

Section D DU Transportation Plan

In DU6n, only the perimeter streets will be public roadways. At this time, no roadway is anticipated to be developed along the southern boundary of DU6n. The streets that are internal to the DU will generally be private streets, and not generally accessible to the public. The internal streets typically will provide access from Signal Butte Road and “Western Boundary Road” into the DU. The internal streets will also provide access across the DU for users on-site. The internal streets will provide access to the parking lots, buildings, and truck staging and loading areas. Internal streets may be gated and/or secured to allow only users and guests to access the internal areas of the DU.

D.1 Primary Public and Private Streets and Extended Access Ways

Refer to **Exhibit D.1 – Major Roadways** and **Exhibit D.2- DU6n Transportation Plan**

A. Elliot Road

- North boundary of DU6n
- Six Lane Perimeter Arterials
- 65’ - 75’ wide 1/2 street ROW
- Raised and/or landscaped median optional per the City of Mesa
- No Parking
- Very high volume vehicular traffic streets
- Little pedestrian activity moving along the length of the street
- No entries other than for fire protection / emergency vehicles and the “Western Boundary Road” intersection are anticipated

B. Signal Butte Road

- East boundary of DU6n
- Six Lane Perimeter Arterials
- 65’ - 75’ wide 1/2 street ROW
- No raised or landscaped median required per City of Mesa
- No Parking
- Very high volume vehicular traffic streets
- Little pedestrian activity moving along the length of the street
- Bus stops may be located to align with employee-vehicle entrances as “far-side” pull outs

C. “Western Boundary Road”

- West boundary of DU6n
- Public street
- Two-way, Two Lane District Street
- 58’ wide ROW
- Optional raised and/or landscaped median min 9’ wide (face-of-curb to face-of-curb)
- Turn lanes and potential dual left turn lanes anticipated at entrances to DU6n
- On-street parking optional, bike lane optional
- May have high vehicular traffic volumes
- Will likely connect to “Warner South” or “Spine East” on the south end
- May also provide connectivity (vehicular, biking, walking) from surrounding DUs to DU6n’s employment uses
- Not likely to have a tight urban cross-section because of the uses on either side
- Bus stops may be located to align with employee-vehicle entrances as “far-side” pull outs

D. Internal Streets

- Neighborhood Streets
- Service Lanes
- ROW Varies (if provided)
- Section Varies
- Potentially gated
- Generally private (no ROW may be provided)
- Limited through access may be provided

D.2 Intersections

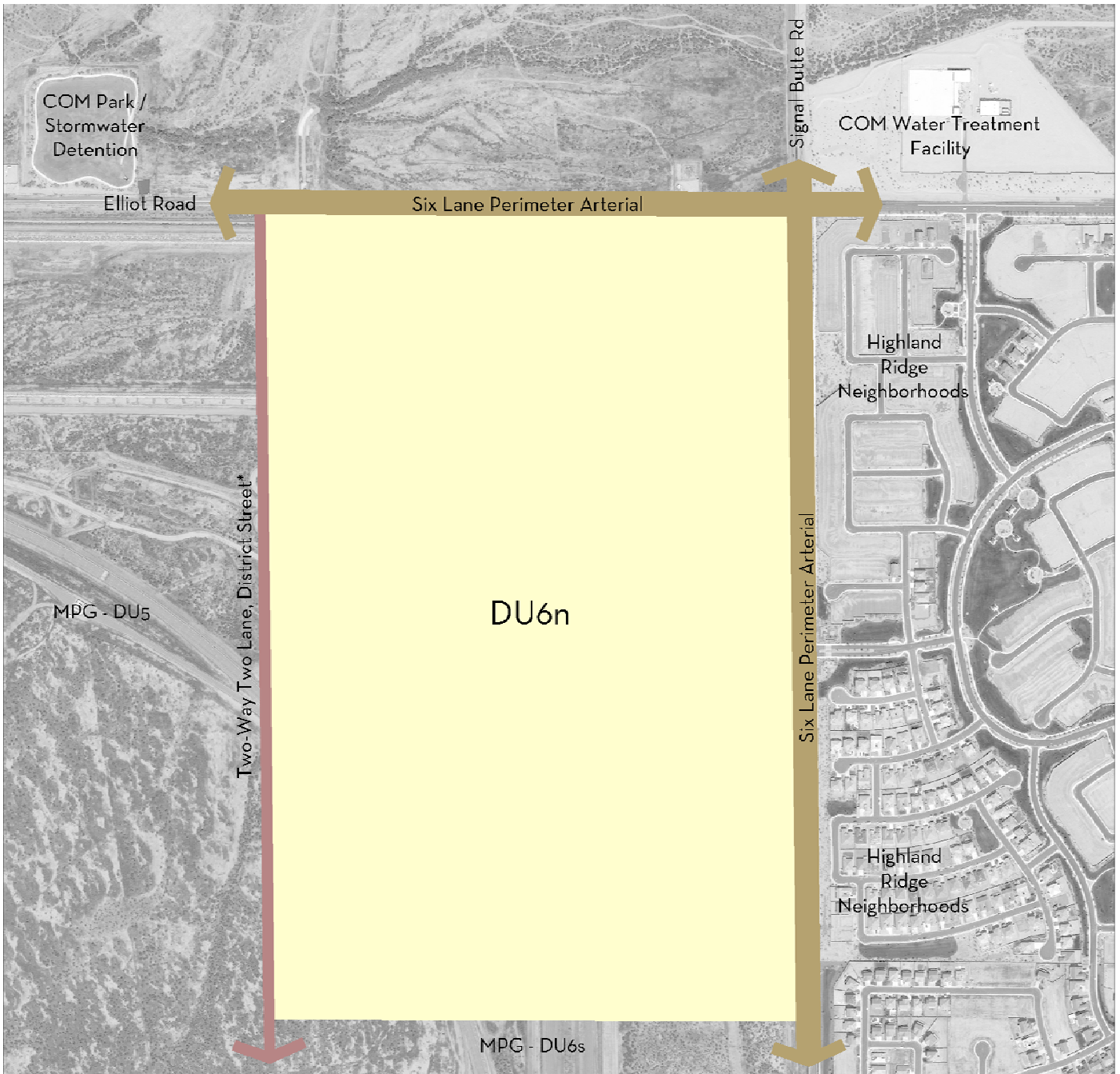
DU6n shall be accessed primarily from Signal Butte Road and “Western Boundary Road”. Separate drives/intersections to access the site may be provided for various vehicle types and may be signed appropriately. Drives/intersections accessing the interior of DU6n may be secured and/or gated in one or more locations. It is anticipated that at least three drives will access DU6n from Signal Butte Road and at least three drives will access DU6n from “Western Boundary Road”. If the traffic counts warrant a traffic signal at these intersections, they shall be provided to ease access to the DU as shown on **Exhibit D.2 - Transportation Plan**.


D.3 Street and Circulation Phasing


Street and circulation improvements shall be phased and developed with adjacent development as shown on **Exhibit D.3 - Street and Circulation Phasing**.



Exhibit D.1 - Major Roadways



 Six Lane Perimeter Arterial

 Two-Way Two Lane, District Street with Raised Median*

*raised and/or landscaped median optional; on-street parking, bike lanes or other options at perimeter of roadway permitted

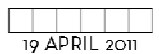
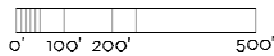
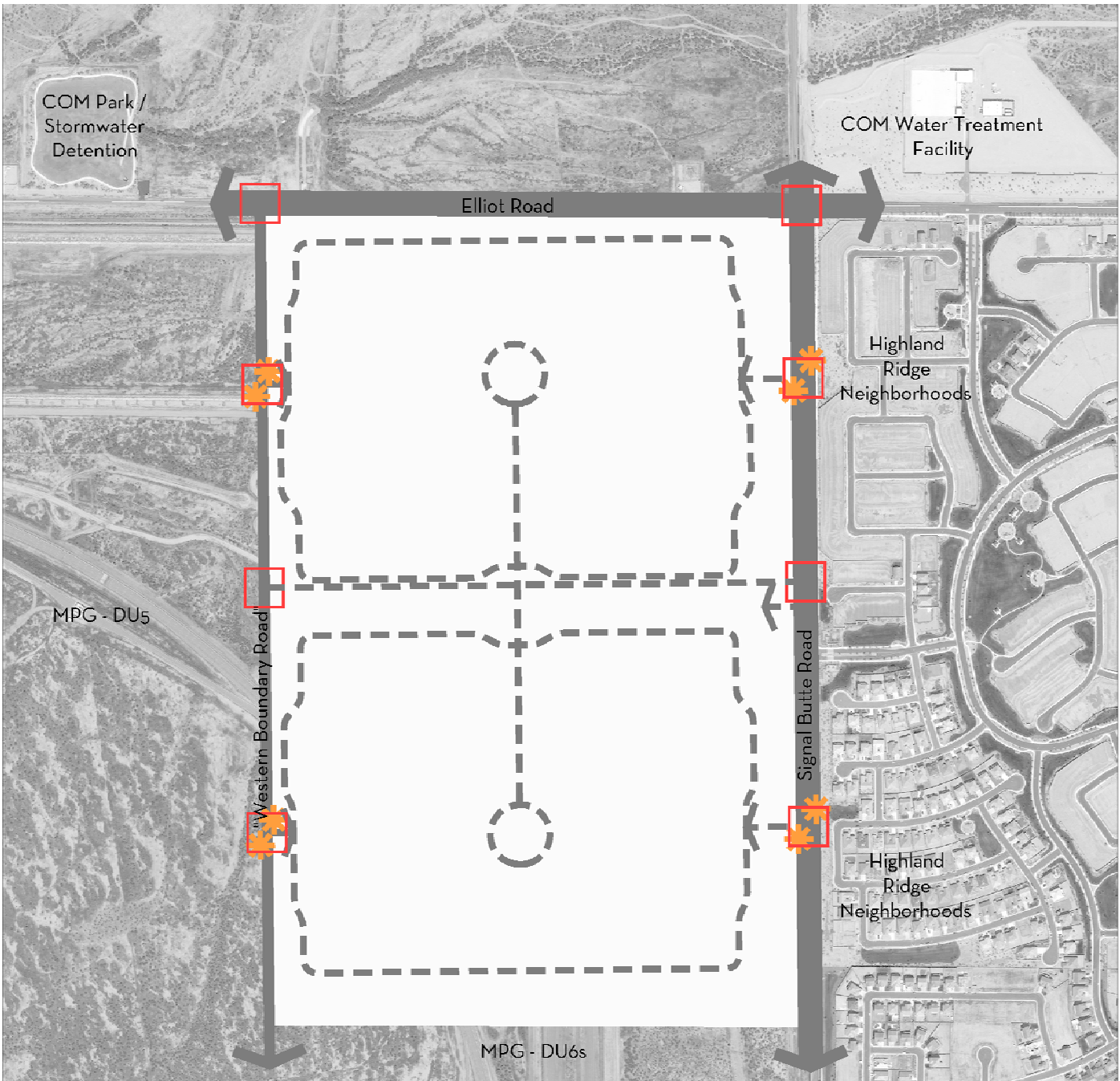


Exhibit D.2 - DU6n Transportation Plan



Perimeter Roadways



Interior Roadways, Driveways and Access*

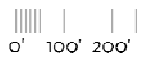


Potential Signalized Intersection

*Interior circulation shown for reference only - not required



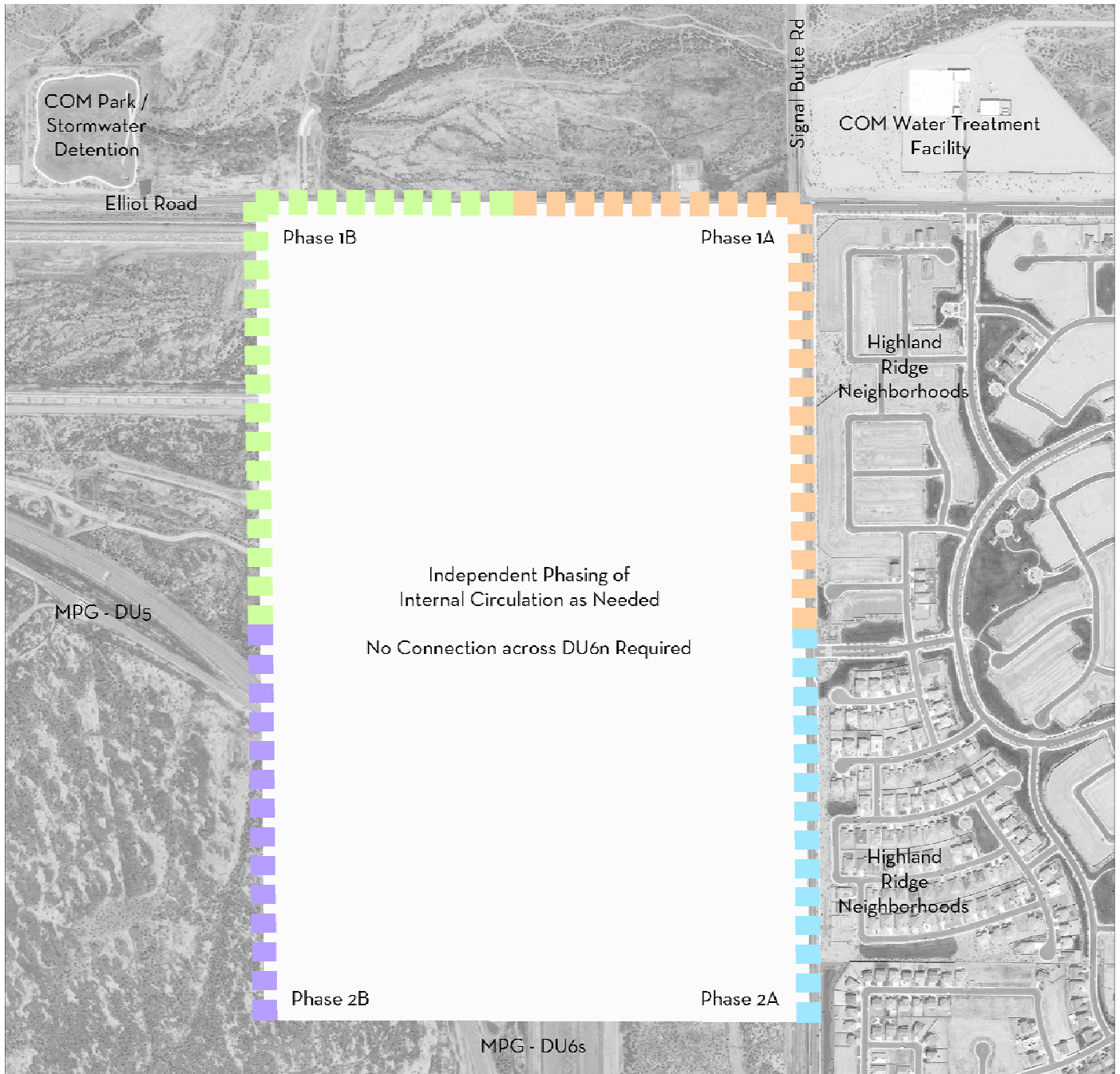
Potential Bus / Transit Stop



NORTH



Exhibit D.3 - Street and Circulation Phasing



- Phase 1A - Elliot Road and Signal Butte Road
- Phase 1B - Elliot Road and "Western Boundary Road"
- Phase 2A - Signal Butte Road
- Phase 2B - "Western Boundary Road"



Section E DU Drainage Plan

The DU6n area will be designed to self retain. Drainage may be taken across parcel lines and/or collected in common retention basins, but the retention requirements for DU6n shall be accommodated within the DU.

Refer to "Final Drainage Report for First Solar MSA-01, Southwest corner of Elliot Road and Signal Butte Road, Mesa, Arizona," dated April 18, 2011 - BCE Project Number: 110006, prepared for M+W U.S., Inc., by Beck Consulting Engineers, Inc. and the "Master Drainage Report Addendum for Mesa Proving Grounds," dated April 22, 2011, prepared by Wood Patel Associates.

Section F DU Potable Water Plan

Refer to “Final Water System Report for First Solar MSA-01, Southwest corner of Elliot Road and Signal Butte Road, Mesa, Arizona,” dated April 18, 2011 - BCE Project Number: 110006, prepared for M+W U.S., Inc., by Beck Consulting Engineers, Inc. and the “Master Water Report Addendum for Mesa Proving Grounds,” dated April 22, 2011, prepared by Wood Patel Associates.

Section G DU Wastewater Plan

Refer to “Final Sanitary Sewer Report for First Solar MSA-01, Southwest corner of Elliot Road and Signal Butte Road, Mesa, Arizona,” dated April 18, 2011 - BCE Project Number: 110006, prepared for M+W U.S., Inc., by Beck Consulting Engineers, Inc. and the “Master Wastewater Report Addendum for Mesa Proving Grounds,” dated April 22, 2011, prepared by Wood Patel Associates.

Section H Master Non-potable Water Plan

The use of non-potable water is currently not contemplated in DU6n at this time. However, the use of non-potable water for landscape irrigation is encouraged whenever it can practically be used.