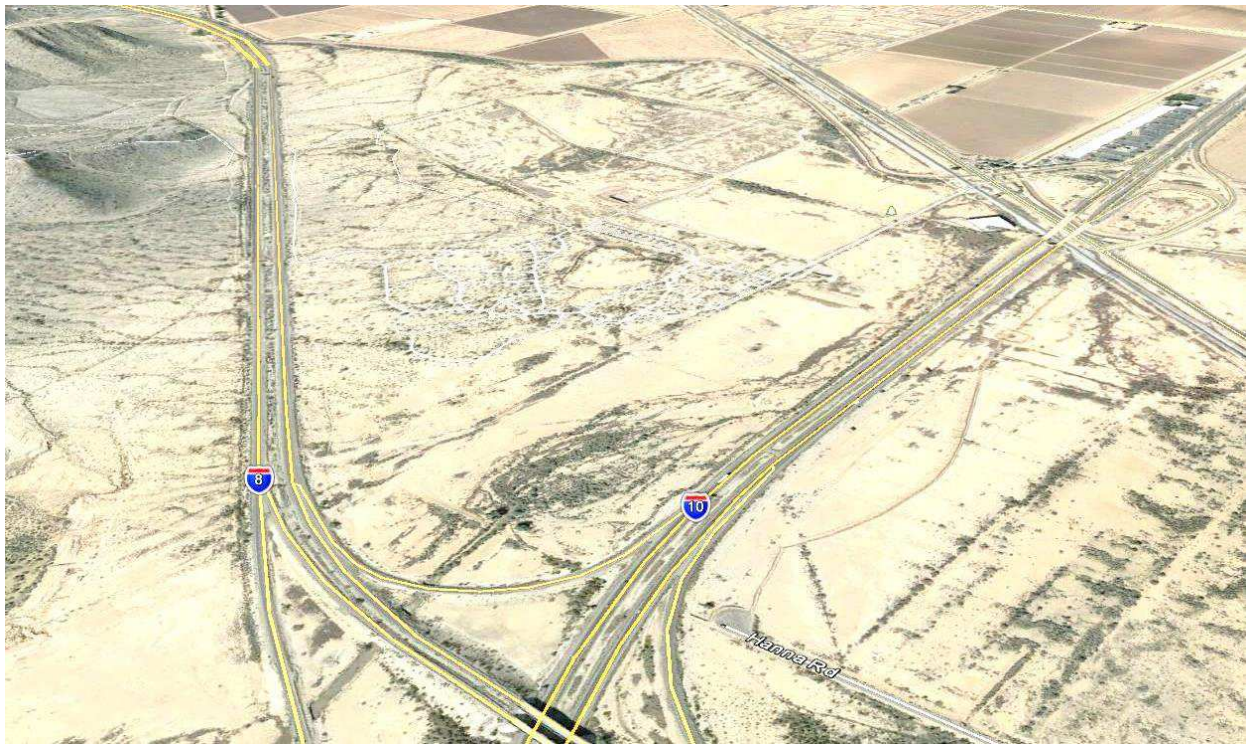


**AN APPLICATION
TO AMEND A
PLANNED AREA DEVELOPMENT
FOR**

**DREAMPORT VILLAGES
CASA GRANDE - NORTH**



Casa Grande, Arizona

Submitted
January 9th, 2017

Submitted For
The Block Sports Company

Submitted By
Gilmore Planning & Landscape Architecture, Inc.

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1. PROJECT TEAM

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2. PROJECT OVERVIEW

On behalf of The Block Sports Company (Owner), Gilmore Planning & Landscape Architecture (GPLA) respectfully submits for consideration and approval this Planned Area Development (PAD) Amendment for Dreamport Villages - Casa Grande - North (DVCG-North), a world class entertainment, resort, office and retail mixed use development to be centrally located to serve the greater Phoenix and Tucson MSA's. This PAD Amendment includes the original 524.9 acres for the Regional Gateway Commerce Center, plus an additional 93.1 acres that are contiguous. This PAD Amendment now represents 618.0 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**.

This PAD Amendment will compliment and support a second and concurrent PAD Amendment Application for Dreamport Villages Casa Grande-South (DVCG-South), which is located immediately south of Interstate 8. The Casa Grande Mountain Ranch PAD Amendment (DSA 13-00123) that was approved in 2013 for CGMR included 757.8 acres. That project area has also increased by acquiring additional property, which now includes 889.2 acres, a net increase of 131.4 acres. Situated at the juncture of Interstates 8 and 10, DVCG-North and DVCG-South total more than 1500 acres to be developed as a unique gateway project into the City of Casa Grande.

Collectively, DPCG-North and DPCG-South are intended to be classified and referred to as a "Destination Resort." The proposed DVCG will be conveniently located in between the Greater Phoenix and Tucson metro areas with combined populations in excess of 6.5 million people. As a multi phased project, the first phase of development for DVCG-North will establish the architectural character and theming for site improvements for the entire project.

The Owner intends to develop a comprehensive Destination Resort best compared to that of the Disney World Resort in Orlando Florida. As we know, tourism is among the top industries in Arizona and Dreamport Village hopes to increase tourism statewide and most specifically in Casa Grande. In addition, the commitment to this project should make a dramatic impact in tourism on a statewide level as their marketing budget for the first year of operation alone is 75% of what Arizona spends in total on annual tourism marketing. The economic impact of this project is simply staggering. In sales tax alone, the State will receive 5.6%, Casa Grande gets 2% and Pinal County gets 1.1%. This means that 3.1% of every dollar spent throughout the Destination Resort goes directly to the local government. This means that for every \$100 Million in annual sales generated from within Dreamport, Casa Grande gets \$2MM and Pinal gets \$1.1MM. This figure does not include Bed Taxes and other tax based revenue sources such as new residents and businesses that followed us to the area.

In addition, the first phase of this project will create approximately 5,800 direct and indirect jobs in addition to the more than 4 Million projected annual visitors, which is more than 10 times the population of all of Pinal County and more than 50 times the current population of Casa Grande.

At buildout, the projected number of jobs is roughly 15,000 direct and indirect jobs with the visitor count expected to surpass 15 Million. Because of the unique nature of this development and its sheer size, this PAD proposes some essential development standards. The Owner will present a Development Agreement further detailing the standards, process for approvals and vested entitlements. The development standards proposed within this PAD are designed to uphold a high level aesthetic quality, while providing flexibility in architectural design and recognizing the unique character of this project and its “gateway” location into the City of Casa Grande. To the extent that the proposed site design criteria or development standards vary from the City’s typical standards, the criteria and standards contained in this PAD shall govern.

The members of the project design team include:

- Owner/Developer: Ron Segall / Rudy Camp: The Block Sports Company
- Land Planner: Jack Gilmore: Gilmore Planning & Landscape Architecture
- Civil Engineer: Nate Cottrell: Cottrell Engineering Group
- Traffic Engineer: Paul Guzek: Lee Engineering
- Dry Utility Engineer: Ron Watson: Dry Utility Services
- Surface Water Consultant: George Cairo: Cairo Engineering
- Land Use Attorney: Jordan Rose: Rose Law Group (Dev. Agreement)

The assembled design team members have shared their resources to help prepare a Master Land Use Plan for this PAD Amendment. In addition, The Block Sports Company as the Owner/Developer has prepared a storyboard that illustrates the intended uses and recreational amenities (please refer to **Exhibit 10**). Subject to the approval of the PAD Amendment, the Owner will complete the acquisition of the Subject Property and begin the detailed site planning, infrastructure design, architectural and recreational amenity design along with the final design criteria for all the site improvements required to initiate the first phase of project development. The Final PAD Development Plan will include all the design elements establishing the architectural character and site development standards for Phase 1 and subsequent phases. The architectural design guidelines associated with the first phase of site development will qualify the long term intent for the project architecture, landscape architecture and site development improvements that can serve the City of Casa Grande as the base reference guide for the review of future phases.

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. This PAD Amendment clearly identifies the uses associated with these parcels. In addition, because the Owner will make the infrastructure improvements that are required by a Traffic Impact Analysis submitted at Platting, and those improvements will likely be significant, the PAD provides an off premise signage approval package which will allow the Owner to directly reach the public and recoup some of the up-front costs for these regional infrastructure improvements.

Pedestrian circulation will be a critically important design element. A canal system will be designed to permit transportation by water taxis through portions of the project. An on-site shuttle service will also provide visitors an option to move throughout the project. The Project will also develop a network of walkways that can move pedestrians efficiently in a safe and comfortable environment can add to the project experience.

DVCG-North will serve as the primary resort complex with supporting recreational amenities, indoor entertainment facility, water parks, restaurants, specialty retail, and eventually a themed amusement park. DVCG-South is intended to enhance the primary resort complex and amusement park with additional recreational amenities, a college campus annex and associated tech park, and residential development within a master planned community environment offering unique common area open space amenities, support commercial services, a site reserved for an elementary/charter school, and pedestrian access to the hiking trails within the adjacent Casa Grande Mountains.

2.1 Property Ownership

There are four existing ownership entities that represent the defined area for this PAD Amendment:

1. Casa Grande Mountain Ranch Limited Partnership (CGMR) owns 549.2 acres including the 524.9 acres represented in the original PAD for the Reginal Gateway Commerce Center (DSA-13-00136). Mr. George Chasse is the General Partner for the Limited Partnership. The 549.2 acres include the following parcels: 511-30-001D, 002K, 002L, 511-31-002, 003A, 003B, 004E, 005A, 005C, 006, 007; 511-21-015; 511-32-003, 008; 511-33-004A).
2. CGMR also owns the land area to be dedicated to ADOT for the proposed I-8 / Resort Parkway North (Henness Road) interchange, including the approach areas for the ramps. This land area comprises 24.3 acres which was assembled from previous land exchanges with the existing surrounding property owners and was excluded from the original PAD and which now represents the current CGMR ownership of 549.2 acres.
3. Karen Cunningham: owns 12.76 acres at the southwest corner of the existing Henness Road and Cornman Road alignments. Parcel No. 511-30-001C.
4. LS Partners: owns 14.98 acres immediately south of the Cunningham property. Parcel No. 511-30-002J
5. Julian Sanchez: owns 41.07 acres situated one quarter mile south of the southeast corner of the Henness Road and Cornman Road alignment. Parcel Nos: 511-30-002M, 511-31-003A, 511-31-004D, and 511-31-005B.

Refer to **Exhibit 2** for the location of these properties.

Ownership Summary:

1. CGMR – Original PAD land area:	524.90 Ac
2. CGMR – Future ADOT ROW	24.30 Ac
3. Cunningham:	12.76 Ac
4. LS Partners:	14.98 Ac
5. Julian Sanchez:	<u>41.07 Ac</u>

Total Land Area for this PAD Amendment: 618.01Ac

The Block Sports Company is under contract to acquire all of the properties listed above. In the future, Block Sports may also acquire other nearby property for incorporation into the overall plan. The Development Agreement allows for this future acquired property to be incorporated into this PAD and have the same restrictions and benefits as the original property. For the purposes of this application, The Block Sports Company will be referenced as the Owner. Given this understanding, and with the approval of these current land owners, the Owner is requesting consideration to establish a land use program to place a world class resort complex oriented to the exposure along these two freeways.

2.2 Existing Site Conditions

The Property is currently vacant with a relatively flat topography falling approximately 16' from the southeast to the northwest with an average cross-slope of .15%. The previous use of the property was the Tierra Buena Campground, which closed in 2012. 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 former campground facility. Salt River Project (SRP) has a 130' easement along the south side of the Cornman Road section line alignment with 230KVA overhead powerlines. 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 & Surrounding Land Uses attached as **Exhibit 3**, and the ALTA Survey with Topography attached as **Exhibit 4**.

2.3 Existing Zoning

The subject Property consists of three zoning districts as illustrated on **Exhibit 3: Existing Conditions & Surrounding Land Uses**. This application for a PAD Amendment includes the original PAD area of 524.9 acres, plus four additional ownership areas/parcels.

1. Parcel 1: Represents the existing PAD for the Regional Gateway Commerce Center (DSA-13-00136), a mixed use employment and commercial development representing 524.9 acres.
2. Parcel 2: Includes the land area along the north side of I-8 that is owned by the Casa Grande Mountain Ranch Limited Partnership. This area was separated from the previous PAD as part of the negotiations with ADOT and represents the land area that is to be dedicated as future ADOT right-of-way. Until the dedication occurs, this PAD Amendment will amend the current Urban Rural (UR) zoning to be part of the CGDV-North PAD. The intent is to avoid any potential sliver parcels should the previously projected ROW Boundary not align with the previous PAD Boundary. This area represents approximately 24.3 acres.
3. Parcel 3 "The Cunningham Property" is located at the southwest corner of the Henness Road and Cornman Road alignment, approximately 12.76 acres. The existing zoning is Urban Ranch (UR). The UR district is the City's "holding" zone retaining low density residential and agricultural uses until higher and better uses are approved.
4. Parcel 4: L.S. Partners is located immediately south of the Cunningham property and includes 14.98 acres. The existing zoning is Urban Ranch (UR).
5. Parcel 5: "The Sanchez Property" is situated one quarter mile south of the southeast corner of the Henness Road and Cornman Road alignment and includes three parcels totaling 41.07 acres. The west half (parcels 511-30-002M and 511-31-003A are zoned Urban Rural (UR). The east half (parcels 511-31-004D & 005B) are zoned Light Industrial (I-1).

2.4 Surrounding Zoning & Land Uses

The following land uses surround the proposed DVCG–North (See Existing and Surrounding Land Uses attached as **Exhibit 3**):

North: The north side of the Property is defined by the Casa Grande Canal. Beyond the Canal is the Union Pacific Railroad (UPRR) that includes two parallel tracks within their 200' right-of-way. Along the north side of the UPRR is Jimmie Kerr Boulevard / SR84, a principal arterial under ADOT jurisdiction that provides direct access to downtown Casa Grande and the City of Eloy. 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 that completed horizontal improvements, but was a casualty of the great recession. While the project appears to be abandoned, it is under new ownership.
- 2.) East of Mitchell Road to Cox Road (section line) are existing agricultural fields, that have been master planned under two PAD's; one for Lonesome Valley Farms, 75.5 acres for a variety of proposed commercial and light industrial projects, and the second PAD is for the Shops at Palm Court, a proposed 34.4 acre mixed use commercial project.
- 3.) East of the Cox Road alignment is a former Outlet Mall that fronts onto Interstate 10.

East: Interstate 10 is directly east of the Property and provides a valuable marketing window. East of I-10 and south of Jimmie Kerr Boulevard is the 580,000 square foot Central Arizona Distribution Center. The balance of the area immediately east of I-10 and south of Jimmie Kerr is zoned I-1 for light industrial uses.

South: Interstate 8 defines the south boundary. South of I-8 is another Planned Area Development for Casa Grande Mountain Ranch, a 757.8 acre residential master planned community. The original PAD (CGPZ-331-06) was approved on June 18, 2007, and a PAD Amendment (DSL 13-00123) was approved April 2, 2014. DVCG-South is another PAD Amendment which is being processed concurrently with this application that will amend the previous PAD and PAD Amendment by including complimentary recreational amenities, yet retaining a significant portion of the master planned residential community

West: The land area north of the Canal is under the jurisdiction of Pinal County and is currently in agricultural production.

2.5 General Plan Conformance

The entire Property is designated on the City of Casa Grande's General Plan 2020, as Commerce and Business. This land use designation "*will provide for highly visible and accessible areas for intense commercial, retail and light manufacturing occurring within buildings, and the services necessary to support them. As employment and commercial centers are located along freeways and principal arterials, this land use category allows a broad mix of complimentary land uses appropriate to their location. These areas also serve to support future transit and transportation interchanges*". The proposed development fully conforms to the General Plan designation.

2.6 Proposed Zoning

This PAD Amendment will replace the PAD for the Regional Gateway Commerce Center with a PAD for DVCG-North. This PAD Amendment is intended to provide a basis for the development of a destination resort complex with a mixture of recreational amenities, commercial, and hospitality related uses. This Amendment includes a defined list of permitted uses (Item 3.7 below) along with some general site development criteria that will be further defined with the submittal of the Final Development Plan and Plat for the first phase of project development.

In addition, the scale and number of signs allowed within the Comprehensive Sign Plan (CSP) will be more specifically described in the proposed Development Agreement submitted separately from this PAD Amendment. The CSP shall promote a comprehensive design program for the Project's signage, including project identification, directional signage, individual project signage along the interior roadway network, with provisions for the various types of users and/or tenant names, building numbers, etc. The-scale of the project and the necessity to manage the predominant southbound traffic along I-10 into the project has prompted the Owner to include off-premise signage in the form of digital signs within the CSP. In addition, because the cost of the likely first phase infrastructure improvements will be tens to hundreds of millions of dollars and will benefit the entire City, the Owner needs some ability for immediate revenue generation.

2.6.1 Amendments

Major Amendments. Any increase in residential density or commercial intensity that exceeds the overall dwelling or lodging units per acre allowed under the PAD as calculated for the entire property subject to that PAD rezoning shall be considered a major amendment to the PAD zoning, and shall require Council approval.

Minor Amendments. Except for those changes expressly included above as a Major Amendment, modifications and amendments to the applicable PAD zoning for any portion of the Property shall not necessitate approval by the City Council, but shall be approved in writing by the City's Planning Director or designated representative.

3. MASTER LAND USE PLAN

DVCG-North will be processed under this PAD Amendment as a single land use, Resort Commercial. The permitted uses for this PAD are listed below in item 3.7. Although this PAD Amendment only addresses the project area north of Interstate-8, it is important to consider the relationship and potential support of DVCG-South, another 889.2 acres situated immediately south. Even though these PAD Amendments are required to “stand on their own”, the Owners understand that the “market” will envision and respond to Dreamport Villages, which represents the combination of these two PAD’s, a project representing more than 1500 acres. Without question, the location of these two PAD’s at the system interchange of Interstates 8 and 10 establishes Dreamport Villages Casa Grande as one of the very best opportunities for the City of Casa Grande to support the development of a very unique “gateway” project.

The proposed Destination Resort, Extreme Sports venue and the Entertainment Attractions associated with DVCG-North will create thousands of jobs and add significant tax base revenues to the City’s General Fund. The lack of any conflicting development in the immediate area provides a relatively clean slate for this major mixed use commercial project to develop an iconic gateway statement for the City of Casa Grande. There are relatively few system interchange locations within the State of Arizona. Site selectors for major theme park projects seek out these locations primarily for their exposure onto two interstates and the expedient access from multiple freeways supporting regional and interstate traffic. Add to this the opportunity for a new Amtrak Station and the market reach improves substantially. Refer to **Exhibit 5** Maser Land Use Plan.

The entire Dreamport Villages project at buildout has a projected budget of up to \$4.0 billion to be completely developed over an estimated 7-10 Year period, which may include developing a separate smaller location closer to Phoenix Sky Harbor Airport to help create brand awareness and drive more traffic to DVCG. This two-location model is similar to San Diego Zoo (100 Acres) in Downtown Sand Diego and the Safari Park (1,800 Acres), which is 35 miles away in a rural area, east of Escondido, CA. The Owner will develop the majority of the primary facilities of the vertical development within Phase 1, which is projected to cost up to \$700 million. The entire Phase 1 development is estimated to cost up to \$1 billion through 3rd party co-developers.

The Owner has retained the services of a specialized market research company that focuses on mixed use theme park projects. The significant results that have influenced the programming for Dreamport Villages include:

3.1 Market Area Demographics

- An analysis was performed on 4 markets, i.e. broad market, target market, local market and target submarket. Additional analysis was performed on the State of Arizona, Tucson and Yuma MSAs that are part of the broad market.

- The broad market is defined as a roughly 400 Mile radius of DVCG which includes several U.S MSAs and several northern tier cities in Mexico. The broad market represents a population of 39.2 million.
- The target market consists of both the Phoenix and Tucson MSAs with a combined population of 6.5 million and average household income of \$70,355.
- The local market consists of the Phoenix MSA with a population of 5.4 million and average household income of \$71,817.
- The target submarket consists of a 100 Mile radius of the proposed DVCG site.

3.2 Arizona Tourism

- More than 42 million people visited the state of Arizona in 2015, generating \$21 billion in direct spending,
- For 2015 there were 36.4 million domestic visitors to Arizona (a new record), an increase of 2.6 million or 7.8% over the previous peak of 33.8 Million in 2007. Of this total, 83% were leisure visits and 17% were for business. They stayed an average of 3.7 nights. Average age of domestic visitors was 45.1 years with an average household income of \$70,380.
- Mexico generates the largest number of international overnight visits to Arizona (3.8 million) followed by Canada (0.9 million). Overall, there were 5.7 million international tourists during 2015, an increase of 6.3% over 2014.
- Real Amusement Sales rose 17.5% in 2015.
- Although the 1st quarter is typically the highest spending quarter, there is a significant amount of travel spending throughout the entire year.
- The total number of deplaned passengers at Sky Harbor Int'l Airport was 22.0 million in 2015. Except for March at 2.13 million deplaned passengers, there are a relatively steady number of deplaned passengers throughout the year. Sky Harbor Int'l Airport is 46 miles from DVCG-North.
- The last study, conducted after the 2003-04 visitor season, estimated the state's seasonal population swelled by about 300,000 long-term visitors, with a spending impact of \$1 billion. With the increased number of baby boomer's retiring, the seasonal population has, most likely, increased significantly.

3.3 Greater Phoenix Overview

- Greater Phoenix encompasses 2,000 square miles and more than 20 incorporated cities, including: Glendale, Goodyear, Scottsdale, Tempe, Chandler, Gilbert, and Mesa. Maricopa County, in which Phoenix is located, and covers more than 9,000 square miles.
- Phoenix Sky Harbor International Airport is located four miles from downtown and 20-30 minutes from most resorts. It is served by more than 20 carriers.

3.4 Circulation

These market projections directly influence the necessity to design an efficient access and internal circulation system for vehicular access including busses and RV vehicles, as well as safe and comfortable pedestrian walkways to move large numbers of guests throughout the project. The most significant source of guests, approximately 75% will come from the Phoenix Metro Valley and the tourism commerce that is centered on a population base of approximately 5-6 million residents. A Master Circulation Study has been prepared by Lee & Associates and submitted with this application. Because the primary source of guests will come from the north along Interstate 10, the Project is considering various scenarios to access the project. Although the alignments and routes are very similar, it is cost and timing to build the interchanges on Interstates 10 and 8 that may determine the final solution.

Access Option One: I-8/Henness Road Interchange: The Change of Access Report and the Design Concept Report have both been approved by ADOT and the Federal Highway Administration (refer to **Exhibit 8** FHWA Letter). This new interchange would be constructed by the Owner and would provide immediate freeway access to and from Interstate 8 for both DVCG-North and DVCG-South. The Project intends to request that the north side major arterial be named "Resort Parkway North". The Parkway will direct traffic north to the Dreamport Villages main entrance situated approximately one-half mile from the interchange. Included within this first phase will be an overpass to allow Resort Parkway North to cross over the UPRR and Jimmie Kerr Blvd and intersect Selma Highway. Project representatives have met with the local UPRR Staff to discuss this potential and have received very positive support based on the understanding the new overpass would replace the existing grade crossing at Cox Road. From this Selma Highway intersection, traffic could be directed east to a new interchange with Selma Highway that may only include the north half ramps. ADOT has already approved this interchange which scheduled to be constructed with the new system interchange for I-10 and I-8 approximately 15 years. Please refer to **Exhibit 6** Master Circulation Plan that illustrates these two access routes. The Owner will construct this interchange concurrent with the I/8 Henness Interchange as the most effective solution to direct the southbound into the project. An alternative would extend the Resort Parkway North to Florence Boulevard, approximately two miles, and use the existing I-10 / Florence Blvd interchange with the understanding that a new Selma Highway interchange would still be constructed by ADOT at a later date.

Access Option Two: Construct a traditional full diamond interchange at Selma Highway and I-10, construct the Resort Parkway North Overpass to cross over the UPRR and Jimmie Kerr Blvd, and construct the I-8 Henness Road interchange initially as an overpass to open access to DVCG-South. The ramps could be added at a later date by the eventual master developer for the residential community, or when the I-10/I-8 system interchange is constructed. The decision to select this second option will be influenced

by the scope of development for DVCG–South that could shift some of the Resort Commercial uses to the north side of I-8.

There will be additional vehicular routes providing secondary project access:

1. Village Springs Road (Hatfield Road): intersects Resort Parkway North at the main entrance into the project. This collector road will extend through DVCG-North and in a later phase continue under or over I-8 to Resort Parkway South. This same collector road will continue west from Resort Parkway North to Peart Road and in a later phase, the Project will request that this road be extended to Trezell Road providing secondary access to Interstate 8. Resort Parkway South: aligns with the south side I-8 and will provide users with a secondary route to the interchange at I-10 and Sunland Gin Road.
2. Developers for each phase of the Project will submit development plans for review and approval as represented in the Traffic Impact Studies required with the first phase of development and under the terms of the Development Agreement.
3. Future project circulation may also be enhanced with a proposed Amtrak Station to be included with the next phase of development.

3.5 San Carlos Irrigation & Drainage District

Integral to the Project will be water based amenities. Plans call for a water taxi system that can transport guests from parking areas to the Resort, to the Extreme Sports Complex, to the Adventure Zone, and to the future Amtrak Station. Waters sports will include 2 wake board cable systems on an approximate 7.5 acre lake treated for full body contact, and a separate 12-15 acre lake used primarily as a visual amenity for the resorts and water taxis.

The source of water for these amenities relies on the surface waters available from the San Carlos Irrigation and Drainage District (SCIDD). The Project will develop a network of water features with canals and adjacent walkways which will be integral to the pedestrian experience. SCIDD has qualified that as long as these water features are designed as a storage reservoir(s) used as a means to balance irrigation demands throughout the downstream network, then the State's restrictions limiting surface area will not apply. SCIDD has been planning for this type of reservoir which the Project has been able to capitalize for the benefit of the both the Project and SCIDD. Because these storage reservoirs are situated outside SCIDD's service boundary, the Project cannot draw water for use, but the reservoir can serve as a visual amenity and be used for recreational activities. With SCIDD's approval, the Project may elect to acquire additional water from other sources and "wheel" that volume through SCIDD's upstream canal into the storage lakes and water features, which can be used by the Project. SCIDD will require service access along both sides of the canal with one side sized for maintenance equipment during their one month dry-down season. Subject to SCIDD's approval criteria, the storage reservoir waters may be comingled with the Project's Class 'A' effluent water and returned to the canal system for use by the farmers downstream.

Ownership of the lakes, canals, and related water features may be transferred to the City of Casa Grande, subject to the terms of a Development Agreement. Long term maintenance of these facilities will remain with Dreamport Villages Casa Grande.

3.6 Land Use Summary

Resort Commercial – Net Developable:	528.6 Ac
Future ADOT ROW	89.4 Ac
<hr/>	
Total Gross Land Area of DVCG-North PAD :	618.0 Ac
Minimum Open Space at 15% x 528.6 Ac: (79.3 Ac)	

3.7 Permitted Uses

DVCG-North will be developed in accordance with all land use regulations and development standards applicable to the City of Casa Grande Zoning Ordinance, except as amended by this PAD Amendment. All other development standards will be in accordance to City Code requirements.

Amphitheater: Indoor & Outdoor; musical concerts, theatrical, and variety events with convenience uses; snack bar, restrooms
Amusement Park – Commercial type with amusement rides and attractions for daytime and nighttime use including: amusement park style rides including but not limited to roller coasters, dark rides, and observation decks. PS-1
Animal boarding facilities within enclosed structures
Banks and other financial institutions
Commercial Recreation – Indoor & Outdoor: motor sports, off-road vehicles, exotic cars, racing, go-karting, obstacle course attractions, skateboarding, wakeboards, water skiing, inflatable water slides, surf pools, boat, jet ski, water jet packs and similar devices, snow and ice activities including skiing, sledding, tubing, skating. extreme sports, swimming, scuba diving, rock and wall climbing, ziplines, arcade, canoe rides, live shows, stunt shows, animal shows., and various augmented and virtual reality attractions, simulation rides Variety and musical shows, haunted house type attractions, plays, ice-capades, circus, light shows, fireworks, pyrotechnic, concerts, including but not limited to other entertainment park attractions, etc. (PS 4 & 5)
Convenience food store with fuel islands; Performance Standard (PS-2)
Daycare Center; PS-3
Delicatessen and catering establishment
Dry cleaning and laundry - Commercial type.
Electrical substation
Energy production off-grid: solar, wind, geothermal, gasification/pyrolysis, bio-digester.
Food Sales from Vendor Carts. Pre-processed foods only.
General service uses including business, personal and professional service.
General Retail businesses engaged in direct sales to the ultimate consumer, including internet sales)

Hotel, Motel and Time share and/or fractional ownership units limited to 30 day periods, renewable.
Medical, dental or health clinic
Offices, professional & administrative
Parking Garage and Offsite Parking Lots
Passenger Rail Service: Railroad Station with convenience uses
Product development and testing activities
Public buildings
RV Park for overnight guests and short term stays.
Recycling Facility primarily as a feedstock source for generating electricity for the project. (PS-4)
Resort: +/- 300 rooms with conference facilities, restaurant, lounge, entertainment, and multiple recreational amenities. (PS 5,6,7)
Restaurants, fast food with drive-thru
Restaurants, sit-down
Schools, Public or private
Specialty Retail Sales only for equipment used and tested within the Project, including: electric vehicles, boats, bikes, etc..
Studio for Movie, Television, and Radio; including communication and broadcasting.
Tavern, bar or lounge
Transportation-water taxis, trolley (rail and tires), tram, electric vehicles and charging stations, autonomous vehicles, buses/shuttles, monorail (any speed), horse drawn carriage. (PS 5 & 6)
Warehousing / Distribution (PS 4 & 7)

3.7.1 Performance Standards

The performance standard requirements are outlined in the table below.

PS-1 Amusement Park Structures for amusement rides and attractions including observation decks may be up to 400 feet above grade.

PS-2 Convenience Stores with Fuel

- A. Pump stands shall be set back not less than twenty-five feet from any street right-of-way, not less than forty feet from any non-street property line, and not less than one hundred feet from any residential district boundary.
- B. Interior curbs of not less than six inches in height shall be constructed to separate driving surfaces from sidewalks, landscaped areas and street rights-of-way.
- C. Site improvements such as buildings or structures (permanent or temporary) shall be separated from any residential zone by at least fifty feet. Parking areas shall be separated from any residential zone by at least fifteen feet.

PS-3 Day Care Centers - involved in the care of minor children shall provide the following:

- A. A minimum of seventy-five square feet of outdoor play space per child shall be provided, from which at least fifty square feet of fenced-in play space per child shall

be provided, or as prescribed by Arizona Revised Statute. Fenced-in outdoor play space shall not include driveways, parking areas or land unsuited, by virtue of other usage or natural features, for children's play space.

PS-4 Exterior storage of goods and materials must be screened from view from adjacent properties and rights-of-way by a screen wall a minimum six feet (6') in height. Screen walls must complement the architectural materials and colors of the primary structure and/or Project and be screened from adjacent properties by a landscape buffer with indigenous trees planted 25' on-center.

PS-5 Landscaped walkways within the parking lots are required to reduce the impacts of parking areas and increase pedestrian accessibility. Emphasis on landscaping will be oriented at the driveway entrances and where pedestrians are directed along walkways and crosswalks. Landscaped planters must be located along the walkways in front of the buildings.

PS-6 Decorative masonry screen walls, minimum three feet in height, are required to screen all parking areas. Columns and horizontal staggers are required to reduce the linear appearance.

PS-7 Loading docks and building service areas must be oriented away from the freeway and public streets to mitigate visual and noise impacts. Loading docks and building service areas must be screened from public view with a combination of landscaping and decorative masonry screen walls.

3.7.2 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.
3. Outdoor Storage of goods and materials must be screened from view from adjacent properties and rights-of-way by a screen wall a minimum six feet (6') in height up to eight feet (8'), and a landscape buffer with indigenous trees planted 25' on-center. Screen walls must complement the architectural materials and colors of the primary structure.
4. Electricity Generator - Bio-Digester - Closed loop energy system (processed solid waste and processed sludge from the Waste Water Treatment Plant (WWTP) into electric energy). Residual is reprocessed to WWTP and/or local farmers. Facility will be within enclosed structure and/or under canopy.
5. Wastewater Facility – Private.

3.7.3 Master Developer/Owner Design Review Process

In order to facilitate rapid development of the DVCG-North, the PAD and Development Agreement set out a process of a Master Owner design review process. Similar to how Disney (and even Eastmark in Mesa) have interacted with their local jurisdictions, the Owner and City both have great incentive to be able to quickly permit and build the non-residential components of the project. The Owner as the Master Developer will be subject to an internal Design Review on all the non-residential components of the Project and as long as the Design comports with the guidelines set forth within this PAD and the Development Agreement, the City shall accept the Internal Design Review approval as final. The City will retain all building permitting authority.

4 SITE DEVELOPMENT STANDARDS

Dreamport Villages Casa Grande-North shall be developed in accordance with the following PAD standards for lot configuration, building and landscape setbacks, and building heights.

4.1 Dimensional Requirements and Bulk Regulations

<i>Bulk Regulations:</i>	Commercial - Retail, Restaurants, Offices	Commercial Resorts	Hotel / Motel/TS	Commercial Rec. Outdoor	Amusement Park Structures
Minimum Site Area:	N/A	NA	NA	NA	NA
Minimum Lot Width:	125'	250'	150'	250'	250'
Minimum Lot Depth:	150'	350'	200'	250'	300'
Maximum Building Coverage:	NA	NA	NA	NA	NA
Maximum Building Height ⁽¹⁾ :	60'	260'	150'	120'	400' ⁽⁵⁾
Minimum Building Setbacks: from Property Line⁽²⁾					
Front :	30'	40'	30'	30'	50'
Interior Side:	15'	30'	25'	20'	20'
Rear :	10'	30'	25'	20'	20'
Street Side :	20'	30'	30'	25'	50'
PAD Perimeter Building Setback					
	Equal to Building. Ht.	150'	100'	50'	Equal to Height
Minimum Landscape Setbacks: from PL to Parking^{(3) (4)}					
PAD Perimeter	30' ⁽⁴⁾	30'	30'	30'	30'
Arterial Streets:	30'	30'	25'	25'	25'
Other Public Streets	20'	20'	20'	20'	20'
Side:	10'	15'	10'	15'	15'
Rear:	10'	20'	10'	15'	15'
Minimum On-Site Landscape					
Per Lot	12%	25%	15%	20%	20%
Total DPCG-North	15%				

Notes - Dimensional Requirements and Bulk Regulations

- (1) Maximum Building Height shall be to the top of parapet walls, mechanical screening, and architectural embellishments, such as cupolas, domes, monuments, and towers. Parapet walls, mechanical screening elevator penthouses and architectural embellishments shall be limited to 10' above the roof line. Reference building height shall be the curb elevation at or near the center of the adjacent front property line.
- (2) Parking, circulation and maneuvering shall be allowed within Minimum Building Setbacks, but shall not be allowed within Minimum Landscape Setbacks.
- (3) Driveways and walkways shall be permitted to cut across Minimum Landscape Setbacks.
- (4) For rail served property, the landscape setback may be reduced to 0'. For lots with side or rear yards adjacent to UPRR, but without rail service, the landscape setback is 10'.
- (5) Maximum height for amusement park structures, subject to FAA clearances.

4.2 Off-Street Parking

All required parking for all structures shall be satisfied on-site in conformance with 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 City of Casa Grande. On Street Parking shall be allowed in the Commercial, Industrial and Resort Components of the Dreamport in order to foster a more active and convenient street scene and uses.

4.3 Site Design, Grading, and Drainage

DVCG-North faces a number of unique site design and engineering challenges. Since the project will be designed to be very interactive, site grading and drainage will be sensitive to areas of use, their function, and aesthetic criteria. Some of the unique aspects and challenges include:

- Site Grading & Drainage:
The entire site drains to the north and this general pattern will be maintained. To manage storm water, retention basins will be distributed throughout the Project and the Storage Lake will be designed with additional freeboard to hold a large volume. These retention basins will be designed to hold a 100-yr, 2-hr storm event. Drywells will be installed throughout these areas as part of the solution

5 PHASE 1 DEVELOPMENT

The first phase of development must submit an application for the Final PAD Site Plan Approval. Subject to those approval stipulations will be a separate application for a Subdivision Plat, which will include infrastructure improvements for roadway off-sites, wet and dry utilities, and mass grading. The first phase of development will also include Architectural Guidelines that will establish the architectural theme, project landscape and streetscape themes, entry monumentation, buffer standards, and a comprehensive sign package, which together will establish a comprehensive design theme for the Project. Please refer to **Exhibit 10** – Storyboard that illustrates the proposed uses.

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 qualify the property as “shovel ready”, access into the Project is 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. To appropriately address the necessary access for the projected volumes, the Project will construct freeway access an internal circulation in accordance with a Traffic Impact Analysis prepared for Phase 1.

The Project scope of Phase 1 is still to be determined, but at a minimum is expected to include the following:

5.1 Arizona Extreme Sports Park (AESP) Overview

- AESP also known as “The Block” will include a mix of immersive, experiential activities (Adventure Zone) bound together in a themed facility and will also include various entertainment venues and live shows.
- Main venues will include Motor Sports with Exotic Car Driving Experiences on a Formula One style race track, 4 challenging Go Kart Tracks; Waters Sports including 2 wake board cable systems on an approximate 7.5 acre lake, and Skill Sports such as Zip lines and Rock Climbing.
- The Adventure Zone which will combine the best children’s, family and thrill rides.
- Amusement business data collected by IAAPA indicates that on average, North American families will visit a full-featured family amusement center 3.2 - 4.6 times per year.
- The amusement park and arcade industries are projected to grow at approximately 5% per year through 2020.
- AESP which includes cable wakeboarding had 3.23 million participants nationally in 2015, of which 1 million were frequent participants.
- The projected land area is approximately 176 acres.

5.2 Resort Hotel and Indoor Waterpark Overview

- Within DVCG-North, there will be a 300 room full service Resort Hotel immediately adjacent to a 100,000 SF indoor water park, 20,000 SF indoor meeting space and 20,000 SF family entertainment facility. The Resort Hotel will be adjacent to the lake and close to an area dedicated for a future outdoor Amusement & Water Park, with some additional indoor features.
- Occupancy rates start out on the lower end at 65% and gradually build up to 85% over a five-year period as the Park becomes more established. Average daily rates are competitive with higher-end hotels in the target market area.
- According to CBRE Econometric Advisors, the greater Phoenix hotel market and hotel values are expected to maintain their strong upward trajectory as the market seeks to return to pre-recession levels.
- High performing submarkets in the Southeast Valley, such as Tempe and Chandler, are expected to experience the largest influxes of new supply in the coming years, largely due to their rapidly expanding employment bases.

5.3 The Village Marketplace – An Outdoor Retail & Entertainment Zone Overview

- Within The Village Marketplace there will be 2 retail components surrounding a 12-15 acre Lake and Canal system used for water taxi transportation. On the ground level will be 100,000 SF of retail accompanied by 20,000 SF of office space on a second floor.
- Retail space will be leased at the rates consistent with the upscale market in the Phoenix area. Retail space occupancy rates are projected to increase from 70% in Year 1 to 95% in Year 5.
- Revenue (in current dollars) for retail trade in the U.S. is forecast to grow at an annual compounded rate of 5% between 2015 and 2019.
- The U.S. extended-stay market has been performing well in recent years, and is gaining popularity among developers and investors.
- Upper-scale extended-stay hotels performed well in occupancy, ADR and RevPAR. These trends correspond with the increased demand in the most recent three years. For 2014, the overall occupancy was 78.2%.
- The Village Marketplace also has room for additional hotels (future development).

5.4 The Gated RV Park / Restaurant / Motel Overview

- The Gated RV Park is an upscale facility with up to 240 spaces.
- Each space will include a Gazebo and Storage/Garage unit.
- Guests will have access to community pool, clubhouse and laundry facilities.
- Immediately adjacent to the Gated RV park will be a full service restaurant and mid-scale 200 room motel.

Later phases 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 3.7) provided in this PAD, and development standards as approved with Phase 1.

6. ARCHITECTURAL DESIGN GUIDELINES

Architectural Design Guidelines are intended to serve the Project, interested 3rd party developers, tenants, design teams, and City Staff with general design criteria for the Project. The Guidelines will be prepared by the Owner and used by City Staff as the means to manage the approval process the various applications associated with the Project.

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 at this time, architectural standards for the development will be established that will stimulate creative architectural solutions for each building type. 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. 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.

6.2 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 the 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.

6.3 Maintenance Responsibilities

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

6.4 Building Material

A wide variety of building materials may be used to define the architectural theme. All buildings located within the Project shall be architecturally styled to achieve harmony and continuity of design. Building elevations shall be coordinated with regard to color, texture, materials, finishes, and form. All signage shall be integrated into the building design. Side and rear walls of buildings or structures shall be coordinated with the front walls and those publicly visible portions of the side walls.

6.5 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.

6.6 Loading Areas

All truck loading or loading docks shall be located at the rear or side of the buildings, and shall be screen with a combination of six foot (6') screen walls and tree massing spaced to effectively screen public views.

6.7 Refuse Collection Areas

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

7 PROJECT LANDSCAPE

7.1 Landscape Theme

The selection of plant material to be prescribed for trees, shrubs, groundcovers, grasses, and accents will be selected from the Arizona Department of Water Resources Low Water Use / Drought Tolerant Plant List for the Pinal Active Management Area (Pinal AMA). A Master Landscape Theme and Plan will be prepared with the first phase of site development. The size and quantities of plant material shall conform to the landscape standards as referenced in the Casa Grande Development Code, except as modified and approved by Staff. Details of the proposed landscape theme with layout, quantities and sizes of plant material will be resolved during the Final Development Plan/Major Site Plan Approval. The amount of landscaped area for the Project shall equal or exceed an overall value as defined under the Open Space Requirements of this PAD which represents a minimum area of 15%. The Project Landscape 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.

7.2 Streetscape

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

8 PROJECT SIGNAGE

A Comprehensive Sign Plan shall be prepared in accordance with the provisions of Section 606 of the Casa Grande Sign Code, and documented in the Development Agreement. The number and design of the approved signs to be contained in the more detailed CSP is set forth below and in the Development Agreement. The Comprehensive Sign Plan (CSP) may be processed separately and in advance of the PAD Final Development for Phase 1, and if it follows the guidelines agreed upon in this PAD (below) and the Development Agreement, the City Manager shall issue approval. The CSP will include the location, size, height, color, lighting and orientation of all proposed signs. Project identity signage shall be oriented to take advantage of the interstates' exposure and may include one or more digital pylon structures with events and activities listed.

Of particular importance and because of the type and scale of the Project, off-premise signage will be critically important to direct the large number of visitors to the project, which could exceed 3.5 million in the first full year of operations beginning 2020. These off-premise signs could be digital type and would be used for project identification, event information, and to direct traffic to access points off Interstates 8 and 10. The CSP will include design proposals for the number and location of freeway and off-premise signs and will further qualify all signs based on: type, size, location, illumination, and height that will be typical for the Industry and shall meet State and ADOT requirements.

The intended purpose of the PAD is to request deviations from ordinance standards for the benefit of a particular project when justified. Under the CSP and as requested within the PAD Amendment, the Project will request deviation from Section 605, and will prepare a comprehensive program for project signage (Section 606) including off-premise signage, and which may include provisions from Section 607 to create a Special Sign District for the Project.

Section 606 states, *"If the comprehensive sign plan is found to be acceptable, exceptions to the provisions of this Code may be granted, if the sign areas and densities shown on the plan are in conformity with the intent of the Sign Code and if such exceptions result in an improved relationship between the various parts of the plan."*

8.1 Billboard Signs (“Billboards”)

Billboards shall be permitted on the Property adjacent and oriented towards freeways and arterial streets. Billboards shall be permitted adjacent to collector streets within the Property if oriented towards recreation or commercial areas such that they are clearly meant to be read from those areas.

Billboards shall:

- 8.1.1 Be no more than 25 feet by 60 feet or 1,500 square feet in area per face where adjacent and oriented to a freeway.
- 8.1.2 Be no more than 14 feet by 48 feet or 672 square feet in area per face where adjacent to a highway other than a freeway, unless otherwise stated in the comprehensive sign plan for the Property.
- 8.1.3 Be no more than 75 feet in height when adjacent and oriented to freeways.
- 8.1.4 Be no more than 50 feet in height when adjacent and oriented to arterial streets.
- 8.1.5 Be no more than 35 feet in height when adjacent and oriented to collector streets.
- 8.1.6 Have static or digital displays. Digital displays may not change non-animated displays more frequently than once every seven (7) seconds. Animated digital displays shall be permitted.
- 8.1.7 Not be located less than 500 feet from another Billboard when adjacent and oriented to a freeway.
- 8.1.8 Not be located less than 300 feet from another Billboard when adjacent and oriented to an arterial street.
- 8.1.9 Comply with State statutes and regulations regarding billboards where applicable and more restrictive than those herein.

9 PROJECT INFRASTRUCTURE & UTILITIES

9.1 Pedestrian Circulation

Developer shall provide eight foot (8') minimum meandering sidewalks along Resort Parkway North between I-8 and the south side of the overpass for the UPRR/Jimmie Kerr Boulevard, as well as along Village Springs Road between Resort Parkway North and the north side of I-8. West of Resort Parkway North, Village Springs Road, the meandering sidewalk width will be six feet (6') through the project. All other interior streets within the Project will have six foot (6') sidewalks constructed along both sides in accordance with the City's standard design criteria at the time of construction. The service drives along the canals shall also be used for pedestrian circulation finished with ¼" minus decomposed granite with appropriate subbase improvements and compaction for service trucks and maintenance equipment. Accessible ADA paths and sidewalks shall be provided from the parking areas to the building entries as required by applicable codes.

9.2 Street Improvements

Street improvements will be constructed per City of Casa Grande standards and in conformance with the approved Traffic Impact Analysis. Dedications for rights-of-way will occur with the Final Plat or with a Map of Dedication and will be of a width required in the approved TIA.

Street lights shall be installed to satisfy Engineering Department design criteria for foot-candle distribution along streets, crosswalks, and pedestrian corridors. Owner shall reserve the right to use non-standard equipment and fixtures that are more consistent with the Final Design Guidelines for DVCG-North.

9.3 Water Service

The Owner and Project Team have been meeting with the Arizona Water Company to establish the development criteria for long term domestic water services for both DVCG-North and DVCG-South. The project area is within the CC&N service of the Arizona Water Company, and there is an existing Analysis of Assured Water Supply issued by ADWR (**Exhibit 7-C**) for the Center Point of the Southwest that extends through July 2018. Based on the current Analysis of Assured Water Supply, the Project has available water rights that are than adequate for the full build-out of the project. Please refer to the Water Service Report prepared by Cottrell Engineering Consultants included with this application. The Project will be implementing additional water analyses as well as updating and extending the Analysis of Assured Water Supply for the later phases of the Project. The Project is located with the Pinal Active Management Area and all requirements for establishing assured water rights apply as conditions for approving Final Plats. In addition, the Pinal AMA requires the use of low plumbing fixtures and low water use plant material throughout the Project.

There is an existing 12” water line within the Project that extends along the Cox Road alignment and continues under I-8 to the south (refer to **Exhibit 7-A** Utilities Plan for the location of services). Although there are other potential connections for water service north of Jimmie Kerr Boulevard, the required volume for the Project dictates a larger more comprehensive solution involving storage tanks and pump stations to satisfy demand for domestic and fire services. Details of the final layout and associated improvements will be included with first application for Site Plan Approval. These facilities would be dedicated to and maintained by the Arizona Water Company.

9.4 Sanitary Sewer Service

In previous meetings with Kevin Louis, the Public Works Director for the City of Casa Grande, it was determined that the required services for sanitary sewer would involve the extension of an oversized sewer line from the existing WWTP, approximately 11 miles to the Project, a prohibitive cost. In accordance with Kevin’s recommendation, the Project will be using a “pre-engineered of package treat plant” that will be designed for the full buildout of the project. This wastewater facility will be designed initially for 250,000 gallons/per/day (gpd), and modules added as the project development expands. Of special interest is the fact that the initial module requires such a small footprint – less than 15,000sf, and it requires no chemicals, is odor free, and it produces Class ‘A’ Water as defined by the ADWR. This Class ‘A’ discharge will be used to maintain the volume in the storage lakes as well as a source for landscape irrigation.

Details of the final layout and associated improvements within the Project will be included with the Final Development Plan / Site Plan Approval for the first phase of development. Please refer the Sanitary Sewer Service Report prepared by Cottrell Engineering Consultants included with this application.

9.5 Electrical, Natural Gas, Cable Services

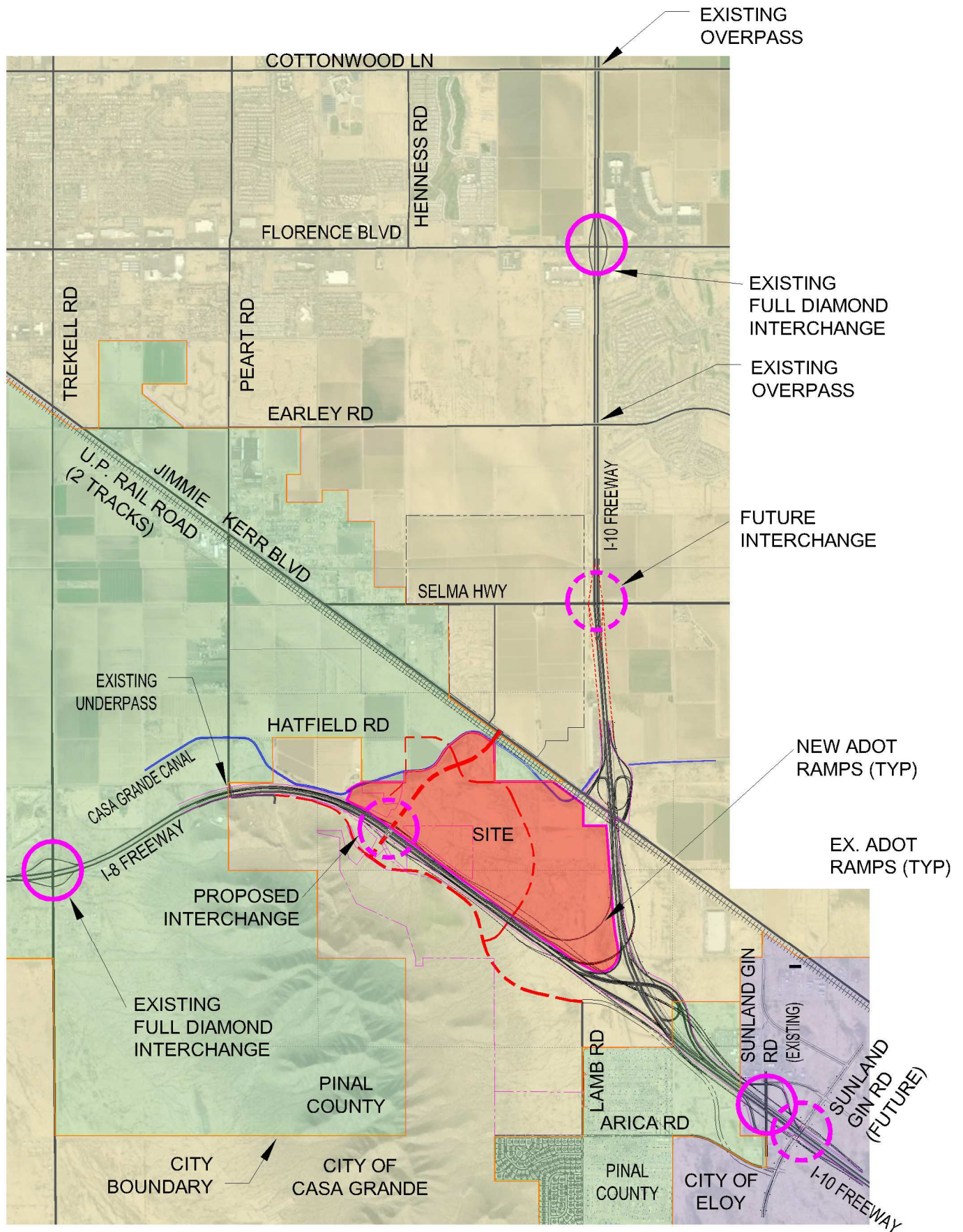
The Project will be responsible to install the “Dry Utilities” including: an electrical substation as projected by APS, the extension of a high pressure natural gas line located approximately 1,500’ northwest on Jimmie Kerr Boulevard, and fiber optic cable from Century Link / Cox Communications. Will serve letters have been received from these utility providers (**Exhibits 7-B, 7-D, and 7-E**).

10. CONCLUSION

The Block Sports Company is thrilled to be a part of bringing a world class entertainment and lifestyle project to Pinal County. We believe we are at the same point today in Casa Grande as was Orlando 50 years ago when Walt Disney first envisioned Disney World. The key difference is Orlando was not one hour away from two separate Major Metro Areas along an Interstate Freeway. It really was the middle of nowhere and without any high-speed roads to get there. Additionally, the ability to evolve through technology during the first 25 years of Disney World was difficult because there were no personal computers, cell phones, wireless communications, fiber or the Internet. Today, technology evolves very quickly and we have the ability to respond to changing market conditions more rapidly. As a result, what took Disney to accomplish in 50 years, could be accomplished in Pinal County in as little as 1/4 the time. Block Sports can't accomplish all of this by itself. With the right partners from other business and government leaders, we can be help continue to lay the foundation of what could transform the region into a major destination for both business and tourists while making meaningful contributions to society by helping to develop and promote awareness for feasible technology solutions to the benefit of many communities throughout the western US and beyond. Having fun while doing it only makes the journey more worthwhile.

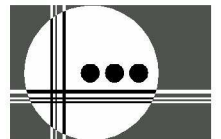
11 EXHIBITS

1. Vicinity Map
2. Property Ownership Map
3. Existing Zoning and Surrounding Land Uses
4. Legal Description
5. Master Land Use Plan
6. Master Circulation Plan
7. A-E. Utilities Will Serve Letters
8. FHWA – Letter of Approval
9. Storyboard – Dreamport Villages Casa Grande



DREAMPORT VILLAGES CASA GRANDE - NORTH

EXHIBIT 1
VICINITY MAP



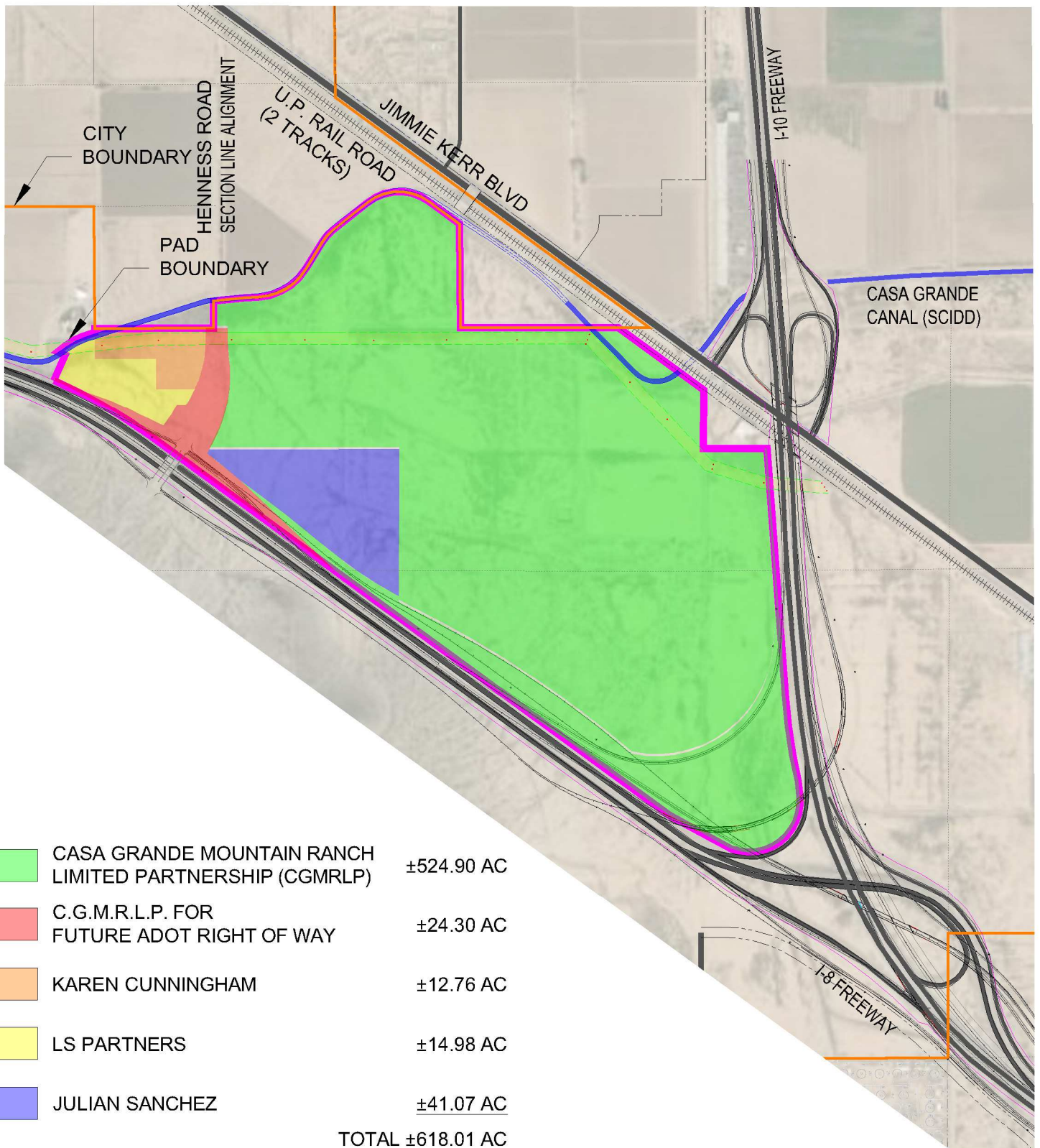
CASA GRANDE, AZ
PREPARED FOR: THE BLOCK SPORTS COMPANY






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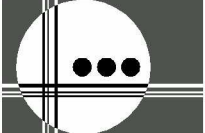
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	C.G.M.R.L.P. FOR FUTURE ADOT RIGHT OF WAY	±24.30 AC
	KAREN CUNNINGHAM	±12.76 AC
	LS PARTNERS	±14.98 AC
	JULIAN SANCHEZ	±41.07 AC
TOTAL		±618.01 AC

DREAMPORT VILLAGES CASA GRANDE - NORTH

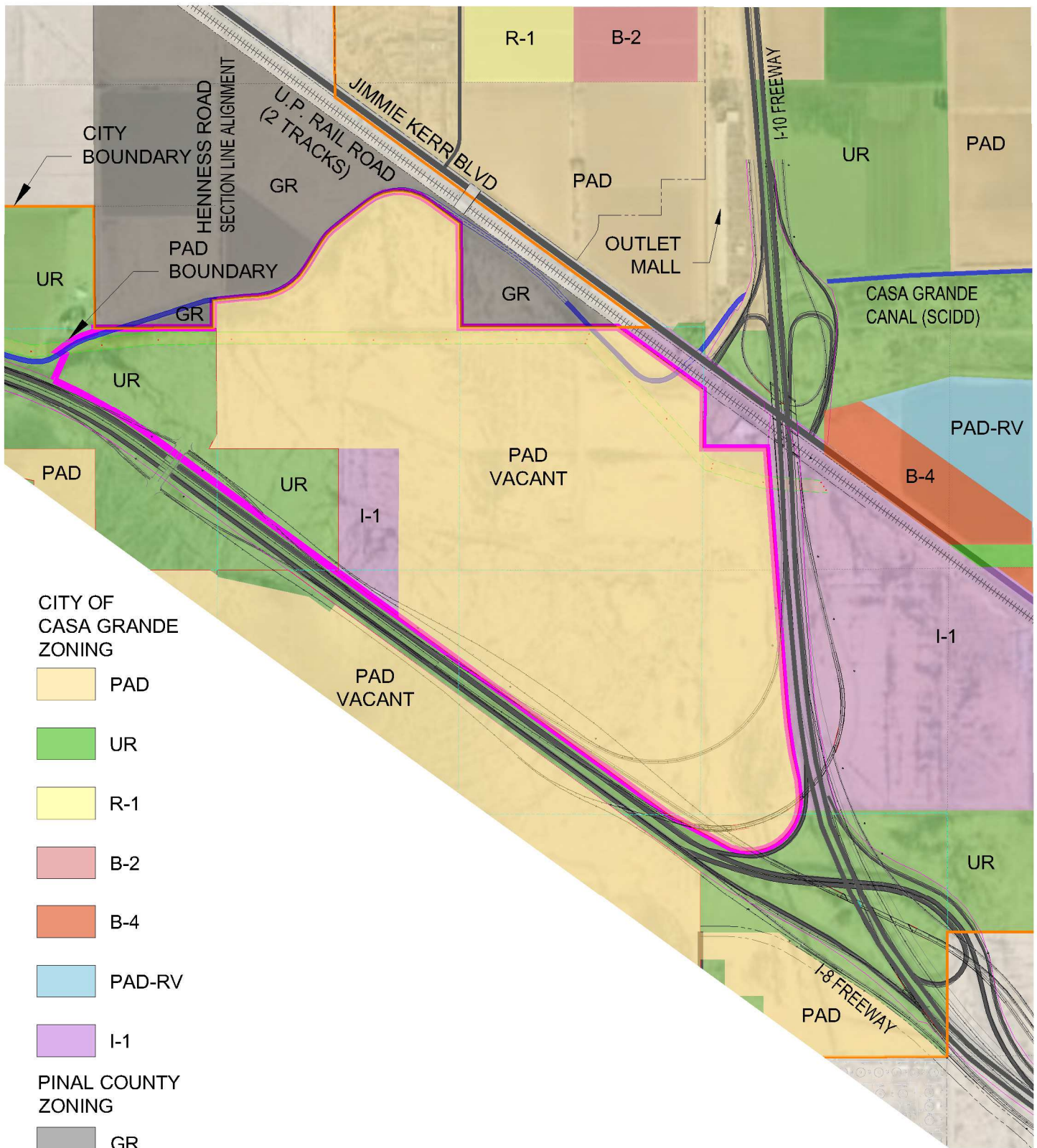
CASA GRANDE, AZ
PREPARED FOR: THE BLOCK SPORTS COMPANY

EXHIBIT 2 CURRENT OWNERSHIP PLAN

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DREAMPORT VILLAGES CASA GRANDE - NORTH

EXHIBIT 3 EXISTING ZONING AND LANDUSE PLAN

CASA GRANDE, AZ
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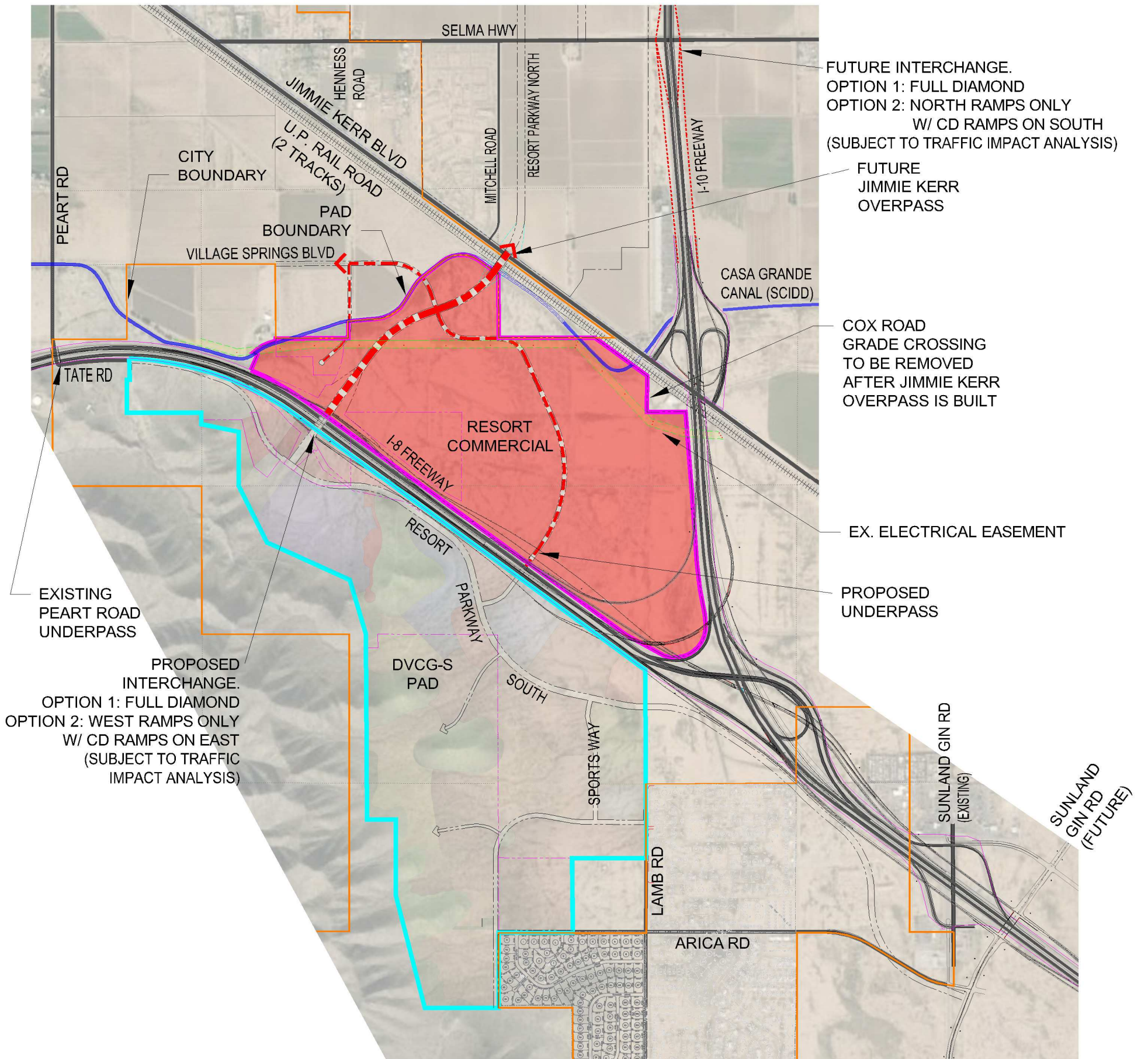
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LEGAL DESCRIPTION FOR I-10 AND I-8
NORTH OF INTERSTATE 8 AND WEST OF INTERSTATE 10

THE FOLLOWING DESCRIBED PROPERTY, PORTIONS OF SECTIONS 2, 10, 11, 12, 13 AND 14, ALL BEING A PART OF TOWNSHIP 7 SOUTH, RANGE 6 EAST, GILA AND SALT RIVER BASE AND MERIDIAN AS NOTED HEREIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 2, FROM WHICH THE SOUTH QUARTER CORNER OF SECTION 2 BEARS NORTH 89 DEGREES 54 MINUTES 56 SECONDS EAST, A DISTANCE OF 2647.85 FEET, AND IS THE BASIS OF BEARINGS FOR THIS LEGAL DESCRIPTION;

THENCE S89° 41' 52"W A DISTANCE OF 1325.18';
 THENCE S0° 10' 13"E A DISTANCE OF 41.56';
 THENCE S71° 16' 38"W A DISTANCE OF 155.01' TO A NON-TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 216.04', WITH A RADIUS OF 591.35'
 WITH AN INTERIOR ANGLE OF : 20° 55' 56" WITH A TANGENT LENGTH OF 109.24'
 WITH A CHORD LENGTH OF 214.84' AND A BEARING S60° 48' 40"W;
 THENCE S50° 20' 42"W A DISTANCE OF 88.58';
 THENCE S66° 23' 50"E A DISTANCE OF 88.19';
 THENCE S24° 06' 10"W A DISTANCE OF 300.00' TO A TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 1236.23' WITH A RADIUS OF 5879.58'
 WITH AN INTERIOR ANGLE OF : 12° 2' 49" WITH A TANGENT LENGTH OF 620.40'
 WITH A CHORD LENGTH OF 1233.95' AND A BEARING S59° 52' 26"E;
 THENCE S53° 51' 01"E A DISTANCE OF 6970.22';
 THENCE S61° 39' 07"E A DISTANCE OF 760.11' TO A NON-TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 1114.37' WITH A RADIUS OF 553.11'
 WITH AN INTERIOR ANGLE OF : 115° 26' 8" WITH A TANGENT LENGTH OF 875.53'
 WITH A CHORD LENGTH OF 935.23' BEARING N52° 25' 01"E;
 THENCE N5° 25' 53"W A DISTANCE OF 164.66' TO A NON-TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 906.24' WITH A RADIUS OF 5879.58'
 WITH AN INTERIOR ANGLE OF : 8° 49' 52" WITH A TANGENT LENGTH OF 454.02'
 WITH A CHORD LENGTH OF 905.34' BEARING N8° 42' 09"W;
 THENCE N4° 17' 13"W A DISTANCE OF 1396.38';
 THENCE N4° 17' 13"W A DISTANCE OF 1329.83';
 THENCE S89° 32' 17"W A DISTANCE OF 691.08';
 THENCE N0° 21' 54"E A DISTANCE OF 644.02';
 THENCE N53° 51' 24"W A DISTANCE OF 1153.97';
 THENCE S89° 54' 21"W A DISTANCE OF 1713.31';
 THENCE N0° 20' 52"W A DISTANCE OF 1126.62' TO THE CENTERLINE OF THE FLORENCE CANAL;
 THENCE N54° 03' 05"W A DISTANCE OF 417.59' TO A NON-TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 715.07' WITH A RADIUS OF 550.00'
 WITH AN INTERIOR ANGLE OF : 74° 29' 32" WITH A TANGENT LENGTH OF 418.17'
 WITH A CHORD LENGTH OF 665.76' BEARING S88° 42' 09"W;
 THENCE S51° 27' 23"W A DISTANCE OF 480.02' TO A NON-TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 172.94' WITH A RADIUS OF 500.00'
 WITH AN INTERIOR ANGLE OF : 19° 49' 2" WITH A TANGENT LENGTH OF 87.34'
 WITH A CHORD LENGTH OF 172.08' BEARING S41° 32' 52"W;
 THENCE S31° 38' 21"W A DISTANCE OF 337.19' TO A NON-TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 619.67' WITH A RADIUS OF 650.00'
 WITH AN INTERIOR ANGLE OF : 54° 37' 20" WITH A TANGENT LENGTH OF 335.65'
 WITH A CHORD LENGTH OF 596.47' BEARING S58° 57' 01"W;
 THENCE S86° 15' 41"W A DISTANCE OF 169.86' TO A NON-TANGENT CURVE;
 THENCE ALONG SAID CURVE AN ARC LENGTH OF 291.96' WITH A RADIUS OF 4768.88'
 WITH AN INTERIOR ANGLE OF : 3° 30' 28" WITH A TANGENT LENGTH OF 146.02'
 WITH A CHORD LENGTH OF 291.91' BEARING S84° 13' 44"W;
 THENCE S0° 00' 03"W A DISTANCE OF 296.97' TO THE POINT OF BEGINNING.



LAND USES **GR. ACREAGE**

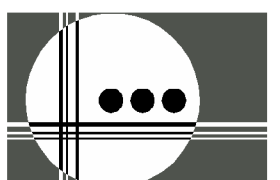
NORTH SIDE
RESORT COMMERCIAL ±618.01 AC

SITE DATA

GROSS SITE AREA: 618.01 AC
 LESS FUTURE ADOT ROW: 89.41 AC
 NET DEVELOPABLE AREA AS
 RESORT COMMERCIAL: 528.60 AC

DREAMPORT VILLAGES CASA GRANDE - NORTH

EXHIBIT 5 MASTERLAND USE PLAN



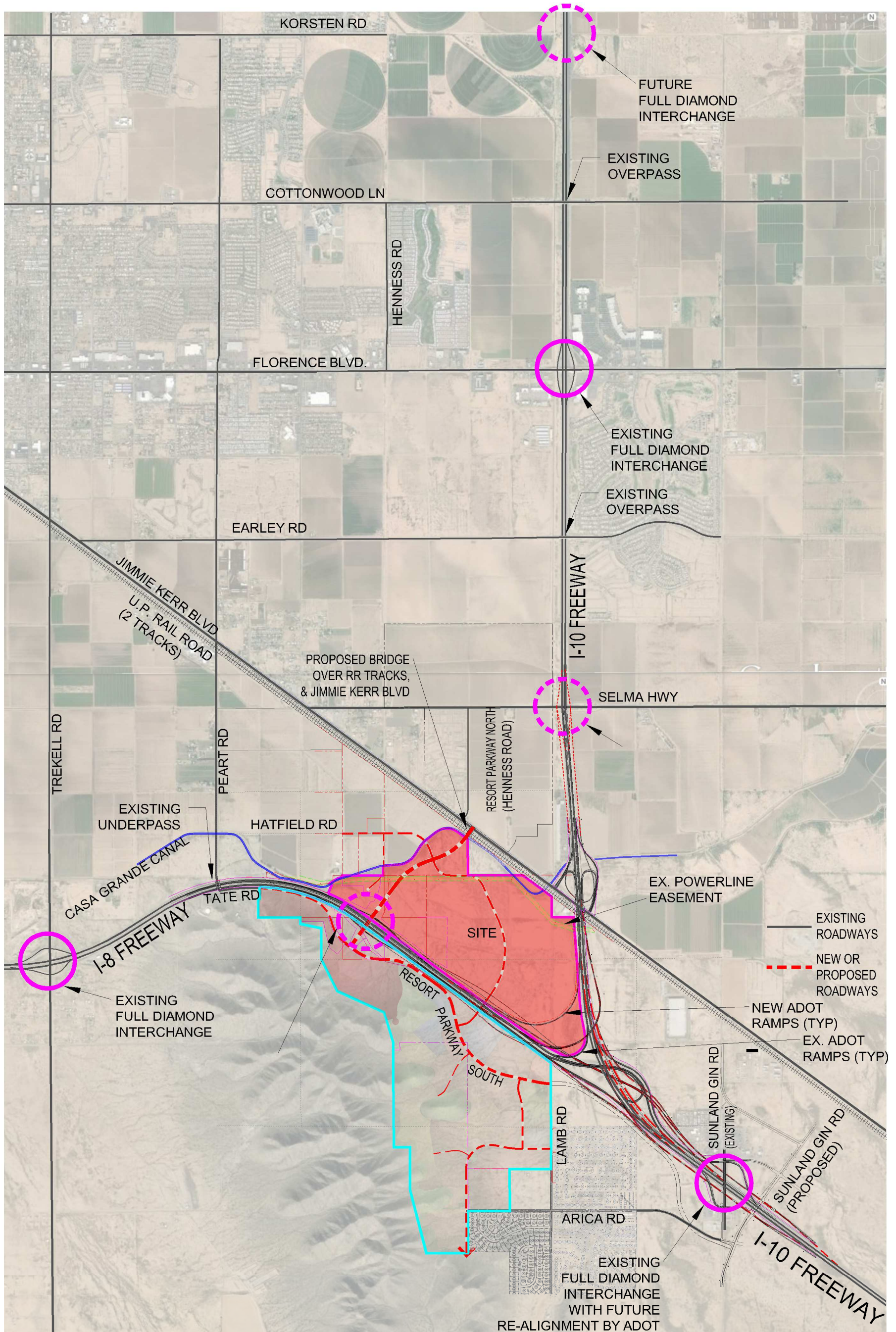
GILMORE
 PLANNING & LANDSCAPE ARCHITECTURE
 2211 N. 7th Street T. 602.266.5622
 Phoenix, AZ 85006 www.getgilmore.com

CASA GRANDE, AZ
 PREPARED FOR: THE BLOCK SPORTS COMPANY

SCALE: 1" = 2000'
 DATE: 1.9.17
 GPLA JOB# 16037



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DREAMPORT VILLAGES CASA GRANDE - NORTH

EXHIBIT 6 MASTER REGIONAL CIRCULATION PLAN

CASA GRANDE, AZ
PREPARED FOR: THE BLOCK SPORTS COMPANY

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SCALE: 1" = 3000'
DATE: 1.9.17
GPLA JOB# 16037





50 N. Brown Ave.
Casa Grande, AZ 85122

September 21, 2016

Jack Gilmore
Gilmore Planning & Landscape Architecture
2211 N. 7th St
Phoenix, AZ 85006

Re: Full Throttle

Dear Mr. Gilmore,

The above referenced project is located in Arizona Public Service Company's electric service area. The Company extends its lines in accordance with the "Conditions Governing Extensions of Electric Distribution Lines and Services," Schedule 3, and the "Terms and Conditions for the Sale of Electric Service," Schedule 1, on file with the Arizona Corporation Commission at the time we begin installation of the electric facilities.

Application for the Company's electric service often involves construction of new facilities for various distances and costs depending upon customer's location, load size and load characteristics. With such variations, it is necessary to establish conditions under which Arizona Public Service will extend its facilities.

The enclosed policy governs the extension of overhead and underground electric facilities to customers whose requirements are deemed by Arizona Public Service to be usual and reasonable in nature.

Please give me a call at (928) 892.9292 or Tricia Hubbard at (520) 705.4889 so that we may set up an appointment to discuss the details necessary for your project.

Sincerely,

Two handwritten signatures in black ink. The first signature is on the left and the second is on the right.

Rhonda Whitney & Tricia Hubbard
CPM
SE Div. Pinal Construction

Enclosures

ARIZONA DEPARTMENT OF WATER RESOURCES

Office of Assured and Adequate Water Supply
 2nd Floor, 3550 N. Central Ave., Phoenix, AZ 85012
 Telephone (602) 771-8599
 Fax (602) 771-8689



JANET NAPOLITANO
 Governor

HERB GUENTHER
 Director

ANALYSIS OF ASSURED WATER SUPPLY

July 7, 2008

File Number: 28-700543.0000
Development: Centerpoint of the Southwest
Location: T7S, R6E, Sections 10,11,12,13,14,23
 Pinal County, Arizona
 Pinal AMA
Land Owner: Casa Grande Mountain Ranch, LP, an Arizona limited partnership
 City of Casa Grande, an Arizona municipal corporation

The Arizona Department of Water Resources has evaluated the Analysis of Assured Water Supply application for Centerpoint of the Southwest pursuant to A.A.C. R12-15-703. The development plan indicates: 1221 acres gross, including: 1714 single family units in 463 acres; 703 multi-family units in 43 acres; 93 acres in ROW- with only 15 acres low water use irrigation; 171 acres in parks- both low water use & turf; an elementary school site of 13 acres with a population of 1224 students; 96 acres of mixed commercial use; and 342 acres in the "Regional Gateway Commerce Park", which is predicted to be a high-tech manufacturing, research & development campus ultimately employing an estimated 25,698 persons. Conclusions of the review are indicated below based on the assured water supply criteria referenced in A.R.S. § 45-576 and A.A.C. R12-15-701 *et seq.*

- Physical, Continuous, and Legal Availability of Water for 100 Years**
 On the basis of Physical Availability Determination DWR No. 51-400600.0001, for Arizona Water Company, and the Department's review, the Department has determined that 5748.29 acre-feet per year of groundwater will be physically and continuously available, which is equivalent to the annual estimated water demand for the development of 5748.29 acre-feet per year. The development is partially located within the current service area and CC&N of Arizona Water Company-Casa Grande system. Applications for Certificates of Assured Water Supply that follow the Analysis of Assured Water Supply will need to provide a detailed plan of how water service will be established. This may include use of Type 1 or Type 2 water rights or recovery of long term storage credits to create a new or satellite service area, or extension of existing service area lines to include the proposed development. A signed Notice of Intent to Serve form was not submitted with the application. Therefore, legal availability is not proven, and individual Notices of Intent to Serve will be required for each application for a Certificate of Assured Water Supply.
- Adequate Water Quality**
 This requirement will be evaluated according to the criteria in A.A.C. R12-15-719 at the time an application for a Certificate of Assured Water Supply is filed. Prior to preparing an application for a Certificate of Assured Water Supply for an individual subdivision plat, the Office of Assured Water Supply may be contacted for further guidance.

- **Consistency with Management Plan for the Pinal Active Management Area**
The estimated annual water demand for the development is consistent with the Third Management Plan for the Pinal AMA. All plumbing fixtures will comply with the statewide Low Flow Plumbing Code.
- **Consistency with Management Goal of the Pinal Active Management Area**
The Assured and Adequate Water Supply Rules (A.A.C. R12-15-722 through R12-15-727) allocate an allowance of groundwater to each new subdivision in an AMA to allow for the phasing in of renewable supplies. Extinguishing grandfathered groundwater rights may increase this groundwater allowance. Applicants may also demonstrate that groundwater use is consistent with the management goal by enrolling the subdivision as member land in the Central Arizona Groundwater Replenishment District (CAGRDR).

The application indicates that the proposed development will enroll the lands of the entire development, including the parks, schools, commercial and other non-residential areas in the CAGRDR to meet this requirement. The membership documents must be executed and recorded before a Certificate of Assured Water Supply will be issued.

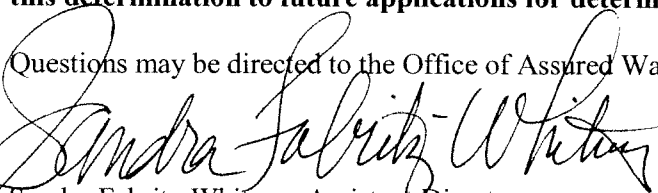
Prior to preparing an application for a Certificate of Assured Water Supply for an individual subdivision plat, the Office of Assured Water Supply may be contacted for further guidance.

- **Financial Capability of the Owner to Construct the Necessary Distribution System**
This requirement will be evaluated according to the criteria in A.A.C. R12-15-720 at the time an application for a Certificate of Assured Water Supply is filed. Prior to preparing an application for a Certificate of Assured Water Supply for an individual subdivision plat, the Office of Assured Water Supply may be contacted for further guidance.

The term of this Analysis of Assured Water Supply is ten years from the date of this letter and may be renewed upon request, subject to approval by the Department. See A.A.C. R12-15-703. Throughout the term of this determination, the projected demand of this development will be considered when reviewing other requests for assured water supply in the area.

Prior to obtaining plat approval by the local platting authority and approval of the public report by the Department of Real Estate, a Certificate of Assured Water Supply must be obtained for each subdivision plat. The findings of this Analysis of Assured Water Supply may be used to demonstrate that certain requirements for a Certificate have been met. This determination may be invalidated if the development plan or other conditions change prior to filing for a Certificate of Assured Water Supply. Changes in the number or locations of wells may impact applicability of this determination to future applications for determinations of assured water supply.

Questions may be directed to the Office of Assured Water Supply at (602) 771-8599.



Sandra Fabritz-Whitney, Assistant Director
Water Management Division

cc: Randy Edmond, Pinal Active Management Area
Rick Obenshain, Office of Assured & Adequate Water Supply



SOUTHWEST GAS CORPORATION

October 17, 2016

Mr. Rudy Camp
THE BLOCK SPORTS
7075 KingsPointe Parkway, Suite 6
Orlando, FL 32819

RE: Natural Gas Service to Full Throttle:
Map 286 7S 6E in Sections 2, 3, 10, 11, 12, 14 & 23

Dear Mr. Camp,

Thank you for your inquiry regarding gas availability for the above referenced project. Southwest Gas has natural gas facilities available to serve this project and can be extended to serve your project in accordance with our Rule Six as filed with the Arizona Corporation Commission

Without reviewing the preliminary engineering plans on the project we cannot determine what fees would be required.

Southwest Gas is very interested in serving this project with the preferred fuel *natural gas*, and I look forward to working with you as the project progresses.

If you should have any questions or require additional information, please contact me at 602/763-5122, or email me at crista.longobardo@swgas.com.

Sincerely,

Crista Longobardo
Energy Analyst
Energy Solutions Department
Central Arizona Division



CenturyLink™

CenturyLink Engineering
135 W. Orion St. 1st Floor
Tempe, AZ 85283
BICS@Centurylink.com

October 14, 2016

Mr. Rudy Camp
THE BLOCK SPORTS
7075 KingsPointe Parkway, Suite 6
Orlando, FL 32819

RE: Full Throttle

Mr. Camp:

The above mentioned project is located in a parcel of land located in Section 2, 3, 10, 11, 12, 14 & 23, Township 7S and Range 6E in Maricopa County.

In response to your "Service Availability" request for the above mentioned development located NW & SW of the I-10 and I-8 as far W to Peart Rd, S to Shedd Rd, N to Jimmie Kerr Blvd. and as far E to the I-10 and Lamb Rd., Casa Grande, AZ, this letter is to acknowledge that this subject property is within CenturyLink serving territory.

The tariff Rates and Regulations prescribed for service for this area are on file with your State Utilities Commission, and may be examined at your local CenturyLink Business Office.

Sincerely,

A handwritten signature in blue ink that reads "Ronijean Grant-Sloan".

Ronijean Grant-Sloan
CenturyLink Supervisor Construction/Engineering Permits/Joint Use/Developer Administration
135 W Orion Street, 1st Floor
Tempe, AZ 85283
480/768-4294 (Office)
480/748-1352 (Cell)



Janice K. Brewer
Governor

ARIZONA DEPARTMENT
OF
ENVIRONMENTAL QUALITY

1110 West Washington Street • Phoenix, Arizona 85007
(602) 771-2300 • www.azdeq.gov



Benjamin H. Grumbles
Director

May 28, 2010

Mr. Dale Keller, President
ECO Systems Arizona
210 East Catalina Drive
Phoenix, Arizona 85012

Re: Upflow Sludge Blanket Filtration (USBF) technology

Dear Mr. Keller:

Thank you for your April 8th 2010 presentation to Arizona Department of Environmental Quality (ADEQ) personnel of the Upflow Sludge Blanket Filtration (USBF) technology. ADEQ supports cost-effective, environmentally-friendly technology that can achieve compliance with ADEQ rules and statutes. You indicated that the USBF technology has been successfully implemented throughout the United States and Canada, and more recently, at the Tonto Apache plant near Payson, Arizona.

By way of approval process background and as we related to you during our meeting, ADEQ does not mandate nor endorse the use of any particular technology for sewage treatment facilities under the Aquifer Protection Permit (APP) program. Instead, treatment performance standards have been established in rule to set the minimum requirements for all new sewage treatment facilities. During the APP application review process, ADEQ performs a rigorous review of the proposed technology, available monitoring results, and the proposed engineering design to verify that the proposed design is likely to achieve the performance standards.

Based on the information you provided, it appears that the USBF technology could achieve the same level of treatment that is required in rule. ADEQ is supportive of your objective to submit an application for an individual APP to the Department for review. Please do not hesitate to call if we can provide assistance with the permitting process.

Sincerely,

Michael A. Fulton, Director
Water Quality Division



U.S. Department
of Transportation
**Federal Highway
Administration**

ARIZONA DIVISION

October 26, 2016

4000 N. Central Avenue
Suite 1500
Phoenix, Arizona 85012
602-379-3646

In Reply Refer To: 008-B(AWD)
ADOT Tracs H7653
I-8@Heness Road

Determination of Engineering and Operational Acceptability

Mr. Greg Byers, P.E.
Assistant State Engineer
ADOT Intermodal Transportation Division
Roadway Engineering Group
206 South 17th Avenue
Phoenix, Arizona 85007-3213

Dear Mr. Byers:

The Federal Highway Administration (FHWA) has received your October 6, 2016 letter requesting FHWA's Determination of Engineering and Operational Acceptability (DEOA) for the proposed new Henness Road service traffic interchange (TI) on Interstate 8 (I-8). The proposed Henness Road TI is located approximately two miles east of the Trezell Road TI and approximately one mile west of the Interstate 10 (I-10)/I-8 system interchange in the City of Casa Grande within Pinal County, Arizona.

The planned Henness Road TI, associated ramp configurations and access control are depicted in the I-8/Heness Road TI Change of Access Report, dated October 6, 2016. The report presents an interim interchange design to be built initially, and an ultimate design which will be implemented with the planned widening of I-10 and the corresponding I-8/I-10 System Interchange reconstruction. The ultimate design of the Henness Road TI will incorporate new collector-distributor roads that are planned when the I-8/I-10 System Interchange is improved. FHWA's understanding is that the WB Off-ramp and EB On-ramp at the Henness Road TI will be removed and access to and from the east will be provided via the new collector-distributor roads that will be constructed with the I-8/I-10 System Interchange reconstruction. Further, FHWA understands that ADOT and the City of Casa Grande have fully communicated this plan with all affected stakeholders, developers, landowners and the public so that all parties are aware that these ramps will be removed in the future. We recommend you to continue to communicate this plan during construction of the project and as the ultimate design is finalized.

The Henness Road TI will provide access to local development, landlocked parcels, and will connect to the City of Casa Grande arterial street network by extending Henness Road to the north at the connection with Peart Road and to the south at Lamb Road. Henness Road is planned to serve as a principal arterial that will ultimately provide a parallel route on the west side of I-10 from I-8 to Val Vista Boulevard. FHWA's understanding is that connectivity to the north will be completed either prior to or at the same time of the construction of Henness Road. However, the

timing and construction for other roadways would be primarily driven by timing of development projects as they move forward.

FHWA has reviewed the I-8 Hennes Road TI Change of Access Report and with the above conditions we approve of the Arizona Department of Transportation's request for a DEOA. Please note that formal Interstate Change of Access approval can be given upon completion of, the project level air quality conformity analysis, inclusion of the project into the region's Transportation Improvement Plan and completion of the project's National Environmental Policy Act (NEPA) documentation. If additional information is needed, please contact Sharon Gordon, FHWA Area Engineer, at 602.382.8972.

Sincerely,



Karla S. Petty
Division Administrator

ecc:
KPetty
REverett
TDeitering
SGordon
Rod Lane (ADOT)
Reed Henry (ADOT)
Sarah Spencer (ADOT)
SGordon:cdm



DREAMPORT VILLAGES

Block Sports Destination Resorts™

ARIZONA



Dreamport Villages is a multi-faceted, 1,500 + acre global destination project in Casa Grande, Arizona, USA

BSDR-Casa Grande Phase 1 includes an Extreme Sports Park, The Wild Animal and Rides Park, Theme Based Water Park, Hotels, Entertainment & Meeting Facility, Welcome Center, RV Park, Restaurants, Retail Shops and Offices along with other coordinated amenities around a Lake and Canal System





Regional Cities, Population & Distance

More than 42 million people visited the state of Arizona in 2015, generating \$21 billion in direct spending.

For 2015 there were 36.4 million domestic visitors to Arizona (a new record), an increase of 2.6 million or 7.8% over the previous peak of 33.8 million in 2007. Of this total, 83% were leisure visits and 17% were for business. visitors stayed an average of 3.7 nights. Average age of domestic visitors was 45.1 years with an average household income of \$70,380. Top states to Visit Arizona are California, Illinois, New York, Texas and the Colorado.

Mexico generates the largest number of international overnight visits to Arizona (3.8 million) followed by Canada (1 million). Overall, there were 5.7 million international tourists during 2015, an increase of 6.3% over 2014.

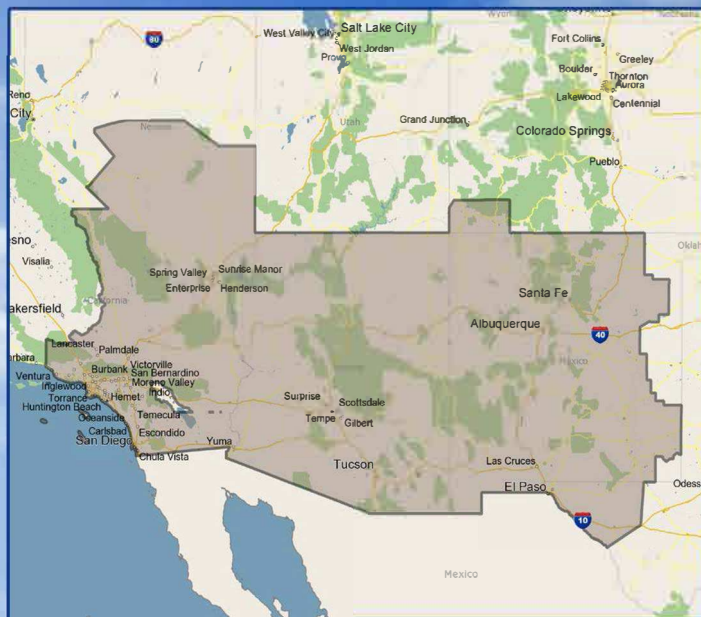
Real Amusement Sales rose 17.5% in 2015.

Tourism is the number one industry in Arizona. Although the first quarter is typically the highest spending quarter, there is a significant amount of travel spending throughout the entire year.

The total number of passengers at Phoenix Sky Harbor International Airport for 2015 was 44.1 Million with 22.0 million deplaned. March at 2.13 million deplaned passengers is the highest month, but there are a steady number of deplaned passengers throughout the year including 1.97 Million in July 2015.

Casa Grande, AZ to:

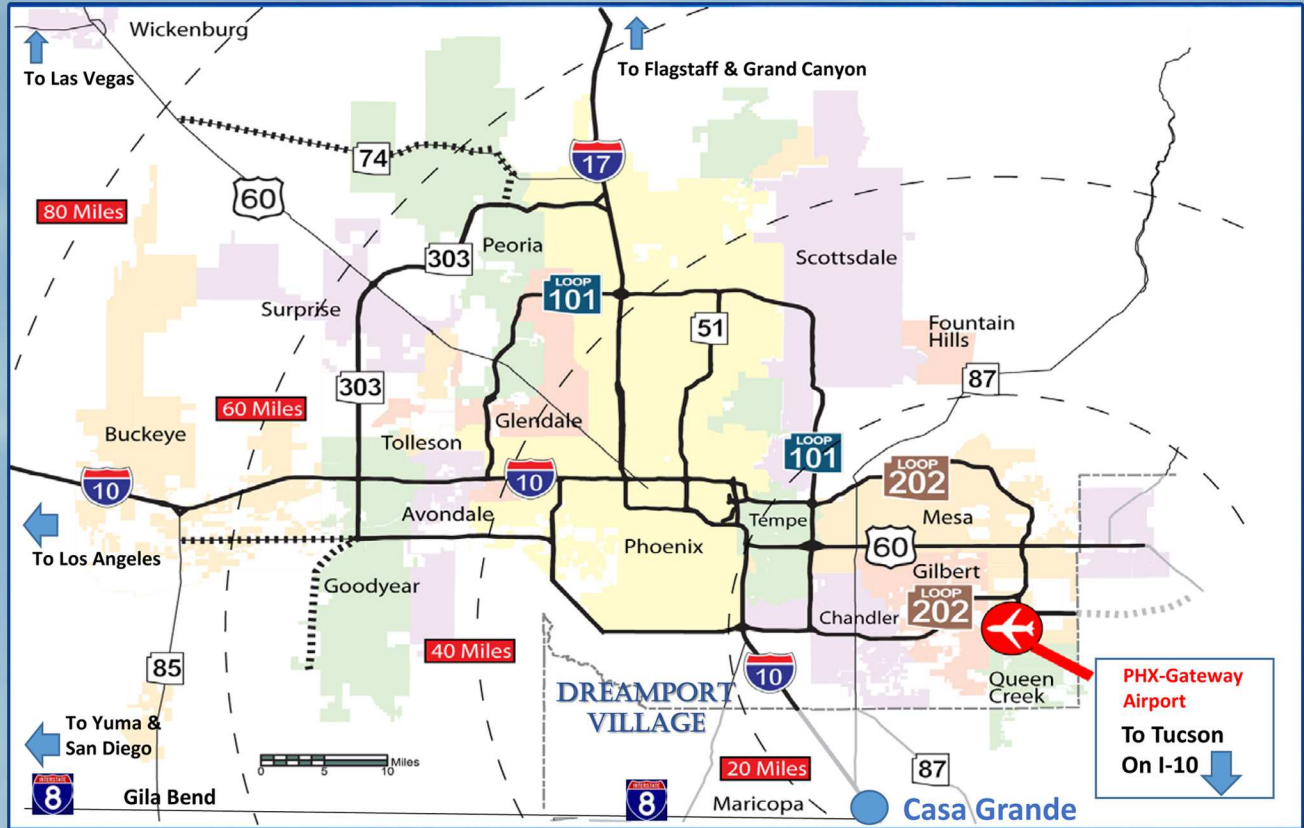
- Phoenix Metro (5.4MM) 45 Miles
- Tucson Metro (1.1MM) 65 Miles
- Las Vegas Metro (2MM) 345 Miles
- San Diego/Tijuana (5MM) 345 Miles
- Greater Los Angeles (20MM) 420 Miles
- El Paso/Juarez (3MM) 380 Miles
- Albuquerque/Santa Fe (1MM) 450 Miles



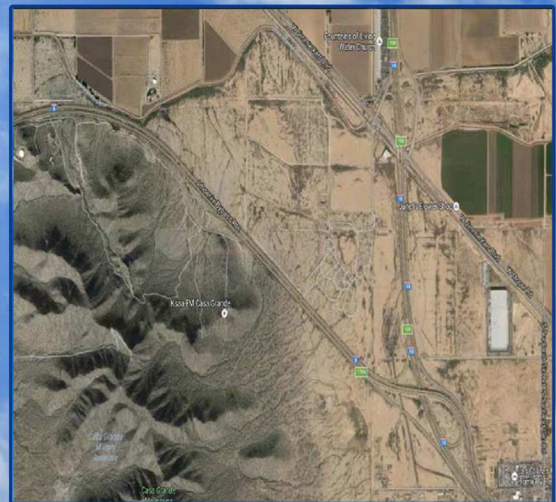
These cities and surrounding Region exceeds 39 Million Population!



Area Map



- Site is located near major freeways I-10 and I-8 (Casa Grande)
- Global Reach & Access from anywhere within Phoenix Metro, Tucson & Yuma





Project Summary



Casa Grande
Mountain

Direct & Indirect Investment- Phase 1	Direct: Up to \$1 Billion USD Indirect \$300MM*
Annual Visitors	4.5 Million Visitors
Jobs Created	5,000 + Jobs (Direct & Indirect)
Hotel Rooms* near Events Center/Ent. (Indoor)	700 Rooms 40,000 SF Center
Welcome Center and RV Park	15,000 SF and up to 240 Spaces
Parking and Hiking Trails	9,000 + Spaces 17 Miles Public Mtn Hiking Trails
Retail & Entertainment Facilities *	400,000 + Square Feet (SF)
Executive and Office Suites	20,000 + Square Feet
Theme Parks/Attractions	Extreme Sports, The Wild, and Indoor Water Park
Lake and Wakeboard Lake	25 Acres + Water Taxis





Facts and Future Growth

- Fortune Ranks Phoenix 5th Fastest Growing US Tech Market (April 2, 2015)
- Forbes forecasted that by 2020, Phoenix will become the 4th most populous city in the US and the Metro area will rank in the top 10 US Markets based on population. (January 2015)
- A new 22 mile West Loop 202 extension and NAFTA Freeway I-11 will increase access to the Resort.
- Phoenix and Tucson Metros (combined) are projected to reach 10MM population by 2030. (60% increase over December 2016)
- Business Operating Costs 40% lower than neighboring State of California.

Source: Greater Phoenix Economic Council

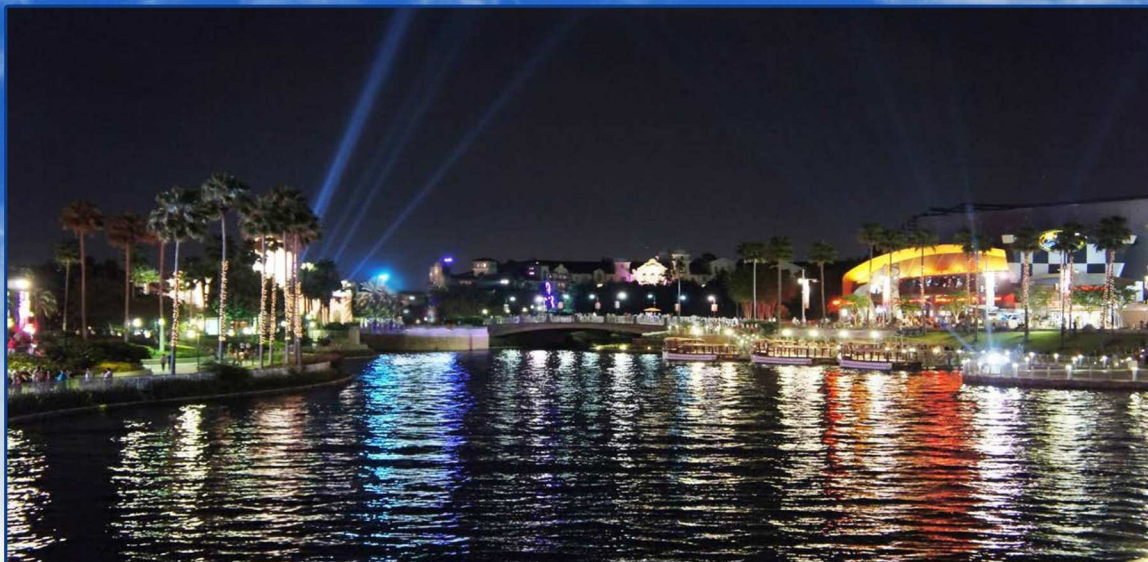


Block Sports Destination Resorts™

DREAMPORT
VILLAGES



Transportation





Welcome Center • DVCG South



- New and repeat visitors will be able to stop at the Welcome Center immediately adjacent to a Freeway off-ramp to learn more about DVCG, purchase tickets and/or make same day or future reservations.
- The facility will include a Tourism Information Area with free brochures and various merchandise for sale.
- The Welcome Center will have a gas station, food mart and small food court for visitors to eat and rest.
- Outdoor parking will accommodate autos, motorcycles, recreational vehicles, commercial trucks and include dedicated electric vehicle charging stations.
- DVCG will have open space and green areas located throughout the Resort area.
- An AMTRAK Station & smaller Welcome Center is planned for the north side.



Block Sports Destination Resorts™

DREAMPORT
VILLAGES



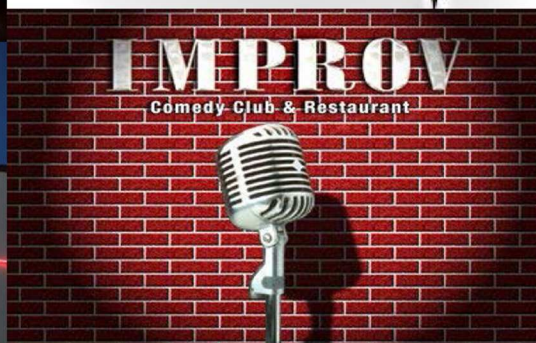
Family Entertainment • DVCG North



Block Sports Destination Resorts™

Night Life • DVCG North

DREAMPORT
VILLAGES



Block Sports Destination Resorts™

DREAMPORT
VILLAGES



Full Service Dining • DVCG North





Marketplace - Main Concourse • DVCG North



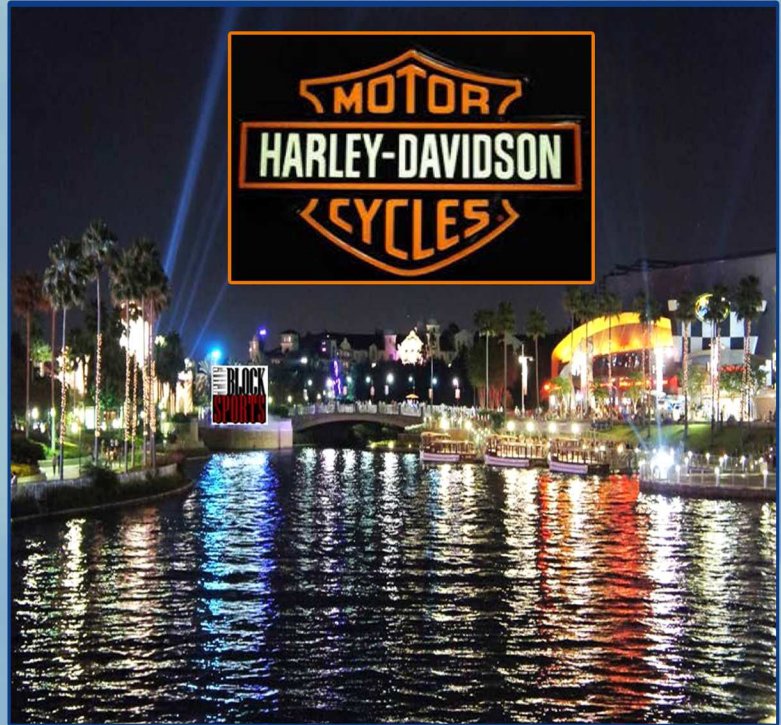
Within the Village Marketplace there will be two retail components surrounding a 12 acre Lake and Canal system used for water taxi transportation. On the ground level will be up to 400,000 SF of retail accompanied by 20,000 Sf of office space on one or more levels.

Retail space will be leased at the rates consistent with the upscale market in the Phoenix area. Retail space occupancy rates are projected to increase from 70% in year 1 to 95% in year 5.



Marketplace - Snacks & Shops • DVCG North

- Revenue (in current dollars) for retail trade in the US is forecast to grow at an annual compounded rate of 5% between 2015-2019.
- The US extended-stay market has been performing well in recent years, and is gaining popularity among developers and investors.
- Upper scale extended-stay hotels performed well in occupancy, ADR and RevPAR. These trends correspond with the increased demand in the most recent three years. For 2014, the overall occupancy was 78.2%.
- The Village Marketplace also has room for hotels (future development).



Block Sports Destination Resorts™

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VILLAGES

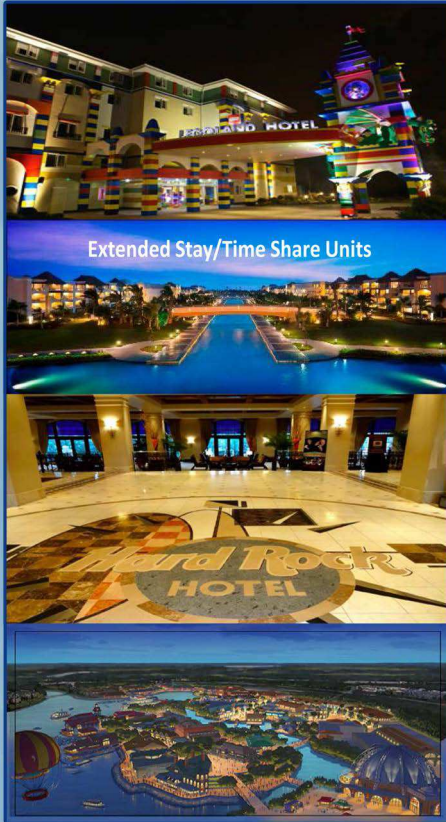


Waterpark • DVCG North



Within DVCG there will be a 300 room full service Resort Hotel immediately adjacent to an Indoor Water Park, 20,000 SF indoor meeting space and 20,000 SF family entertainment facility. The Resort Hotel will be adjacent to the lake and close to an area dedicated for a future outdoor Amusement Water Park, with some additional indoor features.

Resort Hotels • DVCG North & DVCG South



- Occupancy rates start out on the lower end at 65% and gradually build up to 87% over a five-year period as the Water Park becomes more established. Average daily rates are competitive with higher-end hotels in the target market area.
- According to CBRE Econometric Advisors, the Greater Phoenix hotel market and hotel values are expected to maintain their strong upward trajectory as the market seeks to return to pre-recession levels.
- High performing submarkets in the Southeast Valley, such as Tempe and Chandler, are expected to experience the largest influxes of new supply in the coming years, largely due to their rapidly expanding employment bases.



Extreme Sports Park • DVCG North

- Arizona Extreme Sports Park (AESP) also known as “The Block” will include a mix of immersive, experiential activities (Adventure Zone) bound together in a themed facility and will also include various entertainment venues and live shows.
- Main venues will include motor sports with exotic car driving experiences on a Formula One style race track and four challenging Go-Kart tracks; water sports including two wake board cable systems on a 12 acre lake; and skill sports such as zip lines and rock climbing.
- The Adventure Zone which will combine the best children’s, family and thrill rides.
- Amusement business data collected by IAAPA indicates that on average North American families will visit a full-fetured family amusement center 3.2 - 4.6 times per year.
- The amusement park and arcade industries are projected to grow at approximately 5% per year through 2020.
- AESP which includes cable wakeboarding had 3.23 million participants nationally in 2015, of which 1 million were frequent participants.



Block Sports Destination Resorts™

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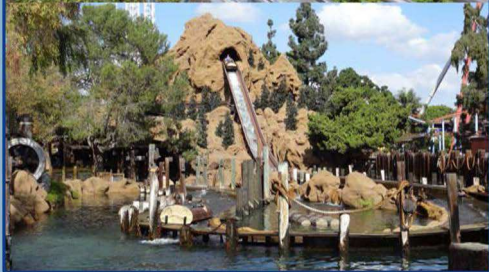


Adventure Zone • DVCG North





The Wild Experience • DVCG South



The Wild is an interactive experience for adults and children with animals set within an Amusement Park.

Interaction with animals and birds will include feeding giraffes and lorikeets, watching cheetas run and petting select animals in addition to watching live shows with professional trainers working with alligators, lions and tigers.

Ride Attractions will be a mixture of virtual or augmented reality, mechanical, water, self-propelled and animal powered rides.



The Wild Experience • DVCG South



Within The Wild there will be a 300 room full service Resort Hotel immediately adjacent to a full service restaurant overlooking the Park. The restaurant will also cater for weddings, parties and corporate events.

The Wild will have rides including water canoes, carousel of endangered species, pony and camel rides, roller coaster train and log flume ride, individual rides such as zipline and self controlled Alpine coaster in addition to other skills based attractions like arcade, rope, tree and wall climbing and crossings.



Block Sports Destination Resorts™

DREAMPORT
VILLAGES



RV Park • DVCG North



- The gated RV park is an upscale facility with up to 240 spaces.
- Each space includes a gazebo, storage/garage unit and deep sink water basin.
- Guests will have access to community pool, clubhouse and laundry facilities.
- Immediately adjacent to the gated RV park will be a full service restaurant and mid-scale 200 room motel.

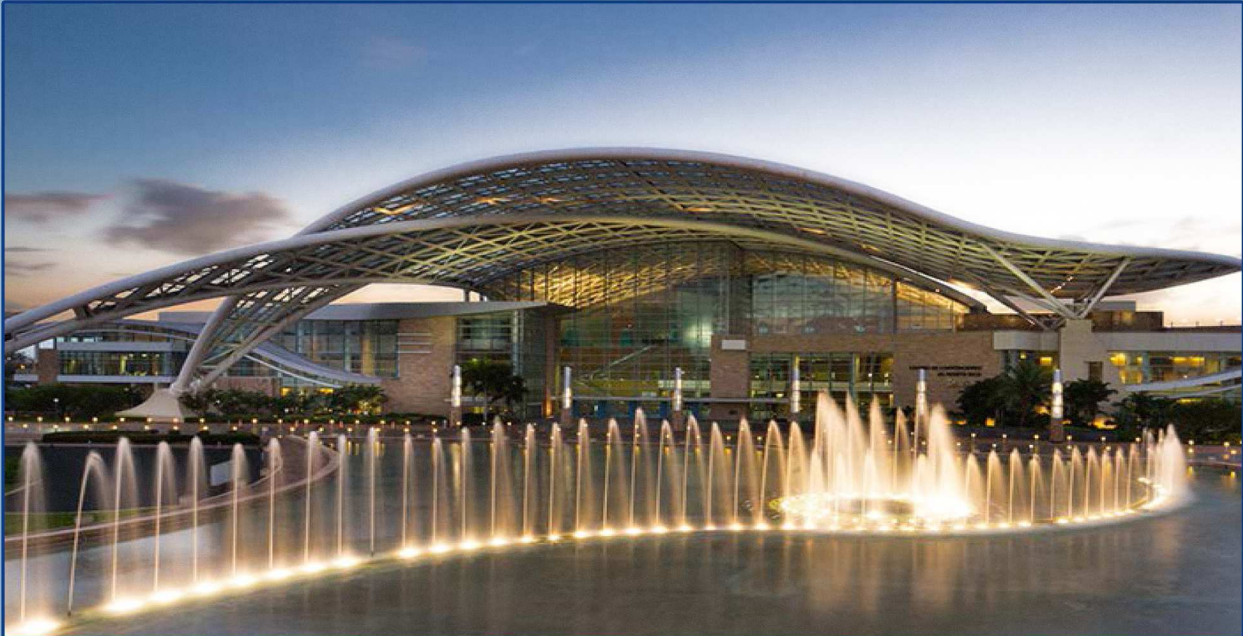


Block Sports Destination Resorts™

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Convention/Entertainment Center • DVCG North

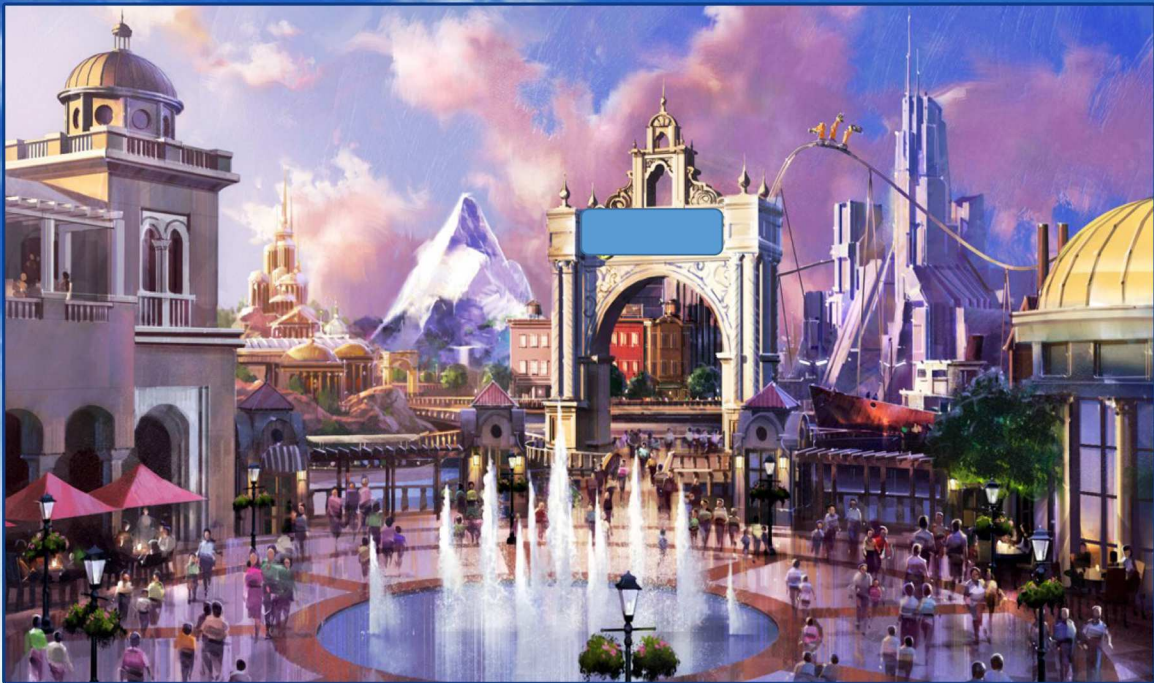


Block Sports Destination Resorts™

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Indoor/Outdoor Park (Phase 2) • DVCG North



* Traffic Engineering

* Transportation Planning

* Transportation Research

* Intelligent Transportation
Systems

* Traffic Signals & Timing

Dreamport Village

NW Quadrant of the I-8/I-10 Traffic Interchange Casa Grande, Arizona

Master Circulation Study

Prepared for:

The Block Sports Company

Prepared by:

Lee Engineering
3610 N. 44th Street, Suite 100
Phoenix, Arizona 85018
(602) 955-7206

November 2016



Project No. 397.11

ARIZONA
TEXAS
NEW MEXICO
OKLAHOMA

**Dreamport Village
Northwest Quadrant I-8/I-10 Traffic Interchange
Casa Grande, Arizona**

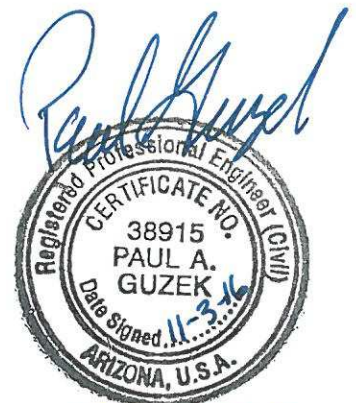
MASTER CIRCULATION STUDY

Prepared for:

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EXPIRES 3-31-18

November 2016

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Introduction and Summary

Introduction

This study has been prepared to analyze the access potential of the proposed Dreamport Village development located at the northwest quadrant of the I-8/I-10 interchange in Casa Grande, Arizona. The development area was previously identified as the Regional Gateway Commerce Center.

The purpose of this study is to update the previously prepared Master Circulation Plan with the proposed new land use plan to guide the subject site through its development process, and determine on-site and off-site roadway improvements needed to accommodate background traffic as well as site-related traffic demand. This circulation plan will be a changing, evolving document dependent upon tenant demand characteristics, future roadway improvements, refinements of future traffic volumes, and other site and non-site conditions. This study is being provided for the City of Casa Grande and the Arizona Department of Transportation to better understand the development potential of the proposed site and its impacts to the adjacent roadway system prior to the time when a more formal traffic impact study is required. This master circulation plan has been prepared as a guideline for the first phase of site development, which currently has an anticipated Phase 1 opening planned for 2020. The timeline for future build-out of the site is unknown at this time, but will be aggressively assumed for the 2030 horizon year.

Major Assumptions

Based on comments received from the City of Casa Grande, ADOT, and as outlined in the revised I-8/Henness Road Change of Access Report (July 2016), the major assumptions pertaining to this project are as follows:

- The only ADOT study-area project anticipated before the assumed 2030 build-out year within the project area is an I-10 widening project that will add a general purpose lane to the existing mainline such that three directional lanes are to be provided from the I-8 system interchange west to Earley Road where 3 lanes in each direction currently exists. Funding for this project is to occur in FY 2019 with an assumed 2022 completion date. Previously planned system improvements that were part of this project to eliminate the Jimmie Kerr Boulevard TI and construct the Selma Highway TI are no longer part of this project. If the Dreamport Village developer would like to incorporate any improvements or design considerations into the current improvement plans, immediate notification to ADOT is required.
- No other City, County, or ADOT roadway improvements are planned for the foreseeable future. Any roadway improvement projects needed to provide necessary roadway capacity and to serve interim develop projects will be developer-driven and developer funded.
- Although other adjacent developments are anticipated to occur within the study area, their traffic impacts have not been included as part of the background traffic volume expansion. Any other developments contributing to the deterioration of operational performance within the study area are expected to mitigate or at a

minimum contribute to the cost associated with any roadway improvement, similar to this project.

- Analysis has been conducted for an assumed 2020 Phase 1 opening year of the site, a time frame used solely for the basis of expanding existing traffic volumes to a horizon year and allowing for a conservative analysis of baseline roadway conditions.
- For the site's anticipated opening year, the following developer improvements are planned to improve access to and from the site as well as expand the existing local roadway network:
 - Accelerate and construct the I-8/Henness Road interchange
 - Construct Henness Road (Resort Parkway North) as an arterial roadway from the I-8 interchange north to Florence Boulevard anticipated along the Camino Mercado alignment. The roadway is to provide a grade-separated crossing over the existing Union Pacific railroad tracks and Jimmie Kerr Boulevard.
 - Construct Hatfield Road as a two-lane roadway between Resort Parkway North as Peart Road for emergency and local access.
- Although improved access to and from I-10 west is preferred via a new Selma Highway TI, the ability to accelerate its construction to an opening year condition is not feasible for the developer.

Study Area Conditions

Study Area

The proposed Dreamport Village mixed-use development totals approximately 1,300± gross acres located a few miles southeast of downtown Casa Grande. The site is situated on the west side of the I-8/I-10 system interchange on both the north and south sides of I-8, extending from Jimmie Kerr Boulevard in the north, west of the Henness Road alignment and south to the Arica Road alignment. **Figure 1** provides a vicinity map of the subject site and location of the general study area.

Projected to attract over 1.7 million yearly visitors to the site at completion of the first phase and over 3.2 million at completion. The planned regional resort destination development will rely on significant contributions from out of state visitor travel utilizing the Phoenix Metro airports, automobile, and from a planned Amtrak rail station to their site. The majority of these visitors will rely on the existing interstate system to bring them to the resort area, mostly projected to originate from the north using I-10 east. The site also boasts a planned veterinarian school, a technical development park, and adjacent highway commercial areas as well as a needed employee base that will largely attract from the local area.

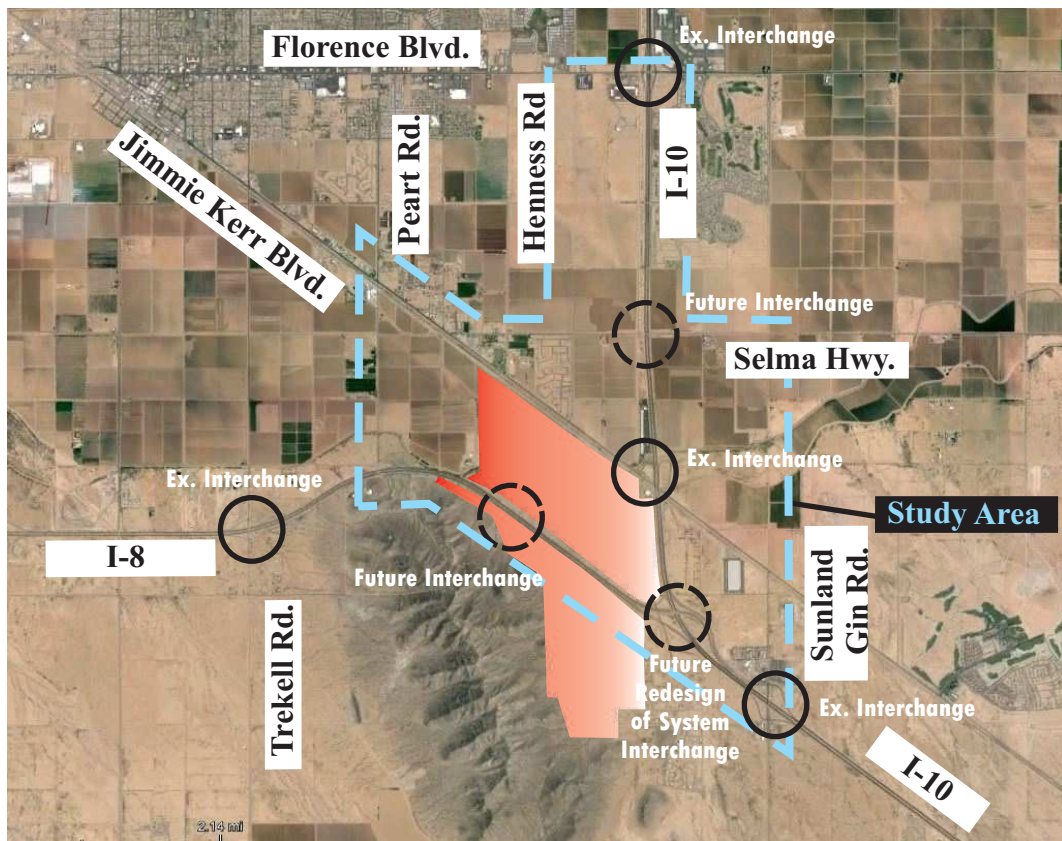
Site Plan

Dreamport Village has a planned development schedule to extend over a 20-year period with approximately half of the major attractions, including a 166-acre event and concert area, a 74-acre wildlife animal experience, and an indoor waterpark featured within the first phase of construction planned for a soft opening in 2019 and major opening in 2020. Also included in the Phase 1 plans is construction of a planned Amtrak Rail Station, veterinarian school, a business park, a resort hotel, an adventure zone amusement area, other highway commercial and retail developments, management and utility facilities, and other amenities. The conceptual land use plan for Phase 1 of the resort destination is shown as **Figure 2**. The full build-out of the site that includes other attractions such as a coaster park, movie studio, indoor amusement park, a college campus annex, residential developments, an elementary school, open space, and other commercial parcels is presented in **Figure 3**.

It is noted that some minor differences between site plan graphics as developed by Gilmore Planning and Landscape Architecture throughout this report may exist due to the evolving nature of the project.



Vicinity Map



General Study Area

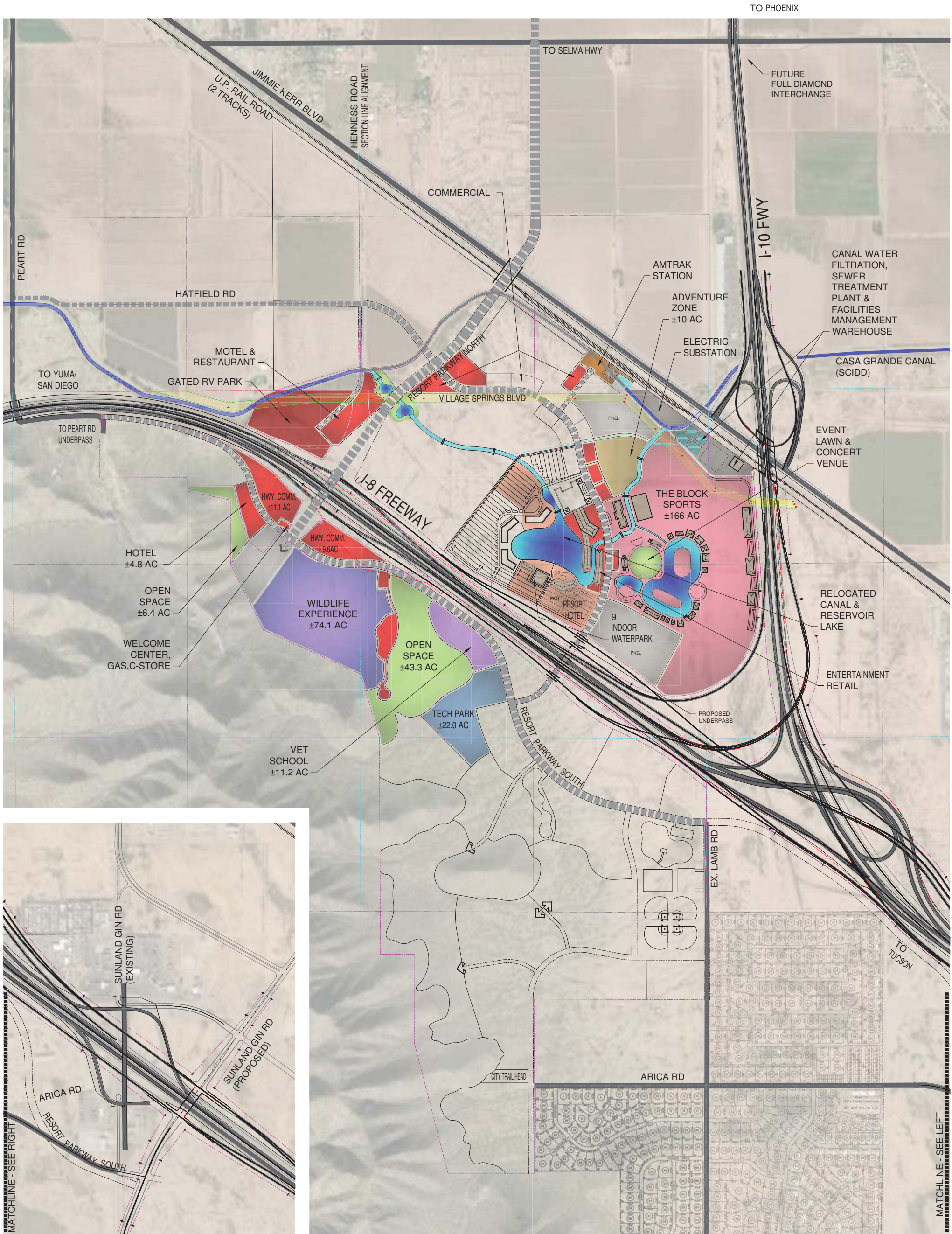
*Master Circulation Plan
Dreamport Village*

Not to scale



Vicinity Map

Figure 1



DREAMPORT VILLAGE

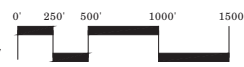
CASA GRANDE, AZ
 PREPARED FOR: THE BLOCK SPORTS

Figure 2

PHASE 1
 CONCEPTUAL
 LAND USE PLAN

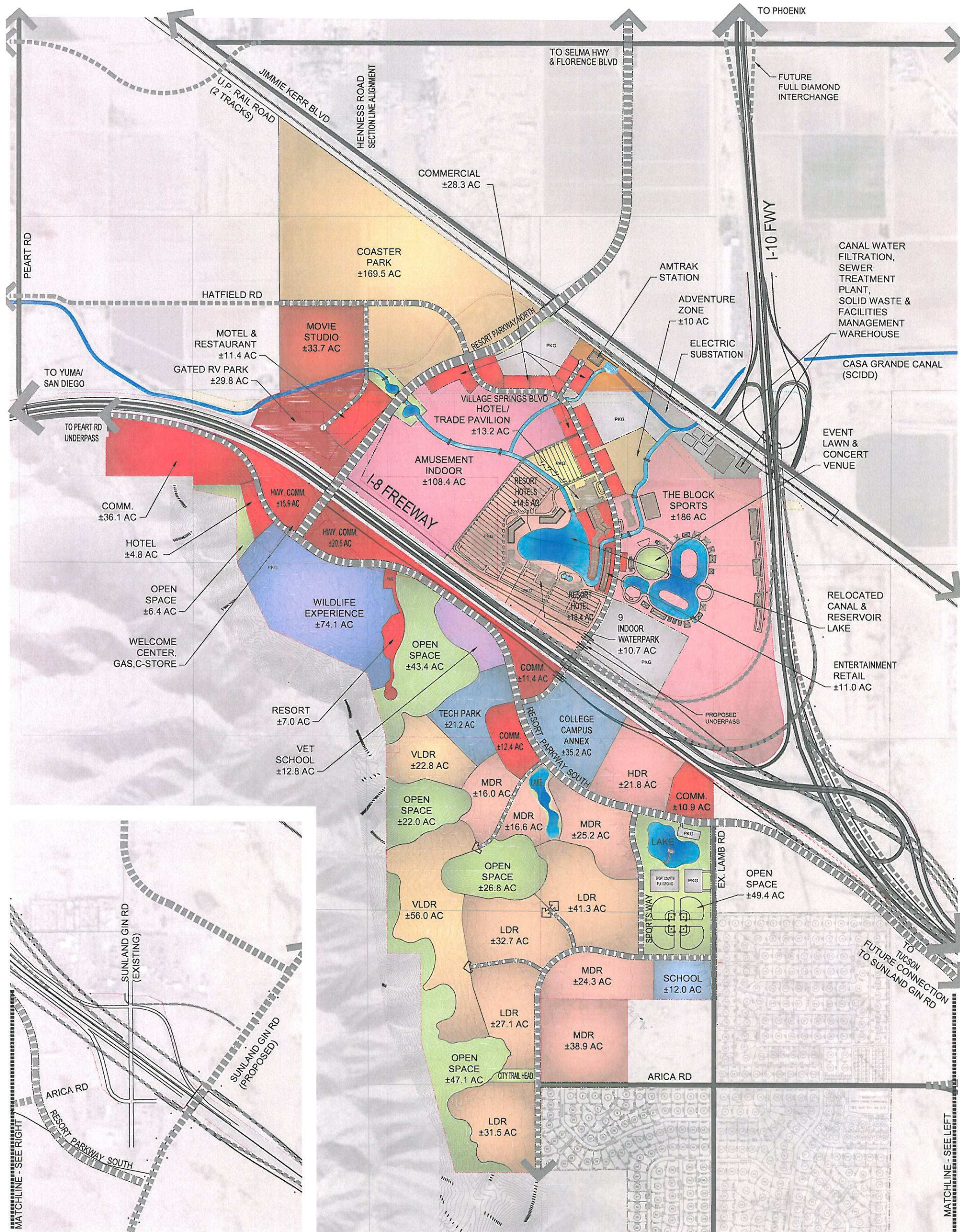


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CASA GRANDE, AZ
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Figure 3

MASTER
 LAND USE PLAN

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Non-Site Developments in the Study Area

A previous master circulation study was conducted by Lee Engineering for this same property under a different land use plan and time horizon (Regional Gateway Commerce Center, March 2014). At that time, the City of Casa Grande (City) had identified a few projects near the subject site having the potential of developing in the near future. From review of information on the City's Planning Department website, those projects near the northwest corner of the I-10/Jimmie Kerr Boulevard intersection (City Gate) have not materialized, but appear to still be active including the redevelopment of an existing 187,000 SF vacant outlet mall area as an outlet for home improvement offerings and a 34-acre mixed-use development. These two developments were estimated to generate 15,308 daily trips, 513 trips in the AM peak hour and 1311 PM peak hour trips prior to any reductions or credits for pass-by conditions.

It is anticipated that the above and any nearby developments to the subject site will only have minor vehicular impact on the Dreamport Village project since access to the City Gate developments are via Jimmie Kerr Boulevard while the Dreamport Village site does not provide access to or route any vehicular traffic onto this roadway.

Figure 4 displays the City's projects that are currently in review within the general study area. No information was available for the projects located at the east side of I-10 and Jimmie Kerr interchange, only identified as the Lawrence Project. The cluster of projects near the west side of the I-10/Jimmie Kerr interchange are the City Gate projects while the to the southeast (northeast corner of Lamb and Arica), Mountain View Estates, is identified with an annexation classification. The project located east of I-10 at Florence Boulevard is for a restaurant in an existing retail space.

Discussions with a City of Casa Grande representative identified no other developments are near completion within the general area that would have a significant impact to the local study area roadway volumes. It was noted that some potential larger-scale developments are planned for the future that will add traffic to the general area and the regional interstate system but details are not available at this time. For the purposes of this study, no new developments will be considered within the study area that will contribute to increased traffic volumes on any roadway segment that could significantly impact the study area conditions, outside of the subject site and typical background traffic growth. The City has identified a minimum 2% per year traffic growth rate for this area.

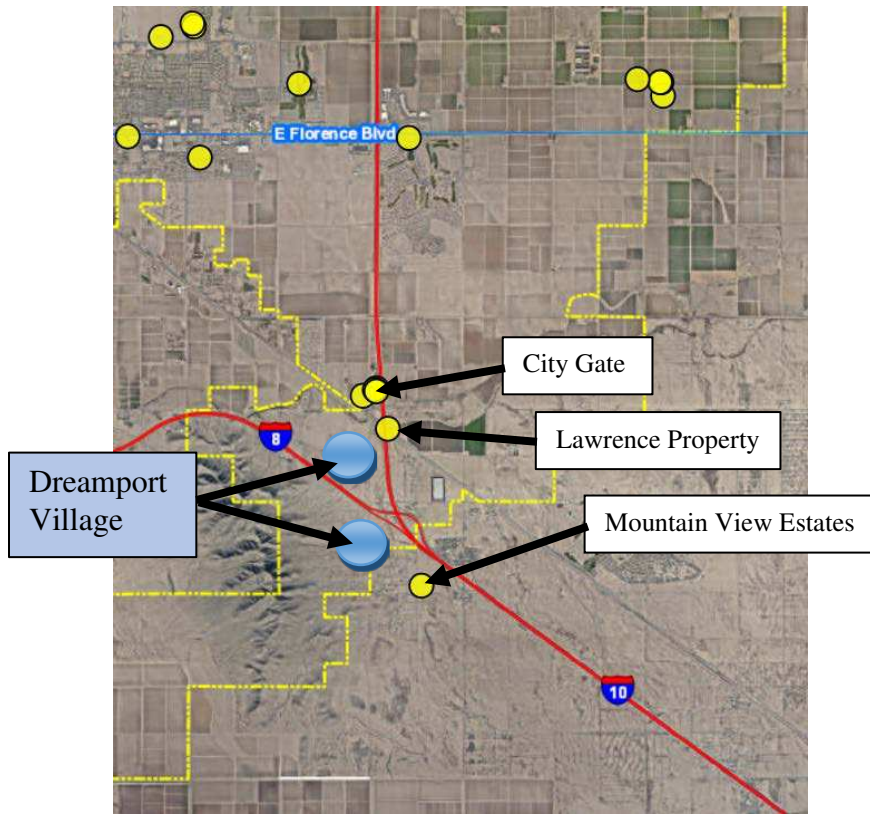


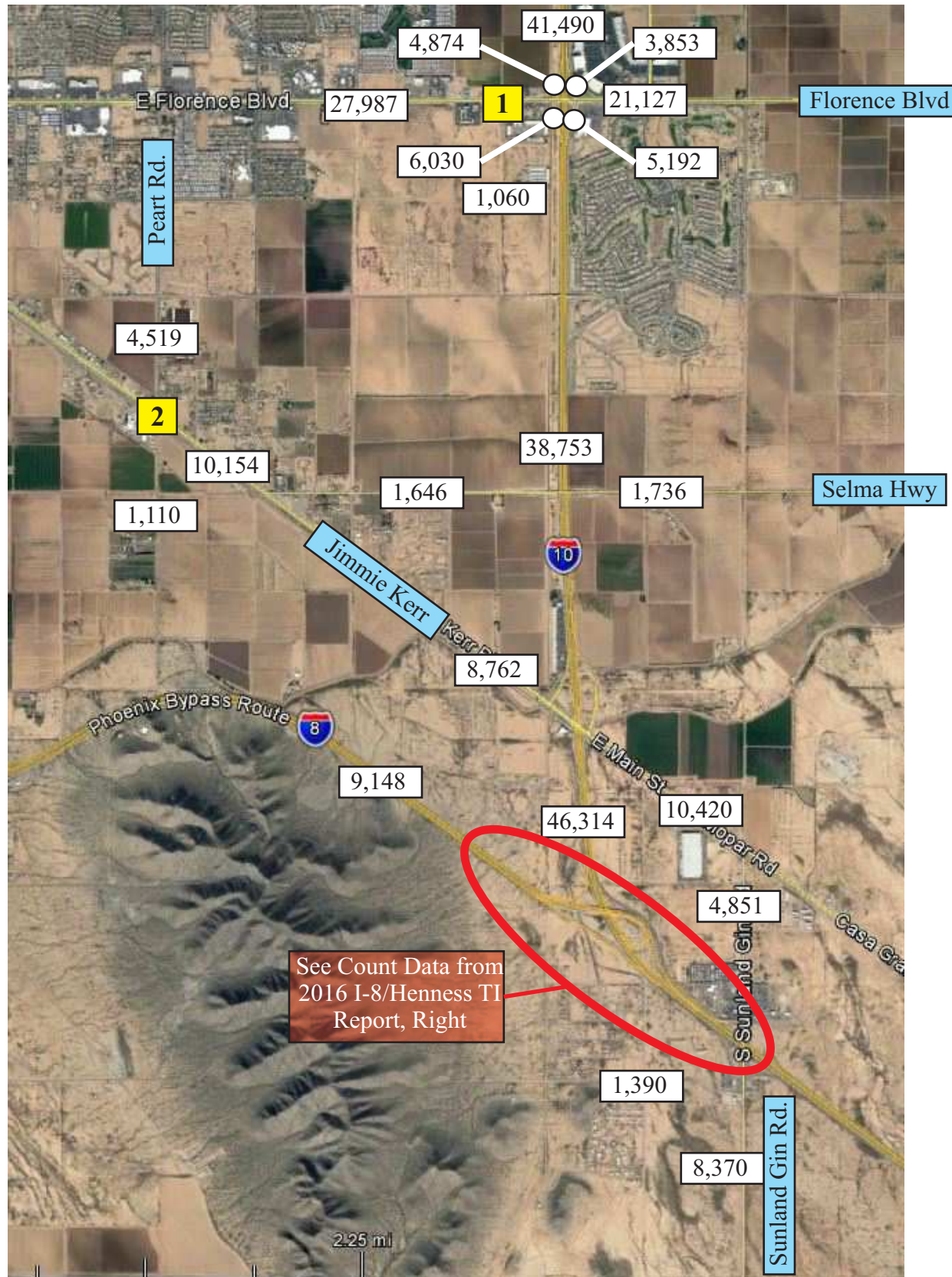
Figure 4. Location of Casa Grande Development Projects in Review Near the Study Area

Study Area Traffic Volumes

Daily, morning and evening peak hour traffic volume data was sought from the City for the major roadways and intersections within the study area. It was identified that traffic volumes have not changed significantly over the last few years and previously collected data would be applicable for this study. Traffic information was obtained through a number sources including:

- the City’s most recent data collection effort in 2013,
- as presented in the previous Lee Engineering Master Circulation Study for the Regional Gateway Commerce Center (2014),
- as collected from a 2014 traffic impact study on Florence Boulevard at Camino Mercado,
- data available from the ADOT Transportation Data Management System,
- the Pinal County website, and
- as presented in the recent I-8/Heness Road Change of Access Report (July 2016).

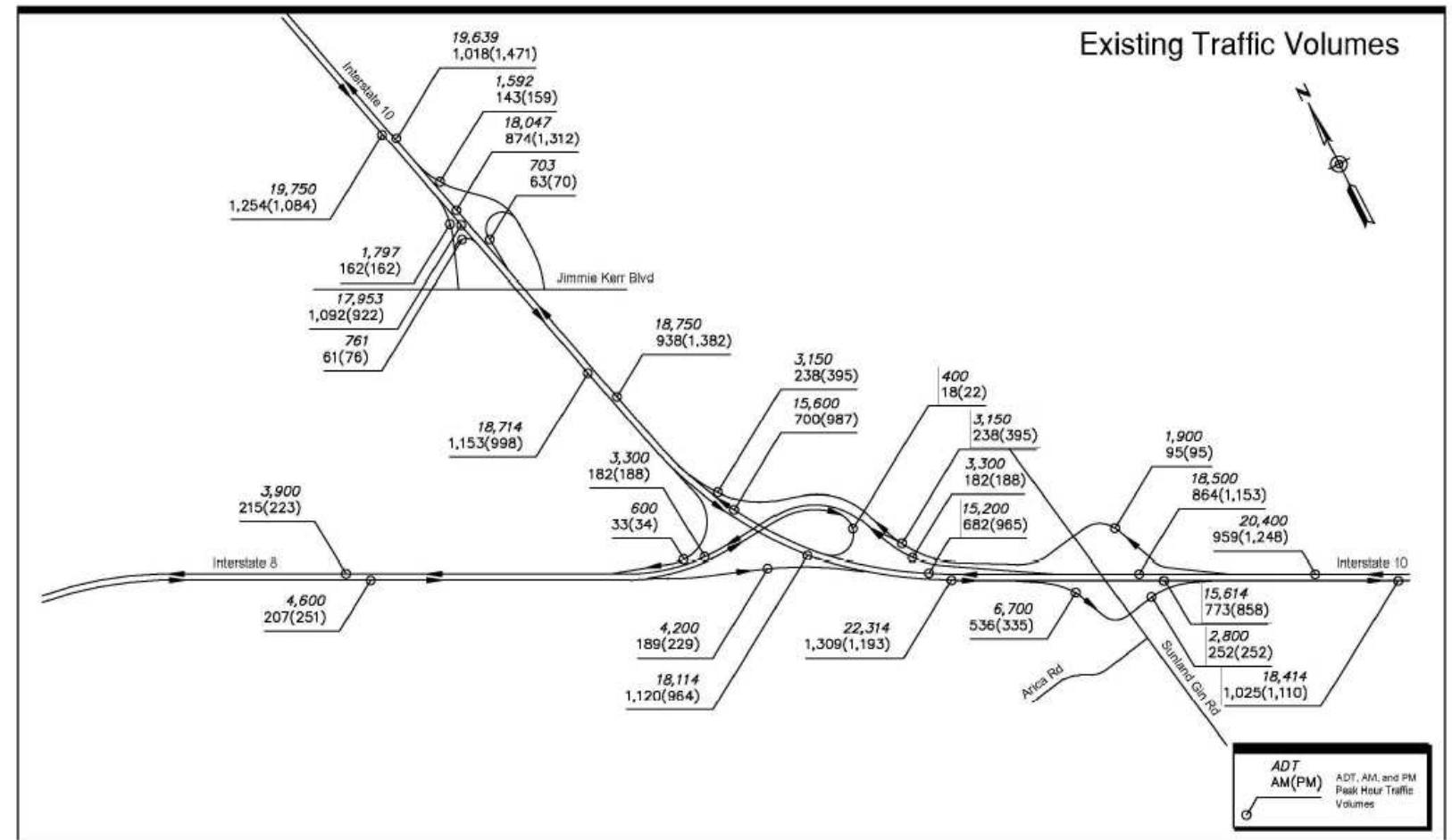
Figure 5 presents the existing traffic volume data for the immediate study area as obtained through the above sources.



Daily Volume from ADOT TMS, City Database, TIA Estimates



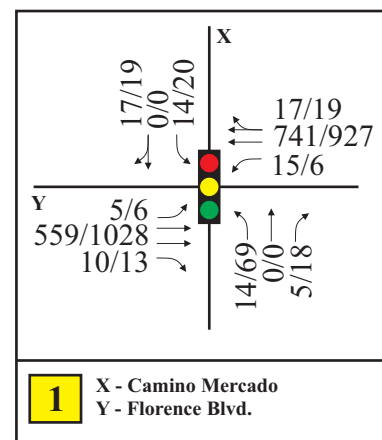
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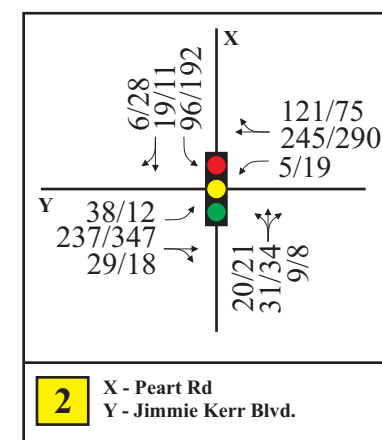
Change of Access Report
I-8 / Henness Road TI
Arizona Department of Transportation

July 2016
Federal Aid Sequence: 008-B(AWD)T
TRACS No.: 008 PN 176 H7653 01X

Daily Volume from I-8/Henness Road Change of Access Report



Turn volumes at this location have been estimated based on 2014 traffic study



Turn volumes at this location have been estimated based on 2014 traffic study

Peak Hour Intersection Volumes at Selected Study Locations

Legend

- 4,851 - Daily Count Location ADOT/MAG/City
- X - TMC Count Location
- ↔ - Existing Lane Configuration
- XX/XX - AM/PM Peak Hour Traffic Volume

Existing Study Area Traffic Volumes

Figure 5

Master Circulation Plan
Dreamport Village

Study Area Roadways

Due to the limited nature of the local and regional roadway network to serve as efficient access options for the site, a number of new facilities are being proposed to accommodate the site-related vehicle trips that are to be generated by the site. The following is a list of improvements anticipated to be in-place for the first phase of the Dreamport Village development (or in-place soon after Phase 1 opening), constructed by others or in large part by the site developer:

- **I-10 Widening (1A, ADOT)**
I-10 currently provides for two directional lanes from the I-8 system interchange west to Earley Road (about 4 miles). Fiscal year 2019 funding will add an additional general purpose lane to each travel direction. Other improvements originally related to this project including the modification of the Jimmie Kerr TI and construction of a new TI at Selma Highway have been eliminated. Completion of this project is anticipated for 2021/2022.
- **I-8 / Henness Road Traffic Interchange (1B, Developer)**
The project development team is to contribute to the construction of this new interchange pending near-term approval by the Federal Highway Administration (FHWA). An interim full diamond interchange is to provide direct access to site-related visitors approaching from I-8 eastbound, I-10 westbound, and for some vehicles traffic travelling I-10 eastbound. Eventually, as part of the future I-8/I-10 system interchange improvements (unknown time horizon), a system of collector-distributor roads will replace the direct Henness Road ramps to and from the east, but access to both I-10 eastbound and westbound will still be possible.
- **Henness Road / Resort Parkway North (1C, Developer)**
In conjunction with the I-8/Henness Road TI, the site developers plan to extend Henness Road north as Resort Parkway North. The four-lane roadway is planned to cross Jimmie Kerr Boulevard and the existing Southern Pacific Railroad tracks as an above grade crossing and extend northward along mostly undeveloped/agricultural adjacent parcels, intersecting Selma Highway and Earley Road, to Florence Boulevard (approximately 3.5 miles). Currently the exact alignment of this roadway has not been determined, but for this study, is planned to intersect Florence Boulevard at the existing signalized intersection of Camino Mercado one-quarter mile west of the I-10 interchange. This roadway is anticipated to accommodate the majority of site-related trips generated from the Phoenix area areas north until the new Selma Highway interchange is constructed in the future. No direct access to Jimmie Kerr Boulevard is planned from this roadway, only indirectly via the existing Jimmie Kerr/Selma Highway intersection.

Note: Construction of the Resort Parkway North segment over Jimmie Kerr Boulevard and north to Florence Boulevard is not part of the current PAD. However, an amendment to the PAD is anticipated to occur immediately after initial submittal to include this improvement. Until approval, the existing Cox Road/Jimmie Kerr intersection at the I-10 interchange is to remain open, but will not be utilized for site access. Resort Parkway North will be considered in-place for Phase 1 analysis purposes, but constructed in a Phase 1B scenario.

- **Hennes Road / Resort Parkway South (1D, Developer)**
South of I-8, Resort Parkway South is to roughly parallel I-8 providing access to the southern portion of the site's Phase 1 development. The roadway is to extend between Hennes Road TI in the west to Lamb Road, eventually continuing east to Sunland Gin Road near the Arica Road alignment. Future highway commercial development west of Hennes Road will extend the roadway to Tate Road connecting to the Peart Road underpass of I-8. This roadway is to accommodate the majority of Phase 1 traffic destined to site's parcels south of I-8 via the Hennes Road TI.
- **Hatfield Road / Village Springs Boulevard (1E, Developer)**
A new east-west two-lane roadway extending from Resort Parkway North to Peart Road and potentially to Trekell Road (existing I-8 TI, 2 miles west of Hennes Road). Hatfield Road, the west extension of this roadway is anticipated to serve a low volume of local traffic from the downtown Casa Grande area, provide continuity to the local street network, serve emergency and service related vehicles, and be an eventual western alternative or by-pass to the I-8/Hennes TI. The eastern extension of the roadway will serve as the main entrance into the resort area.

The above projects are anticipated to be in place or near-complete for the opening phase to accommodate the site-generated traffic. The planned developer improvements will also remove the potential site-related access concerns near the Jimmie Kerr/I-10 eastbound on-off ramps by eliminating the southern site access roadway (Cox Road) at this location and its complications associated with its railroad crossing. Eventually, ADOT plans to eliminate the I-10/Jimmie Kerr TI when the I-8/I-10 system interchange improvements occur.

Additional projects are planned for Dreamport Village, including the Village Springs Boulevard/I-8 Underpass (a roadway to provide a direct connection between the northern and southern portions of the resort without having to utilize I-8/Hennes TI), have a time horizon beyond the opening year of Phase 1. ADOT related improvements for the I-8/I-10 system interchange as well as the Sunland Gin TI and Selma Highway TI are more long term, but have been assumed for the full buildout condition of the site.

Figure 6 shows the most recent Master Regional Circulation Plan for the project area. The Phase 1 improvements anticipated to be in-place are numbered corresponding to the above project descriptions above.

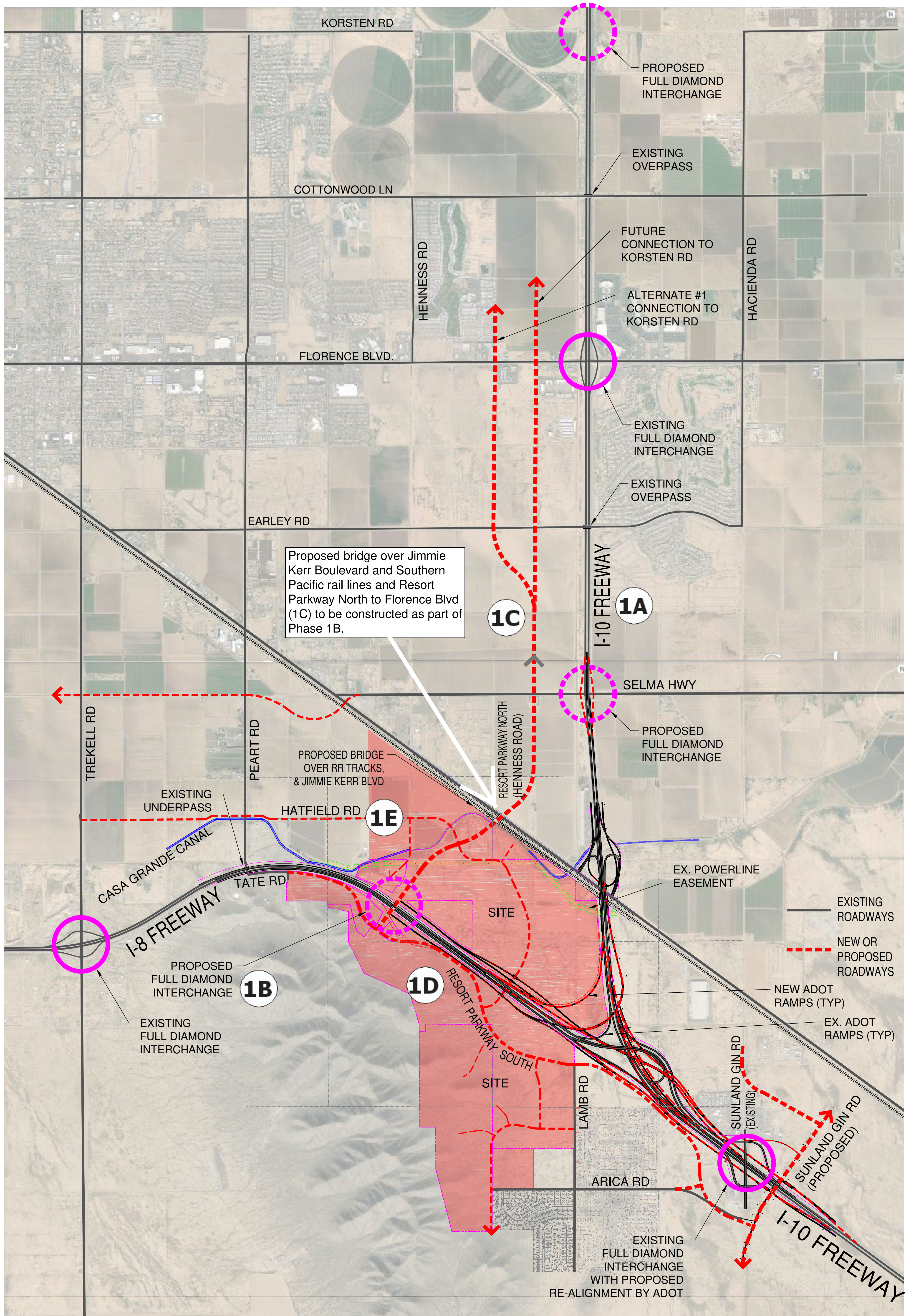


Figure 6

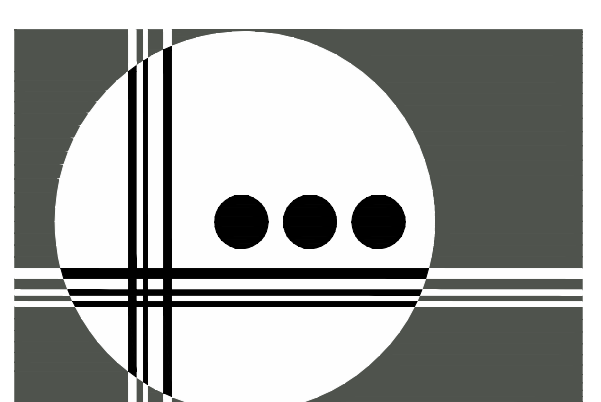
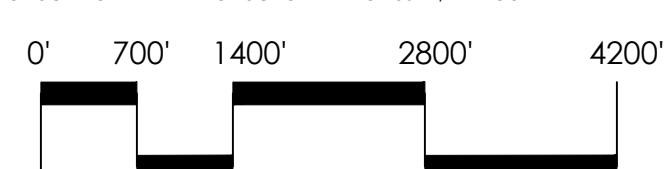
DREAMPORT VILLAGE

CASA GRANDE, AZ
 PREPARED FOR: THE BLOCK SPORTS COMPANY

MASTER REGIONAL CIRCULATION PLAN

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Traffic Volume Forecasting

Non-Site Traffic Development

Noting very little development is planned for the study area outside of the subject site, traffic volumes conditions are not anticipated to change drastically, growing at a City identified 2 percent per year. Construction of the I-8/Heness Road TI is not anticipated to change traffic volume patterns significantly without the construction of the Dreamport Village project. There are relatively low volume conditions at the I-10/Jimmie Kerr TI, I-8/Trekell TI, and along on the I-8 corridor. Furthermore, the nature of the area is rural/agricultural and has a limited local roadway network.

As part of the I-8/Heness Road Change of Access Report (COA), a 2025 Total Build scenario was developed for the immediate study area which considered the following assumptions:

- Construction of the Henness Road TI
- Elimination of the Jimmie Kerr Boulevard TI, although access between Jimmie Kerr and a new Selma Highway TI is provided via directional frontage roadways.
- Build-out of the study area property south of the I-8 corridor at Henness Road originally planned in the Casa Grande Mountain Ranch (CGMR) development. Under the CGMR land use development plan, as provided in the appendix from the COA report, was estimated to generate over 45,000 daily trips.
- No continuation/connection of Henness Road north of I-8.
- I-10/Heness Road ramp volumes based on an assumed maximum capacity of the proposed interchange signal system.

Thus, the 2025 Build volume results as shown in the COA report are not reflective of a no-build or interim condition comparable to a Dreamport Village development. However the planned development of the southern half of the subject property is estimated to generate about 45,000 new external trips when fully developed, equal to the CGMR estimate.

For the purposes of this analysis, it will be assumed that the I-8/Heness Road TI, the Resort Parkway North roadway over Jimmie Kerr Boulevard to Florence Boulevard, the Hatfield Road connection between Peart Road and Henness Road, and the development of Resort Parkway South between Henness Road and Lamb Road will not significantly change travel path routes within the existing study area. All existing traffic will utilize their existing travel paths. Any change to the traffic volume conditions shown in the analysis figures will be based on background traffic growth and vehicles associated with the Dreamport Village development. Consideration of potential non-site vehicular impacts will be analyzed independently.

Site Traffic Development

Trip Generation

To estimate the site's trip generation characteristics, *Trip Generation, Ninth Edition*, published by the Institute of Transportation Engineers (ITE) 2012, was used to calculate average weekday daily total, AM peak hour, and PM peak hour number of trips. The data in this publication is categorized by land use types. The land use categories (LUC) that would be applicable to the proposed site was based on information received from the client and placed into an ITE category deemed applicable to the land use.

Noting the site will be primarily a regional resort destination, the use of typical ITE trip generation values to estimate traffic volumes may not be the most appropriate manner of vehicle estimation tool. Due to the site's nature, weekend conditions (Friday thru Sunday) are anticipated to generate the highest number of site visitors to the resort and recreational areas. Research conducted by the client team projects 37 percent of visits will come from a customer base staying at least one night at an on-site accommodation. A system of planned water taxis, shuttle bus service between facilities and attractions, and integration of land uses, will result in reduced internal vehicle trips. The client has also indicated attendance and operation at the resort functioning in a similar manner to that of the Disneyland Resort in Anaheim, California where employees are to arrive before the attraction opening and the majority of guests will not enter a specific on-site destination until late morning, after the peak morning commute peak hour. Day-trip customers are not anticipated to leave the resort area until late in the evening to maximize their time spent visiting the complex. It was noted by the client team that peak season conditions are projected to be from November to May with specific attraction areas open from 9AM until midnight. It is assumed for peak season conditions that attendance to be 20 percent above average daily conditions and off-peak attendance during the hotter summer months 65 percent of peak-season.

To estimate potential AM and PM peak hour site-related vehicle traffic, both the ITE and Disneyland Resort Trip Generation methodologies (based on person-trips and a spreadsheet developed by Patrick A. Gibson, Kaku Associates, Inc. and John a Lower, Traffic and Transportation Manager, City of Anaheim, California) were conducted. It was soon discovered that too many assumptions were being utilized in the Disneyland person-trip method to be effective, and the final trip generation results based only on the ITE method. It is noted, however, the Disneyland spreadsheet indicates peak times for vehicles entering or exiting the resort area are outside the typical peak AM and PM commuter times.

Tables 1 and 2 identify the trip generation characteristics estimated for Phase 1 of the site's development on weekday and weekend conditions, respectively, and in relation to the I-8 corridor (North or South). Trip reductions were assumed based on the client's research that 37 percent of resort based trips are estimated to be inter-parcel trips (alternative mode/non-vehicular trips). Engineering judgement was utilized to estimate internal trip reductions between the non-resort commercial and retail land uses based on the parcels proximity within the resort area. Pass-by trips were assumed based on the latest edition of

the ITE Trip Generation Handbook utilizing average values, where appropriate. **Table 3** displays the trip generation results for weekday build-out conditions of the entire site.

From the tables developed, Phase 1 of site development is anticipated to generate over 25,000 new daily vehicle trips to the area (nearly 52,000 total trips prior to trip reductions) while weekend conditions are anticipated to generate over 32,000 new trip ends. During the peak weekday commuter travel time periods, Phase 1 is anticipated to generate approximately 1,000 AM peak hour trips (inbound plus outbound) and 1,750 PM peak hour trips. At full build-out, the site is anticipated to generate nearly 66,000 new daily weekday trips onto the area roadways (over 124,000 total trips prior to trip reduction credits are applied).

Based on the land uses for Phase 1, it is assumed that 70% of all trips are guest-related (resort-related) trips and the remaining 30% are generated from land uses that are associated with the employee base or non-resort vehicles, including most of the land uses on the south side of I-8 except for the Wildlife Experience and Resort Hotel. At full build-out, about 55% of the site-generated trips are resort-related trips, a result of the later-phase residential areas located on the south side of the project area.

It is noted that the ITE assumptions may not account for potential commuter bus or other higher occupancy type vehicles that may be used for the larger attraction areas or consider the attraction opening and closing times. Depending upon the season and resort hours, significant impact to the arrival and departure times and the peak hour estimations used in the development of the site-generated trips are possible.

Table 1. Trip Generation Estimate - WEEKDAY (Phase 1)

Parcel No.	Phase 1 - North Site											
	Block Sports	Entertain. Retail	Indoor Water Park	Adventure Zone	Resort Hotel	AMTRAK	Facilities Management	Electric Substation	Commercial	Restaurant	Motel	RV Park
ITE Land Use Code	415	820	414	480	330	93	170	170	820	932	320	240
ITE Land Use Title	Beach Park	Shopping Center	Water Slide Park	Amusement Park	Resort Hotel	LRT with Parking	Utilities	Utilities	Shopping Center	High-Turnover (sit-down) Restaurant	Motel	Mobile Home Park
Land Use Variable	Acres	1000 SF GLA	Parking Spaces	Acres	Rooms	Parking Spaces	Acres	Acres	1000 SF GLA	1000 GFA	Rooms	Acres
Variable Amount	186.0	95.8	600	10.0	300	380	5.0	5.0	100.0	6,000	200	29.8
Weekday	29.81	42.7	2.27	75.76	8.17	2.51	6.93	6.93	42.7	127.15	5.63	39.61
AM Peak Hour	0.48	0.96	0.08	0.21	0.31	1.07	2.49	2.49	0.96	10.81	0.45	3.2
PM Peak Hour	1.3	3.71	0.28	3.95	0.42	1.24	1.32	1.32	3.71	9.85	0.47	4.45
Weekday	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
AM Peak Hour	59%	49%	70%	88%	72%	80%	50%	50%	49%	55%	36%	18%
PM Peak Hour	34%	52%	21%	61%	43%	58%	50%	50%	52%	60%	54%	63%

Percentage of Inter-Parcel Trips	37%	50%	37%	37%	37%	75%	0%	0%	50%	37%	37%	37%
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TOTAL TRIPS													Total
Weekday	5,545	4,091	1,362	758	2,451	954	35	35	4,270	763	1,126	1,180	22,570
AM Peak Hour Inbound	53	46	34	2	67	326	7	7	48	36	33	18	677
AM Peak Hour Outbound	36	46	14	0	26	81	5	5	48	29	57	77	424
PM Peak Hour Inbound	83	185	36	25	55	274	4	4	193	36	51	84	1,030
PM Peak Hour Outbound	159	171	132	15	71	198	3	3	178	24	43	49	1,046

INTERNAL / ALTERNATIVE MODE TRIPS													Total
Weekday	2,052	2,045	504	280	907	715	0	0	2,135	282	417	437	9,774
AM Peak Hour Inbound	20	23	13	1	25	244	0	0	24	14	12	7	383
AM Peak Hour Outbound	14	23	5	0	10	61	0	0	24	10	22	29	198
PM Peak Hour Inbound	31	93	14	9	21	205	0	0	97	14	19	31	534
PM Peak Hour Outbound	59	85	49	6	26	149	0	0	89	8	16	19	506

EXTERNAL TRIPS													Total
Weekday	3,493	2,046	858	478	1,544	239	35	35	2,135	481	709	744	12,797
AM Peak Hour Inbound	33	23	21	1	42	82	7	7	24	22	21	11	294
AM Peak Hour Outbound	23	23	9	1	16	20	6	6	24	19	35	49	231
PM Peak Hour Inbound	52	92	22	16	34	69	4	4	96	22	32	53	496
PM Peak Hour Outbound	100	86	83	9	45	49	3	3	89	16	27	30	540

Percentage of Pass-by Trips	0%	34%	0%	0%	0%	0%	0%	0%	34%	43%	0%	0%
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PASS-BY TRIPS													Total
Weekday	0	696	0	0	0	0	0	0	726	207	0	0	1,629
AM Peak Hour Inbound	0	8	0	0	0	0	0	0	8	9	0	0	25
AM Peak Hour Outbound	0	8	0	0	0	0	0	0	8	8	0	0	24
PM Peak Hour Inbound	0	31	0	0	0	0	0	0	33	9	0	0	73
PM Peak Hour Outbound	0	29	0	0	0	0	0	0	30	7	0	0	66

NEW TRIPS													Total
Weekday	3,493	1,350	858	478	1,544	239	35	35	1,409	274	709	744	11,168
AM Peak Hour Inbound	33	15	21	1	42	82	7	7	16	13	21	11	269
AM Peak Hour Outbound	23	15	9	1	16	20	6	6	16	11	35	49	207
PM Peak Hour Inbound	52	61	22	16	34	69	4	4	63	13	32	53	423
PM Peak Hour Outbound	100	57	83	9	45	49	3	3	59	9	27	30	474

Notes:
 1. Per developer projections, 63% of all trips to resort area to be day trips, 37% internal. Internal commercial assumed to generate 50% of trips from internal customer base.
 2. For Wildlife/Zoo land use, used San Diego Zoo (SANDAG) for daily rates, AM and PM peak hour used ITE amusement park rates.
 3. Vet School - Assumed University/College. ITE based on students, San Diego region (SANDAG) based on acres, used SANDAG data.
 4. San Diego region (SANDAG) has resort hotel with convention facilities land use at 10 trips/room weekday or 300 per acre. 6% of total trips in AM 60% are inbound, 8% trips in PM, 60% are inbound, ITE rates used above.

Phase 1 - South Site					
Tech Park	Highway Comm	Hotel	Wildlife Exp.	C-Store / Welcome Center	Vet School
760	820	310	481	945	550 ⁽³⁾
Research & Development Center	Shopping Center	Hotel	Zoo	Gasoline/Service Station w/ Convenience Market	University / College
Acres	1000 SF GLA	Rooms	Acres	VFP	Acres
21.2	301	200	74.1	20	12.8
79.61	42.7	8.17	114.88	162.78	100
16.77	0.96	0.53	0.31	10.16	10
15.44	3.71	0.6	0.42	13.51	9
50%	50%	50%	50%	50%	50%
84%	49%	59%	72%	50%	90%
12%	52%	51%	43%	50%	30%

37%	37%	37%	37%	37%	37%
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TOTAL TRIPS						Total	
Weekday	1,688	12,853	1,634	8,513	3,256	1,280	29,224
AM Peak Hour Inbound	299	142	63	17	102	116	739
AM Peak Hour Outbound	57	147	43	6	101	12	366
PM Peak Hour Inbound	40	581	62	14	136	35	868
PM Peak Hour Outbound	288	536	58	18	135	81	1,116

INTERNAL / ALTERNATIVE MODE TRIPS						Total	
Weekday	624	4,755	605	3,150	1,205	474	10,813
AM Peak Hour Inbound	111	53	24	7	38	43	276
AM Peak Hour Outbound	21	54	16	2	38	5	136
PM Peak Hour Inbound	15	215	23	5	50	13	321
PM Peak Hour Outbound	107	199	22	7	50	30	415

EXTERNAL TRIPS						Total	
Weekday	1,064	8,098	1,029	5,363	2,051	806	18,411
AM Peak Hour Inbound	188	89	39	10	64	73	463
AM Peak Hour Outbound	36	93	27	4	64	7	231
PM Peak Hour Inbound	25	366	39	9	86	22	547
PM Peak Hour Outbound	181	337	36	11	85	51	701

0%	34%	0%	0%	59%	0%
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PASS-BY TRIPS						Total	
Weekday	0	2,753	0	0	1,210	0	3,963
AM Peak Hour Inbound	0	30	0	0	38	0	68
AM Peak Hour Outbound	0	32	0	0	38	0	70
PM Peak Hour Inbound	0	124	0	0	51	0	175
PM Peak Hour Outbound	0	115	0	0	50	0	165

NEW TRIPS						Total	
Weekday	1,064	5,345	1,029	5,363	841	806	14,448
AM Peak Hour Inbound	188	59	39	10	26	73	395
AM Peak Hour Outbound	36	61	27	4	26	7	161
PM Peak Hour Inbound	25	242	39	9	35	22	372
PM Peak Hour Outbound	181	222	36	11	35	51	536

North + South Total	25,616
	664
	368
	795
	1,010

Table 2. Trip Generation Estimate - WEEKEND (Phase 1)

Parcel No.	Phase 1 - North Site											
Land Use	Block Sports	Entertain. Retail	Indoor Water Park	Adventure Zone	Resort Hotel	AMTRAK	Facilities Management	Electric Substation	Commercial	Restaurant	Motel	RV Park
ITE Land Use Code	415	820	414	480	330	93	170	170	820	932	320	240
ITE Land Use Title	Beach Park	Shopping Center	Water Slide Park	Amusement Park	Resort Hotel	LRT with Parking	Utilities	Utilities	Shopping Center	High-Turnover (sit-down) Restaurant	Motel	Mobile Home Park
Land Use Variable	Acres	1000 SF GLA	Parking Spaces	Acres	Rooms	Parking Spaces	Acres	Acres	1000 SF GLA	1000 GFA	Rooms	Acres
Variable Amount	186.0	95.8	600	10.0	300	380	5.0	5.0	100.0	6,000	200	29.8
Weekend	66.47	49.97	2.91	180.2	13.43	2.51	6.93	6.93	49.97	158.37	8.84	36.21
Peak Hour	1.18	4.82	0.39	18.86	1.23	1.24	1.32	1.32	4.82	14.07	0.76	4.2
Weekend	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Peak Hour	46%	52%	13%	58%	50%	58%	50%	50%	52%	53%	45%	54%

Percentage of Inter-Parcel Trips / Alt Mode	37%	50%	37%	37%	37%	75%	0%	0%	50%	37%	37%	37%
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TOTAL TRIPS													Total
Weekend	12,363	4,787	1,746	1,802	4,029	954	35	35	4,997	950	1,768	1,079	34,545
Peak Hour Inbound	101	241	31	110	185	274	4	4	251	45	69	68	1,383
Peak Hour Outbound	119	221	203	79	184	198	3	3	231	40	83	58	1,422

INTERNAL / ALTERNATIVE MODE TRIPS													Total
Weekend	4,574	2,394	646	667	1,491	715	0	0	2,499	352	654	399	14,391
Peak Hour Inbound	38	121	12	41	69	205	0	0	126	17	26	26	681
Peak Hour Outbound	44	110	75	29	68	149	0	0	115	15	31	21	657

EXTERNAL TRIPS													Total
Weekend	7,790	2,394	1,100	1,135	2,538	239	35	35	2,498	599	1,114	681	20,158
Peak Hour Inbound	63	120	19	69	116	69	4	4	125	28	43	42	702
Peak Hour Outbound	75	111	128	50	116	49	3	3	116	25	52	37	765

Percentage of Pass-by Trips	0%	34%	0%	0%	0%	0%	0%	0%	34%	43%	0%	0%
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PASS-BY TRIPS													Total
Weekend	0	814	0	0	0	0	0	0	849	258	0	0	1,921
Peak Hour Inbound	0	41	0	0	0	0	0	0	43	12	0	0	96
Peak Hour Outbound	0	38	0	0	0	0	0	0	39	11	0	0	88

NEW TRIPS													Total
Weekend	7,790	1,580	1,100	1,135	2,538	239	35	35	1,649	341	1,114	681	18,237
Peak Hour Inbound	63	79	19	69	116	69	4	4	82	16	43	42	606
Peak Hour Outbound	75	73	128	50	116	49	3	3	77	14	52	37	677

Phase 1 - South Site					
Tech Park	Highway Comm	Hotel	Wildlife Exp.	C-Store / Welcome Center	Vet School
760	820	310	481	945	550 ⁽²⁾
Research & Development Center	Shopping Center	Hotel	Zoo	Gasoline/Service Station w/ Convenience Market	University / College
Acres	1000 SF GLA	Rooms	Acres	VFP	Acres
21.2	301	200	74.1	20	12.8
22.47	49.97	8.19	114.88	162.78	76
3.37	4.82	0.72	0.42	13.57	9.6
50%	50%	50%	50%	50%	50%
50%	52%	56%	43%	50%	57%

Percentage of Inter-Parcel Trips / Alt Mode	37%	37%	37%	37%	37%
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TOTAL TRIPS						Total	
Weekend	476	15,041	1,638	8,513	3,256	973	29,897
Peak Hour Inbound	36	755	81	14	136	71	1,093
Peak Hour Outbound	36	696	63	18	136	52	1,001

INTERNAL / ALTERNATIVE MODE TRIPS						Total	
Weekend	176	5,565	606	3,150	1,205	360	11,062
Peak Hour Inbound	14	280	30	5	51	26	406
Peak Hour Outbound	13	257	24	7	50	20	371

EXTERNAL TRIPS						Total	
Weekend	301	9,476	1,032	5,363	2,051	613	18,836
Peak Hour Inbound	22	475	51	9	85	45	687
Peak Hour Outbound	23	439	39	11	86	32	630

Percentage of Pass-by Trips	0%	34%	0%	0%	59%	0%
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PASS-BY TRIPS						Total	
Weekend	0	3,222	0	0	1,210	0	4,432
Peak Hour Inbound	0	162	0	0	50	0	212
Peak Hour Outbound	0	149	0	0	51	0	200

NEW TRIPS						Total	
Weekend	301	6,254	1,032	5,363	841	613	14,404
Peak Hour Inbound	22	313	51	9	35	45	475
Peak Hour Outbound	23	290	39	11	35	32	430

North + South Total
32,641
1,081
1,107

Notes:
 1. Weekend / Saturday rates from ITE used where applicable. No weekend estimates provided for AMTRAK and Zoo, above rates are for weekday conditions.

Table 3. Trip Generation Estimate - Weekday (Full Build-out, North side only)

Phase		North Side (plan dated 10.14.16)															
Parcel No.		1	2	3	4	5	8	9	10	11	12	13	15	17	18	19	29
Description	Land Use	Coaster Park	AMTRAK	Block Sports	Adventure Zone	Amusement Indoor	Entertain. Retail	In/Out Waterpark	Hotel/ Trade Pavilion	Resort Hotel	Facilities Management	Electric Substation	Commercial	Restaurant	Motel	RV Park	Movie Studio
	ITE Land Use Code	480	93	415	480	480	820	414	310	330	170	170	820	932	320	240	480
	ITE Land Use Title	Amusement Park	LRT with Parking	Beach Park	Amusement Park	Amusement Park	Shopping Center	Water Slide Park	Hotel	Resort Hotel	Utilities	Utilities	Shopping Center	High-Turnover (sit-down) Restaurant	Motel	Mobile Home Park	Amusement Park
	Land Use Variable	Acres	Parking Spaces	Acres	Acres	Acres	1000 SF GLA	Parking Spaces	Rooms	Rooms	Acres	Acres	1000 SF GLA	1000 GFA	Rooms	Acres	Acres
	Variable Amount	169.5	380	186.0	10.0	108.4	96	600	300	300	5.0	5.0	247	6.000	200	29.8	33.7
Trip Rates	Weekday	75.76	2.51	29.81	75.76	75.76	42.7	2.27	8.17	8.17	6.93	6.93	42.7	127.15	5.63	39.61	75.76
	AM Peak Hour	0.21	1.07	0.48	0.21	0.21	0.96	0.08	0.53	0.31	2.49	2.49	0.96	10.81	0.45	3.2	0.21
	PM Peak Hour	3.95	1.24	1.3	3.95	3.95	3.71	0.28	0.6	0.42	1.32	1.32	3.71	9.85	0.47	4.45	3.95
Inbound %	Weekday	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
	AM Peak Hour	88%	80%	59%	88%	88%	49%	70%	59%	72%	50%	50%	49%	55%	36%	18%	88%
	PM Peak Hour	61%	58%	34%	61%	61%	52%	21%	51%	43%	50%	50%	52%	60%	54%	63%	61%

Percentage of Inter-Parcel Trips	37%	75%	37%	37%	37%	50%	37%	37%	37%	0%	0%	50%	37%	37%	37%	37%	37%
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TOTAL TRIPS																
Weekday	12,841	954	5,545	758	8,212	4,091	1,362	2,451	2,451	35	35	10,528	763	1,126	1,180	2,553
AM Peak Hour Inbound	32	326	53	2	21	46	34	94	67	7	7	116	36	33	18	7
AM Peak Hour Outbound	4	81	36	0	2	46	14	65	26	5	5	121	29	57	77	0
PM Peak Hour Inbound	409	274	83	25	262	185	36	92	55	4	4	476	36	51	84	82
PM Peak Hour Outbound	261	198	159	15	167	171	132	88	71	3	3	439	24	43	49	52

North Side Trip Totals	
Phase 1	Build-out
22,562	54,885
676	899
425	568
1,030	2,158
1,046	1,875

INTERNAL / ALTERNATIVE MODE TRIPS																
Weekday	4,751	715	2,052	280	3,039	2,045	504	907	907	0	0	5,264	282	417	437	945
AM Peak Hour Inbound	12	244	20	1	8	23	13	35	25	0	0	58	14	12	7	3
AM Peak Hour Outbound	2	61	14	0	1	23	5	24	10	0	0	61	10	22	29	0
PM Peak Hour Inbound	152	205	31	9	97	93	14	34	21	0	0	238	14	19	31	31
PM Peak Hour Outbound	96	149	59	6	62	85	49	33	26	0	0	220	8	16	19	19

INTERNAL TRIPS	
9,770	22,545
382	475
199	262
533	989
506	847

EXTERNAL TRIPS																
Weekday	8,091	239	3,493	478	5,174	2,046	858	1,544	1,544	35	35	5,264	481	709	744	1,609
AM Peak Hour Inbound	20	82	33	1	13	23	21	59	42	7	7	58	22	21	11	4
AM Peak Hour Outbound	2	20	23	1	1	23	9	41	16	6	6	60	19	35	49	1
PM Peak Hour Inbound	257	69	52	16	165	92	22	58	34	4	4	238	22	32	53	51
PM Peak Hour Outbound	165	49	100	9	105	86	83	55	45	3	3	219	16	27	30	33

EXTERNAL TRIPS	
12,793	32,344
293	424
231	312
496	1,169
540	1,028

Percentage of Pass-by Trips	0%	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	34%	43%	0%	0%	0%
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PASS-BY TRIPS																
Weekday	0	0	0	0	0	696	0	0	0	0	0	1,790	207	0	0	0
AM Peak Hour Inbound	0	0	0	0	0	8	0	0	0	0	0	20	9	0	0	0
AM Peak Hour Outbound	0	0	0	0	0	8	0	0	0	0	0	20	8	0	0	0
PM Peak Hour Inbound	0	0	0	0	0	31	0	0	0	0	0	81	9	0	0	0
PM Peak Hour Outbound	0	0	0	0	0	29	0	0	0	0	0	74	7	0	0	0

North Side Trip Totals	
Phase 1	Build-out
1,628	2,693
25	37
24	36
73	121
66	110

NEW TRIPS																
Weekday	8,091	239	3,493	478	5,174	1,350	858	1,544	1,544	35	35	3,474	274	709	744	1,609
AM Peak Hour Inbound	20	82	33	1	13	15	21	59	42	7	7	38	13	21	11	4
AM Peak Hour Outbound	2	20	23	1	1	15	9	41	16	6	6	40	11	35	49	1
PM Peak Hour Inbound	257	69	52	16	165	61	22	58	34	4	4	157	13	32	53	51
PM Peak Hour Outbound	165	49	100	9	105	57	83	55	45	3	3	145	9	27	30	33

NEW TRIPS	
11,165	29,651
268	387
207	276
424	1,048
474	918

Table 3 (Continued). Trip Generation Estimate - Weekday (Full Build-out, South side only)

South of I-8 (plan dated 10.14.16)																												
20A	20B	21	22	23	24	25	26	27	28	30	31	32	33	34	35	36	37	38	39	40	41	42					43	
Highway Comm	Hotel	Highway Comm	Highway Comm	Wildlife Exp.	Resort	Tech Park	Vet School	Student Housing	Commercial	HD Residential	Commercial	MD Residential	MD Residential	MD Residential	LD Residential	LD Residential	VLD Residential	LD Residential	LD Residential	MD Residential	Elem. School	Open Space	Open Space	Open Space	Open Space	Open Space	Open Space	C-Store / Welcome Center
820	310	820	820	481	330	760	550 ⁽¹⁾	550	820	220	820	210	210	210	210	210	210	210	210	210	520	412	412	412	412	412	412	945
Shopping Center	Hotel	Shopping Center	Shopping Center	Zoo	Resort Hotel	Development Center	University / College	University/College	Shopping Center	Apartment	Shopping Center	Single-Family Detached	Single-Family Detached	Single-Family Detached	Single-Family Detached	Single-Family Detached	Single-Family Detached	Single-Family Detached	Single-Family Detached	Elementary School	County Park	County Park	County Park	County Park	County Park	County Park	Station w/ Convenience	
1000 SF GLA	Rooms	1000 SF GLA	1000 SF GLA	Acres	Rooms	Acres	Acres	Acres	1000 SF GLA	Acres	1000 SF GLA	Acres	Acres	Acres	Acres	Acres	Acres	Acres	Acres	Acres	Students	Acres	Acres	Acres	Acres	Acres	VFP	
314,500	200	138,520	178,596	74.1	200	21.2	12.8	35.2	95,960	21.8	95,960	16.0	16.6	25.2	41.3	32.7	56.0	27.1	31.5	38.9	620	6.4	43.3	22.0	26.8	49.4	47.1	20
42.7	8.17	42.7	42.7	114.88	8.17	79.61	100	100	42.94	99.75	42.94	57.12	57.12	57.12	26.04	26.04	9.52	26.04	26.04	57.12	1.29	1	1	1	1	1	162.78	
0.96	0.53	0.96	0.96	0.31	0.31	16.77	10	10	1.03	7.65	1.03	3.75	3.75	3.75	2.06	2.06	0.75	2.06	2.06	3.75	0.45	1	1	1	1	1	10.16	
3.71	0.6	3.71	3.71	0.42	0.42	15.44	9	9	3.75	9.3	3.75	5.00	5.00	5.00	2.74	2.74	1.00	2.74	2.74	5.00	0.15	1.00	1.00	1.00	1.00	1.00	13.51	
50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
49%	59%	49%	49%	72%	72%	84%	90%	90%	61%	61%	61%	25%	25%	25%	31%	31%	25%	31%	31%	25%	55%	61%	61%	61%	61%	61%	50%	
52%	51%	52%	52%	43%	43%	12%	30%	30%	48%	48%	48%	63%	63%	63%	66%	66%	63%	66%	66%	63%	49%	61%	61%	61%	61%	61%	50%	
37%	37%	37%	37%	37%	37%	37%	37%	37%	50%	25%	50%	25%	25%	25%	25%	25%	25%	25%	25%	25%	0%	0%	0%	0%	0%	0%	37%	
13,429	1,634	5,915	7,626	8,513	1,634	1,688	1,280	3,520	4,121	2,175	4,121	914	948	1,439	1,075	852	533	706	820	2,222	800	6	43	22	27	49	47	3,256
148	63	66	85	17	45	299	116	317	61	102	61	15	16	24	27	21	11	18	21	37	154	4	27	14	17	31	29	102
154	43	67	86	6	17	57	12	35	38	65	38	45	46	71	58	46	31	38	44	109	125	2	16	8	10	18	18	101
607	62	268	345	14	37	40	35	96	173	98	173	51	53	80	75	60	36	50	57	123	46	4	27	14	17	31	29	136
560	58	246	318	18	47	288	81	221	187	105	187	29	30	46	39	30	20	25	30	72	47	3	17	8	10	19	19	135
4,969	605	2,188	2,822	3,150	605	624	474	1,302	2,060	544	2,060	228	237	360	269	213	133	176	205	555	0	0	0	0	0	0	1,205	
55	24	25	32	7	17	111	43	118	31	26	31	4	4	6	7	6	3	5	6	10	0	0	0	0	0	0	38	
57	16	25	32	2	6	21	5	13	19	16	19	11	12	18	15	11	8	9	11	27	0	0	0	0	0	0	38	
225	23	99	128	5	14	15	13	36	87	25	87	13	14	20	19	15	9	13	15	31	0	0	0	0	0	0	50	
207	22	92	118	7	18	107	30	82	93	26	93	7	7	12	10	8	5	6	7	18	0	0	0	0	0	0	50	
8,461	1,029	3,727	4,805	5,363	1,029	1,064	806	2,218	2,061	1,631	2,061	686	712	1,080	807	639	401	530	616	1,667	800	7	44	22	27	50	48	2,051
93	39	41	53	10	28	188	73	199	30	76	30	11	12	18	20	15	8	13	15	27	154	4	27	14	17	31	29	64
97	27	42	55	4	11	36	7	22	19	49	19	34	35	53	44	36	23	29	33	82	125	3	17	8	10	19	19	64
382	39	169	217	9	23	25	22	60	86	73	86	38	39	60	56	45	27	37	42	92	46	4	27	14	17	31	29	86
353	36	154	200	11	29	181	51	139	94	79	94	22	23	34	29	22	15	19	23	54	47	3	17	8	10	19	19	85
34%	0%	34%	34%	0%	0%	0%	0%	0%	34%	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	59%
2,877	0	1,267	1,634	0	0	0	0	0	701	0	701	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,210
32	0	14	18	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
33	0	14	19	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
130	0	57	74	0	0	0	0	0	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
120	0	52	68	0	0	0	0	0	32	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
5,584	1,029	2,460	3,171	5,363	1,029	1,064	806	2,218	1,360	1,631	1,360	686	712	1,080	807	639	401	530	616	1,667	800	7	44	22	27	50	48	841
61	39	27	35	10	28	188	73	199	20	76	20	11	12	18	20	15	8	13	15	27	154	4	27	14	17	31	29	26
64	27	28	36	4	11	36	7	22	13	49	13	34	35	53	44	36	23	29	33	82	125	3	17	8	10	19	19	26
252	39	112	143	9	23	25	22	60	57	73	57	38	39	60	56	45	27	37	42	92	46	4	27	14	17	31	29	35
233	36	102	132	11	29	181	51	139	62	79	62	22	23	34	29	22	15	19	23	54	47	3	17	8	10	19	19	35

South Side Trip Totals		Grand Total North + South Trip Totals	
Phase 1	Build-out	Phase 1	Build-out
26,656	69,415	49,218	124,300
646	1,948	1,322	2,847
271	1,404	696	1,972
764	2,837	1,794	4,995
1,009	2,895	2,055	4,770

INTERNAL TRIPS		INTERNAL TRIPS	
9,863	24,984	19,633	47,529
242	609	624	1,084
101	391	300	653
283	956	816	1,945
376	1,025	882	1,872

EXTERNAL TRIPS		EXTERNAL TRIPS	
16,794	44,442	29,587	76,786
404	1,339	697	1,763
171	1,022	402	1,334
481	1,881	977	3,050
633	1,870	1,173	2,898

South Side Trip Totals		North + South Trip Totals	
Phase 1	Build-out	Phase 1	Build-out
2,901	8,390	4,529	11,083
32	122	57	159
33	116	57	152
131	370	204	491
120	354	186	464

NEW TRIPS		NEW TRIPS	
13,893	36,052	25,058	65,703
372	1,217	640	1,604
138	906	345	1,182
350	1,511	774	2,559
513	1,516	987	2,434

Trip Distribution

Noting the land uses and projected attendance numbers of the resort, the client's market research anticipates a significant visitor base generating from out-of-state, traveling through the major airports in the Phoenix area and/or via automobile traveling through the Phoenix area. In addition, the population base within Arizona is heavily skewed to the north that would use I-10 eastbound to reach the site. Based on client information and a 2014 socioeconomic population report of Arizona from the Office of Employment and Population Statistics, the following trip distribution percentages are assumed for both Phase 1 and full build-out of the site for both resort and non-resort traffic:

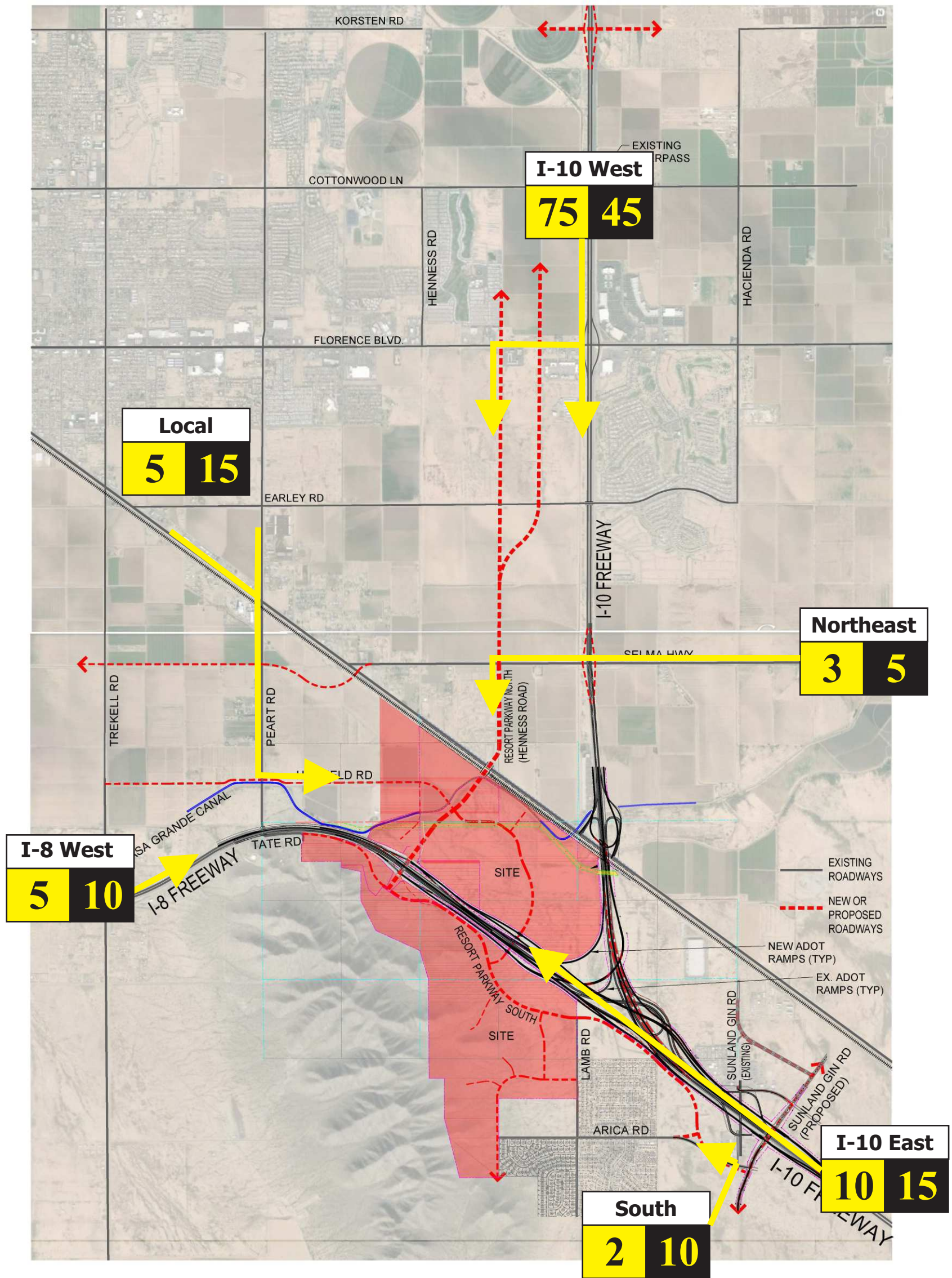
<u>Origin / Destination</u>	<u>Resort Traffic</u>	<u>Non-Resort Traffic</u>
I-10 West	75%	45%
I-10 East	10%	15%
I-8 West	5%	10%
Local (Downtown Casa Grande)	5%	15%
Selma Highway (Northeast)	3%	5%
Sunland Gin (South)	2%	10%

Trip Assignment

The new vehicle trips generated by the site were assigned to travel routes based on the roadway network assumed to be generally in-place for the 2020 opening year of the site and their relative destination within the site itself.

Due to the large percentage of resort traffic being generated from the north, the client has identified roadway signing would likely be in-place on I-10 eastbound to direct visitor traffic to exit initially at the Florence Boulevard interchange and utilize Resort Parkway North to access the site. This will minimize concerns associated with the existing Jimmie Kerr/I-10 interchange which will not provide direct access to and from the site. For the Phase 1 opening year condition, it is assumed 75% of all resort trips to and from the north will utilize the northern route while the remaining 25% would use the future I-8/Henness Road TI (southern route). At full-build out and with the opening of the Selma Highway interchange, half of the vehicle trips assumed to use the Florence Boulevard TI were assumed to use the new Selma Highway TI to arrive and depart the site.

Figure 7 displays the trip distribution used for the Phase 1 and full Build-out of the site based on the roadway network assumed to be in-place for the time period. **Figure 8** shows the trip assignment for the new vehicle trips under the Phase 1 and the full Build-out scenarios.



Legend

Local	Origin / Destination
XX XX	Non-Resort/Guest Traffic Distribution Percentage
	Resort/Guest Traffic Distribution Percentage

CONCEPTUAL MASTER REGIONAL CIRCULATION PLAN

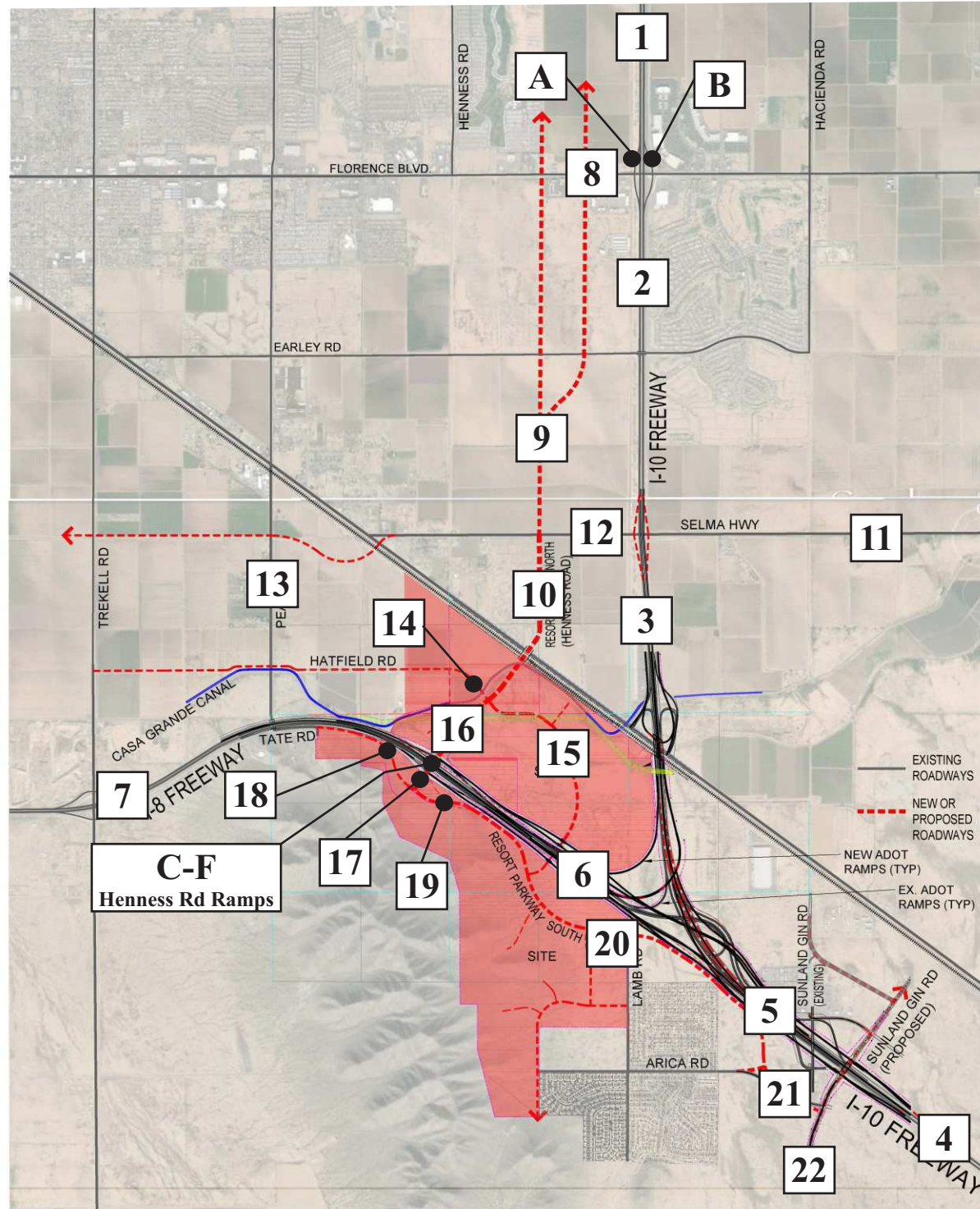
SCALE: 1" = 1400'
 DATE: 09.29.16
 GPLA JOB# 16037



Notes:

1. Traffic from I-10 West to distribute 75% to Florence Blvd and 25% to I-8/Henessis interchange.
2. Resort Parkway North and bridge over Jimmie Kerr Blvd and railroad tracks (Phase 1B) assumed to be in-place.
3. At Full Build-out, traffic to/from I-10 West to use Selma Highway Interchange instead of Florence Blvd.
4. At Full Build-out, 50% of Non-Resort/Guest traffic to use Sunland Gin Road Interchange.

*Master Circulation Plan
 Dreamport Village*



Legend

X - Roadway Segment

SCALE: 1" = 1400'
 DATE: 09.29.16
 GPLA JOB# 16037

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 221 N. 7th Street
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 www.gilmore.com

Segment #	Roadway Segment	Phase 1 Traffic			Build-out Traffic		
		AM Pk Hr	PM Pk Hr	24-Hour	AM Pk Hr	PM Pk Hr	24-Hour
1	I-10 W of Florence Blvd	681	1191	16907	1713	3071	43364
2	I-10 E of Florence Blvd	254	444	7270	1240	2223	32508
3	I-10 E of Selma Highway	254	444	7270	767	1374	21652
4	I-10 E of Sunland Gin Rd	119	208	2946	341	612	7556
5	I-10 E of I-8	119	208	2946	257	612	7556
6	I-8 E of Henness Rd	373	652	10216	1024	1834	27795
7	I-8 W of Henness Rd	67	117	1665	202	362	4271
8	Florence Blvd W of I-10	427	747	9637	237	424	5428
9	Resort Parkway North S of Florence Blvd	427	747	9637	237	424	5428
10	Resort Parkway North S of Selma Hwy	464	812	10559	1055	1891	24078
11	Selma Highway E of I-10	37	65	922	109	195	2365
12	Selma Highway W of I-10	37	65	922	582	619	7793
13	Pearl Road S of Jimmie Kerr Blvd	83	144	2049	265	474	5256
14	Hatfield Road W of Resort Parkway North	57	100	1392	461	280	11412
15	Village Springs Blvd E of Resort Parkway North	544	951	13521	947	2124	23305
16	Henness Road N of I-8	357	624	8201	640	1555	13708
17	Henness Road S of I-8	393	687	10016	1151	2182	27602
18	Tate Road W of Henness Rd	13	23	329	253	454	5546
19	Resort Parkway South E of Henness Rd	381	666	9704	930	1785	22357
20	Resort Parkway South W of Lamb Rd	211	370	5262	618	1107	14050
21	Resort Parkway South W of Sunland Gin Rd	45	79	1127	156	280	2891
22	Sunland Gin Road S of Resort Parkway South	45	79	1127	156	280	2891
A	I-10 EB Off Ramp to Florence Blvd	275	329	4818	272	435	5428
B	I-10 WB On Ramp from Florence Blvd	152	418	4818	201	413	5428
C	I-8 EB Off Ramp to Henness Rd	43	52	833	116	186	2135
D	I-8 WB Off Ramp to Henness Rd	240	287	5108	589	940	13897
E	I-8 EB On Ramp from Henness Rd	133	365	5108	434	894	13897
F	I-8 WB On Ramp from Henness Rd	24	66	833	86	176	2135

Master Circulation Plan
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Analysis of Conditions

Roadway Capacity, 2020 Phase 1 Conditions

Per the City of Casa Grande Small Area Transportation Study (SATS), July 2007, roadway segment level of service thresholds and roadway capacities by functional classification have been identified. Tables 3-1 and 3-2 from the report are shown below to help estimate the cross-section design of the new roadway facilities planned as part of the proposed development. These tables will be utilized in determining roadway capacity requirements. Typically LOS C should be designed for although LOS D is acceptable during peak hour conditions.

**TABLE 3-1
DAILY ROADWAY CAPACITIES**

Functional Classification	Daily Per Lane Capacity
Interstate/Freeway	16,375
Arterial	8,700
Collector	7,500
Freeway Ramps	8,000

Source: Casa Grande Multimodal Transportation Study, 2001.

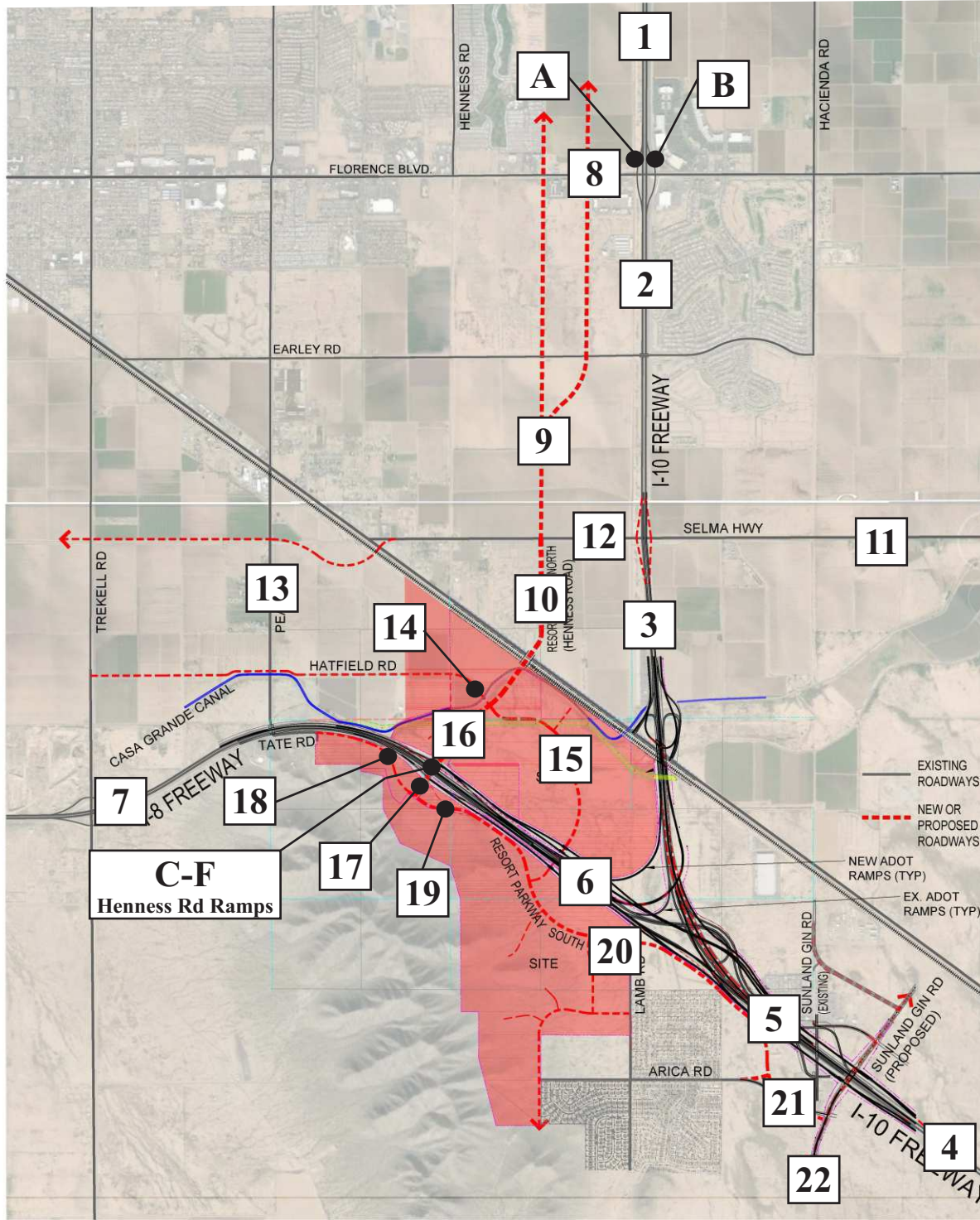
**TABLE 3-2
LEVELS OF SERVICE**

LOS	Maximum V/C
A	0.00 – 0.30
B	0.30 – 0.54
C	0.54 - 0.75
D	0.75 - 0.90
E	0.90 - 1.00
F	>1.00

Source: Casa Grande Multimodal Transportation Study, 2001.

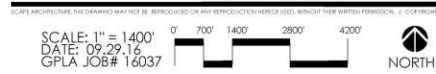
Assuming Resort Parkway North/Heness Road as an arterial roadway and Resort Parkway South, Hatfield Road and Village Springs Boulevard will function as collector facilities, the required number of directional travel lanes for the Phase 1 and Build-out volume scenarios can be estimated for the study area roadways.

To estimate volume conditions for the 2020 Phase 1 opening year, the existing traffic volumes shown in Figure 5 have been increased by 2 percent per year for 4 years (total volume increase of 1.0824 or +8.24%) to identify 2020 background conditions. The background traffic was then added to the new site-generated traffic volume plus any pass-by traffic that was estimated for the adjacent commercial parcels. **Figure 9** shows the estimated 2020 opening year traffic volume conditions associated with Phase 1 of the subject site.



Legend

X - Roadway Segment



Segment #	Roadway Segment	Background Traffic			Phase 1 New Traffic			Pass-by Traffic			Total 2020 Build Traffic		
		AM Pk Hr	PM Pk Hr	24-Hour	AM Pk Hr	PM Pk Hr	24-Hour	AM Pk Hr	PM Pk Hr	24-Hour	AM Pk Hr	PM Pk Hr	24-Hour
1	I-10 W of Florence Blvd	3297	3408	44909	681	1191	16907	0	0	0	3978	4599	61816
2	I-10 E of Florence Blvd	3810	4075	43029	254	444	7270	0	0	0	4064	4519	50299
3	I-10 E of Selma Highway	3555	3781	50130	254	444	7270	0	0	0	3809	4225	57400
4	I-10 E of Sunland Gin Rd	2143	2552	42012	119	208	2946	0	0	0	2262	2760	44958
5	I-10 E of I-8	2155	2336	40605	119	208	2946	0	0	0	2274	2544	43551
6	I-8 E of Hennessy Rd	457	513	9200	373	652	10216	0	0	0	830	1165	19416
7	I-8 W of Hennessy Rd	457	513	9200	67	117	1665	0	0	0	524	630	10865
8	Florence Blvd W of I-10	1462	2184	30293	427	747	9637	0	0	0	1889	2931	39930
9	Resort Parkway North S of Florence Blvd	48	115	1147	427	747	9637	25	70	815	500	932	11599
10	Resort Parkway North S of Selma Hwy	0	0	0	464	812	10559	25	70	815	489	882	11374
11	Selma Highway E of I-10	129	166	1879	37	65	922	0	0	0	166	231	2801
12	Selma Highway W of I-10	154	186	1782	37	65	922	0	0	0	191	251	2704
13	Pearl Road S of Jimmie Kerr Blvd	122	120	1201	83	144	2049	0	0	0	205	265	3251
14	Hatfield Road W of Resort Parkway North	21	37	515	57	100	1392	0	0	0	78	137	1907
15	Village Springs Blvd E of Resort Parkway North	201	352	5003	544	951	13521	0	0	0	745	1303	18524
16	Hennessy Road N of I-8	132	231	3034	357	624	8201	25	70	815	514	925	12050
17	Hennessy Road S of I-8	145	254	3706	393	687	10016	138	340	3963	676	1281	17685
18	Tate Road W of Hennessy Rd	5	9	122	13	23	329	0	0	0	18	32	451
19	Resort Parkway South E of Hennessy Rd	141	246	3590	381	666	9704	0	0	0	522	912	13294
20	Resort Parkway South W of Lamb Rd	0	0	0	211	370	5262	0	0	0	211	370	5262
21	Resort Parkway South W of Sunland Gin Rd	111	154	1505	45	79	1127	0	0	0	157	233	2632
22	Sunland Gin Road S of Resort Parkway South	849	1047	9060	45	79	1127	0	0	0	894	1126	10187
A	I-10 EB Off Ramp to Florence Blvd	398	425	5276	275	329	4818	0	0	0	673	754	10094
B	I-10 WB On Ramp from Florence Blvd	245	380	4170	152	418	4818	0	0	0	397	798	8988
C	I-8 EB Off Ramp to Hennessy Rd	0	0	0	43	52	833	41	103	1195	84	154	2027
D	I-8 WB Off Ramp to Hennessy Rd	0	0	0	240	287	5108	41	103	1195	280	389	6302
E	I-8 EB On Ramp from Hennessy Rd	0	0	0	133	365	5108	41	103	1195	174	467	6302
F	I-8 WB On Ramp from Hennessy Rd	0	0	0	24	66	833	41	103	1195	65	168	2027

Note:

Background Traffic - volume on existing roadway segments increased by 8.24%

Background Traffic - Blue highlighted new roadway segments (#14 - #19) assumes 37% of Phase 1 New Traffic to account for interparcel trips.

Phase 1 New Traffic - As shown in Figure 8.

Pass-by Traffic - To account for traffic volumes on roadway network to/from commercial parcels.

Master Circulation Plan
Dreamport Village

Applying the volume threshold values found in the Casa Grande SATS tables above to the 2020 build volumes shown in Figure 9 gives the ability to calculate the number of lanes needed to accommodate traffic demand and a projected level of service (LOS). **Table 4** has been developed to estimate the number of travel lanes required to accommodate the projected daily traffic volumes and the expected level of service for the roadway.

Table 4. Roadway LOS Conditions, 2020 Phase 1 Build

Segment #	Roadway Segment	Segment Classification	Number of Lanes	Roadway Capacity	2020 Phase 1 Volume	Volume / Capacity	LOS
1	I-10 W of Florence Blvd	Interstate	6	98250	61816	0.629	C
2	I-10 E of Florence Blvd	Interstate	6	98250	50299	0.512	B
3	I-10 E of Selma Highway	Interstate	6	98250	57400	0.584	C
4	I-10 E of Sunland Gin Rd	Interstate	6	98250	44958	0.458	B
5	I-10 E of I-8	Interstate	6	98250	43551	0.443	B
6	I-8 E of Henness Rd	Interstate	4	65500	19416	0.296	A
7	I-8 W of Henness Rd	Interstate	4	65500	10865	0.166	A
8	Florence Blvd W of I-10	Arterial	4	34800	39930	1.147	F
9	Resort Parkway North S of Florence Blvd	Arterial	2	17400	11599	0.667	C
10	Resort Parkway North S of Selma Hwy	Arterial	2	17400	11374	0.654	C
11	Selma Highway E of I-10	Collector	2	15000	2801	0.187	A
12	Selma Highway W of I-10	Collector	2	15000	2704	0.180	A
13	Pearl Road S of Jimmie Kerr Blvd	Collector	2	15000	3251	0.217	A
14	Hatfield Road W of Resort Parkway North	Collector	2	15000	1907	0.127	A
15	Village Springs Blvd E of Resort Parkway North	Collector	4	30000	18524	0.617	C
16	Henness Road N of I-8	Arterial	4	34800	12050	0.346	B
17	Henness Road S of I-8	Arterial	4	34800	17685	0.508	B
18	Tate Road W of Henness Rd	Collector	2	15000	451	0.030	A
19	Resort Parkway South E of Henness Rd	Collector	4	30000	13294	0.443	B
20	Resort Parkway South W of Lamb Rd	Collector	4	30000	5262	0.175	A
21	Resort Parkway South W of Sunland Gin Rd	Collector	4	30000	2632	0.088	A
22	Sunland Gin Road S of Resort Parkway South	Arterial	2	17400	10187	0.585	C
A	I-10 EB Off Ramp to Florence Blvd	Ramp	1	8000	10094	1.262	F
B	I-10 WB On Ramp from Florence Blvd	Ramp	1	8000	8988	1.124	F
C	I-8 EB Off Ramp to Henness Rd	Ramp	1	8000	2027	0.253	A
D	I-8 WB Off Ramp to Henness Rd	Ramp	1	8000	6302	0.788	D
E	I-8 EB On Ramp from Henness Rd	Ramp	1	8000	6302	0.788	D
F	I-8 WB On Ramp from Henness Rd	Ramp	1	8000	2027	0.253	A

Review of the above table indicates three roadway segments are projected to operate at LOS F conditions, including the 0.25-mile Florence Boulevard roadway segment between I-10 and the Resort Parkway North roadway (Camino Mercado alignment assumed). The 9,600 daily site-generated vehicles estimated to use Florence Boulevard and its I-10 west ramps would require an additional travel lane in each direction on Florence Boulevard. Improvements to increase roadway capacity may not be possible noting Florence Boulevard is elevated near I-10 for clearance and drainage needs. Any capacity-related improvements in this area would come with significant costs.

To accommodate site-related vehicle demand estimated for Florence Boulevard, the new Resort Parkway North intersection should be aligned as far west as practical. The increased distance would improve weave and merge operations. Dual left-turn lanes at a signalized westbound to southbound approach to Resort Parkway North may be required considering 330 PM peak hour vehicles are estimated to make this turn movement (175 vehicles in the AM peak). Access control measures such as raised center medians, right-in/right-out only driveway movements, consolidation of left turn movements, may be needed on Florence Boulevard near the Resort Parkway North intersection to better accommodate left turn operations. If allowed, the City may wish to entertain a potential roundabout opposed to a signalized intersection as a traffic control option at this location.

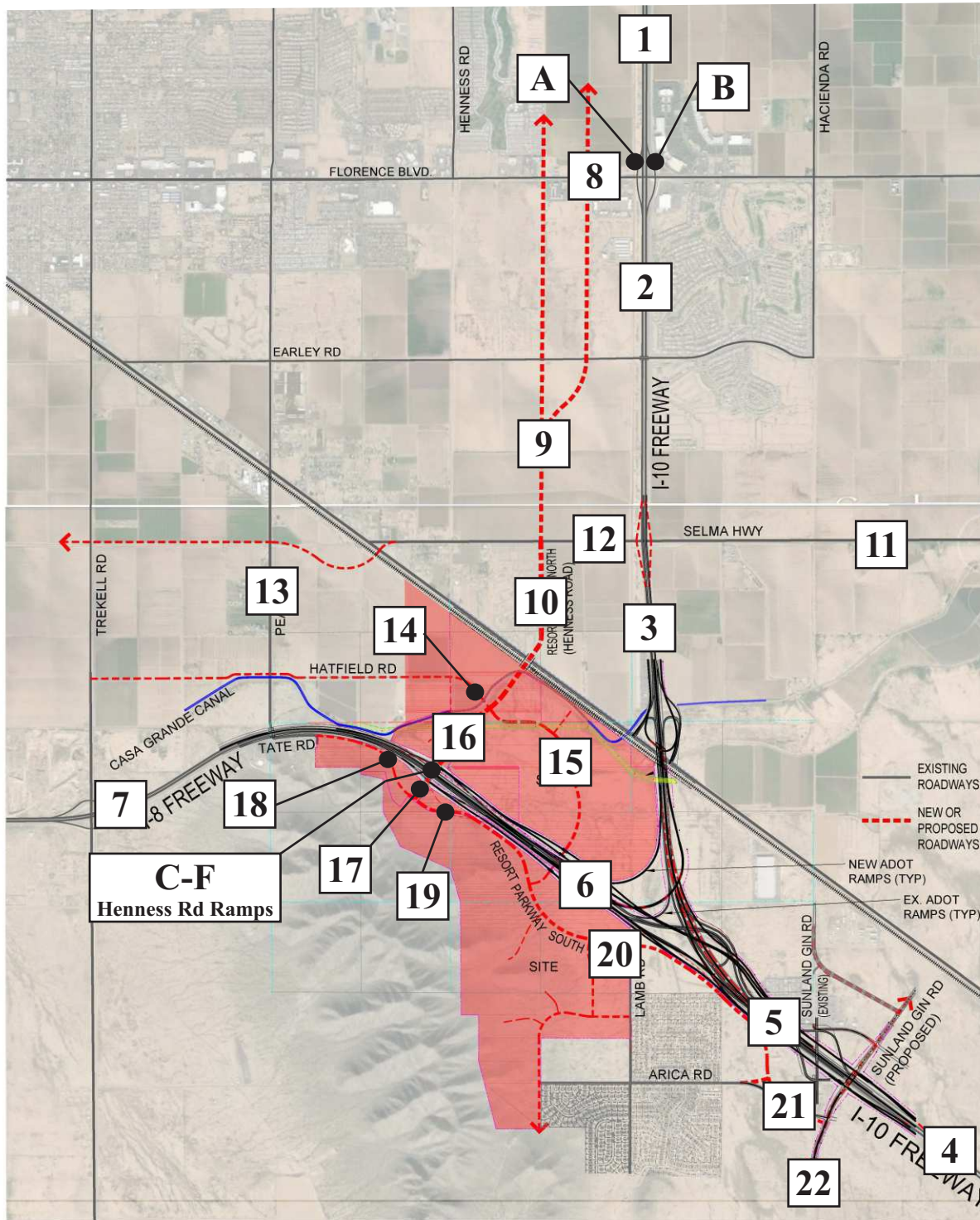
It is noted that unused capacity is available at the I-8/Henness Road On/Off-ramp. Analysis indicates 3,400 of the projected 5,100 vehicle over-demand can be accommodated before the single-lane ramps reach their capacity. Based on this, repeat customers to the site (employees, local visitors, others) are likely to modify their travel route to use the I-8/Henness Road ramps, if delays are repeatable and consistent on Florence Boulevard. To accommodate the additional 1,700 daily vehicles (5,100 vehicles over-demand minus 3,400 that could be accommodated at the I-8/Henness ramps), acceleration of the I-10/Selma Highway TI construction will be needed. The 1,700 daily vehicles that create the over-capacity condition is approximately 5% of the new plus pass-by Phase 1 trips. If the site is to generate traffic at a lower rate than estimated using the ITE average rate calculations, the currently planned access scheme should be sufficient to accommodate existing plus site generated traffic.

Roadway Capacity, 2030 Full Build-Out Conditions

When applying the same methodology to the full build-out conditions (which was conducted for the 2020 opening year), **Figure 10** shows the estimated volume conditions for the 2030 horizon year. This scenario considers the I-10/Selma Highway TI has been constructed along with all other interstate improvement projects including the I-8/I-10 system interchange and new ramp systems to be in-place.

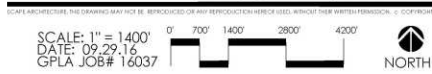
To estimate 2030 background conditions, 2020 background traffic volumes were increased by 21.9% to account for 10 years of 2% compounded growth then added to the 2020 build volumes. The background volumes were then added to the new site trips generated after the Phase 1 development along with adding any pass-by vehicles from the new commercial parcels accessing Resort Parkway North or located at the I-8/Henness Road TI. For the purpose of considering traffic volume conditions on Florence Boulevard, it was assumed that half of vehicles approaching and departing the site to/from I-10 west would divide equally between Florence Boulevard and Selma Highway, although most drivers are anticipated to use Selma Highway rather than Florence Boulevard between the site and I-10 west due to capacity restraints associated with Florence Boulevard. This results in some roadway segments showing a negative value for Full Build New Traffic volume columns in the Figure 10 table.

For comparison purposes, the 2025 Build and the 2040 Build scenario traffic volumes as presented in the I-8/Henness Road COA Report (Figures 4-4 and 6-2 respectively) are presented in **Figure 11**. When comparing the COA 2025 Build volumes conditions to the 2030 conditions presented in Figure 10, the 2025 COA volumes are significantly higher on the interstate system and at I-8/Henness Road ramps. This may be due to unknown development further to the west, a change in traffic volume conditions resulting from the subject site's plan to construct Resort Parkway North over Jimmie Kerr Boulevard allowing easier and more direct access to the resort area north of I-8, closing of the I-10/Jimmie Kerr TI, or other changes not assumed in this analysis.



Legend

X - Roadway Segment



Segment #	Roadway Segment	2030 Background Traffic (1)			Full Build New Traffic (2)			Pass-by Traffic (3)			Total 2030 Build Traffic		
		AM Pk Hr	PM Pk Hr	24-Hour	AM Pk Hr	PM Pk Hr	24-Hour	AM Pk Hr	PM Pk Hr	24-Hour	AM Pk Hr	PM Pk Hr	24-Hour
1	I-10 W of Florence Blvd	4700	5346	71651	1032	1880	26457	0	0	0	5732	7226	98108
2	I-10 E of Florence Blvd	4898	5412	59722	986	1779	25238	0	0	0	5884	7191	84960
3	I-10 E of Selma Highway	4587	5053	68379	513	930	14382	0	0	0	5100	5983	82761
4	I-10 E of Sunland Gin Rd	2732	3319	54159	222	404	4610	0	0	0	2954	3723	58769
5	I-10 E of I-8	2746	3055	52444	138	404	4610	0	0	0	2884	3459	57054
6	I-8 E of Henness Rd	930	1277	21431	651	1182	17579	0	0	0	1581	2459	39010
7	I-8 W of Henness Rd	624	742	12880	135	245	2606	0	0	0	759	987	15486
8	Florence Blvd W of I-10	2210	3410	46564	-191	-323	-4209	0	0	0	2019	3087	42355
9	Resort Parkway North S of Florence Blvd	510	957	11851	-191	-323	-4209	12	46	532	332	680	8174
10	Resort Parkway North S of Selma Hwy	489	882	11374	591	1079	13519	12	46	532	1092	2007	25425
11	Selma Highway E of I-10	194	267	3213	72	130	1443	0	0	0	266	397	4656
12	Selma Highway W of I-10	225	292	3094	545	554	6871	0	0	0	769	846	9965
13	Pearl Road S of Jimmie Kerr Blvd	232	291	3514	182	330	3207	0	0	0	414	621	6721
14	Hatfield Road W of Resort Parkway North	83	145	2020	404	180	10019	0	0	0	486	325	12039
15	Village Springs Blvd E of Resort Parkway North	789	1380	19620	403	1173	9784	0	0	0	1192	2553	29404
16	Henness Road N of I-8	542	975	12714	284	931	5507	12	46	532	838	1952	18753
17	Henness Road S of I-8	707	1336	18497	759	1495	17586	0	0	0	1466	2832	36083
18	Tate Road W of Henness Rd	19	34	478	240	430	5217	0	0	0	259	465	5695
19	Resort Parkway South E of Henness Rd	553	966	14080	549	1119	12653	0	0	0	1102	2084	26733
20	Resort Parkway South W of Lamb Rd	211	370	5262	406	737	8788	0	0	0	618	1107	14050
21	Resort Parkway South W of Sunland Gin Rd	181	267	2961	111	200	1764	0	0	0	292	467	4725
22	Sunland Gin Road S of Resort Parkway South	1080	1355	12171	111	200	1764	0	0	0	1190	1556	13935
A	I-10 EB Off Ramp to Florence Blvd	760	847	11250	-2	106	610	0	0	0	758	953	11860
B	I-10 WB On Ramp from Florence Blvd	451	881	9902	48	-5	610	0	0	0	499	877	10511
C	I-8 EB Off Ramp to Henness Rd	84	154	2027	73	134	1303	3	12	133	160	300	3463
D	I-8 WB Off Ramp to Henness Rd	280	389	6302	350	653	8790	3	12	133	633	1054	15225
E	I-8 EB On Ramp from Henness Rd	174	467	6302	301	530	8790	3	12	133	478	1008	15225
F	I-8 WB On Ramp from Henness Rd	65	168	2027	62	111	1303	3	12	133	129	290	3463

Note:

(1) The 2030 Background traffic is the 2020 Total traffic plus a 21.9% increase of Table 4 Background traffic to account for 10 years of traffic growth.

(2) Difference between 2020 Build and Full Build new site-generated traffic volumes.

(3) Pass-by traffic volumes generated from developments constructed after the Phase 1 condition.

Master Circulation Plan
Dreamport Village



2030 Full Build-Out Traffic Volumes

Figure 10

Figure 6-2 – Year 2040 Traffic Volumes, Build

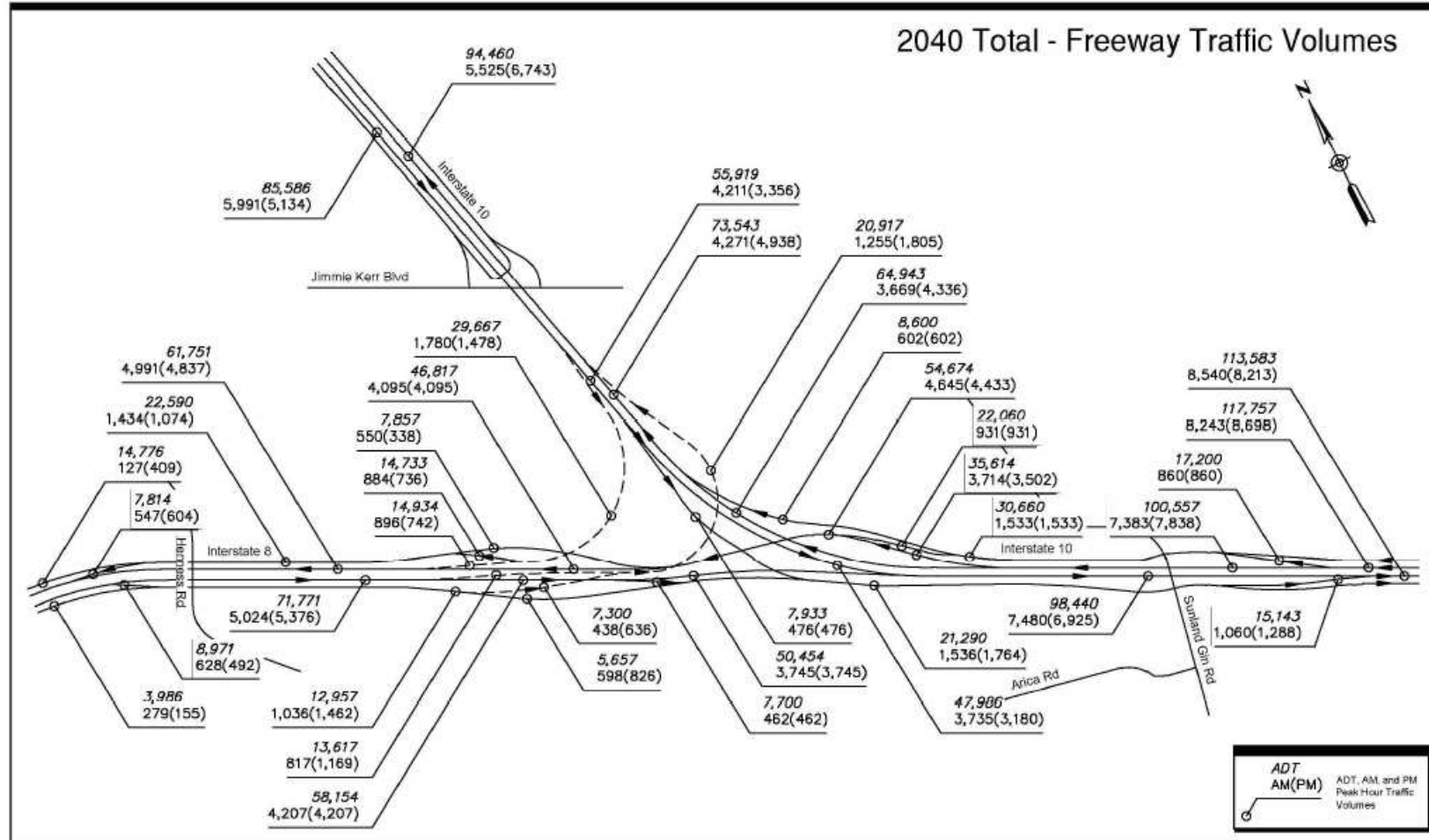
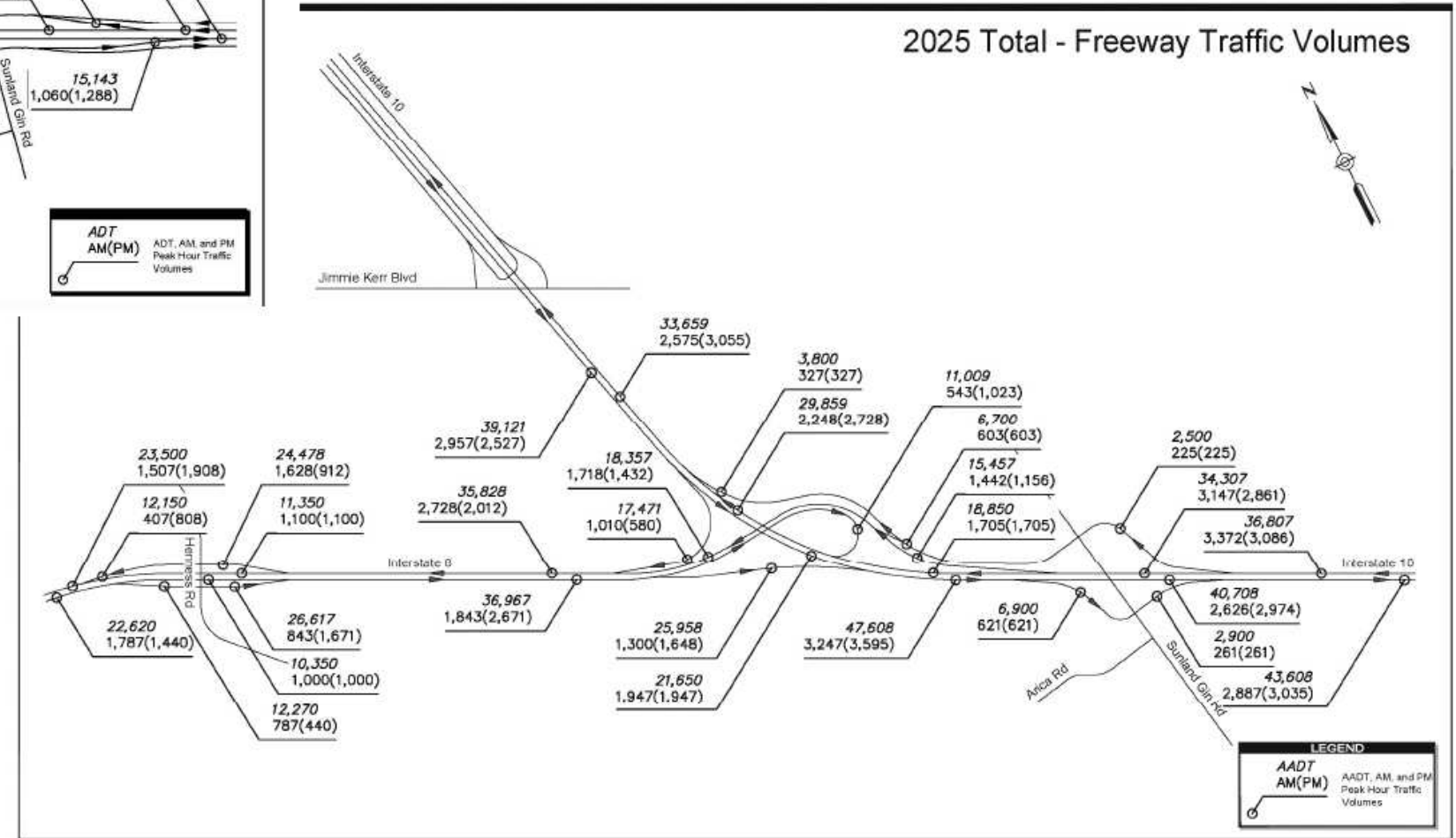


Figure 4-4 – Year 2025 Traffic Volumes, Build



Not to scale



Table 5, similar to Table 4, is provided showing the roadway capacities based on the same number of lanes as the 2020 Phase 1 condition, except for the I-8/Hennessy ramps to and from the east where 2 lanes are assumed to account for the new ramp system and individual C-D roads/ramps from I-10 westbound and I-10 eastbound.

Table 5. Roadway LOS Conditions, 2030 Build-Out

Segment #	Roadway Segment	Segment Classification	Number of Lanes	Roadway Capacity	2030 Build-Out Volume	Volume / Capacity	LOS
1	I-10 W of Florence Blvd	Interstate	6	98250	98108	0.999	E
2	I-10 E of Florence Blvd	Interstate	6	98250	84960	0.865	D
3	I-10 E of Selma Highway	Interstate	6	98250	82761	0.842	D
4	I-10 E of Sunland Gin Rd	Interstate	6	98250	58769	0.598	C
5	I-10 E of I-8	Interstate	6	98250	57054	0.581	C
6	I-8 E of Hennessy Rd	Interstate	4	65500	39010	0.596	C
7	I-8 W of Hennessy Rd	Interstate	4	65500	15486	0.236	A
8	Florence Blvd W of I-10	Arterial	4	34800	42355	1.217	F
9	Resort Parkway North S of Florence Blvd	Arterial	4	34800	8174	0.235	A
10	Resort Parkway North S of Selma Hwy	Arterial	4	34800	25425	0.731	C
11	Selma Highway E of I-10	Collector	2	15000	4656	0.310	B
12	Selma Highway W of I-10	Collector	2	15000	9965	0.664	C
13	Pearl Road S of Jimmie Kerr Blvd	Collector	2	15000	6721	0.448	B
14	Hatfield Road W of Resort Parkway North	Collector	2	15000	12039	0.803	D
15	Village Springs Blvd E of Resort Parkway North	Collector	4	30000	29404	0.980	E
16	Hennessy Road N of I-8	Arterial	4	34800	18753	0.539	B
17	Hennessy Road S of I-8	Arterial	4	34800	36083	1.037	F
18	Tate Road W of Hennessy Rd	Collector	2	15000	5695	0.380	B
19	Resort Parkway South E of Hennessy Rd	Collector	4	30000	26733	0.891	D
20	Resort Parkway South W of Lamb Rd	Collector	4	30000	14050	0.468	B
21	Resort Parkway South W of Sunland Gin Rd	Collector	4	30000	4725	0.157	A
22	Sunland Gin Road S of Resort Parkway South	Arterial	2	17400	13935	0.801	D
A	I-10 EB Off Ramp to Florence Blvd	Ramp	1	8000	11860	1.482	F
B	I-10 WB On Ramp from Florence Blvd	Ramp	1	8000	10511	1.314	F
C	I-8 EB Off Ramp to Hennessy Rd	Ramp	1	8000	3463	0.433	B
D	I-8 WB Off Ramp to Hennessy Rd	Ramp	2	16000	15225	0.952	E
E	I-8 EB On Ramp from Hennessy Rd	Ramp	2	16000	15225	0.952	E
F	I-8 WB On Ramp from Hennessy Rd	Ramp	1	8000	3463	0.433	B

The following information can be inferred from the information provided in Table 5:

- I-10 traffic volumes west of Florence Boulevard are anticipated to be operating near capacity under a 6-lane design.
- Traffic demand on Florence Boulevard west of I-10 is anticipated to exceed capacity of a 4-lane arterial roadway segment.
- Single-lane Selma Highway TI ramps to and from the west are anticipated to accommodate site-related vehicles (2,500 vehicles per ramp) in an acceptable manner. In the scenario where all site-related resort traffic would use Selma Highway as opposed to Florence Boulevard, the 5,000 daily site vehicle demand would still permit an additional 3,000 vehicles per day to accommodate the vehicles displaced from the closing of the Jimmie Kerr TI ramps and other growth in the adjacent area before a second lane would be needed.
- Village Springs Boulevard is anticipated to operate near capacity of a 4-lane collector roadway. Adequate ROW should be obtained to potentially widen this roadway to a six-lane facility (arterial cross-section/classification) at full build-out.
- Hennessy Road between Resort Parkway South and Village Springs Boulevard/Hatfield Road should be constructed to six-lanes. North of Village Springs Blvd/Hatfield Road as a four-lane section over Jimmie Kerr is appropriate,

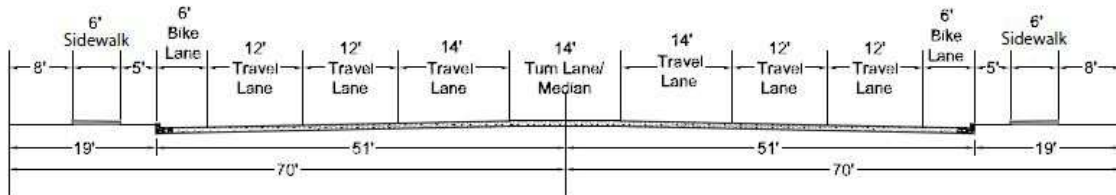
unless other development in the general area would contribute to additional vehicle demand above the 25,400 vehicles per day that is projected.

- Hatfield Road west of Resort Parkway North can be constructed as a two-lane facility and operate at an acceptable level of service. Depending upon the construction of the Coaster Park and Movie Studio, a 4-lane section between the access driveways east to Resort Parkway North could be considered.
- Resort Parkway South is projected to accommodate vehicle demand at a LOS D as a 4-lane collector roadway at full build-out which is acceptable. East of its intersection with Village Springs Boulevard, the 4-lane roadway is anticipated to operate at LOS B.

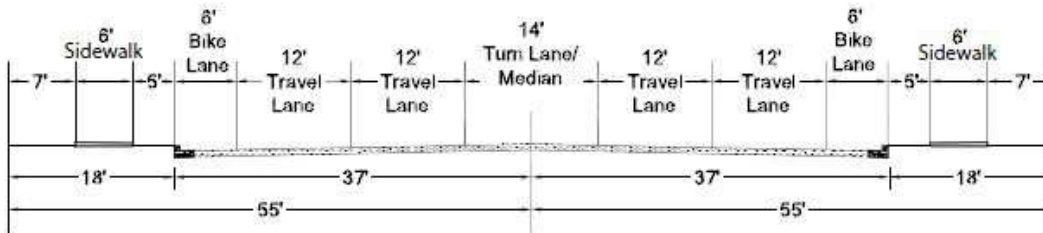
Roadway Cross Sections

The following roadway cross-sections have been identified from the City of Casa Grande 2006 CGSATS pertaining to 6-lane, 4-lane, and 2-lane designs. Widening at intersection approaches may be needed to accommodate dual left-turn lanes or exclusive right-turn lanes.

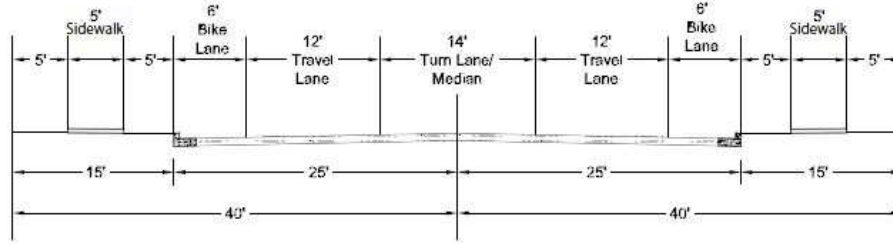
**City of Casa Grande Principal Arterial – Typical Section
(Henness Road between Resort Parkway South and Hatfield Road/Village Springs Boulevard)**



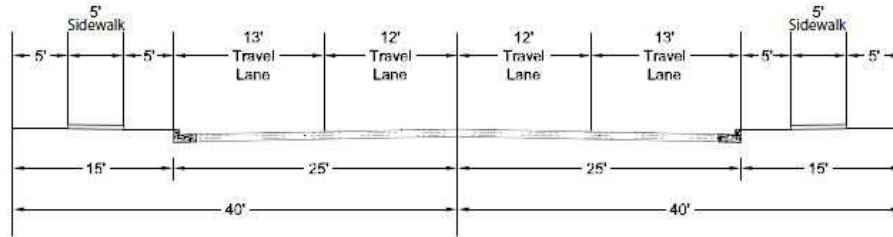
**City of Casa Grande Minor Arterial – Typical Section
(Resort Parkway North, Resort Parkway South, Village Springs Boulevard)**



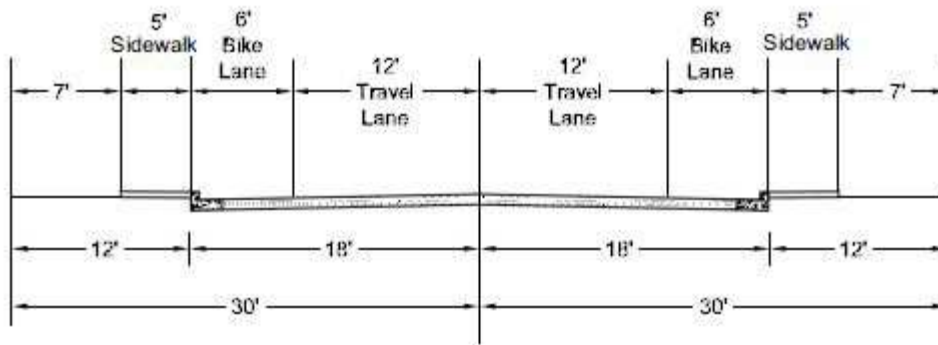
**City of Casa Grande Major Collector – Typical Sections
(Hatfield Road west of Coaster Park/Movie Studio driveways and
Other Lower Volume Internal Roads)**



ALTERNATE



**City of Casa Grande Minor Collector – Typical Section
(Potential Site Internal Residential Roads)**



Next Steps

Upon review of this analysis and as more detailed information pertaining the individual land use designs and construction schedules are known, a more detailed analysis of study area conditions will be required, as well as conducting individual traffic impact studies to validate trip generation estimates and determine any incremental improvement strategies are needed to accommodate changes within the community. From past analysis of area conditions and based on the results of this study, it is anticipated that more detailed evaluations are required at the following locations:

- Intersection of Florence Boulevard and the I-10 west on-off ramps
- Intersection of Florence Boulevard and Resort Parkway North
- The Florence Boulevard corridor between I-10 and Resort Parkway North
- Intersection of Jimmie Kerr Boulevard and Peart Road
- Intersection of Arica Road and Sunland Gin Road
- Internal site intersections

Conclusions and Recommendations

The following bullet items highlight the conclusions of this study based on the information presented and interpretation of the analyses performed:

- Previous City and ADOT recommends have identified no roadway improvements are planned for any study area facilities that are not developer driven or developer funded, except for the I-10 Roadway widening between Earley Road and the I-8 interchange.
- Adjacent planned development projects within the study area (City Gate, the Lawrence Property, Mountain View Estates Annexation, restaurant within an existing shopping center at the SEC of I-10/Florence Boulevard) have not been considered as part of the background traffic volumes. It is assumed that any new developments will be required to mitigate any poor operational roadways conditions adjacent to those developments, or at a minimum, contribute to roadway improvement costs within the study area.
- Traffic volumes collected in the study area within the past 3 years have been estimated by the City to be reflective of current conditions. Assuming a 2% per year background growth rate, study area roadway segments are anticipated to operate at acceptable LOS conditions for the 2020 horizon year. The poorest performing roadway segment, Florence Boulevard west of I-10, is projected to operate at LOS D with a daily volume to capacity ratio calculated at 0.87 under background conditions.
- Typical ITE methodology to estimate trip generation characteristics of the subject site was utilized, supplemented with client-related land use interaction data and site-traffic distribution estimates based on market research conducted by the client.

Phase 1 development of the site, analyzed for a 2020 opening year condition, is estimated to generate a total of 25,616 new daily trip ends when constructed. When considering all vehicle trips (excluding reductions for internal-internal trips and pass-by traffic), Phase 1 is expected to generate a total of 51,794 trip ends. At full build-out, assumed for the 2030 horizon year, the site is expected to generate a total of 124,300 daily trips, of which 65,700 trips are considered new trips onto the roadway network.

- To accommodate Phase 1 site traffic demand for the 2020 conditions, the existing and currently planned roadway improvements are not adequate. It is projected that traffic demand to and from the site will exceed available daily capacity by 1,700 daily vehicles (5% of Phase 1 site traffic). To accommodate this additional traffic, the Selma Highway TI may have to be accelerated from a currently unknown time period, or a slight modification of planned Phase 1 construction will have to be diverted to a later phase. To best accommodate site-related traffic directed to Florence Boulevard, the Resort Parkway North alignment should be located as far west as practical to help improve merging and potential turn lane storage needs. Some access control modifications to driveways along Florence Boulevard may be required to better accommodate left turn operations. The City may wish to consider a roundabout as opposed to a traffic signal at the intersection of Florence Blvd and Resort Parkway North to better accommodate traffic flow.
- Capacity improvements on Florence Boulevard west of I-10 are required. Under 2020 background conditions the 4-lane facility is estimated to operate at LOS D ($V/C = 0.87$). The addition of Phase 1 traffic will result in over-capacity conditions. More detailed analysis of this corridor to increase capacity and better accommodate site-related trips is needed as simple roadway widening is not possible, making roadway improvements in this area cost-prohibitive.
- The following study area roadway cross-section considerations are identified for Phase 1 and full Build-out conditions:

I-8/Heness Road TI Ramps (1-lane ramps, multiple approach lanes to/from Henness Road to/from the East)

Under Phase 1 conditions, a significant number of motorists to and from the Phoenix area may have to utilize a Henness Road approach if delays occur at Florence Boulevard and no other routing option exists. If capacity can't be increased on Florence Boulevard and a Selma Highway TI is not feasible in the near-term, two-lane on and off ramps from I-8 east may be required. At a minimum, a single lane off-ramp widening to accommodate two right and two left-turn lanes may be required. The I-8 eastbound on-ramp will required to accept two left-turn lanes before tapering to a single lane. In 2030, the two lanes originating from I-10 westbound and I-10 eastbound via individual ramps/C-D road should be adequate with construction of the Selma Highway TI.

Hennes Road, Resort Parkway South to Village Springs Boulevard/Hatfield Road (6-lanes)

Hennes Road at its I-8 intersection should be constructed as a 6-lane facility although 2020 Phase 1 conditions under a 4-lane cross-section indicates LOS B operation. The six-lane facility is needed in case capacity restrictions along Florence Boulevard result in increased demand at this location. Dual west to north right-turn lanes and south to east left-turn lanes should be considered in the initial design of the Hennes Road at I-8 interchange.

Resort Parkway North, Village Springs Boulevard/Hatfield Road to Florence Boulevard (2-lane initial, 4-lane ultimate)

Resort Parkway North north of Village Springs Boulevard could be designed as a two-lane facility under a Phase 1 conditions, operating at LOS C conditions ($V/C = 0.67$). A four-lane section would not be needed unless adequate Florence Boulevard improvements can be made to accommodate increased westbound to southbound vehicle demand (dual left-turn lanes or roundabout) or the Selma Highway TI is constructed. Under a two-lane scenario, Resort Parkway North could accommodate 50% more site-generated traffic than identified for the Phase 1 condition before operating at a V/C ratio of 1.0.

Village Springs Boulevard (4-lane initial, 6-lane ultimate)

Village Springs Boulevard should be constructed initially as a 4-lane facility, but planned to ultimately have 6 lanes. Phase 1 analysis indicates a 4-lane facility to operate at LOS C ($V/C = 0.61$), however, at full build-out LOS E ($V/C = 0.98$) is estimated under a 4-lane design. As additional commercial developments are constructed fronting this roadway beyond the Phase 1 condition and as area residents realize that a new local network connection to Peart Road, Jimmie Kerr Boulevard, or Florence Boulevard is available without having to use the interstate system (underpass of I-8 constructed), additional traffic volumes could materialize on Village Springs Boulevard, requiring the 6-lane design.

Resort Parkway South, Hennes Road to Village Springs Boulevard (4-lanes); East of Village Springs Boulevard (2-lanes initial, 4 lanes ultimate)

This roadway should be constructed initially as a 4-lane facility to accommodate demand from I-8 interchange east to the tech park parcel. A two-lane roadway east of this location can be constructed until future development along this roadway and its extension east of Lamb Road is built to facilitate traffic to the Sunland Gin Road interchange and accommodate the residential traffic demands.

Hatfield Road, Peart Road to Resort Parkway North (2-lanes, 4-lanes east of Movie Studio/Coaster Park driveway)

This roadway is only anticipated to accommodate a minor amount of traffic volume between the resort and downtown Casa Grande. Under 2030 Build-out volumes the 2-lane roadway is anticipated to operate at LOS B. Depending upon where the site driveway to the planned coaster park and movie studio, motel, and RV park location on the south side of the road is located, a 4-lane section may be beneficial to accommodate peak-hour demand at opening and closing times of the coaster park.

- The next step in this process is to better refine the peak-period traffic volumes to conduct intersection analyses for the peak-period conditions at the key intersections and interchanges.

APPENDIX

Highway Projects

ItemNo/TRACS	Route	BMP	CO Resource	District	Location Type of Work	Length	Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Summary
3649 / H798401C	10	196	PN Southcentral 341, RURAL CORRIDOR RECONSTRUCTION	PN Southcentral	EARLEY RD TO JCT I-8 Widen to 6 Lanes	4	FA	\$0	\$0	\$40,000	\$0	\$0	\$40,000
8364 / Fxxxx01D	10	209	PN Southcentral 341, RURAL CORRIDOR RECONSTRUCTION	PN Southcentral	I-10 MP 209- MP 219 Design Safety Improvements	10	HSIP	\$500	\$0	\$0	\$0	\$0	\$500
8364 / Fxxxx01C					Construct Safety Improvements		HSIP	\$0	\$4,048	\$0	\$0	\$0	\$4,048
14510 / H769601C	10	210	PN Southcentral 341, RURAL CORRIDOR RECONSTRUCTION	PN Southcentral	SR-87 TO TOWN OF PICACHO Widen to 6 Lanes	4	NH	\$0	\$85,000	\$0	\$0	\$0	\$85,000
								\$0	\$85,000	\$0	\$0	\$0	\$85,000
8366 / H894101D	10	232	PN Southcentral 126, BRIDGE INSPECTION & INVENTORY	PN Southcentral	PINAL AIR PARK TI UP STR #771 Design Bridge Rehabilitation	1	FA	\$500	\$0	\$0	\$0	\$0	\$500
								\$500	\$0	\$0	\$0	\$0	\$500
4777 / F006301C	10	267	PM Southcentral 125, BRIDGE REPLACEMENT & REHABILITATION	PM Southcentral	WILMOT ROAD TIOP AND EARP WASH TRIB BRIDGE Construct Bridge Deck Rehabilitation	2	FA	\$5,000	\$0	\$0	\$0	\$0	\$5,000
								\$5,000	\$0	\$0	\$0	\$0	\$5,000
7916 / Hxxx01D	10	277	PM Southcentral 126, BRIDGE INSPECTION & INVENTORY	PM Southcentral	WASH BRIDGE #463 Design Scour Retrofit	1	FA	\$225	\$0	\$0	\$0	\$0	\$225
7916 / Hxxx01C					Construct Scour Retrofit		FA	\$0	\$0	\$150	\$0	\$0	\$150
								\$225	\$0	\$150	\$0	\$0	\$375
7928 / F003301D	10	279	PM Southcentral 125, BRIDGE REPLACEMENT & REHABILITATION	PM Southcentral	VAIL ROAD TIUP #744 & MTN VIEW TIUP #1053 Design Rehabilitation	1	FA	\$750	\$0	\$0	\$0	\$0	\$750
7928 / Hxxx01C					Deck Rehabilitation		FA	\$0	\$0	\$5,000	\$0	\$0	\$5,000
								\$750	\$0	\$5,000	\$0	\$0	\$5,750
8341 / 01C	10	281	PM Southcentral 311, DESIGN & CONSTRUCT MINOR PROJECTS	PM Southcentral	I-10 EASTBOUND OFFRAMP AT SR 84 Construct Intersection Improvements	0	NH	\$0	\$200	\$0	\$0	\$0	\$200
								\$0	\$200	\$0	\$0	\$0	\$200
14816 / H854501C	10	309	CH Southcentral 125, BRIDGE REPLACEMENT & REHABILITATION	CH Southcentral	ADAMS PEAK WASH STR#1604 & 1605 Scour Retrofit	1	FA	\$400	\$0	\$0	\$0	\$0	\$400
								\$400	\$0	\$0	\$0	\$0	\$400
23614 / F002301C	10	316	CH Safford 132, HIGHWAY SAFETY IMPROVEMENT PROGRAM	CH Safford	DRAGOON ROAD - JOHNSON ROAD PHASE II Construct Safety Improvements	6	HSIP	\$0	\$1,655	\$0	\$0	\$0	\$1,655
								\$0	\$1,655	\$0	\$0	\$0	\$1,655

HIGHWAYS

All amounts are in thousands (\$000)

(NOT SO)
BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
FOR THE SAN DIEGO REGION



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 San Diego, California 92101
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APRIL 2002

NOTE: This listing only represents a **guide** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. **Always check with local jurisdictions for their preferred or applicable rates.**

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^g	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)		TRIP LENGTH (Miles) ^h
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.	
AGRICULTURE (Open Space)	[80:18:2]	2/acre* *			10.8
AIRPORT	[78:20:2]				12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft.* **	5% (6:4)	8% (5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft* **	9% (7:3)	15% (5:5)	
Heliports		100/acre* *			
AUTOMOBILE^g					
Car Wash					
Automatic		900/site, 600/acre* *	4% (5:5)	9% (5:5)	
Self-serve		100/wash stall* *	4% (5:5)	8% (5:5)	
Gasoline	[21:51:28]				2.8
with/Food Mart		160/vehicle fueling space* *	7% (5:5)	8% (5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space* *	8% (5:5)	9% (5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station* *	7% (5:5)	9% (5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5% (7:3)	8% (4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall* **	8% (7:3)	11% (4:6)	
Auto Parts Sales		60/1000 sq. ft.* *	4%	10%	
Quick Lube		40/service stall* *	7% (6:4)	10% (5:5)	
Tire Store		25/1000 sq. ft., 30/service stall* *	7% (6:4)	11% (5:5)	
CEMETERY		5/acre*			
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre* * (quadruple rates for Sunday, or days of assembly)	5% (6:4)	8% (5:5)	5.1
COMMERCIAL/RETAIL^g					
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., ^c 400/acre*	4% (7:3)	10% (5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., ^c 500/acre*	4% (7:3)	9% (5:5)	5.2
(40-80 acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)					
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre* **	4% (6:4)	10% (5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)					
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4% (6:4)	10% (5:5)	
Commercial Shops	[45:40:15]				4.3
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3% (6:4)	9% (5:5)	
Electronics Superstore		50/1000 sq. ft.* *		10% (5:5)	
Factory Outlet		40/1000 sq. ft.* *	3% (7:3)	9% (5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4% (7:3)	10% (5:5)	
Drugstore		90/1000 sq. ft.* *	4% (6:4)	10% (5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.* *	8% (5:5)	8% (5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.* *	9% (5:5)	7% (5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space* *	8% (5:5)	7% (5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1% (7:3)	9% (5:5)	
Discount Store		60/1000 sq. ft., 600/acre* **	3% (6:4)	8% (5:5)	
Furniture Store		6/1000 sq. ft., 100/acre* *	4% (7:3)	9% (5:5)	
Lumber Store		30/1000 sq. ft., 150/acre* **	7% (6:4)	9% (5:5)	
Home Improvement Superstore		40/1000 sq. ft.* *	5% (6:4)	8% (5:5)	
Hardware/Paint Store		40/1000 sq. ft., 600/acre* *	2% (6:4)	9% (5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre* **	3% (6:4)	10% (5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 200/acre* (commercial only)	3% (6:4)	9% (5:5)	
		15/dwelling unit, 200/acre* (residential only)	9% (3:7)	13% (6:4)	
EDUCATION					
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10% (8:2)	9% (3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12% (8:2)	9% (6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20% (7:3)	10% (4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft., 50/acre* *	30% (6:4)	9% (4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32% (6:4)	9% (4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.* **	17% (5:5)	18% (5:5)	3.7
FINANCIAL^g	[35:42:23]				3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4% (7:3)	8% (4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5% (6:4)	10% (5:5)	
Drive-Through only		250 (125 one-way)/lane*	3% (5:5)	13% (5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre* **	2%	9%	
Drive-Through only		100 (50 one-way)/lane* *	4%	15%	
HOSPITAL	[73:25:2]				8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8% (7:3)	10% (4:6)	
Convalescent/Nursing		3/bed* *	7% (6:4)	7% (4:6)	
INDUSTRIAL					
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12% (8:2)	12% (2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre* **	11% (9:1)	12% (2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14% (8:2)	15% (3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre* **	19% (9:1)	20% (2:8)	
Warehousing		5/1000 sq. ft., 60/acre* **	13% (7:3)	15% (4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6% (5:5)	9% (5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16% (9:1)	14% (1:9)	
Landfill & Recycling Center		6/acre	11% (5:5)	10% (4:6)	

(OVER)

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^a	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)		TRIP LENGTH (Miles) ^b
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.	
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre* *	2%	(7:3) 10% (5:5)	3.9
LODGING	[58:38:4]				7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	8%	(6:4) 8% (6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6) 9% (6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4) 7% (4:6)	
Business Hotel		7/occupied room* *	8%	(4:6) 9% (6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1) 10% (2:8)	11.2
OFFICE					
Standard Commercial Office	[77:19:4]	20/1000 sq. ft., 300/acre*	14%	(9:1) 13% (2:8)	8.8
(less than 100,000 sq. ft.)					
Large (High-Rise) Commercial Office	[82:15:3]	17/1000 sq. ft., 600/acre*	13%	(9:1) 14% (2:8)	10.0
(more than 100,000 sq. ft., 6+ stories)					
Office Park (400,000+ sq. ft.)		12/1000 sq. ft., 200/acre* **	13%	(9:1) 13% (2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1) 15% (2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1) 16% (1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.* *	9%	(9:1) 12% (3:7)	6.0
Post Office					
Central/Walk-In Only		90/1000 sq. ft.* *	5%	7%	
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	8%	(6:4) 9% (5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5) 10% (5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5) 12% (5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre* *	8%	(6:4) 10% (4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	8%	(8:2) 11% (3:7)	6.4
PARKS	[66:28:6]				5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5) 9% (5:5)	
Regional (developed)		20/acre*			
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **			
State (average 1000 acres)		1/acre, 10/picnic site* *			
Amusement (Theme)		80/acre, 130/acre (summer only)* *		8% (6:4)	
San Diego Zoo		115/acre*			
Sea World		80/acre*			
RECREATION					
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*			6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*			
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3) 11% (4:6)	
Campground		4/campsite*	4%	8%	
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2) 9% (3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3) 9% (5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7) 7% (6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%	8%	
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	3%	(6:4) 9% (6:4)	
Tennis Courts		16/acre, 30/court* *	5%	11% (5:5)	
Sports Facilities					
Outdoor Stadium		50/acre, 0.2/seat*			
Indoor Arena		30/acre, 0.1/seat*			
Racetrack		40/acre, 0.6 seat*			
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%	8% (6:4)	6.1
RESIDENTIAL	[86:11:3]				7.9
Estate, Urban or Rural		12/dwelling unit* ^R	8%	(3:7) 10% (7:3)	
(average 1-2 DU/acre)					
Single Family Detached		10/dwelling unit* ^R	8%	(3:7) 10% (7:3)	
(average 3-6 DU/acre)					
Condominium		8/dwelling unit* ^R	8%	(2:8) 10% (7:3)	
(or any multi-family 6-20 DU/acre)					
Apartment		6/dwelling unit* ^R	8%	(2:8) 9% (7:3)	
(or any multi-family units more than 20 DU/acre)					
Military Housing (off-base, multi-family)					
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7) 9% (6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7) 9% (6:4)	
Mobile Home					
Family		5/dwelling unit, 40/acre*	8%	(3:7) 11% (6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7) 10% (6:4)	
Retirement Community		4/dwelling unit* *	5%	(4:6) 7% (6:4)	
Congregate Care Facility		2.5/dwelling unit* *	4%	(6:4) 8% (5:5)	
RESTAURANT^s	[51:37:12]				4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4) 8% (7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5) 8% (6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5) 7% (5:5)	
Fast Food (w/out drive-through)		700/1000 sq. ft.* *	5%	(6:4) 7% (5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4) 3% (3:7)	
TRANSPORTATION					
Bus Depot		25/1000 sq. ft.* *			
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre* *	9%	(4:6) 8% (5:5)	
Waterport/Marine Terminal		170/berth, 12/acre* *			
Transit Station (Light Rail w/parking)		300/acre, 2 ^{1/2} /parking space (4/occupied)* *	14%	(7:3) 15% (3:7)	
Park & Ride Lots		400/acre (600/paved acre), f5/parking space (8/occupied)* **	14%	(7:3) 15% (3:7)	

* Primary source: San Diego Traffic Generators.

^a Other sources: ITE Trip Generation Report [6th Edition], Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

^b Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG Analysis of Trip Diversion, revised November, 1990):

PRIMARY - one trip directly between origin and primary destination.

DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.

PASS-BY - undiverted or diverted < 1 mile.

^c Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

^d Fitted curve equation: $\ln(T) = 0.502 \ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

^e Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.950$ }

^f Fitted curve equation: $t = -2.169 \ln(d) + 12.85$ } t = trips/DU, d = density (DU/acre), DU = dwelling unit

^g Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and other sources* *):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community	30%
Neighborhood	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

^h Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

Available Traffic Data , Partial List

Route	Segment/ Intersection	Direction/ Approach	24-hr Volume	Year, Source	Peak Hour Factor AM/PM	AM Peak Hour	PM Peak Hour	Years of AM/PM Peak Volumes
I-8	I-10 to Peart Rd	EB	4,428	2015, ADOT		322	395	2015
		WB	4,720	2015, ADOT		430	435	2015
	I-8 to Jimmie Kerr	EB	23,320	2016, ADOT		1,604	1,755	2016
		WB	22,994	2016, ADOT		1,680	1,738	2016
I-10	Selma Hwy to Earley Rd	EB	9,373	2016, ADOT		1,628	1,732	2013
		WB	19,380	2015, ADOT		1,892	2,033	2013
	Cottonwood to Korsten Rd	EB	20,257	2016, ADOT		1,450	1,488	2016
Sunland Gin Rd	Jimmie Kerr to I-10	WB	21,232	2016, ADOT		1,506	1,661	2016
		NB	2,216	2014, MAG		186	183	2014
	Peart Rd to Selma Hwy	SB	2,422	2014, MAG		202	222	2014
		EB	5,429	2015, ADOT				
Jimmie Kerr	Henness Rd to I-10	WB	5,429	2015, ADOT				
		EB	4,452	2014, MAG		303	436	2014
	I-10 to SunlandGin Rd	WB	4,310	2014, MAG		410	349	2014
		EB	5,188	2011, MAG		335	444	2011
Peart Rd	Jimmie Kerr to Earley Rd	WB	5,232	2011, MAG		434	389	2011
		NB	1,954	2013, ADOT				2013
	Jimmie Kerr to Henness Rd	SB	2,158	2013, ADOT				2013
		EB	814	2013, ADOT				2013
Selma Hwy	I-10 to Hacienda Rd	WB	832	2013, ADOT				2013
		EB	698	2011, MAG		54	79	2011
	I-10 to Jimmie Kerr	WB	746	2011, MAG		65	74	2011
		SB	1,692	2015, ADOT		105	114	2013
	Jimmie Kerr to I-10	SB	511	2015, ADOT		37	58	2013
		NB	2,403	2015, ADOT		182	243	2013
	I-10 to Jimmie Kerr	SB	1,483	2015, ADOT		139	110	2013
		EB	6,332	2015, ADOT		321	456	2013
	I-10 to Sunland Gin	WB	2,561	2015, ADOT		167	191	2013
		EB	2,885	2015, ADOT		181	183	2013
I-10 Ramp	Sunland Gin to I-10	WB	4,157	2015, ADOT		393	260	2013
		WB	1,444	2015, ADOT		120	127	2013
	I-10 to I-8	EB	519	2015, ADOT		46	54	2015
		WB	2,494	2015, ADOT		250	322	2015
	I-8 to I-10	EB	5,063	2015, ADOT		271	332	2013
		WB	391	2015, ADOT		31	36	2013
	I-8 to W Hanna St	NB	1,005	2014, MAG		98	82	2014
		SB	850	2014, MAG		57	101	2014
Indn Rte 15	W Houser Rd to Battaglia Dr	NB	1,280	2015, MAG		119	108	2015
		SB	987	2015, MAG		55	90	2015
	I-8 to W hanna St	NB	431	2011, MAG		41	40	2011
		SB	622	2011, MAG		36	54	2011
S Trekell Rd	I-8 to W Skyway Rd	NB	1,243	2015, MAG		132	107	2015
		SB	1,260	2015, MAG		86	134	2015
W Battaglia	S Tekell Rd to Peart Rd	EB	450	2015, MAG		21	71	2015
		WB	1,084	2015, MAG		113	89	2015
S Thornton Rd	I-8 to W Selma Rd	NB	1,176	2014, MAG		89	105	2014
		SB	1,099	2014, MAG		78	99	2014
	Cacheris Ct to I-10	EB	11,846	2014, MAG		974	1,001	2014
		WB	11,721	2014, MAG		888	957	2014
Florance Blvd	I-10 to N Hacienda Rd	EB	3,975	2014, MAG		290	332	2014
		WB	4,156	2014, MAG		329	345	2014
Cottonwood Ln	Henness Rd to I-10	EB	4,053	2014, MAG		342	401	2014
		WB	3,703	2014, MAG		234	409	2014

I-8 / HENNESS ROAD TI CHANGE OF ACCESS REPORT

Figure 2-4 – Future Development Plan

