



PUD Narrative for North Phoenix 3,500

A master planned employment hub located at the northwest corner of the I-17 and Loop 303 freeways.

Case #: Z-37-20-1

CITY OF PHOENIX

JAN 28 2021

Planning & Development
Department



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1. PURPOSE & INTENT

1a. The Arizona State Land Department (ASLD)

The Arizona State Land Department (ASLD) manages over 9.2 million acres of state trust land in Arizona. Since 1915, the ASLD's mission has been to manage the assets of a multi-generational perpetual trust in alignment with the interests of the Trust's 13 beneficiaries and Arizona's future. The mission statement of the ASLD is as follows:

"To manage State Trust lands and resources to enhance value and optimize economic return for the Trust beneficiaries, consistent with sound business management principles, prudent stewardship, and conservation needs supporting socio-economic goals for citizens here today and future generations. To act in the best interest of the Trust for the enrichment of the beneficiaries and preserve the long-term value of the State Trust lands."

State Trust land is often misunderstood in terms of both its character and management. Trust land is different from public land such as parks or National Forests. Trust lands are managed by the ASLD to generate revenue for K-12 schools and 13 additional institutional beneficiaries. The Trust accomplishes its mission through its sale and lease of Trust lands for grazing, municipal, residential, commercial, mining, and open space purposes.

The ASLD, serving as the fiduciary for the Trust, is required by the Arizona Constitution to receive maximum value for the sale or lease of Trust lands for the benefit of the Trust. Given this Constitutional mandate, it is incumbent upon ASLD to carefully plan these properties to maximize their ultimate value. Accordingly, the ASLD is in the process of re-evaluating the existing development plans for the Trust lands in the area and is working with the City of Phoenix to develop plans that are appropriate for the area and that will meet market demands.

1b. Planned Unit Development

The Planned Unit Development ("PUD") zoning district is authorized by Chapter 6, Section 671 of the Zoning Ordinance of the City of Phoenix ("Phoenix Zoning Ordinance"). A PUD is intended to be a stand-alone document that sets forth the regulatory framework, including permitted uses, development standards and design guidelines, for a particular project ("PUD Regulations"). The PUD may only modify provisions within the Phoenix Zoning Ordinance and does not modify other City of Phoenix codes, regulations or requirements. A PUD may include background information and narrative discussion, including purpose and intent statements, which are intended to illustrate the overall character and vision for the development. Such statements are not regulatory and are not requirements to be enforced by the City of Phoenix.

The PUD regulations apply to all property within the PUD project boundary. The PUD regulations supersede and replace all applicable Phoenix Zoning Ordinance requirements. If there is a conflict between PUD regulations and the Phoenix Zoning Ordinance, including the design guidelines within the Phoenix Zoning Ordinance, the terms of this PUD shall apply. If a provision is not addressed by the PUD, then the Phoenix Zoning Ordinance controls.

1c. Project Overview and Goals

The North Phoenix 3,500 PUD rezones approximately 3,721.60-acres of vacant State Trust land located within the North Gateway Village Planning Area. The Site is bordered by the 1-17 Freeway to the east, the Loop 303 Freeway to the south, the Deadman Wash to the west and SR-74 to the north. See **Figure 1: Regional Context Map**. In alignment with the City's General Plan land use designations for the subject property, as amended through a concurrent minor General Plan land use amendment, this application proposes a major employment district consisting of employment, manufacturing, commerce park, commercial, and multi-family residential uses.

The primary goal of the North Phoenix 3,500 PUD is to allow for the implementation of a master planned vision for the property that will serve as a major economic driver within the region. The North Phoenix 3,500 PUD will incorporate land uses and design principles that establish an entitlement framework for a mixed use employment hub development, with a series of Development Unit Sub-Areas that will require more detailed information and infrastructure analysis as each Development Unit Sub-Area ("Sub-Area") moves forward with development.

The goals and objectives of the North Phoenix 3,500 PUD are to:

- Enhance the value of the State Trust land on behalf of the ASLD's beneficiaries.
- Establish entitlement flexibility to attract major employment generators on the Site to benefit the region and City as a whole.
- Establish development and performance standards to ensure a high quality of design and land use compatibility to create an attractive employment campus with compatible supporting uses, while also creating a sustainable and attractive working, shopping, and living environment.

1d. General Plan Amendment

The Site currently has a mix of land use designations as shown in **Figure 2: Current General Plan Land Use**. This PUD request is accompanied by a Minor General Plan Amendment request to amend the Site's land use designations to Commercial and Commerce/Business Park as shown in **Figure 3: Proposed General Plan Land Use**. This revised land use designation will support the employment hub development planned for this Site. The General Plan Amendment application also includes a request to amend the City's infrastructure limit line to include the subject site as shown in **Figure 4: Existing & Proposed Infrastructure Limit Line**. This request will allow the North Phoenix 3,500 PUD to be serviced by City of Phoenix utilities and infrastructure as the project develops.

The Site is also governed by the following additional land planning documents:

- North Gateway Character Area
- North Gateway Corridor Overlay District
- General Plan Peripheral Areas C & D
- Carefree Highway Scenic Corridor Design Policies

The North Phoenix 3,500 PUD will comply with the above-mentioned planning documents.

2. EXISTING SITE CONDITIONS

The North Phoenix 3,500 PUD consists of approximately 3,721.60 gross acres of property located within the North Gateway Village. The Site, which is generally flat and does not include significant topographical or natural features, is currently vacant. As shown on **Figure 5: Existing Site Conditions**, mapped FEMA floodway and floodplain designations are located mainly on the west portion of the Site near the Deadman Wash. Multiple APS power corridors cross the Site, including 230 kV lines and 69 kV lines as shown on **Figure 5**.

With freeway frontages on its east and south edges, the Site has excellent regional circulation access. The Site will have access to two I-17 Freeway interchanges at SR-74 and Dove Valley Road, and two future Loop 303 Freeway interchanges at 43rd Avenue and 51st Avenue. 43rd Avenue, 51st Avenue, and Dove Valley Road serve as arterial roadways through the Site providing access to each development Sub-Area as the Site develops.

As shown in **Table: 1 Surrounding Uses**, the Site is surrounded by the Ben Avery Shooting Facility and Arizona Game and Fish Headquarters to the north and the Sonoran Crossing Health Campus to the east with vacant Arizona State Trust land surrounding the Site's remaining edges.

Table 1: Surrounding Uses				
Location	APN	General Plan	Zoning	Land Use
North	203-10-005, 203-10-006	Public/Quasi-Public, Mixed Use (C, D &NW)	S-1	Ben Avery Recreation Area, Arizona Game & Fish Headquarters, Vacant State Trust Land
West	NA	NA	S-1	Vacant State Trust Land
South	NA	NA	S-1	Loop 303, Vacant State Trust Land
East	204-02-068, 204-02-069	Mix: 5-10 du/ac, 10- 15 du/ac & Commercial	PCD, PUD, C-2, S-1	I-17, Sonoran Crossing Health Campus, Vacant State Trust Land

3. DEVELOPMENT PLAN

3a. Overall Design Concept

The North Phoenix 3,500 PUD provides the framework for a well-planned, cohesive mixed-use project that integrates employment, manufacturing, commercial, and multi-family residential uses into a connected and aesthetically unified development. As shown on **Figure 6: Existing Zoning**, the Site is currently zoned S-1, the City’s least intense zoning designation. The purpose of this request is to rezone the Site to PUD to establish flexible zoning districts with a variety of compatible land uses to facilitate the Site’s development as a large scale employment and economic hub. See **Figure 7: Proposed Zoning**.

The North Phoenix 3,500 PUD provides for a variety of complimentary land use types. The flexibility in design enabled by the PUD offers a desirable improvement over conventional zoning standards and directly promotes the appropriate and efficient use of land and infrastructure. The PUD establishes the foundation for a master planned employment hub that will provide future end users with a cohesive campus-like environment comprised of a variety of supporting uses. See **Figure 8: Conceptual Land Use Plan**.

3b. Development Plan Administration

The North Phoenix 3,500 PUD utilizes a Land Use Districts and Development Units to organize development within the PUD. See **Figure 9: Development Unit Plan**. This provides for manageable land use entitlement areas that respond to the various conditions across the Site.

Amendments to the PUD, if any, will be processed under the requirements for PUD amendments within the City of Phoenix Zoning Ordinance. Any future PUD amendment application made by an ASLD purchaser or successor that seeks only to limit or expand the development standards applicable solely to the ASLD successor’s property, and where the proposed PUD Amendment would not affect any other provision of this PUD, including but not

limited to the Land Use Budget or Development Unit boundaries, such amendment may be processed as an isolated amendment to the PUD and apply only to the property of the ASLD successor requesting such change, and subject to the required prior written approval by ASLD.

Given the size of the North Phoenix 3,500 PUD and the inherent unknowns in how the site will fully develop over its future phases, this PUD includes guidance on the master planning and infrastructure planning process for the site. Detail regarding the facilitation and requirements of the master planning and infrastructure funding process is provided in **Section 9: Master Planning and Administration**.

4. LAND USE DISTRICTS

The PUD consists of three Land Use Districts, with various Development Units within each district that will be tied to future Functional Segment analysis prior to secondary planning efforts and in conformance with the master studies provided for the overall development. These Land Use Districts include: Technology Campus, Technology Park, and Freeway Mixed Use. As shown on **Figure 8: Conceptual Land Use Plan**.

As identified in the Land Use Districts sub-sections below, each of the three Land Use Districts have been associated with corresponding base zoning districts from the City of Phoenix Zoning Ordinance and are subject to their standard uses and development standards except as modified by this PUD. In instances where specific deviations to the associated district are proposed, the PUD provides for defined uses and standards as identified below. Uses analogous to those listed below, may administratively approved.

4a. Technology Campus Land Use District

The Technology Campus District is envisioned as a thriving employment hub to be anchored by a major user. The Technology Campus District is generally located at the center of the Site between 43rd Avenue and 51st Avenue. The District consists of 1,078-acres and will support the most intensive planned uses. The campus is envisioned to contain a varied collection of buildings and structures for administration, design, manufacturing and ancillary uses. Uses programmed within the Technology Campus district will represent a major economic and employment investment within the City and will attract supportive uses in association with its multi-phase development. No residential development is permitted within this District.

PERMITTED USES

Uses allowed within the Technology Campus District include the following:

- All uses permitted in the Commerce Park District: General Commerce Park Option per Zoning Ordinance Section 626.F.

The following additional use is allowed by right within the Technology Park District:

- Basic compounding and processing of raw materials except food and agricultural products. The end product consists of materials for later processing or fabrication into a finished product to be used by the ultimate purchaser.

The following additional uses are allowed by right within the Technology Campus District as accessory uses to other uses within this district:

- Outdoor recreation uses, outdoor dining, and outdoor alcoholic beverage consumption.

4b. Technology Park Land Use District

The Technology Park District is generally located in the northern and western portions of the PUD area and is comprised of 1,217-acres of planned employment and commerce park uses that may support the Technology Campus and that may also stand alone with separate and distinct uses. Additional commercial service uses may be located within this District as well. No residential development is permitted within this District.

PERMITTED USES

Uses allowed within the Technology Park District include the following:

- All uses permitted in the Commerce Park District: General Commerce Park Option per Zoning Ordinance Section 626.F.

The following additional use is allowed by right within the Technology Park District:

- Basic compounding and processing of raw materials except food and agricultural products. The end product consists of materials for later processing or fabrication into a finished product to be used by the ultimate purchaser, subject to the following performance standards:
 - Such uses shall be limited to maximum of 20% of the gross district area.
 - Such uses shall require a minimum property setback of 500 feet from the State Route 74 centerline.

4c. Freeway Mixed Use Land Use District

The Freeway Mixed Use District is 1,243-acres in size and is located east of 43rd Avenue, adjacent to the I-17 freeway corridor. Uses within this district may include additional employment uses, regional commercial, office, hospitality and multi-family development types. These uses are complementary and supportive to the Technology Campus and Technology Park District uses and will benefit from their location at the confluence of two major freeway corridors. The Freeway Mixed Use Land Use District consists of three Development Units: MU-A, MU-B, and MU-C (see **Figure 9: Development Unit Plan**). Certain uses are permitted within MU-A and MU-B and another set of uses is permitted within MU-C. The uses permitted within the various Development Units are identified below.

MU-A & MU-B PERMITTED USES

Uses allowed within the Freeway Mixed Use District Development Units MU-A and MU-B include the following:

- All uses permitted in the C-2 (Intermediate Commercial) District per Zoning Ordinance Section 623
- All uses permitted in the C-O (Commercial Office) District per Zoning Ordinance Section 621.
- All uses permitted in the R-5 (Multi-family Residential) District per Zoning Ordinance Section 618.

The following additional uses are allowed by right within the Freeway Mixed Use District Development Units MU-A and MU-B:

- Drive-through facilities as an accessory use to a restaurant, subject to the following performance standards:
 - Access to the site is to be from an arterial or collector street as defined on the street classification map.
 - A use permit shall be secured if the queuing lane for the drive-through facility is less than 300 feet from a residential district zoning line. This distance shall be measured from the point of the queuing lane closest to the residential district zoning line.
 - Speakers and/or menu boards to be oriented away from adjacent public roadways.
- Outdoor recreation uses, outdoor dining and/or outdoor alcoholic beverage consumption as an accessory use to a restaurant
- Self-service storage warehouse subject to the following performance standard:
 - All storage shall be within a closed building except that boats, trailers and motor vehicles may be placed in outdoor storage areas which are separate from the buildings and screened from view from adjacent streets and property by walls, fences or landscaping. Outdoor storage areas shall not exceed ten percent

(10%) of the gross site area and shall not count toward meeting parking requirements.

The following additional performance standards shall be applicable to allowed uses within the Freeway Mixed Use District Development Units MU-A and MU-B:

- All permitted or conditional residential, school (public or private), church, hospitality, hospital or group home uses as allowed by this PUD in the Freeway Mixed Use District shall require a minimum building setback of 2,640 feet (1/2 mile) from the site's north property line adjacent to the Ben Avery Shooting Facility.
- All permitted or conditional residential, school (public or private), church, hospitality, hospital or group home uses as allowed by this PUD in the Freeway Mixed Use District shall require a minimum building setback of 2,500 feet from the west edge of the 43rd Avenue right of way.

MU-A & MU-B PROHIBITED USES

The following uses are prohibited within the Freeway Mixed Use Land Use District Development Units MU-A and MU-B:

- Single Family Residential Uses
- Adult bookstore, adult novelty store, adult theatre, adult live entertainment establishment, erotic dance, or performance studio.
- Nonprofit medical marijuana dispensary facility
- Pawn Shop
- Tattoo Shops

MU-C PERMITTED USES

The Uses allowed within the Freeway Mixed Use District Development Unit MU-C include the following:

- All uses permitted in the C-2 (Intermediate Commercial) District per Zoning Ordinance Section 623
- All uses permitted in the C-O (Commercial Office) District per Zoning Ordinance Section 621.
- All uses permitted in the R-5 (Multi-family Residential) District per Zoning Ordinance Section 618.
- All uses permitted in the Commerce Park District: Business Park Option per Zoning Ordinance Section 626.F not otherwise permitted in the C-2, C-O or R-5 Districts.

The following additional uses are allowed by right within the Freeway Mixed Use District:

- Automobile retail sales, rental for more than 15 cars, and leasing, and household moving centers subject to the following performance standards:

- The above use shall be located within the area bounded by SR-74 to the North, I-17 to the East, Dove Valley Road to the South, and 41st Avenue to the West.
- Body repair and painting done on the lot shall be confined to a closed building.
- Area used for parking, display, storage or circulation shall be dust-free.
- Lots shall be properly enclosed with a wall, fence, hedge, plantings, or combinations thereof having a minimum height of ten inches above the grade at which the cars are to be displayed unless a hedge, planting or combinations thereof are approved in lieu of the ten-inch wall and/or the lot is depressed below the elevation of adjacent lots in which case appropriate landscaping may be approved.
- Any artificial light used for such lot or area shall be so arranged as to reflect light away from the adjoining premises, lot and/or streets and shall be so located as not to be a nuisance to adjacent property and streets.
- Camper Sales, subject to the following performance standard:
 - The above use shall be located within the area bounded by SR-74 to the North, I-17 to the East, Dove Valley Road to the South, and 41st Avenue to the West.
- Drive-through facilities as an accessory use to a restaurant, subject to the following performance standards:
 - Access to the site is to be from an arterial or collector street as defined on the street classification map.
 - A use permit shall be secured if the queuing lane for the drive-through facility is less than 300 feet from a residential use parcel line. This distance shall be measured from the point of the queuing lane closest to the residential use parcel line.
 - Speakers and/or menu boards to be oriented away from adjacent public roadways.
- Outdoor recreation uses, outdoor dining and/or outdoor alcoholic beverage consumption as an accessory use to a restaurant
- Self-service storage warehouse subject to the following performance standard:
 - All storage shall be within a closed building except that boats, trailers and motor vehicles may be placed in outdoor storage areas which are separate from the buildings and screened from view from adjacent streets and property by walls, fences or landscaping. Outdoor storage areas shall not exceed ten percent (10%) of the gross site area and shall not count toward meeting parking requirements.

Travel trailer, camper, and/or mobile home sales subject to the following performance standards:

- The above use shall be located within the area bounded by SR-74 to the North, I-17 to the East, Dove Valley Road to the South, and 41st Avenue to the West.
- The premises shall abut or have direct access to a freeway or arterial street, as designated on the street classification map.

The following additional performance standards shall be applicable to allowed uses within the MU-C Freeway Mixed Use District Development Unit:

- All permitted or conditional residential, school (public or private), church, hospitality, hospital or group home uses as allowed by this PUD in the Freeway Mixed Use District shall require a minimum building setback of 2,640 feet (1/2 mile) from the site's north property line adjacent to the Ben Avery Shooting Facility.
- All permitted or conditional residential, school (public or private), church, hospitality, hospital or group home uses as allowed by this PUD in the Freeway Mixed Use District shall require a minimum building setback of 2,500 feet from the west edge of the 43rd Avenue right of way.
- Warehousing, assembly and wholesaling shall not exceed a combined 20 acres and require a minimum setback of 1,320 feet from the west edge of the I-17 Freeway right-of-way and from the State Route 74 centerline.

MU-C PROHIBITED USES

The following uses are prohibited within the Freeway Mixed Use Land Use District Development Units MU-C:

- Single Family Residential Uses
- Adult bookstore, adult novelty store, adult theatre, adult live entertainment establishment, erotic dance, or performance studio.
- Nonprofit medical marijuana dispensary facility
- Pawn Shop
- Tattoo Shops

5. DEVELOPMENT STANDARDS

5a. Development Standards by Land Use District

Each of the project's three Land Use Districts is subject to development standards specific to that district. The Technology Campus and Technology Park Land Use Districts are subject to development standards in conformance with the Commerce Park District: General Commerce Park Option identified within Section 626 of the City of Phoenix Zoning Ordinance. Commercial uses within the Freeway Mixed Use Land Use District shall be in conformance with the C-2 development standards identified within Section 623 of the City of Phoenix Zoning Ordinance. Under conventional zoning, residential Uses within a C-2 district default to the R3-A development standards. Within the North Phoenix 3,500 PUD, residential uses within the C-2 district shall instead default to R-5 development standards with certain exceptions as identified in **Table 3: Development Standards by Land Use District**, below. When a use is allowed by right within both the C-2 and R-5 zoning districts, the applicant shall be required to select during the preliminary plans process either the C-2 or R-5 base zoning district and with that selection, the applicable base zoning district standards shall apply. Development standards for all three land use districts are provided in **Table 3**.

Table 3: Development Standards by Land Use District

	<u>Technology Campus</u>	<u>Technology Park</u>	<u>Freeway Mixed Use</u>	
	<u>Commerce Park</u>	<u>Commerce Park</u>	<u>Residential Uses</u>	<u>Non-residential Uses</u>
Max. Density	No requirement	No requirement	45.68; 52.20 with bonus	No requirement
Required Setbacks	30' from perimeter lot line on a street, 20' not on a street; 20' from interior lot line on a street, 0' not on a street	30' from perimeter lot line on a street, 20' not on a street; 20' from interior lot line on a street, 0' not on a street (1)	Perimeter Standards: 20' adjacent to a public street; this area is to be in common ownership unless lots front on the perimeter public street; 10' adjacent to property line. Building Setback: 10' front.	Adjacent to Street: For structures not exceeding 2-stories or 30-feet: average 25-feet, minimum 20-feet permitted for up to 50% of structure including projections. For structures exceeding 2-stories or 30-feet: average 30-feet, minimum 20-feet permitted for up to 50% of structure including projections. Not Adjacent to Street: 20' (1)
Residential Buffer Building Setback	No requirement	No requirement	2,500' measured from the east property line of the Technology Campus Land Use District 2,640' measured from the site's north property line adjacent to the Ben Avery Shooting Facility.	No requirement (2)
Max. Lot Coverage	50%	50%	50%	50% of net lot area exclusive of the first 6-feet of roof overhang, open carports, covered patios or covered walkways

Table 3: Development Standards by Land Use District (Continued)

	<u>Technology Campus</u>	<u>Technology Park</u>	<u>Freeway Mixed Use</u>	
	Commerce Park	Commerce Park	Residential Uses	Non-residential Uses
Max. Building Height	<p>80'; heights up to 100' permitted with use permit and Site Plan. (3)</p> <p>Phase I Area Building Height: Within the Phase I, area generally defined by the area bounded by the Loop 303 to the south, 47th Avenue to the west, Dove Valley Road to the north, and 43rd Avenue to the east, a maximum of 100 acres of the area may have a maximum building height of up to 150 feet. (3)</p>	<p>56', 4-stories; heights up to 80' with use permit and Site Plan. (3)</p>	<p>60', 5-stories.</p>	<p>56' with the ability to increase the height up to 120' provided that for any site development in excess of fifty six (56) feet, a minimum of 30% of the project's total net area shall be provided as open space with appropriate landscaping and other pedestrian-oriented amenities. This area shall be exclusive of setbacks, areas open to vehicular traffic and parking areas.</p>

Table 3: Development Standards by Land Use District (Continued)

	<u>Technology Campus</u>	<u>Technology Park</u>	<u>Freeway Mixed Use</u>	
	Commerce Park	Commerce Park	Residential Uses	Non-residential Uses
Min. Open Space	A minimum of 10% of the net site area shall be provided as open space. Open space may take the form of active or passive open space and should prioritize preservation of the site’s natural features and character. Open space shall be calculated per Development Unit.	A minimum of 10% of the net site area shall be provided as open space. Open space may take the form of active or passive open space and should prioritize preservation of the site’s natural features and character. Open space shall be calculated per Development Unit.	Minimum 5% of gross area	Minimum 5% of gross area. For any site development in excess of fifty six (56) feet, a minimum of 30% of the project’s total net area shall be provided as open space with appropriate landscaping and other pedestrian-oriented amenities. This area shall be exclusive of setbacks, areas open to vehicular traffic and parking areas.

- 1) In conformance with the Carefree Highway Scenic Corridor plan, a 120’ setback from the centerline of Carefree Highway (SR-74) is required for all commercially zoned or commercially designated land adjacent to this roadway. For other land use types, a minimum setback of 170’ and an average setback of 205’ is required.
- 2) The residential buffer is a building setback that only applies to residential uses. As such, there is no required residential buffer for non-residential uses within the Freeway Mixed Use Land Use District.
- 3) In addition to the building height exceptions outlined in the Zoning Ordinance (Section 701.B), non-habitable mechanical equipment and structures that may include, but are not limited to, elements such air separators, exhaust pipes, and gas processing equipment are permitted up to 225-feet in height for a maximum of 25% of the roof area.

5b. Residential Unit Cap

As defined in the Development Standards Table, above, residential development within the North Phoenix 3,500 PUD is limited to the Freeway Mixed Use Land Use District. Within this Land Use District, residential unit caps shall apply per **Table 4: Residential Unit Cap**. See **Figure 17: Residential Buffer Exhibit** for a visual depiction of where residential development is permitted within the PUD area.

Table 4: Residential Unit Cap	
Land Use District	Maximum Residential Unit Count
Technology Campus	0
Technology Park	0
Freeway Mixed Use	8,960
Total	8,960

5c. Development Standards of General Applicability

Development standards relating to the following elements within the North Phoenix 3,500 PUD shall adhere to City of Phoenix Zoning Ordinance standards. Development within the Technology Campus and Technology Park Land Districts shall adhere to standards pursuant to the Commerce Park land use district subject to modifications provided within **Table 3** and development within the Freeway Mixed Use Land Use District shall adhere to standards outlined within the C-2 land use district subject to modifications provided within Table 3.

- Landscape standards for
 - streetscapes;
 - perimeter property lines;
 - adjacent to buildings;
 - parking areas; and
 - common and retention areas.
- Parking standards
- Fences and walls
- Amenity standards
- Lighting

5d. Signs

Signage within the North Phoenix 3,500 PUD should convey a sense of quality, sustainability and style. Signage should be legible and well-crafted. Creativity is encouraged and some signage regulations may be exceeded in certain circumstances via a zoning adjustment or comprehensive sign plan for signs that are well designed and have a high degree of character and inventiveness. Architecturally, building signage should utilize and/or enhance the architectural elements of the building and be placed in a logical relation to the overall composition of the building's façade. Signs should not cover any key architectural features or details of the building they attach to. Signage should neither obscure nor block key architectural features, the normal flow of pedestrian or vehicular traffic, or sight lines to adjacent properties.

Signs are allowed pursuant to Zoning Ordinance section 705. A comprehensive sign plan shall be processed and approved for all commercial uses in accordance with Section 705.E.2 of the Phoenix Zoning Ordinance.

All provisions of the NBCOD are applicable to the North Phoenix 3,500 PUD as of the date of this PUD except that the second sentence of provision 2 of the NBCOD shall not be in effect for signage within the North Phoenix 3,500 PUD:

Section II.B.2: Except for government regulated signs, freeway frontage, or when approved in a comprehensive sign plan, all permanent signs shall be monument style, limited to eight feet in height. ~~If a comprehensive sign plan is approved, the maximum height permitted to shall be the base height allowed (no additional bonus) based on street volume. (r).~~

5e. Pedestrian Circulation

Pedestrian circulation and connectivity are essential components of the North Phoenix 3,500 PUD. A pedestrian circulation system will be provided to complement the site's vehicular circulation system. These pedestrian zones will serve as the primary circulation routes connecting the development as shown on **Figure 10: Conceptual Street Plan** and **Figure 11: Pedestrian Circulation and Facilities Plan**. The following provisions shall guide the planning of circulation routes within the North Phoenix 3,500 PUD.

- The following shade requirements shall be in effect for all Land Use Districts:
 - Minimum 50% shading of all publicly accessible sidewalks and walkways by means of vegetation at maturity and/or shade structures.
 - Minimum 75% shading of all publicly accessible sidewalks and trails along arterial and collector roadways by means of vegetation at maturity and/or shade structures.
- Shade structures provided within the right-of-way will require approval from the Street Transportation Department and shall be privately maintained.

- Detach the sidewalks and provide shade along both sides of the sidewalk with single-trunk trees. Alternate single trunk trees with other thick vegetation on landscape strip along that can discourage pedestrians from crossing mid-block.
- Delineate all pedestrian walkways where conflicts with vehicles exist with alternative paving materials. Any alternative paving material located within a right-of-way will require a private maintenance agreement with the Street Transportation Department.
- Provide shade and outdoor furnishings such as seating, trash bins, light fixtures in open space areas to support human occupation and use. Any amenities proposed within the right-of-way shall be easily removable, require a revocable permit, and be approved by the Street Transportation Department.
- Pedestrian accesses to the site from the sidewalk should be attractive and inviting and separated in distance from vehicular traffic to provide a design that accentuates and prioritizes the importance and care of patrons arriving to the site on foot.
- Generally, connect all public building entrances and exits, community amenities, and all public sidewalks utilizing the minimum possible distance and providing the most direct route.
- Direct pedestrian pathways should be provided from residential areas to adjoining business parks, commercial developments, parks, open space, schools, and public transit stops, utilizing cross access agreements wherever possible to minimize pedestrian travel distance.

5f. Vehicular Circulation

Arterial and collector streets shall be provided in accordance with City of Phoenix standards and with the Arizona Department of Transportation Roadway Design Guidelines, Section 506, for location and design of access points in proximity of ADOT right-of-way. Arterial streets within the North Phoenix 3,500 PUD have been designed to be generally in conformance with the City's Master Circulation Plan as depicted within the General Plan. Collector streets are to be generally located ½ mile between arterials streets. Conceptual street alignments have been provided on **Figure 10: Conceptual Street Plan**. Points of access and intersections should adhere to Street Transportation guidelines for spacing and alignment.

Where street alignments necessitate wash crossings, the following standards shall apply. Culverts and bridges for major collector and arterial streets are to be designed to convey, as a minimum, the 100-year peak discharge with no flow crossing over the roadway. Culverts for minor collector and local streets shall be designed to convey the 100-year peak discharge with a maximum of 0.5-foot flow depth over the roadway. All culvert crossings will follow City of Phoenix standards. In addition, for roadway crossings of major water crosses, such as Deadman Wash, consideration of FEMA and USACOE requirements will be necessary.

5g. Complete Streets

In 2018 the City of Phoenix adopted Complete Streets Design Guidelines with the goal promoting health and safety through active streetscapes. Streets within the North Phoenix 3,500 PUD shall conform to the following elements of the Complete Streets Design Guidelines:

- The unique character of the area shall be considered during the design of street projects.
- Streets shall be designed to promote safely for all users, particularly children, the elderly, those with disabilities, transit users and more vulnerable modes (walking, bicycling, transit).
- Shade shall be a primary technique to reduce ambient temperatures and to reduce direct sunlight exposure for pedestrians and cyclists.
- Streetscape designs shall include pedestrian infrastructure with pedestrian through zones free of impediments.

5h. School Facilities

The PUD includes allowances for multi-family residential within specified portions of the Freeway Mixed Use District. Evaluation of school facility needs and their location will be made in conjunction with the Deer Valley Unified School District at such time that multi-family development proposals are brought forward for City review. Any future residential development applications will be routed to the School District for review and capacity determination.

5i. Phasing

The North Phoenix 3,500 PUD is a multi-phase development. It is anticipated that development of approximately 300-acres of the Technology Campus District and its associated infrastructure will be provided as the first phase of development, with the surrounding development areas to follow subject to market conditions and as per the Sub-Area requirements. Phase 1 is identified on **Figure 8: Conceptual Land Use Plan**.

6. DESIGN GUIDELINES

Planned Unit Developments (PUD) within the City of Phoenix are required to define key design guidelines that will guide development across the project and ensure a high level of consistent design vernacular throughout the site as it develops. Below is a discussion of how the North Phoenix PUD will be in conformance with design guidelines outlined with the adjacent North Black Canyon Corridor Overlay District (NBCOD), the Carefree Highway Scenic Corridor Design Policies, and with specific design guidelines identified for the North Phoenix 3,500 PUD. Together these design guidelines will contribute to a cohesive, high-quality project.

6a. Conformance with the NBCOD

The North Phoenix 3,500 PUD is located adjacent to the North Black Canyon Corridor (NBCC). The NBCC is targeted for development of a high quality, regional employment center, diversified residential areas, and urban open space. To implement this vision, the City has adopted design guidelines for the North Black Canyon Overlay District (NBCOD) as Section 654 of the Phoenix zoning ordinance. The purpose of the North Black Canyon Overlay District (NBCOD) design guidelines is to create a built environment that substantially relates to and respects the desert setting. While the NBCOD encompasses the area east of the I-17 Freeway, the NBCOD design guidelines provided in Section 654 of the Phoenix Zoning Ordinance are incorporated into this PUD and development within the North 3,500 PUD will be subject to compliance with the guidelines except for the following provisions:

- **Section II.B.2:** *Except for government regulated signs, freeway frontage, or when approved in a comprehensive sign plan, all permanent signs shall be monument style, limited to eight feet in height. ~~If a comprehensive sign plan is approved, the maximum height permitted to shall be the base height allowed (no additional bonus) based on street volume. (r).~~*

Rational: The CSP process is an effective means to evaluate appropriate heights for signs within the North Phoenix 3,500 PUD. The above additional cap in height is an unnecessary layer of regulation that would deny future users flexibility if site conditions warrant greater heights.

- **Section II.B.7:** ~~Box gabions~~ *and concrete channels should not be allowed unless needed for public safety, Where used, they should be designed to blend with the desert setting through color, texture, landscaping or other means (p).*

Rational: Box gabion technology has greatly improved in recent years and can be made to effectively blend with the desert setting.

- **Section II.B.8:** *Rip rap ~~should not be used unless needed for public safety~~ is permitted. Where used, it should be used with restraint and be designed to blend with the desert setting through color, texture, landscaping and other means (p).*

Rational: Rip rap is almost always required to dissipate velocity and energy. While permitted within the North Phoenix 3,500 PUD area, it should be used with restraint and be designed to blend with the desert setting.

6b. Conformance with the Carefree Highway Scenic Corridor Design Policies

The City of Phoenix adopted the Carefree Highway Scenic Corridor Design Policies in June 1997. The plan recommends an average setback of 205 feet and a minimum of 170 feet from the centerline of Carefree Highway. However, in commercially zoned or designated areas, the setback will be 120 feet from the centerline. Furthermore, the plan protects wash crossings by recommending a setback of 570 feet if any floodplain or floodway are present along the corridor. The plan recommends that plant type, density, and spacing should match the adjacent desert environment. The plan also recommends that bridges should be stained to color match the desert landscape, use of corten guardrails adjacent to washes, sidewalk construction should blend with the natural environment, revegetation of previously disturbed areas, and planting within the median is recommended. North Phoenix 3,500 PUD development along Carefree Highway (SR-74) shall be in conformance with the design policies as listed above and within the Carefree Highway Scenic Corridor Design Policies document.

6c. North Phoenix 3,500 PUD Specific Design Guidelines

The North Phoenix 3,500 PUD development plan will promote flexibility in uses and site design while providing consistent design standards and guidelines to direct development of the individual parcels within the site. The North Phoenix 3,500 PUD project-specific design guidelines identified below serve as a critical tool to ensure ongoing compatibility between uses as the project develops. Phoenix Zoning Ordinance Design Guidelines for Sustainability, Architectural Design, Site Plan Design and Landscape Design, as specified as requirements, presumptions, and considerations of *Section 507 Tab A*, apply to the North Phoenix 3,500 PUD. In addition, the North Phoenix 3,500 PUD will adhere to the following PUD Design Expectations:

SUSTAINABILITY

Objective – Provide Thermal Comfort for all Users

- Minimum 50% shading of all publicly accessible sidewalks and walkways by means of vegetation at maturity and/or shade structures.
- Minimum 75% shading of all publicly accessible sidewalks and trails along arterial and collector roadways by means of vegetation at maturity and/or shade structures.

Objective – Sustainable Neighborhoods that provide a variety of housing opportunities within the same community

- While primarily an employment hub, this PUD allows for complementary multi-family residential housing developments of varied product types, such as apartments, townhomes, detached and attached multi-family residential, auto courts, green courts, and other residential types within the Freeway/Mixed Use District.

ARCHITECTURAL DESIGN

Objective – Visual interest with unified elements to establish a sense of place

- Incorporating innovative textures, materials, colors: Building facades facing arterial roadways shall incorporate a minimum of three (3) different materials.
- Building offsets, reveals, recesses, building projections, masonry piers, or other architectural treatment: Building offsets, reveals and recesses to be a minimum of three (3) feet in depth.
- Distinct Entry Features: Public building entries are to be clearly identifiable and shall incorporate functional shade elements such as awnings and canopies to create a comfortable entry experience while addressing pedestrian scale.
- Locate buildings near sidewalks to create an appealing walking environment that encourages connections with people; allow for some variations in setbacks to provide visual vibrancy and opportunities to incorporate shade and green spaces.
 - Use step-backs, landscape setbacks and architectural treatments to break down the massing and modulate shadow/shade impacts of the building bulk.

SITE DESIGN / DEVELOPMENT

Objective – Innovative design of access, circulation, privacy, security, shelter, and other factors to create a unique location that complements the surrounding context

- Variation in building siting and orientation: The proposed building orientations should respect the orientation of surrounding buildings and streets by maintaining continuity of pedestrian routes and promoting opportunities for interaction at street-level.
- Mitigation of adverse effects (screening, landscape buffers, wall heights, etc.): Residential development is prohibited within half a mile of the Ben Avery Shooting Facility. Parking areas shall be screened by a minimum 30-inch, maximum 40-inch solid screen wall and associated landscaping.

OPEN SPACE DESIGN

Objective – Provide diversified amenities for optimum recreational use and gathering places for community interaction

- Improved plazas, courtyards, break areas: A minimum of one (1) enhanced pedestrian plaza and/or promenade shall be provided within commercial parcels that exceed five (5) acres in size. The plaza and/or promenade shall be a minimum of 500 square feet and shall include shading and seating elements as well as landscaping elements including enhanced surfacing materials (e.g. stamped or colored concrete), specimen plantings, and lighting.
- Active and passive recreation such as tot lots, ramadas, splash pads, benches, barbeques, and other appropriate amenities: Multi-Family Residential communities to provide a minimum of one (1) primary amenity and one (1) secondary amenity plus an additional one (1) secondary amenity for every additional three hundred (300) residential units.

LANDSCAPING ENHANCEMENTS

Objective – Provide shade and soften the look of the development to create a more natural environment

- Maturity of trees: Trees provided along arterial streets are to meet City of Phoenix minimum required caliper sizes in accordance with Section 507, Tab A.
- Low water use plants: Except for decorative planters or seasonal interest planting beds, plants utilized are to be from the AMWUA low water plant list. Decorative planters or seasonal interest planting beds are not to exceed 5,000 square feet in size per each area.
- Bus Stops: Bus Stops are to be landscaped and to be a minimum of 50% shaded.

7. SUSTAINABILITY

The following are sustainability practices that are encouraged for development throughout the North Phoenix 3,500 PUD. Development parcels must incorporate a minimum of five (5) of the following sustainability principles as approved by the Planning and Development Department. Items shown in italics will be measurable and enforceable by the City.

- *Incorporate LED and energy efficient lighting technology into all lighting constructed on the site, including parking lots and streets.*
- *Use roofing materials that specify a high Solar Reflectance Index for a minimum of 75% of the roof surface area.*
- *Provide locations for secure bike parking such as visible public bike racks and/or bike lockers.*
- *Landscape and stormwater management that seek to retain storm runoff where appropriate and allow it to provide water for landscaping and improve groundwater conditions.*
- *Incorporate public art that is a permanent installation and that is visually or physically accessible by the general public.*
- *Utilize "Smart" irrigation control systems.*
- *Utilize efficient drip irrigation technology.*
- *All landscape lighting to be on timer controls.*
- Provide a sustainable recycling program for residential use development.
- Provide a sustainable recycling program for commercial use development.
- Shade surface parking spaces using vegetation, low-sloped structural shading with a minimum SRI of 29, or a similar material that achieved shading with high reflectivity.
- Building designs should respond to the southwest climate by incorporating materials and design methods suitable for the region.
- Select building materials and colors to reduce overall heat gain.
- The orientation of buildings and fenestration design should maximize solar benefits while minimizing the negative impacts of heat gain.
- Design to reduce energy loads by addressing passive design elements (i.e. daylight, natural ventilation, solar mass) and active design elements (i.e. environmental conditioning methods, radiant heating and cooling, shared building systems).
- Encourage pre-wiring of parking areas to allow electric vehicle charging.
- Encourage pre-wiring of rooftops to allow for solar panels.
- Incorporate solar collection technologies for providing and storing energy, as well as heated water systems for individual buildings.
- Provide high performance windows, insulation and HVAC systems.
- Provide slope stabilizing plant material where appropriate to limit erosion.
- Where possible, locate shade trees along western building facades to reduce solar heat gain.
- Encourage water conservation by incorporating grey water and/or black water re-use systems.

- Provide building insulation with R-values that exceed the minimum building code standard.
- Incorporate dual-pane, energy efficient windows.
- Install enhanced HVAC systems with 14 SEER or higher.
- Provide a HERS Index of 65 or higher.
- Support enhanced indoor air quality and fresh airflow.
- Develop and implement a plan for recycling and materials management during construction.
- Eliminate turf or use of artificial turf.
- Implement new post COVID-19 design features to promote healthy communities.

8. SITE INFRASTRUCTURE

8a. Grading and Drainage

The Site generally slopes mildly from northeast to southwest at approximately a half percent (0.5%) and is currently undeveloped native desert rangeland typical of the Sonoran Desert.

Existing Drainage Conditions: As depicted on **Figure 12: Existing Condition Drainage Map**, the Site has some relatively significant washes that either traverse or originate from the property.

The western half of the Site receives offsite runoff north of Highway 74 (Carefree Highway). The most significant wash is the Deadman Wash which runs along the western boundary of the Site. During more frequent storm events, the discharge passes under the highway through a series of relatively small culverts (3 sets of 4-28" x 20" pipes and one (1) 48" pipe). During the 100-year event, the Deadman Wash crosses over Highway 74 as broad shallow sheet flow. The discharge then continues southwest until it reaches the Loop 303 where it crosses under a 375-foot span bridge. The next two washes are tributaries to the Deadman Wash (Tributary 2 and 2A). These washes also originate from drainage runoff north of Highway 74 and pass over the highway as at-grade roadway drainage crossings. Both Tributary 2 and 2A then continue southwest until reaching the Loop 303 where it is captured within a concrete lined channel and conveyed to the Deadman Wash before passing under the Loop 303. Each of these three (3) washes has their respective FEMA Special Flood Hazard Areas (SFHAs) 100-year floodplains delineated on the FEMA FIRM panels for the Site (Panel 0840L & 0845L Effective March 7, 2014).

Along the eastern half of the Site there are several relatively smaller sized washes. Most of these washes develop as a result of onsite watersheds with the exception of one wash originating from two (2) Interstate 17 (I-17) drainage crossings. According to the FEMA FIRMs, this wash is called the CAP Wash East. One crossing is relatively small with 2-36" pipes and the other is a triple barrel 10-ft x 5-ft box culvert. Both culverts drain runoff from east of I-17 onto the Site continues south and passes under Dove Valley Road through a triple barrel 8-ft x 6-ft box culvert. The flow continues south reaching the Loop 303 and passes under the road through a single 10-ft x 6-ft box culvert. Two additional washes, the Cap Wash West and the

Upper Buchanan Wash develop as a result of onsite watersheds and pass under Loop 303 through a double barrel 6-ft x 6-ft box culvert and a four barrel 10-ft x 6-ft box culvert, respectively. Finally, two (2) additional unnamed washes pass under the Loop 303 by a double 26-ft x 8-ft channel culvert (Unnamed Wash #1) and by a double barrel 6-ft x 6-ft box culvert (Unnamed Wash #2). There are also two culverts at the interchange of Highway 74 and I-17 that drain the local areas between the interchange roadways onto the property at the northeast corner of the Site. One culvert is 2-48" pipe that drains into a storage basin before being released and the other is 2- 24" pipe that drains onto the property. Both flows become undefined washes continuing southwest until contributing to the Unnamed Wash #1.

Proposed Storm Water Management Plan: As depicted on the **Figure 13: Proposed Storm Water Management Plan**, generally the proposed storm water drainage system design for offsite runoff is to collect the discharge into drainage corridors along the south side of Highway 74 and along the east side of I-17. The Highway 74 drainage corridor starts at the Highway 74 and I-17 interchange, intercepting the runoff from the I-17 interchange drainage system and conveying the flow west. The drainage corridor will increase in size as it combines with Deadman Wash Tributary 2A and Tributary 2 until it reaches Deadman Wash. I-17 will have an adjacent drainage corridor that intercepts all of the flows that pass under I-17. The drainage corridor will continue south along the east boundary of the Site reaching Dove Valley Road. At this point a drainage corridor will convey flow south through the Site until reaching the Loop 303. One additional corridor is proposed for the Deadman Wash Tributary 2 drainage corridor beginning at the Loop 303 concrete channel and extending north to the future Dove Valley Road drainage crossing. The Site grading will include elevated lowest floor elevations of all structures above adjacent estimated 100-year water surface elevations. Encroachment into the Deadman Wash overbank floodplain is anticipated along the west property boundary. This encroachment will require a fill condition with bank protection adjacent to the east side of the wash corridor. Local onsite storm runoff will be conveyed to retention basins or drainage corridors. Per the City of Phoenix development regulations, the PUD will have all on-site development retain the 100-year, 2hr storm runoff volume within the Site unless otherwise approved by the City Engineer. The Site will also manage on-site stormwater conveyance and storage in accordance with the City of Phoenix and FCDMC requirements.

Within the design of this stormwater management plan it shall be necessary to obtain a Conditional Letter of Map Revision (CLOMR) and a Letter of Map Revision (LOMR) approval from FEMA in order to revise the Deadman Wash, Deadman Wash Tributary 2, Tributary 2A, Upper Buchannon Wash, CAP Wash West and CAP Wash East SFHAs. This will then effectively remove the current FEMA SFHAs Zone A designations located within the PUD area.

In addition, logical stormwater management alternatives may be incorporated to create a viable and sustainable community. Alternatives may include utilizing shallow rain gardens to dissipate stormwater; bio-swales as a means of stormwater conveyance and filtration; construction of site specific underground drainage systems that aide in percolating stormwater into the soil; or other alternatives developed in the future. As techniques improve and technology advances, certain sustainable applications may be employed within the project.

8b. Water and Wastewater

WATER

City of Phoenix (City) will be the potable water service provider for the Site. According to City of Phoenix representatives, the City will make available adequate capacity to service the area. The Site is within the City's Water Pressure Zones 5ED and 6B. Refer to the **Figure 14: North Phoenix 3,500 PUD Conceptual Water Master Plan Exhibit**. The Lake Pleasant Water Treatment Plant (LPWTP) will be the water source for the Site. There is an existing 78-inch Major Transmission main from the LPWTP along Highway 74 which will provide potable water to the Site. This transmission main is within Pressure Zone 6B. A new 16-inch distribution main on Zone 6B will connect to an existing 16-inch stub east of 51st Avenue and be constructed along Highway 74, crossing I-17, and connecting to an existing 12-inch water main west of North Valley Parkway. Developments in Zone 6B will be served off the 16-inch distribution main.

For Zone 5ED, a new 54-inch transmission main is planned along 51st Avenue and will connect into the existing 78-inch main with a new pressure reducing valve (PRV) station constructed at the northwest corner of Highway 74 and 51st Avenue. A new 36-inch transmission main will connect into the 54-inch main at the northeast corner of Loop 303 and 51st Avenue. The 36-inch main will be constructed east along the north side of Loop 303 in a planned 90-foot utility easement, cross I-17, and connect into an existing 54-inch transmission main in North Valley Parkway. It is anticipated 12-inch and 16-inch distribution main loops off these major transmission mains will be used to supply demands to the Site within Zone 6B and Zone 5ED. Internal looped domestic lines will service potable water throughout the site and the entire water system will be designed and constructed in accordance with City of Phoenix Water Services Department Design Standards.

WASTEWATER

City of Phoenix (City) will be the wastewater service provider for the Site. Currently, there is no wastewater infrastructure within the project area to service the Site, but according to City of Phoenix representatives, the City will make available adequate capacity to service the Site. Refer to the **Figure 15: North Phoenix 3,500 PUD Conceptual Wastewater Master Plan Exhibit**. The Site will be served by two onsite Lift Stations, located at the northeast corner of Loop 303 and 51st Avenue (LS1), and at the southwest corner of the Site (LS2). Wastewater flow west of 51st Avenue will gravity to LS2 through varying sizes of sewer main and pumped east to LS1 with the construction of dual 12-inch force mains located in a planned 90-foot utility easement on the north side of Loop 303.

Wastewater flow east of 51st Avenue will gravity to LS1 through varying sizes of sewer main and pumped east with the construction of three 16-inch force mains (with the ability to upsize to 24-inch in the future) located in a planned 90-foot utility easement on the north side of Loop 303. The three 16-inch force mains will be constructed offsite crossing I-17 and

conveying flow east to the City’s existing Lift Station 66 (LS66), located near the intersection of Dixeleta Drive and North Valley Parkway. The Site’s wastewater facilities will be designed and constructed in accordance with City of Phoenix Water Services Department Design Standards.

8c. Infrastructure Phasing Overlay

The City of Phoenix uses an infrastructure limit line to guide development and infrastructure investment across the City. The infrastructure limit line within this area currently includes the area east of the I-17 freeway and does not encompass the Site. This application includes a request for an amendment to the Infrastructure Phasing Overlay to include the subject site, thereby allowing the city to provide infrastructure services in this area. See **Figure 4: Existing and Proposed Infrastructure Limit Line**. This Infrastructure Limit Line Amendment will allow for development of the Site with City utility and infrastructure services..

9. MASTER PLANNING AND ADMINISTRATION

Following the establishment of the PUD, the ASLD will establish a project manager assigned to work with the City of Phoenix on secondary planning efforts. As property within the PUD is auctioned, the purchaser will manage the secondary planning required for preliminary site plan approval.

Every application must obtain written authorization from the ASLD Manager to proceed until such as time as all of the property within a Development Unit has been initially developed. At such time, written confirmation of build-out status of a Development Unit will be provided to the City by the ASLD Manager. Subsequent entitlement applications to the City will not require ASLD Manager approval thereafter.

Master Planning will occur at the PUD, Development Unit, and Functional Segment Levels. Development Units are identified on **Figure 9: Development Unit Plan**. Functional Segments are a portion of the Development of which is possible to develop with the completion of incremental infrastructure improvements necessary to serve it.

The following “Process Flow Chart” and subsequent subsections are meant to supplement the Conceptual Development Plan and Master Plan procedures outlined in the Planned Community District (PCD) section of the Zoning Ordinance and clarify the sequence of submittals for these plans for this PUD during the secondary planning phase.9a. Prior to Preliminary Site Plan Approval

CONCEPTUAL MASTER PLANS

This PUD application includes Conceptual Master Plans for the full North Phoenix 3,500 PUD area. These plans define the framework for future arterial roadways, trunk infrastructure including water and wastewater, traffic, and anticipated stormwater management. These plans will be utilized as a baseline condition for more refined Master Planning to be completed

in accordance with the requirements described in the PCD Section of the Zoning Ordinance and are not subject to on-going iterative amendments. The following is a list of Conceptual Master Plans that have been included with this PUD

- Conceptual Development Unit Plan
- Conceptual Water Plan
- Conceptual Wastewater Plan
- Conceptual Vehicular Circulation Plan
- Conceptual Pedestrian Circulation & Facilities Plan
- Traffic

PHASE 1 DEVELOPMENT

Provided that Phase 1 is less than 320 acres and located within Development Unit TC-A, no additional master plans are required prior to preliminary site plan approval. Phase 1 improvements will inform the larger master plans for the Development Unit and overall PUD area. Future master plans will be required to reflect Phase 1 improvements.

DEVELOPMENT UNIT & FUNCTIONAL SEGMENT MASTER PLANS

For all other development within Development Unit TC-A, and for all future initial developments within any Development Unit, the initial applicant shall submit Conceptual Development Master plans, as described in the PCD section of the Zoning Ordinance and as further clarified in this PUD. The first developer within a Development Unit will be required to identify the infrastructure necessary to serve the development and where needed or appropriate, sized to facilitate service to adjacent Development Units.

The initial development applicant within a Development Unit shall work with Staff to assign the required, additional master plans at either the Development Unit level, or a lesser Functional Segment level. These plans will include:

- Master Development Plan (1)
- Traffic Impact Study (2)
- Master Street Plan with Infrastructure Phasing Schedule (2)
- Master Open Space, Pedestrian, Bicycle and Trails Plan (2)
- Master Landscape Plan (2)
- Master Water Plan including a Water Design Report (1)
- Master Wastewater Plan including a Wastewater Design Report (1)
- Master Drainage Plan including a Drainage Report (1)
- Functional Segment Phasing Schedule (1)

(1) Master Plans to be provided on a Development Unit Master Planning level.

(2) Master Plans to be provided on a Functional Segment (sub-unit) Master Planning level.

North Phoenix 3,500 PUD

PROCESS FLOW CHART

PUD APPROVAL PROCESS

Includes Conceptual Master Plans

PHASE 1 DEVELOPMENT PROCESS



SUBSEQUENT PHASE / PARCEL DEVELOPMENT PROCESS



DEVELOPMENT UNIT MASTER PLANS

Master Development Plan identifying Functional Segments
Master Water Plan including Water Design Reports
Master Wastewater Plan including Wastewater Design Reports
Master Drainage Plan including Drainage Report
Development Unit Phasing Schedule
Traffic Impact Study

FUNCTIONAL SEGMENT MASTER PLANS

Master Street Plan with Infrastructure Phasing Schedule
Master Landscape Plan
Master Pedestrian and Trails Plan
Infrastructure Phasing Plans
Infrastructure Funding Plans

As each subsequent Development Unit and Functional Segment plan is completed, overall site master plans shall be updated accordingly. Each portion of Functional Segment or Development Unit level plan can revise the prior approved plan.

9b. Street Transportation

In addition to the Master Plans, developers shall provide the following information related to Street Transportation Department infrastructure for the Development Unit prior to the first preliminary site plan approval within the Unit.

- Identification of roadway classification and identification of arterial and collector street network alignments
- Roadway construction and tapers (interim and ultimate)
- Phasing Plan.
- Intersection locations and design.
- Traffic signal locations and funding responsibility.
- Utility corridors and relocations
- Transmission line corridors outside of right-of-way
- Drainage crossings and locations, identification of constructed infrastructure, (i.e.) bridges and culverts
- Access control and median island locations (interim and ultimate).

The developer will be required to dedicate and construct all right-of-way and roadways necessary to serve the development and in accordance with the Master Street Plans. The developer shall also submit a Traffic Impact Study (TIS) to the City for all development as determined by the City of Phoenix Street Transportation Department. No preliminary approval of plans within a Development Unit shall be granted until the study is reviewed and approved by the City of Phoenix Street Transportation Department. Upon completion of the TIS the developer shall submit the completed TIS to the Planning and Development Department counter with instruction to forward the study to the Street Transportation Department Development Coordination Section. The developer shall also be responsible for coordinating transportation infrastructure master plans and improvements with the Arizona Department of Transportation (ADOT).

Street infrastructure should consider the Northwest Valley Conceptual Transportation Study and be in conformance with the City's Street Classification Map.

9c. Infrastructure

Following the procedures outlined in the PCD section of the Phoenix Zoning Ordinance, the developer(s) for the initial development within each Development Unit will provide a Conceptual Infrastructure Phasing Plan that includes:

- Summary of deficiencies of existing infrastructure as it relates to the project
- Summary of infrastructure demand as it relates to the project

- Summary of infrastructure improvements needed to support the project
- Plans as to how infrastructure will be phased to support the project
- Estimates of infrastructure improvement costs associated with infrastructure improvements needed to support the project with costs broken down into individual phases

In addition to the above listed items, the developer will submit for approval to the Planning and Development Director an Infrastructure Funding Plan. The Infrastructure Funding Plan will be provided for the entire Development Unit and updated as projects within the Unit develop that describes how all infrastructure will be financed and then eventually funded from relevant sources including but not limited to developer contributions, impact fees, special districts, City contributions, contributions from other government agencies, or any other sources. This plan should identify any remaining infrastructure costs that have not been covered by a commitment by the City or other government agency and allocate those costs to specific parcels according to an infrastructure sequencing plan that corresponds with the timing specified in the Master Development Plan, the Development Unit Phasing Schedule, and the relevant Street, Landscape, Water, Wastewater, Drainage or other master plan.

9d. Ongoing Collaboration with Arizona State Land Department (ASLD)

The PUD will be developed in phases and will utilize Development Units as identified in the Master Plans. It is anticipated that ASLD land sales and leases of parcels will be smaller than the Development Units and associated Functional Segments. Master Plans will require infrastructure phasing so as not to overly burden the initial development within each Development Unit.

A separate intergovernmental agreement (IGA) between the City of Phoenix and ASLD has been developed to establish the initial infrastructure investment for Phase I, and then to rely on ASLD and future purchasers to provide the majority of subsequent infrastructure needs for all future phases. Development Agreements to address future infrastructure requirements and commitments may be required in conjunction with Development Unit & Functional Segment Master Plan approvals.

This section is intended to ensure that once the initial investment in facilities is undertaken as part of Phase I, and the first major parcel sold, that parcels within the PUD auctioned by ASLD will bear all or most of the burden associated with designing and constructing water, wastewater, street and drainage facilities. While successful bidders for ASLD land will be able to obtain credit against impact fees for some of the facilities that they build, and may be able to take advantage of financing/funding benefits associated with the establishment of one or more community facility districts, they are responsible for paying for the difference between the City's early investments in infrastructure and the total PUD infrastructure costs.

Ongoing collaboration may require the ASLD to make up for deficiencies identified in the Infrastructure Funding Plan by compelling purchasers of relevant parcels to assume the

burden of paying for facilities tied to those parcels in the Development Unit Phasing Schedule and relevant street, water, wastewater or other master plans. Future agreements with ASLD may specify that ASLD will include all relevant infrastructure design and construction requirements in the auction terms for each parcel being disposed of through sale or lease and attach any necessary ROW or easements to the sale or lease of the relevant parcel. Prior to the sale or lease of the last property within each Development Unit, the Arizona State Land Department manager or designee shall authorize all development applications and agreements submitted to the City.

Future agreements between purchasers of ASLD parcels and the City, may include City commitments to provide facilities or contribute to facility design and construction costs, and/or provisions related to impact fee credit or the establishment of special districts, but all infrastructure costs not covered by the City or other government agencies through prior agreement will be the responsibility of ASLD and purchasers of its property within the PUD. The agreement, and any subsequent agreements, shall be deemed a restriction running with the land and all persons having an interest in the real property shall be bound by the terms, conditions and all obligations thereof until such time as each as the improvements required by the approved Master Plans related to that development unit are fully complete.

Following approval of Master Plans and Infrastructure Funding Plan(s) and recordation of any applicable agreements between the City and ASLD or agreements between the City and the developer, preliminary site plan or preliminary site plan or preliminary plat approval may occur for sites designed in conformance with the PUD Master Plans.

APPENDIX A: COMPARATIVE ZONING TABLES

<i>Table A: Development Standards Comparison Table for the Technology Campus Land Use District</i>		
	Proposed PUD Zoning Standards	Existing Zoning Standards
	Commerce Park (General Commerce Option)	Commerce Park (General Commerce Option)
FAR	<i>Per Code</i> - n/a	n/a
Required Setbacks	<i>Per Code</i> - 30' from perimeter lot line on a street, 20' not on a street; 20' from interior lot line on a street, 0' not on a street	30' from perimeter lot line on a street, 20' not on a street; 20' from interior lot line on a street, 0' not on a street
Max. Lot Coverage	<i>Per Code</i> - 50%	50%
Max. Building Height	80'; heights up to 100' permitted with use permit and Site Plan. In addition to the building height exceptions outlined in the Zoning Ordinance (Section 701.B), non-habitable mechanical equipment and structures that may include, but are not limited to, elements such as air separators, exhaust pipes, and gas processing equipment are permitted up to 225-feet in height for a maximum of 25% of the roof area.	18' within 30' of perimeter lot line; 1' increase per 3' additional setback, maximum 56' to 80' with use permit and site plan
Min. Open Space	A minimum of 10% of the net site area shall be provided as open space. Open space may take the form of active or passive open space and should prioritize preservation of the site's natural features and character. Open space shall be calculated per Development Unit.	No Requirement
Residential Buffer Building Setback	<i>Per Code</i> - No Requirement	No Requirement

**Table B: Development Standards Comparison Table for the
Technology Park Land Use District**

	Proposed PUD Zoning Standards	Existing Zoning Standards
	Commerce Park (General Commerce Option)	Commerce Park (General Commerce Option)
FAR	<i>Per Code</i> - n/a	n/a
Required Setbacks	30' from perimeter lot line on a street, 20' not on a street; 20' from interior lot line on a street, 0' not on a street (1)	30' from perimeter lot line on a street, 20' not on a street; 20' from interior lot line on a street, 0' not on a street
Max. Lot Coverage	<i>Per Code</i> - 50%	50%
Max. Building Height	56', 4-stories; heights up to 80' with use permit and Site Plan. In addition to the building height exceptions outlined in the Zoning Ordinance (Section 701.B) within 1,000' of the Technology Campus District, non-habitable mechanical equipment and structures that may include, but are not limited to, elements such air separators, exhaust pipes, and gas processing equipment are permitted up to 225-feet in height for a maximum of 25% of the roof area.	18' within 30' of perimeter lot line; 1' increase per 3' additional setback, maximum 56' to 80' with use permit and site plan
Min. Open Space	A minimum of 10% of the net site area shall be provided as open space. Open space may take the form of active or passive open space and should prioritize preservation of the site's natural features and character. Open space shall be calculated per Development Unit.	No Requirement

(1) In conformance with the Carefree Highway Scenic Corridor plan, a 120' setback from the centerline of Carefree Highway (SR-74) is required for all commercially zoned or commercially designated land adjacent to this roadway. For other land use types, a minimum setback of 170' and an average setback of 205' is required.

Table 3: Development Standards Comparison Table for Residential Uses within the Freeway Mixed Use Land Use District

	Proposed PUD Zoning Standards	Existing Zoning Standards
	C-2 (Defaulting to R-5, multi-family PRD)	C-2 (Defaulting to R3-A, multi-family PRD)
Min. Lot Dimensions	None	None
Max. Density	45.68; 52.20 with bonus	23.1; 26.4 with bonus
Perimeter Standards	20' adjacent to a public street; this area is to be in common ownership unless lots front on the perimeter public street; 10' adjacent to property line (1)	20'-0"; area to be in common ownership unless lots front on the perimeter public street.
Building Setback	10' front	10' front
Max. Lot Coverage	50%	45%
Max. Building Height	60', 5-stories.	3 Stories or 40' for 150'; 1' in 5' increase to 48', 4-story maximum. 15'-0" maximum height within 10'-0" of single-family zoned district, which height may be increased one foot for each additional one foot of building setback to maximum permitted height.
Min. Open Space / Common Areas	Minimum 5% of gross area	Minimum 5% of gross area
Residential Buffer Building Setback	2,500' measured from the east property line of the Technology Campus Land Use District 2,640' measured from the Ben Avery Shooting Facility	No Requirement

(1) In conformance with the Carefree Highway Scenic Corridor plan, a 120' setback from the centerline of Carefree Highway (SR-74) is required for all commercially zoned or commercially designated land adjacent to this roadway. For other land use types, a minimum setback of 170' and an average setback of 205' is required.

Table 4: Development Standards Comparison Table for Non-Residential Uses within the Freeway Mixed Use Land Use District

	Proposed PUD Zoning Standards	Existing Zoning Standards
	C-2	C-2
Max. Density (Units / Gross Acre)	<i>Per Code</i> - 15.23; 17.4 with bonus	15.23; 17.4 with bonus
Min. Building Setback Adjacent to Street	For structures not exceeding 2-stories or 30-feet: average 25-feet, minimum 20-feet permitted for up to 50% of structure including projections. For structures exceeding 2-stories or 30-feet: average 30-feet, minimum 20-feet permitted for up to 50% of structure including projections. (1)	For structures not exceeding 2-stories or 30-feet: average 25-feet, minimum 20-feet permitted for up to 50% of structure including projections. For structures exceeding 2-stories or 30-feet: average 30-feet, minimum 20-feet permitted for up to 50% of structure including projections.
Min. Building Setback Not Adjacent to Street	20' (1)	When adjacent zoning is R1-8 : 1-story (or 15') = 25' setback, 2 story (or 30') = 50' setback, 3-story (or 42') = 100' setback, 4 story (or 56') = 150' setback. When adjacent zoning is R-3A, :1-story (or 15') = 10' setback, 2 story (or 30') = 15' setback, 3-story (or 42') = 30' setback, 4 story (or 56') = 45' setback.
Max. Lot Coverage	50% of net lot area exclusive of the first 6-feet of roof overhang, open carports, covered patios or covered walkways	50% of net lot area exclusive of the first 6-feet of roof overhang, open carports, covered patios or covered walkways
Max. Building Height	56' with the ability to increase the height up to 120' provided that for any site development in excess of fifty six (56) feet, a minimum of 30% of the project's total net area shall be provided as open space with appropriate landscaping and other pedestrian-oriented amenities. This area shall be exclusive of setbacks, areas open to vehicular traffic and parking areas.	56', 4-stories
Min. Open Space	Minimum 5% of gross area. For any site development in excess of fifty six (56) feet, a minimum of 30% of the project's total net area shall be provided as open space with appropriate landscaping and other pedestrian-oriented amenities. This area shall be exclusive of setbacks, areas open to vehicular traffic and parking areas.	No requirement

(1) In conformance with the Carefree Highway Scenic Corridor plan, a 120' setback from the centerline of Carefree Highway (SR-74) is required for all commercially zoned or commercially designated land adjacent to this roadway. For other land use types, a minimum setback of 170' and an average setback of 205' is required.

APPENDIX B: LEGAL DESCRIPTIONS

PARCEL DESCRIPTION
South Biscuit Flats
Tech Campus

A portion of Sections 8, 9, 16 and 17 of Township 5 North, Range 2 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the north quarter corner of Section 10, Township 5 North, Range 2 East, of said Gila and Salt River Meridian, a 2-inch aluminum cap in pothole, from which the northeast corner of said Section 10, a 3-inch Arizona Department of Transportation (ADOT) brass cap flush, bears North 88°29'17" East (basis of bearing), a distance of 2480.60 feet;

THENCE along the north line of said Section 10, South 88°29'30" West, a distance of 2478.71 feet, to the northeast corner of said Section 9,

THENCE leaving said north line of Section 10, along the east line of said Section 9, South 00°29'00" West, a distance of 2654.24 feet, to the east quarter corner of said Section 9;

THENCE South 00°29'57" West, a distance of 2653.72 feet, to the southeast corner of said Section 9 and the **POINT OF BEGINNING**;

THENCE leaving said east line of Section 9, along the east line of said Section 16, South 00°45'32" West, a distance of 2651.56 feet, to the east quarter corner of said Section 16;

THENCE South 01°53'34" West, a distance of 1889.28 feet, to a line 25 feet southerly of and parallel with the northerly line of State Route 303 (SR-303) ADOT right of way easement per Arizona State Land Department Document 16-112646 and ADOT right of way plans S 303-A-700;

THENCE leaving said east line of Section 16, along said parallel line, North 88°33'24" West, a distance of 97.98 feet;

THENCE South 01°26'02" West, a distance of 239.49 feet;

THENCE South 42°58'19" West, a distance of 184.56 feet;

THENCE South 84°21'08" West, a distance of 337.22 feet;

THENCE North 89°56'40" West, a distance of 579.53 feet;

THENCE South 82°23'32" West, a distance of 591.06 feet;

THENCE North 89°59'36" West, a distance of 1810.78 feet;

THENCE North 00°26'32" West, a distance of 65.84 feet;

THENCE North 85°13'18" West, a distance of 496.47 feet;

THENCE North 77°06'38" West, a distance of 1249.46 feet;

THENCE North 38°01'02" West, a distance of 96.89 feet;

THENCE North 04°16'47" East, a distance of 245.44 feet;

THENCE North 84°08'25" West, a distance of 156.60 feet;

THENCE South 21°11'17" West, a distance of 359.95 feet;

THENCE North 71°55'10" West, a distance of 500.11 feet;

THENCE North 62°33'23" West, a distance of 1607.58 feet;

THENCE North 55°59'58" West, a distance of 2261.39 feet;

THENCE North 34°01'54" East, a distance of 115.75 feet;

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THENCE North 56°23'23" West, a distance of 1129.69 feet;
THENCE North 53°10'48" West, a distance of 278.47 feet;
THENCE leaving said parallel line, North 36°49'12" East, a distance of 25.00 feet, to said northerly right of way easement line;
THENCE leaving said northerly right of way easement line, North 54°50'51" East, a distance of 1187.49 feet;
THENCE North 43°02'25" East, a distance of 985.55 feet;
THENCE North 33°44'44" East, a distance of 1297.95 feet, to a point of intersection with a non-tangent curve;
THENCE easterly along said non-tangent curve to the left, having a radius of 4000.00 feet, concave northerly, whose radius bears North 09°12'15" East, through a central angle of 09°12'15", a distance of 642.57 feet, to the curves end;
THENCE North 90°00'00" East, a distance of 2875.92 feet, to the beginning of a curve;
THENCE easterly along said curve to the right, having a radius of 4000.00 feet, concave southerly, through a central angle of 21°30'00", a distance of 1500.99 feet, to the curves end;
THENCE South 68°30'00" East, a distance of 845.51 feet, to the beginning of a curve;
THENCE easterly along said curve to the left, having a radius of 4000.00 feet, concave northerly, through a central angle of 21°32'53", a distance of 1504.33 feet, to the north line of said Section 16, and the curves end;
THENCE along said north line, North 89°57'08" East, a distance of 937.99 feet, to the **POINT OF BEGINNING**.

Containing 46,975,113 square feet or 1,078.4002 acres, more or less.

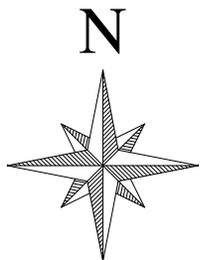
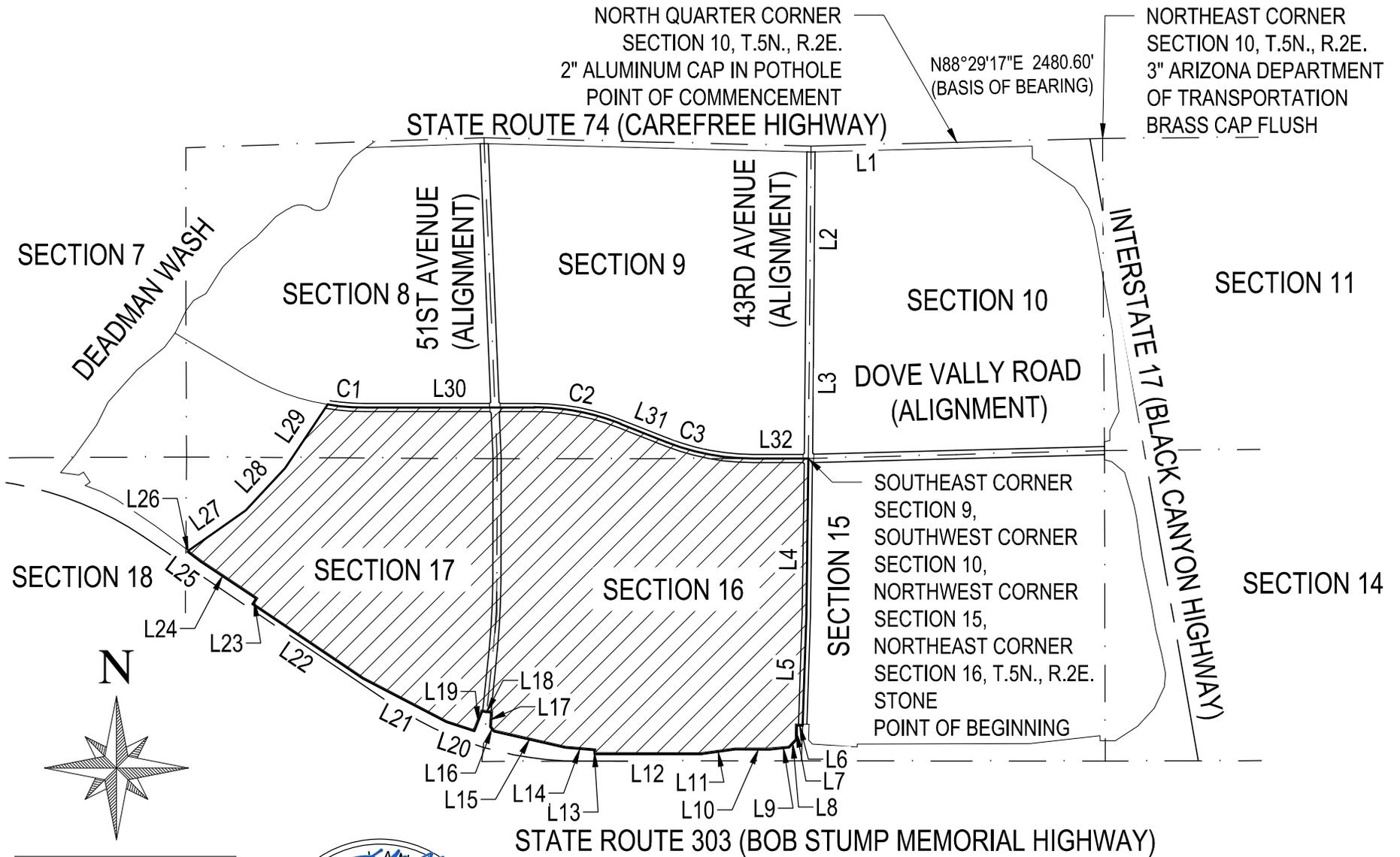
Subject to existing right-of-ways and easements.

This parcel description is based on client provided information and is located within an area surveyed by Wood, Patel & Associates, Inc. during the month of July, 2020. Any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

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LINE TABLE		
LINE	BEARING	DISTANCE
L1	S88°29'30"W	2,478.71'
L2	S00°29'00"W	2,654.24'
L3	S00°29'57"W	2,653.72'
L4	S00°45'32"W	2,651.56'
L5	S01°53'34"W	1,889.28'
L6	N88°33'24"W	97.98'
L7	S01°26'02"W	239.49'
L8	S42°58'19"W	184.56'
L9	S84°21'08"W	337.22'
L10	N89°56'40"W	579.53'
L11	S82°23'32"W	591.06'
L12	N89°59'36"W	1,810.78'

LINE TABLE		
LINE	BEARING	DISTANCE
L13	N00°26'32"W	65.84'
L14	N85°13'18"W	496.47'
L15	N77°06'38"W	1,249.46'
L16	N38°01'02"W	96.89'
L17	N04°16'47"E	245.44'
L18	N84°08'25"W	156.60'
L19	S21°11'17"W	359.95'
L20	N71°55'10"W	500.11'
L21	N62°33'23"W	1,607.58'
L22	N55°59'58"W	2,261.39'
L23	N34°01'54"E	115.75'
L24	N56°23'23"W	1,129.69'

LINE TABLE		
LINE	BEARING	DISTANCE
L25	N53°10'48"W	278.47'
L26	N36°49'12"E	25.00'
L27	N54°50'51"E	1,187.49'
L28	N43°02'25"E	985.55'
L29	N33°44'44"E	1,297.95'
L30	N90°00'00"E	2,875.92'
L31	S68°30'00"E	845.51'
L32	N89°57'08"E	937.99'



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CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD BEARING	CHORD
C1	9°12'15"	4000.00'	642.57'	S85°23'53"E	641.88'
C2	21°30'00"	4000.00'	1,500.99'	S79°15'00"E	1492.20'
C3	21°32'53"	4000.00'	1,504.33'	S79°16'26"E	1495.48'



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PARCEL DESCRIPTION
South Biscuit Flats
Tech Park

A portion of Sections 7, 8, 9, 17 and 18 of Township 5 North, Range 2 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the north quarter corner of Section 10, Township 5 North, Range 2 East, of said Gila and Salt River Meridian, a 2-inch aluminum cap in pothole, from which, the northeast corner of said Section 10, a 3-inch Arizona Department of Transportation (ADOT) brass cap flush, bears North 88°29'17" East (basis of bearing), a distance of 2480.60 feet;

THENCE along the north line of said Section 10, South 88°29'30" West, a distance of 2478.71 feet, to the northeast corner of said Section 9,

THENCE leaving said north line of Section 10, along the east line of said Section 9, South 00°29'00" West, a distance of 75.01 feet, to a line 25.00 feet northerly of and parallel with the southerly line of State Route 74 (SR-74) ADOT right of way easement per Arizona State Land Department Document 9-2284, ADOT right of way plans STP-434(5) and ADOT results of survey 074-MA-013-H7300-01R and the **POINT OF BEGINNING**;

THENCE leaving said parallel line, continuing along said east line, South 00°29'00" West, a distance of 2579.23 feet, to the east quarter corner of said Section 9;

THENCE South 00°29'57" West, a distance of 2653.72 feet, to the southeast corner of said Section 9;

THENCE leaving said east line, along the south line of said Section 9, South 89°57'08" West, a distance of 937.99 feet, to the beginning of a curve;

THENCE leaving said south line of Section 9, westerly along said curve to the right, having a radius of 4000.00 feet, concave northerly, through a central angle of 21°32'53", a distance of 1504.33 feet, to the curves end;

THENCE North 68°30'00" West, a distance of 845.51 feet, to the beginning of a curve;

THENCE westerly along said curve to the left, having a radius of 4000.00 feet, concave southerly, through a central angle of 21°30'00", a distance of 1500.99 feet, to the curves end;

THENCE North 90°00'00" West, a distance of 2875.92 feet, to the beginning of a curve;

THENCE westerly along said curve to the right, having a radius of 4000.00 feet, concave northerly, through a central angle of 09°12'15", a distance of 642.57 feet, to a point of intersection with a non-tangent line;

THENCE South 33°44'44" West, a distance of 1297.95 feet;

THENCE South 43°02'25" West, a distance of 985.55 feet;

THENCE South 54°50'51" West, a distance of 1187.49 feet, to the northerly line of State Route 303 (SR-303) ADOT right of way easement per Arizona State Land Department Document 16-112646 and ADOT right of way plans S 303-A-700;

THENCE leaving said northerly line of SR-303; South 36°49'12" West, a distance of 25.00 feet, to

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a line 25.00 feet southerly of and parallel with said northerly line of SR-303;
THENCE along said parallel line of the northerly line of SR-303, North 53°10'48" West, a distance of 694.78 feet;
THENCE North 56°06'02" West, a distance of 794.80 feet;
THENCE North 62°01'54" West, a distance of 290.53 feet;
THENCE North 68°53'51" West, a distance of 346.60 feet;
THENCE North 56°14'06" East, a distance of 125.43 feet;
THENCE North 33°43'40" West, a distance of 157.07 feet;
THENCE South 56°14'38" West, a distance of 77.92 feet;
THENCE North 82°32'29" West, a distance of 339.90 feet;
THENCE leaving said parallel line, North 39°11'34" East, a distance of 405.84 feet;
THENCE North 35°57'39" East, a distance of 641.09 feet;
THENCE North 26°34'51" East, a distance of 435.18 feet;
THENCE North 42°09'26" East, a distance of 735.00 feet;
THENCE North 50°12'49" East, a distance of 608.17 feet;
THENCE North 36°24'11" East, a distance of 306.24 feet;
THENCE North 25°47'05" East, a distance of 417.81 feet;
THENCE North 37°35'15" East, a distance of 212.82 feet;
THENCE North 60°39'33" East, a distance of 238.27 feet;
THENCE North 32°10'12" East, a distance of 536.40 feet;
THENCE North 45°01'11" East, a distance of 422.11 feet;
THENCE North 53°23'45" East, a distance of 335.41 feet;
THENCE North 43°39'20" East, a distance of 490.19 feet;
THENCE North 56°19'41" East, a distance of 208.26 feet;
THENCE North 63°27'02" East, a distance of 97.50 feet, to the beginning of a curve;
THENCE easterly along said curve to the right, having a radius of 350.00 feet, concave southerly, through a central angle of 59°52'46", a distance of 365.78 feet, to the beginning of a reverse curve;
THENCE easterly along said reverse curve to the left, having a radius of 200.00 feet, concave northerly, through a central angle of 103°26'12", a distance of 361.06 feet, to the curves end;
THENCE North 19°53'37" East, a distance of 454.00 feet;
THENCE North 35°28'26" East, a distance of 422.56 feet;
THENCE North 53°56'52" East, a distance of 300.50 feet;
THENCE North 45°01'11" East, a distance of 23.34 feet, to a line 25.00 feet northerly of and parallel with the southerly line of State Route 74 (SR-74) ADOT right of way easement per Arizona State Land Department Document 9-2283, ADOT right of way plans STP-434(5) and ADOT results of survey 074-MA-013-H7300-01R;
THENCE along said parallel line of the southerly line of SR-74, North 88°04'00" East, a distance of 1974.07 feet, to the west line of said Section 9;
THENCE leaving said parallel line of the southerly line of SR-74, along said west line of said Section 9, South 02°21'42" East, a distance of 0.17 feet, to said parallel line of the southerly line of SR-74;
THENCE along said parallel line of the southerly line of SR-74, South 88°31'25" East, a distance of 2780.97 feet;

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THENCE South 88°31'33" East, a distance of 2,781.16 feet, to the **POINT OF BEGINNING**.

Containing 53,026,192 square feet or 1,217.3139 acres, more or less.

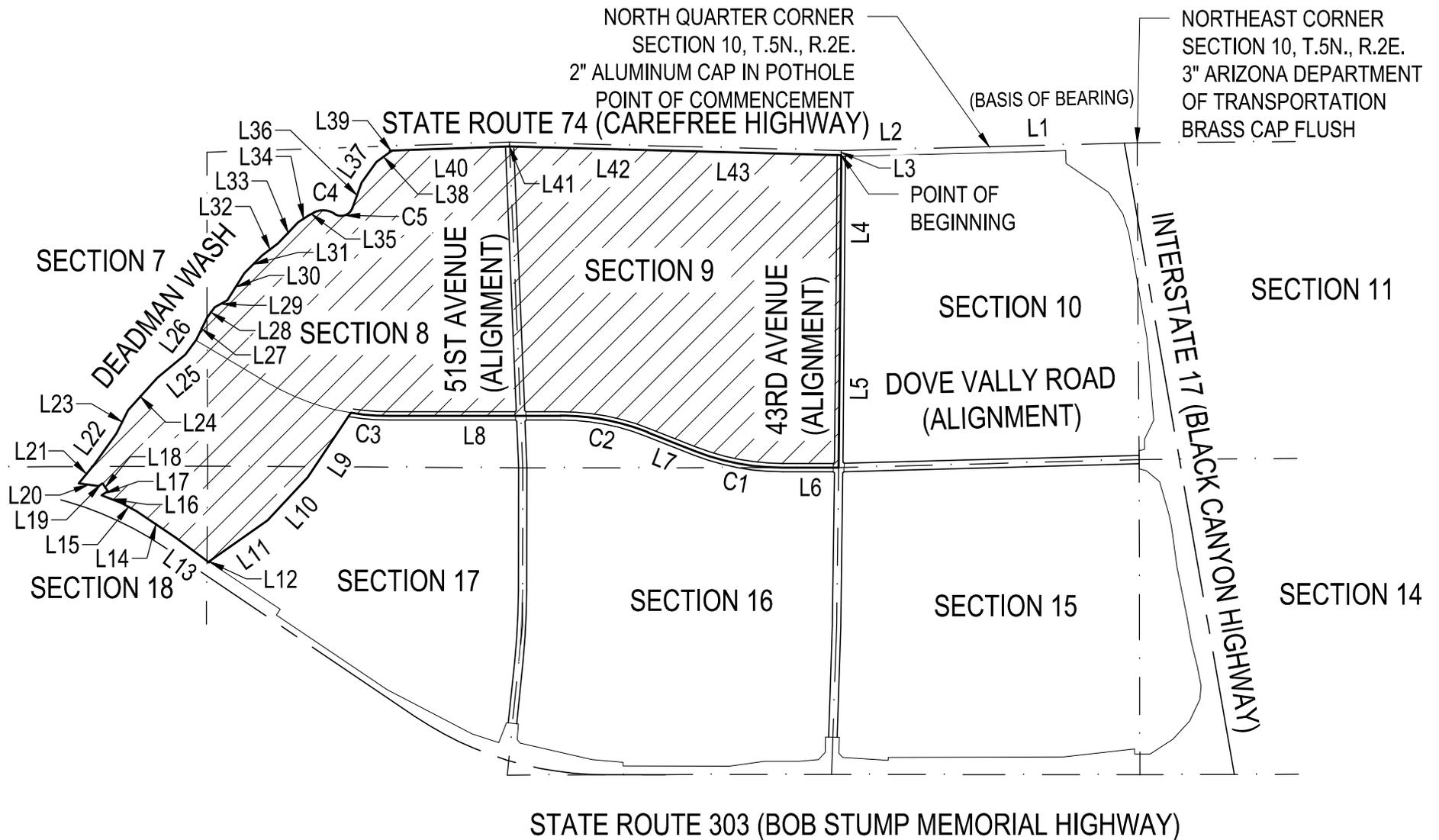
Subject to existing right-of-ways and easements.

This parcel description is based on client provided information and is located within an area surveyed by Wood, Patel & Associates, Inc. during the month of July, 2020. Any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

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LINE TABLE		
LINE	BEARING	DISTANCE
L1	N88°29'17"E	2,480.60'
L2	S88°29'30"W	2,478.71'
L3	S00°29'00"W	75.01'
L4	S00°29'00"W	2,579.23'
L5	S00°29'57"W	2,653.72'
L6	S89°57'08"W	937.99'
L7	N68°30'00"W	845.51'
L8	N90°00'00"W	2,875.92'
L9	S33°44'44"W	1,297.95'
L10	S43°02'25"W	985.55'
L11	S54°50'51"W	1,187.49'
L12	S36°49'12"W	25.00'
L13	N53°10'48"W	694.78'

LINE TABLE		
LINE	BEARING	DISTANCE
L14	N56°06'02"W	794.80'
L15	N62°01'54"W	290.53'
L16	N68°53'51"W	346.60'
L17	N56°14'06"E	125.43'
L18	N33°43'40"W	157.07'
L19	S56°14'38"W	77.92'
L20	N82°32'29"W	339.90'
L21	N39°11'34"E	405.84'
L22	N35°57'39"E	641.09'
L23	N26°34'51"E	435.18'
L24	N42°09'26"E	735.00'
L25	N50°12'49"E	608.17'
L26	N36°24'11"E	306.24'

LINE TABLE		
LINE	BEARING	DISTANCE
L27	N25°47'05"E	417.81'
L28	N37°35'15"E	212.82'
L29	N60°39'33"E	238.27'
L30	N32°10'12"E	536.40'
L31	N45°01'11"E	422.11'
L32	N53°23'45"E	335.41'
L33	N43°39'20"E	490.19'
L34	N56°19'41"E	208.26'
L35	N63°27'02"E	97.50'
L36	N19°53'37"E	454.00'
L37	N35°28'26"E	422.56'
L38	N53°56'52"E	300.50'
L39	N45°01'11"E	23.34'



EXPIRES 03-31-22

EXHIBIT "A"
 SOUTH BISCUIT FLATS
 TECH PARK
 8/11/2020
 WP# 205159
 PAGE 5 OF 6
 NOT TO SCALE
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LINE TABLE		
LINE	BEARING	DISTANCE
L40	N88°04'00"E	1,974.07'
L41	S02°21'42"E	0.17'
L42	S88°31'25"E	2,780.97'
L43	S88°31'33"E	2,781.16'

CURVE TABLE					
CURVE	DELTA	RADIUS	ARC	CHORD BEARING	CHORD
C1	21°32'53"	4000.00'	1,504.33'	N79°16'26"W	1495.48'
C2	21°30'00"	4000.00'	1,500.99'	N79°15'00"W	1492.20'
C3	9°12'15"	4000.00'	642.57'	N85°23'53"W	641.88'
C4	59°52'46"	350.00'	365.78'	S86°36'35"E	349.36'
C5	103°26'12"	200.00'	361.06'	N71°36'43"E	313.99'



EXPIRES 03-31-22

EXHIBIT "A"
 SOUTH BISCUIT FLATS
 TECH PARK
 8/11/2020
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PARCEL DESCRIPTION
South Biscuit Flats
Freeway Mixed Use

A portion of Sections 10, 11, 14 and 15 of Township 5 North, Range 2 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

COMMENCING at the northeast corner of said Section 10, a 3-inch Arizona Department of Transportation (ADOT) brass cap flush, from which the north quarter corner of said Section 10, a 2-inch aluminum cap in pothole, bears South 88°29'17" West (basis of bearing), a distance of 2480.60 feet;

THENCE along the north line of said Section 10, South 88°29'17" West, a distance of 1181.11 feet;

THENCE leaving said north line South 02°27'05" East, a distance of 75.01 feet, to a line 25.00 feet northerly of and parallel with the southerly line of State Route 74 (SR-74) ADOT right of way easement per Arizona State Land Department Document 9-2287, ADOT right of way plans STP-434(5) and ADOT results of survey 074-MA-013-H7300-01R, also being a line 25.00 feet easterly of and parallel with the westerly line of the ADOT right of way easement for Interstate 17 (I-17) as shown on ADOT right of way plans I-017-A-702 and the **POINT OF BEGINNING**;

THENCE along said parallel line of the westerly line of I-17, South 02°27'05" East, a distance of 224.53 feet;

THENCE South 55°46'45" East, a distance of 855.25 feet;

THENCE South 33°23'28" East, a distance of 441.33 feet;

THENCE South 17°28'18" East, a distance of 333.12 feet;

THENCE South 09°52'58" East, a distance of 302.48 feet;

THENCE South 09°53'16" East, a distance of 863.95 feet;

THENCE South 09°53'12" East, a distance of 624.35 feet;

THENCE South 04°37'07" East, a distance of 555.60 feet;

THENCE South 04°38'04" East, a distance of 838.16 feet;

THENCE South 25°52'06" West, a distance of 353.74 feet;

THENCE South 00°27'18" East, a distance of 184.09 feet;

THENCE South 77°25'42" West, a distance of 96.38 feet;

THENCE South 00°25'27" East, a distance of 129.88 feet;

THENCE South 00°08'13" East, a distance of 134.72 feet;

THENCE South 75°55'40" East, a distance of 115.64 feet;

THENCE South 49°39'47" East, a distance of 298.46 feet;

THENCE South 15°50'30" East, a distance of 584.00 feet;

THENCE South 12°11'40" East, a distance of 205.73 feet;

THENCE South 07°40'54" East, a distance of 146.00 feet;

THENCE South 07°42'29" East, a distance of 541.76 feet;

THENCE South 11°23'04" East, a distance of 846.44 feet;

THENCE South 09°47'40" East, a distance of 412.15 feet;

THENCE South 13°31'25" East, a distance of 445.67 feet;

**Parcel Description
South Biscuit Flats
Freeway Mixed Use**

August 11, 2020
WP# 205159
Page 2 of 5
See Exhibit "A"

THENCE South 10°55'34" East, a distance of 327.08 feet;
THENCE South 05°25'30" West, a distance of 233.57 feet;
THENCE South 25°03'05" West, a distance of 404.90 feet;
THENCE South 42°21'56" West, a distance of 423.29 feet;
THENCE South 57°21'38" West, a distance of 467.86 feet;
THENCE South 89°54'23" West, a distance of 178.37 feet, to the east line of said Section 15, and a line 25.00 southerly of and parallel with the northerly line of State Route 303 (SR-303) ADOT right of way easement per Arizona State Land Department Document 16-112646 and ADOT right of way plans S 303-A-700;
THENCE leaving said east line of Section 15 and said parallel line of the westerly line of I-17, along said parallel line of the northerly line of SR-303, South 89°54'23" West, a distance of 113.22 feet;
THENCE North 00°04'02" West, a distance of 83.08 feet;
THENCE South 83°37'07" West, a distance of 1172.80 feet;
THENCE South 89°51'14" West, a distance of 2913.47 feet;
THENCE South 00°08'35" West, a distance of 53.77 feet;
THENCE North 86°15'21" West, a distance of 797.81 feet;
THENCE North 43°54'55" West, a distance of 115.16 feet;
THENCE North 01°25'16" East, a distance of 253.47 feet;
THENCE North 88°33'24" West, a distance of 82.00 feet, to the west line of said Section 15;
THENCE leaving said parallel line of the northerly line of SR-303, along said west line, North 01°53'34" East, a distance of 1889.28 feet, to the west quarter corner of said Section 15;
THENCE North 00°45'32" East, a distance of 2651.56 feet, to the northwest corner of said Section 15;
THENCE leaving said west line, along the west line of said Section 10, North 00°29'57" East, a distance of 2653.72 feet, to the west quarter corner of said Section 10;
THENCE North 00°29'00" East, a distance of 2579.19 feet, to said parallel line of the southerly line of SR-74;
THENCE leaving said west line of Section 10, along said parallel line of the southerly line of SR-74, North 88°29'30" East, a distance of 2479.26 feet;
THENCE North 88°29'17" East, a distance of 1,302.79 feet, to the **POINT OF BEGINNING**.

Containing 54,159,325 square feet or 1,243.3270 acres, more or less.

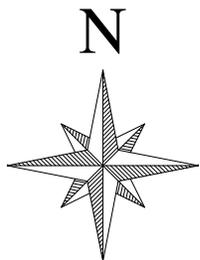
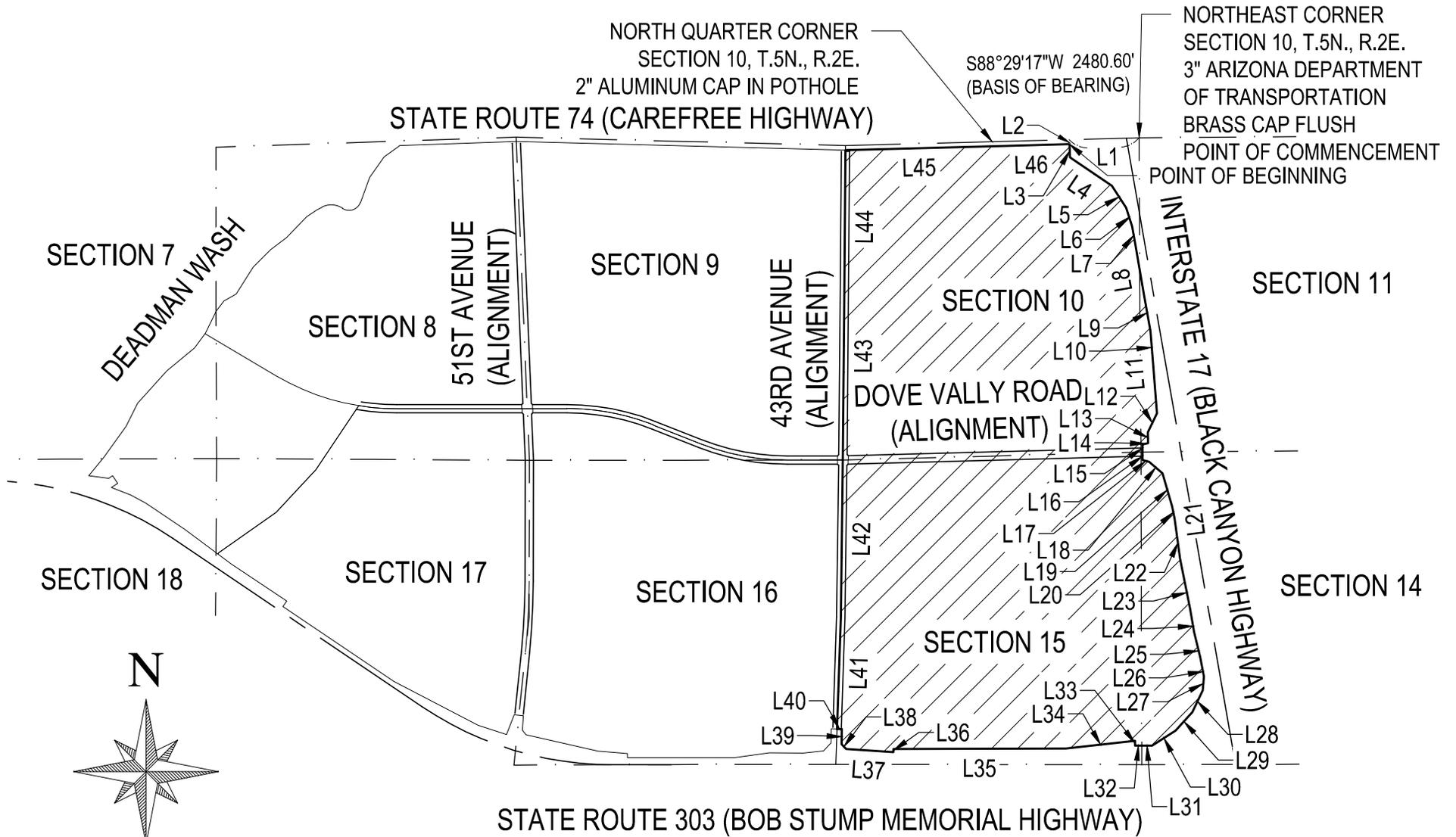
Subject to existing right-of-ways and easements.

This parcel description is based on client provided information and is located within an area surveyed by Wood, Patel & Associates, Inc. during the month of July, 2020. Any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

Y:\WP\Parcel Descriptions\2020\205159 South Biscuit Flats Freeway Mixed Use L34 08-11-20.docx



EXPIRES 03-31-22



EXPIRES 03-31-22

EXHIBIT "A"
 SOUTH BISCUIT FLATS
 FREEWAY MIXED USE
 8/11/2020
 WP# 205159
 PAGE 3 OF 5
 NOT TO SCALE
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LINE TABLE		
LINE	BEARING	DISTANCE
L1	S88°29'17"W	1,181.11'
L2	S02°27'05"E	75.01'
L3	S02°27'05"E	224.53'
L4	S55°46'45"E	855.25'
L5	S33°23'28"E	441.33'
L6	S17°28'18"E	333.12'
L7	S09°52'58"E	302.48'
L8	S09°53'16"E	863.95'
L9	S09°53'12"E	624.35'
L10	S04°37'07"E	555.60'
L11	S04°38'04"E	838.16'
L12	S25°52'06"W	353.74'
L13	S00°27'18"E	184.09'

LINE TABLE		
LINE	BEARING	DISTANCE
L14	S77°25'42"W	96.38'
L15	S00°25'27"E	129.88'
L16	S00°08'13"E	134.72'
L17	S75°55'40"E	115.64'
L18	S49°39'47"E	298.46'
L19	S15°50'30"E	584.00'
L20	S12°11'40"E	205.73'
L21	S07°40'54"E	146.00'
L22	S07°42'29"E	541.76'
L23	S11°23'04"E	846.44'
L24	S09°47'40"E	412.15'
L25	S13°31'25"E	445.67'
L26	S10°55'34"E	327.08'

LINE TABLE		
LINE	BEARING	DISTANCE
L27	S05°25'30"W	233.57'
L28	S25°03'05"W	404.90'
L29	S42°21'56"W	423.29'
L30	S57°21'38"W	467.86'
L31	S89°54'23"W	178.37'
L32	S89°54'23"W	113.22'
L33	N00°04'02"W	83.08'
L34	S83°37'07"W	1,172.80'
L35	S89°51'14"W	2,913.47'
L36	S00°08'35"W	53.77'
L37	N86°15'21"W	797.81'
L38	N43°54'55"W	115.16'
L39	N01°25'16"E	253.47'



EXPIRES 03-31-22

EXHIBIT "A"
 SOUTH BISCUIT FLATS
 FREEWAY MIXED USE
 8/11/2020
 WP# 205159
 PAGE 4 OF 5
 NOT TO SCALE
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LINE TABLE		
LINE	BEARING	DISTANCE
L40	N88°33'24"W	82.00'
L41	N01°53'34"E	1,889.28'
L42	N00°45'32"E	2,651.56'
L43	N00°29'57"E	2,653.72'
L44	N00°29'00"E	2,579.19'
L45	N88°29'30"E	2,479.26'
L46	N88°29'17"E	1,302.79'



EXPIRES 03-31-22

EXHIBIT "A"
 SOUTH BISCUIT FLATS
 FREEWAY MIXED USE
 8/11/2020
 WP# 205159
 PAGE 5 OF 5
 NOT TO SCALE
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NORTH PHOENIX 3500

Planned Unit Development

FIGURE I

REGIONAL CONTEXT MAP

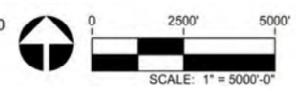


WOOD PATEL

B | F | S | O
BERGIN, FRAKES, SMALLEY & OBERHOLTZER



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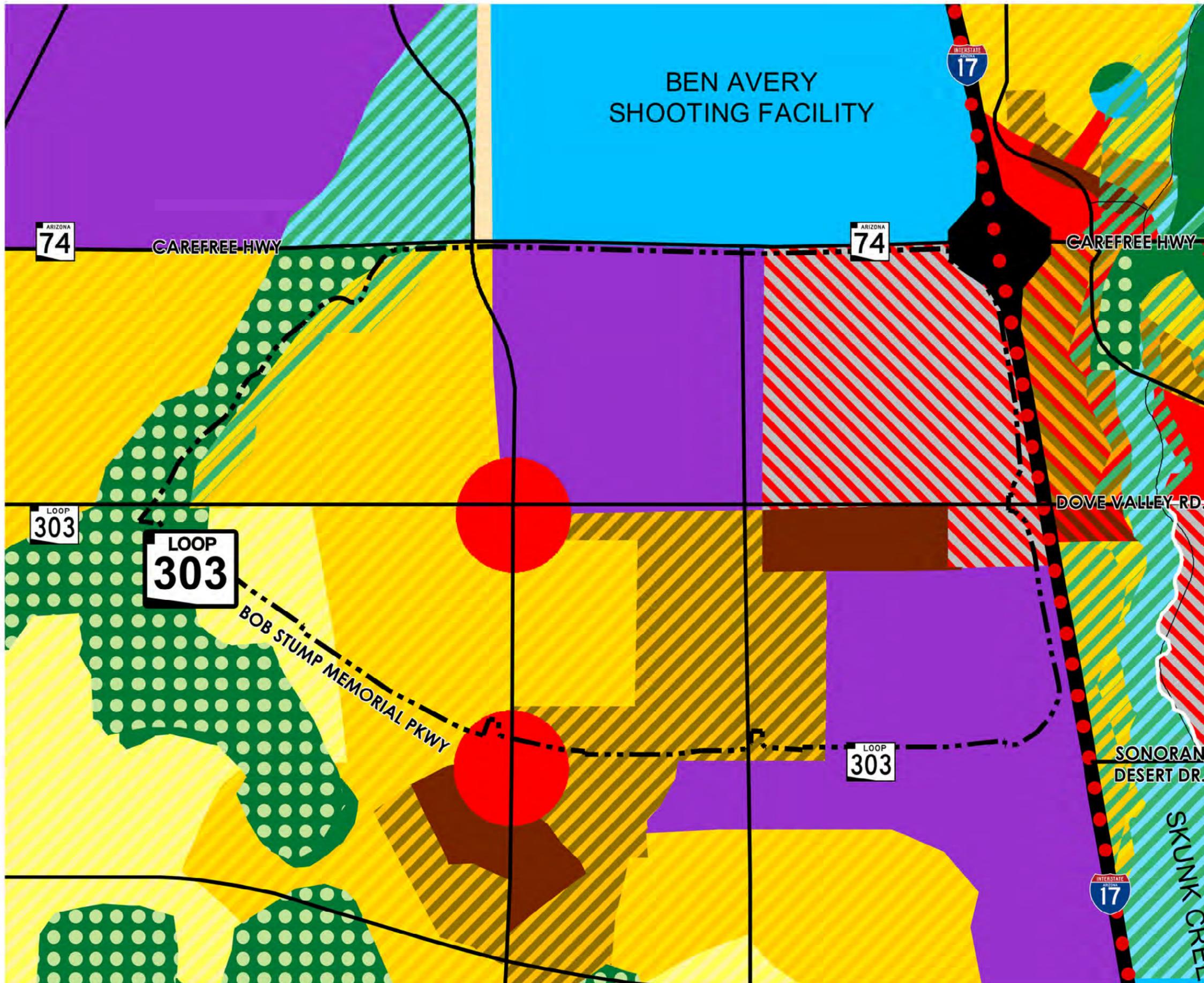
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NORTH PHOENIX 3500

Planned Unit Development

FIGURE 2

CURRENT GENERAL PLAN
LAND USE



LEGEND

- | | | | | |
|--|--|---|--|-----------------------------|
| | 0 to 1 du/acre - Large Lot | NOTE:
Movement within large lot, traditional lot and higher density residential categories does not require a General Plan amendment. | | Proposed Park in Area |
| | 1 to 2 du/acre - Large Lot | | | Proposed School in Area |
| | 2 to 3.5 du/acre - Traditional Lot | | | R Resort (See NOTES: below) |
| | 3.5 to 5 du/acre - Traditional Lot | | | 10 Density Cap |
| | 5 to 10 du/acre - Traditional Lot | | | Density Cap Limit |
| | 10 to 15 du/acre - Higher density attached townhouses, condos, or apartments | | | |
| | 15+ du/acre - Higher density attached townhouses, condos, or apartments | | | |
| | Parks/Open Space - Publicly Owned | | | |
| | Parks/Open Space - Privately Owned | | | |
| | Future Parks/Open Space or 1 du/acre | | | |
| | Mixed Use Agricultural | | | |
| | Nurseries/Flower Gardens with alternative 3.5 to 5 du/acre | | | |
| | Commercial | | | |
| | Mixed Use (MU) | | | |
| | Mixed Use (Areas C, D and Northwest Area only) | | | |
| | Industrial | | | |
| | Commerce / Business Park | | | |
| | Public/Quasi-Public | | | |
| | Floodplain | | | |
| | Undesignated Area | | | |
| | Primary Core | | | |
| | Secondary Core | | | |
| | Canal, Watercourse, Wash | | | |
| | Existing Railroad | | | |
| | Arterial and Collector Streets | | | |
| | Future Transportation | | | |
| | Light Rail | | | |
| | Laveen Conveyance Channel | | | |
| | INFRASTRUCTURE LIMIT LINE (NORTH BLACK CANYON) | | | |

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AUGUST 12, 2020

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SCALE: 1" = 2000'-0"

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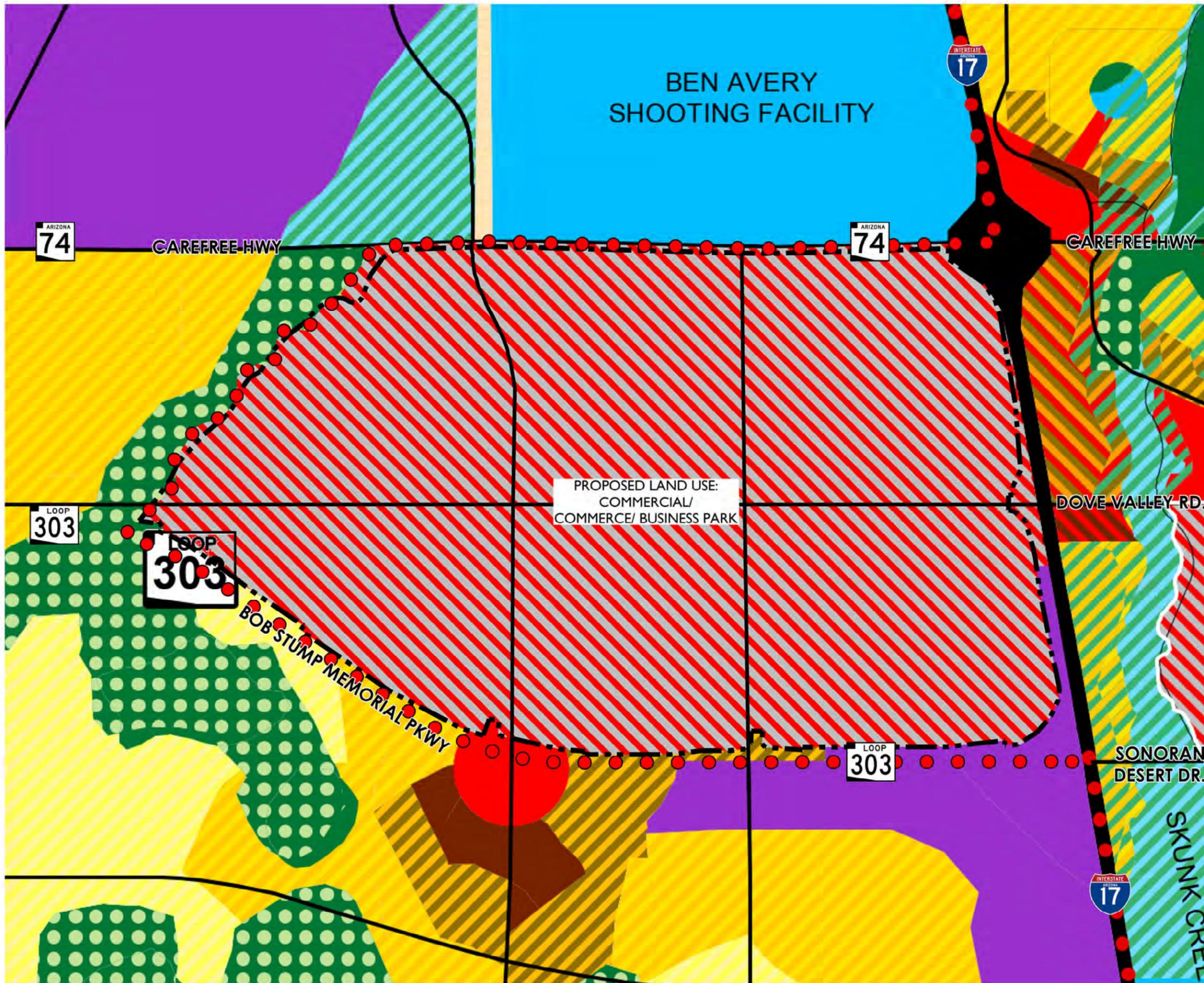
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NORTH PHOENIX 3500

Planned Unit Development

FIGURE 3

PROPOSED GENERAL PLAN
LAND USE



LEGEND

- | | | | | |
|--|--|---|--|-----------------------------|
| | 0 to 1 du/acre - Large Lot | NOTE:
Movement within large lot, traditional lot and higher density residential categories does not require a General Plan amendment. | | Proposed Park in Area |
| | 1 to 2 du/acre - Large Lot | | | Proposed School in Area |
| | 2 to 3.5 du/acre - Traditional Lot | | | R Resort (See NOTES: below) |
| | 3.5 to 5 du/acre - Traditional Lot | | | 10 Density Cap |
| | 5 to 10 du/acre - Traditional Lot | | | Density Cap Limit |
| | 10 to 15 du/acre - Higher density attached townhouses, condos, or apartments | | | |
| | 15+ du/acre - Higher density attached townhouses, condos, or apartments | | | |
| | Parks/Open Space - Publicly Owned | | | |
| | Parks/Open Space - Privately Owned | | | |
| | Future Parks/Open Space or 1 du/acre | | | |
| | Mixed Use Agricultural | | | |
| | Nurseries/Flower Gardens with alternative 3.5 to 5 du/acre | | | |
| | Commercial | | | |
| | Mixed Use (MU) | | | |
| | Mixed Use (Areas C, D and Northwest Area only) | | | |
| | Industrial | | | |
| | Commerce / Business Park | | | |
| | Public/Quasi-Public | | | |
| | Floodplain | | | |
| | Undesignated Area | | | |
| | Primary Core | | | |
| | Secondary Core | | | |
| | Canal, Watercourse, Wash | | | |
| | Existing Railroad | | | |
| | Arterial and Collector Streets | | | |
| | Future Transportation | | | |
| | Light Rail | | | |
| | Laveen Conveyance Channel | | | |
| | ● INFRASTRUCTURE LIMIT LINE (NORTH BLACK CANYON) | | | |

BERGIN, FRAKES, SMALLEY & OBERHOLTZER

PHOENIX, AZ.

AUGUST 12, 2020

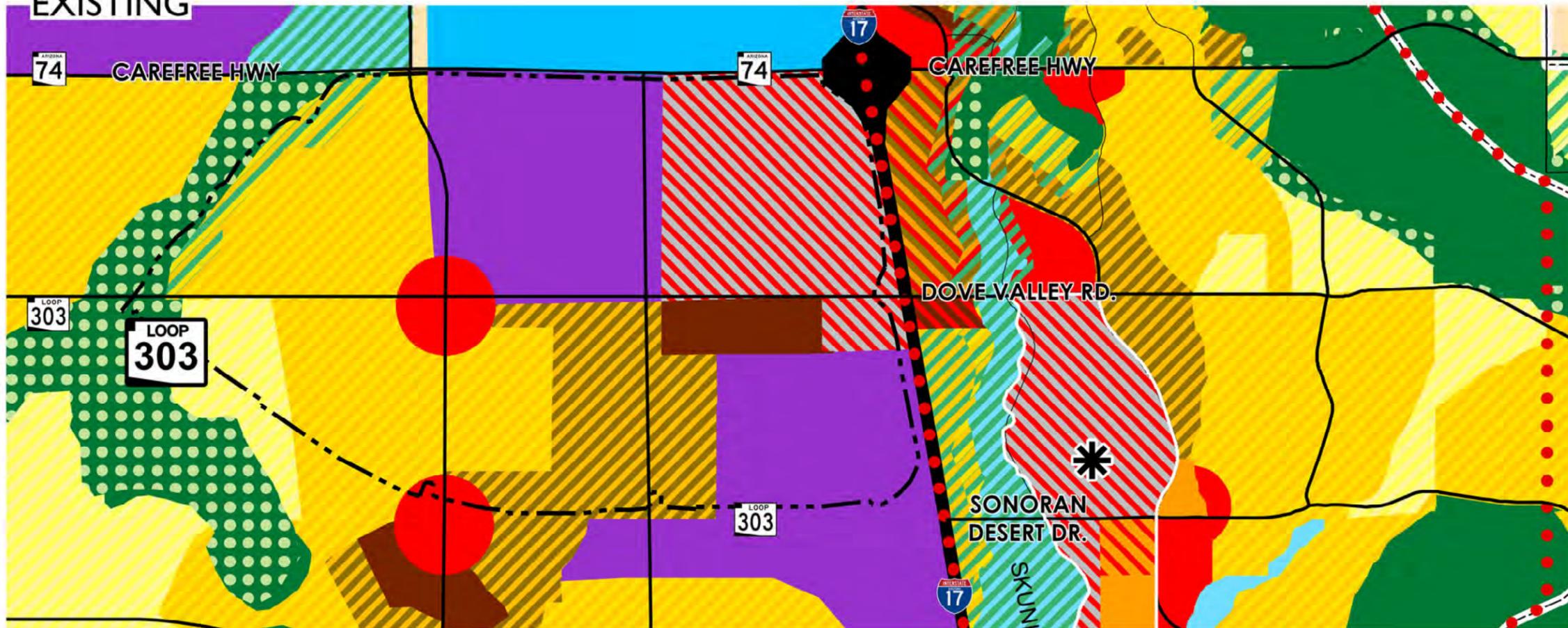
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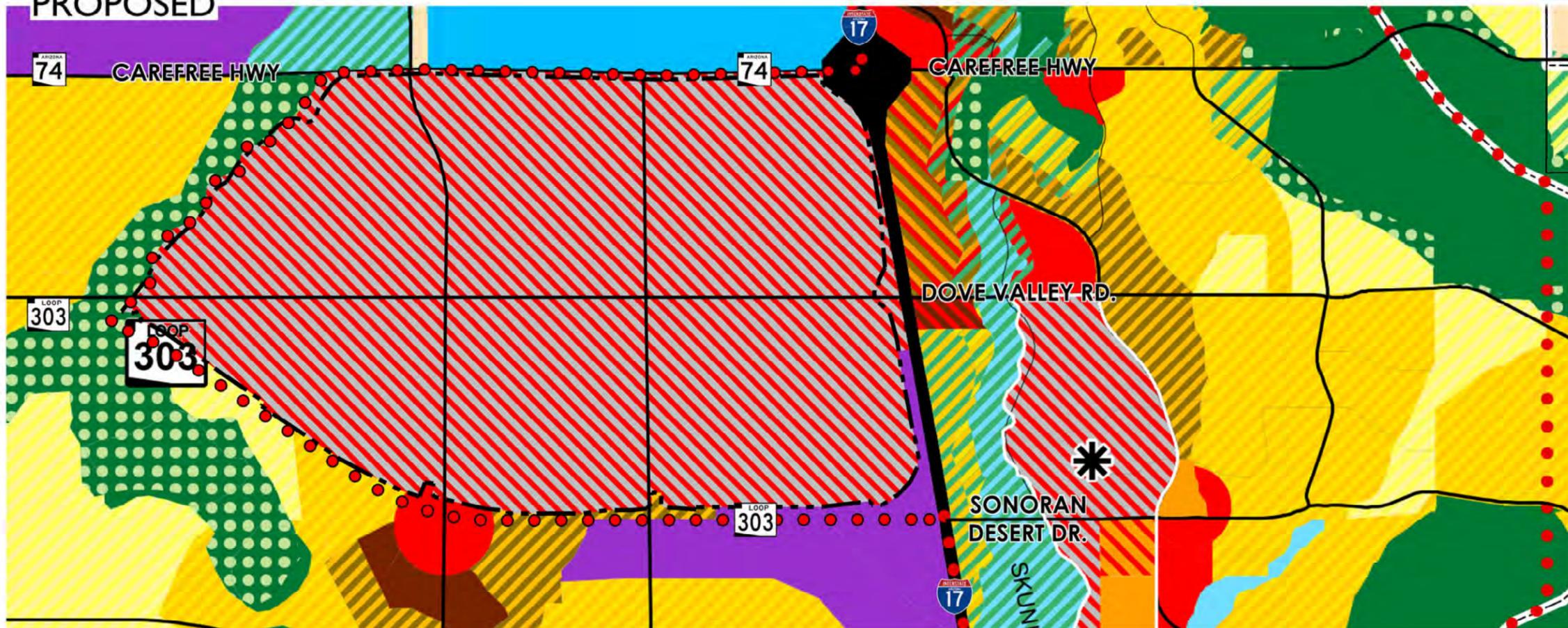
SCALE: 1" = 2000'-0"

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EXISTING



PROPOSED



NORTH PHOENIX 3500

Planned Unit Development

FIGURE 4

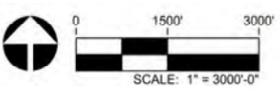
EXISTING & PROPOSED INFRASTRUCTURE LIMIT LINE

LEGEND

- | | | |
|--|---|---------------------------|
| 0 to 1 du/acre - Large Lot | NOTE:
Movement within large lot, traditional lot and higher density residential categories does not require a General Plan amendment. | Proposed Park in Area |
| 1 to 2 du/acre - Large Lot | | Proposed School in Area |
| 2 to 3.5 du/acre - Traditional Lot | | Resort (See NOTES: below) |
| 3.5 to 5 du/acre - Traditional Lot | | Density Cap |
| 5 to 10 du/acre - Traditional Lot | | Density Cap Limit |
| 10 to 15 du/acre - Higher density attached townhouses, condos, or apartments | | |
| 15+ du/acre - Higher density attached townhouses, condos, or apartments | | |
| Parks/Open Space - Publicly Owned | | |
| Parks/Open Space - Privately Owned | | |
| Future Parks/Open Space or 1 du/acre | | |
| Mixed Use Agricultural | | |
| Nurseries/Flower Gardens with alternative 3.5 to 5 du/acre | | |
| Commercial | | |
| Mixed Use (MU) | | |
| Mixed Use (Areas C, D and Northwest Area only) | | |
| Industrial | | |
| Commerce / Business Park | | |
| Public/Quasi-Public | | |
| Floodplain | | |
| Undesignated Area | | |
| Primary Core | | |
| Secondary Core | | |
| Canal, Watercourse, Wash | | |
| Existing Railroad | | |
| Arterial and Collector Streets | | |
| Future Transportation | | |
| Light Rail | | |
| Laveen Conveyance Channel | | |
| INFRASTRUCTURE LIMIT LINE (NORTH BLACK CANYON) | | |



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AUGUST 13, 2020
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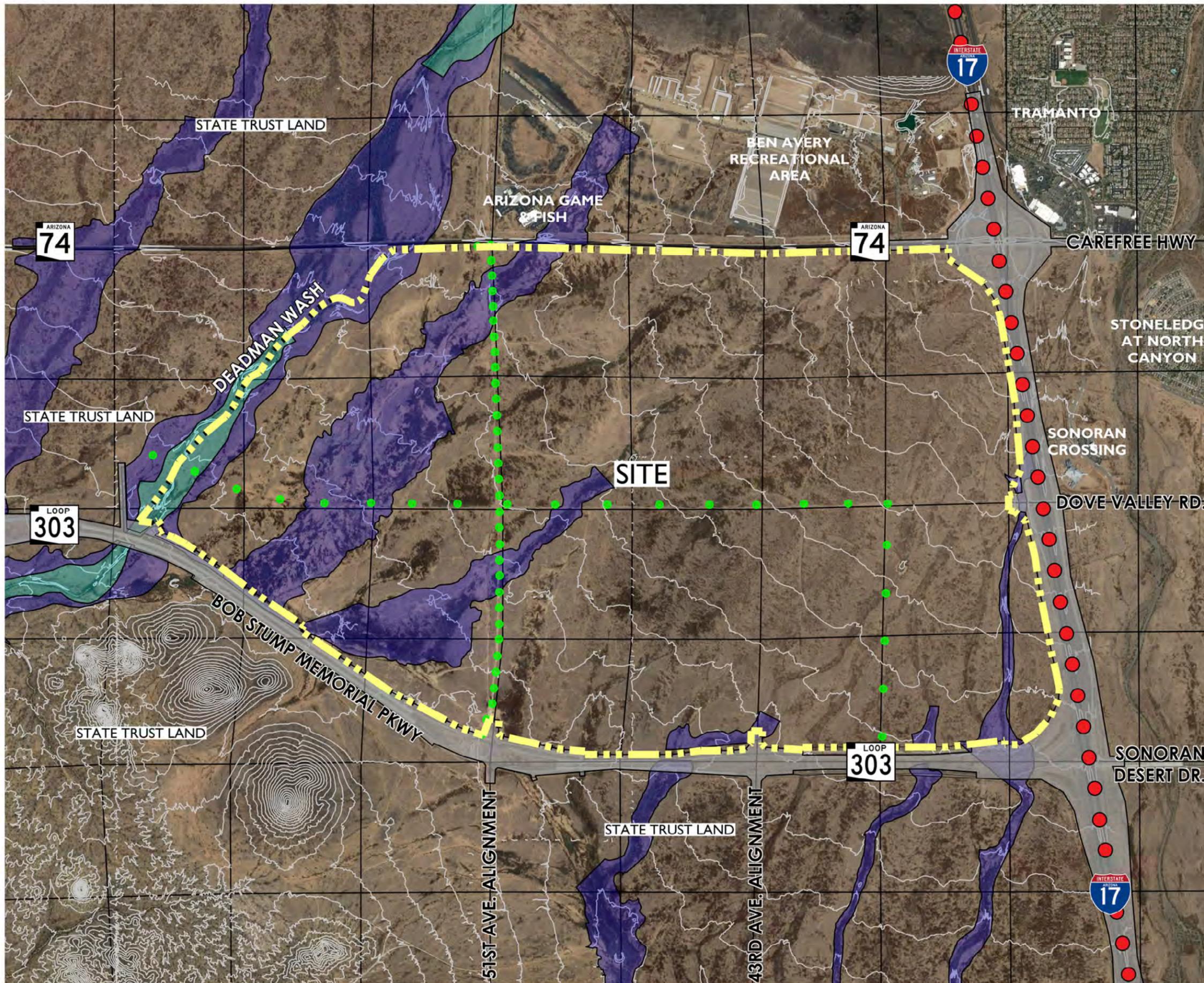
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NORTH PHOENIX 3500

Planned Unit Development

FIGURE 5

EXISTING SITE CONDITIONS



LEGEND

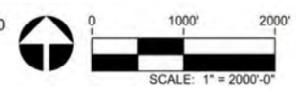
- PUD BOUNDARY
- DELINEATION OF INFRASTRUCTURE LIMIT LINE (CURRENT INFRASTRUCTURE LIMIT IS EAST OF INTERSTATE 17)
- FLOODWAY
- FLOODPLAIN
- POWER POLE LOCATIONS

WOOD PATEL

B | F | S | O
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AUGUST 12, 2020
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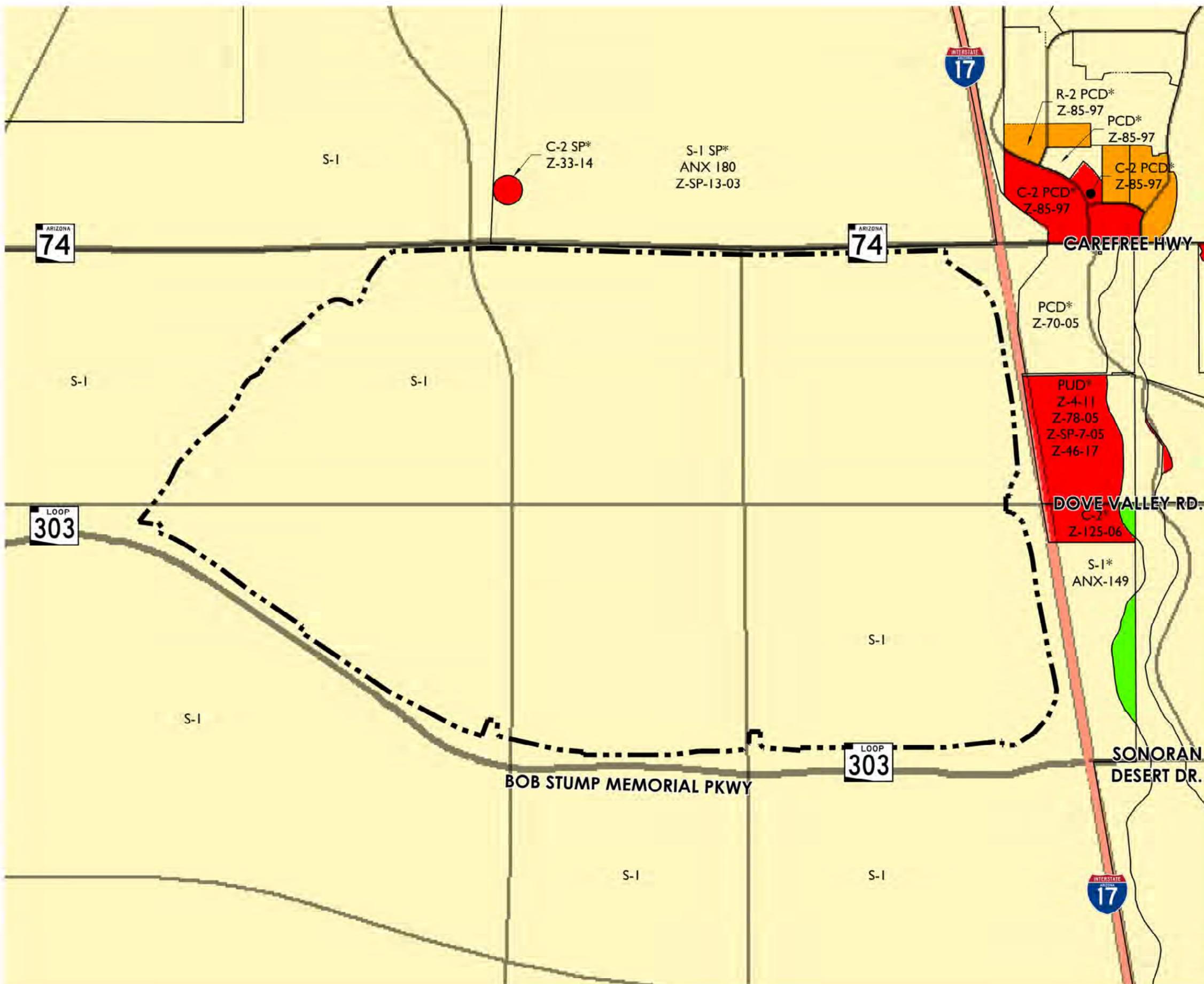
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NORTH PHOENIX 3500

Planned Unit Development

FIGURE 6

EXISTING ZONING

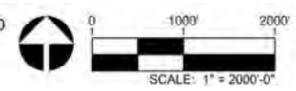


LEGEND

- S-I DISTRICT
- MULTI FAMILY RESIDENTIAL
- DOWNTOWN CODE
- COMMERCIAL
- FLOODPLAIN



PHOENIX, AZ.
AUGUST 12, 2020
20001980
ASLD



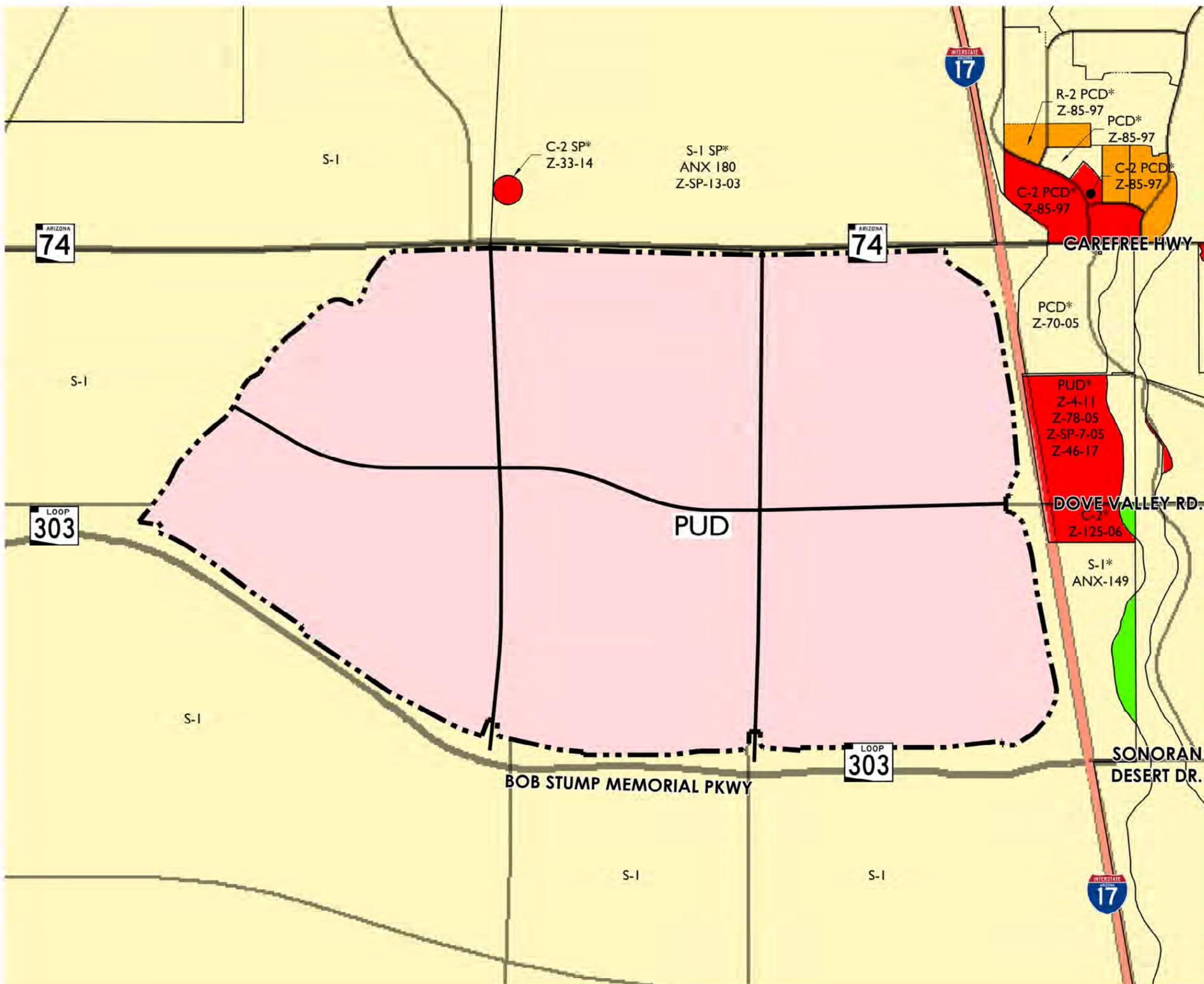
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NORTH PHOENIX 3500

Planned Unit Development

FIGURE 7

PROPOSED ZONING

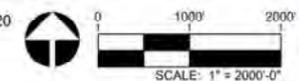


LEGEND

- S-I DISTRICT
- MULTI FAMILY RESIDENTIAL
- DOWNTOWN CODE
- COMMERCIAL
- FLOODPLAIN



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NORTH PHOENIX 3500

Planned Unit Development

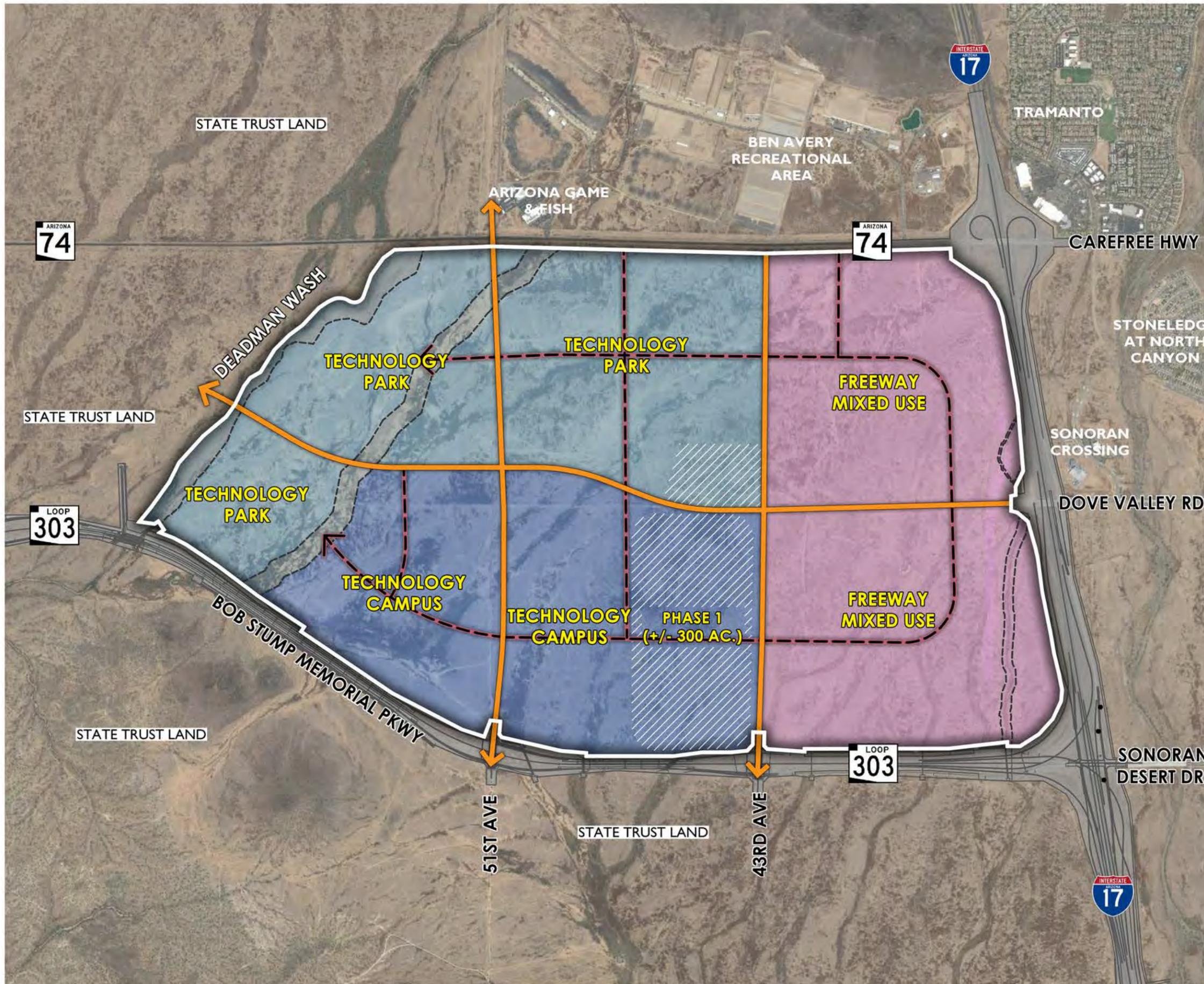
FIGURE 8

CONCEPTUAL LAND USE PLAN

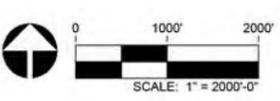
NOTE: THE CONCEPTUAL DEVELOPMENT PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. LAND USE BOUNDARIES ARE SUBJECT TO CHANGE WITHOUT TRIGGERING A PUD AMENDMENT.

LEGEND:

-  TECHNOLOGY PARK (+/- 1,217 AC.)
-  TECHNOLOGY CAMPUS (+/- 1,078 AC.)
-  FREEWAY MIXED USE (+/- 1,243 AC.)



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Planned Unit Development

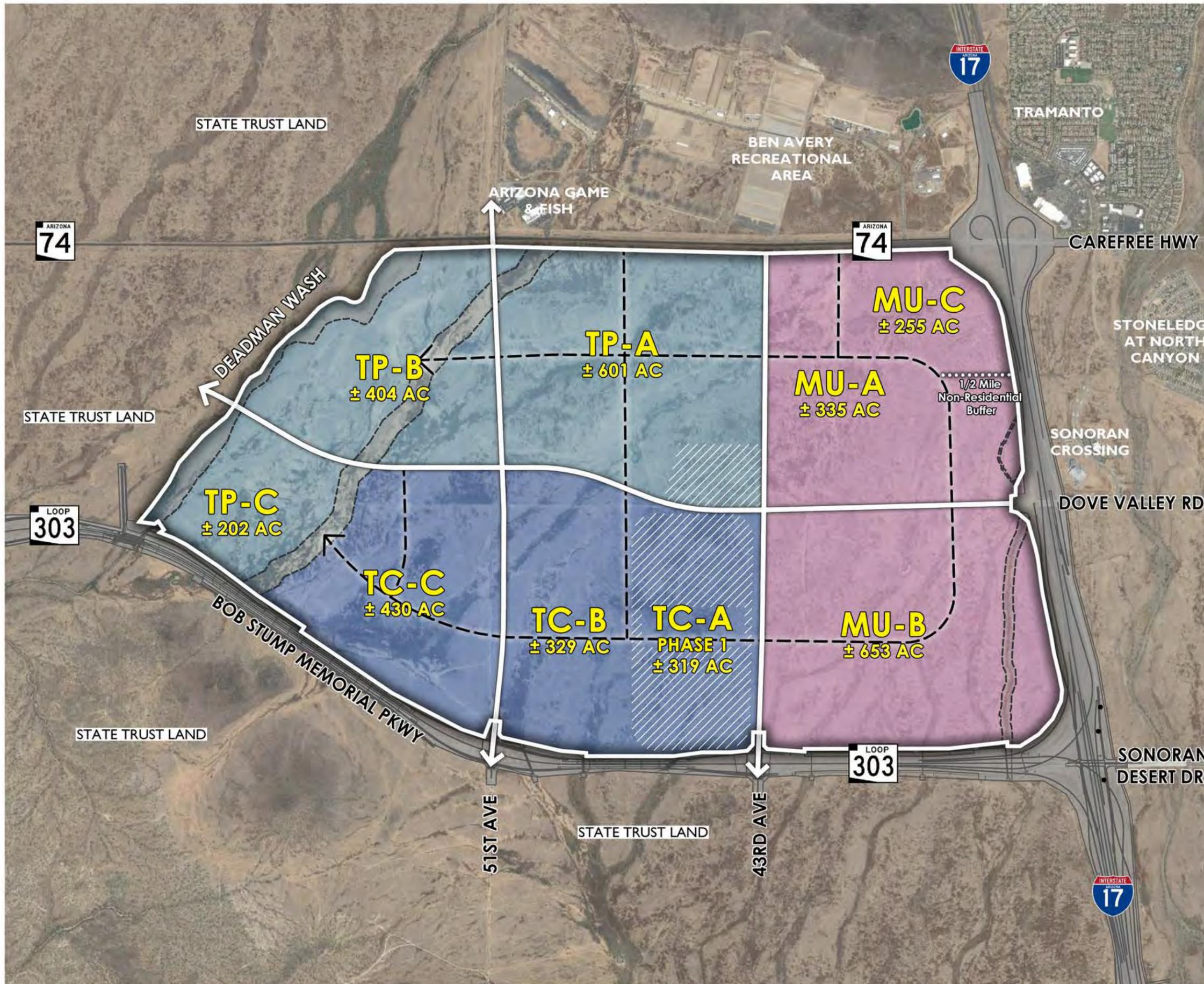
FIGURE 9

DEVELOPMENT UNIT PLAN

NOTE: THE CONCEPTUAL DEVELOPMENT PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. LAND USE BOUNDARIES ARE SUBJECT TO CHANGE WITHOUT TRIGGERING A PUD AMENDMENT.

LEGEND:

- TECHNOLOGY PARK (+/- 1,217 AC.)
- TECHNOLOGY CAMPUS (+/- 1,078 AC.)
- FREEWAY MIXED USE (+/- 1,243 AC.)

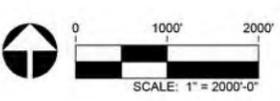


WOOD PATEL

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SEPTEMBER 3, 2020
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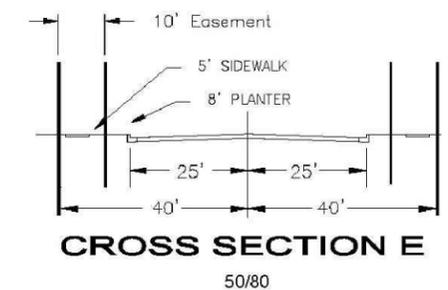
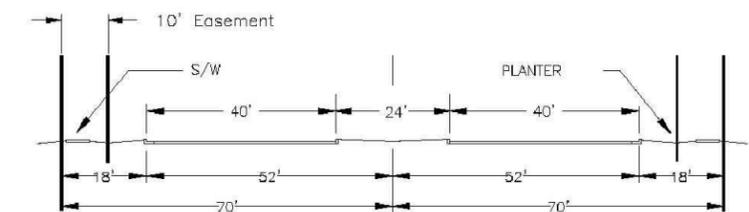
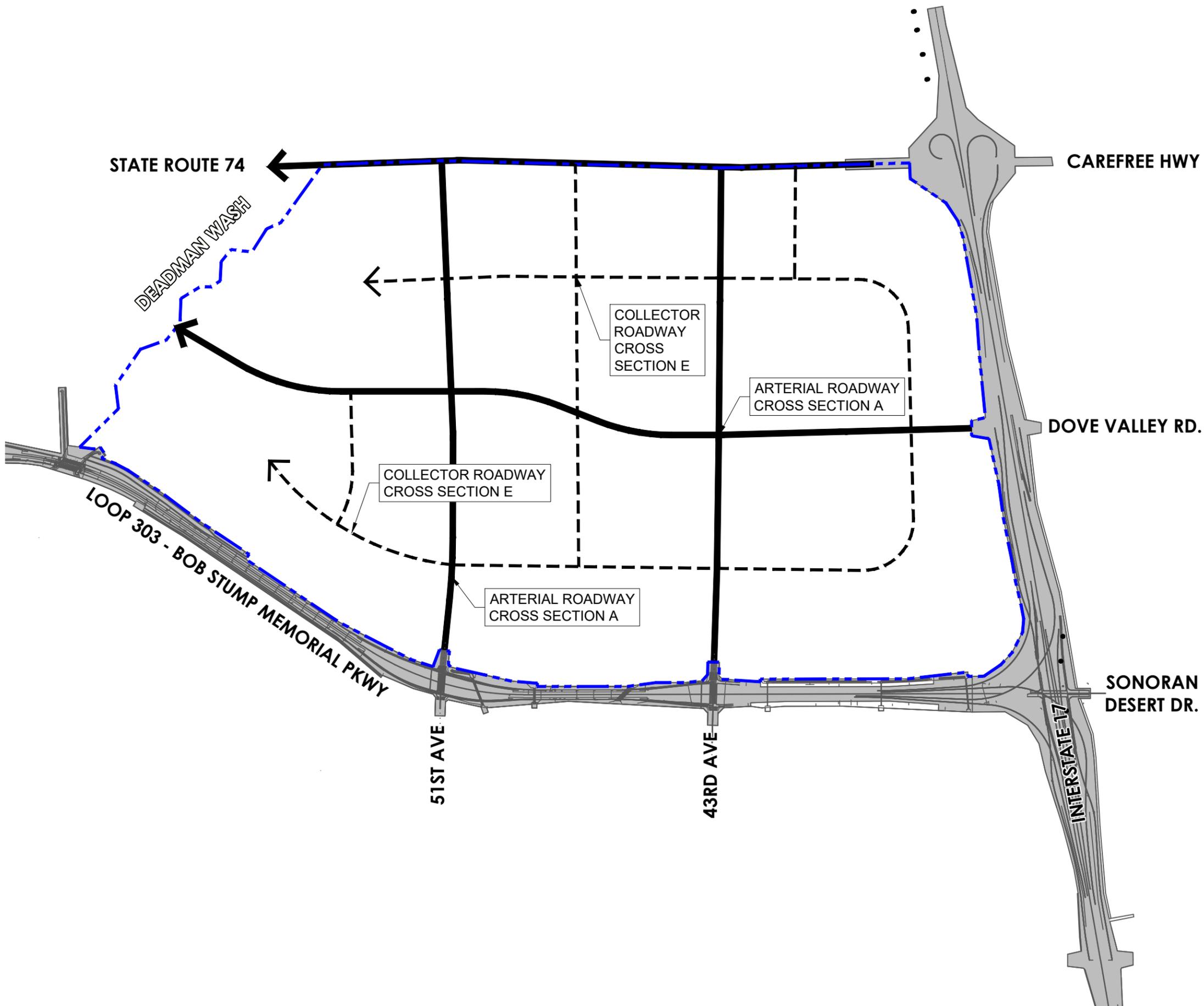
NORTH PHOENIX 3500

Planned Unit Development

FIGURE 10

CONCEPTUAL STREET PLAN

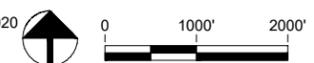
NOTE: ALL DEPICTED ARTERIAL & COLLECTOR ALIGNMENTS ARE PRELIMINARY AND MAY BE SUBJECT TO CHANGE BASED ON FUTURE ANALYSIS.



SOURCE: CITY OF PHOENIX STREET CLASSIFICATION MAP MARCH 19, 2014



PHOENIX, AZ.
AUGUST 31, 2020
20001980
ASLD



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NORTH PHOENIX 3500

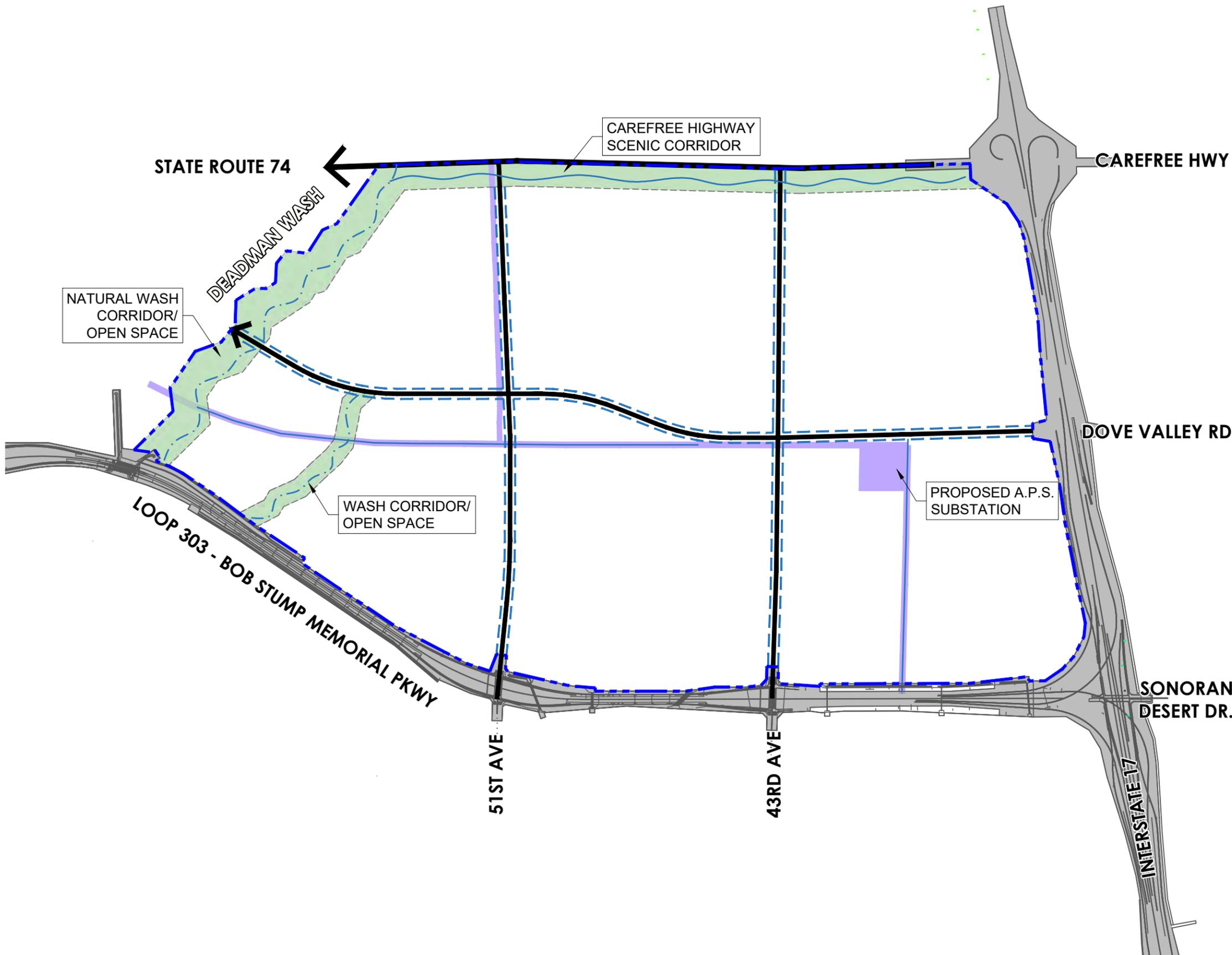
Planned Unit Development

FIGURE 11

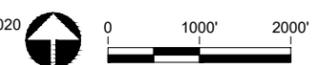
PEDESTRIAN CIRCULATION & FACILITIES PLAN

LEGEND:

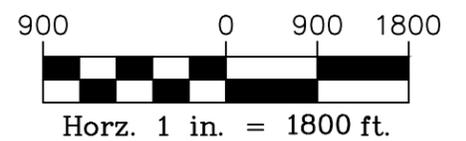
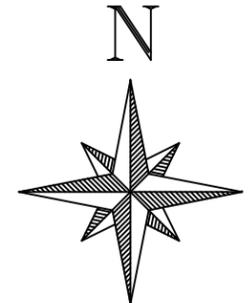
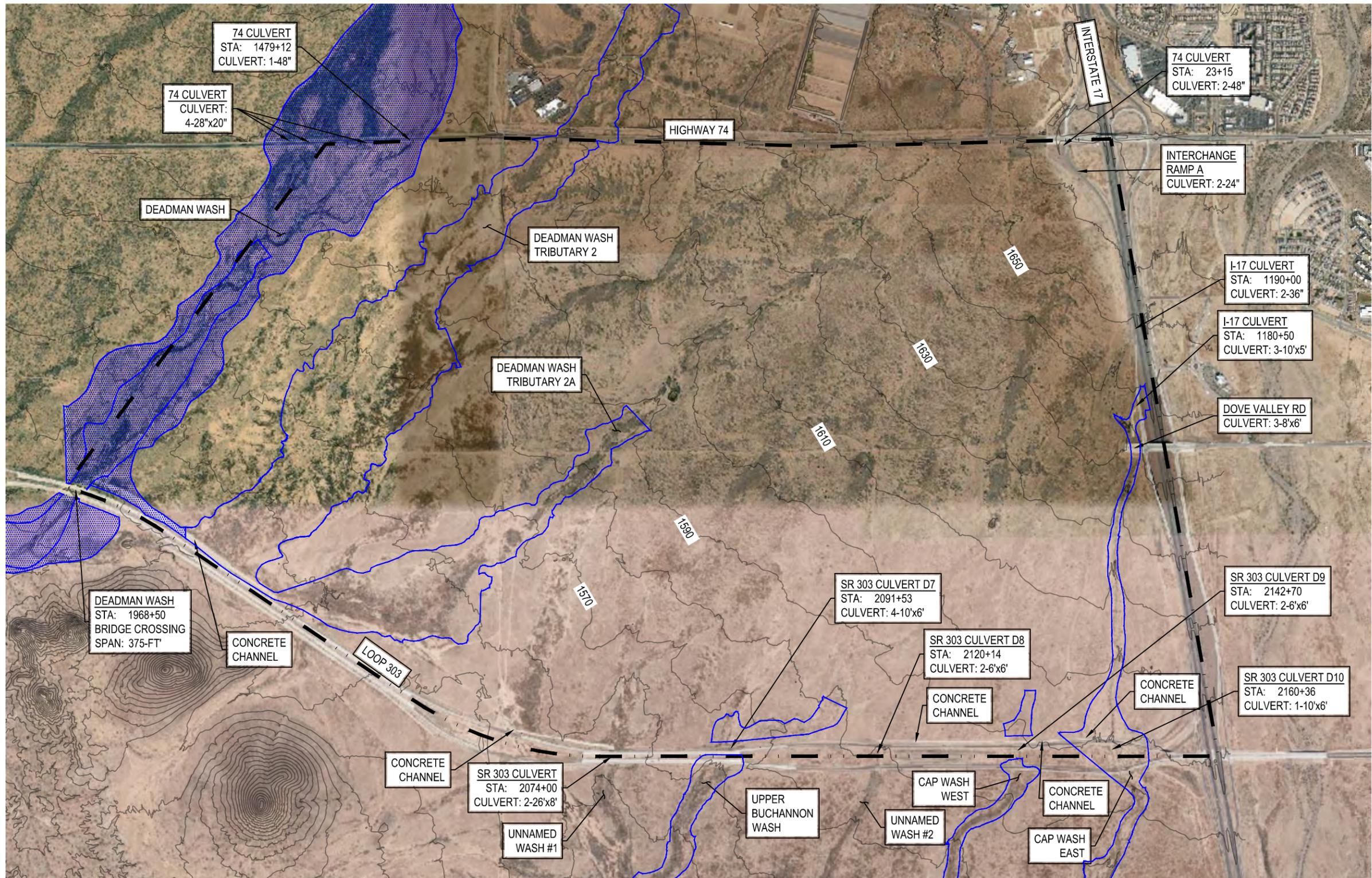
- EXISTING A.P.S. POWERLINE (MAY BE RELOCATED)
- DETACHED 6' SIDEWALK ADJACENT TO ALL ARTERIAL ROADWAYS
- 10' MULTI-USE TRAIL WITHIN CAREFREE HIGHWAY SCENIC CORRIDOR AND POWERLINE
- 10' NATURAL SURFACE TRAIL WITHIN WASH CORRIDORS



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LEGEND

- SITE BOUNDARY
- DEADMAN WASH FEMA ZONE AE & FLOODWAY
- FEMA SFHA ZONE A FLOODPLAIN
- 10' CONTOUR

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CONSTRUCTION
OR RECORDING**

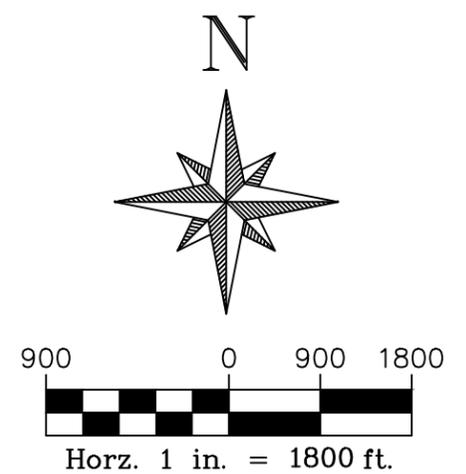
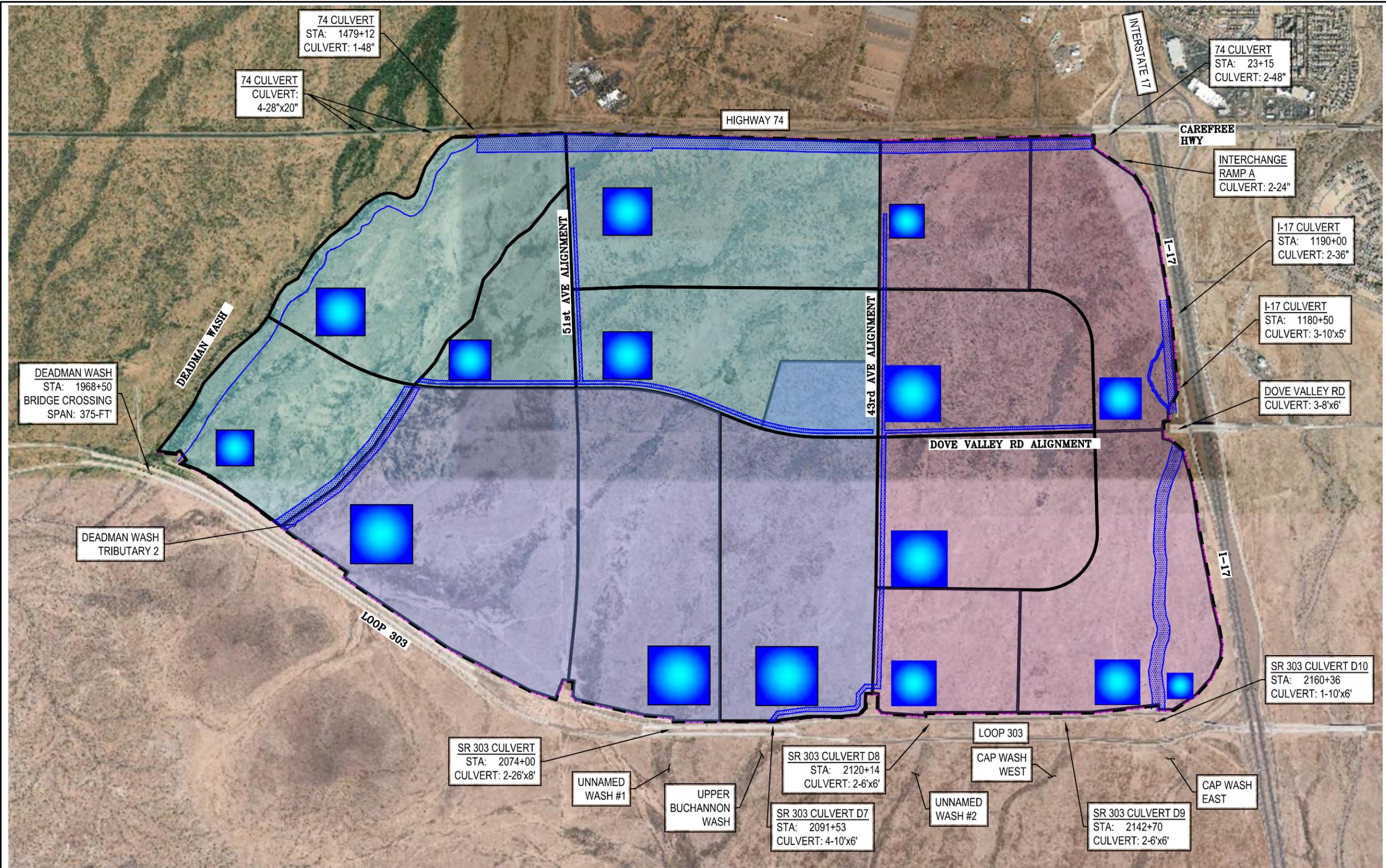
**WOOD
PATEL**

NORTH PHOENIX 3,500 PUD

**EXISTING CONDITION
DRAINAGE MAP**

DATE	8/11/2020	SCALE	1" = 1800'	SHEET	1 OF 1
JOB NO.	205159	DESIGN	JCD	DRAWN	JCD

Z:\2020\205159\Project Support\Reports\Drainage\Exhibits\5159-PUD Existing Drainage Map.dwg



LEGEND

-  DEADMAN WASH PROTECTED BANK
-  SITE BOUNDARY
-  PROPOSED DRAINAGE CORRIDORS
-  RETENTION BASINS

NOTE:
 PROPOSED DRAINAGE FACILITIES ARE CONCEPTUAL ONLY AND SUBJECT TO CHANGE

NOT FOR CONSTRUCTION OR RECORDING

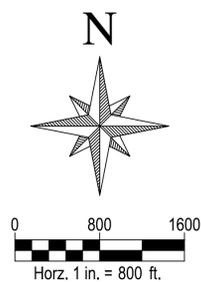
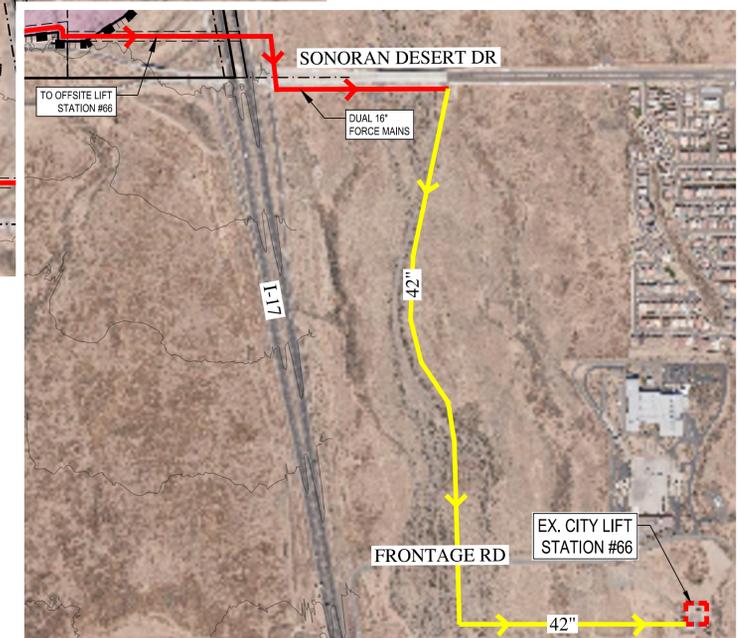
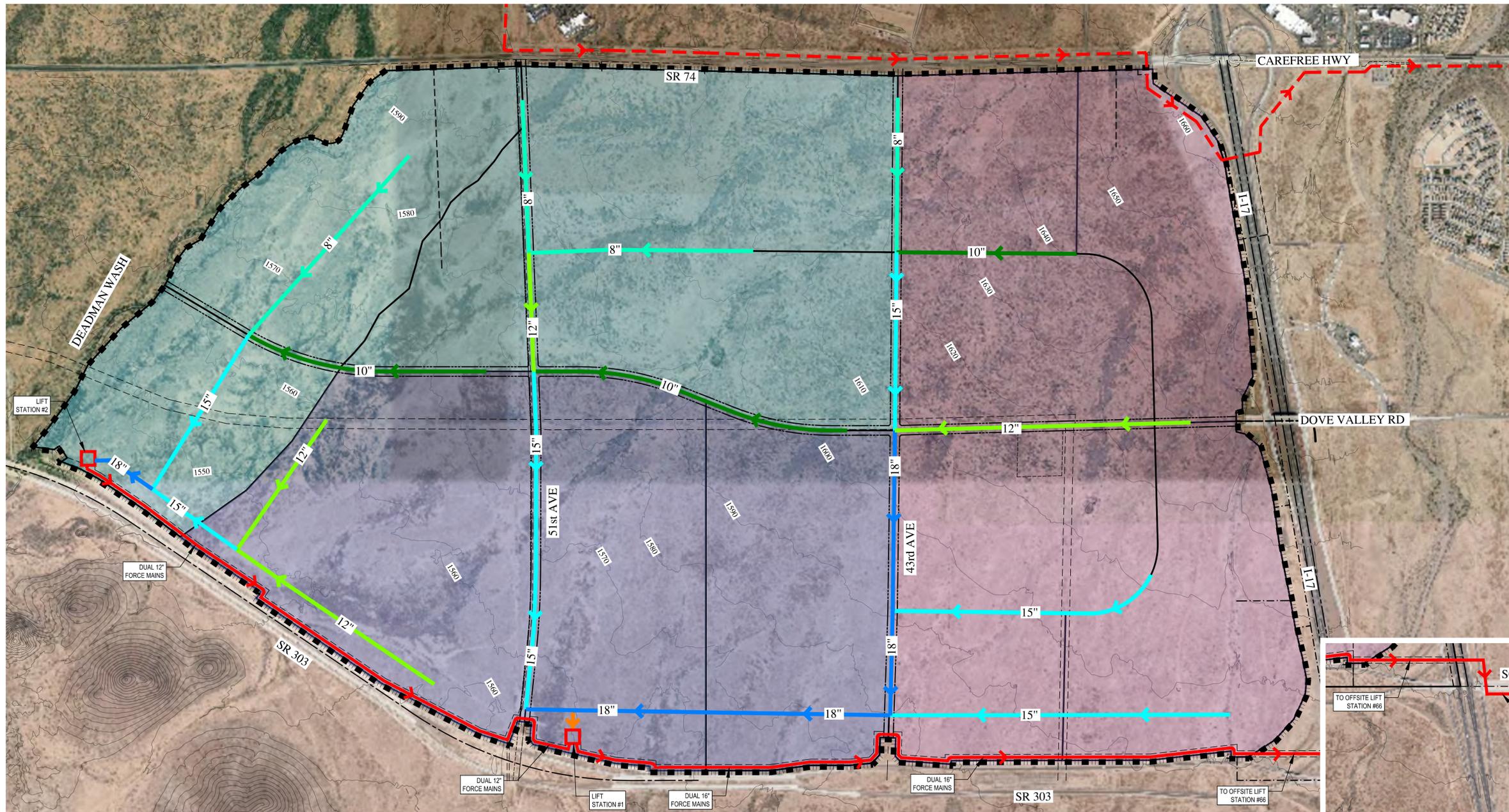


NORTH PHOENIX 3,500 PUD

PROPOSED STORM WATER MANAGEMENT PLAN

DATE	8/11/2020	SCALE	1" = 1800'	SHEET	1 OF 1
JOB NO.	205159	DESIGN	JCD	DRAWN	JCD

Z:\2020\205159\Project Support\Reports\Drainage\Exhibits\5159-PUD Proposed Stormwater Management Plan Up



LEGEND	
PUBLIC SEWER	PLANNED
PUD BOUNDARY	Black dashed line
FORCE MAIN (SIZE PER PLAN)	Red line
FORCE MAIN - EXISTING 8-IN	Red dashed line
LIFT STATION	Red square
EXISTING CONTOUR	Grey line
SEWER BOUNDARY	Black solid line
TECH CAMPUS	Light blue shaded area
FREEWAY MIXED USE	Light purple shaded area
TECH PARK	Light cyan shaded area

GRAVITY PIPE DIAMETER	PLANNED
8-INCHES	Light green line
10-INCHES	Green line
12-INCHES	Light blue line
15-INCHES	Cyan line
18-INCHES	Blue line
30-INCHES	Orange line
42-INCHES	Yellow line

NOTE:
 PLANNED WASTEWATER LINES AND BOUNDARIES ARE CONCEPTUAL AND SUBJECT TO CHANGE. BASED ON FINAL SITE PLANNING, INFRASTRUCTURE REQUIREMENTS MAY BE GREATER THAN SHOW HEREIN.

NOT FOR CONSTRUCTION OR RECORDING



NORTH PHOENIX 3,500 PUD

CONCEPTUAL WASTEWATER MASTER PLAN

DATE	08/10/2020	SCALE	1" = 800'	SHEET	1 OF 1
JOB NO.	205159	DESIGN	EAB	DRAWN	LCR

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NORTH PHOENIX 3500

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RESIDENTIAL BUFFER EXHIBIT

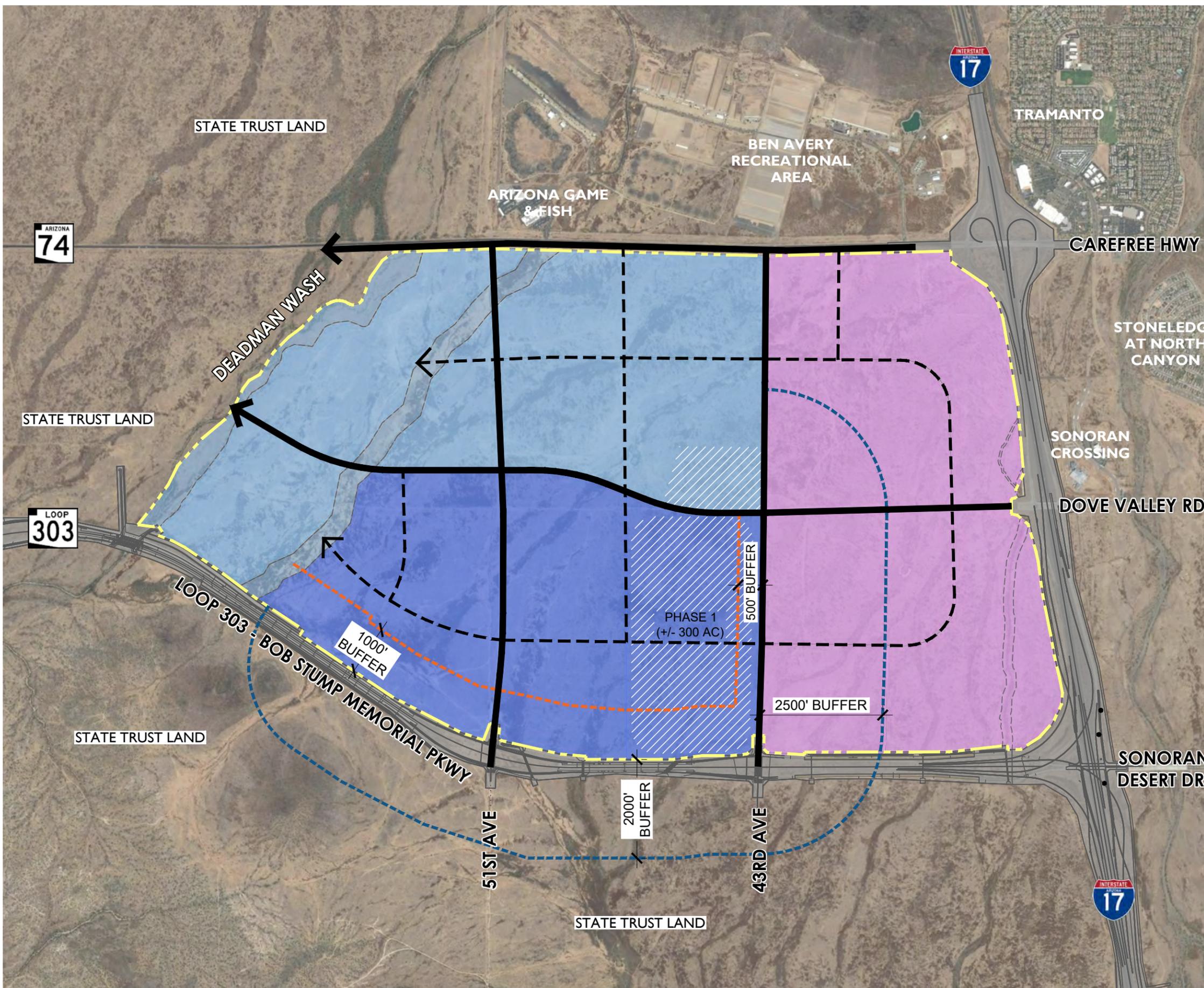
NOTE: THE CONCEPTUAL DEVELOPMENT PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. LAND USE BOUNDARIES ARE SUBJECT TO CHANGE WITHOUT TRIGGERING A PUD AMENDMENT.

 RESIDENTIAL BUFFER LIMITS

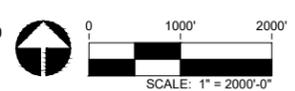
 TECHNOLOGY PARK

 TECHNOLOGY CAMPUS

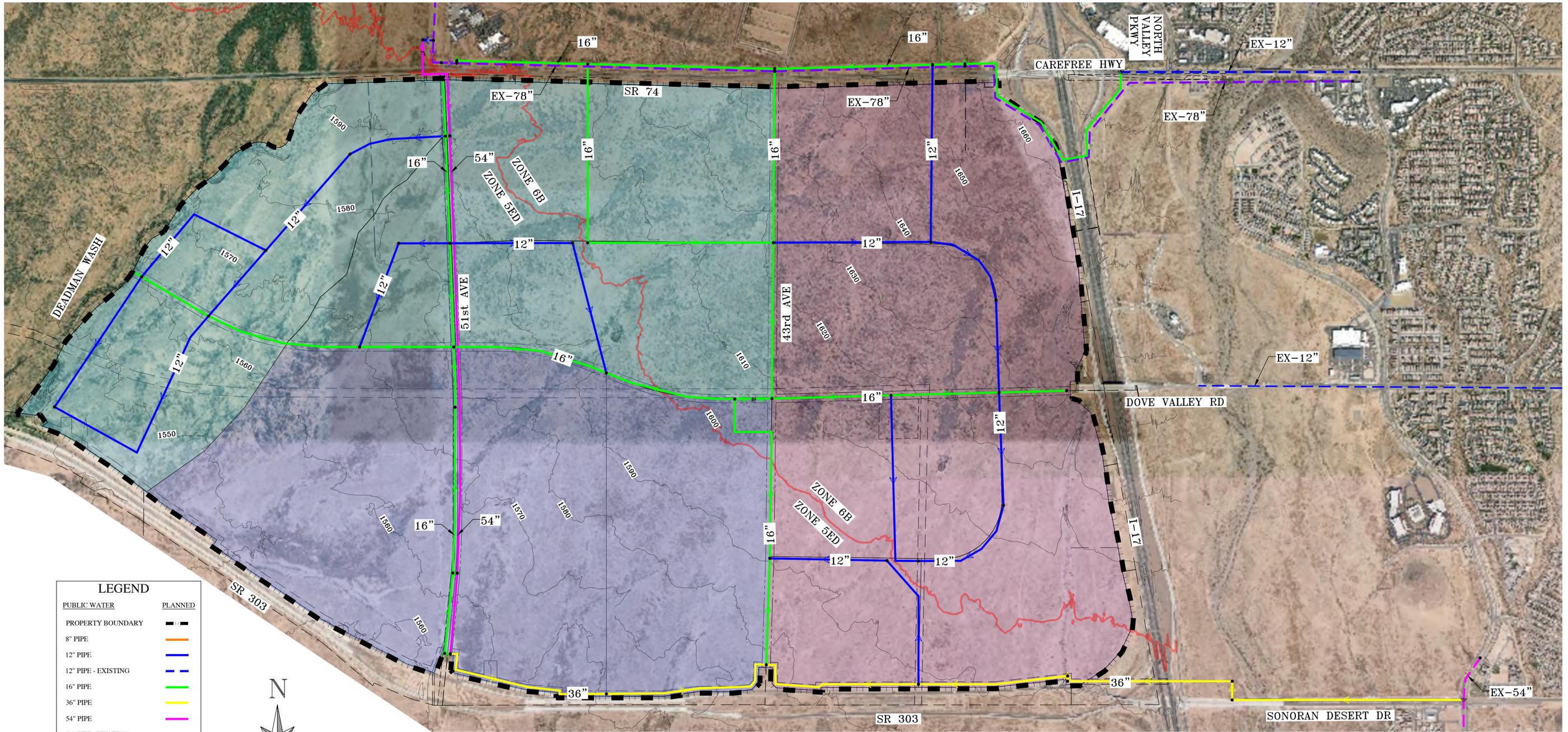
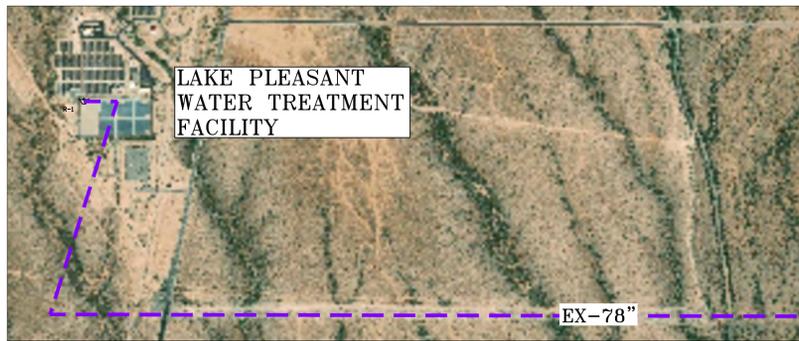
 FREEWAY MIXED USE*
* RESIDENTIAL DEVELOPMENT IS LIMITED TO THE FREEWAY MIXED USE LAND USE AREA



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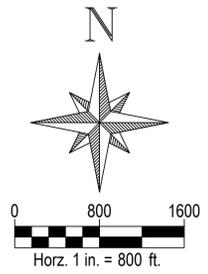


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LEGEND

PUBLIC WATER	PLANNED
PROPERTY BOUNDARY	---
8" PIPE	—
12" PIPE	—
12" PIPE - EXISTING	- - -
16" PIPE	—
36" PIPE	—
54" PIPE	—
54" PIPE - EXISTING	- - -
78" PIPE - EXISTING	- - -
EXISTING CONTOUR	—
WATER PRESSURE ZONE LINE	—
ARTERIAL ROADS	—
COLLECTOR ROADS	—
TECH CAMPUS AREA	—
FREEWAY MIXED USE AREA	—
TECH PARK AREA	—



NOTES:
PLANNED WATER LINES AND BOUNDARIES ARE CONCEPTUAL AND SUBJECT TO CHANGE.

NOT FOR CONSTRUCTION OR RECORDING



NORTH PHOENIX 3,500 PUD

CONCEPTUAL WATER MASTER PLAN

DATE	8/10/2020	SCALE	1" = 800'	SHEET	1 OF 1
JOB NO.	205159	DESIGN	EAB	DRAWN	LCR

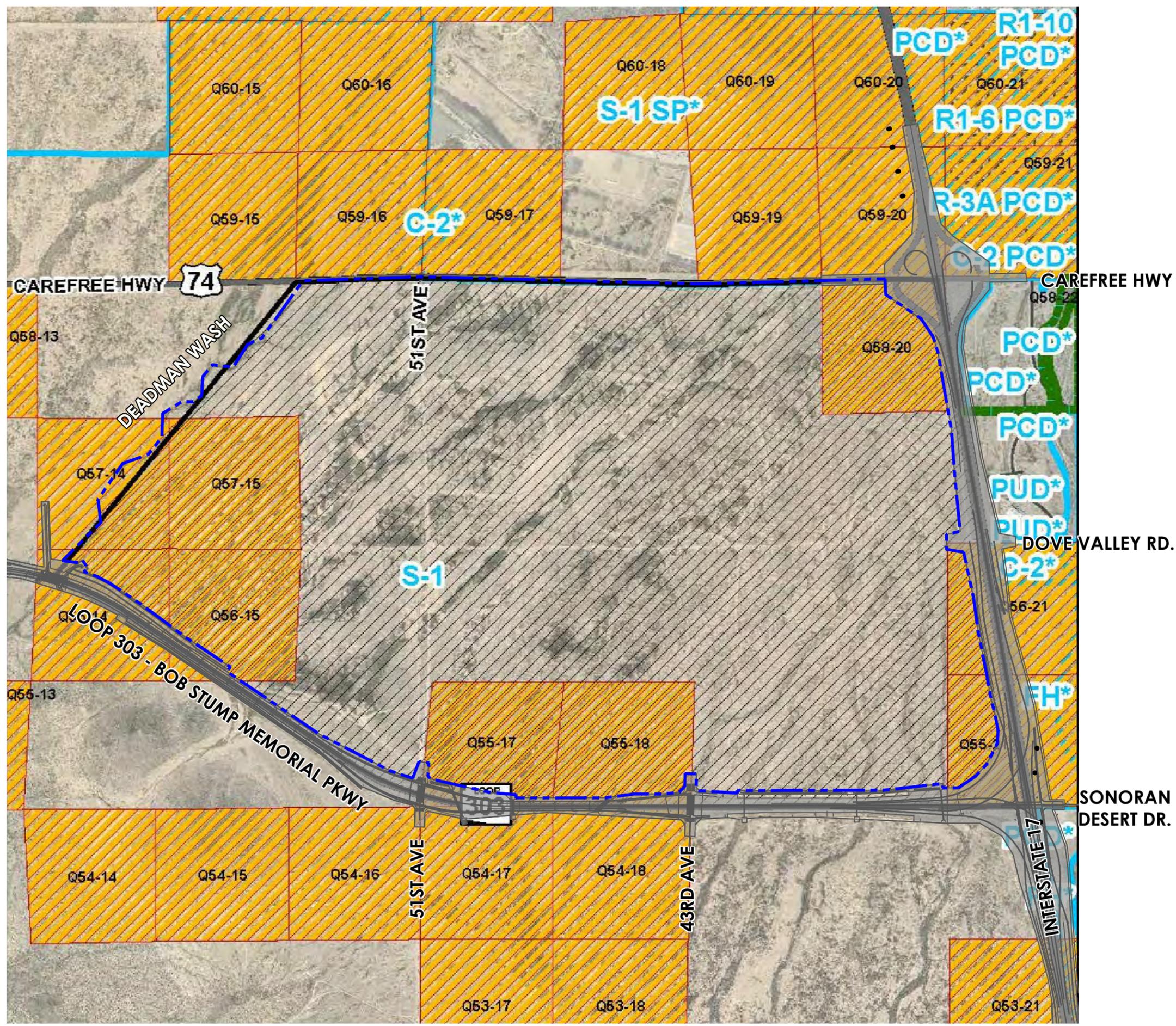
Z:\2020\205159\Project Support\Reports\Water BOD\WaterCAD\5159-South Biscuit Flats Water Model.dwg

NORTH PHOENIX 3500

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FIGURE 16

ARCHAEOLOGICALLY SENSITIVE QUARTER SECTIONS

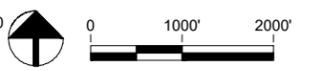


	Z-37-20
	Archaeologically Sensitive Quarter Section
	Freeways

SOURCE: CITY OF PHOENIX



PHOENIX, AZ.
 AUGUST 31, 2020
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 ASLD



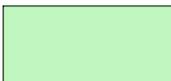
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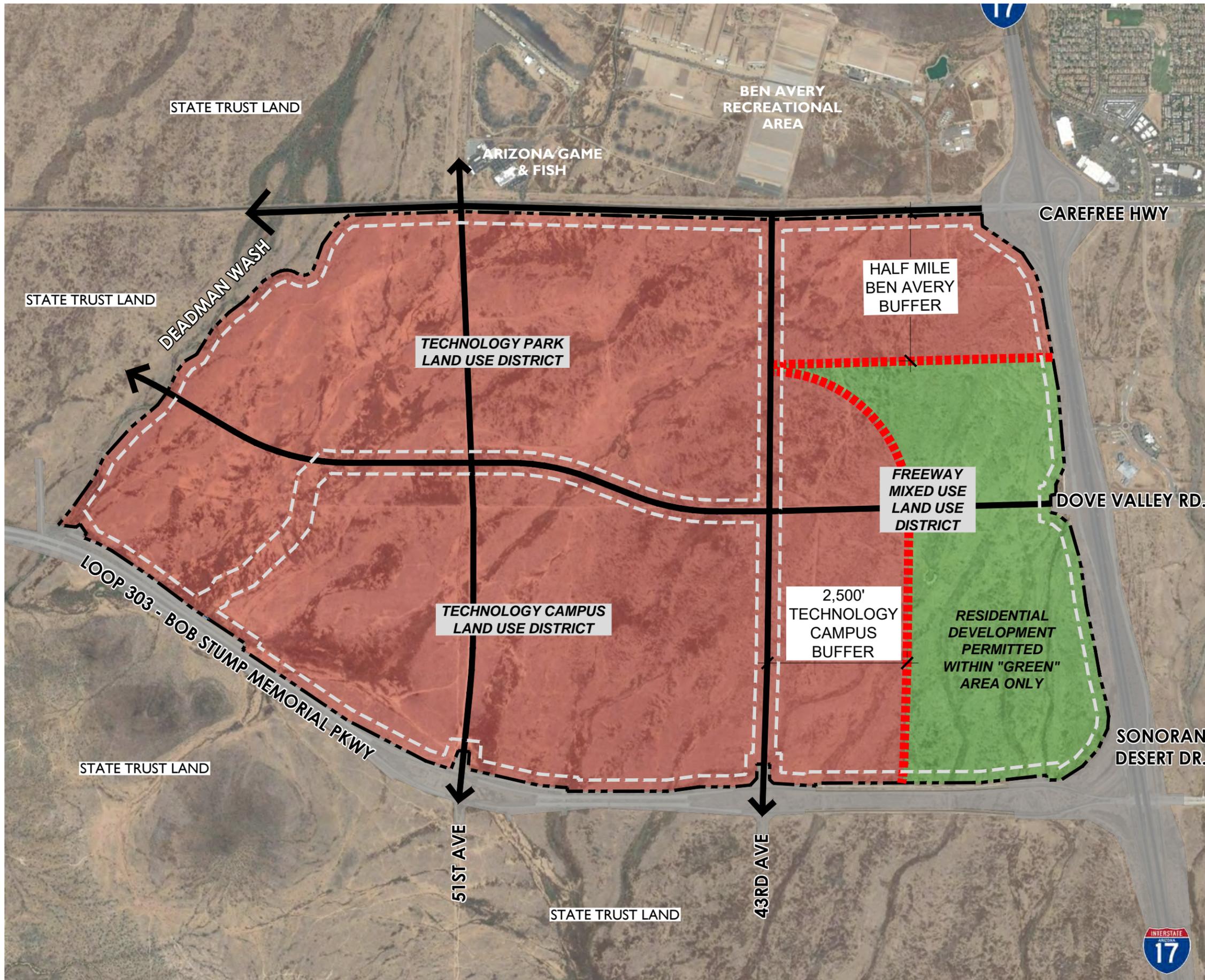
NORTH PHOENIX 3500

Planned Unit Development

RESIDENTIAL BUFFER EXHIBIT

NOTE: THE CONCEPTUAL DEVELOPMENT PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. LAND USE BOUNDARIES ARE SUBJECT TO CHANGE WITHOUT TRIGGERING A PUD AMENDMENT.

-  LAND USE DISTRICT BOUNDARY
-  RESIDENTIAL BUFFER LIMIT
-  RESIDENTIAL DEVELOPMENT PROHIBITED
-  RESIDENTIAL DEVELOPMENT PERMITTED



PHOENIX, AZ.
9/22/20
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