

PLANNED AREA DEVELOPMENT

DSA-13-00136



Submitted

September 23, 2013

December 16, 2013

Submitted For

**CASA GRANDE MOUNTAIN RANCH
LIMITED PARTNERSHIP**

Submitted By

Gilmore Planning & Landscape Architecture, Inc.

Table of Contents

1. PROJECT TEAM.....	1
2. DEFINITIONS	2
3. PROJECT OVERVIEW	7
3.1 Purpose of Request.....	9
3.2 Existing Site Conditions	9
3.3 Existing Zoning	9
3.5 General Plan Conformance.....	10
3.6 Proposed Zoning.....	10
3.7 Phased Development	12
3.8 Summary.....	13
4. MASTER LAND USE PLAN.....	15
4.1 Land Use.....	18
4.2 Permitted Uses	18
Performance Standards	20
4.3 Prohibited Uses.....	20
4.4 Permitted Accessory Uses	20
6. ARCHITECTURAL DESIGN GUIDELINES	23
6.1 GENERAL DESIGN GUIDELINES.....	23
6.1.1 Architectural Design	23
6.1.2 Architectural Character	23
6.1.3 Property Owners Association / CCR's	23
6.1.4 Maintenance Responsibilities	24
6.1.5 Roof Mounted Mechanical Equipment	24
6.1.6 Building Material	24
6.1.7 Color Coordination	24
6.1.8 Loading Areas.....	24
6.1.9 Storage Areas.....	25
6.1.10SRP Powerline.....	25
6.1.11Refuse Collection Areas.....	25
6.1.12Project Signage.....	25
6.2 COMMERCIAL & BUSINESS PARK DESIGN GUIDELINES.....	26
6.2.1 Architectural Materials and Character.....	26
6.2.2 Screen Wall General Requirements	26

6.2.3 Parking and Loading Areas 27

6.2.4 Refuse Collection Areas..... 27

6.3 INDUSTRIAL DESIGN GUIDELINES 28

6.3.1 Architectural Materials and Character 28

6.3.2 Screen Wall General Requirements 28

6.3.3 Parking and Loading Areas 29

6.3.4 Outdoor Storage Areas 29

6.3.5 Truck Loading Bays 29

6.3.6 Refuse Collection Areas..... 29

6.4 CORPORATE OFFICE DESIGN GUIDELINES 30

6.4.1 Architectural Materials and Character 30

6.4.2 On-Site Amenities 30

6.4.3 Parking and Loading Areas 30

6.4.4 Refuse Collection Areas..... 31

7 SITE DEVELOPMENT STANDARDS 32

7.1 Dimension Requirements and Bulk Regulations 32

7.2 Off-Street Parking 33

7.3 Site Design, Grading, and Drainage 33

8 PROJECT LANDSCAPE 35

8.1 Landscape Theme..... 35

8.2 Streetscape 35

9 PROJECT SIGNAGE 36

10 PROJECT INFRASTRUCTURE & UTILITIES..... 37

10.1 Access and Circulation 37

10.2 Pedestrian Circulation..... 37

10.3 Street Improvements 37

10.4 Water Service 37

10.5 Sanitary Sewer Service..... 38

10.6 Electrical, Telephone, and Cable Services 38

11 EXHIBITS 39

1. PROJECT TEAM

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2. DEFINITIONS

The following words or terms, when used in this Planned Area Development (PAD) Preliminary Development Plan (PDP) for the Regional Gateway Commerce Center shall have the meanings set forth below:

Applicant: Gilmore Parsons Land Design Group Inc. on behalf of Owner/ Developer.

City: The City of Casa Grande, Arizona

Owner/Developer: Casa Grande Mountain Ranch Limited Partnership, George Chasse, General Partner, 5740 Via Los Ranchos, Paradise Valley, AZ 85253, and any affiliated entities, and any successors in title to whom the Developer has assigned the rights and responsibilities of Developer.

Improvements: "Improvement" or "Improvements" shall mean, with respect to any site area, any building, structure, or construction which may affect the appearance of the site, including by way of illustration, but not limitation, all land preparation or excavation, fill and grading, utilities, landscaping, buildings, parking areas, curbing, walls, poles, towers, antenna, lighting, driveways, and signs.

Outdoor Storage: Storage occurring outside of a building or structure of materials including, but not limited to: supplies, equipment, raw or finished goods, gravel, lumber, construction materials, pallets, vehicles, etc. for more than 24 hours. Outside Storage does NOT include:

- (i) The storage of trash and refuse within approved dumpster enclosures.
- (ii) The onsite parking of passenger vehicles for tenants and their employees, visitors and clients.
- (iii) The onsite parking of "over-the-road" trailers or intermodal containers used in the normal course of business.
- (iv) Construction materials and equipment for use on the site as part of a permitted construction project.

PAD: The Planned Area Development District for the Property that is the subject of this document.

PAD Standards: Regulations for lot area, height, and setbacks that are defined within this PAD, and shall govern the development of this Property. When development standards are silent, the City's Code and Development Standards shall apply.

Property: Approximately 525 acres of land owned by the Developer within the City of Casa Grande, as further described within this document.

Zoning Ordinance: The Zoning Ordinance of the City of Casa Grande.

Land Use Definitions

Automobile repair services, major

General repair, rebuilding, or reconditioning of engines, motor vehicles, or trailers, including bodywork, framework, welding, and major painting service.

Automobile repair service, minor

General repair or maintenance of motor vehicles, trailers, and similar mechanical equipment, including brake, muffler, upholstery work, tire sales, repair and mounting, lubrication, tune-ups, and transmission work.

Business Services

Establishments that render services, rather than provide goods, primarily to other businesses.

Convenience store

Small retail establishments that sell groceries, alcohol, and household items and may also sell gasoline; does not include automotive service stations or vehicle repair shops and is developed per City Code requirements.

Exterior storage of goods and materials

The storage of any materials outside the principal or accessory buildings on a property.

Flex space

Generally defined as one-story buildings with high ceilings, rear-loading doors/docks, surface parking and generous landscaping. The building shells are designed to accommodate companies needing office, light manufacturing and/or warehouse space. The front of the building can be used for office space, while the rear of the building is used for warehousing or light manufacturing. Service delivery is to the back of the building, which separates customers and office staff from the manufacturing or warehousing functions, and creates a more attractive streetscape. Tenants can rent exactly what they need, with the office space adjustable for more or less area. There are no shared costs for hallways, bathrooms and the lobby. Flex space accommodates the full range of companies, from incubators - those operating their first offices outside their home or garage, to well-established businesses needing smaller facility needs.

Office

An establishment where commercial activities take place but where goods are not produced, sold, or repaired. These include: general and professional offices, insurance offices, real estate offices, or similar.

Laboratory; Medical, Dental or Clinical

An establishment for scientific analysis of blood, tissue or other human or animal components.

Laboratory, Research:

An establishment for scientific research, investigation, testing or experimentation, but not for manufacturing or sales of products.

Light Industrial / Light Manufacturing

An establishment engaged in the indoor manufacturing, assembly, fabrication, packaging or other industrial processing of finished parts or products, primarily from prepared materials, or the indoor provision of industrial services contained entirely within a building and where noise, odor, heat, smoke and vibration are contained within the building. This term includes but is not limited to a business engaged in the processing, fabrication, assembly, treatment, or packaging of food, pharmaceuticals, electronic components, textile, leather, wood, paper, chemical, plastic, or metal products.

Personal services

Establishments providing specialized goods and services including but not limited to barber shops, beauty salons and spas, clothing rental, coin operated laundromats, massage services, personal laundry and dry cleaning establishments, photographic studios, travel agencies, shoe repair, watch repair, computer repair, upholstery shop, interior decorating services, tanning salons, lock and key shops, and tailor shops. These uses may also include retail sales of products related to the services provided.

Production facility, multimedia

A facility for the staging and recording of video or audio productions such as , but not limited to, music, commercials, film, television, radio programs and motion pictures; recording or broadcasting; and other production and distribution service offices.

Professional services

Work done for others, predominately on the premises of the office, by someone trained in such work as a career; including but not limited to doctors, lawyers, accountants, engineers, chiropractors, dentists, osteopaths, physicians and surgeons, podiatrists, architects, veterinarians, attorneys, physical therapists, stock brokers and insurance agents.

Public facility, utility

A building or structure used or intended to be used by any public utility, including but not limited to well, reservoir, tank, or other storage facility; distribution, or transmission substation; telephone switching or other communication plant, receiving or transmission facility; any storage yard for public utility equipment or vehicles; and any parking lot for parking vehicles to serve a public utility.

Recreation, commercial indoor

A commercial recreational land use conducted entirely within a building, with or without seating for spectators, and providing accommodations for a variety of individual organized, or franchised sports, including but not limited to basketball, ice hockey, wrestling, soccer, tennis, volleyball, racquetball, or handball, also including arcade, arena, assembly hall, athletic and health clubs, auditorium, bowling alley, club or lounge, community center, conference center, exhibit hall, gymnasium, library, movie theater, museum, performance theater, skating rink, swimming pool, may include snack bar, restaurant, retail sales of related sports health or fitness items.

Recreation, commercial outdoor

A commercial recreational land use conducted primarily outdoors, including but not limited to driving ranges, miniature golf, swimming pools, tennis, handball, basketball and racquetball courts, athletic fields, skateboard park, batting cages, drive in theater.

Research and Development

A use engaged in research and development, testing, assembly, repair in the following industries: biotechnology, pharmaceuticals, medical instrumentation and supplies, communications systems, and information technology, geographic information systems, electronics and instrumentation, and computer hardware and software.

Restaurant, fast food

A building and adjoining parking area used for the purpose of furnishing food, beverages, soft drinks, ice cream, and similar confections to the public for consumption inside and outside the confines on the principal permitted building. Typically includes order boards and windows for pick-up of food from vehicles.

Restaurant, sit down

An establishment maintained, operated, and/or advertised to the public as a place where food and beverage are served to the public on request from a menu during stated business hours, served in or on reusable containers and dinnerware, to be consumed on the premises primarily inside the building at tables, booths, or counters with chairs, benches or stools. This use may include incidental delivery use.

Retail sales

A commercial enterprise that provides goods and/or services directly to the consumer, where such goods are available for immediate purchase and removal from the premises by the purchaser.

Retail sales, specialty

Retail operations that specialize in one type or line of merchandise. Such stores may include but are not limited to apparel, jewelry, books, shoes, stationary, antiques, candy and ice cream, cigar and tobacco, clothing and costume rental, florist, garden supply, mail order, newsstand, video sales and rental, ice and water sales.

School, private

An educational institution other than a public school that offers instruction in the several branches of learning and study required to be taught in the public schools or where instruction is given in the vocational, professional or recreational fields.

School, Commercial

A school established to provide for the teaching of industrial, clerical, managerial, or artistic skills including such things as dance and gymnastics. This definition applies to schools that are owned and operated privately for profit.

Veterinary Office

An office maintained by a licensed doctor of veterinary medicine for the treatment and care of small animals, namely the usual household pets and other animals of a similar size and nature but not livestock.

Warehousing, limited

REGIONAL GATEWAY COMMERCE CENTER

DSA-13-00136 PAD NARRATIVE

December 16, 2013

Page 6

One or more buildings adaptable to a combination of office, light storage, distribution, and show room uses, where warehousing shall be limited to 40% of floor area.

3. PROJECT OVERVIEW

On behalf of the Casa Grande Mountain Ranch Limited Partnership (Owner), Gilmore Parsons Land Design Group (GP) respectfully submits for consideration and approval this Planned Area Development (PAD) for the Regional Gateway Commerce Center. This PAD includes approximately 525 gross acres located at the northwest quadrant of Interstate 10 and Interstate 8 (the Property) in Casa Grande, Arizona as shown on the Vicinity Map attached as **Exhibit 1**. The Owner is requesting consideration to establish a land use program to place a corporate office oriented campus for national users who characteristically seek out these types of systems interchange locations.

This PAD will compliment and support the Casa Grande Mountain Ranch PAD that was approved in 2007 for the same Owner on 757.8 acres located immediately south of Interstate 8. The long term goal for the Owner has been to develop these two sites as a combined master plan identified as Center Point of the Southwest. This northern site, Regional Gateway Commerce Center (RGCC), will serve as the employment core for the south side of Casa Grande as well as the "Gateway" project leading into the City providing freeway exposure on two interstates. The project to the south, Casa Grande Mountain Ranch, will provide residential housing within a master planned community environment offering unique common area open space amenities, support commercial services, an elementary school, and pedestrian access to the hiking trails within the adjacent Casa Grande Mountains. When combined, these projects will be marketed as the Center Point of the Southwest, providing a unique community environment for "live, work, and play".

The Ownership is represented by Mr. George Chasse, General Partner for the Casa Grande Mountain Ranch Limited Partnership. Mr. Chasse has been managing this property since 1978, and has personally witnessed tremendous changes in the Casa Grande economy. Development patterns and annexations have expanded the City's corporate boundary with much interest and entitlements focused on the I-10 corridor. At the juncture of Interstates 8 and 10, the Center Point of the Southwest can provide a tremendous economic development opportunity for the City of Casa Grande.

As a multi phased project, the first phase of development of the Regional Gateway Commerce Center will establish the architectural character and theming for site improvements for the entire project. The development standards proposed within this PAD are designed to uphold a high level aesthetic quality, while providing flexibility in architectural design and recognizing the unique character of this location. To the extent that the proposed site design criteria may vary from the City's typical standards, approval of such deviation is requested. The Developer has assembled a project design team to establish the parameters of the design character for this PAD Application.

The members of the project design team include:

- Owner/Developer: George Chasse: General Partner for the Casa Grande Mountain Ranch Limited Partnership
- Land Planner: Jack Gilmore: Gilmore Planning & Land Architecture
- Civil Engineer: Nate Cottrell: Cottrell Engineering Group
- Traffic Engineer: Paul Guzek: Lee Engineering

The assembled design team has shared their resources to help prepare a Master Land Use Plan for this PAD. In addition, the design team has prepared a conceptual perspective illustrating building massing adjacent to the system interchange, and a preliminary Streetscape Plan. Following the approval of the PAD Application, the Owner/Developer will be submitting separate applications for Final Development Plan or Major Site Plan Approval with final utility solutions.

In preparing this application, the project team members have all contributed their technical expertise to prepare a solution that satisfies the development intent of the Owner. The project goal is to create site development criteria that offer corporate users an opportunity to develop mid to high rise corporate headquarters and/or regional administrative centers within a Corporate Campus environment with freeway exposure on two interstates. Complementing the office development will be a common area open space with walkways and picnic facilities, as well as other supporting commercial services including restaurants, banks, and a variety of retail services that typically seek to develop around employment centers.

The basis for the design solutions begins with a thorough understanding of the condition of the property, its context with the surrounding properties, and recognizing the design elements that the City of Casa Grande will use to evaluate the development potential. The following items were analyzed and shared with the design team in preparing this application:

3.1 Purpose of Request

The purpose of this request for PAD Zoning is to promote a 'gateway project' at the south entrance to the City of Casa Grande. The proposed PAD will permit the development of a major employment core anchored by national corporate users seeking to locate headquarter facilities and administrative complexes at the intersection of two interstates, I-8 and I-10. The Regional Gateway Commerce Center will also encourage the development of compatible land uses that can support and enhance the primary employment with a mixture of uses including: commercial, business park, light industrial, and garden office projects.

3.2 Existing Site Conditions

The Property is currently vacant with a relatively flat topography falling approximately 16' from the southeast to the northwest with an average cross-slope of .15%. Until this last summer 2012, Mr. Chasse owned and managed the Tierra Buena Campground, which is no longer in operation. The majority of the campground improvements have been removed. There is existing access off Jimmie Kerr Boulevard at Cox Road that was partially improved for the campground facility. Salt River Project (SRP) is currently installing 230KVA overhead powerlines within a 130' easement along the south side of the Cornman Road section line alignment. The north property line is largely defined by the Casa Grande Canal that carries irrigation water throughout this central area of Pinal County. The Union Pacific Railroad also aligns with a portion of the north property line along the south side of Jimmie Kerr Blvd. Please refer to the Existing Conditions / Aerial Map attached as Exhibit 2, and the ALTA Survey attached as Exhibit 3.

3.3 Existing Zoning

The project site includes two existing zoning districts, approximately 429 acres of Light Industrial (I-1) and approximately 96 acres of Urban Ranch (UR).

3.4 Surrounding Zoning & Land Uses

The following land uses surround the proposed Regional Gateway Commerce Center (See Existing and Surrounding Land Uses attached as **Exhibit 2**):

North: Along the north side of the Property, is the Casa Grande Canal that establishes a horizontal barrier restricting any north side access. Beyond the Canal is the Union Pacific Railroad (UPRR) that recently completed a second parallel main line track within their 200' right-of-way. Along the north side of the UPRR is Jimmie Kerr Boulevard, a principal arterial that provides direct access to downtown Casa Grande. Along the north side of Jimmie Kerr Boulevard between Henness Road and Interstate 10, are three existing land uses:

- 1.) Between Henness Road and Mitchell Road (mid-section) is Casa Vista, a single family subdivision.

- 2.) East of Mitchell Road to Cox Road (section line) are existing agricultural fields, that have been master planned under two PAD's; one for Lonesome Valley Farms, 75.5 acres for a variety of proposed commercial and light industrial projects, and the second PAD is for the Shops at Palm Court, a proposed 34.4 acre mixed use commercial project.
- 3.) East of the Cox Road alignment is a former Outlet Mall that fronts onto Interstate 10.

East: Interstate 10 is directly east of the Property and provides valuable marketing window. East of I-10 and south of Jimmie Kerr Boulevard is the 580,000 square foot Central Arizona Distribution Center and the proposed 142 acre Ritchie Bros. Auctioneers site and display yard for sale of heavy excavation equipment.

South: Immediately south, the property fronts onto Interstate 8. There is an exception parcel, 41.3 acres identified as the Sanchez Property that is situated at the northeast quadrant of Henness Road and Interstate 8. On the south side of I-8 is the Planned Area Development for Casa Grande Mountain Ranch, a Master Planned Residential Community that was approved in 2007 as the intended residential base for the Regional Gateway Commerce Center.

West: There are two areas west of the Property to be recognized, the area south of the Casa Grande Canal, and the area north. The area south is an approximate 31 acre triangular parcel situated between Interstate 8, the Casa Grande Canal and Henness Road. The land area north of the Canal is under the jurisdiction of Pinal County and is currently in agricultural production.

3.5 General Plan Conformance

The entire Property is designated on the City of Casa Grande's General Plan 2020, as Commerce and Business, which includes: campus-style developments including offices, enclosed light manufacturing, flex-space, lodging and commercial services, as well as freeway, rail, and auto-oriented retail or commercial uses. The proposed development fully conforms to the current General Plan designation.

3.6 Proposed Zoning

The proposed Planned Area Development (PAD) will replace the current Garden and Light Industrial (I-1) and Urban Ranch (UR) zoning districts to allow for a mix of commercial, business park, light industrial, garden office and corporate high rise office buildings. This PAD is intended to promote an employment based mixed use project that takes advantage of the unique proximity and marketing potential along the frontages of Interstates 8 and 10. This new PAD will include a defined list of permitted land uses to further ensure a compatible land use mix. The PAD is intended to establish a

sustainable work environment where employees can take advantage of convenient supporting business and commercial services that are proximate to their work place.

These proposed land uses will be developed in a cohesive manner with common design standards addressing architectural character, streetscape standards, entry monumentation, and signage. The first phase of development will expand on the Architectural Guidelines referenced in this PAD to establish an architectural theme, final streetscape theme, with complimentary entry monumentation, buffer standards, and a comprehensive sign package intended to unify the development throughout.

3.7 Phased Development

The RGCC will develop in three (3) Phases (Refer to **Exhibit 5** to review these three phases). The first phase will include the extension of a two lane road from the intersection of Henness Road and Cornman Road to Peart Road. This initial access will extend due north along Henness Road alignment one-half mile on the section line to the mid-section point where it will turn west along the midsection boundary (Hatfield Road) one mile to the existing Peart Road, another north-south section line arterial. In addition to the new west side access, the existing access from Cox Road off Jimmie Kerr will also be improved including infrastructure for a signal if warrants support its installation with this first phase. Subject to ADOT's approval and a Traffic Impact Analysis to be prepared with the first phase of site development, a right-in and right-out driveway may be requested between lots 16 and 17 as referenced on the Master Land Use Plan within this PAD. On site circulation will include the north section of the Cornman Loop connecting Henness Road and Cox Road. Development projects will be directed primarily along the north side of this loop road thereby preserving the larger area within the loop to respond to the demands of a maturing market. A Master Circulation Study requested by ADOT and the City of Casa Grande will be prepared for Council Approval with this PAD Application. The first phase of development will include Traffic Impact Study that will address the quantifiable limits of the first phase improvements. There is an assumption that the first phase of development will include primarily light industrial projects and a small office user seeking the exposure onto Interstate 10.

Phase 2 will include the new Henness Road/I-8 Interchange and therefore the majority of the project's infrastructure. The Cornman Loop Road will be completed opening up the premium sites for Corporate Users wanting exposure onto Interstates 8 and 10. With these corporate users developing, we believe that other supporting professional offices, business parks, commercial retail, and light industrial users will follow. The presence of the interchange will attract projects wanting to develop in close proximity the interchange because of the expedient access, as well as along the freeway frontage of the loop road. This Phase 2 will generate the largest percentage of project development for RGCC.

Phase 3 may eventually be an extension of Phase 2 absorbing the major portion of the area within the Cornman Road Loop. Rail service has been approved by the Union Pacific Railroad (UPRR) and this option may be an attractive amenity for distribution users seeking immediate access to two interstates. The market will ultimately determine the appropriate lot sizes for the various land uses.

An important qualification to the presentation of the enclosed Master Land Use Plan (Exhibit 4) are the lots illustrated for each of the proposed land uses. The lots as presented are conceptual and intended only to help illustrate the land use by typical lot size and its orientation. Actual lot boundaries will be established with the Preliminary Plat that will provide a more engineered solution for streets, utilities, surface drainage,

etc. Final Plats will be prepared for each phase that will define individual lots for site development.

3.8 Summary

Without question, the location of this property at the system interchange of Interstates 8 and 10 establishes RGCC as one of the very best opportunities for the City of Casa Grande to support the development of a “gateway” project to attract national corporate users. The lack of any development in the immediate area provides a relatively clean slate for one or more of these corporate users to design a mid-to-high rise corporate headquarters. Their corporate identity will be advertised to more than 100,000 cars that are projected to pass by their front door every day by 2020.

As with most projects of this scale, there are some challenges to preparing the property for development. Of the many site development and local infrastructure requirements necessary to create sites that are “shovel ready”, access into RGCC could be the most significant challenge. Current access to this Property exists from one location, an intersection off the south side of Jimmie Kerr Boulevard at Cox Road. Since the City’s approval of the CGMR PAD in 2007, Mr. Chasse has been working with his design team to finesse from ADOT and FHWA an interchange design at Interstate 8 and Henness Road. The approval of the Change of Access Report and the Design Concept Report is expected in February 2014. The interchange is also referenced with the City of Casa Grande’s Master Transportation Plan as a necessary improvement supporting the arterial circulation in this southern area of the City. The installation of this interchange is of critical importance to both RGCC and the CGMR, and will be one of the key features when marketing the combined properties as the Center Point of the Southwest.

One of the primary goals of this PAD is to attract major corporate campus users who would seek this location because of its frontage onto Interstates 8 and 10, and because of its regional position between Phoenix, Tucson, and the direct interstate route to San Diego, California. The potential to attract a variety of corporate users and/or high-tech research and development users will directly benefit the character of the residential development within Casa Grande Mountain Ranch and may ultimately justify a grade crossing under/over Interstate 8 allowing a direct link between work and home.

Developers for each phase of the project will submit development plans for review and approval by staff and the Planning and Zoning Commission. Permitted uses shall conform to the Permitted Use Table (Item 4.2) provided in this PAD, and development standards shall comply with the Casa Grande Development Code unless specifically revised in this PAD.

3.9

4. MASTER LAND USE PLAN

This master planned project is intended to promote the potential for a mix of high rise office buildings within a corporate campus environment with supporting garden office, business park, commercial and various retail service uses in relatively close proximity. Because of the premium visibility on two interstates, the expectation is that these corporate users will place their mid-to-high rise regional headquarters where they can take advantage of the highest traffic counts to advertise their corporate presence. Potential developers seeking locations for major office and high-end commercial/office projects will typically seek these locations where high traffic counts and freeway exposure with expedient access is fundamental to their site selection criteria.

Light industrial, manufacturing, and flex industrial uses will be situated between the corporate campus area and Henness Road. Depending on the available interests for light manufacturing and/or distribution/warehouse, the Union Pacific Railroad has tentatively committed to extend rail service into the project. These industrial uses will be oriented to the center and north side of the property where they can be somewhat buffered with surrounding compatible land uses and a streetscape theme that can mitigate views and ease the transition.

In developing concepts for proposed land uses, the project team has considered the following features:

- a. Regional Location. The context for the site's location begins to indicate its unique position. Some of those features include:
 - It's immediate frontage at the system interchange of Interstates 8 and 10.
 - This site is also situated at the intersection of vehicular and truck routes that link Phoenix, Tucson, and San Diego.
 - Portions of this same route align with the Cana-Mex Corridor that is expected to gain momentum as an international trade route.
 - The Union Pacific Railroad parallels the north property line and they have tentatively committed to provide rail service to the Property.
 - The site's proximity to the Casa Grande Mountains provides a great panoramic view, which is unique for this central area of Arizona.
- b. Condition of the Property. Prior use of the property has included agricultural production, grazing for cattle, and more recently as a RV campground attracting seasonal clientele that appreciated the site's regional location.
- c. Physical Restrictions. Other than the restrictions on site access and the SRP overhead powerlines, there are no other on-site physical constraints limiting site development.
- d. Surrounding Land Uses. Of particular importance is the proposed Casa Grande Mountain Ranch, a residential master planned community to the south that will be marketed as a related project providing proximate employee housing.

- e. Although there are a variety of commercial projects proposed for the north side of Jimmie Kerr Boulevard, those projects are effectively not accessible to this project. Future improvements of the surrounding arterial circulation system calls for Selma Highway to bridge over Jimmie Kerr Boulevard and the UP Railroad, which could substantially improve the site's accessibility and expedite access to these future commercial services.
- f. Alternative Loop Road Alignment: The exception parcel situated at the northeast quadrant of Interstate 8 and Henness Road is not included in this PAD, and is referenced here as the Sanchez Property. This 41.3 acre site was created in a previous land exchange involving the Owner and the Sanchez Family that provided a portion of the required land area for the I-8/Henness Road interchange. The only relationship that the Sanchez Property has with this PAD is an understanding that a portion of the loop road through the RGCC may cross through the Sanchez Property as indicated on the Master Land Use Plan (**Exhibit 4**). If at the time of development there is a decision not to locate the loop road through the Sanchez Property, RGCC will relocate the north-south leg further east to the common property line.

The Master Land Use Plan considers all of these features and generally focuses the prime development area for the corporate users along the Interstate 10 frontage and continuing around the system interchange to the Interstate 8 frontage. Because the primary access will be oriented to and from the I-8/Henness Road interchange and to the proposed Henness Road intersection with the eventual Selma Highway overpass, the land use pattern had to first consider the potential traffic routes for the users and guests of the highest and best use, the corporate offices. The majority of the vehicular circulation will enter the project off Henness Road at Cornman Road, which is expected to be signalized to facilitate the circulation. The access from Jimmie Kerr Boulevard along Cox Road will remain as a secondary access route for the project.

If there is an interest from potential users for rail access, the UPRR has already analyzed the project area and prepared a concept design for a lead track that would enter the site near the mid-section boundary east of Henness Road, refer to **Exhibit 7**, Union Pacific Railroad Trackage to Serve Plan that illustrates the proposed rail access into RGCC. This proposed alignment includes the potential for approximately 100 acres of rail served property. Vehicular rail crossings will be minimized as much as possible, due to their cost and potential to restrict traffic flow.

Other local projects that have a positive regional influence for this location include:

- The Union Pacific's proposed intermodal rail transport facility to be developed near Picacho Peak.
- The Central Arizona College is expanding to a four (4) year program.
- ADOT is currently widening Interstate 10 from two (2) to three (3) lanes of traffic between Phoenix and Tucson.

- Phoenix Mart is a one of a kind mixed-use proposed development, expected to generate more than 3,000 jobs. Plans are under review by the City to start the site development in 2014. The former Tanger Mall immediately north of the Property was purchased by the same developer, Arizona Sourcing as part of the entire project.
- Lonesome Valley Farms is another PAD for an 83 acre site intended for a mixture of commercial and light industrial uses north of the Property.

Although the corporate and higher end office development is oriented along the system interchange frontages of Interstates 8 and 10, the balance of the property continuing west to Henness Road still benefits from the proximity to the same regional and local arterial network. This portion of the Study Area shares nearly a full mile of frontage along the north side of Interstate 8. With near direct access to these interstates, this land area can support a large variety of employment oriented uses and supporting commercial development.

REGIONAL GATEWAY COMMERCE CENTER

DSA-13-00136 PAD NARRATIVE

December 16, 2013

Page 18

4.1 Land Use

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

4.2 Permitted Uses

	Commercial	Business Park. (PS-1&2)	Light Industrial (PS-1)	Garden Office	Corporate Office (PS-5)
Athletic clubs,		P	P	P	
Automobile repair service (minor) with performance standards as referenced per zoning ordinance 17.24.120 A.)	P	P			
Automobile Washing Establishment with performance standards as referenced per zoning ordinance 17.24.120 B.)	P				
Bakery for on-site sales, less than 3,500 square feet	P	P			
Bakery greater than 3,500 square feet			P		
Banks and other financial institutions	P	P		P	
Building Maintenance Services		P	P		
Business and office machine sales, service and repair shop		P	P		
Business, technical or vocational school		P	P	P	
Cabinet shop and furniture manufacture		P	P		
Commercial Recreation - Indoor	P	P	P		
Convenience food store with four or less pumps; with performance standards as referenced per zoning ord.17.24.120 E.)	P				
Daycare Center; with performance standards as referenced per zoning ordinance 17.24.120 F.)	P	P			P
Delicatessen and catering establishment	P	P			
Dry cleaning and laundry - Commercial type – family oriented.	P	P			
Dry cleaning and laundry - Industrial type for large scale services.			P		
Electrical, electronic or electromechanical machinery manufacture			P		
Food processing, not including meat packing			P		

REGIONAL GATEWAY COMMERCE CENTER

DSA-13-00136 PAD NARRATIVE

December 16, 2013

Page 19

	Commercial	Business Park. (PS-1&2)	Light Industrial (PS-1)	Garden Office	Corporate Office (PS-5)
Frozen food locker			P		
General service uses including business, personal and professional service uses approved by the ADC	P	P	P		
General retail businesses engaged in direct sales to the ultimate consumer uses must be approved by the ADC	P	P			
Hospital with Helipad as accessory			P	P	P
Hotel or motel	P	P			
Ice and cold storage plant			P		
Machine shop		P	P		
Manufacture of pharmaceutical products and food products including soft drinks, but not including production of fish or meat products, sauerkraut, vinegar or rendering or refining of fats or oils			P		
Manufacturing, light production of finished goods within an enclosed building		P	P		
Medical, dental or health clinic		P		P	
Offices, professional & administrative		P	P	P	P
Parking Garage				PA	PA
Product development and product testing activities		P	P		
Public buildings			P	P	
Radio and television studio		P	P		
Restaurants, fast food with drive-thru	P				
Restaurants, sit-down	P	P			P
Tavern, bar or lounge	P	P			P
Veterinary Hospitals and animal boarding facilities within enclosed structures		P	P		
Warehousing / Distribution			P		
Warehousing, limited (not to cover more than 40% of floor area)		P			

Reference Notes

P – Permitted Use

PA – Permitted Accessory to the Primary Use

Performance Standards

The performance standard requirements are outlined in the table below.

- | | |
|------|--|
| PS-1 | Exterior storage of goods and materials must be screened from view from adjacent properties and rights-of-way by a screen wall a minimum six feet (6') in height up to eight feet (8'). Screen walls must complement the architectural materials and colors of the primary structure and be screened from adjacent properties by a landscape buffer with indigenous trees planted 25' on-center. |
| PS-2 | One or more buildings adaptable to a combination of office, light storage, distribution, and show room uses, where a minimum of 25% is used for office space. |
| PS-3 | Landscaped walkways within the parking lots are required to reduce the impacts of parking areas and increase pedestrian accessibility. Emphasis on landscaping must be placed at the driveway entrances. Landscaped planters must be located along the walkways in front of the buildings. |
| PS-4 | Decorative masonry screen walls, minimum three feet in height, are required to screen all parking areas. Columns and horizontal staggers are required to reduce the linear appearance. |
| PS-5 | Loading docks and building service areas must be oriented away from the freeway and public streets to mitigate visual and noise impacts. Loading docks and building service areas must be screened from public view with a combination of landscaping and decorative masonry screen walls. |

4.3 Prohibited Uses

1. Medical Marijuana Dispensary.
2. Medical Marijuana Cultivation.
3. Sewage disposal and treatment plant.
4. Recycling Facilities.

4.4 Permitted Accessory Uses

1. Uses of land or structures customarily incidental and subordinate to one of the permitted principal uses, unless otherwise excluded.
2. Temporary construction offices.

5. LAND USE SUMMARY

<u>LAND USE</u>	<u>W/ Existing ADOT ROW</u>	<u>After Dedication of ADOT ROW</u>	<u>% of Total</u>
Commercial	8.8 Ac	8.8 Ac	1.9 %
Business Park	44.2 Ac	44.2 Ac	9.7 %
Light Industrial	25.0 Ac	15.0 Ac	3.3 %
Office / Light Industrial	194.2 Ac	194.2 Ac	42.8 %
Garden Office	34.7 Ac	34.7 Ac	7.6 %
Corporate Office	161.7 Ac	101.1 Ac	22.3 %
Open Space	8.9 Ac	8.9 Ac	1.9 %
<hr/>			
Total Net Developable Area:	477.5 Ac	406.9 Ac	89.6 %
Cornman Road Loop ROW	28.2 Ac	28.2 Ac	
Hennes Road ROW	3.2 Ac	3.2 Ac	
Interior Local ROW	16.0 Ac	15.6 Ac	
<hr/>			
Proposed Project ROW	47.4 Ac	47.0 Ac	10.4%
Net Project Area	524.9 Ac	453.9 Ac	100 %
<hr/>			
Future ADOT ROW		71.0 Ac	
<hr/>			
Total Site Area	524.9 Ac	524.9 Ac	

OPEN SPACE REQUIREMENTS

<u>LAND USE</u>	<u>After Dedication of ADOT ROW</u>	<u>Landscape % On-Site</u>	<u>Landscape Area On-Site</u>
Commercial	8.8 Ac	10 %	.9 Ac
Business Park	44.2 Ac	15 %	6.6 Ac
Light Industrial	209.2 Ac	10 %	20.9 Ac
Garden Office	34.7 Ac	25 %	8.7 Ac
Corporate Office	101.1 Ac	30 %	30.3 Ac
Open Space	8.9 Ac		
Proposed Project ROW	47.0 Ac		

Net Project Area: **453.9 Ac**

Total On-Site Landscape (minimum) 67.4 Ac

Total Provided:

Open Space – ‘Central Park:	8.9 Ac
Street ROW: 25,200 lineal feet of equivalent centerline x 30’ LS setback x 2 sides =	34.7 Ac
Total On-Site Landscape - minimum	67.4 Ac

Minimum Open Space & Landscape Area: 111.0 Ac

Minimum Open Space & Landscape Area for
Regional Gateway Commerce Park:

111.0 Ac / 453.9 Ac = 24.5%

Note: These estimates are projected based on the proposed Master Land Use Plan included within this PAD as Exhibit 4. Any adjustments in the land use acreages will necessarily revise these Open Space estimates.

6. ARCHITECTURAL DESIGN GUIDELINES

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

6.1 GENERAL DESIGN GUIDELINES

6.1.1 Architectural Design

An overall architectural design theme will be specified for the development with the first phase of site development. While no particular architectural style will be dictated, architectural standards for the development will be established that will stimulate creative architectural solutions for each building. The goal of the architectural standards is to encourage a variety of architectural styles while prescribing certain elements and materials that will provide architectural identity and harmony throughout the development. Refer to Exhibits 8a, 8b, and 8c for a perspective view of the potential project structures.

6.1.2 Architectural Character

Architectural embellishments and detailing such as textural changes, piers, pilasters, offsets, recesses, and color combinations shall be encouraged to create interesting building facades that provide character to large buildings, provide identity to the building and building entrances, and create a sense of human scale and comfort.

6.1.3 Property Owners Association / CCR's

The Owner will create a Property Owners Association (POA) that will enforce the covenants, conditions, and restrictions (CCR's) to be recorded with the Final Plat for the first phase of site development. The primary function of the POA will be to serve as the Architectural Design Committee (ADC) to establish pre-development design criteria with prospective users and to manage and maintain the common area amenities associated with a mixed use employment project. The ADC will discuss and review building architecture, site improvements, landscaping and screening requirements. The ADC will complete its initial review of a project's preliminary design concepts prior to their application for Site Plan approval through the City of Casa Grande. Unless otherwise specified by the CC&R's, the Owner will serve as both the manager of POA and the ADC until such date as the Owner shall elect to transfer control of the POA to its Members (lot owners).

6.1.4 Maintenance Responsibilities

Owner/Developer shall initially maintain Common Areas within the Center and any improvements thereon. At such time as the POA is created, the Developer may transfer Common Area maintenance responsibilities to the POA, who shall perform such duties pursuant to the Center Covenants. All common area improvements installed with any phase of development will remain the responsibility of the POA until such time that adjacent on-site development occurs and those defined common area improvements and maintenance responsibilities can be transferred to the individual lot owner (s). On-site development shall be responsible to extend common irrigation beyond their lot boundaries to maintain irrigation services to the adjoining unimproved lots.

6.1.5 Roof Mounted Mechanical Equipment

All roof mounted mechanical equipment shall be screened from public view by building parapets or in combination with separate roof mounted screening devices. Roof mounted mechanical units shall be painted to match the roof/building color.

6.1.6 Building Material

A wide variety of building materials may be used to create the architectural detailing referred to above. Exterior walls shall use a combination of materials and colors to create interesting building elevations that continue and enhance the theme of the project architecture. The front elevation shall be further defined by building offsets, recessed panels, glass curtain walls, change in color and materials, etc., or equivalent as approved by the ADC and the City of Casa Grande. All buildings located within this project shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to color, texture, materials, finishes, and form. All signage shall be integrated into the building design. Side and rear walls of buildings or structures shall be coordinated with the front walls and those publicly visible portions of the side walls.

6.1.7 Color Coordination

All exterior colors, materials, and finishes for the principal structure must incorporate "earth tones" to achieve design conformity. Accent features may incorporate other colors, materials, and finishes used to express unique design elements, corporate logos, and/or color.

6.1.8 Loading Areas

All loading areas and loading docks shall be designed not to be visible from adjacent streets or detract from the architectural character of the project. Screening requirements are further defined in this section under 6.2, 6.3, and 6.4 for each land use and as described herein:

- a. Except for distribution facilities, all truck loading or loading docks shall be located at the rear or side of the buildings. Distribution / warehouses shall screen street views by incorporating a combination of eight foot (8') screen walls and tree massing spaced to effectively screen the truck court.
- b. If located upon the side of the building, loading areas must be screened from street frontage either by an architectural feature of the building or by a combination of a continuous block wall, minimum of six feet (6') in height, or eight feet (8') as determined by the ADC.

6.1.9 Storage Areas

Outdoor storage is prohibited on lots 36, 37, 38, and 39 abutting Interstate 8. The light manufacturing operation on these lots shall be conducted in an enclosed building.

Outdoor storage is permitted only on lots designated or developed for light industrial and manufacturing uses other than lots 36, 37, 38, and 39. Outdoor storage yards for equipment and/or materials shall not be permitted unless such storage is an integral part of the primary operation (as determined by the ADC), visually screened, and located towards the rear of the property. Screening requirements are further defined in item 6.3.2 below.

6.1.10 SRP Powerline

SRP retains a 130' easement that parallels the south side of Cornman Road. Site development must adhere to the terms of the SRP easement that encumbers each lot. Developers of these lots shall coordinate their site improvements with SRP and the ADC concerning appropriate uses, landscape restrictions, and construction within this easement.

6.1.11 Refuse Collection Areas

All outdoor refuse facilities shall be visually screened from streets and adjacent property. These refuse facilities shall have minimum six feet (6') high screen walls along with decorative access doors and shall follow the project's design theme approved by the ADC and the City of Casa Grande.

6.1.12 Project Signage

A Comprehensive Sign Plan shall be prepared in accordance with the provisions of Section 17.52, Article IV of the Casa Grande Zoning Ordinance. The Comprehensive Sign Plan will be included with the first phase of development. Project identity signage shall be oriented to take advantage of the interstate exposure and may include one or more digital pylon structures with individual tenants listed. While the overall Comprehensive Sign Plan will consider the full project development, each land use may elect to propose modifications / amendments that reflect the actual users/uses while adhering to the common design theme for the Center.

6.2 COMMERCIAL & BUSINESS PARK DESIGN GUIDELINES

6.2.1 Architectural Materials and Character

A wide variety of building materials may be used to create a variety of architectural detailing. Each building shall have four-sided architecture. Exterior walls shall use a combination of materials and colors to create interesting building elevations that continue to enhance the theme of the RGCC architecture. Materials and colors shall conform to the City's Design Guidelines except as modified herein. These materials include but are not limited to: split faced concrete block, brick, glass, stone, tile, architecturally treated metal, stucco, etc. Low reflective (50 percent or less) building colors must be utilized on the main exterior walls. The fronts and sides of all buildings or structures that are visible from public streets shall be constructed of a combination of masonry units with complimentary accents of stone veneer, tile, or equivalent. The front elevation shall be further defined by horizontal or vertical building offsets, recessed panels, glass curtain walls, change in color, and materials, etc., or equivalent as approved by the Architectural Design Committee (ADC) and the City of Casa Grande.

All buildings located within the Center shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to complimentary building material, colors, texture, finishes, and form. Site planning should minimize the area dedicated for parking between the front facade of the building(s) and the abutting street, while still meeting City Code parking space requirements. Emphasis shall be made on presenting the architecture of the buildings as part of the streetscape. Side and rear building walls shall be coordinated with the front walls and those portions of the sidewalls visible from public streets. All signage shall be integrated into the building's design, and subject to review by the ADC and the City of Casa Grande.

Roofs will be reviewed to ensure architectural variation and reduction of scale. Parapets with three-dimensional cornice treatments or similar architectural treatments, shall be used to conceal flat roofs and rooftop equipment. Roofs and/or parapets must have at least two planes and all mechanical equipment shall be screened from public view. Representative Architectural Building Elevations are attached as **Exhibit 8**.

6.2.2 Screen Wall General Requirements

Screen walls shall be provided per 17.52.170 Business and Industrial District Fences of the Casa Grande Zoning Ordinance except as modified herein. Screen walls shall be buffered with landscaping between the street frontage(s) and screen wall. All screen walls will be designed to be compatible with the architecture of the primary structure and to complement the master streetscape design of the Center. All screen walls shall be constructed of concrete masonry units and may be painted or stained, or finished with stucco or mortar wash as approved by the ADC and the City of Casa Grande.

6.2.3 Parking and Loading Areas

Passenger vehicle parking areas shall be screened from public roadways by a three feet (3') minimum screen wall. Loading areas, loading docks, and parking of truck-trailers shall not be permitted to front onto I-8 or I-10. Such areas are permitted along all other public streets; however, they must be screened by an architectural feature of the building or by a combination a screen wall, berms, and landscaping. Along all public roads, the combination of screen walls and berms shall be a minimum of six feet (6') in height. Screen walls separating loading areas, docks doors, and trucks parked at a dock door shall be a minimum of eight feet (8') in height.

6.2.4 Refuse Collection Areas

All outdoor refuse facilities shall be visually screened from streets and adjacent property. These refuse facilities shall have minimum six foot (6') high screen walls along with decorative access doors and shall follow the project's design theme approved by the ADC and the City of Casa Grande.

6.3 INDUSTRIAL DESIGN GUIDELINES

6.3.1 Architectural Materials and Character

A wide variety of building materials may be used to create a variety of architectural detailing. Each building shall have four-sided architecture. Exterior walls shall use a combination of materials and colors to create interesting building elevations that continue to enhance the theme of the RGCC architecture. Building material shall include but will not be limited to: concrete tilt panels, concrete block, brick, glass, stone, tile, decorative metal, stucco, etc. Architecturally treated metal panels may be considered where future building expansions are proposed or where functionality justifies their inclusion but additional architectural enhancements should be provided to diminish and mitigate their scale and visibility. The front elevation shall be further defined by horizontal or vertical building offsets, recessed panels, glass curtain walls, change in color, and materials, etc., or equivalent as approved by the Architectural Design Committee (ADC) and the City of Casa Grande.

All buildings located within the Center shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to complimentary building material, colors, texture, finishes, and form. Site planning should minimize the area dedicated for parking between the front facade of the building(s) and the abutting street, while still meeting City Code parking space requirements. Emphasis shall be made on presenting the architecture of the buildings as part of the streetscape. Side and rear building walls shall be coordinated with the front walls and those portions of the sidewalls visible from public streets. All signage shall be integrated into the building's design, and subject to review and approval by the ADC and the City of Casa Grande.

Roofs will be reviewed to ensure architectural variation and reduction of scale. Parapets with three-dimensional treatments or similar architectural detailing shall be used to conceal flat roofs and rooftop equipment. All mechanical equipment shall be screened from public view.

Representative Architectural Building Elevations are attached as **Exhibit 8**.

6.3.2 Screen Wall General Requirements

Screen walls shall be provided per 17.52.170 Business and Industrial District Fences of the Casa Grande Zoning Ordinance except as modified herein. Screen walls shall be buffered with landscaping between the street frontage(s) and screen wall. All screen walls will be designed to be compatible with the architecture of the primary structure and to complement the master streetscape design of the Center. All screen walls shall be constructed of concrete masonry units and may be painted or stained, or finished with stucco or mortar wash as approved by the ADC and the City of Casa Grande.

6.3.3 Parking and Loading Areas

Passenger vehicle parking areas shall be screened from public roadways by a three feet (3') minimum screen wall. Loading areas, loading docks, and parking of truck-trailers shall not be permitted to front onto I-8 or I-10. Such areas are permitted along all other public streets; however, they must be screened by an architectural feature of the building or by a combination a screen wall, berms, and landscaping. Along all public roads, the combination of screen walls and berms shall be a minimum of six feet (6') in height. Screen walls separating loading areas, docks doors, and trucks parked at a dock door shall be a minimum of eight feet (8') in height.

6.3.4 Outdoor Storage Areas

Outdoor Storage shall be permitted when such storage is an integral part of the primary operation and visually screened.

- a. All outdoor storage shall be visually screened from adjacent streets using a minimum six foot (6') high combination of screen walls, berming, as well as landscaping consisting of non-deciduous trees spaced a minimum of 20' on-center.
- b. Except for the frontages along I-8 and I-10, the location of storage areas shall be limited to the sides and rear of the Site, unless site plan modifications and additional screening enhancements are approved by the ADC and the City of Casa Grande.

6.3.5 Truck Loading Bays

Truck loading bays may face public streets including the Cornman Road loop drive and all internal streets. The RGCC agrees to prohibit truck docks or trailer parking adjacent to I-8 and I-10. Trailer storage may occur on-site and will be permitted adjacent to the other public streets and screened with a minimum eight foot (8') CMU screen wall and enhanced landscaping with native canopy trees spaced 25' on-center. The horizontal aesthetics of the wall shall conform to City standards.

6.3.6 Refuse Collection Areas

All outdoor refuse facilities shall be visually screened from streets and adjacent property. These refuse facilities shall have minimum six foot (6') high screen walls along with decorative access doors and shall follow the project's design theme approved by the ADC and the City of Casa Grande. Large trash compacters situated within a truck court of a warehouse/distribution facility shall be considered screened unless visible to public view which shall require screening. Details to be approved by the ADC and the City of Casa Grande.

6.4 CORPORATE OFFICE DESIGN GUIDELINES

6.4.1 Architectural Materials and Character

As stated and emphasized previously, RGCC is ideally situated as a gateway project for the City of Casa Grande. The land area designated for Corporate Office is intended to attract users seeking corporate headquarter locations with frontage on two interstate freeways providing a unique marketing window. The architecture is expected to reflect the unique site configuration by allowing high-rise office building to reach 100' in height. A wide variety of building materials may be used to create a variety of architectural detailing. Each building shall have four-sided architecture. Exterior walls shall be predominantly glass and shall incorporate a combination of material and colors to create interesting building elevations that continue to enhance the theme of the RGCC architecture. In addition to glass, the building material shall be enhanced with precast concrete panels, brick, stone, tile, architecturally treated metal, stucco, etc. All sides shall be given equal consideration. The front elevation shall be further defined by horizontal or vertical building offsets that draw attention to building entrances as approved by the ADC and the City of Casa Grande. Representative Architectural Building Elevations are attached as **Exhibit 8**.

All signage shall be integrated into the building's design, and subject to review by the ADC and the City of Casa Grande.

Roofs will be reviewed to ensure architectural variation and reduction of scale. Parapets with three-dimensional cornice treatments, spires, and mechanical rooms for elevator equipment must reflect the architectural treatment.

6.4.2 On-Site Amenities

All projects developed within the Corporate Campus area are required to include common area improvements equaling 25% of the net lot area for landscaping and employee amenities including outdoor plazas with pavilions, passive recreational amenities, a variety of seating areas, pedestrian walkways with pedestrian scale site lighting, water features, etc. as approved by the ADC and the City of Casa Grande. Perimeter improvements must reflect the common design elements throughout the Center.

6.4.3 Parking and Loading Areas

Passenger vehicle parking areas shall be screened from public roadways by a three foot (3') minimum screen wall. Loading areas and loading docks shall not be permitted to front onto I-8 or I-10. Such areas must be screened from public view; however, they may be screened by an architectural feature of the building or by a combination a screen wall, berms, and landscaping. Along all public roads, the combination of screen walls and berms shall be a minimum of three feet (3') in height. Screen walls separating loading areas, docks doors, and trucks parked at a dock door shall be a minimum of eight feet (8') in height.

6.4.4 Refuse Collection Areas

All outdoor refuse facilities shall be visually screened from streets and adjacent property. These refuse facilities shall have minimum six foot (6') high screen walls along with decorative access doors and shall follow the project's design theme approved by the ADC and the City of Casa Grande.

7 SITE DEVELOPMENT STANDARDS

The Regional Gateway Commerce Center shall be developed in accordance with the following standards, as determined by building, area, parking requirements and required setbacks:

7.1 Dimension Requirements and Bulk Regulations

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

<u>Bulk Regulations:</u>	Commercial	Business Park	Light Industrial	Garden Office	Corporate Office
Minimum Site Area:	N/A	NA			5 ac
Minimum Lot Width:	150'	150'	150'	150'	500 ft.
Minimum Lot Depth:	200'	200'	250'	200'	800 ft.
Maximum Building Coverage:	N/A	40%	50%	35%	NA
Maximum Building Height ⁽¹⁾ :	35 ft.	35'	55'	40'	100'
Minimum Building Setbacks⁽²⁾: from Property Line (PL)					
Front :	30'	30'	30'	30'	75'
Interior Side ⁽³⁾ :	15'	15'	15'	15'	40'
Rear :	15'	15'	15'	15'	60'
Street Side :	20'	20'	20'	25'	80'
PAD Perimeter Setback					
	Equal to Building. Ht.	Equal to Bldg. Ht.	Equal to Bldg. Ht.	Equal to Bldg. Ht.	Equal to Building. Ht.
Minimum Landscape Setbacks: from PL to Parking					
All Streets:	30'	30'	30'	30'	30'
Side:	10'	10'	10'	10'	10'
Rear:	10'	10'	10' ⁽⁴⁾	10'	25'
Minimum On-Site Landscape					
	10%	15%	10%	25%	30%

(1) Maximum Building Height shall be to the top of parapet walls, mechanical screening, and architectural embellishments, such as cupolas, domes, monuments, and towers. Parapet walls, mechanical screening, elevator penthouses and architectural embellishments shall be limited to 10' above the roof line. Reference building height shall be the curb elevation at or near the center of the adjacent front property line.

(2) Parking, circulation and maneuvering shall be allowed within Minimum Building Setbacks, but shall not be allowed within Minimum Landscape Setbacks.

(3) Driveways and walkways shall be permitted to cut across Minimum Landscape Setbacks.

(4) For rail served property, the landscape setback may be reduced to 0'.

7.2 Off-Street Parking

All required parking for all structures shall be satisfied on-site in conformance with Section 17.56 of the City of Casa Grande's Zoning Ordinance. Shared parking on adjacent parcels is permitted subject to preparing a shared parking study to be approved by the ADC and the City of Casa Grande.

7.3 Site Design, Grading, and Drainage

Regional Gateway Commerce Center faces a number of unique site design and engineering challenges. Some of these are caused by engineering, site, and topographic constraints, while others are driven by the nature of the building product being proposed and the associated marketing constraints. Some of the unique aspects and challenges include:

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

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

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

8 PROJECT LANDSCAPE

8.1 Landscape Theme

The selection of landscape materials prescribed for trees, shrubs, groundcovers and accents are selected from the Arizona Department of Water Resources low water use plant list for the Phoenix Active Management Area (Phoenix AMA). A Master Landscape Plan attached as **Exhibit 9**, is intended to characterize the intended project landscape. The size and quantities of plant material shall conform to the landscape standards in Section 17.52, Article VI of the Casa Grande Zoning Ordinance, except as modified herein. Details of the final layout with quantities and sizes of plant material will be resolved during the Final Development Plan/Major Site Plan Approval. The amount of landscaped area for the Center shall equal or exceed an overall value as defined under the Open Space Requirements of this PAD Item 5 LAND USE SUMMARY, page 16. This landscaped area shall include: landscape setbacks, parking lot landscaping, individual or shared retention basins, parkway landscaping, foundation planting areas, and all other areas of the project site not containing buildings, structures, or pavement.

8.2 Streetscape

In order to create a uniform appearance throughout the development, a typical street frontage landscape theme is proposed with this PAD. The goal of the street frontage landscape is to unify the development while providing safety and comfort for pedestrians, and a visual experience for users within RGCC. Except as modified herein, the size and quantities of plant material for the streetscape shall conform to the landscape standards in the Casa Grande Zoning Ordinance and the Engineering Design Standards for public streets at the time of development for each lot. Details of the final layout with quantities and sizes of plant material will be resolved during the Final Development Plan/Major Site Plan Approval.

Streetscape Features:

- a.) A thirty-foot (30') wide landscape buffer is required along all frontages, broken only by approved driveways and walkways.
- b.) Minimum tree sizes shall conform to the landscape standards in the Casa Grande Zoning Ordinance and the Engineering Design Standards for public streets with minimum heights and caliper as defined by the Arizona Nurseryman's Association (ANA). Palm trees shall have a minimum fifteen foot (15') trunk height measured from the base of the trunk to the base of the fronds. The required quantity of shrubs and accent plants shall be five (5) gal. Additional quantities above the minimum may be reduced to one (1) gal. Minimum groundcover plant size shall be one (1) gal. Berming and boulders are required and shall be used to create a varied and enhanced streetscape.
- c.) Turf is not permitted within the streetscape.

- d.) Phase 1 Streetscape: Because this project will develop in phases, the initial streetscape improvements will place street trees at a spacing not to exceed an average of 100' on-center. This will help to establish a more consistent mature landscape with the understanding that individual projects will satisfy the ordinance requirements for quantity of trees, shrubs, and groundcovers with their individual applications for Final Development Plan/Major Site Plan Approval. Minimum tree sizes shall be divided 50% fifteen (15) gal. and 50% twenty-four inch (24") box with minimum heights and caliper as defined by the Arizona Nurseryman's Association (ANA). These streetscape improvements will comply with the height restrictions within the site visibility triangles (SVT's) as determined by the current City Engineering Design Standards at the time of construction.

9 PROJECT SIGNAGE

A Comprehensive Sign Plan shall be prepared in accordance with the provisions of Section 17.52, Article IV of the Casa Grande Zoning Ordinance. The Comprehensive Sign Plan will be included with the first phase of development. Project identity signage shall be oriented to take advantage of the interstate exposure and may include one or more digital pylon structures with individual tenants listed. These project identity signs will be located outside the site visibility triangles (SVT's) as determined by the current City Engineering Design Standards at the time of construction. See Entry Monumentation Elevation included with Exhibit 9.

While the overall Comprehensive Sign Plan will consider the full project development, each land use may elect to propose modifications / amendments that reflect the actual users and their unique project signage while adhering to the common design theme for the Center.

10 PROJECT INFRASTRUCTURE & UTILITIES

10.1 Access and Circulation

As discussed previously, the proposed Henness Road Interchange with Interstate 8 will be the primary access route leading users and guests to the RGCC. North of Cornman Road, Henness Road will eventually intersect with Selma Highway, another principal arterial providing east west circulation to I-10 and through Casa Grande. The City's Future Roadway Functional Classification Plan is recommending that future improvements to Selma Highway include a full interchange with I-10 and an overpass over Jimmie Kerr Boulevard and the UPRR. Until this north side route is completed, the Owner has successfully negotiated a north side access that will temporarily extend Henness Road ½ mile north to the mid-section, then west to Peart Road, an existing section line arterial.

10.2 Pedestrian Circulation

Developer shall provide six foot (6') meandering sidewalks along the Cornman Road Loop and adjacent to Central Park. A five foot (5') sidewalk shall be constructed along the other interior roads or in accordance with the City's standard design criteria at the time of construction. Accessible paths and sidewalks shall be provided from the parking areas to the building entries as required by applicable codes.

10.3 Street Improvements

Street improvements will be constructed per City of Casa Grande standards and in conformance with the approved stipulations of this PAD Application. Dedications for rights-of-way will occur with the Final Plat or with a Map of Dedication. These dedications will include:

Street Name	Existing ROW	Proposed ROW
Henness Road	0'	70' east ½ street
Cornman Road	0'	110" full street
Cox Road	0'	80' full street
Interior Street	0'	60' full street

10.4 Water Service

The Owner shall install all onsite water improvements required to serve the Property in accordance with the Casa Grande Engineering Standards and the Arizona Water Company in effect at the time of Final Plat or Permit Application. The nearest points of connection for water include a 12" line within the project along the Cox Road alignment and along Jimmie Kerr Boulevard near the existing Tanger Outlet Mall development near Interstate 10. There is other potential connection within Mitchell Road adjacent to the unfinished Casa Vista residential subdivision. Both of these could be utilized to provide a redundant system for the RGCC development. A third potential includes a new water

line extending south from the intersection of Selma Highway and Henness Road parallel to the proposed sewer extension (Refer to **Exhibit 12** Conceptual Utilities). Existing pressure and flow capacity are moderate and may not be sufficient to serve the entire development. An additional well and booster pump may be required to be constructed to ensure adequate service. Details of the final layout and associated improvements will be included with first application for Site Plan Approval. These facilities would be maintained by the Arizona Water Company.

10.5 Sanitary Sewer Service

The Owner shall install all onsite sanitary sewer improvements required to serve the Property in accordance with the Casa Grande Engineering Standards in effect at the time of Permit Application. The nearest sewer connection with capacity for interim conditions is an 18-inch diameter public sewer at the intersection of Selma Highway and Henness Road. As a part of an initial phase of RGCC development, this sewer line would be extended south along Henness Road, across Jimmie Kerr Boulevard and the UPRR, and continue south along the Section Line alignment to the site (Refer to **Exhibit 12** Conceptual Utilities). Within the project, the sewer service would then be routed along Cornman Road within public rights-of-way to serve the initial phase of construction. Once the planned development exceeds the available capacity in that line (as determine by City of Casa Grande staff), a new sewer main would be extended from that point all the way to the Casa Grande treatment facility. The actual alignment of this extension is not yet determined but it would be required once the level of sewer demand exceeds the available capacity at Henness Road and Selma Highway.

This sewer extension would require the project's participation in Capital Improvement Project or a re-payment agreement based on its pro-rata share of the volume to be determined at a later date by the Casa Grande Engineering Dept.

Details of the final layout and associated improvements within the development will be included with the Final Development Plan / Site Plan Approval for the first phase of development.

10.6 Electrical, Telephone, and Cable Services

Owner shall install all on-site electrical, telephone and cable improvements required to serve the Property. Will serve letters have been received from these utility providers.

11 EXHIBITS

1. Location / Vicinity Map
2. Existing Conditions / Existing Zoning and Surrounding Land Uses
3. Boundary Survey & Legal Description
4. Master Land Use Plan
5. Phasing Plan
6. Central Park
7. Union Pacific Railroad Access Plan
8. Architectural Building Elevations
9. Master Streetscape & Monumentation
10. Conceptual Grading, Drainage Plan
11. Land Ownership at the Proposed Henness Road Interchange
12. Conceptual Utilities Plan

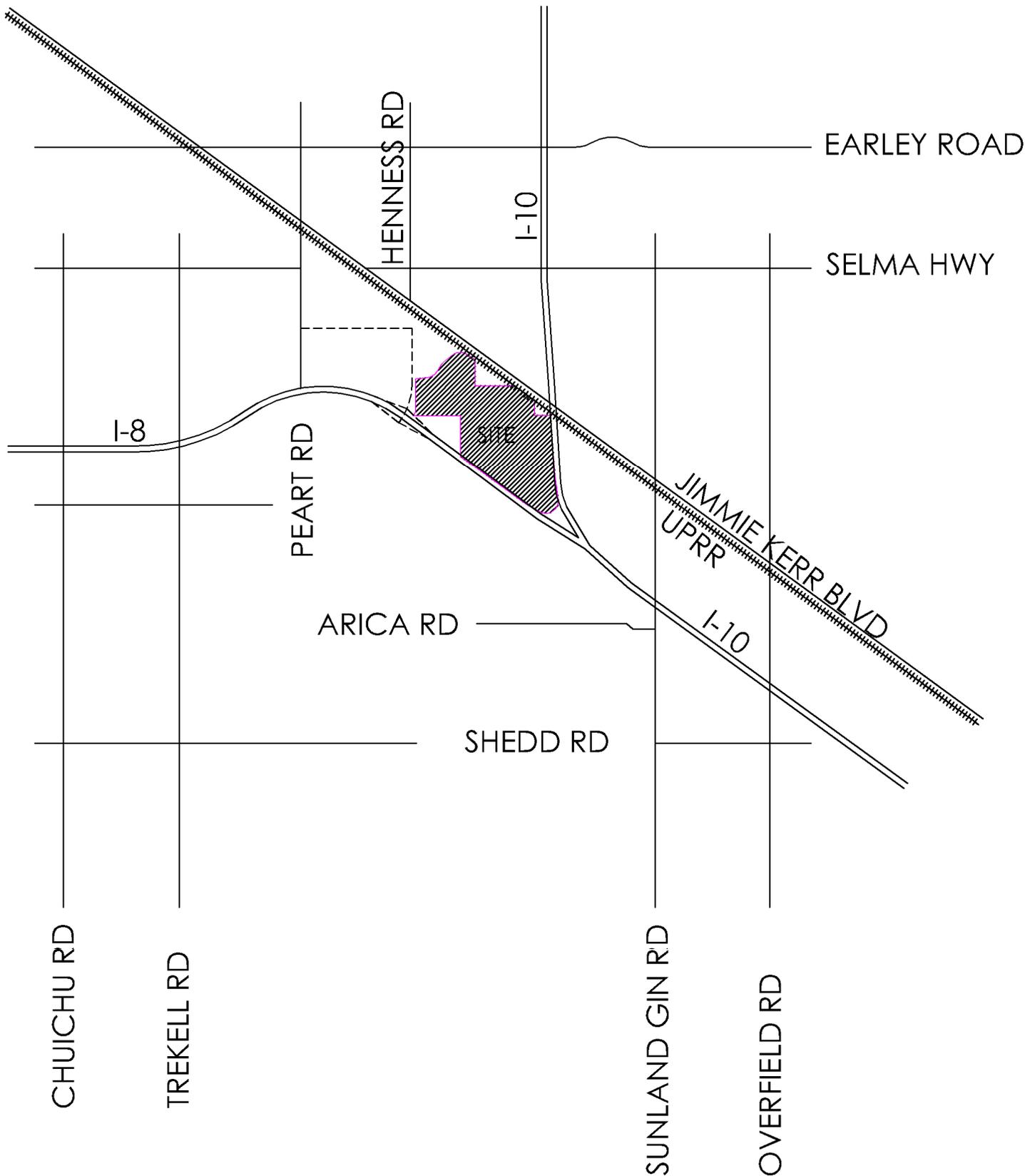


EXHIBIT 1

REGIONAL GATEWAY COMMERCE CENTER

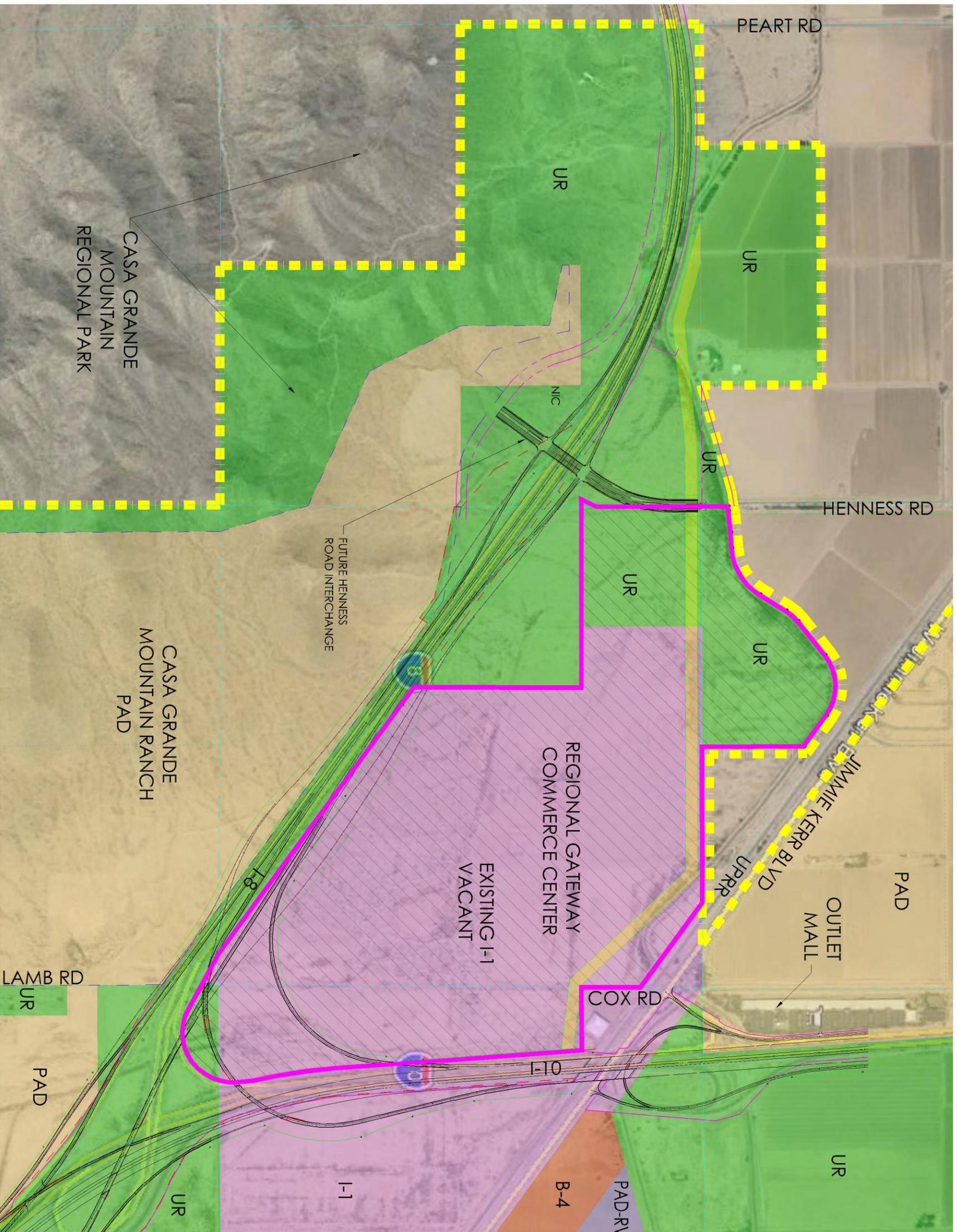
CASA GRANDE, AZ

VICINITY
MAP

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 PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
 DATE: 12-16-13

SCALE: NTS
 GPLA JOB# 11027
 NORTH





- EXISTING LAND USE LEGEND**
- UR - URBAN RANCH
 - B-4 - COMMUNITY SERVICE ZONE
 - I-1 - GARDEN & LIGHT INDUSTRIAL
 - PAD - PLANNED AREA DEVELOPMENT
 - PAD-RV - PLANNED AREA DEVELOPMENT, RECREATIONAL VEHICLE (RV) PARK OVERLAY

EXHIBIT 2

REGIONAL GATEWAY COMMERCE CENTER

CASA GRANDE, AZ EXISTING LAND USE & ZONING PLAN

PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
 DATE: 12-16-13

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 SCALE: 1" = 600'
 0' 300' 600' 1,200' 1,800'
 GP/A JOB# 11027



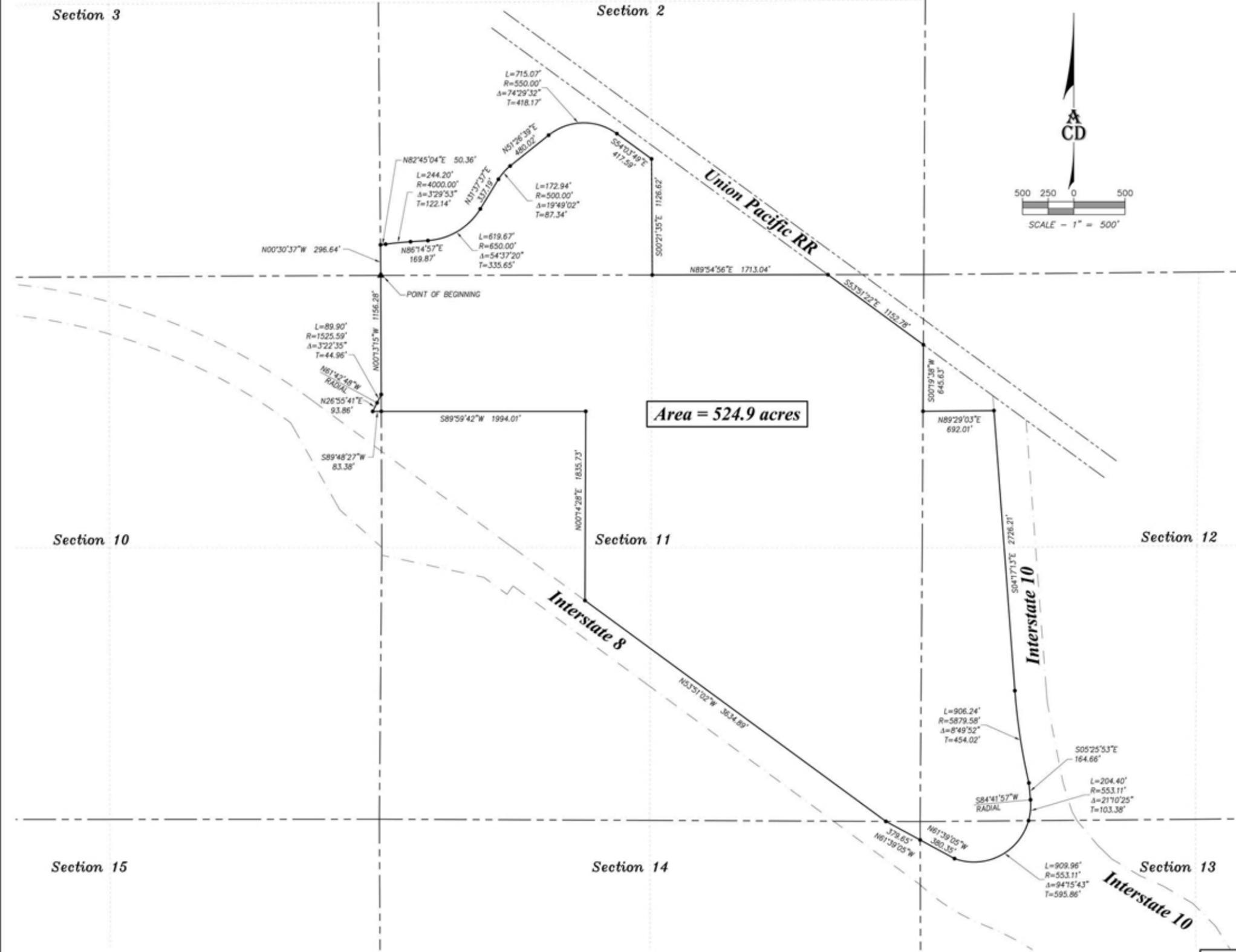
GILMORE
 PLANNING & LANDSCAPE ARCHITECTURE

Zoning Exhibit

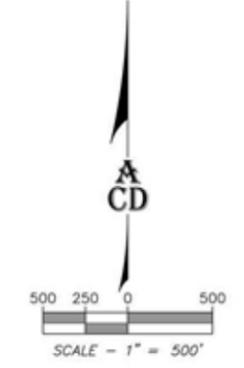
Located in portions of Sections 2, 10, 11, 12, 13 & 14,
Township 7 South, Range 6 East, G&SRB&M,
County of Pinal, State of Arizona

Legal Description

THE FOLLOWING DESCRIBED PROPERTY, PORTIONS OF SECTIONS 2, 10, 11, 12, 13 AND 14, ALL BEING A PART OF TOWNSHIP 7 SOUTH, RANGE 6 EAST, G&A AND SALT RIVER BASE AND MERIDIAN AS NOTED HEREIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 2, FROM WHICH THE SOUTH QUARTER CORNER OF SECTION 2 BEARS NORTH 89 DEGREES 54 MINUTES 56 SECONDS EAST, A DISTANCE OF 2647.85 FEET, AND IS THE BASIS OF BEARINGS FOR THIS LEGAL DESCRIPTION;
THENCE NORTH 00 DEGREES 30 MINUTES 37 SECONDS WEST, ALONG THE WESTERLY LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 296.64 FEET TO THE CENTERLINE OF THE FLORENCE CANAL;
THENCE EASTERLY ALONG SAID CENTERLINE THROUGH THE FOLLOWING COURSES, NORTH 82 DEGREES 45 MINUTES 04 SECONDS EAST A DISTANCE OF 50.36 FEET TO A POINT OF CURVATURE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 4000.00 FEET;
THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 3 DEGREES 29 MINUTES 53 SECONDS, AN ARC DISTANCE OF 244.20 FEET TO A POINT OF TANGENCY;
THENCE NORTH 86 DEGREES 14 MINUTES 57 SECONDS EAST A DISTANCE OF 169.87 FEET TO A POINT OF CURVATURE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 650.00 FEET;
THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 54 DEGREES 37 MINUTES 20 SECONDS, AN ARC DISTANCE OF 619.67 FEET TO A POINT OF TANGENCY;
THENCE NORTH 31 DEGREES 37 MINUTES 37 SECONDS EAST A DISTANCE OF 337.19 FEET TO A POINT OF CURVATURE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 500.00 FEET;
THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 19 DEGREES 49 MINUTES 02 SECONDS, AN ARC DISTANCE OF 172.94 FEET TO A POINT OF TANGENCY;
THENCE NORTH 51 DEGREES 26 MINUTES 39 SECONDS EAST A DISTANCE OF 480.02 FEET TO A POINT OF CURVATURE CONCAVE SOUTHERLY, HAVING A RADIUS OF 550.00 FEET;
THENCE EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 74 DEGREES 29 MINUTES 32 SECONDS, AN ARC DISTANCE OF 715.07 FEET;
THENCE SOUTH 54 DEGREES 03 MINUTES 49 SECONDS EAST A DISTANCE OF 417.59 FEET TO A POINT ON THE EASTERLY LINE OF THE SOUTHWEST QUARTER OF SECTION 2;
THENCE SOUTH 00 DEGREES 21 MINUTES 35 SECONDS EAST, ALONG SAID EASTERLY LINE AND LEAVING AFORESAID CENTERLINE OF THE FLORENCE CANAL, A DISTANCE OF 1126.62 FEET TO THE SOUTH QUARTER CORNER OF SECTION 2, ALSO BEING THE NORTH QUARTER CORNER OF SECTION 11;
THENCE NORTH 89 DEGREES 54 MINUTES 56 SECONDS EAST, ALONG THE NORTHERLY LINE OF SAID SECTION 11, A DISTANCE OF 1713.04 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY OF THE UNION PACIFIC RAILROAD;
THENCE SOUTH 53 DEGREES 51 MINUTES 22 SECONDS EAST, ALONG SAID SOUTHWESTERLY LINE, A DISTANCE OF 1152.78 FEET TO A POINT ON THE EASTERLY LINE OF AFORESAID SECTION 11, ALSO BEING THE WESTERLY LINE OF SECTION 12;
THENCE SOUTH 00 DEGREES 19 MINUTES 38 SECONDS WEST, ALONG SAID WESTERLY LINE, A DISTANCE OF 645.63 FEET TO A POINT ON THE NORTHERLY LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 12;
THENCE NORTH 89 DEGREES 29 MINUTES 03 SECONDS EAST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 692.01 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY OF INTERSTATE 10;
THENCE ALONG SAID RIGHT-OF-WAY THROUGH THE FOLLOWING COURSES, SOUTH 04 DEGREES 17 MINUTES 13 SECONDS EAST A DISTANCE OF 2726.21 FEET TO A POINT OF CURVATURE, CONCAVE EASTERLY, HAVING A RADIUS OF 5879.58 FEET;
THENCE SOUTHERLY ALONG SAID LINE THROUGH A CENTRAL ANGLE OF 8 DEGREES 49 MINUTES 52 SECONDS, AN ARC DISTANCE OF 906.24 FEET TO A POINT ON A NON-TANGENT LINE;
THENCE SOUTH 05 DEGREES 25 MINUTES 53 SECONDS EAST A DISTANCE OF 164.66 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 553.11 FEET, THE CENTER OF WHICH BEARS SOUTH 84 DEGREES 41 MINUTES 57 SECONDS WEST;
THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 21 DEGREES 10 MINUTES 25 SECONDS, AN ARC DISTANCE OF 204.40 FEET TO A POINT ON THE SOUTHERLY LINE OF SECTION 12, BEING THE NORTHERLY LINE OF SECTION 13;
THENCE CONTINUING ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 94 DEGREES 15 MINUTES 43 SECONDS, AN ARC DISTANCE OF 909.96 FEET, TO THE BEGINNING OF A NON-TANGENT LINE, THE PREVIOUSLY DESCRIBED CURVE BEING A TRANSITION DEPARTING FROM THE WESTERLY RIGHT-OF-WAY OF INTERSTATE 10 TO THE NORTHERLY RIGHT-OF-WAY LINE OF INTERSTATE 8;
THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY THROUGH THE FOLLOWING COURSES, NORTH 61 DEGREES 39 MINUTES 05 SECONDS WEST A DISTANCE OF 379.65 FEET TO A POINT ON THE WESTERLY LINE OF SECTION 14, BEING THE SOUTHERLY LINE OF SECTION 11;
THENCE NORTH 53 DEGREES 51 MINUTES 02 SECONDS WEST A DISTANCE OF 3634.89 FEET TO A POINT; THENCE LEAVING AFORESAID NORTHERLY RIGHT-OF-WAY, NORTH 00 DEGREES 14 MINUTES 28 SECONDS EAST A DISTANCE OF 1835.73 FEET TO A POINT ON THE NORTHERLY LINE OF THE SOUTH HALF OF THE NORTHWEST QUARTER OF SECTION 11;
THENCE SOUTH 89 DEGREES 59 MINUTES 42 SECONDS WEST, ALONG SAID LINE, A DISTANCE OF 1994.01 FEET TO THE WESTERLY LINE OF SECTION 11, BEING THE NORTHEAST CORNER OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 10;
THENCE SOUTH 89 DEGREES 48 MINUTES 27 SECONDS WEST, ALONG THE NORTHERLY LINE OF SAID SOUTH HALF, A DISTANCE OF 83.38 FEET TO A POINT;
THENCE NORTH 26 DEGREES 55 MINUTES 41 SECONDS EAST A DISTANCE OF 93.86 FEET TO A POINT OF NON-TANGENT CURVATURE, CONCAVE NORTHWESTERLY, THE CENTER OF WHICH BEARS NORTH 61 DEGREES 42 MINUTES 48 SECONDS WEST, HAVING A RADIUS OF 1525.59 FEET;
THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 3 DEGREES 22 MINUTES 35 SECONDS, AN ARC DISTANCE OF 89.90 FEET TO A POINT ON THE EASTERLY LINE OF THE NORTHEAST QUARTER OF SECTION 10;
THENCE NORTH 00 DEGREES 13 MINUTES 15 SECONDS WEST, ALONG SAID EASTERLY LINE, A DISTANCE OF 1156.28 FEET TO THE POINT OF BEGINNING.



Area = 524.9 acres



- Legend**
- ZONING BOUNDARY
 - SECTION LINE
 - MID-SECTION LINE
 - INTERSTATE R/W
 - SOUTHERN PACIFIC RR R/W

EXHIBIT 3

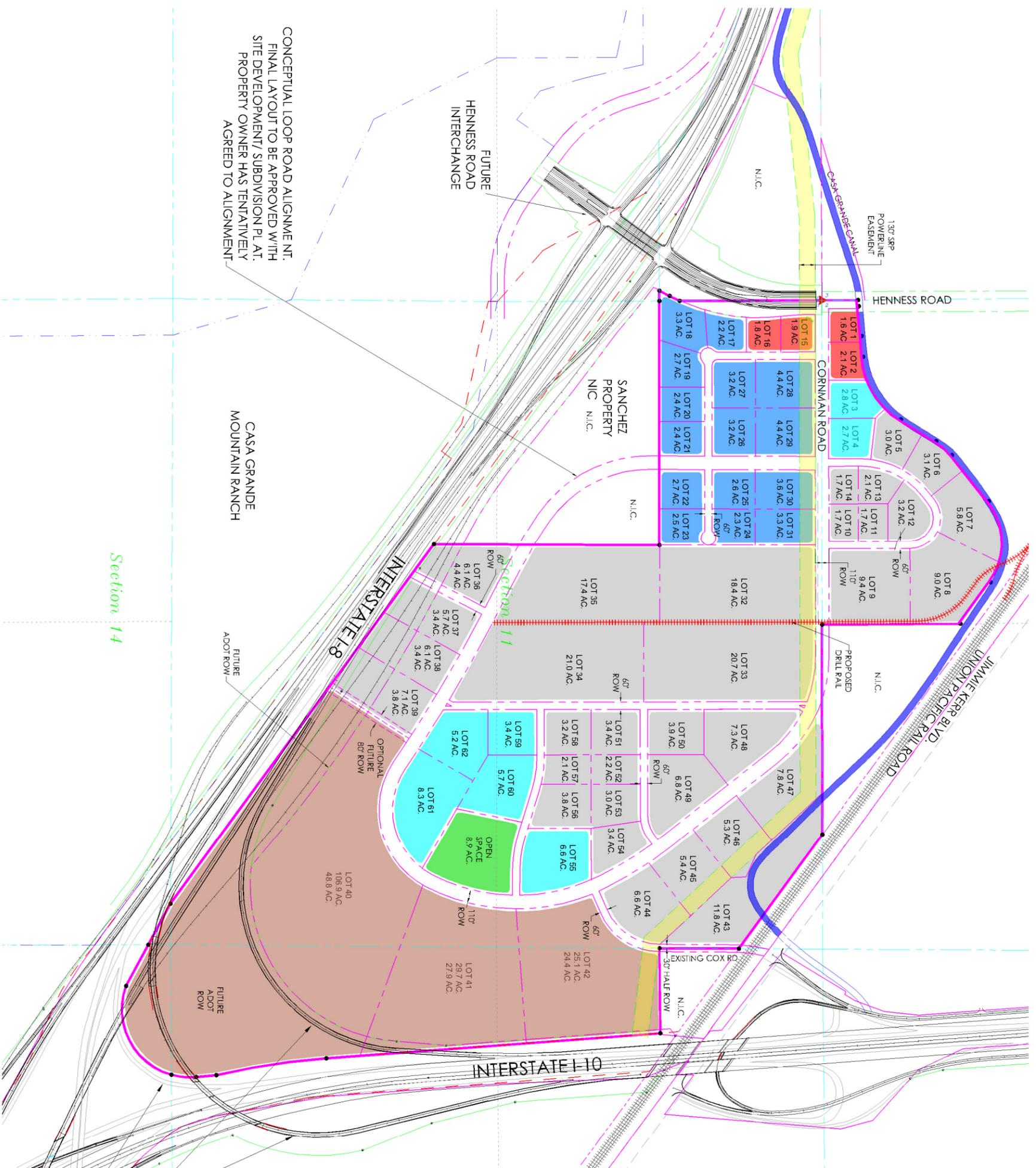


Prepared for:
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Advanced Civil Design, PLLC
www.Advanced-Civil.com ~ www.AZLandSurveying.com
2115 East Rosemonte Drive,
Phoenix, Arizona 85024
(623) 414-9571 ~ (602) 788-9520

PROJECT: 13032101C
DATE: 12/12/2013
Sheet 1 of 1

Date Saved: 12/12/2013 6:50:02 AM Last Printed: 12/12/2013 6:50:29 AM



CONCEPTUAL LOOP ROAD ALIGNMENT.
FINAL LAYOUT TO BE APPROVED WITH
SITE DEVELOPMENT/ SUBDIVISION PLAT.
PROPERTY OWNER HAS TENTATIVELY
AGREED TO ALIGNMENT

CASA GRANDE
MOUNTAIN RANCH

ADOT FUTURE
ROW

NOTE:
INTERNAL LOT LINES ARE SCHEMATIC ONLY.
FINAL LOT LINES TO BE DETERMINED WITH EACH PHASED
PLAT OF REGIONAL GATEWAY COMMERCE CENTER

LAND USE SUMMARY		BEFORE ADOT EXPANSION OF I-8	AFTER ADOT EXPANSION OF I-8
COMMERCIAL:	7.4 AC	7.4 AC	7.4 AC
BUSINESS PARK:	45.2 AC	45.2 AC	45.2 AC
LIGHT INDUSTRIAL:	219.2 AC	209.2 AC	209.2 AC
GARDEN OFFICE:	34.7 AC	34.7 AC	34.7 AC
CORPORATE OFFICE:	161.7 AC	101.1 AC	101.1 AC
OPEN SPACE:	8.9 AC	8.9 AC	8.9 AC
TOTAL NET DEVELOPABLE:	477.1 AC	406.5 AC	406.5 AC
CORNMAN LOOP ROAD ROW:			
	28.2 AC	28.2 AC	28.2 AC
HENNESS ROAD ROW:			
	3.2 AC	3.2 AC	3.2 AC
INTERIOR LOCAL ROW:			
	16.4 AC	16.0 AC	16.0 AC
PROPOSED PROJECT ROW:			
	47.8 AC	47.4 AC	47.4 AC
FUTURE ADOT ROW:			
	71.0 AC		
TOTAL SITE AREA		524.9 AC	524.9 AC

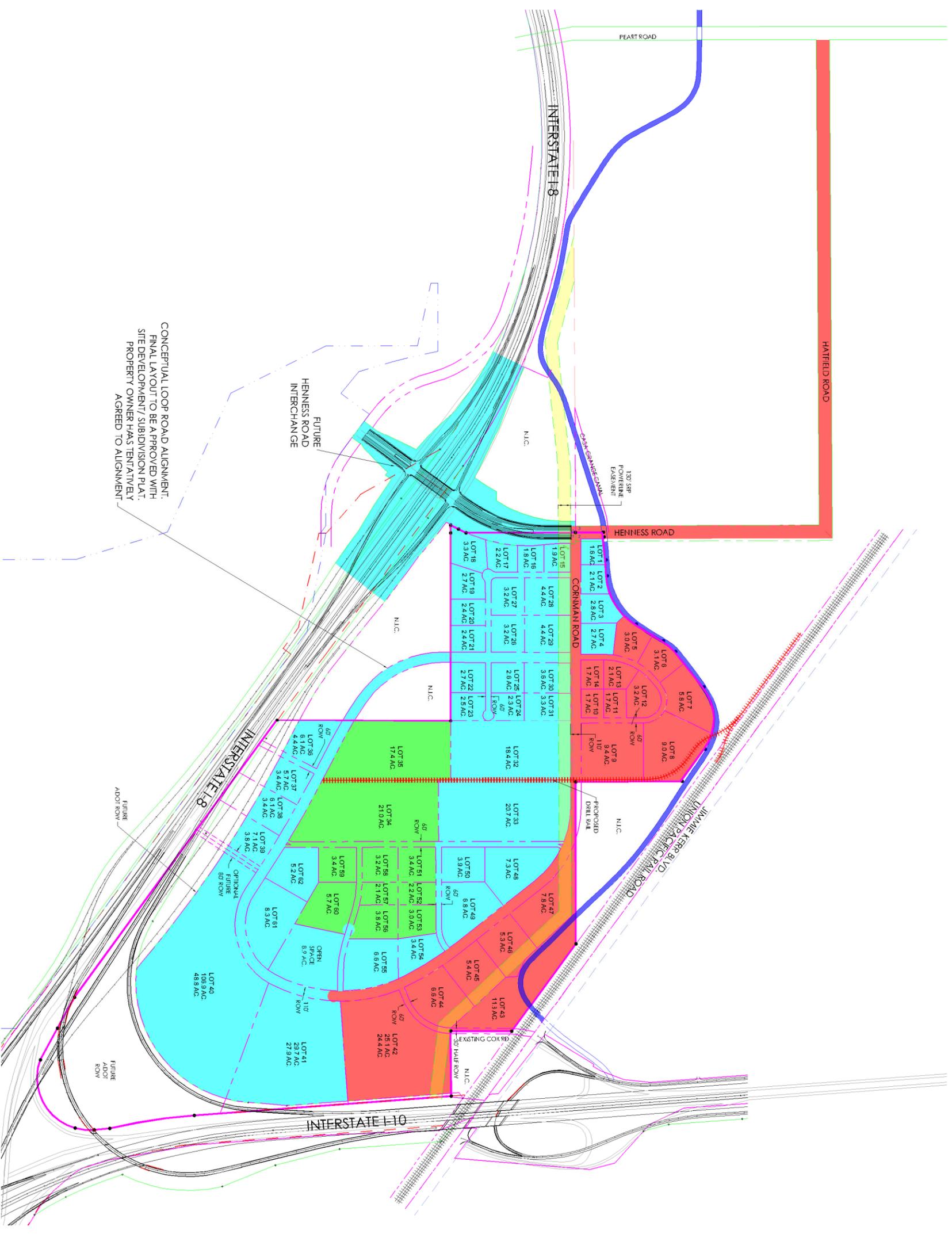
EXHIBIT 4

REGIONAL GATEWAY COMMERCE CENTER CASA GRANDE, AZ MASTER LAND USE PLAN

PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
DATE: 12-16-13

SCALE: 1" = 400'
0 200' 400' 800' 1,200'
GFLA JOB# 11027 NORTH





REGIONAL GATEWAY COMMERCE CENTER

CASA GRANDE, AZ

PHASING PLAN

PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
 DATE: 12-16-13

THE SPRAWLING DATA DIVISION OF SERVICE AND THE DEPARTMENT OF CALADRE PRANSANO & LANDSCAPE ARCHITECTURE, THE DRAWING HAS NOT BEEN REVIEWED BY AN ENGINEER, ARCHITECT, OR PROFESSIONAL LANDSCAPE ARCHITECT.
 SCALE: 1" = 500'



EXHIBIT 5





GARDEN OFFICE

GARDEN OFFICE

DOG PARK

TURF

TURF

TURF

TURF

TURF

TURF

8.9 ACRE OPEN SPACE

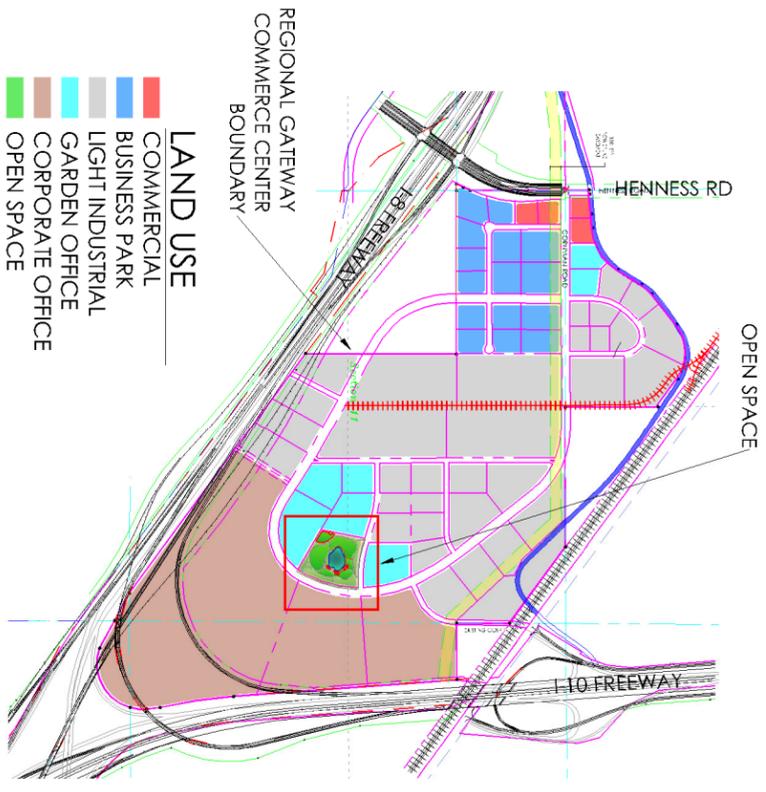
LAKE 1.0 AC.

TRAIL

AMPHITHEATER

SHADE CANOPIES

SIDEWALK



LAND USE

- COMMERCIAL
- BUSINESS PARK
- LIGHT INDUSTRIAL
- GARDEN OFFICE
- CORPORATE OFFICE
- OPEN SPACE

REGIONAL GATEWAY COMMERCE CENTER BOUNDARY

OPEN SPACE

HENNESS RD

I-10 FREEWAY

I-8 FREEWAY

REGIONAL GATEWAY COMMERCE CENTER

CASA GRANDE, AZ

CORPORATE OFFICE

EXHIBIT 6

CENTRAL PARK

PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
DATE: 12-16-13

THE DESIGN AND CONSTRUCTION OF SERVICE AND UTILITIES ARE THE RESPONSIBILITY OF THE CLIENT. THE DESIGN AND CONSTRUCTION OF ANY SPECIALTY ITEMS ARE THE RESPONSIBILITY OF THE CLIENT. THE DESIGN AND CONSTRUCTION OF ANY SPECIALTY ITEMS ARE THE RESPONSIBILITY OF THE CLIENT. THE DESIGN AND CONSTRUCTION OF ANY SPECIALTY ITEMS ARE THE RESPONSIBILITY OF THE CLIENT.
SCALE: 1" = 40'
GPIA JOB# 11027



GILMORE
PLANNING & LANDSCAPE ARCHITECTURE

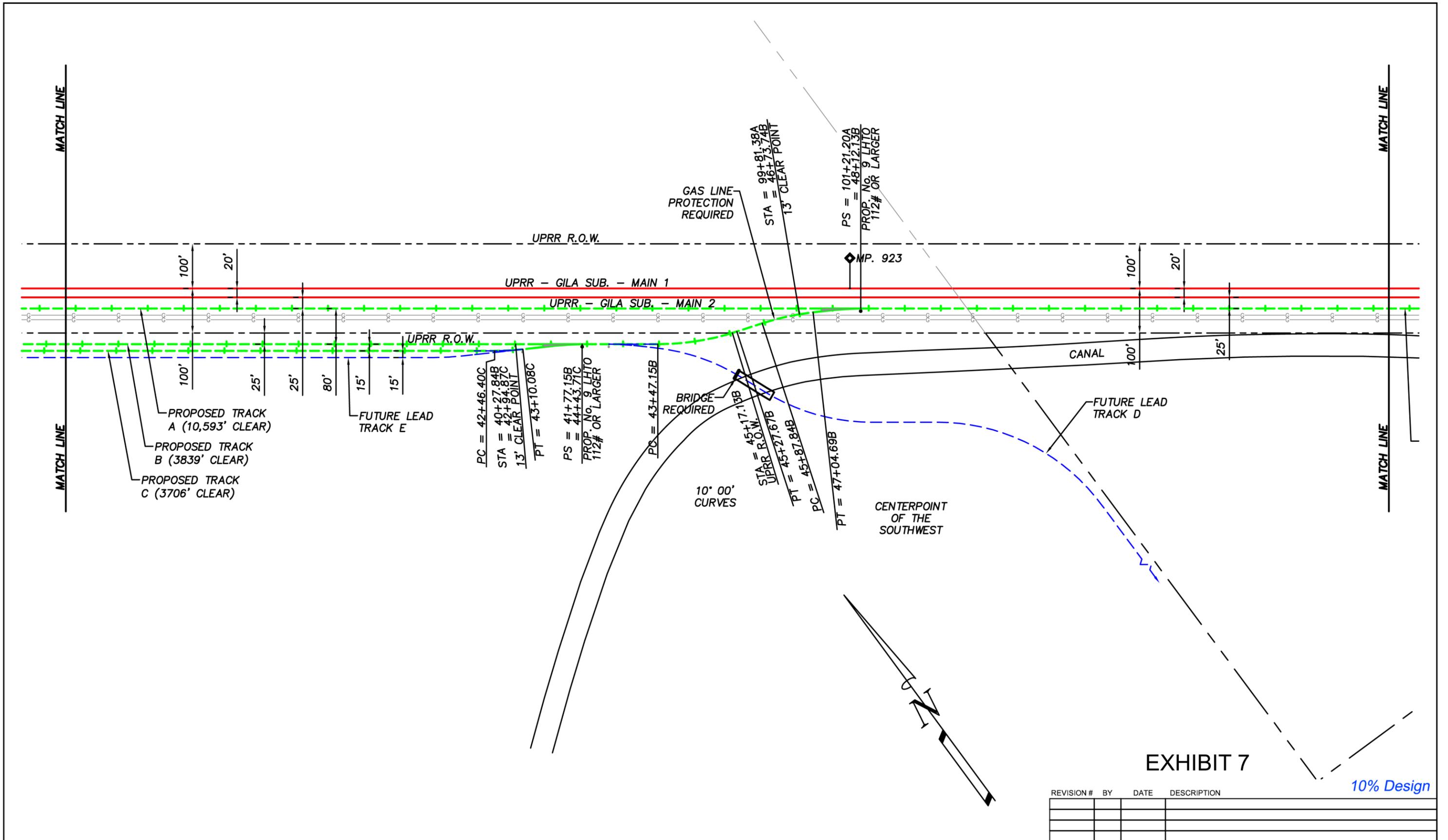


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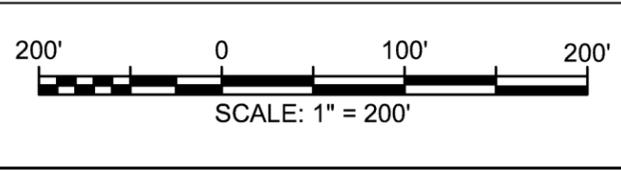
10% Design

REVISION #	BY	DATE	DESCRIPTION

DRAWN BY: JO	For Use In Agreement With: UNION PACIFIC RAILROAD
CHECK'D BY: JL/V	And Casa Grande MT Ranch, LP (FES: 19942)
DATE: February 5, 2013	TUCSON SERVICE UNIT
SHEET NUMBER: 004	Mile Post 921.17 To 922.11, Gila Subdivision
OF 006	Seco, Pinal Co., Arizona
TRACKAGE TO SERVE:	Center Point of SW

MOUNTAIN STATES CONTRACTING
 6813 W. Frier Drive Glendale, AZ 85303
 p: (800) 827-0743 f: (623) 842-0944

FIBER OPTIC CABLE! CALL BEFORE YOU DIG
 1-800-336-9193



LEGEND:

- Existing Railroad Owned Trackage (Red solid line)
- Existing Industry Owned Trackage (Red dashed line)
- Proposed Railroad Owned Trackage (Green solid line)
- Proposed Industry Owned Trackage (Green dashed line)
- Future Industry Owned Trackage (Blue dashed line)
- Existing Storm Sewer (SS)
- Fence (X-X-X-X)



LANDSCAPED STREETS



3 TO 12 STORY OFFICE BUILDINGS



UNIQUE ARCHITECTURE



UNIQUE ARCHITECTURE



INTERSTATE AND STREET FRONTAGE



CORPORATE CAMPUS

REGIONAL GATEWAY COMMERCE CENTER

CASA GRANDE, AZ



EXHIBIT 8A

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 PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
 DATE: 12-16-13

SCALE: NTS
 GPLA JOB# 11027





OFFICE BUILDING/ CORPORATE CAMPUS



OFFICE BUILDING/ CORPORATE CAMPUS



OFFICE BUILDING



OFFICE BUILDING



GARDEN OFFICE BUILDING



GARDEN OFFICE BUILDING



GARDEN OFFICE BUILDING



GARDEN OFFICE BUILDING

EXHIBIT 8B

REGIONAL GATEWAY COMMERCE CENTER

CASA GRANDE, AZ

CONCEPTUAL
ARCHITECTURE

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PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
DATE: 12-16-13

SCALE: NTS
GPLA JOB# 11027





INDUSTRIAL BUILDING



INDUSTRIAL BUILDING



INDUSTRIAL BUILDING



INDUSTRIAL BUILDING



BUSINESS PARK



BUSINESS PARK



BUSINESS PARK



BUSINESS PARK

EXHIBIT 8C

REGIONAL GATEWAY COMMERCE CENTER

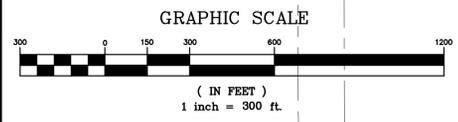
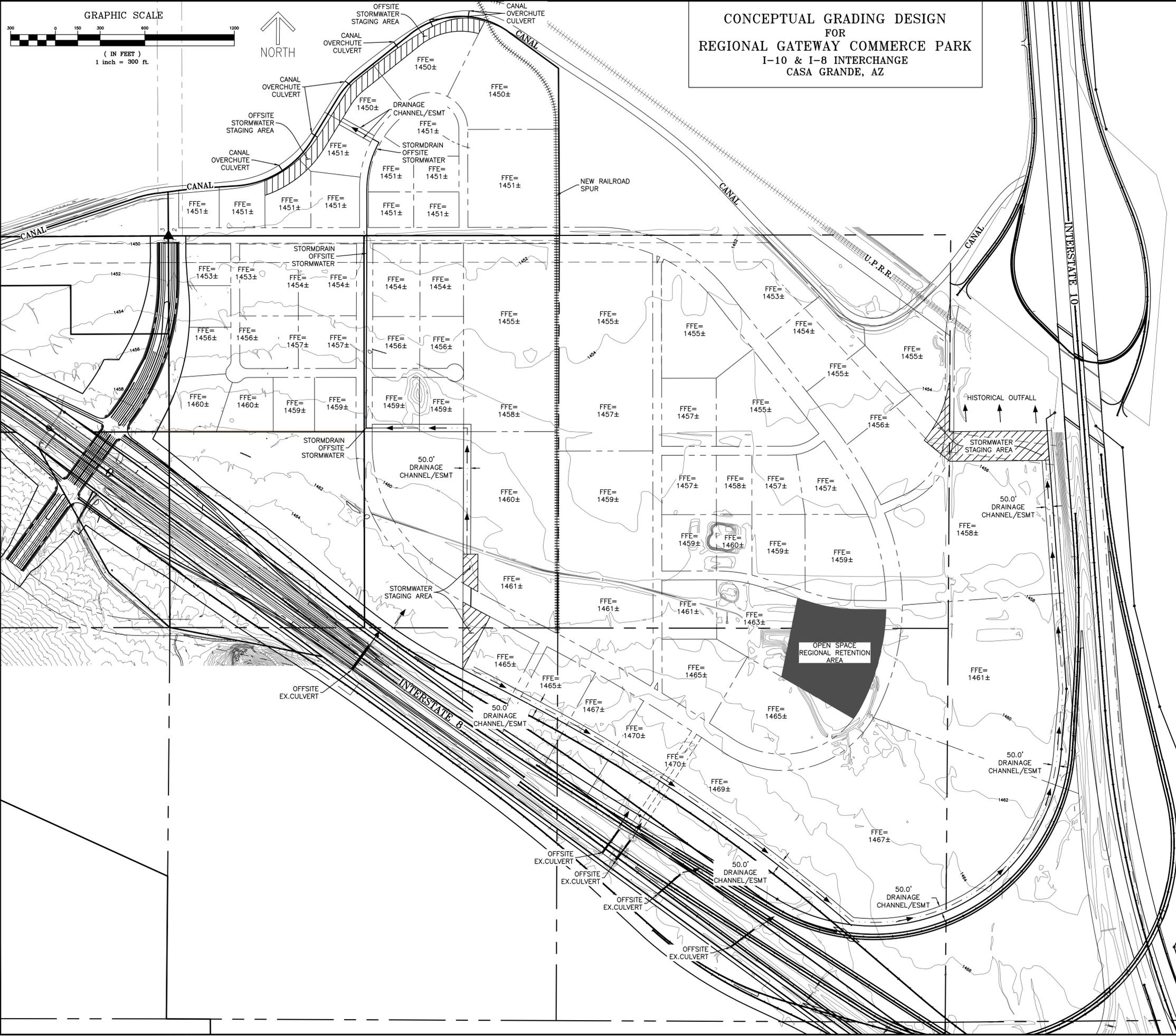
CASA GRANDE, AZ

CONCEPTUAL
ARCHITECTURE

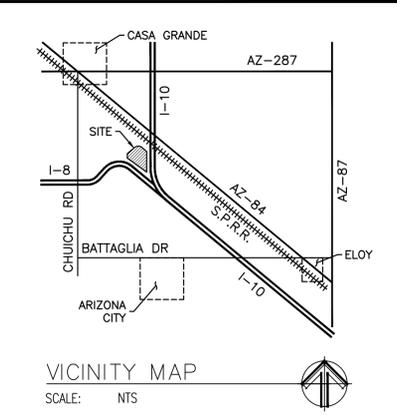
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PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED
PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
DATE: 12-16-13

SCALE: NTS
GPLA JOB# 11027
NORTH





**CONCEPTUAL GRADING DESIGN
FOR
REGIONAL GATEWAY COMMERCE PARK
I-10 & I-8 INTERCHANGE
CASA GRANDE, AZ**



- NOTES:**
- ALL LOTS WITHIN THE COMMERCE PARK, WITH THE EXCEPTION OF THE CORPORATE OFFICE LOTS, ARE TO RETAIN THEIR GROSS AREA PORTION OF THE 100-YEAR, 2-HOUR STORM EVENT.
 - THE OPEN SPACE AREA WILL RETAIN THE CORPORATE OFFICE LOTS' GROSS AREA RETENTION VOLUME.

DEVELOPER
CHASE R.E. & FINANCIAL GROUP
P.O. BOX 15267
PHOENIX, AZ 85060
CONTACT: GEORGE CHASSE, SR.

ENGINEER
CEG, INC.
P.O. BOX 2368
GLENDALE, AZ 85311
623.536.1993
CONTACT: NATE COTTRELL

**REGIONAL GATEWAY COMMERCE PARK
CONCEPTUAL GRADING DESIGN**

I-10 & I-8 INTERCHANGE
CASA GRANDE, AZ

DRAWN BY: NEB
CHECKED BY: NJC
DATE: 12/17/13
SCALE: 1" = 300'
PROJECT #: 12-121
LAST MODIFIED: _____
LAST MODIFIED BY: _____

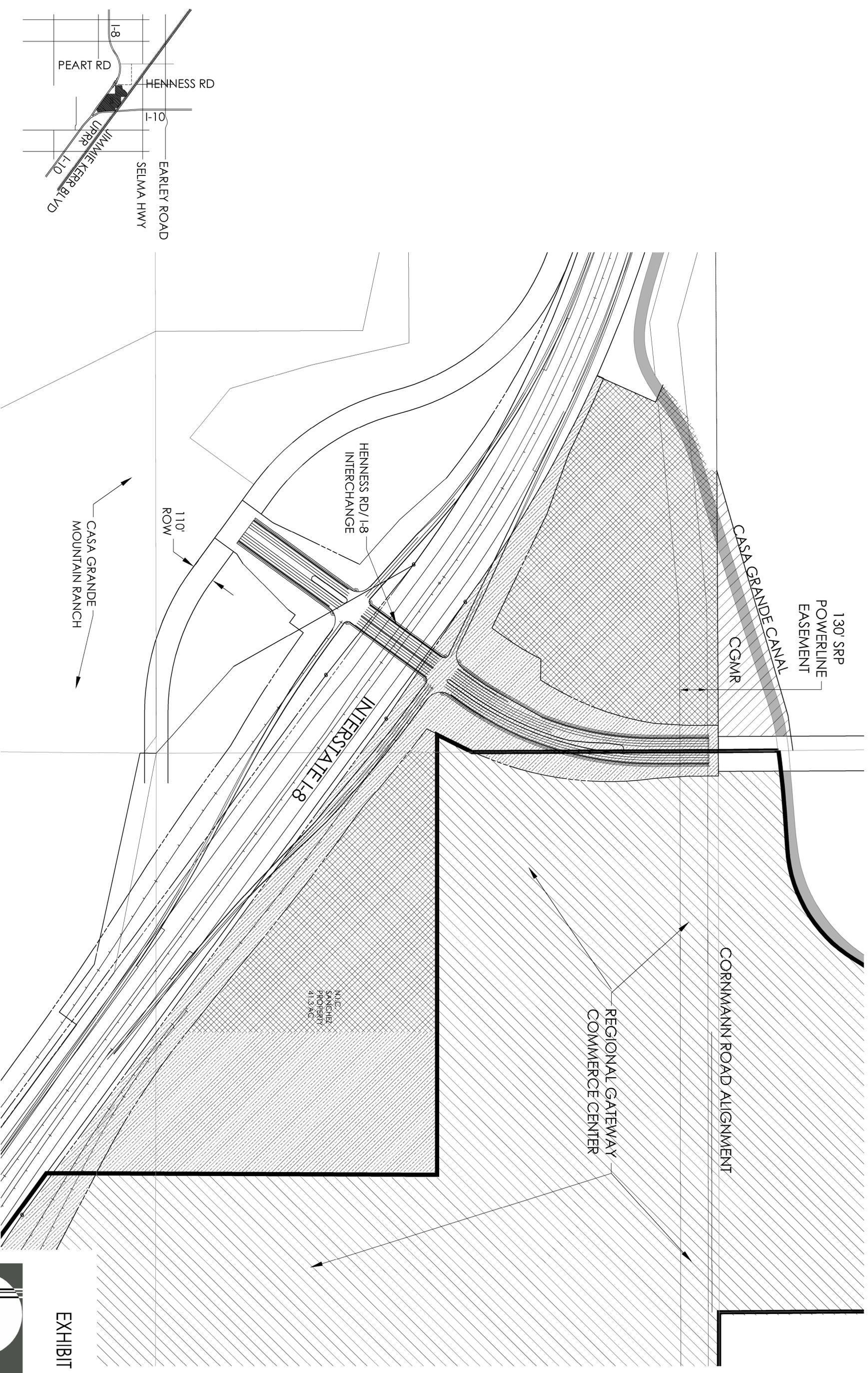
**P.O. BOX 2368
GLENDALE, AZ 85311
PH: (623) 536-1993**

SHEET 1 OF 1

C0.01

EXHIBIT 10

CASA GRANDE MTN. RANCH 12-121 CITY#



REGIONAL GATEWAY COMMERCE CENTER

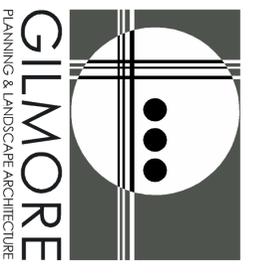
CASA GRANDE, AZ

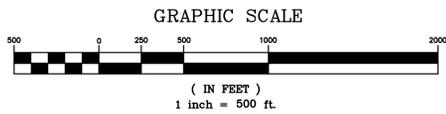
LAND EXCHANGE FOR I-8/ HENNESS RD. INTERCHANGE

PREPARED FOR: CASA GRANDE MOUNTAIN RANCH LIMITED PARTNERSHIP, GEORGE CHASSE - GENERAL PARTNER
 DATE: 12-16-13

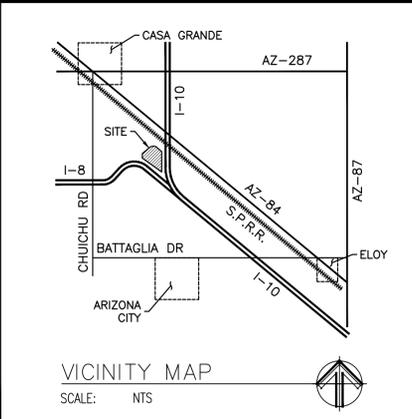
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 SCALE: 1" = 200'
 0 100' 200' 400' 600'
 GILMORE PLANNING & LANDSCAPE ARCHITECTURE
 NORTH

EXHIBIT 11





**CONCEPTUAL UTILITIES
FOR
REGIONAL GATEWAY COMMERCE PARK
I-10 & I-8 INTERCHANGE
CASA GRANDE, AZ**

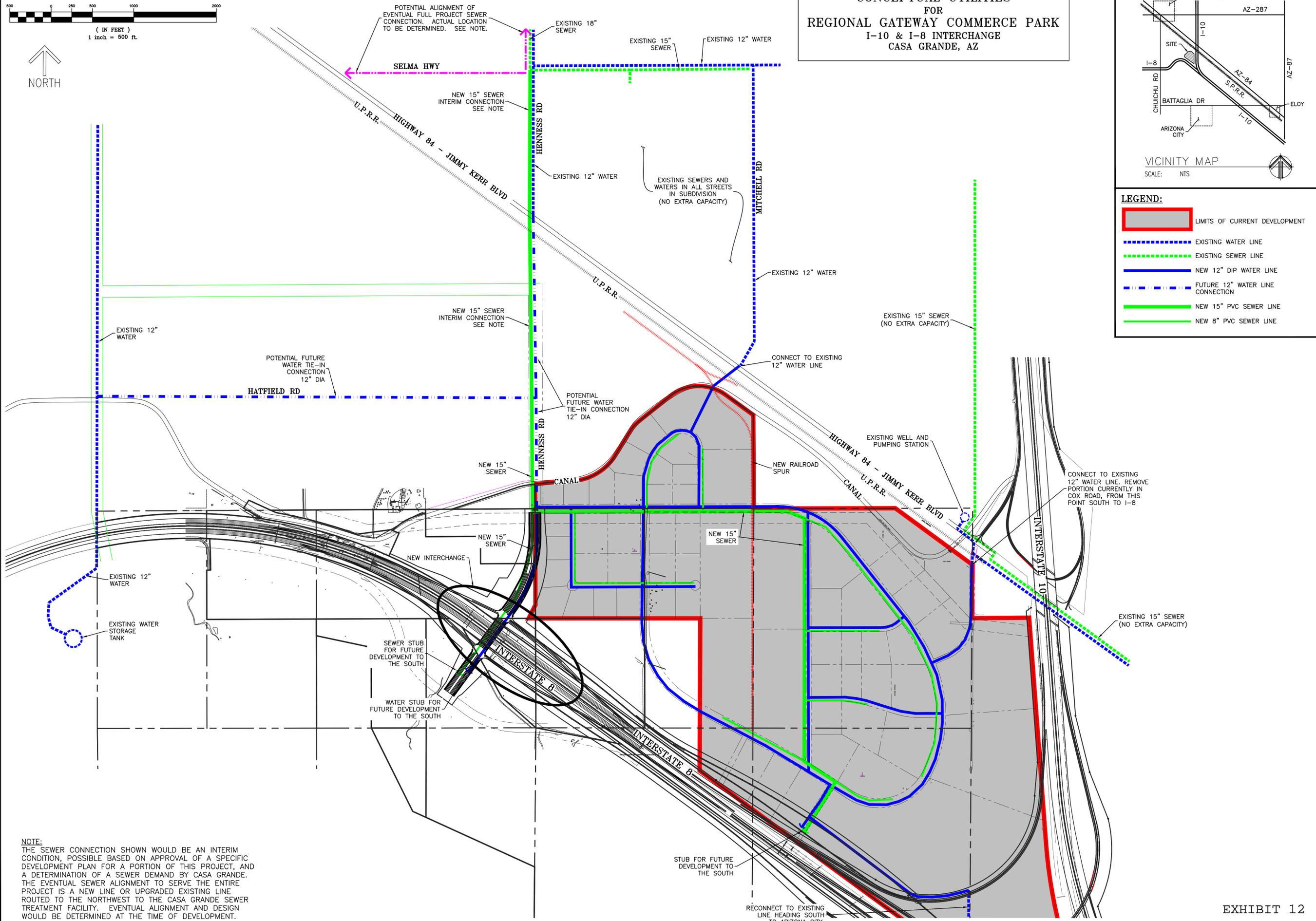


DEVELOPER
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LEGEND:

- LIMITS OF CURRENT DEVELOPMENT
- EXISTING WATER LINE
- EXISTING SEWER LINE
- NEW 12" DIP WATER LINE
- FUTURE 12" WATER LINE CONNECTION
- NEW 15" PVC SEWER LINE
- NEW 8" PVC SEWER LINE



NOTE:
THE SEWER CONNECTION SHOWN WOULD BE AN INTERIM CONDITION, POSSIBLE BASED ON APPROVAL OF A SPECIFIC DEVELOPMENT PLAN FOR A PORTION OF THIS PROJECT, AND A DETERMINATION OF A SEWER DEMAND BY CASA GRANDE. THE EVENTUAL SEWER ALIGNMENT TO SERVE THE ENTIRE PROJECT IS A NEW LINE OR UPGRADED EXISTING LINE ROUTED TO THE NORTHWEST TO THE CASA GRANDE SEWER TREATMENT FACILITY. EVENTUAL ALIGNMENT AND DESIGN WOULD BE DETERMINED AT THE TIME OF DEVELOPMENT.

**REGIONAL GATEWAY COMMERCE PARK
CONCEPTUAL UTILITIES**

I-10 & I-8 INTERCHANGE
CASA GRANDE, AZ

DRAWN BY:	NEB
CHECKED BY:	NJC
DATE:	12/17/13
SCALE:	1" = 500'
PROJECT #:	12-121
LAST MODIFIED:	
LAST MODIFIED BY:	

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GLENDALE, AZ 85311
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CASA GRANDE MTN. RANCH 12-121 CITY#



Date: December 17, 2013

From: Paul Guzek, PE

RE: Regional Gateway Commerce Center, Phase 1 Roadway Improvements and Traffic Impacts

Phase 1 roadway improvements to access the Regional Gateway Commerce Center property is to consist of the following:

- A new 2-lane arterial roadway constructed between the site's west property line to Peart Road.
- Improvements to Cox Road from a two-lane collector roadway to a 4-lane roadway between the site's north property line to the Jimmie Kerr/I-10 intersections.

The above improvements will also require additional improvements to the at-grade railroad crossings at Cox Road and may also require improvements to the rail crossing at Peart Road. Additional improvements to existing roadway infrastructure will also be needed at the Jimmie Kerr/I-10 intersections and at or near the intersection of Jimmie Kerr and Peart Road. Specific identification of needed roadway improvements will be determined through a Traffic Impact Analysis report once specific land uses and building sizes are known.

To approximate the amount of building construction that can be accommodated in the first phase of site development, a worksheet has been created that is based on daily and peak hour capacity assumptions of the proposed roadway access improvements leading to and from the site. Calculations identify that peak hour capacity (2,138 peak hour directional vehicles) is the limiting agent to site development. Depending upon the mix of land uses that are being considered for this phase of construction, a range of 879K to 3.16M SF of enclosed building area can be constructed on-site. Assuming a near equal distribution of Corporate Headquarter, General Office, and General Light Industrial land uses, approximately 1.82 million square feet of building space can be constructed and occupied prior to additional site capacity improvements being required.



Development Potential Assuming Daily/Hourly Roadway Capacities Leading to/from Site

Roadway Capacities (from Casa Grande Small Area Transportation Study)

	Arterial	Collector	
Daily Capacity (veh/day/ln) =	8,750	7,500	
Conversion Factor to LOS D =	0.90	0.90	
Daily Capacity at LOS D =	7,875	6,750	
2-lane roadway daily capacity at LOS D =	15,750	-	West Access
4-lane roadway daily capacity at LOS D =	-	27,000	North Access
Total Phase 1 daily capacity (vehicles/day) =	42,750		
Total Phase 1 Daily Directional Capacity =	21,375		Daily vehicles in or out of site
Approx. Directional Peak Hour Capacity =	2,138		10% of Daily

Based on data from ITE Trip Generation Manual (9th Edition)

	ITE Land Uses		
	Corporate Headquarters	General Office	General Light Industrial
Building Area (SF) to generate 1000 daily trips	124,000	70,000	147,000
Building Area (SF) to generate 100 directional peak hour trips	63,470	41,120	147,840

Conclusion:

1. Peak hour conditions dictate the amount of building development that can be placed on this site.
2. The **maximum** Phase 1 building development potential that can be accommodated by the proposed site roadways is based on peak hour capacity of the roadways to and from the site, equal to 21.375 times any combination of the above land uses.

Example 1

A total of 1.356M SF (21.375 * 63,470) of Corporate Headquarter building may be constructed to equal a total of 2,138 peak hour inbound or outbound trips

Example 2

A mix of land uses equal to 21.375 could be constructed to meet capacity thresholds. In this scenario, 1.82M SF of building area could be constructed with the identified land use split.

Corporate Headquarters	General Office	General Light Industrial	Total
63,470	41,120	147,840	
7	7	7.375	21.375
444,290	287,840	1,090,320	1,822,450

NOTE: Roadway facilities outside of the subject property may further limit development potential

