

1. PURPOSE OF REQUEST

On behalf of the Casa Grande Mountain Ranch Limited Partnership (Owner), Gilmore Planning & Landscape Architecture (GPLA) respectfully submits for consideration and approval this Major Amendment to the previously approved Planned Area Development (PAD) for Casa Grande Mountain Ranch (CGMR) due to the following changes: Loss of Open Space from 154 to 150 acres; Changes to the proposed arterial or collector roadway transportation circulation system; the PAD amendment also includes the addition of four (4) acres of Urban Ranch zoned property (land exchanged with Tang property), and to adjust the northern boundary lines of the original PAD to accommodate the 20 acre-site for the future interchange at Interstate 8 and Henness Road alignment.

This Major Amendment is focused on some land area revisions along the Interstate 8 frontage. The development goals and net density have not changed, only the land area around the proposed Henness Road interchange with I-8 and the parcels that align with the I-8 frontage. There are two site conditions that instigated this amendment. The first is a recent land exchange with another property owner on the south side of the proposed Henness Road / I-8 interchange that provided the required land area for the new interchange. The second condition is the excluded project property that separates the approved PAD from the interstate frontage, a condition imposed by the City of Casa Grande. This amendment will shift the PAD boundary to align with the south right-of-way of Interstate 8. These two site conditions are further defined as follows:

1.1 Henness Road / I-8 Interchange: The original PAD recognized the critical importance of this interchange on the project's development potential. One of the approval stipulations imposed by the City of Casa Grande limited the number of single family residential units to less than 300 prior to the completion of the interchange. Indeed, the development feasibility of the Owner's other associated project immediately north of I-8, the Regional Gateway Commerce Center, is also restricted until this interchange is completed. A prerequisite for the approval by the Arizona Dept. of Transportation (ADOT) and the Federal Highway Administration (FHWA) of the Change of Access Report and the Design Concept Report, is the ability to document that the land area required for the construction of the interchange is under common ownership by the applicant, or under a land contract that can be executed when final agreements are approved to request permits for construction. Since the approval of the original PAD in 2007, the Owner has been negotiating for a series of land exchanges with the existing property owners on the north and south sides of Interstate 8. Those land exchanges have been completed and the land area required for the interchange is now under the control of CGMR. The exchange of land involving the south side of the Henness Road / I-8 Interchange has modified the ownership boundaries of the original PAD affecting parcels 1, 2, 3, and 4. This major amendment will adjust these parcels and keep the land area within the CGMR PAD

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under the same single ownership. Please refer to **Exhibit 'T'** that illustrates these land exchanges.

The primary goal for these land exchanges was to acquire the property necessary for the proposed interchange, but these exchanges had to also be configured to incentivize the existing owners to participate. For the south side, the intent was to trade properties that ultimately created contiguous parcels where both land owners could gain from the net development potential of the reconfigured parcels. The Land Use Summary and Parcel Descriptions, Items 8 and 9 respectively review these parcel adjustments. The Master Land Use Plan **Exhibit 'H'** has also been modified and attached with this Major PAD Amendment Application.

- 1.2 Interstate 8 Frontage:** The original PAD boundary excluded the proposed right-of-way that ADOT was projecting for the collector-distributor lanes recommended for the new system interchange linking Interstates 8 and 10. At that time, ADOT had established a preliminary boundary that included approximately 34 acres. The Casa Grande Planning Dept. recommended that the PAD not include the area intended for ADOT right-of-way. The land area required for the future right-of-way has since been reduced to approximately 20 acres and is still subject to further refinements. The current administration within the Casa Grande Planning Dept. has suggested that the PAD be amended to include the full CGMR ownership, which brings the 34 acres back into the project area. This is conditioned on the fact that until there is a final design for the system interchange, the final land area required by ADOT is again subject to change. Knowing that the previous Master Land Use Plan included parcels sized for appropriate development, this amendment will enlarge these same parcels to align with the existing I-8 right-of-way knowing that the final ADOT boundary will again reduce these same parcels to smaller land areas, but sized larger than the original. All other parcels situated further south have not been intentionally changed: however, most of the land areas within those parcels have been adjusted to reflect a higher level of accuracy.

The parcels impacted by this second site condition include 7, 8, 10, 11, and 12. The Land Use Summary and Parcel Descriptions, items 8 and 9 respectively review these parcel adjustments. The Master Land Use Plan, **Exhibit 'H'** has also been modified and attached with this Major PAD Amendment Application.

The balance of this Major Amendment narrative is intended to complement the previous narrative report, but now includes appropriate modifications that reflect these Major Amendment revisions.

The purpose of this application is to obtain a Major PAD Amendment for Casa Grande Mountain Ranch (CGMR), a mixed use community to be developed on 757.8 acres situated

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at the southwest quadrant of Interstates 8 and 10 on the south side of Casa Grande, Arizona. The PAD amendment also includes the addition of four (4) acres of Urban Ranch zoned property. This four-acre piece of land was included in the land exchange process between land owners, CGMR LP and the Tang family.

The PAD zoning category provides the structure for the phased development of a master planned community, enabling a mixture of residential product types to develop in conjunction with common area open space amenities and other non residential uses. The proposed land uses within the PAD for Casa Grande Mountain Ranch include a mix of single family residential product types, a significant common area open space network, and commercial development at strategic locations on the arterial frontages.

Since this PAD was filed in December 2006, ADOT has released a final version of the system interchange that will be incorporated into their Design Concept Report. That final version places elevated ramps and eastbound frontage roads within the CGMR Master Plan. The estimated impact could encroach into the project by as much as 350' and represents approximately 20 acres of impacted land area that would have to be dedicated for future ADOT right-of-way. All land use exhibits and land area calculations have since been modified with this revised Narrative to reflect 757.8 acres of Ownership or under contract by CGMR.

2. OWNERSHIP

Casa Grande Mountain Ranch is under the ownership of the Casa Grande Mountain Ranch Limited Partnership. Mr. George Chasse, General Partner, has been representing the project since its first assemblage in 1978.

Situated immediately north of Interstate 8 is the **Regional Gateway Commerce Center**, a 525 acre mixed use employment complex oriented towards the frontages of Interstates 10 and 8. This employment oriented project is also owned by the Casa Grande Mountain Ranch Limited Partnership with the intent of providing complimentary land uses to the Casa Grande Mountain Ranch development. Its proposed use is intended for major corporate user(s) who would seek this location because of its marketing potential onto two Interstates, a unique condition that also benefits from its regional position between Phoenix, Tucson, and San Diego. Other potential uses include, flex-tech industrial, light industrial, and business park uses. The potential to attract a variety of corporate users and/or high-tech research and development users will directly influence and benefit the character of the residential development within CGMR. These projects will be marketed together as the Center Point of the Southwest, a gateway project for the City of Casa Grande. Their success may ultimately justify an additional grade separated crossing allowing a direct link between work and home.

3. PROJECT OVERVIEW

The proposed land uses for this property are directly influenced by their proximity to Interstates 8 & 10 and the Casa Grande Mountains. The natural character of the desert environment combined with the gently sloping terrain on the east slope of the Casa Grande Mountains provides a unique opportunity to promote hillside residential development with panoramic views (See **Exhibits 'D-1' and 'D-2'**). Densities will vary based on relative elevation and proximity to other land uses. Generally, the lower density single family parcels will be placed on the upper slopes with the average density increasing as the elevation drops toward the east and north. Medium density residential and high density residential will be situated to buffer the single family neighborhoods from the interstate traffic and non-residential uses. The average density for CGMR is 4.0 dwellings per acre.

The presence of the Casa Grande Mountains offers some unique opportunities for combining residential development with natural common area open spaces. Of the 757.8 gross acres, 152 acres, approximately 20% of the property, has an average slope greater than 15%. The majority of this designated natural area open space is situated on the upper slopes along the west side of the property, providing some unique development opportunities not currently found anywhere else in Casa Grande. The residential development standards prepared for this application offer a variety of lot sizes designed to meet the differing interests of home buyers. At the higher elevations, interested home buyers may select from large estate lots that back onto the City's new regional park sharing distant views of Picacho Peak. As the property drops in elevation, home buyers may select from a mixture of traditional single family homes that may vary in both livable floor space and lot size. At the lower elevations, approaching the proximity of the interstate and Lamb Road, higher density developments will occur to buffer the single family neighborhoods from the commercial parcels and interstate traffic. In these higher density areas, residents may potentially choose from a variety of product types including: cluster homes, Z-lots, patio homes, courtyard homes, townhouse/condominiums or renting apartments.

CGMR will include a trail network that will link with the City's plan for a new Regional Park within the Casa Grande Mountains. These links will provide access points into the regional park as well as provide alternate pedestrian trail routes through CGMR, linking the mountain peaks with the trail network (see **Exhibit 'K'** Open Space / Trail Plan). The Regional Park plans include primary access points for equestrian, hiking, and biking users at the north and southwest ends of the proposed Park. Both of these trail heads are located outside of the planning area for CGMR.

Of critical importance to this project is the proposed Henness Road interchange with Interstate 8. ADOT is currently planning the expansion of Interstate 10 to five lanes of traffic in each direction, along with parallel one way frontage roads. The study area extends from Tangerine Road north of Tucson, to the system interchange with Interstate 8. A second

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planning effort will extend the study area to the City of Phoenix in the near future. Because of the proximity to the system interchange of Interstates 8 and 10, ADOT expanded their initial study area to include the existing adjacent and proposed interchanges located at Henness Road, Sunland Gin Road, Jimmie Kerr Boulevard, and Selma Highway. On September 19, 2006, ADOT sponsored a public meeting at Casa Grande's City Hall to present their initial design concepts for the improvements along Interstate 10. While all of ADOT's design concepts have included this Henness Road interchange, there were variations based on the type of frontage roads.

Casa Grande Mountain Ranch is ideally positioned for development as a mixed-use community. Given its proximity to the Casa Grande Mountains and Interstates 8 and 10, the property is well positioned to take advantage of expedient regional access as well as the potential high end employment opportunities located within the proposed **Regional Gateway Commerce Center**. The variety of residential product types are intended to accommodate the full spectrum of home buyers, from first time buyers to those seeking to move upwards without moving out of the larger community. The combination of these features, with an elementary school and the significant open space opportunities related to the Casa Grande Mountains, will help CGMR assume the long term characteristics of a sustainable community.

4. EXISTING LAND USE

This 757.8 acre parcel is currently undeveloped and exists in its native condition. The most significant natural feature of this property is the presence of the Casa Grande Mountains, which shares the west property line. These mountains provide Casa Grande Mountain Ranch with a unique opportunity to develop hillside residential homes with panoramic views to the north and east. There is also the opportunity to link common area open spaces within the project to the City's Regional Park which will extend hiking and equestrian trails throughout these mountains. The existing vegetation includes a large concentration of saguaros and palo verde trees with other native species including ironwoods and acacias.

There are a series of existing drainage washes that carry storm runoff down this mountain slope. Additional drainage analysis will be required to determine what portions of these washes shall remain in place or be modified to increase the development potential for the property. Initial site investigations have determined that none of the existing washes qualify as Jurisdictional Waters requiring 404 permitting (see Appendix '1' Jurisdictional Waters / 404 Analysis). Near the northeast corner of the property is an approximate 24 acre borrow pit that was previously excavated for material used in the construction of the Interstates. This borrow pit averages 12-15 feet in depth. The development master plan calls for this site to be developed as a Community Park and retention basin.

5. EXISTING ZONING

The Casa Grande City Council approved the Casa Grande Mountain Ranch Planned Area Development (PAD) zoning on June 18, 2007. This current application is filed as a Major PAD Amendment. This PAD amendment also includes the addition of four (4) acres of Urban Ranch zoned property, and adjusts the northern boundary lines of the original PAD to accommodate the 20 acre-site for the future interchange at Interstate 8 and Henness Road alignment.

6. GENERAL PLAN CONFORMANCE

Since this PAD was approved, the City of Casa Grande completed an update to the General Plan with the City Council approving the current General Plan 2020 on July 6, 2009. The major portion of the PAD is designated **'Neighborhoods'** allowing for a variety of residential product types and densities, along with supporting commercial and office developments. The project area around the south side of the proposed Henness Road interchange with I-8 is designated **'Commerce and Business'**, allowing for areas of intense commercial, retail, and light manufacturing. The approved PAD and this Major PAD Amendment fully conforms to the City's General Plan 2020. The prior Exhibits 'E' & 'F' titled "Existing General Plan" and "Major General Plan Amendment" respectively have been combined into one **Exhibit 'E&F'** that illustrate the current General Plan land use designations and the location of the CGMR PAD.

7. PRELIMINARY DEVELOPMENT PLAN

The proposed land uses for this property are directly influenced by their proximity to Interstates 8 & 10 and the Casa Grande Mountains. Expedient access to these interstates provides an opportunity for commercial development and a range of residential product types. The natural character of the desert environment combined with the gently sloping terrain on the eastern slope of the Casa Grande Mountains provides a unique opportunity to promote hillside residential development. The proposed Master Land Use Plan (see **Exhibit 'H'**) clearly illustrates the proposed land uses within the PAD. The wide variety of housing incorporated within the site clearly depicts the intent of the Owner to create diversity within the site and to preserve the native hillside environment. Multiple underlying uses are proposed in strategic areas, primarily along the interstate frontage, to buffer the lower residential density areas. Densities will vary based on relative elevation and proximity to other land uses. The larger single-family estate lots are planned for hillside areas generally situated along the upper west side of the property, where relative elevations provide panoramic views. These parcels may develop as gated communities featuring custom homes, typically appealing to higher end residential customers seeking a more exclusive environment.

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Single family residential includes 331.3 acres and is the predominant land use within Casa Grande Mountain Ranch representing 43.7% of the total project, or 50.2% of the gross residential area. The native hillside area above the 15% slope boundary includes 152 acres and is the second largest single land use representing nearly 23.1% of the gross residential area. Although these 152 acres far exceed the minimum 15% open space requirement, additional common area open space will be developed to provide both active and passive recreational amenities as well as trail corridors as referenced in the "Casa Grande Mountain Parks Trails Master Plan" prepared by the City of Casa Grande's Community Services Department. Improved common area open space is initially estimated at 10% of the LDR - Single Family and MDR Medium Density Parcels, representing an additional 35.6 acres of park space which will be divided within these parcels. The former borrow pit situated near the northeast corner of the property will be developed as an 18.6 acre Community Park. Improvements will be phased in conjunction with the phased development of CGMR and will include soccer fields, baseball and softball fields, basketball court(s), sand volleyball, multi-use playground area, ramadas with picnic facilities, and off street parking for league sports and group activities.

An Elementary School site on 12 net acres has been located immediately south of the Community Park to take advantage of shared facilities and after school programs. This location provides immediate cross access between the school and the park without forcing students to cross a street. Subdivision planning will feature pedestrian circulation that leads to neighborhood parks which will also link with trails/paths leading to the Community Park and the Elementary School as well as the City's Regional Park in the Casa Grande Mountains. All of the common area open spaces, including the Community Park, will be maintained by a Home Owners Association (HOA).

Since architectural diversity is a goal of the **Neighborhoods** land use, a range of residential product types with compatible architectural features developed on a mix of lot sizes are proposed within the single-family residential areas. As discussed previously, the low density Estate lots will be situated at the higher elevations with residential densities increasing as elevations fall to the north and east. The single family lots that buffer the Estate lots will be a minimum of 10,000sf and will transition to 6,050sf adjacent to the parcels designated for Medium Density. Patio/cluster homes, zero-lot line homes, Z-lots, and townhomes will make up the majority of the medium density residential areas. Higher density multi-family residential areas are proposed near arterial roads and commercial areas to improve interstate buffering and to limit conflicts with the single family neighborhoods.

The first phase of residential development may precede the construction of the Henness Road Interchange with Interstate 8. This first phase will be highly dependent on the extension of sanitary sewer service from the north, which ultimately will establish the schedule for implementation. Although both Arica Road and Lamb Road satisfy the access

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requirements for the Phase 1 development, CGMR believes that the extension of an arterial street from Arica Road north along Lamb Road, then paralleling the south right-of-way of Interstate 8 to Peart Road, will substantially improve residential access as well as police and fire response. Development will be phased to maximize the efficient expansion of street and utility services, but will generally follow a pattern where traditional single family homes on minimum 6,050 square foot lots will be developed in Phase 1 towards the northeast corner of the property. The Community Park will be partially developed with this first residential phase. The schedule for subsequent phases will again be highly dependent on a commitment to construct the Henness Road Interchange with Interstate 8 as well as general confidence that the housing market has recovered. The Phase 2 development is projected to include the Henness Road Interchange, which CGMR believes will generate significant interest from the merchant home builders. The northern single family parcels as well as some of the medium density parcels will then develop along with the elementary school, additional improvements to the Community Park, and some of the support commercial sites. As this lower eastern area fills in, interest for larger hillside homes on the upper slopes will gain momentum, especially as the employment area on the north side of the Interstate begins to attract higher end corporate users. The later phases of development will include the higher density residential parcels, additional commercial/office and a resort/convention facility near the Henness Road interchange. Depending on the type of corporate users developing in the Regional Gateway Commerce Center directly north of I-8, there may be justification to construct a grade separated crossing near the center of the project, providing a direct link between CGMR and this employment area.

Commercial uses including support retail, office, and potentially a resort facility, are all concentrated along the Interstate frontage, and are predominately centered around the proposed Henness Road interchange. Smaller commercial parcels are situated further east along this interstate frontage and are intended as small retail sites providing goods and services. These commercial sites will benefit the neighborhoods within CGMR and those further east and south along Lamb Road and Arica Road. These various commercial uses total 98.5 acres, representing 13% of the project area.

Elementary School

An elementary school site on 12 net acres has been located immediately south of the 18.6 acre Community Park. This location provides immediate cross access between the school and the park without having to cross a street. CGMR met with Mr. Frank Davidson, the District Superintendent for the Casa Grande Unified School District, who agreed that a single elementary school facility would provide the necessary support for CGMR. Mr. Davidson has reviewed the master land use plan and has provided his preliminary approval for the location (see **Appendix 'C'**). In preparing this Major PAD Amendment, CGMR contacted Dr. Davidson and confirmed that the Casa Grande Unified School District is still interested in preserving the school site for future use. Please refer to Appendix 'C' that includes the confirmation note from Dr. Davidson.

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8. LAND USE SUMMARY (gross acreage)

Residential

VLDR - Estate Lots	69.2 Ac. (14.5%)	
LDR - Single Family Residential:	262.1 Ac. (54.9%)	
MDR-1 - Patio/Cluster Homes	61.6 Ac. (12.9%)	
MDR-2 - Townhomes/Condominiums	32.4 Ac. (6.8%)	
HDR - Multi-Family Apartments	<u>52.4 Ac. (10.9%)</u>	
	477.7 Ac. (100%)	477.7 Ac

Dedicated Open Space

Natural Area Open Space (>15% slope)	150.0 Ac. (89.0%)	
Community Park	<u>18.6 Ac. (11.0%)</u>	
	168.6 Ac. (100%)	168.6 Ac

Elementary School

13 Ac.	13 Ac
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GROSS RESIDENTIAL AREA:

659.3 Ac

Commercial

Neighborhood Commercial	28.7 Ac. (29.2%)	
Mixed Use Comm/Office	38.7 Ac. (38.5%)	
Resort / Conference	31.1 Ac. (32.3%)	
	<u>98.5 Ac. (100%)</u>	98.5 Ac

GROSS COMMERCIAL AREA:

98.5 Ac

PROJECT TOTAL

757.8 Ac

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9. Parcel Descriptions

Parcel	Land Use	Original	MajorAmend	Density	Max. Unit Count
		Gross Ac	Gross Ac		
1.	Open Space	11	7.6	n/a	n/a
2.	Commercial	6	na	n/a	n/a
3.	Commercial	3	na	n/a	n/a
4.	Mixed Use Comm.	37	38.7	n/a	n/a
5.	Resort	31	31.1	n/a	n/a
6.	Open Space	49	50.0	n/a	n/a
7.	HDR – Apts.	25	25.9	14.6 du/ac	378
8.	Commercial	8	11.1	n/a	n/a
9.	Commercial	3	3.0	n/a	n/a
10.	HDR – Apts.	18	26.5	14.4 du/ac	382
11.	MDR-2	19	32.4	6.9 du/ac	224
12.	Commercial	8	14.6	n/a	n/a
13.	MDR-1 Cluster	25	24.8	6.9 du/ac	171
14.	Community Park	19	18.6	n/a	n/a
15.	Elem. School	13	13.0	n/a	n/a
16.	MDR-1 Cluster	23	23.0	6.9 du/ac	159
17.	MDR-1 Cluster	14	13.8	6.9du/ac	95
18.	LDR - Single Fam.	73	72.8	4.0 du/ac	291
19.	LDR - Single Fam.	103	100.5	4.0 du/ac	402
20.	Open Space	49	49.1	n/a	n/a
21.	VLDR - Estate	46	50.9	1.0 du/ac	51
22.	Open Space	23	23.6	n/a	n/a
23.	Open Space	20	19.7	n/a	n/a
24.	LDR - Single Fam.	90	88.8	4.0 du/ac	355
25.	VLDR - Estate	18	18.3	1.0 du/ac	18

TOTAL		734	757.8	4.0 du/ac	2,526
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ADOT ROW	<u>34</u>
	768

Project Density	Gross Site Area:	757.8 Ac.
	Less Net Commercial Area:	93.8 Ac.
	Less Net School Site:	12.0 Ac.
	Less Arterial ROW:	<u>20.1 Ac.</u>
	Net Residential Area:	631.9 Ac

Density = Total Res. Units (2526) / Net Res. Area (631.9 Ac) = 4.0 Du/Ac

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OPEN SPACE AREA

Required Open Space:

Gross Residential Area (659.3 acres) x 15% = **98.9 acres**

Minimum Open Space Area Proposed:

Native Hillside > 15% slope: 152.0 acres

Neighborhood Parks: 35.6 acres

(Estimated at 10% of LDR, MDR-1, MDR-2)

Community Park: 18.6 acres

206.2 acres

Proposed Open Space Percentage: 206.2 acres / 659.3 acres = **31.2%**

Note: When this Major Amendment to the CGMR-PAD has been approved, these items 1-9 are intended to replace the same items 1-9 of the original CGMR-PAD. The attached ALTA Survey (Exhibit 'B') and the Master Land Use Plan (Exhibit 'H') are also intended to replace the originals. There is also a new Exhibit 'T' that has been prepared to illustrate the land exchange around the south side of the proposed Henness Road/I-8 interchange.