



Planning and Development Department

DATE: March 24, 2022

TO: Planning and Zoning Commission

FROM: Jose Castañeda, Planner

SUBJECT: DMP2021004 – Hidden Waters Ranch
Z2021141– Hidden Waters Ranch
Agenda Items: #2, 3

Since the publishing of the staff report for the above cases staff has received one (1) letter of opposition from a resident in the area. The nature of the opposition centers on the resident being opposed to any new development in the area. According to the opposition letter, the resident does not want to see any new commercial or residential development in this area.

The resident provided comments in Spanish. The following excerpt of the letter has been translated to English:

“ Good afternoon Jose. I am Karla Selene Dominguez, one of the people affected by the construction that they plan to do. I do not agree that said property located at 339th Ave. and 351st Ave. and north of Buckeye Rd. be converted into a residential or commercial property. The neighbors and I bought those properties to be away from civilization and to be able to have animals and peace of mind. We are already far enough from the city for them to force us to go further by bringing their constructions to the corner of our properties.”

Further, staff offers an amendment to condition ‘e.’ to remove an impact fee that was carried over from the previous zoning case and renumerate the subsequent conditions. Staff has confirmed with P&D Engineering that the impact fee is no longer necessary and has provided comment to update the condition as shown below.

Shown below are the additional conditions in leg-edit format with new language underlined and bolded and language to be eliminated in strikethrough:

- e. The following Maricopa County Department of Transportation conditions shall apply:
 1. The Developer has previously provided a Traffic Impact Study (TIS) that was previously approved under the original case #Z2007073. ~~The TIS has been approved. The Phase~~ Subsequent TIS submittals shall comply with then MCDOT requirements and indicate ~~the~~ offsite improvements necessary to accommodate the anticipated traffic demands. The TIS shall be updated

with each development phase to reflect current conditions and any changes to the development plan. Since the only existing traffic generator in the area of this development is the truck stop at the SW corner of I-10 and 339th Ave., which also abuts this development, there is still a concern of how Hidden Waters traffic (Phase 1 – 2) and the truck stop traffic will interact, especially at the 339th Ave./Roosevelt St. intersection. MCDOT will require that Hidden Waters coordinate with the truck stop concerning off-site improvements prior to any plan or plat approval. Intersection improvement plans shall also include dual left turn lanes EB to NB and a right turn lane SB to EB and all underground conduit and pullboxes for the future signal. The project must comply with all recommendations in the MCDOT approved TIS.

~~2. The Developer shall make a contribution to regional transportation infrastructure. The contribution shall be \$3,281.00 per residential dwelling unit and shall be paid to MCDOT at the time individual building permits are issued, or per an alternate agreement, as approved by MCDOT.~~

2. The Developer shall provide the ultimate full or half-width of right-of-way for all public roadways. Right-of-way shall be provided as follows:

- A) Buckeye Road: 100 Feet (Half-width)
- B) Harrison Street: 40 Feet (Half-width); 80 Feet (Full-width)
- C) Van Buren Street: 65 Feet (Half-width); 130 Feet (Full-width)
- D) Roosevelt Street: Western Boundary to 341st Avenue
55 Feet (Half-width); 110 Feet (Full-width)

(THE TIS NEEDS TO DOCUMENT NON-STANDARD R/W.)

- E) 343rd Avenue, Buckeye Road to Van Buren Street:
40 Feet (Half-width); 80 Feet (Full-width)
343rd Avenue, Van Buren Street to Northern Project Boundary:
55 Feet (Half-width); 110 Feet (Full-width)

(THE TIS NEEDS TO DOCUMENT NON-STANDARD R/W.)

- F) 339th Avenue: 100 Feet (Half-width)
- G) 335th Avenue: 40 Feet (Half-width)

The above references interior and perimeter roads. (The project boundary is the centerline of all perimeter roadways and/or roadway alignments.) Full-width right-of-way shall be provided where the entire roadway is within the development (interior roadways). Half-width right-of-way shall be provided where "half" of the roadway is within the development (perimeter roadways). Additional right-of-way shall be dedicated at any intersections where future dual left turn lanes are possible. The widened right-of-way section shall accommodate the length of the left turn lane, including reverse curves.

The Developer shall reserve sufficient right-of-way for transportation facilities in compliance with the MAG Hassayampa Study, including sufficient right-of-way for widening of I-10.

3. The Developer shall be responsible for design and construction of the ultimate full-width of all interior roadways, and the ultimate half-width of all perimeter roadways, unless approved otherwise by MCDOT. All roadways must meet all county standards in effect at the time they are improved. (This includes, but is not limited to the "MCDOT Roadway Design Manual," including TIS infrastructure requirements and the "Drainage Policies and Standards for Maricopa County.") Half-width roadways must be designed and constructed so as to safely carry two-way traffic until the ultimate roadway is constructed. Roadway improvement plans must be approved and permitted by MCDOT. The Developer shall relocate well site(s) and/or provide additional right-of-way in the event of conflict with any transportation facilities.
4. The Developer shall be responsible for design and construction of the ultimate full-width of all interior roadways, and the ultimate half-width of all perimeter roadways, unless approved otherwise by MCDOT. All roadways must meet all county standards in effect at the time they are improved. (This includes, but is not limited to the "MCDOT Roadway Design Manual," including TIS infrastructure requirements and the "Drainage Policies and Standards for Maricopa County.") Half-width roadways must be designed and constructed so as to safely carry two-way traffic until the ultimate roadway is constructed. Roadway improvement plans must be approved and permitted by MCDOT. The Developer shall relocate well site(s) and/or provide additional right-of-way in the event of conflict with any transportation facilities.
5. The Developer shall provide all-weather access to all parcels and lots, and on all arterial roadways.
6. The Developer shall provide and make available a minimum of two access points to each development phase and/or subdivision unit.
- ~~7. The Developer shall not locate elementary or middle schools on arterial roads. (The schools may not "back up" to arterials.) Pedestrian routes to school shall be planned so if necessary, the route to school shall only cross arterials at signalized intersections.~~
7. The Developer shall design the development to promote pedestrian, bicycle and other alternative modes of transportation to public facilities within and adjacent to the site, by means in addition to the roadway system. Crossings of arterials at other than signalized intersections may be required to be grade separated. The Development shall prepare a comprehensive multimodal transportation and circulation plan (the

"Multimodal Plan") which addresses public transit, bicycle, pedestrian, golf cart, equestrian, and other alternative uses. The Multimodal Plan must be approved before subsequent approval of any roadway improvement plans.

8. If streetlights are provided, installation shall be provided by the Developer. If streetlights are within public rights-of-way, a Street Light Improvement District (SLID) or comparable authority shall be established to provide operation and maintenance. The Developer should contact the Office of Superintendent of Streets (602-506-8797) to initiate the SLID process.
9. The Developer shall design landscaping to comply with all county requirements and to conform to the MCDOT Roadway Design Manual. The Developer (or as assigned to the Home Owner's Association (HOA)) shall be responsible for maintenance of landscaping within public rights-of-way.
10. The Applicant shall provide a construction traffic circulation plan. The construction traffic circulation plan must be approved by MCDOT.
11. The Applicant shall comply with all applicable local, state and federal requirements. (Dust control, noise mitigation, AZPDES, 404 permitting, etc.)
12. The Developer shall provide written documentation of ADOT's review and response with each phase. ADOT documentation shall be received before any development phasing and/or final plat approval, or at the discretion of MCDOT.

Staff offers the following condition in final format:

- e. The following Maricopa County Department of Transportation conditions shall apply:
 1. The Developer has previously provided a Traffic Impact Study (TIS) that was previously approved under the original case #Z2007073. Subsequent TIS submittals shall comply with then MCDOT requirements and indicate offsite improvements necessary to accommodate the anticipated traffic demands. The TIS shall be updated with each development phase to reflect current conditions and any changes to the development plan. Since the only existing traffic generator in the area of this development is the truck stop at the SW corner of I-10 and 339th Ave., which also abuts this development, there is still a concern of how Hidden Waters traffic (Phase 1 – 2) and the truck stop traffic will interact, especially at the 339th Ave./Roosevelt St. intersection. MCDOT will require that Hidden Waters coordinate with the truck stop concerning off-site improvements prior to any plan or plat approval. Intersection improvement plans shall also include dual left turn lanes EB to NB and a right turn lane SB to EB and all underground conduit and pullboxes for the future signal. The project must comply with all recommendations in the MCDOT approved TIS.

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7. The Developer shall design the development to promote pedestrian, bicycle and other alternative modes of transportation to public facilities within and adjacent to the site, by means in addition to the roadway system. Crossings of arterials at other than signalized intersections may be required to be grade separated. The Development shall prepare a comprehensive multimodal transportation and circulation plan (the "Multimodal Plan") which addresses public transit, bicycle, pedestrian, golf cart, equestrian, and other alternative uses. The Multimodal Plan must be approved before subsequent approval of any roadway improvement plans.
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12. The Developer shall provide written documentation of ADOT's review and response with each phase. ADOT documentation shall be received before any development phasing and/or final plat approval, or at the discretion of MCDOT.

Attachments: 3-18-22 E-mail – Letter of Opposition (2 pages)
 3-23-22 Email – Engineering Letter (1 page)

From: [Karla Gastelum](#)
To: [Jose Castaneda \(PND\)](#)
Subject: Re: CASE #; DMP2021004 and Z2021141 - Hidden Water/s Ranch.
Date: Friday, March 18, 2022 1:57:29 PM

Buenas tardes José.
34239 w harrison st Tonopah arizona.
4802570612

El El vie, mar. 18, 2022 a la(s) 12:13 p. m., Jose Castaneda (PND)
<Jose.Castaneda@maricopa.gov> escribió:

Buenos días Karla,

Si quiere me puede dar su dirección para que pueda anotar la localización de la oposición a este caso? Igualmente si quiere dar un numero de Teléfono. Si quiere que la ponga en contacto con los que son responsables por el proyecto pueden ellos contestar cualquier pregunta que tenga.

Gracias,

Jose Castañeda

Planner

[Planning & Development](#)

Desk: 602-506-8358

Jose.Castaneda@Maricopa.Gov

P&D is now 100% digital. Find information on our new permit process [here](#).

From: Karla Gastelum <karlagastelum76@gmail.com>
Sent: Thursday, March 17, 2022 3:07 PM
To: Jose Castaneda (PND) <Jose.Castaneda@maricopa.gov>
Subject: CASE #; DMP2021004 and Z2021141 - Hidden Water/s Ranch.

Buenas tardes José. Soy Karla Selene Dominguez una de las personas afectadas por la

construcción que planean hacer.

No estoy de acuerdo en que se combierta dicha propiedad ubicada en 339 th ave y 351 st ave y norte de Buckeye rd en residencial ó comercial.

los vecinos y yo compramos esas propiedades para estar lejos de la civilización y poder tener animales y tranquilidad. Ya estamos bastante lejos de la ciudad para que nos quieran obligar a irnos mas lejos trayendo sus construcciones a la esquina de nuestras propiedades.

From: [Bob Fedorka \(PND\)](#)
To: [Jose Castaneda \(PND\)](#)
Subject: RE: Z2021141 - Hidden Waters Ranch
Date: Wednesday, March 23, 2022 9:52:08 AM
Attachments: [Z2021141 - Handout.docx](#)
[image003.png](#)
[image004.png](#)

See attached redlines – Condition e.7 can also be deleted.

Best Regards,

Bob Fedorka, PE
Engineering Supervisor
[Planning & Development](#)
602-506-7151
Bob.Fedorka@maricopa.gov

P&D is now 100% digital. Find information on our new permit process [here](#)

From: Jose Castaneda (PND) <Jose.Castaneda@maricopa.gov>
Sent: Wednesday, March 23, 2022 9:40 AM
To: Bob Fedorka (PND) <Bob.Fedorka@Maricopa.Gov>
Subject: Z2021141 - Hidden Waters Ranch

Hi Bob,

I am eliminating the impact fee from condition 'e.' since I have to present the changes I wanted to make sure the remaining condition 'e.' is still good to go as presented.



Jose Castañeda
Planner

[Maricopa County Planning & Development Department](#)
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