5 Rural Residential (5 acres/du)
-  RR-2.5 Rural Residential (2.5 acres/du)
-  R1-54 Estate Residential (54,450 sq. ft./du)
-  R1-43 Estate Residential (43,560 sq. ft./du)
-  R1-12 Single Family Residential (12,000 sq. ft./du)
-  R1-6 Single Family Residential (6,000 sq.ft./du.)
-  R-2 Small Lot Residential (6-10 du/acre)
-  R-3 Multiple Family Residential (10-24 du/acre)



27 June 2022

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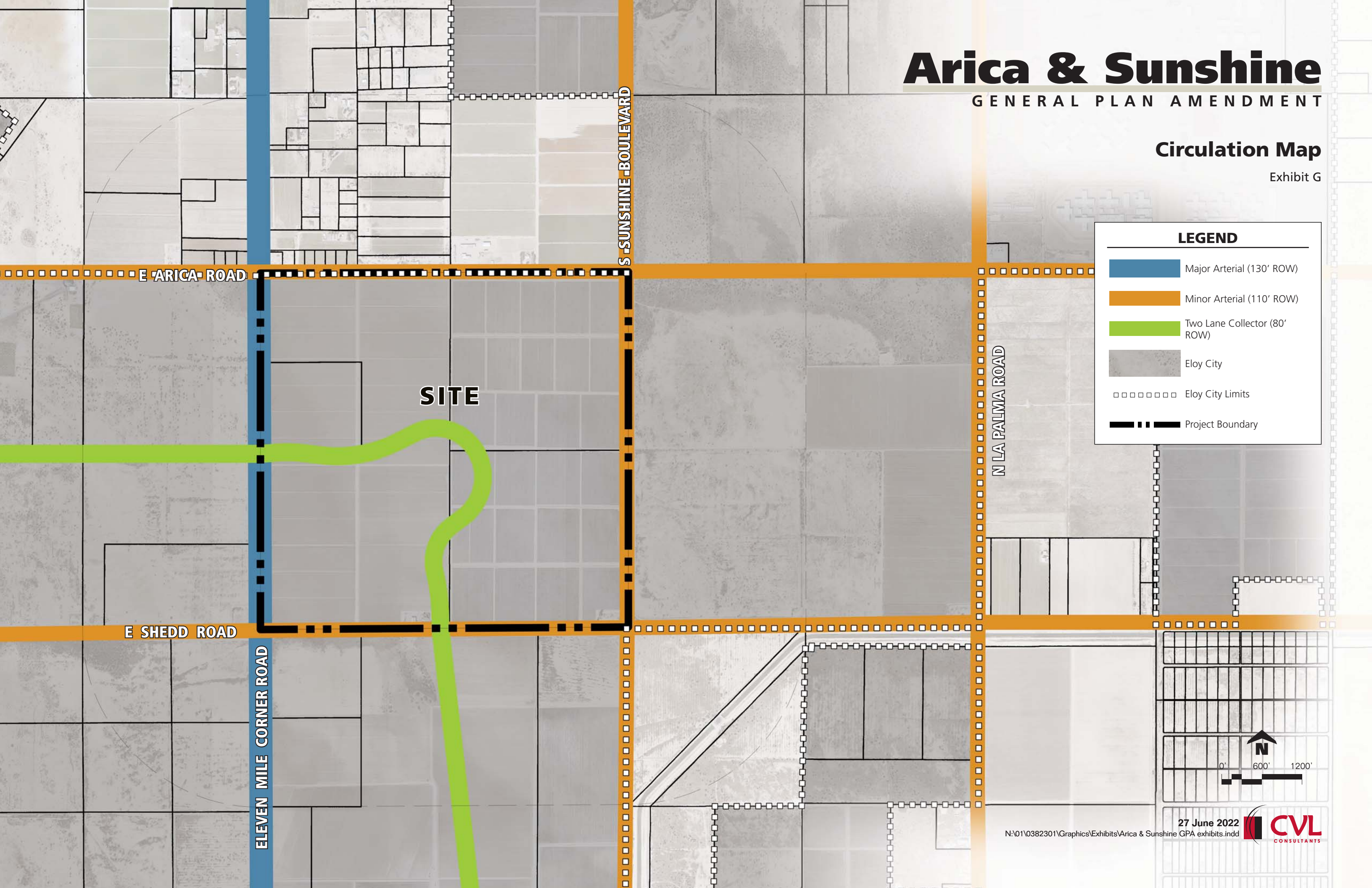


Arica & Sunshine

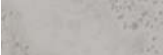
GENERAL PLAN AMENDMENT

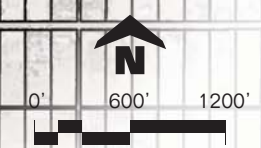
Circulation Map

Exhibit G



LEGEND

-  Major Arterial (130' ROW)
-  Minor Arterial (110' ROW)
-  Two Lane Collector (80' ROW)
-  Eloy City
-  Eloy City Limits
-  Project Boundary



27 June 2022

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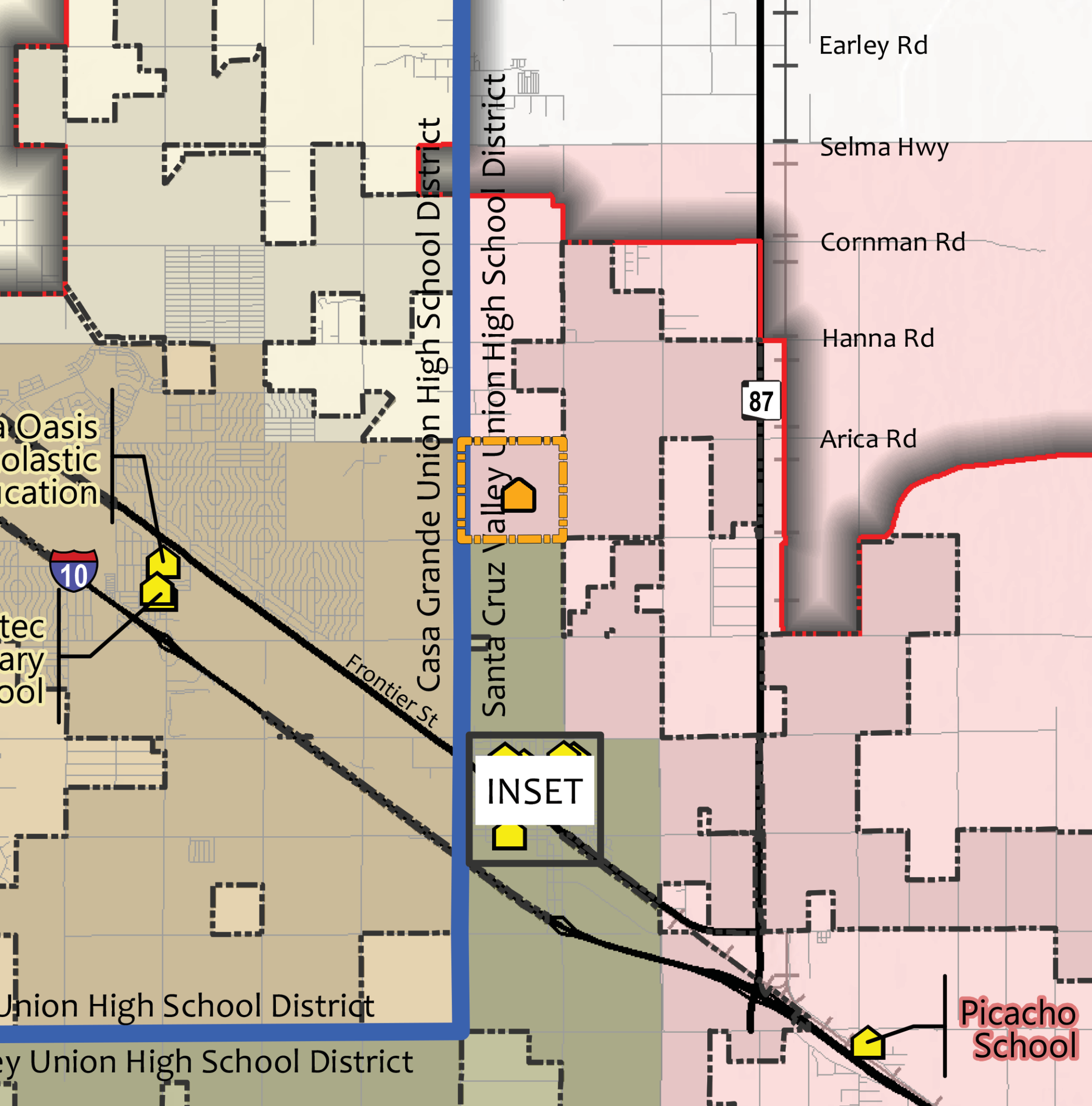


Arica & Sunshine

GENERAL PLAN AMENDMENT

Public Education Map

Exhibit H



Educational Facilities / Districts

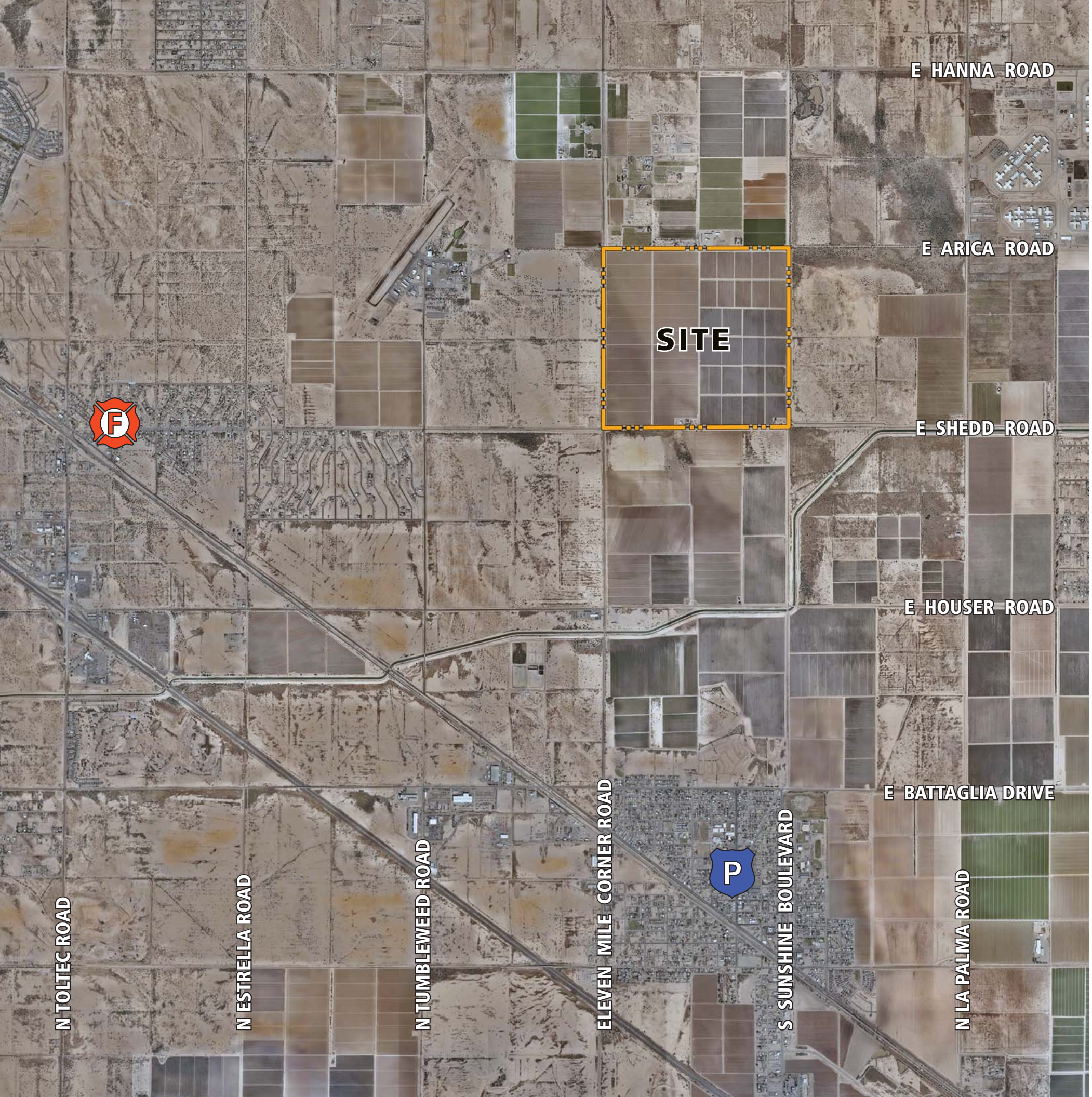
- District School
- Union High School Districts
- Casa Grande Elementary School District
- Eloy Elementary School District
- Picacho Elementary School District
- Red Rock Elementary School District
- Toltec Elementary School District

Reference

- Eloy City Limits
- Eloy Planning Boundary
- Railroad

PROPOSED CHANGES

- Proposed Elementary School Site
- Project Boundary



Arica & Sunshine

GENERAL PLAN AMENDMENT

Public Facilities Map

Exhibit I

LEGEND

Eloy Police Department

Eloy Fire District,
Station 521

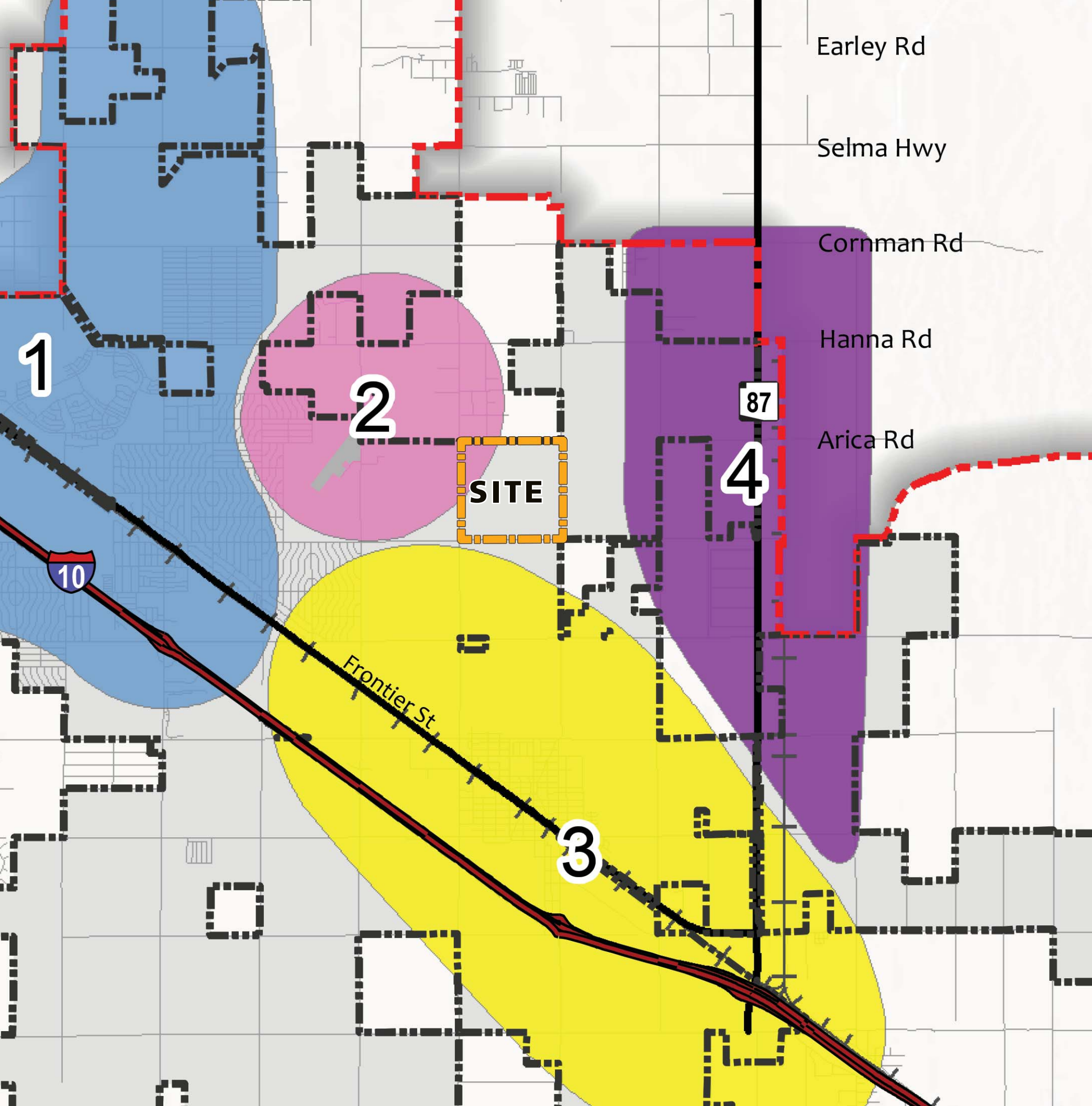
Project Boundary

Arica & Sunshine

GENERAL PLAN AMENDMENT

Growth Area Map

Exhibit J



Identified Growth Areas

- 1 Toltec-Robson Area
- 2 Airport Area
- 3 Sun Corridor
- 4 SR87 Corridor
- 5 Red Rock Area

Reference

- Eloy City Limits
- Eloy Planning Boundary
- Railroad

Project Boundary

Arica & Sunshine

GENERAL PLAN AMENDMENT

Park Service Area Map

Exhibit K

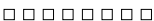
LEGEND

 National Historic Trails

 Local Trails

 Neighborhood Park, Proposed

 Service Area (Proposed by Others)

 Eloy City Limits

 Project Boundary



Arica & Sunshine

GENERAL PLAN AMENDMENT

Vicinity Map

Exhibit A

LEGEND

-  Unincorporated Area
-  Eloy City Limits
-  Project Boundary

SITE

SECTION 19, TOWNSHIP 7 SOUTH,
RANGE 8 EAST OF THE GILA AND
SALT RIVER BASE AND MERIDIAN,
PINAL COUNTY, ARIZONA

APN:
401480320

APN:
401480290

APN:
40148031C

APN:
401480300

E HANNA ROAD

E ARICA ROAD

E SHEDD ROAD

E HOUSER ROAD

N TUMBLEWEED ROAD

ELEVEN MILE CORNER ROAD

S SUNSHINE BOULEVARD

N LA PALMA ROAD



27 June 2022

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For Public Posting
City of Eloy
2022 Major General Plan Amendment Process Schedule

DATE	EVENT	DESCRIPTION
Recommended no later than Friday, April 8th	Preliminary Consultation	Discuss with Community Development Department staff regarding whether a proposal qualifies as a major General Plan Amendment (see Chapter 2.0: Amendments and Process of the City of Eloy 2020 General Plan Update).
Monday, January 3rd to Thursday, June 30th	Applicant Pre-Submittal Preparation	Applicant prepares application and all supportive submittal materials.
Thursday, June 30th	Applicant Submittal Deadline	All major General Plan Amendment applications must be received by this date to be processed in the 2022 annual cycle.
Thursday, July 28th	60-Day Public Review Process Begins	Applications will be mailed out for review, placed in the Eloy Public Library and posted on the City's website.
Wednesday, August 17th	Planning and Zoning Commission Study Session	Study session to present all of the 2022 applications submitted. No action will be taken at this time.
Wednesday, September 21st	Planning and Zoning Commission Meeting	Planning and Zoning Commission meeting on the major General Plan Amendment requests. No action will be taken. Public comment is encouraged.
Monday, September 26th	60-Day Public Review Process Ends	All public comments are due to the City.
Wednesday, October 5th	City Sponsored Open House for All Major General Plan Amendment requests	Open House Location: (Tentative) City Hall-Community Room, 595 N. C Street, Eloy, AZ 85131 from 5:00 p.m. to 6:00 p.m.
Wednesday, October 19th	Planning and Zoning Commission Hearing	Planning and Zoning Commission Hearing and action on major General Plan Amendment request(s).
Monday, November 14th	City Council Public Hearing	City Council Public Hearing on major General Plan Amendment request(s). No Action.
Monday, November 28th	City Council Public Hearing	City Council Public Hearing and action on major General Plan Amendment request(s).

CITY OF ELOY

REQUEST FOR COMMISSION ACTION

Agenda Item: **VII.D.**

Date: **10/19/2022**

Date submitted:
10/12/2022

Action: Formal

Subject: Consideration, discussion, and recommendation to the Eloy City Council for approval, approval with conditions, denial or continuance of Case No.: GPA2022-025 (Project Name: Arica & Sunshine Major General Plan Amendment)

Date requested:
10/19/2022

TO: Planning and Zoning Commission

FROM: Jon Vlaming, Belinda Cota

RECOMMENDATION:

Recommend that Council approve Case No.: GPA 2022-029 dated June 27, 2022.

DISCUSSION:

FISCAL IMPACT:

There is not a direct fiscal impact at this time.