Exhibit 3.2 – External Transportation Infrastructure

The community region will benefit from the surrounding region and will be connected to the surrounding region as one of the most accessible places in the nation. Freeways and arterial streets are already in place and new development is planned. The new community will be connected to the freeway system and will provide easy access to the surrounding region.

The Mesa Proving Grounds will also be served by freeways, which will connect the region to the surrounding area. The community will be connected to the surrounding region by freeways, which will provide easy access to the surrounding region.

The Mesa Proving Grounds is located at one of the most accessible places in the nation. Freeways and arterial streets are already in place and new development is planned. The new community will be connected to the freeway system and will provide easy access to the surrounding region.
COMMUNITY PLAN

GRAPHIC DELETED
COMMUNITY PLAN

GRAPHIC DELETED
COMMUNITY PLAN

GRAPHIC DELETED
COMMUNITY PLAN

GRAPHIC DELETED
## LAND USE BUDGET

<table>
<thead>
<tr>
<th>DEVELOPMENT UNIT</th>
<th>SMELLING UNITS</th>
<th>S.F.A. OF NONRESIDENTIAL</th>
<th>HOTEL ROOMS</th>
<th>LAND USE GROUP (LUG) MAXIMUM PERCENT OF LAND AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MINIMUM-MAXIMUM</td>
<td>MINIMUM-MAXIMUM</td>
<td>MINIMUM-MAXIMUM</td>
<td>100</td>
</tr>
<tr>
<td><strong>DU #1</strong></td>
<td>200</td>
<td>3,000</td>
<td>4,250,000</td>
<td>10,000,000</td>
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<tr>
<td><strong>DU #2</strong></td>
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<td>5,000,000</td>
<td>10,000,000</td>
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<tr>
<td><strong>DU #3</strong></td>
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<tr>
<td><strong>DU #5</strong></td>
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<td>1,850,000</td>
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<tr>
<td><strong>DU #6</strong></td>
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<td>950,000</td>
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<td>5,000</td>
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</tbody>
</table>

**NOTES:**
1. Minimum size dwelling units is 3,000 square feet of residential. Residential units count against total number of dwelling units.
2. Hotel rooms are to be counted against the maximum hotel rooms permitted. Residential units are to be counted against the maximum residential units permitted.
3. Land use codes delineate residential, commercial, and mixed-use districts. Each land use code has a specific set of regulations and requirements.
4. Maximum size of a single-family residential structure is 3,000 square feet. Additional units may be added but are subject to review by the appropriate regulatory agencies.
5. Minimum size of a multi-family residential structure is 5,000 square feet. Additional units may be added but are subject to review by the appropriate regulatory agencies.

**AMENDED 28 April 2011**

Exhibit 4.5 - Land Use Budget
### Community Plan

<table>
<thead>
<tr>
<th>OS</th>
<th>CS</th>
<th>E</th>
<th>V</th>
<th>D</th>
<th>C</th>
<th>R</th>
<th>GU</th>
<th>UC</th>
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</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Civic Space</td>
<td>Estate</td>
<td>Village</td>
<td>District</td>
<td>Regional Center/Campus</td>
<td>Retreat</td>
<td>General Urban</td>
<td>Urban Core</td>
</tr>
</tbody>
</table>

#### Typical Stories
For general reference only

- 1 - 2
- 1 - 2 (some 3)
- 1 - 3 (some 4)
- 1 - 4
- 1 - 2
- 1 - 3

#### Maximum Height

<table>
<thead>
<tr>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>50'</td>
<td>75'</td>
<td>50'</td>
<td>75'</td>
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</tbody>
</table>

#### Minimum Lot/Parcel Size (xsf)

<table>
<thead>
<tr>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000</td>
<td>1000</td>
<td>9000</td>
<td>1000</td>
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</tbody>
</table>

#### Maximum Density (dw/acs)

<table>
<thead>
<tr>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>5</td>
<td>15</td>
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</tbody>
</table>

#### Estate

- Guest units or granny flats do not count as dwelling units.

#### Floor Area Ratio (FAR) Range (2)

<table>
<thead>
<tr>
<th>FAR</th>
<th>FAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 5</td>
<td>0 - 7.5</td>
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</table>

#### Minimum Lot/Parcel Width/Depth (xsf)

<table>
<thead>
<tr>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
<th>FAA</th>
</tr>
</thead>
<tbody>
<tr>
<td>50'</td>
<td>50'</td>
<td>100'</td>
<td>100'</td>
</tr>
</tbody>
</table>

#### Building Setback - Street (11)

- Buildings and building elements are allowed to overhang the rights of way and are not required to be setback. However, all structures that encroach into City rights-of-way require specific City of Mesa approval.

#### Service Lane Setbacks

- Buildings and building elements shall not be set back to face of garage shall be large enough to park a car on the driveway or small enough to discourage head-in or parallel parking.

#### Notes:
- a) Residential units within Mixed-Use Developments, vertically or horizontally integrated, shall not count toward Land Use Budget caps.
- b) Floor Area Ratio (FAR), lot coverage and volume are not limited.
- c) Cap as stated or per FAA Height Restrictions, whichever is more restrictive.
- d) Maximum building height shall be measured from finish grade adjacent to the building to the top of the parapet or to the mean between the height of the plate and the peak.
- e) Chimneys, cooling towers, architectural embellishments, and venting can exceed maximum building height by twenty (20) percent.
- f) Maximum building height is measured from finish grade adjacent to the building to the top of the parapet or to the mean between the height of the plate and the peak.
- g) Minimum building separation shall be zero (0) feet in all LUGs.
- h) Refer to Section 4 Airport and Neighborhood Compatibility Provisions for additional height restrictions.
- i) Refer to Section 7 Parcel/Lot Configuration Diagrams for typical applications. Rear and side setbacks are either 0' or an aggregate setback as measured between buildings.
- j) Service Lanes may extend building to building, setbacks shall be measured from right of way location ensuring a minimum pavement width.

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**Exhibit 7.32 – Land Use Group General Development Standards**

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3 April 2016, DMB Mesa Proving Grounds LLC (DMB)
Note: Stories shown for reference only.

Exhibit 7.33 - Building Configuration Diagrams – LUGs C, R, and UC
Exhibit 7.34 - Building Configuration Diagrams - LUGs E, V, D and GU

Note: Stories shown for reference only.
Exhibit 7.38 - Permitted Uses

<table>
<thead>
<tr>
<th>OS</th>
<th>CS</th>
<th>E</th>
<th>V</th>
<th>D</th>
<th>C</th>
<th>R</th>
<th>GU</th>
<th>UC</th>
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</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Civic Space</td>
<td>Estate</td>
<td>Village</td>
<td>District</td>
<td>Regional Center/ Campus</td>
<td>Retreat</td>
<td>General Urban</td>
<td>Urban Core</td>
</tr>
</tbody>
</table>

**A. Residential**

- Adult Care Home (C4, C6, P, C6, C18)
- Assisted Living Facility (C4, C6, C6, C18, P, P)
- Boarding House (P, P, P, P, P)
- Day Care Home (C4, C6, C6, C18, P, P, P, P)
- Day Care Center (C4, C6, C6, C18, P, P, P, P)
- Multi-Unit Senior Housing (C4, C6, C6, C18, P, P, P, P)
- Foster Home (P, P, P, P, P, P)
- Foster Home Group (P, P, P, P, P, P)
- Group Home for the Handicapped (C4, C6, C6, C18, P, P, P, P)
- Live/Work Unit (P, P, P, P, P, P)

**B. Lodging**

- Bed & Breakfast (up to 6 Rooms) (C4, C6, C6, P, P, P, P)
- Inn (up to 12 Rooms) (P, P, P, P, P, P, P)
- Hotel (no room limit)/Resort (C4, C6, C6, C18, P, P, P, P)

**C. Office**

- Business Services (C4, C6, C6, C18, P, P, P, P)
- Hospital/Healthcare (C4, C6, C6, C18, P, P, P, P)
- Office (C4, C6, C6, C18, P, P, P, P)

**D. Retail**

- Art Gallery (C4, C6, C6, P, P, P, P, P)
- Artist Studio, (2) (C4, C6, C6, C18, P, P, P, P)
- Bank/Financial Institutions (C4, C6, C6, C18, P, P, P, P)
- Building Materials/Big Box (C4, C6, C6, C18, P, P, P, P)
- Commercial Entertainment (C4, C6, C6, C18, P, P, P, P)
- Commercial Parking (C4, C6, C6, C18, P, P, P, P)
- Food & Beverage Sales (C4, C6, C6, C18, P, P, P, P)
- Outdoor Display (C4, C6, C6, C18, P, P, P, P)
- Outdoor Performance (C4, C6, C6, C18, P, P, P, P)

**Exhibit 7.38 - Permitted Uses**

- 3 April 2010, DMB Mesa Proving Grounds LLC (DMB/G)

Section - 19 - Page - 11
Prohibited uses within the property are as follows: sexually orientated businesses, non-chartered financial institutions, and pawn shops.

Exhibit 7.38 - Permitted Uses
<table>
<thead>
<tr>
<th>Street Type</th>
<th>9°, 11.5°</th>
<th>19°, 13°, 5°</th>
<th>33°, 13°, 5°</th>
<th>33°, 13°, 5°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-way, Two Lane District Street Raised Median*</td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
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<tr>
<td>Two-way, Two Lane District Street Flush Median</td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
</tr>
<tr>
<td>Two-way, Four Lane District Street Raised Median*</td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
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<tr>
<td>Two-way, Four Lane District Street Flush Median</td>
<td><img src="#" alt="Diagram" /></td>
<td><img src="#" alt="Diagram" /></td>
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</tbody>
</table>

*Please refer to Exhibit 10.15 - Medians and Turn Lanes - Details

Exhibit 10.2 - District and Arterial Streets - Typical Sections, Speeds, and Hierarchy
<table>
<thead>
<tr>
<th>Neighborhood Street Two-way</th>
<th>Neighborhood Street One-way</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Parking</td>
<td></td>
</tr>
<tr>
<td>Parallel Parking</td>
<td></td>
</tr>
<tr>
<td>30° Angle Parking</td>
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</tr>
<tr>
<td>45° Angle Parking</td>
<td></td>
</tr>
<tr>
<td>60° Angle Parking</td>
<td></td>
</tr>
<tr>
<td>90° Angle Parking</td>
<td></td>
</tr>
</tbody>
</table>

Note: Photos are intended to be representative of the character and quality of typical neighborhood streets and are not intended to express specific design details, colors or materials.

Exhibit 10.4 - Neighborhood Streets - Typical Sections
Note: Photos are intended to be representative of the character and quality of typical service lanes and are not intended to express specific design details, colors or materials.
Refer to Section 10.3D of the CP for General Notes

* 2.5' minimum to transformer from back of curb with bollard protection. Bollards at 2' minimum from back of curb.
Refer to Section 10.3D of the CP for General Notes.

* 2.5' minimum to transformer from back of curb with bollard protection. Bollards at 2' minimum from back of curb.

** Raised median option only

Exhibit 10.8 - Two-Way Four Lane District Street - Detailed Cross Section
Refer to Section 10.3D of the CP for General Notes

- 2.5' minimum to transformer from back of curb with bollard protection. Bollards at 2' minimum from back of curb.

- Any fire lanes with less than a 20' clear drivable surface require a defensible position. Refer to Exhibit 10.16 - Defensible Positions in Section 10 of CP.

- Raised median option only

Exhibit 10.9 - Two-Way Two Lane District Street – Detailed Cross Section
Refer to Section 10.3D of the CP for General Notes.

2.5’ minimum to transformer from back of curb with bollard protection. Bollards at 2’ minimum from back of curb.

Exhibit 10.10 - Two-Way Neighborhood Street - Detailed Cross Section
Refer to Section 10.3D of the CP for General Notes

- 2.5' minimum to transformer from back of curb with bollard protection. Bollards at 2' minimum from back of curb.

- Any fire lanes with less than 20' clear drivable surface require a defensible position. Refer to Exhibit 10.16 - Defensible Positions in Section 10 of CP.

- Refer to Exhibit 10.11 - One-Way Neighborhood Street - Detailed Cross Section
Refer to Section 10.3D of the CP for General Notes.

- 2.5’ minimum to transformer from back of curb with bollard protection. Bollards at 2’ minimum from back of curb.

Exhibit 10.12 - Two-Way Service Lane – Detailed Cross Section
Refer to Section 10.3D of the CP for General Notes.

* 2.5' minimum to transformer from back of curb with bollard protection. Bollard at 1' minimum from back of curb.

** Any fire lanes with slope or a 20' clear drivable surface require a defensible position. Refer to Exhibit 10.16 - Defensible Positions in Section 10 of CP.

Exhibit 10.13 - One-Way Service Lane - Detailed Cross Section
General Notes

1. Parallel Parking is only parking option allowed on Four Lane District Streets.
2. Perpendicular Parking is not permitted on District Streets.
3. No parking allowed on 6 Lane Arterial Streets.
4. Bicycle Lanes may be part of a fire lane, parking stall areas may not. Refer to Exhibit 10.16 – Defensible Positions.

*Curb, Vertical Element, Wheel Stop or Bumper Guard ** 8' minimum on District Streets and 7' minimum on all other streets. Additional width required on District Streets where needed to allow transit buses to stop clear of traffic and bike lanes.

Bicycle Lane Options

Exhibit 10.14 - On-Street Parking and Bicycle Lane Options - Details
Exhibit 10.16 – Defensible Positions

Note: The City agrees to continue to work with the Developer to find alternative solutions that do not detract from the aesthetics and the physical enjoyment of the park or open space.

Note: Reductions of the minimum median separation between raised medians, or increases to the maximum length of raised medians may be approved by the Fire Chief of the City of Mesa, or a designee.
Note: Photos and sections are intended to be representative of the character and quality of walkways and sidewalks and are not intended to express specific design details, colors or materials.

Exhibit 10.26 – Walkways and Sidewalk Character and Elements
Note: Photos and sections are intended to be representative of the character and quality of walkways and sidewalks and are not intended to express specific design details, colors or materials.

Exhibit 10.27 - Walkways and Sidewalk Character and Elements