

interstate 10-8

business park

PAD

PLANNED AREA DEVELOPMENT



interstate 10/8
business park

ZONING CASE: RZ PAD19-018

NEC of Interstate 10 & Sunland Gin Road

ELOY, AZ

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Prepared for

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TABLE OF CONTENTS

I.	Introduction.....	4
A.	Request(s)	4
B.	Interstate 10-8 Business Park Project & Vision	4
II.	Existing Site Information	5
A.	Ownership	5
B.	Project Location and Description	5
C.	Existing Site Conditions	5
D.	Existing General Plan Land Use Designations & Zoning	5
	<i>Table A – On Site Existing and Proposed Land Use Designations.....</i>	<i>6</i>
E.	Surrounding Land Uses	7
	<i>Table B – Existing on Site & Surrounding Uses, General Plan, & Zoning Designations</i>	<i>8</i>
III.	Development Plan	8
A.	Land Use Plan	8
B.	Planned Area Development	9
1.	Permitted Uses	9
	<i>Table C – Permitted Land Uses.....</i>	<i>10</i>
2.	Development Standards.....	13
	<i>Table D – Development Standards.....</i>	<i>13</i>
3.	PAD Approval Criteria & Justification	14
C.	Design Guidelines	15
1.	Landscaping	15
	<i>Table E – Streetscape Landscaping</i>	<i>16</i>
	<i>Table D – Landscape Setbacks</i>	<i>17</i>
2.	Lighting	17
3.	Screening	17
4.	Architecture	18
5.	Common & Private Areas	19
D.	Signage.....	19
E.	Circulation & Parking	19
	<i>Table G-Existing and Proposed Roadways</i>	<i>20</i>
F.	Infrastructure & Utilities	21
1.	Drainage	21
2.	Water.....	21
3.	Wastewater.....	22
4.	Community Facility District.....	22
G.	Phasing.....	22
IV.	Administration	22
V.	Amendments.....	22
VI.	Conclusion.....	23

I. Introduction

A. Request(s)

Petersen Arizona Land and Entitlement Fund ("PALEF") presents for your review this Planned Area Development (PAD) document which outlines plans for the City of Eloy's first top tier Industrial Park. This 631 gross acre property is located approximately 1,275 feet northeast of the Interstate 10 traffic interchange at Sunland Gin Road (the "Property"). See Exhibit 1 - *Vicinity Map*.

This application requests approval of the I-2 zoning district as the base zoning district for 578 acres as augmented through the Planned Area Development ("PAD") Overlay District. The PAD is requested to allow a wide variety of industrial uses and supportive commercial and high density residential (10-24 dwelling units per acre) in a development called Interstate 10-8 Business Park. Additional applications including Annexation (A19-013) and a Major General Plan Amendment (GPA19-002) are concurrently being requested to facilitate the development of the Property. Additionally, the Property will be subject to a Pre-Annexation Development Agreement between the City of Eloy and PALEF.

The Applicant seeks to develop the Property in accordance with I-2 General Industrial zoning and modify the underlying use and development standards to create an innovative and recognizable development along Interstate 10.

B. Interstate 10-8 Business Park Project & Vision

The vision for Interstate 10-8 Business Park is to establish a framework that allows for a balance of regulatory standards and flexibility that promote the further development of an iconic and vibrant business park within the City of Eloy.

The unique convergence of Interstate 8, Interstate 10, and the Union Pacific Railroad provide top tier regional transportation access and visibility opportunities that are optimal for manufacturing, corporate business, and technology industries. The site's assemblage between the Union Pacific Railroad and I-10 create a unique buffering situation from uses south of I-10 and north of the railroad tracks, this lends an opportunity for a creative mix of uses that focus development on a wider range of industrial uses while allows higher density residential on portions of the site with adequate buffering and restrictions on uses with any health, safety and welfare concerns related to those uses, that would be conditioned upon future site development plans as they are submitted to the City.

Interstate 10-8 Business Park stands to be regionally marketed to top employment, industrial, commercial, and technology companies. This is accomplished by partnership with the City of Eloy and PALEF's commitment to providing quality theming, through their devotion to elaborate entry monumentation, common

open space, landscape and hardscape, on and off-site infrastructure, and thoughtful circulation.

The intent is to provide a construction ready site, with a solid framework and design package wherein incoming businesses and the City of Eloy can both economically benefit.

II. Existing Site Information

A. Ownership

The Property consists of 617.99 net acres; 582.11 acres of which is owned by PALEF. The remaining 35.88 acres located one half mile north of the I-10 traffic interchange at Sunland Gin Road is owned by Nancy Johnston. These properties are identified as assessor parcel numbers 402-15-307J, M, Q, T and U. Ms. Johnston has agreed to participate with the overall planned development and include her acreage with this rezoning request. PALEF will ultimately become the managing entity of the future Interstate 10-8 Business Park.

B. Project Location and Description

The subject Property is generally located at the City of Eloy's western municipal boundary, between Interstate 10 and Highway 84 and encompasses approximately +/-629 gross acres. The Property experiences approximately +/-6,120' of frontage on Interstate 10 and +/-7,542' of frontage on the Union Pacific Railroad. A legal description and ALTA survey are provided with this application in Exhibit 12 - *Legal Description*.

C. Existing Site Conditions

The majority of the irregular shaped Property exists in its natural condition as an alluvial plain, creosote flat. A small portion of the site fronting Sunland Gin Road was developed as a restaurant (Eva's) that will be razed and the area will be used as the primary entrance for the development. The City of Eloy's General Plan Circulation Map notes the site's proximity to several notable transportation routes including; Interstate 10, a six lane fully constructed Interstate, to the south and West Highway 84, a completed 130' right of way, two lane, Major Arterial along the north. See Exhibit 13 – *City of Eloy General Plan, Circulation Map*. Additional access is currently available through Nelson Farm Road and Adams Road, the ultimate right of way will be finalized through a determination by city staff. Adams Road shall be improved to the half street right of way shall be dedicated as a commercial collector with an ultimate full right of way of 80'.

D. Existing General Plan Land Use Designations & Zoning

Forty-nine acres of the proposal is currently outside of the City's municipal planning area and are within Pinal County's boundary. Pinal County's Comprehensive Plan designates these 49 acres as Employment. The 49

acres will be processed concurrently with this PAD and will be proposed to be General Industrial in the Eloy General Plan.

Additionally, 577.38 acres are within the City of Eloy's General Plan Planning Area and proposed to be General Industrial. The entire Property is also within Eloy's Toltec-Robson Growth Area as described in the General Plan. Below in *Table A – On Site Existing and Proposed Zoning Designations* shows the various parcels and their current and proposed designations.

Approximately 359.54 acres, is currently zoned Light Industrial (I-1). The GPA shall seek to bring that approximately 360 acres along with 9.5 acres of R1-6, and 49 acres of unincorporated county land, currently being annexed, into the General Industrial (I-2) land use category. This northwest most portion of the site is currently within Pinal County and is zoned Industrial (CI-2) and General Business (CB-2). Through the annexation and rezoning efforts, these two county zoning categories will be updated to PAD with the intent of conforming to the underlying City of Eloy zoning categories of I-2 with C-2 uses. General Industrial zoning is the current designation for 218 acres of the Property. General Industrial zoning also occurs along the Interstate 10 corridor further to the south and east of the Project. See *Exhibit 2 – Existing Zoning Map and Exhibit 3 – Proposed Zoning Map*.

Table A – On Site Existing and Proposed Zoning Designations

PARCEL #	EXISTING ZONING	PROPOSED ZONING
40215037U	CI-2 & CB-2 (Pinal County)	I-2 PAD (Eloy)
40215037J	CI-2 & CB-2 (Pinal County)	
40215037K	CI-2 & CB-2 (Pinal County)	
40215037M	CI-2 & CB-2 (Pinal County)	
40215037Q	CI-2 & CB-2 (Pinal County)	
40215037B	CB-2 (Pinal County)	
40215037T	CI-2 (Pinal County)	
40215037S	CI-2 (Pinal County)	
40215037P	I-2 (Eloy)	
40215037G	I-2 (Eloy)	

PARCEL #	EXISTING ZONING (cont.)	PROPOSED ZONING (cont.)
40215034C	I-2 (Eloy)	I-2 PAD (Eloy)
40215034B	I-2 (Eloy)	
40215033C	I-2 (Eloy)	
40215033D	I-2 (Eloy)	
40215041B	I-1 (Eloy)	
403020130	R1-6 (Eloy)	
40302012A	I-1 (Eloy)	
402150420	I-1 (Eloy)	
402150430	I-1 (Eloy)	
40214004A	I-1 (Eloy)	
40303004A	I-1 (Eloy)	
40303004B	I-1 (Eloy)	
402160300	I-2 (Eloy)	

E. Surrounding Land Uses

The surrounding area is diverse in its existing and future land use make up, the Property has about three quarters of a mile of frontage along Interstate 10 and is southeast of the I-10 and I-8 Interchange. A portion of the property is located approximately a ¼ mile south of Robson Ranch. To the southeast, along the freeway, is undeveloped vacant land with General Industrial zoning. Southwest of the site and south of I-10 is more undeveloped vacant land. West is a Pilot truck stop, gas station, Quality Inn Motel and Las Colinas Motor Homes RV Resort. *Table B – Existing On-Site & Surrounding Uses Zoning Designations* below provides a summary of land use and entitlements in the general area.

Table B – Existing On-Site & Surrounding Uses Zoning Designations

	Land Uses	Zoning Designation
Site	See Table A	See Table A
North	GC Commodities,	CI-1 & CI-2 (Pinal County)
	Vacant Land,	CI-1 & CI-2 (Pinal County)
	Central AZ Distribution Center at the Confluence,	U-R & I-1 (Casa Grande)
East	Robson Ranch Center (Creative Arts Center)	C-2 PAD
	Robson Ranch Community	R1-6 PAD
	Vacant Land	GR & MH (Pinal County)
South	Vacant Land	R1-12
West	Las Colinas RV Resort, Quality Inn, Motel 6, Love's Travel Stop, Speed Co Truck & Lube,	C-2
	Mountain View Estates	SH (Pinal County)
	Casa Grande Mountain Park	UR (Casa Grande)

III. Development Plan

A. Zoning Map

The Interstate 10-8 Business Park PAD is created to allow all uses within the General Industrial (I-2) Zoning District including a range of uses within the; Business Park (BP), Light Industrial (I-1) and General Commercial (C-2) Zoning Districts. These include a flexible mix of land uses ranging from more industrial based uses like warehousing, manufacturing, and e-commerce to commercially centered uses

such as restaurants, offices, hotels, and retail. See *Exhibit 8 – Hotel & Restaurant Sketch Concept*, for a conceptual hotel and restaurant configuration along I-10. The PAD allows a balanced mix of industrial, employment, and commercial uses that are compatible with the I-10 Freeway Corridor uses and character.

Although specific users have not been identified at this time, the plans, exhibits, and images presented herein are conceptual and created to help envision and convey the type, intensity, and quality of development that is Interstate 10-8 Business Park. To maximize and attract top tier businesses, the PAD includes a conceptual site plan, to help illustrate how the property could initially be designed for either a small 5 to 10-acre user or a larger 50-acre to 100+ acre user, see *Exhibit 7 – Conceptual Site Plan*. Freeway related retail and hotels is envisioned to occur along I-10 frontage and Sunland Gin Road in smaller parcels ranging from 1 to 5 acres. This layout ensures optimal flexibility while demonstrating potential development options.

Once specific users are identified, they will work within the City of Eloy's Site Plan review administrative process, as outlined in Section 21-6-11 of the Eloy Zoning Ordinance. This will include more specifics on site plan, building architecture, landscaping, signage, lighting, grading, etc. Future end users will abide by the permitted land uses, development standards, and other provisions of this document in addition to the provisions of a Development Agreement with the City of Eloy.

B. Planned Area Development

Among the objectives of the PAD Overlay zoning, outlined in the Eloy Zoning Ordinance Section 21-2-7.1, is to; encourage creative and effective land use, encourage innovative development to assist in expanding opportunities, and to provide sustainable and efficient development. With its multiple interstate, roadway, and rail accessibility, Interstate 10-8 Business Park is a unique site with an opportunity to develop as an iconic employment nucleus.

Interstate 10-8 Business Park conforms to Section 21-2-7.3 of the Eloy Zoning Ordinance by requesting a Planned Area Development Overlay (PAD) to a subject property greater than forty acres and conformity to the General Plan Land Use map, by way of concurrent Major General Plan Amendment for 409 acres of the overall Property.

1. Permitted Uses

The proposed PAD and its permitted uses defined below are intended to accommodate industries involving; office, light manufacturing, assembling, warehousing, e-commerce, technology and wholesale activities. Associated office, related retail uses and High Density Residential, that only occurs on Sunland Gin Road with appropriate buffers, are also included within with this proposal.

Pursuant to Section 21-2-7.4 of the Eloy Zoning Ordinance, the applicant has elected to modify land uses permitted within the underlying I-2 zoning district to better accommodate a range of employment and supporting commercial uses. Development and Design Standards, addressed later in this document, respond to the variation in proposed uses, to better create a sensitive development without jeopardizing flexibility in land uses.

A table of proposed permitted and conditionally permitted uses on the future Interstate 10-8 Business Park is provided in *Table C – Permitted Use Land Uses* below. This table utilizes land uses as well as format from Table 2.3-1 and Table 2.5-1 of the Eloy Zoning Ordinance for reference, and additionally adds the proposed I-2 PAD Overlay District requested uses. Land uses deemed permissible by Condition, shall follow the City of Eloy Conditional Use Permit Process, as outlined in Section 21-6-7 of the Eloy Zoning Ordinance. All proposed temporary uses shall comply with Section 21-3-3 of the Eloy Zoning Ordinance. Accessory Uses shall conform to Section 21-3-2.6.

Outside storage of materials and equipment related to the primary activity is permitted if appropriately screened and not exceeding the height of the screen wall and in compliance with all applicable codes and ordinances of the City of Eloy and the Eloy Fire District. Explosive or hazardous processes require approval not limited to; Eloy Fire District, Eloy Police Department, Building Safety, Pinal County and the State of Arizona. This ensures that all manufacturing, storage, and waste processes meet all safety and environmental standards as administered by the department.

Additionally, the applicant requests the option for administrative consideration and use approval of technology and other innovative employment-based land uses otherwise not addressed or defined in the Eloy Zoning Ordinance at the time of approval.

Table C – Permitted Land Uses

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
PUBLIC & SEMI-PUBLIC USE:						
Bus Terminal	P	P	P	-	P	
Campground	NP	C	C	-	C	21-3-1.8
Cemetery	P	C	C	C	NP	
Crematorium or Funeral Parlor	P	P	NP	P	P	
Cultural Facility	C	NP	NP	P	P	
Government Offices	P	P	P	-	P	
Hospitals	P	C	NP	P	P	
Non-profit Organization	P	C	C	C	P	
Public Safety	P	P	P	P	P	
Religious Assembly	P	P	C	P	P	21-3-1.33

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
Solar Generation Facility	C	C	C	C	C	
Utility Facility & Service Yard, Major	C	C	P	C	P	
Utility Facility, Minor	C	C	P	P	P	
Wireless Facility	P	P	P	C	P	21-4-4
Arboretum or Botanical Garden	-	-	-	P	P	
Assembly Hall/Auditorium	-	-	-	P	P	
Child Care Center	-	-	-	C	C	21-3-1.11
College or University	-	-	-	P	P	21-3-1.13
Community Playfields	-	-	-	C	C	
Community Recreation Center	-	-	-	P	P	
Fraternal or Social Club, Nonprofit	-	-	-	P	P	
Health Care/Medical Facility or Clinic	-	-	-	P	P	
Library	-	-	-	P	P	
Museum	-	-	-	P	P	
School, Boarding	-	-	-	C	C	21-3-1.35
School, public or private, K-8	-	-	-	C	C	21-3-1.35
School, public or private, 9-12	-	-	-	C	C	21-3-1.35
Social Service Facility	-	-	-	C	C	
COMMERCIAL USE:						
Adult Entertainment	NP	C	NP	NP	C	21-3-1.2
Animal Hospital/Veterinarian	C	P	P	C	P	21-3-1.4
Animal Kennel/Shelter	C	C	P	C	P	
Animal Training	C	C	P	-	P	
Automobile Rentals	P	P	NP	P	P	
Automobile Repair Major	C	P	P	-	P	21-3-1.6
Automobile Minor	P	P	P	C	P	21-3-1.6
Automobile Sales & Leasing	P	P	NP	P	P	
Bar, Lounge, or Tavern	P	P	C	P	P	
Billboard	-	-	-	-	C*	
Business Services	P	P	C	P	P	
Car Wash	P	P	NP	C	P	
Coffee Shop/Cafe	-	-	-	P	P	
Coffee Shop/Café with Drive Thru	-	-	-	C	P	21-3-1.18
Commercial Entertainment, Indoor	P	C	NP	C	P	
Commercial Entertainment, Outdoor	C	C	NP	C	C	
Convenience Store	P	P	NP	P	P	21-3-1.15
Farmers Market	P	P	NP	P	P	
Feed Store	C	P	C	P	P	
Financial Institution (Chartered Bank)	C	NP	NP	P	P	
Financial Institution with Drive Thru	C	NP	NP	P	P	21-3-1.18

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
Fitness & Sports Center	P	P	C	P	P	
Flea Market	C	C	C	-	C	
General Market	-	-	-	P	P	
General Personal Services	C	P	C	P	P	
General Personal Services with drive thru	-	-	-	P	P	21-3-1.18
General Recreation, Indoor	P	P	C	P	P	
General Recreation, Outdoor	NP	C	C	P	P	
Instructional Services or Trade Schools	P	P	P	P	P	
Medical Marijuana Dispensary, Infusion, or Cultivation	C	C	C	C	C	21-3-1.24, 21-3- 1.25, 21-3-1.26
Microbrewery or Craft Distillery	C	C	NP	P	P	21-3-1.27
Movie Theater	-	-	-	P	P	
Nightclub	-	-	-	C	C	
Payday Loan/Check Cashing	NP	C	NP	C	C	
Nursery, Commercial	NP	P	P	C	P	
Office Business or Professional	P	P	P	P	P	
Outdoor/mobile Vending	NP	C	NP	C	C	21-3-1.31
Parking Lots & Structures	P	P	P	P	P	
Restaurant	P	P	C	P	P	
Restaurant, with Drive Through	P	P	C	C	P	21-3-1.18
Restaurant, with Off Track Betting	C	C	C	C	C	
Retail, General	P	P	C	P	P	
Retail, General with Drive Through	C	P	C	C	P	21-3-1.18
Retail, Large	C	C	NP	P	P	
Retail, Pawn Shop	C	P	NP	C	P	
Retail, Smoke Shop	C	P	NP	C	P	
Self-Storage, Indoor	P	P	P	C	P	21-3-1.36
Service Station	P	P	NP	P	P	21-3-1.37
Service Station with Car Wash	C	P	P	C	P	21-3-1.37
Tour Services	-	-	-	P	P	
INDUSTRIAL:						
Assembly, Light	P	P	P	-	P	
Auctions, Indoor	P	P	P	-	P	
Auto Wrecking & Salvage Yard	NP	NP	C	-	C	
Building Materials Sales, Indoor Retail	P	P	P	-	P	
Building Materials Sales, Outdoor or Wholesale	NP	P	P	C	P	
Distribution/Warehousing Center, Indoor	NP	C	P	-	P	
Distribution Yard, Outdoor	NP	C	P	-	P	

Use Category & Specific Use Type	Eloy Zoning Districts					
	BP	I-1	I-2	C-2	Proposed I-2 PAD	Supplemental Use Regulations
Heavy Rental, Outdoor	-	-	-	C	C	
Manufacturing, Heavy	NP	NP	P	-	P	
Manufacturing, Light	P	P	P	-	P	
Outside Storage (Vehicles, Boat, RV)	NP	C	P	-	P	21-3-1.30
Recycling Center	NP	C	P	-	C	
Research Laboratory	P	P	P	-	P	
Resource Extraction	NP	NP	C	-	C	
Truck Stop	NP	C	P	C	P	
Waste Facility, Landfill	NP	NP	C	-	C	
Waste Facility, Transfer Station	NP	NP	C	-	C	
Wholesale Establishment	P	P	P	-	P	

P-Permitted by Right, C-Permitted with Conditional Use Permit, NP-Not Permitted

**The existing billboard located at the southwest corner of parcel 402-15-041B shall seek Section 21-4-3.6 and Section 21-8-4.1 of the Eloy Zoning Ordinance which allows for maintenance of a legal non-conforming sign/structure.*

***Applicant to work in partnership with the City to design and construct freeway pylon signage on an indefinite timeline.*

2. Development Standards

Development Standards are amended as needed in order to create and implement an envisioned development plan that is sensitive to surrounding existing and future land uses, but also allows for a cohesive character to the area. By providing flexibility with the applicable Development Standards, a variety of complimenting uses can respectively coexist and create a sense of vibrancy in the community. In addition to the listed Development Standards in *Table D – Development Standards*, Design Guidelines have also been incorporated to ensure thoughtful building placement and design.

Table D – Development Standards

Development Standard	BP	I-1	I-2	C-2	Proposed I-2 PAD
MIN. LOT DIMENSIONS:					
Lot Width	60'	100'	100'	-	- ⁵
MIN. SETBACKS:					
Front	20' ¹	20' ¹	30' ¹	20' ¹	20' ¹
Side	15' ²	15' ²	20' ²	15' ²	15' ²
Side, Adjacent to Residential	30' ¹	50' ¹	75' ¹	30' ¹	30' ¹
Street Side	10'	15'	15'	10'	10'
Rear	15'	15'	20'	20'	15'

Rear, Adjacent to Residential	30'	50'	75'	30'	30'
Rear, Adjacent to Union Pacific Railroad	30'	50'	75'	30'	30'
MAX. LOT COVERAGE	50%	60%	60%	60%	60%
MAX. BUILDING HEIGHT	45'	45'	55'	35' ³	100' ⁴

1. Front and side setback for street facing parking areas shall be a minimum of 15 feet.

2. Zero setbacks are permitted for structures if adjacent structures also have zero setbacks and regulations of the Building Code in force at the time of the review are met.

3. Unless otherwise permitted through a conditional use permit.

4. 65 feet of height is permitted except where Staff administratively approves up to 100 feet of height for accessory structures, architectural embellishments, mechanical screening, innovative and superior design, and other purposes determined by the Community Development Director and/or the Community Development Director's designee to be appropriate. The Community Development Director or the Community Development Director's designee are hereby authorized to administratively approve such height between 85 feet and 100 feet.

5. Lot width variety encourages development options and allow for smaller development projects to occur where resources, such as rail are available that are usually provided for larger users.

3. PAD Approval Criteria & Justification

As proposed, Interstate 10-8 Business Park provides a greater benefit to the City by permitting and conditionally permitting a mix of compatible uses and development standards, that would otherwise be limited to one zoning district. Additionally, the proposed development will have a positive impact on future employment opportunities for the area by providing an iconic employment destination with economic incentives and infrastructure advancements that create a business-friendly atmosphere. Lastly, PALEF's commitment to improve public infrastructure and create a unique sense of place, with grand entry monumentation, display a higher level of commitment to development in the area. Therefore, the criteria outlined in Chapter 21 Section 2-7.5 PAD Criteria, has been provided to weave these innovative variations into the fabric of the project through this PAD.

Requested deviation from building height, as outlined in *Table D-Development Standards*, is deemed necessary in order to respond to specific and envisioned tenant needs. The proposed I-2 PAD zoning allows for uses that range from business professional to industrial with focus on innovative and employment-based businesses. In order to accommodate future end users, it is pertinent to address a range of building heights that are dictated based on the function of the building.

For example, typical industrial buildings may suggest 40' of clear height inside, resulting in a building height in the 55' range. However, in this case

where the property owner's intent is to entice advanced businesses, there is the potential for a unique distribution or manufacturing use that may include multiple levels of storage platforms or automated systems, resulting in the need for increased height. This concept has been implemented in the Seattle area with the construction of Prologis with other tech hubs like New York, San Francisco, and Los Angeles following suit. Site appurtenances, such as material silos or other building specific support equipment, may be required to exceed the building height. In such cases, location and treatment of such elements shall be considered and incorporated into the overall design solution.

Additionally, business campuses and corporate headquarters often explore vertical architecture options for different reasons than industrial based user would. Therefore, the PAD proposes a condition of administrative staff approval to allow building height flexibility with a series of building step-backs. The first 300' behind the property lines along I-10, Sunland Gin Road and Frontier Road, would encourage building heights of 65'. Between 300' and 600' the recommendation maximum height would be 85' and beyond 600' with special administrative approval buildings could be up to 100' in height. The exception to this would be for silos structures typically associated with industrial uses that would create an iconic visual element in the skyline that would further enhance the presence of the park along Interstate 10. This attention to design detail is further acknowledged in the Design Standards listed herein.

C. Design Guidelines

1. Landscaping

Both onsite and offsite landscaping will occur at the time of development of individual parcels, with the exception of the primary entry monumentation at the intersection of Sunland Gin Road and the proposed Commerce Boulevard. A Conceptual Site Plan demonstrating how parcels may be developed is provided as *Exhibit 7 – Conceptual Site Plan*. Interstate 10-8 Business Park will comply with Chapter 21 Section 4-2 of the Eloy Zoning Ordinance, except as provided herein *Table E – Streetscape Landscaping* and *Table F- Landscape Setbacks*. Final landscape design will be determined on a case-by-case basis to suit the needs of the individual users and the specific parcels as it relates to the overall business park.

Landscaping will be designed to complement the building architecture overall design theme for the site. The Sunland Gin and First Street frontage landscaping will provide an attractive public edge to the property and accentuate the primary entrance. Perimeter site boundaries will define the parcel and provide a pleasing common boundary with adjacent sites. Enhanced landscaping will further define potential building entries with canopy trees at City-required spacing to provide shading for the parking

areas. A variety of tree species, combined with a colorful combination of shrubs and groundcovers, will provide an overall landscape composition of appropriate scale to enhance the overall development and its visual impact on its surroundings. A conceptual landscape plan for the entry monument is included with this submittal to represent the level of quality and design intent for the landscape. The planting pallet will include both the Arizona Department of Water Resources, Pinal Active Management Area Low Water Use Drought Tolerant Plant List and where appropriate, subtropical plant material at primary entrances and in courtyard spaces between building masses. The use of Synthetic turf is recommended to replace turf grass. More specific details regarding plantings, types, locations and quantities will be submitted as each development parcel moves forward with Site Plan and subsequent approvals. See *Exhibit 4-Conceptual Entry Monument Concept & Exhibit 5-Conceptual Entry Monument Perspective*.

Table E – Streetscape Landscaping

	Required Streetscape Landscaping Planting Criteria (Per Section 4-2.5.D.2)	Proposed Streetscape Landscaping Planting Criteria
Trees	A minimum of one tree shall be required per one thousand (1,000) square feet of landscape area and a maximum of one tree shall be required per seven hundred fifty (750) square feet of landscape area, depending on area configuration, orientation and use. All trees shall be twenty-four-inch (24") box. Calculations that result in a fraction shall be rounded up.	A minimum of one tree shall be required per one thousand two hundred fifty (1,250) ¹ square feet of landscape area and a maximum of one tree shall be required per seven hundred fifty (750) square feet of landscape area, depending on area configuration, orientation and use. All trees shall be twenty-four-inch (24") box. Calculations that result in a fraction shall be rounded up.
Shrubs	One shrub shall also be required per two hundred fifty (250) square feet of landscape area. All shrubs shall be a	One shrub shall also be required per five hundred (500) ¹ square feet of landscape area. All shrubs shall be a

	minimum of five (5) gallons in size.	minimum of five (5) gallons in size.
Groundcover	All groundcover shall be a minimum of one gallon in size. One groundcover plant shall be provided per two hundred fifty (250) square feet of landscape area.	All groundcover shall be a minimum of one gallon in size. One groundcover plant shall be provided per five hundred (500) ¹ square feet of landscape area.

1. Slightly less dense landscape requirements promote a more natural landscape and create a perception of a regulatory environment that encourages development. This also create less landscape waste byproducts for the local landfill and uses less water.

Table F – Landscape Setbacks

Adjacent to	Landscape Width	Proposed Landscape Width
Sunland Gin Road	15 feet	10 feet
W. Commerce Blvd.	10 feet	0 feet ¹

1. While the requirement for landscape along W. Commerce Blvd. would be 0' to encourage development. PALEF would create a private entity for the Primary Entrance and W. Commerce Blvd. that would establish a separate set of design guidelines through their own landscape assessment district.

2. Lighting

The development shall comply with the Chapter 21 Section 4.5 of the City of Eloy Zoning Ordinance. Lighting plans shall be submitted with each Design Review application illustrating that on-site lighting does not exceed one-foot candle at the property line. Onsite lighting shall be dark sky compliant.

3. Screening

Specific attention to screening has been considered and is envisioned to work as both a theming element and a practical application by complementing the building's architecture and surrounding landscaping. Screening used at the entrance of properties shall enhance the entry, complement the building's architecture and shall not impair traffic safety by obscuring views, therefore following the City of Eloy's sight visibility requirements.

Long expanses of exposed wall surfaces should be architecturally designed and/or landscaped to prevent monotony. Further, decorative monuments, gates and/or fences in combination with landscaping should be used to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall. Chain link fencing is prohibited.

Loading docks are a likely function of the industrial based users and shall therefore be located to the side or rear of the lot, where they can function efficiently but also be located sensitively without detracting from the aesthetics of the building or overall site.

4. Architecture

The design of a mixed-use Business Park, with associated industrial and business facilities requires a specific response to anticipated tenant requirements combined with careful aesthetic consideration. Since the future tenants are unknown at this time, the design palette must remain flexible and sensitive to future development.

Buildings may take specific design characteristics, if a tenant is identified prior to development, or may be more standard, should the building be designed to appeal to a broad range of potential tenants.

In order to plan for both scenarios, attention to design standards is explored to accommodate flexibility and sensitivity for existing and future occupants. An example of this is the attention to scale. Building scale is an important consideration when looking at the overall design. "Freeway scale" addresses the vehicles at higher speed, with limited and distant views. This perspective applies to development adjacent to I-10. To accommodate these characteristics, elements should be larger and more dominant, this allows for visual ease for automobiles on the freeway. Similarly, any building with a considerable setback should be scaled accordingly. The level of detail increases adjacent to potential building entries where pedestrian scale elements should be introduced.

Color and pattern will be used to 'break down the mass' and develop visual interest that creates an overall pleasing aesthetic. The color palette may include a range from warm to cool neutrals that respect the surrounding desert hues and may include limited color accents to provide additional interest or address corporate imaging. Building form may include articulations to provide variation in dimensionality that respond to environmental conditions such as shade, shadow and solar gain. Materials should feature primary thematic colors and textures with minimal amounts of accent materials. Accent materials should only be used where appropriate, feasible and when executed in an aesthetically pleasing manner. Building parapets will be extended above the roof line to provide screening of roof top equipment from view at adjacent public right of ways along the Casa Grande-Picacho Highway. A representative architectural collage exhibit is included to convey a representative palette of design intent. Specific details regarding architecture, materials, colors, etc. will be a part of the future design review application. See *Exhibit 6-Architectural Collage*.

5. Common & Private Areas

Any and all common open space or private infrastructure including but not limited to; sidewalks, courtyards, adjacent right of way, landscape tracts, private roadways, private utilities, etc. within the development shall be maintained by the subject development or Master Developer immediately after construction.

D. Signage

Interstate 10-8 Business Park will provide for functional and attractive signage that compliments the architecture and theming of the overall development. Once future tenants are identified, the applicant will prepare a Comprehensive Sign Package (CSP) to provide for attractive and consistent signage for tenants and users of Interstate 10-8 Business Park, per Chapter 21 Section 4-3 of the Eloy Zoning Ordinance. This document would seek for this to be obtained through an administrative request rather than approval through City Council. The future CSP will contain guidelines with regards to color, materials, location of wall signage, allowable areas, illumination, and configuration of logo and copy presentations.

The PAD application sets forth the general location, quantity, and maximum height of monument signage for the project. Monument signs along Sunland Gin Road and I-10, as well as onsite development identification signs along I-10 frontage will provide proper identification. Two (2) 30'-tall monument signs are proposed along Sunland Gin Road at the proposed access drive on the First Street alignment. Monument signs will provide identity for the overall development and may include single-tenant panels, or multi-panel depending upon the future tenant user(s) of the Property. Directional signs may be located throughout the development to point users to their desired destination. These signs will utilize the established color and materials palette that is applied to the buildings in Interstate 10/8 Business Park.

Freeway Pylon Signs, as described in Chapter 21 Section 4-3.9, is envisioned to be incorporated along the frontage of Interstate 10. Specific design, height, and placement of freeway pylons will be developed to mimic the pylons used at Desert Ridge. A comprehensive sign package will be developed that will be used to provide guidance to the administrative approval of signs throughout the park.

It should also be noted, that while "Billboard" signage is listed as prohibited, all existing billboards on the subject Property shall seek Section 21-4-3.6 and Section 21-8-4.1 of the Eloy Zoning Ordinance which allows for maintenance of a legal non-conforming sign/structures.

E. Circulation & Parking

The Property is well situated from a regional access perspective; it is visible from Interstate I-10 and is easily accessible. Offsite access exists to an improved fully directional interchange on Sunland Gin Road. All roadway classifications reflect

the City of Eloy General Plan Circulation Element. Half-street and/or full street improvement will be constructed adjacent to individual parcel development as follows in **Table G – Existing and Proposed Roadways**. Internal roadways will additionally be constructed as needed to support onsite circulation in accordance with a Traffic Impact Analysis.

Table G - Existing and Proposed Roadways

Roadway	Classification	Proposed Improvements
Adams Road	Major Collector (80' ROW)	Half Street Improvements
Sunland Gin Road	Major Arterial (130' ROW)	Half Street Improvements
Nelson Farm Road	Local (50' ROW)	Portions vacated w/easements ¹
Interstate -10	Interstate (+/-300 ROW)	-
Internal Major Collector (Planned as – W. Commerce Blvd.)	Major Collector (80' ROW)	Half Street Improvements for 1500' from Sunland Gin Road to a future length of 3960' that terminates with a cul-de-sac until thru street improvements are warranted with a specific development related traffic statement or report
Internal Local Street	Local (50' ROW)	Full Street Improvements

1. The majority of Nelson Farm Road would be vacated and easements to be created for existing sewer and force main; any existing easements to remain or be modified.

From Sunland Gin Road, access to the site will occur at the First Street alignment to the east that will initially end at a cul-de-sac and eventually be extended into a Major Collector (80' ROW) that connects through the site parallel to I-10 connecting Sunland Gin Road and Toltec Road. This spine road will initially be a two-way, two-lane, Major Collector roadway that includes a center turn lane with a northwest to southeast alignment. Secondary access is provided from Sunland Gin Road at both Adams Street to the north and possible access from Third Street to the south. Within the site there are several Government Land Ordinance (GLO) easements that provide legal access to parcels within or adjacent to the project. These occur on sections line and dedicate an easement of 33' on either side of the section line. This project will request abandonment of specific Government Land Ordinance (GLO) easements as necessary and may elect to leave some GLO easements intact to provide access to out parcels.

To support the proposed Industrial Park, offsite improvements will occur along Sunland Gin Road at the primary entrance to the Property, immediately adjacent to the project site on the First Street alignment. Sunland Gin Road will be widened from a two-lane roadway to a three-lane roadway (one lane in each direction

with a two-way center left turn lane) with curb, gutter, sidewalk, and roadway lighting on the east side of the street along the frontage of our project. First Street will initially serve the project site as a cul-de-sac. As the project develops the cul-de-sac will be removed and the Major Collector road will be extended to the next logical end point. Eventually the Major Collector road could connect to Toltec Road as a two lane, two direction road as adjacent properties continue development along this alignment. ADOT has created a Design Concept Report (DCR) for the relocation of the Sunland Gin Traffic Interchange (TI) that is not within the next ADOT five-year plan for the area. The relocated TI may become a viable option in the future. An option will be explored to extend the westbound off ramp at Sunland Gin Road in the interim. The initial realignment of Sunland Gin Road has also been shown to consider how this future alignment will affect the entrance to the site. The Major Collector will be dedicated to the City as public right of way.

F. Infrastructure & Utilities

1. Drainage

The grading and drainage for the site will be designed to retain the 100-yr, 2-hour storm event and pass through the historic flows through the site in accordance with Pinal County Floodplain Administration and the City of Eloy's drainage design guidelines. A conditional letter of map revision may be obtained and the associated Flood Insurance Rate Maps (FRIM) will be provided as this process moves forward. All building floors will be set a minimum of 1-ft. above the 100-yr water surface elevation. Off-site drainage entering the site from under the freeway, railroad or from the overland flows from the south will be routed to a large regional retention basin along the south end of the project. Once stormwater is captured within the basin, it will be conveyed via drainage channels along the railroad or through the site until it reaches the historic outfall location to the north. All on-site drainage will be conveyed via overland flow or an underground storm drain system across parking lots, truck areas and open spaces where it will be routed to either surface retention basins or underground retention tanks. The required storage volume will dissipate within 36 hours via a combination of natural percolation and drywells. Any and all oversizing of infrastructure requests shall follow the provisions set forth the Pre-Annexation and Development Agreement. See Exhibit 11 – FEMA Physical Map Revision-Special Flood Hazard Area Changes Map.

2. Water

Water is provided to the site by the City of Eloy. There is an existing 12-inch waterline that runs along the north side of the Interstate 10 frontage and will provide adequate water for the initial smaller projects. It is understood that a water tank and well site will be required as the property develops with larger users. The City of Eloy has indicated that they will support interim solutions to the water service to allow phasing of infrastructure as long as the master developers engineer can demonstrate that the fire protection and domestic service demands can be met for a specific use. The means

of phasing and required infrastructure will be provided to the City of Eloy within a formal water report for the project during the initial phases of the development. Any and all oversizing of infrastructure requests shall follow the provisions set forth the Pre-Annexation and Development Agreement. See Exhibit 10 – Conceptual Water Map.

3. Wastewater

Sewer is provided by the City of Eloy via a large capacity sewer pump station located near the northern portion of the site. It is understood that the Sunland Gin lift station was designed under a previous development agreement (which has been satisfied) and has an additional capacity of 522,000 gallons per day allocated to Interstate 10/8 Business Park, formally the Desert Greens project which is adequate to service this project. The means of phasing and required infrastructure will be provided to the City of Eloy within a formal sewer report for the project during the initial phases of the development. Any and all oversizing of infrastructure requests shall follow the provisions set forth the Pre-Annexation and Development Agreement. See Exhibit 09 – Conceptual Sewer Map.

4. Community Facility District

PALEF reserves the right to partner with the City of Eloy in a Community Facilities District(CFD) for the purpose of funding any and/or all cost of the infrastructure required for the development plan. This shall include the right to include dry utilities such as gas, electrical, cable and fiber as it is brought onto the Property. This community facilities district shall also reserve the right to enter into agreements with the City to provide Police Services, Fire Protection Services and Waste Management Services.

G. Phasing

Development of Interstate Business 10-8 Business Park reserves the right to be phased in accordance with market demand. The specific phasing sequence is unknown at this time. Individual site plans will be submitted to the City of Eloy per the Site Plan process as individual end users develop their respective sites. All on and offsite infrastructure and improvements to be constructed according to the subject development parcel.

IV. Administration

A Development Agreement (“DA”) is being considered concurrent with this application and subsequent Annexation (A19-013) and General Plan Amendment (GPA19-002) applications. The Property shall develop in accordance with the approved provisions of the Development Agreement, this PAD, and City of Eloy Zoning Ordinance. Should conflict arise between any of these governing documents, precedence in the order of; Development Agreement, PAD, City of Eloy Zoning Ordinance shall apply.

Given PALEF and the City of Eloy's partnership and joint vision for a highly operable and distinguished Business Park, the property is subject to expedited and administrative level reviews. Upon approval of the PAD, the Community Development Director shall continue this collaboration by prioritizing any and all amendments and subsequent applications involving administrative and City Council action. An example of this commitment could be the exercise of calling a Special City Council meeting at the request of the property owner(s) and with prior approval from the City Manager, which may be a standing approval once obtained.

V. Amendments

Amendments to this PAD shall be classified as either a Minor, or Major amendment.

Major amendments are any change to this PAD that:

1. Request for a residential land use, other than High Density Residential (HDR).
2. Change zoning boundaries affecting more than 25% of the overall acreage
3. Any change in a stipulation of approval
4. A net change addition of employment square feet or dwelling units in excess of 25% of the original completed space or units on the subject property.

All Major Amendments shall be reviewed and approved per Chapter 21 Section 6-6 of the Eloy Zoning Ordinance.

Minor Amendments shall be any request that is not classified as a Major Amendment, as defined above, or is determined by the Community Development Director to be a Minor Amendment. In general, Minor PAD Amendments are adjustments that do not substantively alter the original character and/or intent of the development plan and the approved I-2 PAD zoning. Minor amendments shall be reviewed and approved by the Community Development Director or their designee.

It is acknowledged that the conceptual nature of the Interstate 10-8 Business Park and the inevitability that development proposed after the approval of this PAD may be subject to different market, social, economic, and other factors. Therefore, amendments are anticipated and expected to be expedited in order to accomplish the future user and City's economic goals.

VI. Conclusion

The PAD and the proposed conceptual sketch plans describe and allow for a healthy and orderly development of Interstate 10-8 Business Park. Two sketch concepts have been provided as examples of how the development could occur over time to ultimate build out. See the Conceptual Site Plan; attached as Exhibit 7. Much of the Property is already zoned General Industrial (I-2) and the site is within a General Plan land use designation (General Industrial) that encourages this type of development. The proposed development is consistent in substance and location with the development objectives of

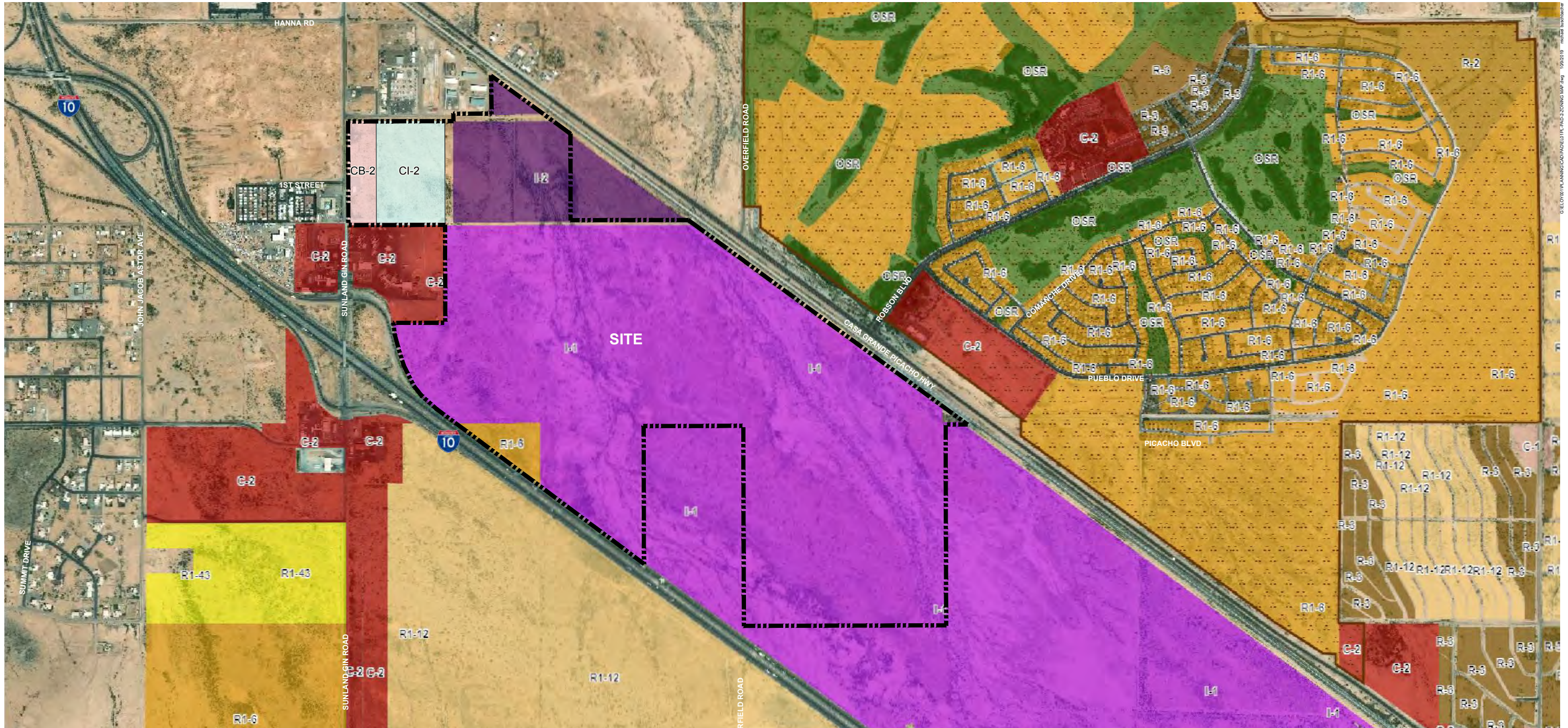
the General Plan. The development will complement the surrounding area and provide substantial benefits, including much needed retail, restaurants, hotels and employment opportunities to the City of Eloy. The legal description for the development has been included as Exhibit 12.

Exhibits

- 1 – Aerial/Vicinity Map
- 2 – Zoning Map
- 3 – Proposed Zoning Map
- 4 – Conceptual Landscape Plan – Phase 1
- 5 – Monument Photo Perspective
- 6 – Architectural Styles Collage
- 7 – Conceptual Sketch Site
- 8 – Hotel & Restaurant Sketch Concept
- 9 – Conceptual Sewer Location
- 10 – Conceptual Water Location
- 11 – FEMA FIRM MAP
- 12 – Legal Description
- 13 – Conceptual Circulation Plan
- 14 – Conceptual Phasing Plan



interstate 10-8 business park
Exhibit 1 - Aerial & Vicinity Map

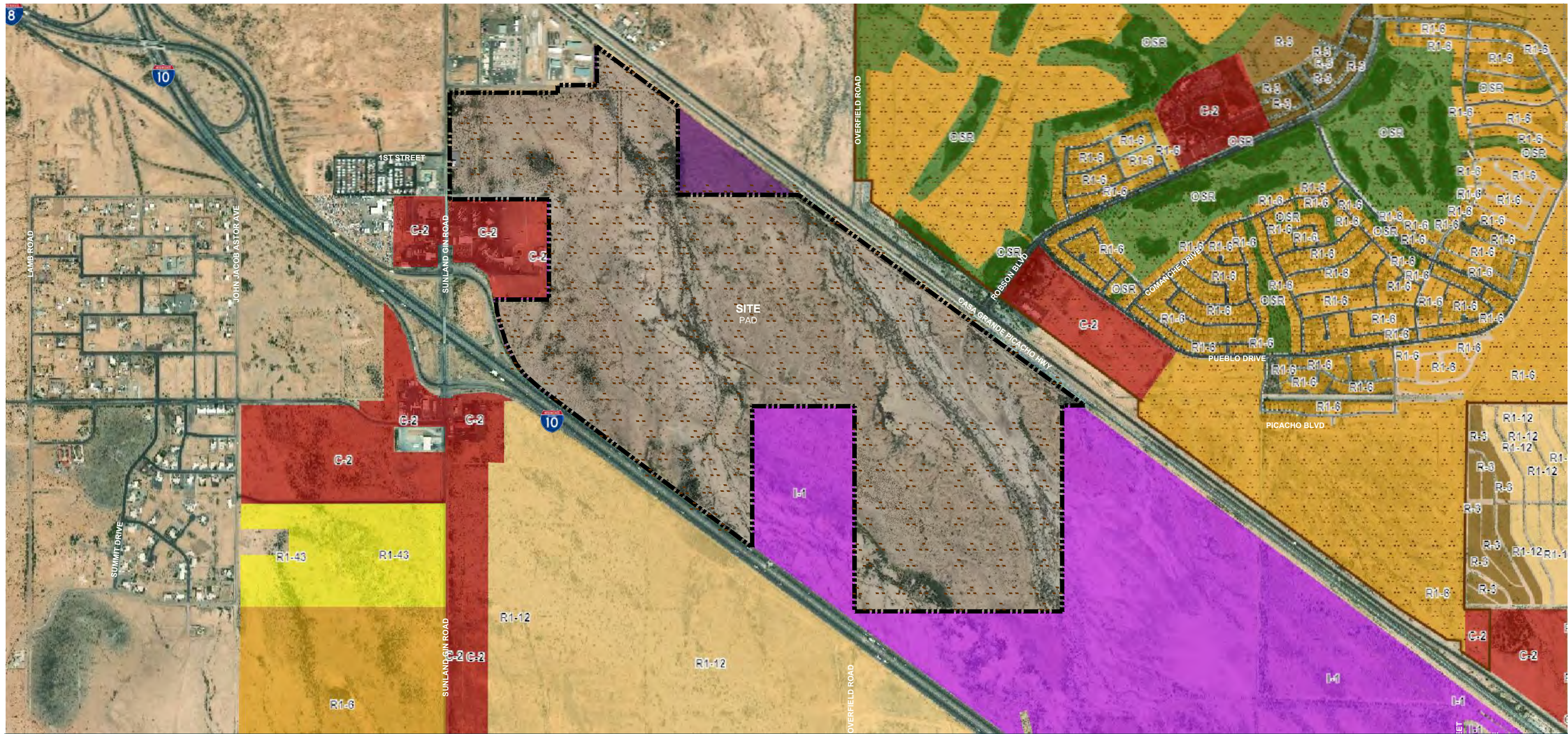


Existing Zoning

LEGEND

R1-43 Estate Residential (43,560 sq. ft.)	R-3 Multiple Family Residential (10-24 du/acre)	BP Business Park	OSC Open Space Conservation
R1-12 Single Family Residential (12,000 sq. ft.)	C-1 Neighborhood Commercial	I-1 Light Industrial	OSR Open Space Recreational
R1-6 Single Family Residential (6,000 sq. ft.)	C-2 Community Commercial	I-2 General Industrial	CI-2 Industrial (PINAL COUNTY)
R-2 Small Lot Residential (6-10 du/acre)	MU Mixed Use	PF Public Facility	CB-2 Commercial Business (PINAL COUNTY)
	Planned Area Development		

interstate 10-8 business park
Exhibit 2 - Existing Zoning Map



Proposed Zoning Plan

LEGEND

R1-43 Estate Residential (43,560 sq. ft.)	R-3 Multiple Family Residential (10-24 du/acre)	BP Business Park	OSC Open Space Conservation
R1-12 Single Family Residential (12,000 sq. ft.)	C-1 Neighborhood Commercial	I-1 Light Industrial	OSR Open Space Recreational
R1-6 Single Family Residential (6,000 sq. ft.)	C-2 Community Commercial	I-2 General Industrial	CI-2 Industrial (PINAL COUNTY)
R-2 Small Lot Residential (6-10 du/acre)	MU Mixed Use	PF Public Facility	CB-2 Commercial Business (PINAL COUNTY)
	Planned Area Development		



KEY NOTES

- ① PEDESTRIAN SIDWWALK
- ② ANNUAL FLOWER BED, TYP.
- ③ DATE PALM TREES
- ④ STANDING SIGN LETTERING
- ⑤ SYNTHETIC TURF, TYP
- ⑥ CULTURED STONE FACED ENTRY MONUMENT



interstate 10-8 business park
Exhibit 5 - Conceptual Entry Monument Perspective

This plan is for conceptual purposes only
Not to be used for construction
10/9/2019
EL01
Eloy, Arizona
PALEF, LLC



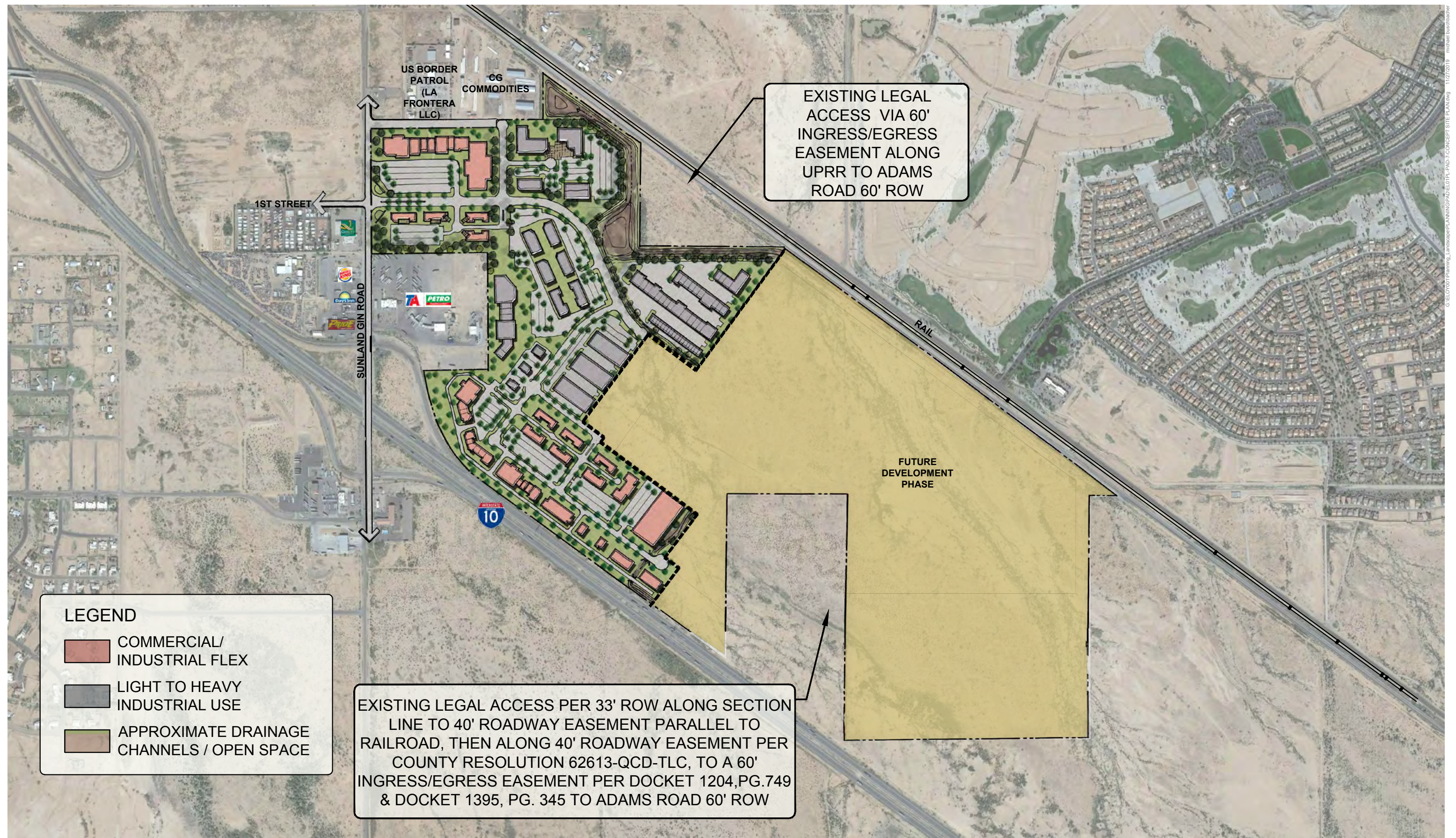


interstate 10-8 business park

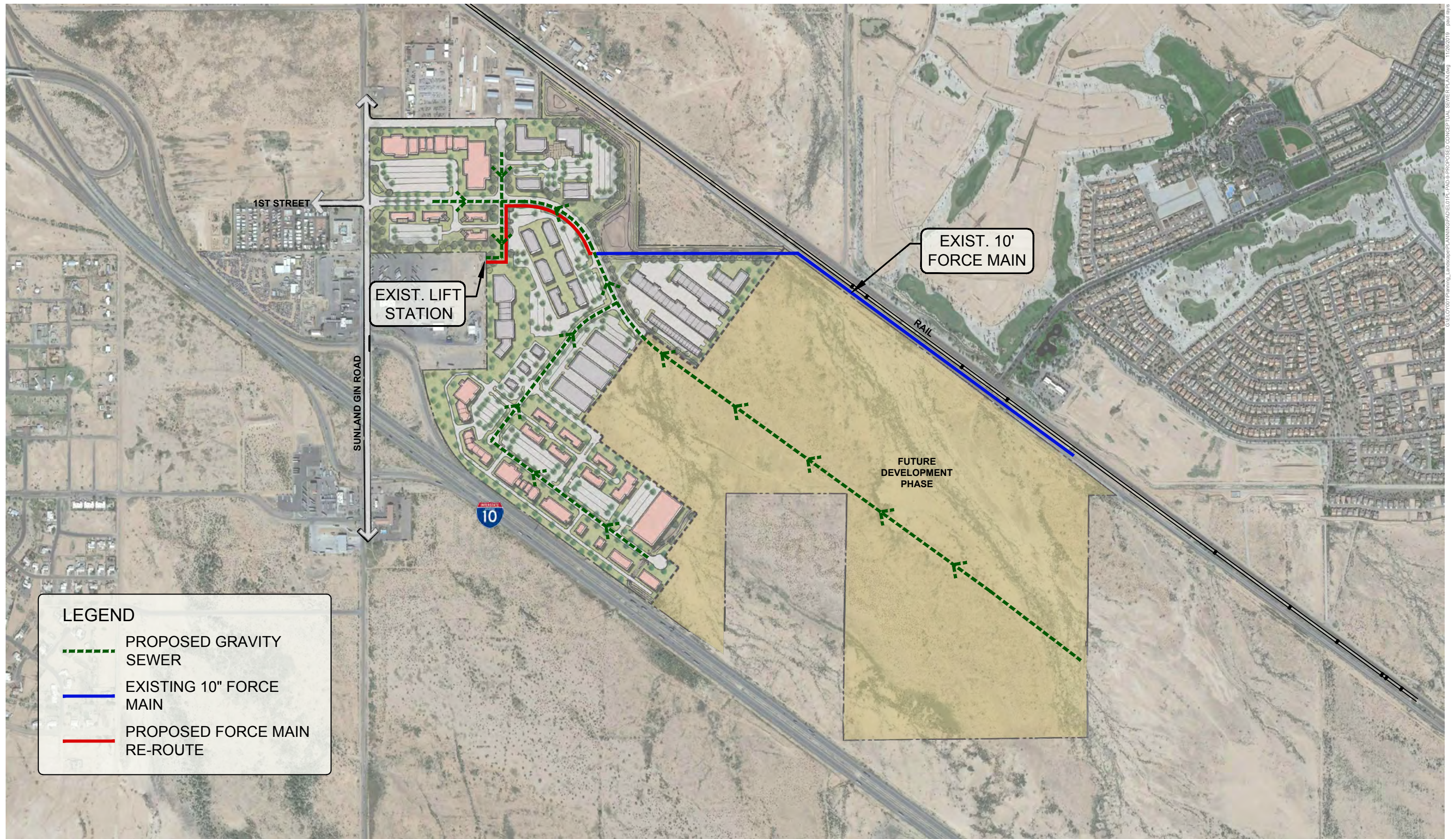
Exhibit 6 - Architectural Collage

This plan is for conceptual purposes only
Not to be used for construction
7/1/2019
EL01
Eloy, Arizona
PALEF, LLC

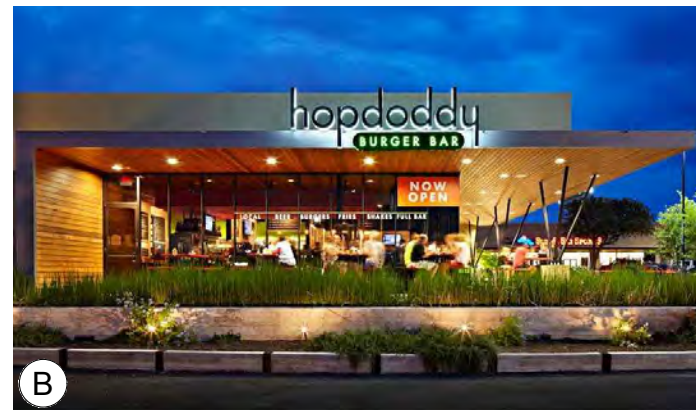




interstate 10-8 business park
Exhibit 7 - Conceptual Site Plan - without future interchange

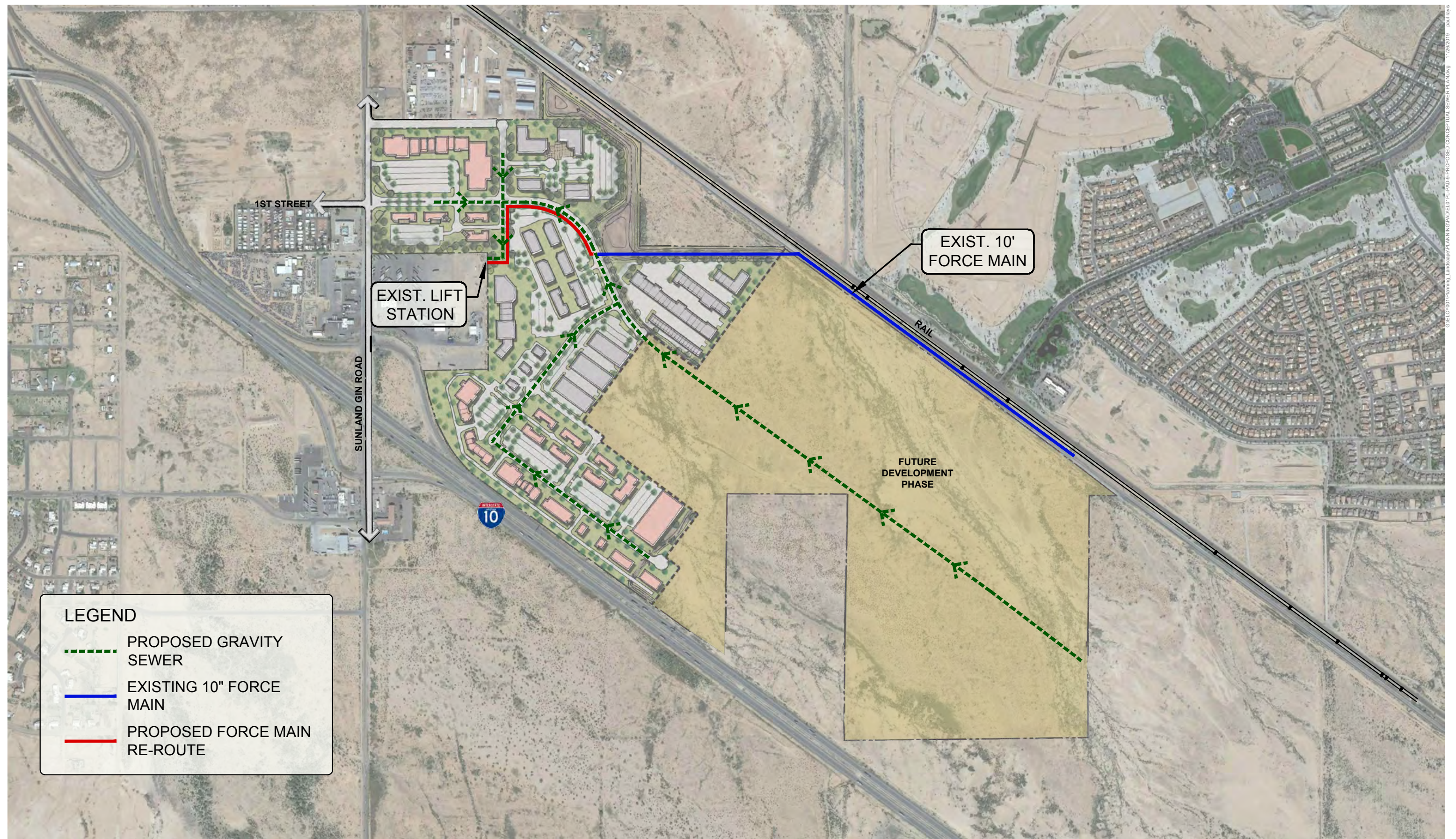


interstate 10-8 business park
 Exhibit 9 - Conceptual Sewer Plan

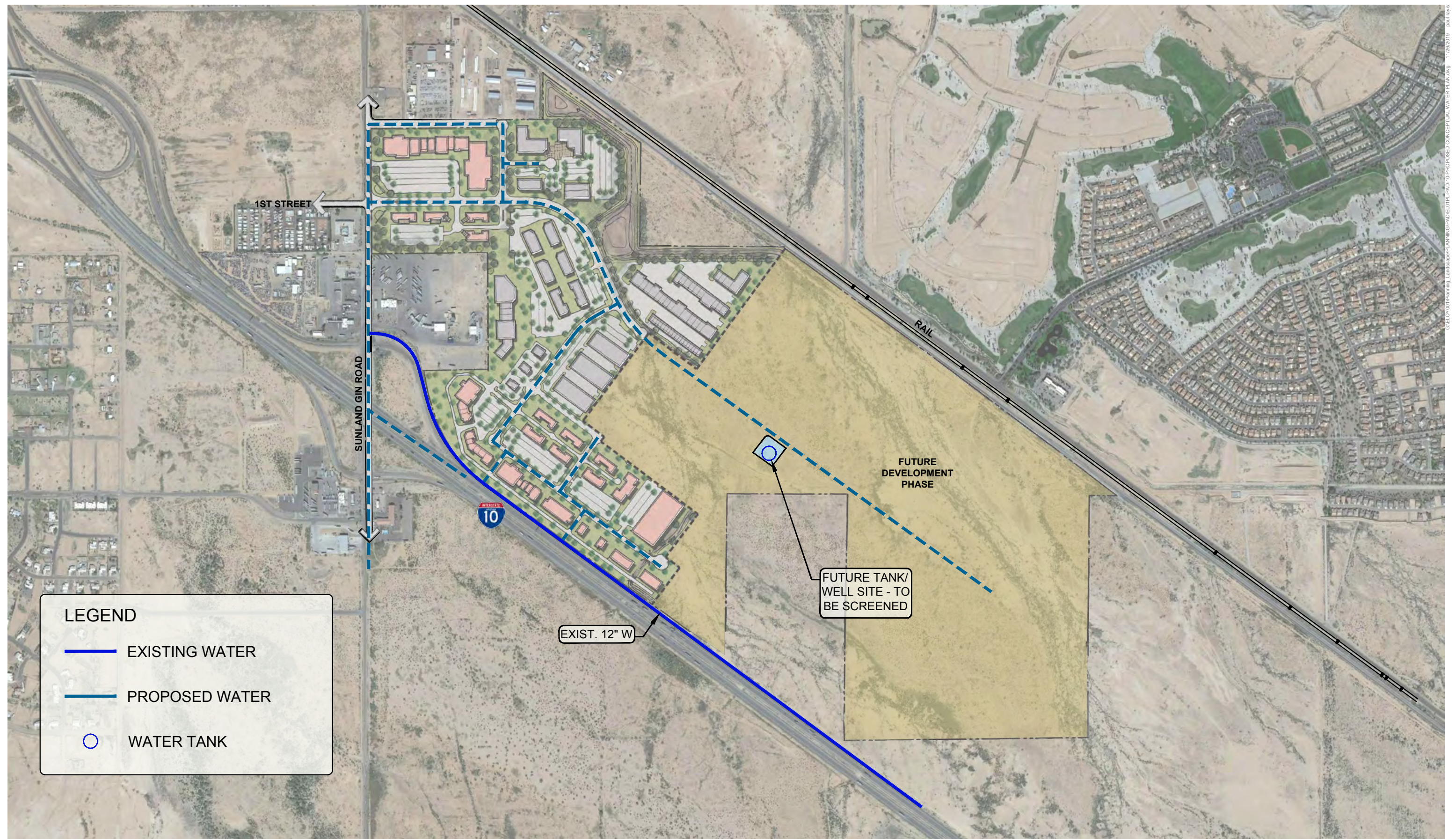


interstate 10-8 business park

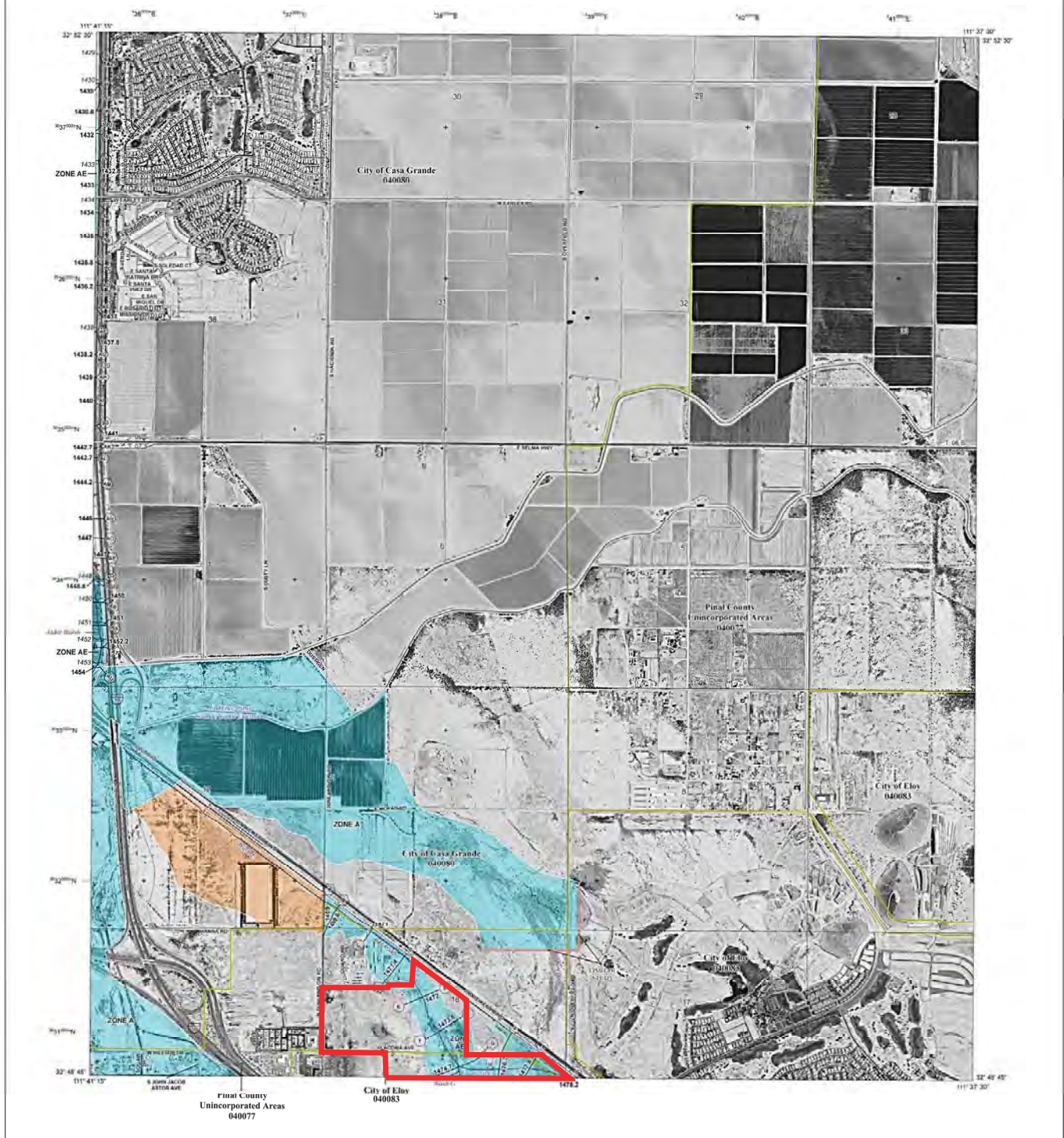
Exhibit 8 - Architectural Hotel & Restaurant Collage



interstate 10-8 business park
Exhibit 9 - Conceptual Sewer Plan



interstate 10-8 business park
 Exhibit 10 - Conceptual Water Plan



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT
THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING
DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT
[HTTP://MSC.FEMA.GOV](http://MSC.FEMA.GOV)

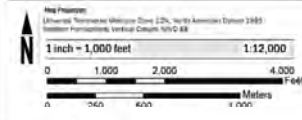
SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone AE, A99
		With BFE or Depth Zone AE, A9, A99, VE, AH
		Regulatory Floodway
		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
OTHER AREAS OF FLOOD HAZARD		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee See Notes, Zone X
		Area with Flood Risk due to Levee Zone X
		Area of Minimal Flood Hazard Zone X
OTHER AREAS		Area of Undetermined Flood Hazard Zone G
		Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall
GENERAL STRUCTURES		Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Truncated Baseline
		Profile Baseline
		Hydrographic Feature
OTHER FEATURES		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary

NOTES TO USERS

For information and questions about this map, available products, and/or the FIS report, please contact the FEMA Map Information Center at 1-877-FEMA-8082 (1-877-366-8082) or visit the FEMA Map Service Center website at www.fema.gov. Available products may include: digital data, copies of the FIS report, a Flood Insurance Study Report, and/or the map. Many of these products are available at no charge. For more information, please contact the FEMA Map Information Center at 1-877-FEMA-8082 (1-877-366-8082) or visit the FEMA Map Service Center website at www.fema.gov. For community and countywide data, please refer to the Flood Insurance Study report for the jurisdiction. To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6622.

Base flood elevation data for this FIS was provided by the National Flood Insurance Program (NFIP). This information was derived from digital data developed by the National Flood Insurance Program (NFIP). This information was derived from digital data developed by the National Flood Insurance Program (NFIP).

SCALE



PANEL LOCATOR



NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATES MAP

PINAL COUNTY, AZ
And Incorporated Areas
FIRM: 1560 or 2575

COMMUNITY	NUMBER	PANEL	SUFFIX
CASA GRANDE, CITY OF	040083	1560	-
CITY OF ELIA	040083	1560	-
PINAL COUNTY	040077	1560	-

Panel Contains:

1560 or 2575

EXHIBIT 12

**LEGAL DESCRIPTION
OVERALL GROSS PARCELS**

THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 17, THOSE PORTIONS OF SECTION 18, THE NORTHEAST QUARTER OF SECTION 19, AND THE NORTHWEST QUARTER OF SECTION 20, TOWNSHIP 7 SOUTH, RANGE 7 EAST, OF THE GILA AND SALT RIVER BASE AND MERIDIAN, PINAL COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 20, MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE" FROM WHICH THE NORTHWEST CORNER OF SAID SECTION 20 MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE" BEARS NORTH $00^{\circ}19'38''$ EAST, FOR A DISTANCE OF 2645.36 FEET;

THENCE NORTH $00^{\circ}19'38''$ EAST, ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 20, FOR A DISTANCE OF 2645.36 FEET TO THE NORTHWEST CORNER OF SAID SECTION 20 AND THE NORTHEAST CORNER OF SAID SECTION 19, MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE";

THENCE NORTH $89^{\circ}48'17''$ WEST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 19, FOR A DISTANCE OF 1346.41 FEET TO A 1/2" REBAR WITH NO CAP;

THENCE SOUTH $00^{\circ}12'44''$ WEST, FOR A DISTANCE OF 1776.72 FEET TO A 1/2" REBAR & TAG STAMPED "LS 21081," SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE 10, THE FOLLOWING SIX COURSES ARE ALONG SAID RIGHT OF WAY LINE:

THENCE NORTH $53^{\circ}48'33''$ WEST, FOR A DISTANCE OF 1661.78 FEET TO A 1/2" REBAR WITH NO CAP, SAID POINT ALSO BEING ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 19;

THENCE NORTH $53^{\circ}47'38''$ WEST, FOR A DISTANCE OF 1359.54 FEET TO A 1/2" REBAR & TAG STAMPED "LS 5713;

THENCE NORTH $53^{\circ}47'57''$ WEST, FOR A DISTANCE OF 465.14 FEET TO A BRASS CAP FLUSH STAMPED "ARIZONA DEPARTMENT OF TRANSPORTATION;"

THENCE NORTH $42^{\circ}32'21''$ WEST, FOR A DISTANCE OF 254.58 FEET TO A BRASS CAP FLUSH STAMPED "ARIZONA DEPARTMENT OF TRANSPORTATION;"

THENCE NORTH $28^{\circ}50'34''$ WEST, FOR A DISTANCE OF 331.32 FEET TO A BRASS CAP FLUSH STAMPED "ARIZONA DEPARTMENT OF TRANSPORTATION;"

THENCE NORTH 15°07'51" WEST, FOR A DISTANCE OF 600.43 FEET;

THENCE, DEPARTING SAID RIGHT OF WAY LINE, SOUTH 89°46'26" EAST, FOR A DISTANCE OF 684.58 FEET;

THENCE NORTH 00°03'23" WEST, FOR A DISTANCE OF 1288.42 FEET;

THENCE SOUTH 89°46'26" EAST, FOR A DISTANCE OF 1277.31 FEET;

THENCE SOUTH 89°46'35" EAST, FOR A DISTANCE OF 2034.77 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD;

THENCE SOUTH 53°47'39" EAST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 4091.30 FEET, TO A POINT ON THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 17, SAID POINT BEING MARKED BY A 1/2" REBAR WITH NO CAP;

THENCE SOUTH 00°48'33" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 183.70 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 17 AND THE NORTH QUARTER OF SAID SECTION 20 MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE";

THENCE SOUTH 00°27'33" WEST, ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 20, FOR A DISTANCE OF 2644.47 FEET TO THE CENTER OF SAID SECTION 20, MARKED BY A 1/2" REBAR & CAP STAMPED "LS 17258;"

THENCE SOUTH 89°37'02" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 20, FOR A DISTANCE OF 2638.03 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 22,982,256 SQUARE FEET, OR 527.600 ACRES, MORE OR LESS.

TOGETHER WITH THE FOLLOWING PORTION OF THE SOUTHEAST QUARTER OF SAID SECTION 18:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 18, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "GENERAL LAND OFFICE" FROM WHICH THE CENTER CORNER OF SAID SECTION 18 MARKED BY A 1" PIPE WITH TAG STAMPED "LS 37174" BEARS NORTH 89°46'35" WEST, FOR A DISTANCE OF 2696.34 FEET;

THENCE SOUTH 00°02'29" WEST, ALONG THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 18, FOR A DISTANCE OF 149.96 FEET TO A POINT

ON THE NORTHERLY LINE OF A 110.00 FOOT RIGHT OF WAY FOR U.S. HIGHWAY 84;

THENCE NORTH 53°47'39" WEST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 255.23 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 18;

THENCE SOUTH 89°46'35" EAST, ALONG SAID NORTH LINE, FOR A DISTANCE OF 206.06 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 15,464 SQUARE FEET, OR 0.355 ACRES, MORE OR LESS.

TOGETHER WITH THE FOLLOWING PORTIONS OF THE NORTH HALF OF SAID SECTION 18:

BEGINNING AT THE CENTER CORNER OF SAID SECTION 18 MARKED BY A 1" PIPE WITH TAG STAMPED "LS 37174" FROM WHICH THE EAST QUARTER CORNER OF SAID SECTION 18, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "GENERAL LAND OFFICE" BEARS SOUTH 89°46'35" EAST, FOR A DISTANCE OF 2696.34 FEET;

THENCE NORTH 89°46'26" WEST, ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 18, FOR A DISTANCE OF 674.22 FEET TO A POINT ON THE WEST LINE OF THE WEST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 18;

THENCE SOUTH 00°03'44" EAST, ALONG SAID WEST LINE, FOR A DISTANCE OF 0.47 FEET TO A REBAR WITH NO TAG;

THENCE NORTH 89°49'33" WEST, FOR A DISTANCE OF 240.34 FEET TO A REBAR WITH NO TAG;

THENCE NORTH 89°39'30" WEST, FOR A DISTANCE OF 252.11 FEET TO A PK NAIL WITH TAG STAMPED "LS 42137"

THENCE NORTH 89°45'13" WEST FOR A DISTANCE OF 100.91 FEET TO A 1/2" REBAR WITH NO CAP, SAID POINT BEING ON THE EAST LINE OF A WARRANTY DEED CONVEYED TO THE CITY OF ELOY AS RECORDED IN DOCKET 423, PAGE 76 OF OFFICIAL RECORDS OF PINAL COUNTY, ARIZONA;

THENCE NORTH 00°08'09" WEST, ALONG SAID WARRANTY DEED, FOR A DISTANCE OF 40.00 FEET TO A 1/2" REBAR & CAP STAMPED "LS 13570;"

THENCE NORTH 89°46'26" WEST, ALONG THE NORTH LINE OF SAID WARRANTY DEED, FOR A DISTANCE OF 1269.91 FEET TO A POINT ON THE EAST LINE OF A 50.00 FOOT HIGHWAY EASEMENT AS RECORDED IN DOCKET 278, PAGE 581 OF OFFICIAL RECORDS OF PINAL COUNTY, ARIZONA;

THENCE NORTH 00°05'54" WEST, ALONG SAID EAST EASEMENT LINE, FOR A DISTANCE OF 1288.43 FEET TO POINT ON THE SOUTH LINE OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SAID SECTION 18;

THENCE SOUTH 89°45'14" EAST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 1382.11 FEET TO A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE SOUTH 89°43'04" EAST, FOR A DISTANCE OF 251.96 FEET TO A 1/2" REBAR & CAP STAMPED "LS 13570;"

THENCE SOUTH 89°47'12" EAST, FOR A DISTANCE OF 240.07 FEET TO A POINT ON THE WEST LINE OF THE WEST HALF OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 18, SAID POINT BEING MARKED BY A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE SOUTH 00°03'44" EAST, ALONG SAID WEST LINE, FOR A DISTANCE OF 30.00 FEET TO A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE SOUTH 89°45'26" EAST, FOR A DISTANCE OF 674.46 FEET;

THENCE SOUTH 89°45'39" EAST, FOR A DISTANCE OF 199.10 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD;

THENCE SOUTH 53°47'39" EAST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 172.13 FEET TO A POINT ON THE EAST LINE OF THE WEST 337.90 FEET OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 18;

THENCE SOUTH 00°03'07" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 1196.23 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 18,

THENCE NORTH 89°46'35" WEST, ALONG SAID SOUTH LINE, FOR A DISTANCE OF 337.90 FEET TO THE **POINT OF BEGINNING.**

SAID PARCEL CONTAINS 3,744,113 SQUARE FEET, OR 85.953 ACRES, MORE OR LESS.

TOGETHER WITH THE FOLLOWING PORTION OF THE NORTHWEST QUARTER OF SAID SECTION 18:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 18 MARKED BY A BRASS CAP FLUSH STAMPED "GENERAL LAND OFFICE" FROM WHICH THE CENTER CORNER OF SAID SECTION 18 MARKED BY A 1" PIPE WITH TAG STAMPED "LS 37174" BEARS SOUTH 00°03'07" EAST, FOR A DISTANCE OF 2654.77 FEET;

THENCE SOUTH 00°03'07" EAST, ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 18, FOR A DISTANCE OF 1212.33 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD SAID POINT BEING THE **POINT OF BEGINNING**;

THENCE CONTINUING SOUTH 00°03'07" EAST, ALONG SAID EAST LINE, FOR A DISTANCE OF 26.47 FEET;

THENCE NORTH 89°43'51" WEST, FOR A DISTANCE OF 664.37 FEET TO A 1/2" REBAR & CAP STAMPED "LS 42137;"

THENCE NORTH 00°01'15" WEST, FOR A DISTANCE OF 509.81 FEET TO A POINT ON THE SOUTH LINE OF A 200.00 FOOT RIGHT OF WAY LINE FOR THE SOUTHERN PACIFIC RAILROAD;

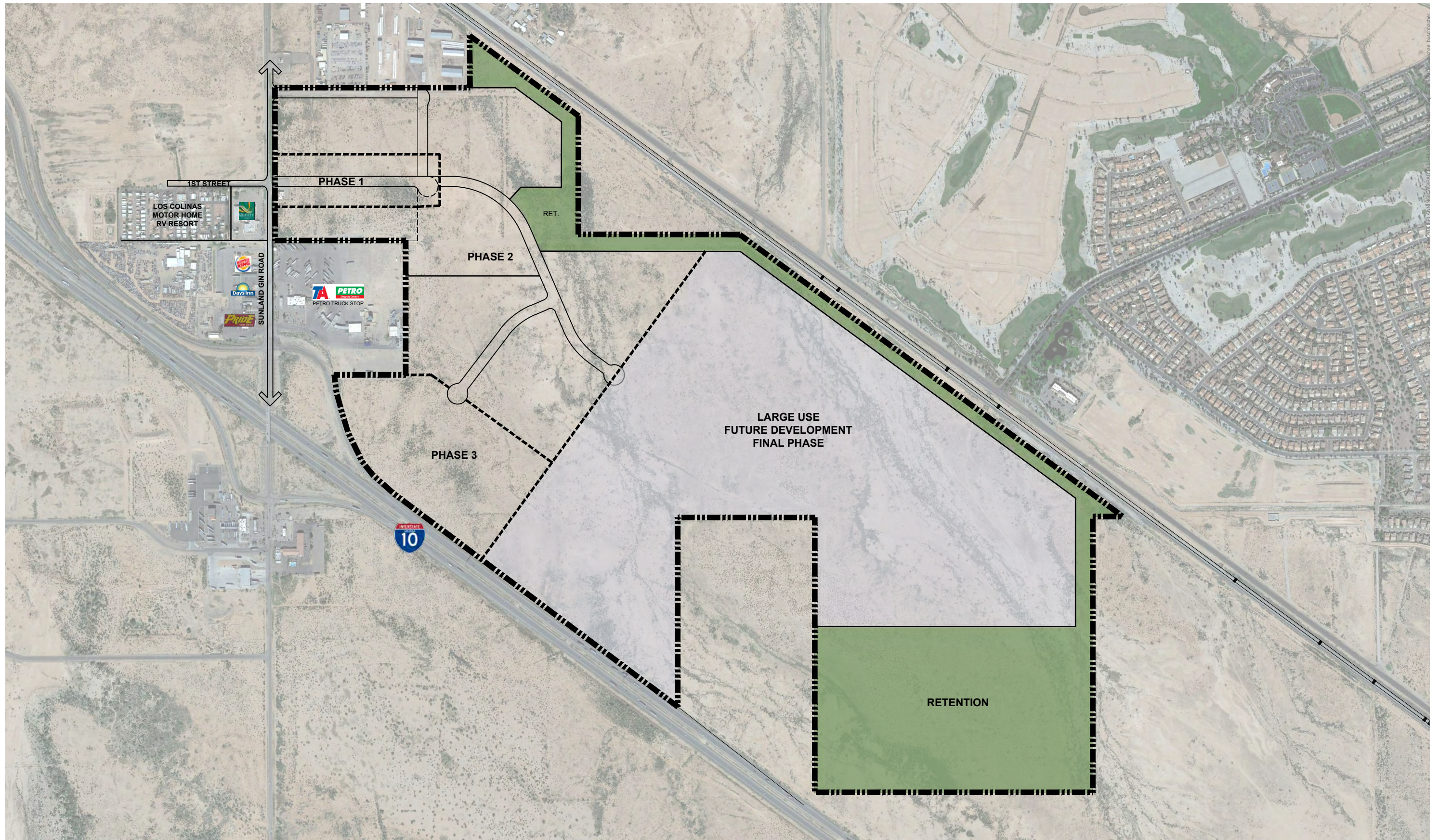
THENCE SOUTH 53°47'39" EAST, ALONG SAID RIGHT OF WAY LINE, FOR A DISTANCE OF 823.55 FEET TO THE **POINT OF BEGINNING**.

SAID PARCEL CONTAINS 178,160 SQUARE FEET, OR 4.090 ACRES, MORE OR LESS.

THE TOTAL COMBINED PARCEL AREA CONTAINS 26,919,993 SQUARE FEET, OR 617.998 ACRES, MORE OR LESS.



interstate 10-8 business park
Exhibit 13 - Conceptual Circulation Plan



interstate 10-8 business park
 Exhibit 14 - Conceptual Phase Plan

This plan is conceptual, subject to change, and does not represent any regulatory approval. All data should be verified against a current and accurate survey. Not for construction.