

**PLANNED AREA DEVELOPMENT
APPLICATION**

for the

**REGIONAL GATEWAY
COMMERCE CENTER**

Casa Grande, Arizona



Submitted
September 23, 2013

Submitted For
**CASA GRANDE MOUNTAIN RANCH
LIMITED PARTNERSHIP**

Submitted By
Gilmore Parsons Land Design Group, Inc.

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1. PROJECT TEAM

Land Owner & Developer

Casa Grande Mountain Ranch
Limited Partnership
George Chasse, General Partner
5740 Via Los Ranchos
Paradise Valley, AZ 85253
602-952-2200
gchasserealty@yahoo.com

Applicant & Land Planner

Gilmore Parsons Land Design Group
Jack Gilmore
2211 North 7th Street
Phoenix, Arizona 85006
(602) 266-5622
jgilmore@getgilmore.com

Civil Engineer

Cottrell Engineering Group, Inc.
Nate Cottrell
PO Box 2368
Glendale, Arizona 85311
(602) 385-1693
nate@cottrellengineering.com

Traffic Engineer

Lee Engineering
Paul Guzek
3033 N. 44th Street
Suite 375
Phoenix, AZ 85018
(602) 955-7206
jlee@lee-eng.com

2. DEFINITIONS

The following words or terms, when used in this Final Planned Area Development Overlay District, 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.

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, with a revision date of February 6, 1990.

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 524.9 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 standards proposed within this PAD are designed to uphold a high aesthetic standard, 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
- Planning & Landscape: Jack Gilmore: Gilmore Parsons Land Design Group
- 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 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 and provides site development criteria that offers corporate users an opportunity to develop Class 'A' Office High Rise Projects with freeway exposure on two interstates.

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 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**.

3.2 Existing Zoning

The project site includes two existing zoning districts, approximately 429.1 acres of Light Industrial (I-1) and approximately 95.8 acres of Urban Rural (UR).

3.3 General Plan Conformance

The entire Property is designated on the City of Casa Grande's General Plan 2020, as Commerce and Business. The proposed development fully conforms to the current General Plan designation.

3.4 Surrounding 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 the Tanger 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 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 Proposed Zoning

The proposed Planned Area Development (PAD) will replace the current Light Industrial (I-1) zoning 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.

3.6 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 signature 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

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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 later this Fall, 2013. 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.

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**, The Preliminary Master Land Use Plan. This proposed alignment includes the potential for approximately 100 acres of rail served property. Minimizing vehicular rail crossings must 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 4 year program.
- ADOT is currently widening Interstate 10 from 2 to 3 lanes of traffic between Phoenix and Tucson.

- Phoenix Mart has recently initiated their EB5 Program thereby triggering the development of their main outlet mall and complex east of I-10 on Florence Boulevard. The former Tanger Mall immediately north of the Property was purchased by the same developer, Arizona Sourcing as the first phase of development.
- 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.

The RGCC will develop in 3 Phases. The first phase will be initiated when the first corporate user commits/acquires property along the I-10 frontage. This first user will trigger the improvements associated with the new Henness Road/I-8 Interchange and the roadway extension to Peart Road. This extended route to Peart Road is necessary to appropriately address police and fire access and for secondary access requested by ADOT. Access off Jimmie Kerr Boulevard at Cox Road is existing and will remain in place (Refer to **Exhibit 5** to review these three phases). The second phase should open up more of the project for development because of the direct and expedient access to the interchange. The boundaries between Phases 1, 2 and 3 may vary depending on the market demand at the time of development.

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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 Planned Area Development. All other development standards will be in accordance to City Code requirements.

4.2 Permitted Uses

	Comm	Bus Pk. (PS-1&2)	Lt Ind. (PS-1)	Garden Office	Corp. Office
Appliance sales and service	P	P			
Athletic clubs, outdoor facilities must be enclosed by a screen wall and landscape		P	P		
Automobile repair service (minor)	P	P			
Bakery for on-site sales, less than 3,500 square feet	P	P			
Bakery greater than 3,500 square feet			PC		
Banks and other savings and lending institutions	P	P		PC	PC
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		
Convenience food store with four or less pumps	P				
Delicatessen and catering establishment	P	P			
Dry cleaning and laundry establishment	P	P			
Electrical, electronic or electromechanical machinery manufacture			P		
Exterior storage of goods and materials provided that all goods and materials are placed at the rear or interior side screened from view from adjacent properties and rights-of-way			PA		
Food processing, not including meat packing			P		
Frozen food locker			P		
General service uses including business, personal and professional service establishments uses must be approved by the ADC	P	P			
General retail businesses engaged in direct sales to the ultimate consumer uses must be approved by the ADC	P	P			
Hospital			P	P	P

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Hotel or motel	P	P	PC		
Ice and cold storage plant			P		
Liquor store	P	P			
Machine shop			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		
Medical, dental or health clinic		P		P	
Offices, professional & administrative		P	P	P	P
Product development and product testing activities		P	P		
Public buildings				P	PC
Radio and television studio		P	P		
Recycling center			PC		
Restaurants, fast food with drive-thru	P				
Restaurants, sit-down excluding convenience food restaurants	P	P		P	PC
Retail Shops, in-line providing goods and services to the RGCC; uses must be approved by the ADC	P	P			
Tavern, bar or lounge	P	P			PC
Warehousing			P		
Warehousing, limited (not to cover more than 40% of floor area)		P			

Reference Notes

- P – Permitted Use
- PC – Permitted Conditionally
- PA – Permitted Accessory Use

4.3 Performance Standards

The performance standard requirements are outlined in the table below.

- | | |
|------|---|
| PS-1 | Exterior storage of goods and materials are screened from view from adjacent properties and rights-of-way. |
| 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. |

4.4 Prohibited Uses

1. Veterinary Hospitals and animal boarding facilities
2. Medical Marijuana Dispensary.
3. Medical Marijuana Cultivation.
4. Day care (elderly or youth).
5. Sewage disposal and treatment plant.
6. Recycling Facilities.

4.5 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>Existing ADOT ROW</u>	<u>After Dedication of ADOT ROW</u>
Commercial	8.8 Ac	8.8 Ac
Business Park	44.2 Ac	44.2 Ac
Light Industrial	25.0 Ac	15.0 Ac
Office / Light Industrial	194.2 Ac	194.2 Ac
Garden Office	34.7 Ac	34.7 Ac
Corporate Office	161.7 Ac	101.1 Ac
Open Space	8.9 Ac	8.9 Ac
<hr/>		
Total Net Developable Area:	477.5 Ac	406.9 Ac
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
<hr/>		
Future ADOT ROW		71.0 Ac
<hr/>		
Total Site Area	524.9 Ac	524.9 Ac

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 Regional Gateway Commerce Center. This approval shall occur prior to submittal to the City of Casa Grande for Site Plan Approval.

6.1 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 **Exhibit 8** for a perspective view of the potential massing of structures off I-10).

6.2 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.

6.3 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).

6.4 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.

6.5 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. Materials include but are not limited to: concrete block, brick, glass, stone, tile, decorative metal, painted concrete tilt panel, stucco, etc. The fronts and sides of all buildings or structures that are visible from public streets shall be constructed of a variation of masonry units, tilt-up concrete architectural grade pre-cast concrete panels or equivalent. 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. Metal panels may be considered where future building expansions are proposed or where functionality justifies their inclusion but additional architectural enhancements will be required to diminish and mitigate their scale and visibility.

6.6 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.

6.7 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.

- 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 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 6'in height, or 8' as determined by the ADC.

6.8 Storage Areas

Outdoor storage is permitted only on lots designated or developed for light industrial and manufacturing uses. 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.

- a. All outdoor storage shall be visually screened from adjacent streets using a minimum 6' high screen wall following the wall theme designated by the ADC, and landscaping to consist of non-deciduous trees spaced a minimum of 25' on-center.
- b. Storage areas shall be limited to the rear of the property, unless site plan modifications and additional screening enhancements are approved by the ADC and the City of Casa Grande.

6.9 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.

6.10 Refuse Collection Areas

All outdoor refuse facilities shall be visually screened from streets and adjacent property. These refuse facilities shall have minimum 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>	Comm	Bus Park	Light Ind.	Garden Office	Corp. 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'	45'	40'	110'
<u>Minimum Building Setbacks⁽²⁾:</u>					
Front :	35'	35'	35'	35'	100'
Interior Side ⁽³⁾ :	15'	15'	15'	15'	40'
Rear :	15'	15'	15'	15'	60'
Street Side :	25'	25'	30'	25'	80'
<u>Minimum Landscape Setbacks:</u>					
All Streets:	20'	20'	20'	25'	30'
Side:	10'	10'	10'	10'	10'
Rear:	10'	10'	10' ⁽⁴⁾	10'	25'

⁽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 within 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 6 lanes of traffic within a 140' wide right-of-way. Cornman Road will be designated as a minor arterial with 4 lanes of traffic within a 110' right-of-way. There is a Traffic Impact Study that has been prepared by Lee Engineering in support of this PAD 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.

The following proposed design criteria helps to mitigate the design challenges of the project as outlined above, and allows the Developer necessary flexibility to design for this large structure, while still observing aesthetic and safety concerns.

- *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 with Site Plan Approval.

8.2 Landscape Area

The amount of landscaped area for the Park shall equal or exceed an overall value of 15% of the total net, developable area of the Property. 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.

8.3 Streetscape

In order to create a uniform appearance throughout the development, a typical street frontage landscape theme is proposed with this Final PAD for Cornman Road. 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. 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 minor arterial streets. Details of the final layout with quantities and sizes of plant material will be resolved with Site Plan Approval. Because this project will develop in phases, the initial streetscape improvements will place street trees at a spacing not to exceed 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 building permit(s). 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**.

10. PROJECT INFRASTRUCTURE & UTILITIES

10.1 Access and Circulation

As discussed previously, the proposed Hennes Road Interchange with Interstate 8 will be the primary access route leading users and guests to the RGCC. North of Cornman Road, Hennes 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 Hennes 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 6' meandering sidewalks along the Cornman Road Loop and adjacent to Central Park. A 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
Hennes 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 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 the available capacity is a 15-inch diameter public sewer at the intersection of Selma Highway and Henness Road. As a part of the RGCC development, this sewer would be extended south along Henness Road, across Jimmie Kerr Boulevard, and continue south to the site (Refer to **Exhibit 12** Conceptual Utilities). It would then be routed within public rights-of-way to serve all of the individual lots. Details of the final layout and associated improvements will be included with Site Plan Approval.

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