

Metrocenter

PLANNED UNIT DEVELOPMENT

Land Use
and
Development Standards

CITY OF PHOENIX

JAN 21 2026

Planning & Development
Department

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A Planned Unit Development (PUD) is intended to be a stand-alone document of zoning regulations for a particular project. Provisions not specifically regulated by the PUD are governed by the zoning ordinance. A PUD may include substantial background information to help illustrate the intent of the development. The purpose and intent statements are not requirements that will be enforced by the City. The PUD only modifies zoning ordinance regulations and does not modify other City Codes or requirements. Additional public hearings may be necessary such as, but not limited to, right-of-way abandonments.

Previous Development Team – Metrocenter PUD

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Development Team – First Amended Metrocenter PUD

PROPERTY OWNERS:	Numerous (See Amended Property Owners Map– Appendix A.)	
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Metrocenter
Planned Unit Development
Land Use and Development Standards

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Original Metrocenter PUD

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Appendix B: PUD Area Legal Descriptions – Original PUD

Appendix C: Traffic Impact Analysis with Appendix (Separate Document)

Appendix D: Parking Study (Separate Document)

Appendix E: PUD – Ordinance with Conditions of Zoning Approval

N/A

First Amended Metrocenter PUD

Appendix A-1: Property Owners List and Parcel Numbers – First Amended PUD

Appendix B-1: Legal Description for the Dillard's Parcel – Added with the First Amendment

N/A

N/A

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Executive Summary

In November 1970, the concept for the Metrocenter Mall at I-17 was introduced and the first site plans and renderings were shared in the spring of 1972. The mall opened for business in October 1973, as the first two-level, five-anchor mall in the U.S. It was the largest shopping center in Arizona. While Metrocenter was once a hub of activity and center of economic growth its decline over the past decade has created an opportunity for redevelopment.

The *Metrocenter Planned Unit Development* (“PUD”) establishes the regulatory framework necessary to facilitate the proposed development of a mixed-use development within the core area of the North Mountain Village in order to provide a better, and more appropriate, land use pattern on approximately one hundred and forty-two (142) acres. The *Metrocenter PUD* compliments the existing and future development occurring within this area of the North Mountain Village, which was planned as an important regional employment, retail, housing and entertainment center or core area. This area of Phoenix has a significant amount of existing infrastructure resources (e.g. sewer, water, street system, freeway, transit, electrical, etc.) to build/improve on as well as to tap into for such a mixed-use, intense level of development. Moreover, the approval of the North Mountain Redevelopment Area Plan by the City Council in 2014 will help leverage additional funds (e.g. local, State, and Federal), as needed; to improve the infrastructure needs within this area and beyond. It is also worth noting that the Arizona Department of Transportation (ADOT) has been reviewing and analyzing expansion/improvements to the I-17 freeway to handle more traffic along with providing better traffic flow along this freeway corridor. Thus, the proposed development(s) in this Village core will capitalize on and broaden economic development opportunities planned within this area by acting as a catalyst for additional development/redevelopment/reinvestment and an enhanced tax/employment base. The **Context Aerial Map** (See **Figure 1.**), provided on the following page, provides a visual overview of the property owners participating in this PUD, the planning area, street/freeway system, and the available vacant/developable land.

The *Metrocenter PUD* represents the evolution of this property from a large regional suburban mall to a central core area that is envisioned to have high density multi-family housing, employment, retail, entertainment, and enhanced transit opportunities (e.g. a future light rail station and existing bus station) to build upon in the community. This PUD is designed to create the framework to allow for flexibility while protecting the adjacent residential areas. Thus, the *Metrocenter PUD* provides for uses and development standards that fulfill the needs of both the community and the City of Phoenix. It should be noted, this PUD will follow the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15, except as modified within this PUD, for applicable development standards.

A. Purpose and Intent

The *Metrocenter Planned PUD* is consistent and conformance with the North Mountain Village’s “primary” core area and the vision associated with each village having a specific defined “primary” core; some villages have “secondary” cores. Pursuant to the urban village model, a core should serve as the focal point of a village by combining the most intense land uses with a great variety of uses. As such, the vision/goal attributed to a core is that it provides a mix of employment, housing, and retail/commercial opportunities creating the “village downtown” and physical identity for the residents. It should also serve as a gathering place with pedestrian activity and a focus for the local transportation system. The core should reflect the character and land use intensity of the village it supports. This PUD accomplishes these endeavors envisioned by this “primary” core for the North Mountain Village by encouraging new development/redevelopment to be compatible with the surrounding area both currently and in the future; making the area

more walkable/accessible for pedestrians; providing/encouraging multimodal transportation options; encouraging greater intensity/density/height; providing for a greater mix of uses; enhancing signage, and creating an identifiable identity for the Village.

The property is located directly adjacent to established retail, commercial and residential uses, major arterial streets, the I-17 freeway, transit (i.e. bus station), and the future light rail extension/station. This PUD area provides development standards for landscaping, screening, and building setbacks to buffer/transition from the existing residential areas while still allowing future employment/retail opportunities within close proximity to these homes, the existing freeway corridor (I-17), and a future light rail transit extension/station. The primary goals of this PUD are to:

1. Facilitate development of a proposed mixed-use development.
2. Expand development options.
3. Create flexible and appropriate development standards that promote the City's goals/policies for the North Mountain Village core.

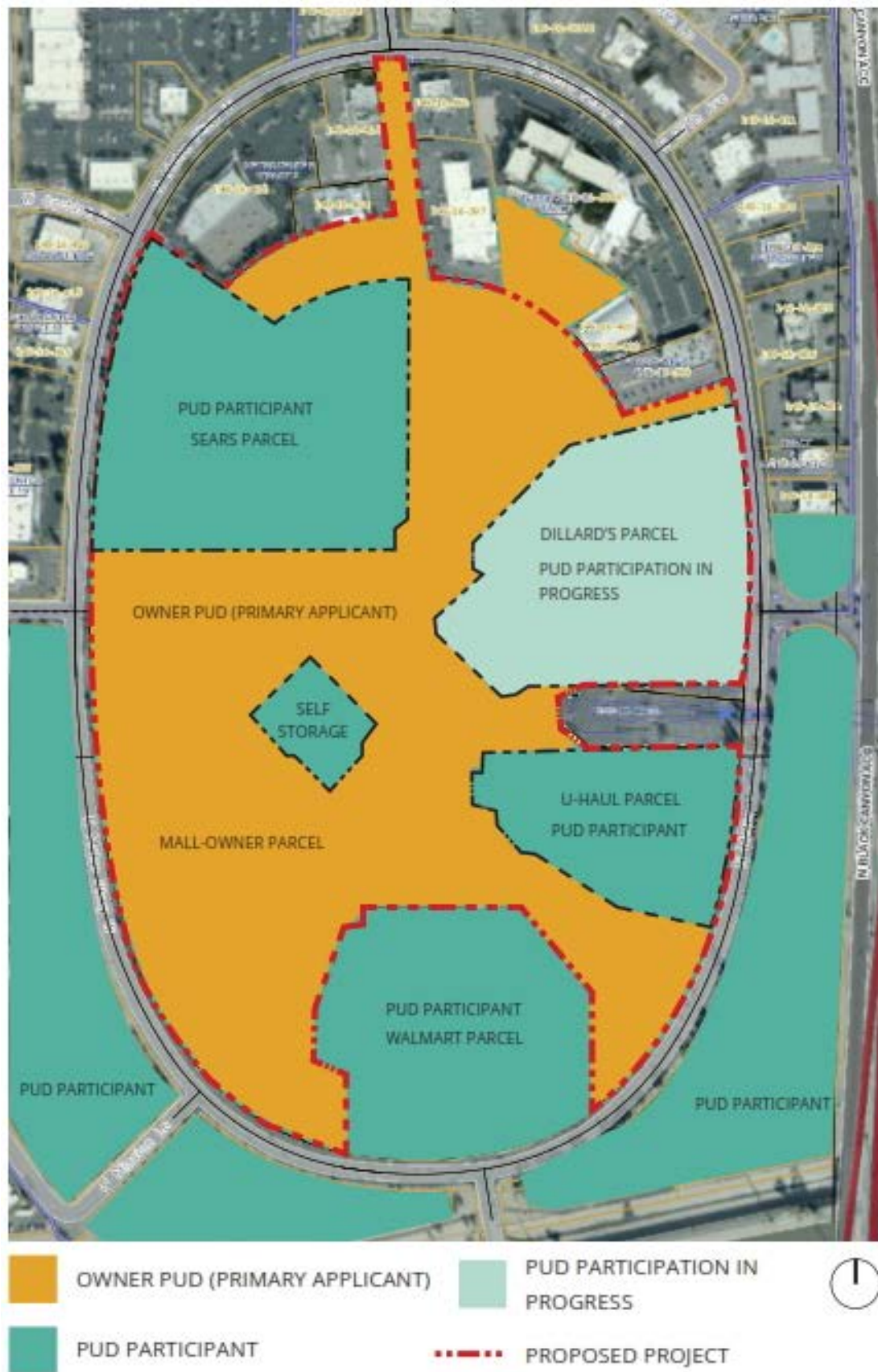
This PUD will ensure compatibility with surrounding properties; provide for a variety of services and employment opportunities; and generate new tax revenues for the City of Phoenix.

The First Amendment to this PUD advances the redevelopment of Metrocenter in two ways. First, the PUD Amendment will add an approximately twelve-acre piece of property, formerly occupied by the Dillard's Department Store (the "Dillard's Parcel"), to the Metrocenter PUD. The assemblage sets the stage for the construction of a transit-oriented urban core with dense multi-family residential use, mixed-use improvements around the planned light rail station, and multiple amenities to complement the residential, hospitality, commercial and retail uses planned for the site. Appendix B-1 captures this modification by providing a legal description of the Dillard's Parcel. The graphics and figures in the First Amended PUD also reflect this change.

Clarifying and refining the minimum residential density requirement is the second purpose of the PUD Amendment. Because the developer has now generated a more detailed plan for how the permitted uses will likely be distributed across the site, both the description of the residential use and the condition about residential density are being modified. The Appendix F Development Plan and the Table of Permitted Uses – specifically, Use No. 185 (Multi-Family Residential and Residential Over Retail) – illustrate this change.

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Figure 1: Context Aerial Map.



Regulatory Provisions

This PUD and the First Amended PUD have been prepared pursuant to Section 671 of the Zoning Ordinance of City of Phoenix, Arizona (Planned Unit Development) to establish the regulatory framework for the *Metrocenter PUD* development by utilizing the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code (“WU”), Transect District: T6:15 development standards to fit future development(s) within the context of the area.

This PUD is a stand-alone document comprised of project specific zoning regulations, including permitted uses, conditions/limitations, development standards, building heights, landscaping, outdoor storage, parking (e.g. bicycle and automobile) standards, and signage. Zoning provisions not specifically regulated by this PUD are governed by the Zoning Ordinance of the City of Phoenix, Arizona. In the event of a conflict between a provision of this PUD and a provision of the Zoning Ordinance of the City of Phoenix, then this PUD prevails. This PUD does not modify other City Code provisions or requirements.

The provisions of this PUD apply to all property within the newly-amended project boundary. (See **Appendices B, and B-1**, Legal Descriptions.)

Specific site plan(s) for an individual development project or for the entire PUD property will be processed in the future through the City of Phoenix site plan review process.

B. Proposed Development Vision

The *Metrocenter PUD* is created to capitalize on the property's location within the regional transportation corridors, expand on the City's planning and infrastructure investments, and act as a catalyst for future economic development opportunities within the North Mountain Village core. The *Metrocenter PUD* is intended to facilitate the proposed mixed-use development envisioned for this Village core. This PUD also expands uses from the City of Phoenix Zoning Ordinance and promotes flexibility in site design while ensuring compatibility.

The ultimate design and scale of project(s) within the *Metrocenter PUD* will be consistent with the vision for the area and provide a focal point for the community. This PUD area establishes a framework for architecture, landscaping, pedestrian/vehicular access, open spaces (public & private) and the vision which should be incorporated into the design of each project(s). Moreover, the Site Planning Division of the Planning and Development Department will review project(s) during the site plan review process in order to ensure compatibility with adjacent properties and adherence to this PUD. The ultimate goal is to create an overall cohesive development environment that will be urban/pedestrian in nature and that will support/identify the surrounding area as the North Mountain Village's core area (i.e. identity), while also encourage multi-modal transportation options.

The Metrocenter Redevelopment will complement existing uses on site and within the surrounding context while creating a new urban core centered within the development offering a mix of restaurants, retail & entertainment, hospitality, office and shaded open space with a strong connection to the light rail station and pathways to the canal infrastructure.

Finally, the utilization of the City of Phoenix's recently Walkable Urban Code, Transect District: T6:15 development standards fit nicely within this PUD area and they are appropriate and compatible for this Village's "primary" core area as well as with the future light rail connection/station planned. There is a tremendous amount of underutilized land (e.g. large parking lots, etc.), significant buffers/transitions from single-family residences, great access with multiple modes of transportation available (i.e. existing bus station), and vacant buildings available for redevelopment or repurposing within the *Metrocenter PUD* area that creates a unique opportunity to realize the vision proposed by this PUD by utilizing the WU Code Transect District: T6:15. Many of the same attributes that would be expected within and around a transit station are being proposed within this PUD area. This symbiotic relationship is clearly noted within the WU Code under the purpose and intent section which states the primary purpose is: (emphasis added)

"...encourage an appropriate mixture and density of activity around transit stations; to increase transit ridership in general and along the Central Phoenix/East Valley Light Rail Corridor in particular; and to promote multiple modes of transportation. The secondary purpose of the Code is to improve pedestrian safety from crime, to avoid or mitigate nuisances, to promote the public health, to decrease automobile-dependence, and to mitigate the effects of congestion and pollution. These regulations seek to achieve these purposes by providing the following:

1. An **increase of population and employment through infill development** within transit oriented districts.
2. A **walkable, bikeable, and transit supportive development environment.**
3. The **integration of auto-oriented** and industrial uses with **a complementary mix of land uses.**
4. **A high level of connectivity of pedestrian and vehicular routes,** which entails small block sizes.
5. **Comfortable, safe, and economically productive districts surrounding light rail stations, providing for walking and bicycling** between and within the transect districts.
6. **The protection of property values.**"

Transect District: T6:15 is characterized by mid-rise buildings, which will allow for the highest intensity, density and mix of uses to support transit and this growing urban area of Phoenix. Moreover, light rail stations, if possible, should typically contain the most intense levels of development possible with a focus on more urban and transit-oriented development types (i.e. pedestrian-supported). As such, the development of this mixed-use urban PUD with buildings up to 180 feet in height promotes both the Village core area/identity, better utilization/sustainability of the land, and the future light rail station's long-term success. The ultimate development plan(s) for the *Metrocenter PUD*, as they come together, are to have buildings, pedestrian/bicycle connections, open space, activated street frontages, dynamic signage, shade, etc. that integrate employment, retail, commercial, entertainment, and residential uses together within the PUD area that will support and build upon one another. In summation, the WU Code's Transect District: T6:15 and this PUD propose to create a sustainable, healthy, economically viable, and diverse area built around the future light rail station.

Location and Access

The *Metrocenter PUD* property is located within the area of the North Mountain Village core and comprises of approximately one hundred and forty-two (142) acres. This PUD property is generally bounded by Peoria Avenue and Dunlap Avenue/Arizona Canal to the north and south; Interstate-17 freeway/frontage road abutting this PUD property on the east, and 31st Avenue (i.e. abutting existing multi-family residences; such as: apartments/condos) to the west. Access to this PUD property will occur from various locations from Peoria and Dunlap Avenues, the freeway frontage road, and 31st Avenue with the internal ring-road shepherding traffic throughout.

Uses

A comprehensive list of uses has been developed that includes permitted uses and permitted uses subject to certain conditions/imitations from the City of Phoenix's Zoning Ordinance's list of uses and as modified pursuant to today's market standards for uses and this PUD's vision. The proposed Development Plan is intended to establish a framework of pedestrian connections and intended uses while maintaining flexibility consistent with the existing PUD to support potential market changes which could affect specific parcel design and layout or opportunity to incorporate additional approved uses within the development. The First Amendment does not add new uses or increase residential density or building heights in the PUD area.

The *Metrocenter PUD* provides flexibility for any of the permitted uses to locate anywhere within the PUD boundaries. A phased development will transform large fields of surface parking into residential villages with parking seamlessly integrated into the development. Utilization of the Walkable Urban Code, Transect District: T6:15, within this development will help facilitate and encourage a more dense/walkable urban environment with pedestrian connections to the bus and light rail transit stations along with the Arizona Canal, Cholla Library, and existing/future dedicated open spaces areas.

Standards

The majority of the proposed PUD's bulk regulations and development standards, design guidelines, etc. will follow the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15, unless modified by this PUD, to facilitate reasonable development based on the current/future context of the area.

Another important component to the *Metrocenter PUD* is the allowable building heights. The location of this PUD property being within the Village core, adjacent to the I-17 freeway, and predominately surrounded by retail/commercial/office and amusement park uses can support increased building heights consistent with the vision of the core. Further, as indicated by the City of Phoenix General Plan Land Use and Zoning Maps, those areas associated with the subject PUD area are surrounded by land uses (e.g. high density multi-family, retail, amusement park, commercial, freeway, canal, and public/quasi-public) that are not anticipated to be sensitive to building height. In addition, many of the properties included within this PUD have approved zoning that allows for height. Higher buildings can also serve to protect residential homes from traffic noise from the surrounding streets and the freeway. The need for flexibility in building heights is necessary for a reasonable level of urban/dense development to support walkability and the future light rail

connection/station. Height and density are important components to supporting transit uses (e.g. buses and light rail) by providing the greatest density of people within a relatively small area with services (e.g. retail/commercial) and employment to balance the population increase. Thus, as density goes up in a relatively small area so must building height. Moreover, this is the Village core and the PUD area can handle the proposed building heights (i.e. 180 feet) proposed. In addition, the Walkable Urban Code, Transect District: T6:15, provides for building stepbacks, landscaping, building development standards, and screening will serve to soften and transition future building heights without impacting the surrounding built environment. (See **Figure 1, Context Aerial Map.**)

C. Site Location and Conditions

The *Metrocenter PUD* property is one hundred and forty-two (142) acres in area and located within the North Mountain Village core, where the highest intensity of uses/development should be located in a Village. This PUD property is generally bounded by Peoria Avenue and Dunlap Avenue/canal to the north and south; Interstate-17 freeway/frontage road abutting this PUD property on the east, and 31st Avenue (i.e. abutting existing multi-family residences; such as: apartments/condos) to the west.

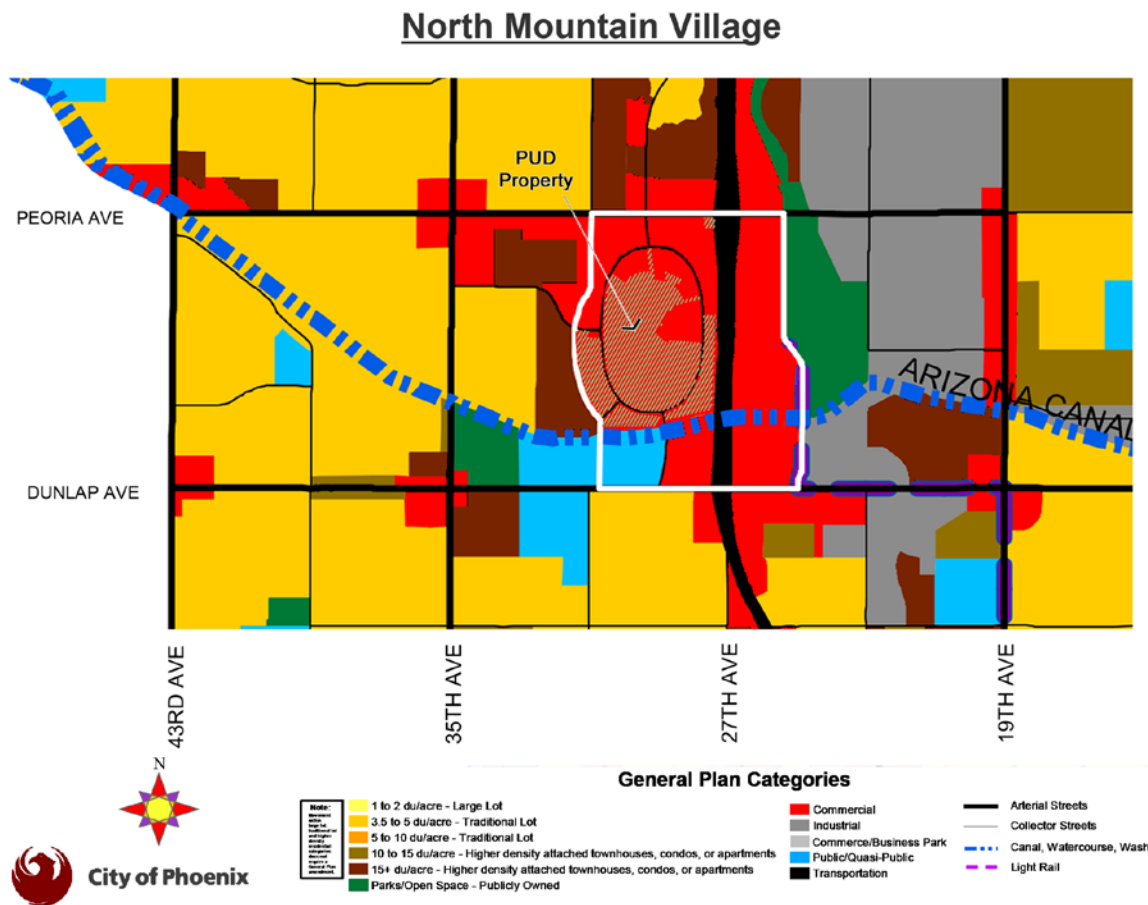
The *Metrocenter PUD* property is currently under multiple ownerships with Carlyle Development Group (i.e., Metrocenter Mall) being the current majority landowner and primary applicant. Carlyle previously worked with adjacent property owners to participate in this PUD to create synergy as well as a comprehensive vision that would benefit everyone. This PUD provides a significant opportunity to plan a cohesive and thoughtful development plan in the future either as one or multiple plans come together. Property owners' maps and legal descriptions are provided in **Appendices A, A-1, B & B-1**, respectively.

D. General Plan Conformance

A Statement of Conformity

A significant goal of the General Plan is to encourage integration of compatible uses so as to provide a cohesive environment that is in harmony with the existing character of the general area. The subject property is located within the Primary core of the North Mountain Village as defined by the City of Phoenix General Plan. (See **Figure 2, Current General Plan Land Use Map.**)

Figure 2: Current General Plan Land Use Map.



The current General Plan Land Use designation for the subject property is Commercial land use, which allows for retail, office and multi-family housing. The *Metrocenter PUD* meets several General Plan goals and policies.

Compliance with Specific Goals & Adopted Land Use Policies:

The *Metrocenter PUD* conforms with the recent **2015 voter approved General Plan's Vision, Community Benefits, and the 5 Core Values**. They are:

Vision (emphasis added)

"Phoenix will continue to be like no other city in the world – a place steeped in history, defined by its beautiful desert landscape, activated by unique neighborhoods and businesses and embodied by a pervading sense of opportunity and equity. Phoenix will become an even greater city by building on its existing wealth of assets and by enhancing residents' opportunities to connect to these assets and each other. By becoming a more "connected" city, Phoenix residents will benefit with enhanced levels of prosperity, improved health and a thriving natural environment. Bringing the great people and places of this flourishing desert metropolis together is what will solidify Phoenix's identity as the Connected Oasis."

The above vision clearly defines the proposed *Metrocenter PUD* by creating an infill mixed-use development that will provide a desirable and needed employment, housing, retail, recreation, and open space development that is appropriate in density/intensity with the North Mountain Village's Primary core objectives (i.e. greatest intensity, height, and identity for a Village) and future light rail connection. Moreover, the PUD is flexible enough to accommodate today's as well as the long-term market. The *Metrocenter PUD* will enhance/build upon the existing retail/residential in the area as well as blend/transition density/intensity from the core's edges towards the center, where applicable/appropriate. Finally, this PUD will encourage and build upon the existing and future transit/multimodal opportunities making it more stable. In summation, this PUD will build upon the local assets in the area, ensure compatibility/connectivity, and activate/reinvigorate the area with new businesses / residences as well as promote additional redevelopment / reinvestment within and beyond that will generate new tax revenues for the City of Phoenix.

The First Amendment to the PUD furthers the overall vision of the development by adding a conceptual development plan (Appendix F) and providing additional detail about the PUD project. For example, the Developer has now assembled another twelve acres (the former Dillard's parcel) for the site and has provided a residential density goal of approximately 2800 high-quality multi-family housing units at full build out.

Community Benefits

Prosperity (emphasis added)

"Providing for a robust and healthy climate for both large and small businesses, enhancing the skills of our workforce, and ensuring that the costs associated with building and maintaining our great city do not place an economic burden on our residents, are just some of the challenges we face in becoming a more prosperous city. **Phoenix has made strategic investments in transportation** and education over the last decade that have already begun to provide for more job growth and educational opportunities for its residents. Continuing to build on these investments provides for a more prosperous future for the city."

The proposed *Metrocenter PUD* provides for a unique opportunity to build on the City's investments in transit, streets, sewer/water, etc. in order to live, work, and play in the immediate area. It is anticipated that the proposed future development(s) will result in considerable, ongoing City sales tax revenue which will help continue and broaden out to more investment not only in the immediate area, but beyond. Thus, the proposed *Metrocenter PUD* will not be an economic burden, but a benefit for the residents living in the area in many ways.

CORE VALUE: CONNECT PEOPLE & PLACES

Cores, Centers & Corridors (emphasis added)

"Every community has a place where **citizens may gather to meet and interact in a variety of ways.** These places offer a **multitude of activities to draw people together and keep them engaged, from shopping and restaurants to schools or arenas.** These places have different needs **influenced by the character of the community and the amenities available in the center.** Each place is unique,

and policies must be flexible enough to foster and encourage the natural growth of all of these places."

Goal: "Phoenix residents should have an abundance of places to connect with services, resources and each other."

Land Use: "Locate land uses with the greatest height and most intense uses within village cores, centers and corridors based on village character, land use needs, and transportation system capacity."

Land Use: "Plan cores, centers and corridors to include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and where appropriate, some types of industry."

Design: "Encourage centers to provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, bicycle parking, and vehicle parking in architecturally disguised structures or underground where feasible."

Design: "Promote development in compact cores, centers and corridors that are connected by roads and transit, and are designed to encourage walking and bicycling."

The *Metrocenter PUD* will complement, protect, and enhance upon the existing and future development and uses occurring within this area. There is a need for more employment, residential, hospitality, medical, and educational uses. This PUD is ideally located to connect seamlessly to transit (e.g. buses and future light rail station), arterial streets/freeways, and encourage additional walking/bicycling through this proposed *Metrocenter PUD*. An overarching goal of the proposed future development(s) is to blend with the existing built environment, such as the residential homes to the north, south, and west along with encouraging pedestrian environments with landscaping, plazas, shade, etc. To that end, surface parking will be redeveloped and repurposed for new buildings and better pedestrian connections. Although some surface parking will continue to remain, they will ultimately incorporate more shade (i.e. trees and canopies) to provide greater "cooling" and better pedestrian connectivity. Moreover, utilization of the Walkable Urban Code, Transect District: T6:15, within this PUD will help facilitate and encourage a more dense/walkable urban environment with pedestrian connections to the bus and light rail transit stations along with the Arizona Canal, Cholla Library, and existing/future dedicated open spaces areas. These pedestrian connections will be required with City staff input prior to site plan approval. (See **Section G. Development Standards.**)

Public Transit (emphasis added)

"Many Phoenix and surrounding community's residents rely on Phoenix's mass transit system as their primary source of transportation for work, school and other purposes. Our mass transit system is made up of buses and rail, but also includes our airport infrastructure, a crucial transportation link to the rest of the world. The system should be efficient, reliable, frequent and comprehensive. While the Phoenix system has and continues to provide a high level of service, improvements should be made to encourage ridership and provide relief to the local street and freeway systems."

Goal: “Develop the Phoenix transit system into an efficient multi-modal transportation system which will allow for the movement of people safely and efficiently, connecting the many activity and employment centers and neighborhoods throughout the city. Meet the demand for the range of services needed, connecting neighborhoods to local bus routes, rapid transit, and fixed guideway transit systems.”

Design: “Develop transit facilities in appropriate cores, centers and corridors to facilitate trip reductions and use of mass transit.”

Design: “Development should be designed or retrofitted, as feasible, to facilitate safe and convenient access to transit facilities by all existing and potential users.”

The *Metrocenter PUD* will be designed and implemented to encourage transit ridership; both bus and the future light rail connection. The future relocation of the existing bus facility will provide a more pleasant and safe environment for one waiting for the bus, and the future connection to the light rail station will bolster walkable development around the proposed station and beyond. Moreover, utilization of the Walkable Urban Code, Transect District: T6:15, within this PUD will help facilitate a dense/walkable environment for this core, which was the original vision outlined by the City when Village cores were adopted by the City. Pedestrian connections to the bus and light rail transit stations are encouraged and required within this PUD development along with City staff input prior to site plan approval as outlined in the development standards section of this PUD. Additional mechanisms within this PUD; such as: office users participating in a transportation management association that sponsors trip reduction programs, more bicycles parking, etc. will assist in encouraging more transit ridership as well as bike riding. Moreover, the placement of buildings along the ring road close to the future light rail transit station will create easy access, shaded streetscapes, and a more active street environment for encouraging ridership.

CORE VALUE: STRENGTHEN OUR LOCAL ECONOMY

Job Creation (Employers) (emphasis added)

“For the average Phoenix resident, our economy ultimately comes down to one thing: jobs. A resident’s economy is really only as strong as its economic base. A strong job market builds on itself by creating more disposable income which in turn creates more jobs. As a city, it is crucial that we continue to improve and support our employment sector.”

Goal: “Our major employers and established employment centers will continue to grow and provide high quality, wealth generating employment opportunities. Facilitate job creation in targeted high-growth/high-wage industry sectors and targeted trade industry sectors.”

Land Use: “Support General Plan Land Use Map and zoning changes that will facilitate the location of employment”

generating uses in each of the designated employment centers.”

The *Metrocenter PUD* is located within the City’s Major Employment Centers (i.e. North I-17) and subsequent development(s) will contribute significantly to the job market via construction jobs initially to ongoing employment by the office users. With that being said, the proposed PUD will offer the next generation of office space being sought-after by the medical, biotech firms, high-tech firms, young start-ups, etc. who are wanting to locate within this area of I-17 and within close proximity to downtown Phoenix via transit and freeways.

CORE VALUE: CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS

Certainty and Character (emphasis added)

“What makes a city a great place to live are its robust vibrant neighborhoods. There is a level of certainty one expects to have and quality of life one expects to maintain while living in a great city. The goals and policies that are outlined in the General Plan were created so residents have a reasonable expectation and level of certainty while living in our great city; certainty in regards to quality of life and compatibility. **The success, stability and certainty our neighborhoods can provide only strengthen our city and region’s vitality and prosperity.** A city’s identity is not only created by unique places and spaces, but by the residents who live within its borders. The cultural diversity, rich architectural style and truly unique neighborhoods (from large lot rural communities to suburban and urban neighborhoods) help define its character.”

Goal: “Every neighborhood and community should have a level of certainty. **Ensure that development, redevelopment and infrastructure supports and reinforces the character and identity of each unique community and neighborhood.**”

Land Use: **“Locate land uses with the greatest height and most intense uses within limits based on village character, land use needs, infrastructure and transportation system capacity.”**

Land Use: **“New development and expansion or redevelopment of existing development in or near residential areas should be compatible with existing uses and consistent with adopted plans.”**

Design: **“Create new development or redevelopment that is sensitive to the scale and character of the surrounding neighborhoods and incorporates adequate development standards to prevent negative impact(s) on the residential properties.”**

Design: **“Provide impact-mitigating features (such as extra width or depth, single story units, or landscape buffering) when new residential lots abut existing non-residential uses or are adjacent to arterial streets or freeway corridors. Dissimilar land uses often require**

additional separation or other measures to achieve compatibility.”

Design: **“Require appropriate transitions/buffers between neighborhoods and adjacent uses.”**

The proposed *Metrocenter PUD* is consistent and compatible with the City’s General Plan land use designation of “Commercial;” with the City’s Major Employment Centers (i.e. North I-17), the North Mountain Village’s Primary core, and the existing I-17 freeway. This PUD also provides for development standards that will not be out-of-scale with surrounding context and provides for many other mitigating items to buffer/transition the future development(s) from the core’s edges towards the center, where applicable/appropriate.

2013 Transit Oriented Development Strategic Policy Framework.

The Metrocenter Redevelopment will encourage transit ridership; both bus and the light rail connection. The new light rail station with park & ride parking garage will provide a safe environment for one waiting for the bus and the planned activated park within the center of the development will create a strong connection to the light rail station. The placement of buildings addressing roads will create a network of walkable shaded streetscapes, an active street environment for encouraging ridership and increased level of safety with residential and commercial uses keeping eyes on the street.

Although the proposed PUD does not conform with the “Suburban Commuter Center” TOD Place Type, specifically with regards to height (i.e. 7-stories maximum height), the *Metrocenter PUD* does conform with the 2013 *Transit Oriented Development Strategic Policy Framework* in many other ways, which indeed supports the density and height being proposed. Furthermore, the TOD Place Type for this Village core area falls more in line with a “Regional Center” TOD Place Type due to the numerous levels of transportation options (now and in the future) available, freeway access (existing and expansion opportunities), the amount of shovel ready vacant and redevelopment land available, existing uses (e.g. schools, retail, multi-family) located both within the core and the immediate area, and the end of the light rail line/station when completed which will encourage major investment, increased land values, and the need for greater heights and density. Finally, this is a policy document or starting point which is subject to review and update by the Village Planning Committee, Planning Commission and City Council, at their discretion, based on specific unique circumstances/parameters associated with a rezoning case, market changes/development occurring within an area, or recent plan adoptions such as: *North Mountain Redevelopment Area Plan* in 2014.

With that being said, the sections within the 2013 *Transit Oriented Development Strategic Policy Framework* that supports the proposed *Metrocenter PUD* are:

A. Overview (emphasis added)

Transit Oriented Development (TOD) **is broadly defined as compact, pedestrian—scaled, mixed use development located within a short walk of high capacity transit stations.** The intent of TOD is to make **walking, bicycling and using transit convenient, safe and enjoyable for daily life.**

...

Local governments across the country are responding to shifting lifestyle preferences by strategically building infrastructure and adopting supportive policies designed to promote sustainable economic development and improve quality of life indicators.

...

Fixed-route transit systems, such as light rail, create attractive development conditions by providing investors lower risk and greater certainty of stable, long-term ridership.

...

Metro provides a strong infrastructure foundation for TOD; however, transit alone is not sufficient to catalyze the transformation of low vitality areas into thriving Reinvent TOD districts. Strategically located investments such as sidewalk and bicycle improvements, utility upgrades, shade trees, open spaces, workforce housing, shared parking facilities and high frequency bus connections are necessary to boost market opportunity to levels feasible for TOD construction and business expansion.

...

Clear, “by-right” zoning codes create shorter and more predictable construction time lines that are often needed to secure financing and keep costs manageable in complex infill areas.

The proposed *Metrocenter PUD* fits nicely into 2013 *Transit Oriented Development Strategic Policy Framework’s* overview noted above by supporting increased development and reuse within the PUD area and the future light rail connection/station. This PUD will provide certainty for investors and future users interested in developing in and around the station as well as better long term sustainability for the City.

B. Market (emphasis added)

Seniors

As children move out and more Baby Boomer households transition to fixed incomes, a portion of this generation will be looking for smaller homes in locations that require shorter and less frequent driving trips.

Young Professionals

Market research has indicated that Millennials are opting to live in walkable urban areas in much greater numbers than previous generations.

...

Demand for smaller units in active mixed-use centers from young adults will further increase TOD demand.

Real Estate Impact

The simultaneous convergence of these two very large demographic segments (i.e. seniors and young professionals) on the real estate market is a historic occurrence that will have a significant impact on urban development patterns across the United States.

...

This unprecedented influx in demand for walkable, mixed use urban living will create opportunities for building both housing and commercial space. Cities that provide the right conditions for seizing this historic economic opportunity will be well positioned to receive substantial investment capital in the coming decades and better prepared to maximize community benefits by proactively guiding its deployment.

The proposed *Metrocenter PUD* again fits nicely into 2013 *Transit Oriented Development Strategic Policy Framework* by supporting the current and future housing needs for seniors and Millennials who are both opting for less auto dependence (for different reasons) and increased ease of access to diverse uses (e.g. recreational, health, entertainment, housing other than single-family homes, etc.) and alternative modes of transportation such as light rail, buses, biking, and walking. To dismiss this wave of development opportunity and population base needing and wanting walkable, mixed-use urban living would be a huge mistake for Phoenix and this area. This larger landmass of surface parking and vacant retail buildings within a geographic central location of Phoenix's older urban area is ripe to capitalize on this demand, while also being appropriately located within the longstanding Village core. The community benefits, economic sustainability, and reinvestment into an older infrastructure system clearly support and encourage the proposed *Metrocenter PUD*.

C. Community Benefits (emphasis added)

Well planned TOD improves a city's quality of life. Smart decisions provide cost savings for both residents and government, stronger neighborhoods, improved health and new business opportunities.

Cost of Living

Choices are limited for residents who prefer living in more efficient areas that necessitate less driving, or even reasonable options to live car-free.

In well planned TOD districts, research has documented that transportation consumes only 9 percent of the average household budget, compared to 25 percent in automobile-dependent areas.

Cost of Government

On a per capita basis, compact development requires fewer roads, utility lines, parks, police stations and other infrastructure compared to dispersed, low density patterns. When focused near transit stations, dense, walkable neighborhoods also increase public transit fare recovery.

Social Connectivity

Pedestrian-scaled buildings and walkable streets facilitate greater interaction and communication among residents. Mixed use centers can also enhance business networking and knowledge—sharing. High wage employers are attracted to areas where they can tap into pools of educated workers and often form clusters of synergetic industry ecosystems.

Public Health

Compact, mixed use development can reduce distances between housing, parks and grocery stores and improve connectivity for multiple surrounding neighborhoods when clustered near transit. Increasing the accessibility of these essential land uses provide residents more opportunities to exercise and eat nutritious foods, particularly for those who cannot drive or who have trouble affording a car.

Business Formation

TOD can revitalize areas by expanding the customer base for existing businesses and creating new markets for growth. Creative entrepreneurs often form businesses in walkable urban locations in order to leverage arts and cultural destinations, adaptively reuse old buildings, interact with other creatives and to work closer to where they prefer to live. High wage companies that must compete for top talent often consider locating in places with urban living amenities as a strategy to attract skilled employees.

The proposed *Metrocenter PUD* fits nicely into 2013 *Transit Oriented Development Strategic Policy Framework* by supporting and encouraging new employment growth in the targeted growth areas to provide jobs close to new residential. The PUD area is ideally located within the Primary Core of the North Mountain Village along the I-17 Freeway corridor, which is recognized as one of the City's (North/South) most heavily traveled and important employment/retail spines. Moreover, it is an important location for supporting a greater concentration of employment, retail, and high density residential opportunities. New residential housing within an urban mixed-use project along this designated corridor provides unique opportunities to live, work and play (i.e., enjoy entertainment/recreational amenities). The proposed *Metrocenter PUD* includes a mix of multi-family residential, commercial, retail, restaurants, and office uses which have the potential to significantly increase the sales tax revenues in this area of the City while also expanding housing opportunities within an existing employment core. This has the potential to significantly improve upon the existing resident/employment/retail/recreation balance needed within this Village core and future light rail connection/station.

Future residents will support both the existing surrounding commercial/retail uses as well as the future development with the PUD area. Thus, increased spending/development provides for a significant economic impact to the benefit of the City. Furthermore, the future residents within the PUD area will live in this area providing for a more vibrant 12-24-hour, seven-days-a-week safe environment to be in as opposed to today with limited activity and the impression of an unsafe environment. It is anticipated that the project will result in considerable, ongoing City sales tax revenue. The proposed *Metrocenter PUD* request will accommodate a distinct and unified living environment for future diverse economic levels of multi-family housing, workforce housing, and senior housing in proximity to a variety of existing/future employment opportunities providing economic and social stability at a lower cost per capita than urban sprawl. Finally, high density housing,

etc. supports public transit fare recovery, which is critical for the success of the entire light rail and bus system well into the future.

D. Sustainability Integration (emphasis added)

Equity

People of all ages, income levels, races, ethnicities and abilities should have fair access to the benefits provided by the community's investment in light rail and civic amenities like parks, libraries and cultural facilities. The cost of living and health impacts of urban development disproportionately affect middle and lower income families. **Improving these conditions increase residents ability to save, invest in education, improve their homes, use fewer public assistance resources and participate more fully in the local economy.**

Diversity

TOD districts should have a rich mix of housing, businesses, building ages and transportation choices. Day-to-day retail, such as day-care services and grocery stores, are needed along with interesting boutiques and cafes.

Authenticity

A sense of place is a unique characteristic that contributes to an area's vitality. The unique and authentic character of each TOD district should be recognized and respected.

Prosperity

Economic vitality should be continuously pursued in TOD districts. Incentives for high quality employers, improvements to neighborhood schools and other fundamental elements for building wealth and providing fair access to opportunity should be supported.

Neighborhoods are strengthened when residents take pride and identify themselves with the places in which they live.

Resiliency

Mixed use development and enhanced walkability reduce dependence on fossil fuels.

Planting trees, constructing lush open spaces and using heat-resisting building materials mitigate rising outdoor temperatures.

The proposed *Metrocenter PUD* will fit nicely into 2013 *Transit Oriented Development Strategic Policy Framework* by supporting the elimination of surface parking via redeveloping it and repurposing the land for new buildings and better pedestrian connections. Although some surface parking will continue to remain, the new parking will incorporate more shade (i.e. trees and canopies) to provide greater “cooling” for better pedestrian connectivity/comfort. Moreover, utilization of the Walkable Urban Code, Transect District: T6:15, within this PUD will help facilitate and encourage a more dense/walkable urban environment and pedestrian connections to the bus and light rail

transit stations along with the Arizona Canal, Cholla Library, and existing/future dedicated open spaces areas. These pedestrian connections will be required and reviewed with City staff input prior to site plan approval as development systematically occurs. Finally, new development along with interesting, identifiable, exciting, and unique signage will go a long way in drawing people and businesses into the PUD area as well as being the markers (i.e. the identity via tall buildings and signage) for the Village core.

Policies

- E.1 **Increase heights and intensities on applicable properties within a 1/4 mile radius of light rail stations** within the parameters of the stations Place Type.

Objectives

- Inform **smart decision-making by identifying strategic priority interventions that simultaneously advance multiple community-defined goals**. These “Solution Multipliers” **include infrastructure, urban-living amenities, affordable housing and other investments**.
- **Coordinate resources to guide incremental changes that synergistically leverage one another and build on existing assets and previous progress**.

The proposed *Metrocenter PUD* fits nicely into 2013 *Transit Oriented Development Strategic Policy Framework* by supporting some interim level of development (i.e. Walmart) and reuse/addition of vacant space for the short term with the proposed PUD providing for the evolution of the area into a more mixed-use urban environment more quickly and as the market dictates. Clearly the need by corporate employers for increased height will be sought-after in the beginning as well as medical, senior, and high density housing that can build upon the local and regional attributes and needs of the community for this area. The proposed *Metrocenter PUD* combined with the North Mountain Redevelopment Area Plan by the City Council in 2014 will usher in new infrastructure, amenities, and housing opportunities as well as other investments to support the continued stabilization within the area as well as growth necessary to build upon those successes as they come.

Height is an important element for the light rail station, because more density of people can be placed on a smaller building footprint and closer to the station along with providing a signal to those driving by or living/working in the immediate area that this indeed the Village core and it is special. The use of height and signage can accomplish a sense of place, identity, and where investment should be focused/located at the magnitude (i.e. density and intensity) necessary to support light rail and the region; especially when there is a tremendous amount of underutilized land and building space available.

Policies

- F.1 **Support pedestrian-oriented design standards, short block subdivision standards, bicycle parking standards and Complete Street standards in order to improve walkability and bikeability**.

- F.2 Encourage transit-supportive land uses, such as dense residential, office and retail destinations in order to boost ridership and fare recovery.
- F.4 Integrate new development into the existing context through measures such as stepping down building heights, modulating building massing, enhancing landscaping, preserving setback consistency and carefully locating windows, service entrances, refuse containers, lighting and ventilation.
- F.8 Support the development and enhancement of public open spaces.

The proposed *Metrocenter PUD* again fits nicely into 2013 *Transit Oriented Development Strategic Policy Framework* by utilizing and incorporating the Walkable Urban Code, Transect District: T6:15, within this PUD. The use of this code and transect district will help facilitate/guide development towards a dense/walkable environment, which was the original vision by the City for this area. It will also support the light rail connection/station and increased bus service/station too. Moreover, pedestrian connections to the bus, light rail transit stations, the Arizona Canal, Cholla Library, and existing/future dedicated open spaces areas are encouraged and required within this PUD development. City staff input and guidance will occur prior to site plan approval as development progresses and begins using this transect district. Clearly opportunities exist throughout the PUD area to create new places/spaces and development standards as well as thoughtful integration of buildings/spaces into the existing context (i.e. environment) as development and progress occur with this PUD area.

In summation, the proposed *Metrocenter PUD* is consistent with the 2015 General Plan's and goals, objectives, vision, community benefits, and the core values outlined as well as the 2013 *Transit Oriented Development Strategic Policy Framework*.

E. Zoning and Land Use Compatibility

The proposed rezoning is also compatible with the adjacent zoning pattern and the surrounding uses.

Surrounding Zoning and Land Use

The existing zoning on the *Metrocenter PUD* property is zoned PUD (See **Table 1, Surrounding General Plan Designations, Zoning Districts and Land Uses.**) The PUD area is predominately developed with retail/commercial/office type uses and an amusement park (Castles-n-Coasters) with a plethora of surface parking. It is clear the North Mountain Village core is woefully underdeveloped based on the parameters established by the City for Village core areas. (See **Figure 3, Existing Zoning.**)

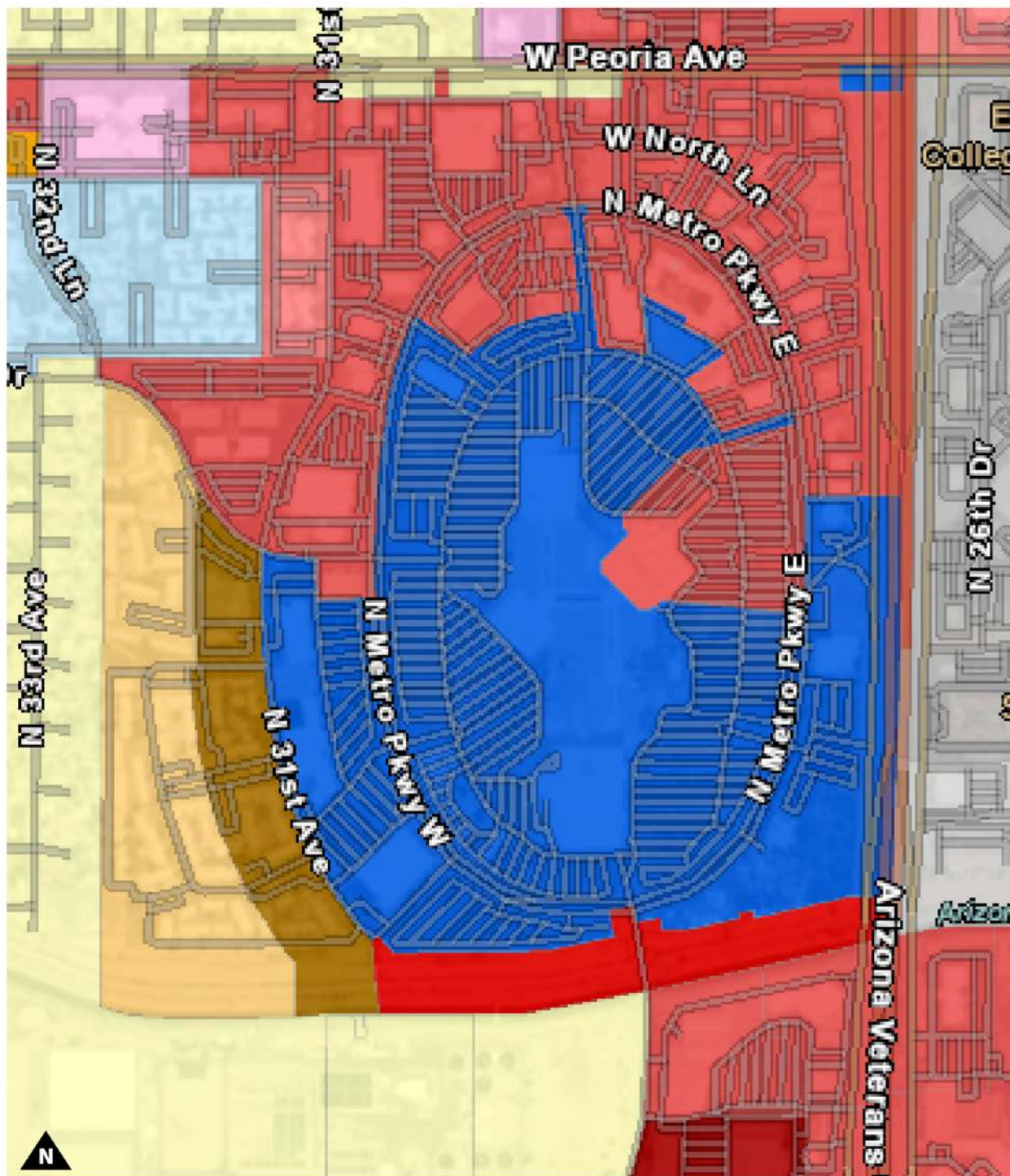
This PUD request clearly represents the highest and best use for the properties as it provides opportunities for a greater intensity of uses, a variety of land uses, and re-establishes the area as the iconic core envisioned. The common elements proposed in this PUD will provide for a comprehensive urban environment that will encourage interaction between various uses within the overall PUD property and beyond.

Table 1: Surrounding General Plan Designations, Zoning Districts and Land Uses.

Location	General Plan	Zoning	Land Use
PUD	Commercial/Village Core	PUD	Retail/commercial/office type uses and an amusement park (Castles-n-Coasters) with a plethora of surface parking.
North	Commercial/Village Core	RSC (Regional Shopping Center) and C-2 (Intermediate Commercial)	Retail/commercial/office type uses.
South	Public/Quasi-Public, Arizona Canal, and Village Core	R1-6 (Single-Family Residential)	City of Phoenix public water facility.
East	Commercial/Village Core	C-2 (Intermediate Commercial), A-1 (Light Industrial), and Ind. Pk. (Industrial Park)	I-17 Freeway and industrial uses/offices.
West	Residential 15+ du/acre	R-5 (Multi-Family Residence District)	Apartments and condominiums

[This area intentionally left blank.]

Figure 3: Existing Zoning Map.



Zoning

R1-6	R-4	R-5	C-2	C-O	A-1	PUD
R-3	R-4A	C-1	C-3	PSC	Ind Pk	PAD



The *Metrocenter PUD* proposes a zoning change that is consistent both today and in the future by allowing an interim level of development consistent with market demands of today, as outlined in the development standards section of this PUD, and the future market demand as the light rail extension/station are completed. Moreover, the proposed future development of this PUD property both in the interim, as well as in the future, will be consistent and compatible with existing adjacent developments, zoning districts, street/freeway system, transit, and the City's current/future planning framework for the overall area.

F. Land Uses

The following list of uses (See **Table 2: Permitted Use List.**) defines permitted uses and permitted uses subject to certain conditions/limitations from the City of Phoenix's Zoning Ordinance. The First Amended PUD does not change or alter existing uses. The proposed uses (i.e., hybrid C-1, C-2, Special Permit, today's market standards for uses, and this PUD's vision) along with, as needed, regulations within certain uses will provide for an urban Village core with a mix of uses that can grow and expand in the area as time passes. This PUD provides for an optimal level of diverse uses as well as development standards that are compatible with the surrounding area and vision. Moreover, the allowance for managed and mitigated development both in the interim and future provides for an appropriate and sustainable level of development long-term.

The *Metrocenter PUD* provides flexibility for any of the permitted uses to locate anywhere on the site.

The master developer or any property owner within the defined limits of this PUD may request an interpretation of analogous use to the defined list below from the City of Phoenix Zoning Administrator. The Zoning Administrator may administratively approve a use analogous to those listed below. Brief descriptions of the two (2) types of permitted uses are defined.

The proposed development standards are consistent with the surrounding area which accommodates a variety of uses along with mid/high-rise buildings. The proposed development standards include meaningful landscaping and pedestrian oriented design techniques to ensure compatibility with the adjacent properties too.

1. Permitted Principal Uses

- a) Uses specifically permitted as set forth in **Table 2** or analogous to those specifically permitted as determined by the City of Phoenix Zoning Administrator.

2. Permitted Uses Subject to Conditions/Limitations Standards

- a) Uses specifically permitted subject to conditions/limitations as set forth in **Table 2**. Performance Standards are specific for each individual use as defined. Some uses subject to conditions/limitations may also require a Use Permit which is processed in accordance with the provisions of the City of Phoenix Zoning Ordinance.

3. Temporary uses shall be permitted pursuant to Section 708 of the City of Phoenix Zoning Ordinance's regulations and standards for temporary uses.

4. Promotional events shall be permitted pursuant to Section 708 of the City of Phoenix Zoning Ordinance's regulations and standards for promotional events.
5. The outdoor use of a public address system shall be prohibited.
6. Outdoor storage
 - a) The storage area shall not encompass more than fifteen percent (15%) of the net lot area for the use on a specific lot or site.
 - b) The storage area shall be screened by a six (6) to eight (8) foot-high solid masonry wall, landscape screen or combination thereof as approved by the Site Planning Division of the Planning and Development Department.
 - c) The material stored within open storage areas, except trees, shall be no higher than six (6) feet plus one (1) additional foot in height for every three (3) additional feet of setback from the solid wall or landscape screen.
 - d) The screening shall also include a minimum of 2-inch caliper trees twenty-five (25) feet on center with an adequate watering system in addition to the plant materials required by the City of Phoenix Zoning Ordinance.
 - e) The area used for storage or circulation shall be dust-free.
7. Dock areas
 - a) A dock area shall be considered as the area immediately adjacent to the building where vehicles are parked for the purpose of loading and unloading to and from the building.
 - b) A dock area shall be located so as to not front onto a public street or public outdoor area. A dock area shall be screened from public streets with landscaping or a wall, or a combination of both.
8. Outdoor display of new merchandise in conjunction with an onsite business(es) is permitted subject to the following regulations:
 - a) The display is interior to the site, does not exceed fifteen percent (15%) of the net area for the users business square footage, and is not visible from adjacent residential property; or
 - b) The display is approved under the temporary use provisions of the City of Phoenix Zoning Ordinance.

Table 2: Permitted Use List.

Permitted Uses		Conditions/Limitations
1.	Adjusters, Insurance	
2.	Amphitheaters (and other similar places defined for public assembly/events).	A Use Permit shall be obtained in accordance with the standards and procedures of Section 307.
3.	Antiques, Retail Sales	

Permitted Uses		Conditions/Limitations
4.	Architects' Supplies	
5.	Artificial Limbs, Braces, Sales	
6.	Art Gallery, Commercial/Retail Sales or Non-Profit	
7.	Art Installation, Temporary or Permanent (Outdoor)	A site plan shall be required which identifies the specific area(s) designated for the art installation, length of time (if temporary), material(s), dimension(s), pedestrian circulation, current ADA accessibility guidelines, and lighting. The site plan shall be reviewed and approved by the Planning and Development Department. A Use Permit shall be obtained in accordance with the standards and procedures of Section 307 for any interactive installation(s) and any noise, vibration, or lighting in excessive of ambient conditions.
8.	Artist's Materials and Supplies, Retail Sales	
9.	Assembly Halls and Auditoriums	A Use Permit shall be obtained in accordance with the standards and procedures of Section 307.
10.	Assisted Living Facility for Seniors	a. May include independent, assisted, and memory care. b. Minimum residential density shall not apply.
11.	Auctioneers' Auditorium, for Antiques, Fine Arts and Furniture.	
12.	Automobile Body Shops (This provision only applies to dealerships which sell new or new and used vehicles)	Note: Shall be located a minimum of 1,320 feet from a light rail station. a. The use shall have access limited directly to a major arterial, arterial or collector street; b. Buildings shall not be located any closer than two-hundred (200) feet to land zoned for single-family residential use; c. A site plan shall be required which identifies the specific areas

Permitted Uses	Conditions/Limitations
	<p>designated for all proposed operations, products, materials, equipment, and storage on the site;</p> <p>d. Service bays and parking areas for automobiles needing repair or painting shall be located so that they are not visible from adjacent street frontages or pedestrian areas;</p> <p>e. Maintain a minimum twenty-five (25) foot landscaped setback along property lines adjacent to all perimeter streets. Plant materials located in setback parallel to perimeter streets shall be of the type and scale listed in City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code,. under "plant type";</p> <p>f. All operations and storage shall maintain a minimum five (5) foot landscaped setback along interior lot lines;</p> <p>g. Open uses and storage areas shall be screened by an eight (8) foot high solid masonry wall. Additional wall height may be allowed subject to staff review and approval;</p> <p>h. No material and/or product display bins located outside of buildings shall be higher than the height of the screen wall;</p> <p>i. All lighting shall be located and shielded to mitigate light spillage at the property lines to a maximum of one (1) foot candle at the property line;</p> <p>j. No sound amplification system shall be utilized on site and noise shall not exceed 55 db average in 24 hours at any property line;</p> <p>k. No vehicle sales shall be conducted from the site;</p>

Permitted Uses		Conditions/Limitations
		I. No vehicle deliveries are permitted on any day between the hours of 8:00 p.m. and 7:00 a.m.
13.	Automobile Parts and Supplies, New Retail	
14.	Automobile Rental and Leasing	Note: Shall be located a minimum of 1,320 feet from a light rail station.
15.	Automobile Sales, New and Used	Note: Shall be located a minimum of 1,320 feet from a light rail station.
16.	Automobile Service Station	<p>Note: Shall be located a minimum of 1,320 feet from a light rail station.</p> <p>Compressed Natural Gas (CNG) as an accessory use subject to the following:</p> <p>a. A Use Permit shall be obtained in accordance with the standards and procedures of Section 307 when the equipment is located on a lot or parcel which is contiguous to a lot or parcel which is zoned for residential development.</p> <p>b. Natural gas fueling equipment may be sheltered by an enclosure constructed of non-combustible or limited combustible materials that has at least one side predominantly open and a roof designed for ventilation and dispersal of escaped gas. This facility shall be considered outdoors for Zoning Ordinance purposes. If the fueling equipment is not sheltered by such a structure, the equipment shall be screened with a masonry block wall which is architecturally compatible with the buildings on the site; the wall shall be predominantly open on one side.</p> <p>c. The equipment shall not be located closer than one-hundred (100) feet to a residential property line or four-hundred (400) feet to a school property line.</p> <p>d. The use shall comply with all pertinent requirements of the Phoenix Fire, Building, and Electrical Codes.</p>

Permitted Uses		Conditions/Limitations
		<p>e. Signage on shelter wall shall be limited to that required by the Fire Code.</p> <p>f. No container shall exceed a size of three-hundred (300) gallons water capacity; no more than six (6) containers shall be included at a CNG facility. The containers shall be mounted horizontally</p>
17.	Auto Seat Covers and Trim Shop	
18.	Awnings, Custom Design and Sales	
19.	Bakers and Baked Goods, Manufacturing and Storage	
20.	Banks and Trust Companies	
21.	Barbers and Supplies, Retail	
22.	Bathroom Accessories, Display and Retail Sales Only	
23.	Beauty Shops	Massage Therapy, performed by a licensed massage therapist, is permitted as an accessory use.
24.	Beauty Shop Equipment, Retail Sales	
25.	Beer, Ale and Wine Distributor, Storage, and bottling	
26.	Beverages, Storage and bottling	
27.	Bicycles, New and Used, Retail Sales and Repairs	
28.	Bingo	
29.	Biomedical and Medical Research Office and/or Laboratory	
30.	Bird Sales, Retail	
31.	Blueprinting	
32.	Boats, Custom Fabrication and Retail Sales	Note: Shall be located a minimum of 1,320 feet from a light rail station.

Permitted Uses		Conditions/Limitations
33.	Bonding Companies	
34.	Booksellers and Rentals, Except Adult Bookstores	
35.	Bowling Alleys	
36.	Braces, Orthopedic, Sales Retail	
37.	Breweries, Retail, Limited Production	
38.	Brokerage House	
39.	Building Materials, Retail Sales Only	
40.	Building and Loan Associations	
41.	Burglar Alarm Equipment Sales and Service	
42.	Burglar Alarm Watching Service	
43.	Bus Terminal	<p>a. Maintenance and fueling operations are prohibited,</p> <p>b. All operations except passenger/cargo loading and unloading shall be conducted inside the building,</p> <p>c. Buses shall not park for more than 12 hours within a 24-hour period.</p>
44.	Business Machines, Retail Sales, Repair and Service, Storage	
45.	Butchers' Shops, Supplies and Retail	
46.	Camera Shops	
47.	Candy Shops, Retail	
48.	Conference and Reception Centers	
49.	Carpets and Rugs, Retail and Storage	
50.	Carpet, Rug and Furniture Cleaners	All activity except loading and unloading restricted to a closed building.
51.	Car Wash	

Permitted Uses		Conditions/Limitations
52.	Caterers	
53.	Charitable Institutions	
54.	Chemicals and Drugs for Medical purposes, Research and Manufacturing	
55.	Christian Science Reading Rooms	
56.	Cigars Manufacturing, Custom Hand Rolled	
57.	Cigars, Retail and Storage	
58.	Clothing, Retail and Wholesale	
59.	Clubs or lodges, Private and Public	
60.	Coffee, Roasting and Retail	
61.	Coin Dealers	
62.	Radio or Television Studios	A Use Permit shall be obtained in accordance with the standards and procedures of Section 307 for a transmission tower.
63.	Community Garden	Accessory sales of products cultivated on site within ten (10) days of harvesting subject to obtaining a Use Permit pursuant to Section 307. Onsite operational conditions and improvements may be stipulated as a condition of Use Permit approval
64.	Confectioners, Baking and Retail Sales	
65.	Contractor's Office, Equipment and Supplies, Retail Sales	
66.	Costume Rentals and Sales	
67.	Crockery Sales, Retail	
68.	Curio Shops	
69.	Dance Halls	Subject to obtaining a Use Permit in accordance with the standards and procedures of Section 307.

Permitted Uses		Conditions/Limitations
70.	Delicatessens	
71.	Delivery Service Office	
72.	Department Stores	
73.	Dental Laboratories and Research	
74.	Dental Supplies Retail	
75.	Dependent Care, Child or Senior Citizen Facility	<p>a. Must be licensed by or registered with the State of Arizona Department of Health Services.</p> <p>b. If an outdoor play area is within fifty (50) feet of a residential district and is not separated from the residential district by the primary structure, the outdoor play area shall be limited to the hours between 8:00 a.m. and 6:00 p.m. The distance shall be measured from the point of the outdoor play area which is closest to the residential district.</p>
76.	Diaper Supply Service	
77.	Distillery with Tasting Room and Retail Sales	A restaurant may be allowed upon securing a Use Permit in accordance with the standards and procedures of Section 307.
78.	Dormitories associated with a school	
79.	Draperies, Custom and Retail Sales	
80.	Drawing Materials, Retail Sales	
81.	Drive-In Restaurant	Must obtain a Use Permit in accordance with the standards and procedures of Section 307 if the queuing lane for the drive-through facility is less than three-hundred (300) feet from a residential use. This distance shall be measured from the point of the queuing lane closest to the residential district zoning line.
82.	Drugs, Retail	
83.	Dry Goods	

Permitted Uses		Conditions/Limitations
84.	Dry Cleaning, Retail (Non-Commercial Drying Cleaning Plants)	
85.	Entertainment Studios and Agencies	
86.	Exhibition Hall	
87.	Family Game Center	
88.	Farmers Market	
89.	Finance Companies and Loan Offices	
90.	Fire Protection Equipment and Supplies, Retail Sales and Service	
91.	Fish Markets, Retail Sales	
92.	Floor Coverings, Retail	
93.	Florist, Retail	
94.	Frozen Foods, Retail	
95.	Furniture, Repairing and Refinishing	
96.	Furniture, Retail and Wholesale	
97.	Furs, Custom Cleaning, Storage, and Retail Sales	
98.	Garage Equipment, Retail Sales	
99.	Garage, Repair, Not Body and Fender Shops	Note: Shall be located a minimum of 1,320 feet from a light rail station.
100.	Garages, Public and Private	
101.	Gift Shops	
102.	Glass Shops, Custom	
103.	Golf and Baseball Driving Ranges	
104.	Guns, Retail Sales and/or Repairs	a. Commercial loading of small arms ammunition for onsite retail sale shall be permitted as an accessory use upon compliance with the following conditions:

Permitted Uses		Conditions/Limitations
		<p>(1) A maximum of five thousand (5,000) cartridges loaded per day.</p> <p>(2) Ammunition loading and component storage activity shall not occupy more than two-hundred (200) square feet, or 10 percent (10%) of the gross building area, whichever is less.</p> <p>b. Commercial loading of small arms ammunition for onsite retail sale in excess of the standards listed in subsection 1 above shall be permitted subject to the following limitations:</p> <p>(1) A maximum of ten thousand (10,000) cartridges loaded per day,</p> <p>(2) Ammunition loading and component storage activity shall not occupy more than five-hundred (500) square feet, or 25 percent (25%) of the gross building area, whichever is less, and</p> <p>(3) A use permit shall be obtained subject to the provisions of Section 307</p> <p>c. The quantities, arrangement, distance requirements for the storage of propellant powder, primers, and percussion caps shall be in accordance with the Fire Code.</p> <p>d. A permit to load ammunition shall be obtained from the Fire Department.</p> <p>e. In addition to applicable requirements listed in subsections 1-4 above, the loading of specialty or custom ammunition shall be subject to obtaining a Use Permit pursuant to the provisions of Section 307.</p>
105.	Groceries, Retail Sales	

Permitted Uses		Conditions/Limitations
106.	Gymnasiums, Private or Commercial	
107.	Hardware, Retail Sales	
108.	Health Club, Fitness Center	
109.	Health Food Products, Retail Sales	
110.	Helistop or heliport (Public or Private)	<p>These regulations are designed to find appropriate locations for helistops or heliports which are consistent with safety, noise, and the directions of approach and departure paths resulting in minimum adverse impact to residential uses.</p> <p>a. A Use Permit in accordance with the standards and procedures of Section 307 must be obtained to determine the hours of operation and frequency of use.</p> <p>b. Noise impact. A helicopter sitting on the touchdown pad of a helistop or heliport shall emit a maximum noise level of no greater than ninety dB(A) at the boundaries of the lot or parcel containing the nearest residential use, excluding high-rise residential developments with a helistop included as a part of the development and hotels and motels.</p> <p>Noise will be measured with an IEC (International Electrotechnical Commission) or ANSI S1.4.-1971 (American National Standards Institute) Type I sound level meter with A-weighted impulse response.</p>
111.	Hobby Goods Stores	
112.	Hospital Service Organizations	
113.	Hospital	<p>Hospitals may provide recreational vehicle parking as an accessory use for persons visiting hospital patients. Recreational vehicle parking stalls shall be located no less than sixty (60) feet from the hospital perimeter</p>

Permitted Uses		Conditions/Limitations
		boundary, and be delineated on a site plan.
114.	Hotel Equipment, Supplies and Retail Sales	
115.	Hotel, Motel or Resort	
116.	House Furnishings, Retail Sales	
117.	Ice, Package, Sales	
118.	Ice Cream Shops	
119.	Imported Goods, Retail Sales	
120.	Interior Decorators, Display, Retail Sales and Fabrication, Custom	
121.	Janitors' Supplies	
122.	Jewelers, Manufacturing	
123.	Jewelers, Retail	
124.	Kiddieland or Waterpark	
125.	Laboratories, Clinical and Dental	
126.	Laundromat (Self or Full Service)	
127.	Laundry Equipment and Supplies	
128.	Lawn furniture, New, Retail Sales	
129.	Leather Goods: Repairing, Sales, Custom or Handicraft Manufacturing	
130.	Linens, Supply Laundry Service, and Retail Sales	
131.	Lithographers	
132.	Liquor, Retail	A Use Permit must be obtained in accordance with the provisions of Section 307.
133.	Locksmiths' Repair Shops	
134.	Machinery Dealers, Retail Sales and Showrooms (small equipment)	

Permitted Uses		Conditions/Limitations
135.	Machinery Rental (Small Equipment) and Retail Sales	
136.	Magazines, Retail Sales, Except Adult Bookstores	
137.	Market, Stock and Bond	
138.	Massage Establishments (Must be licensed massage therapists.)	A Use Permit must be obtained in accordance with the provisions of Section 307.
139.	Medical Laboratories, Testing and Research	
140.	Medical Supplies, Retail Sales and Rentals	
141.	Messenger Service	
142.	Microwave Antenna	Subject to the City of Phoenix Zoning Ordinance, Section 715.
143.	Mineral Water Distillation and Bottling, Retail	
144.	Miniature Golf	
145.	Mobile Food Vendors:	<p>a. Shall operate only upon surfaces that comply with the dustproofing and paving requirements for parking and maneuvering areas as set forth in Section 702.A.2.d. of the City of Phoenix Zoning Ordinance.</p> <p>b. Shall not be located so as to obstruct parking spaces required for the operation of any other use on the site.</p> <p>c. Must maintain on the site a minimum of three (3) parking spaces designated for their use.</p> <p>d. The use of signs by mobile food vendors shall be governed by the sign regulations contained in Section 705 of the City of Phoenix Zoning Ordinance.</p>

Permitted Uses		Conditions/Limitations
		<p>e. The mobile unit shall not be placed within fifteen (15) feet of any street right-of-way.</p> <p>f. Exemptions. These provisions shall not apply to mobile food vending associated with:</p> <p>(1) The sale of seasonal items such as Christmas trees or pumpkins that are sold prior to holidays or traditional observances such as Christmas or Halloween;</p> <p>(3) Regulated as a temporary use pursuant to Section 708.D. of the Zoning Ordinance and this PUD; or</p> <p>(4) Regulated pursuant to Section 637.A.4 (Promotional events at shopping centers) and this PUD.</p>
146.	Monuments, Retail Sales and Display	
147.	Motion Picture Equipment, Retail Sales and Display	
148.	Motion Picture Theatres	
149.	Motorcycles, Repairing and Sales	
150.	Museums (Public or Private)	
151.	Musical Instruments, Repairing and Retail Sales	
152.	Music Studios	
153.	Newspaper Printing	
154.	Notions, Retail Sales	
155.	Novelties, Retail	
156.	Nursery School	
157.	Nursing Home for Seniors	

Permitted Uses		Conditions/Limitations
158.	Office Furniture Equipment and Supplies, Retail Sales and Showroom	
159.	Offices	
160.	Office Service: Stenographic Service, Letter Preparation, Addressing and Mailing, Duplicating, Multigraphing, Machine Tabulation, Research and Statistical	
161.	Optical Goods, Manufacturing and Retail Sales	
162.	Orthopedic Appliances, Manufacturing and Sales	
163.	Outside Retail Food Sales	As an accessory use to a general retailer with a minimum of 100,000 square feet of gross business area, including outside garden centers, subject to obtaining a Use Permit in accordance with the standards and procedures of Section 307.
164.	Painters' Equipment and Supplies Shops, Retail Sales	
165.	Parking Garage and Lot (Private Pay for Parking)	
166.	Personal Care Home for Seniors	
167.	Pet Care Facility (Indoor/Outdoor with Overnight Stays)	<p>a. Animal housing units shall be constructed so as not to allow for direct, unaccompanied access by animals to the outside areas of the buildings.</p> <p>b. Animals must be accompanied by a facility employee at all times when outside of the building. All walks and exercise periods must take place on facility grounds.</p>

Permitted Uses		Conditions/Limitations
		<p>c. When located adjacent to a residential district, every building and every outdoor dog exercise run shall be set back at least fifty (50) feet from any lot line abutting such residential district.</p> <p>d. A solid masonry wall or fence eight (8) feet in height shall be constructed along the property line in both the rear and side yards.</p> <p>e. Solid waste shall be removed from outdoor exercise areas five hours at a minimum during periods when these areas are in use.</p> <p>f. The average noise level, measured at the property line, shall not exceed fifty-five (55) dB (ldn) when measured on an "A-weighted" sound level meter and according to the procedures of the Environmental Protection Agency.</p>
168.	Pet Retail Sales and Pet Grooming	
169.	Pharmacy	
170.	Philatelist (Stamps)	
171.	Photographers, Commercial Studios	
172.	Photographic Developing and Printing, Retail Sales	
173.	Picture Framing and Retail Sales	
174.	Plant Nurseries (Outdoor)	A Use Permit shall be obtained in accordance to the standards and procedures of Section 307.
175.	Places of Worship	<p>The following accessory uses and structures shall be allowed.</p> <p>(1) Administrative offices.</p> <p>(2) Classrooms.</p> <p>(3) Dependent care facilities for children or seniors run by the place of worship.</p>

Permitted Uses		Conditions/Limitations
		<p>(4) Preschool and schools run by the place of worship</p> <p>(5) Kitchens.</p> <p>(6) Meeting rooms.</p> <p>(7) Rectory.</p>
176.	Playground Equipment Sales	
177.	Plumbing Retail Sales	
178.	Pool and Billiard Halls	
179.	Pottery and Ceramics, Retail	
180.	Precision Instruments, Custom Repair	
181.	Private clubs, lodges and community organizations qualifying by law as a nonprofit entity may conduct activities open to the public and may have their facilities available to the public for functions not involving members.	<p>a. Music or entertainment shall be permitted subject to the following regulations:</p> <p>(1) The stage or performance area shall be a maximum of eighty (80) square feet unless a Use Permit is obtained pursuant to Section 307.</p> <p>(2) The noise level, measured at any point on the received property, shall not exceed 55 dBa unless a Use Permit is obtained. An occurrence where the sound level increases up to 60 dBa for five continuous seconds or less shall not be deemed a violation of this section as long as there are no more than five occurrences within an hour-long interval.</p> <p>(3) Nothing in this section shall be construed to include an adult use.</p> <p>b. Patron dancing shall be permitted only upon securing a Use Permit pursuant to Section 307.</p>

Permitted Uses	Conditions/Limitations
	<p>c. Outdoor recreation uses, outdoor dining, and outdoor alcoholic beverage consumption shall be permitted as accessory uses only upon securing a Use Permit, if within five-hundred (500) feet of a residential district zoning line. This distance shall be measured from the exterior wall of the building or portion thereof in which the business is conducted or proposed use is to be conducted closest to the residential district zoning line.</p> <p>d. Any bar or cocktail lounge which exceeds 5,000 square feet in gross floor area and is located on a lot or parcel within three-hundred (300) feet of a residential district shall be permitted only upon securing a Use Permit. This distance shall be measured from the exterior wall of the building or portion thereof in which the business is conducted or proposed use is to be conducted closest to the residential district zoning line.</p> <p>e. Outdoor food preparation and cooking shall be permitted as an accessory use subject to the following conditions:</p> <p>(1) A Use Permit shall be obtained in accordance to the standards and procedures of Section 307.</p> <p>(2) The regularly used cooking area inside the establishment shall be of equal or greater size than the outdoor cooking area.</p> <p>(3) The outdoor cooking area shall be located within fifty (50) feet of a building entrance from where the restaurant is operated. This distance shall be measured from the appliance in the outdoor cooking area closest to the building entrance from</p>

Permitted Uses		Conditions/Limitations
		<p>where the restaurant is operated.</p> <p>(4) The outdoor cooking area shall be set back a minimum of three-hundred (300) feet from a residential district. This distance shall be measured from the appliance in the outdoor cooking area closest to the residential district zoning line.</p>
182.	Propane Retail Sales	An accessory use to service stations and outside accessory use to a retail facility.
183.	Range, Refrigerators, Stoves Retail Sales	
184.	Refrigeration Equipment, Repairs and Sales	
185.	Multi-Family Residential, Single-family attached, and Residential Over Retail	<p>There shall be no maximum residential density.</p> <p>Residential development shall include a goal of constructing at least 2,800 residential dwelling units across the PUD at full build out. This density goal shall be applied only to the portions of those parcels where residential development is being proposed. The Developer shall establish and maintain a running count of the number of anticipated dwelling units within the PUD that will be submitted to the City's Planning and Development Department with each site plan that proposes residential development. The dwelling units in all vertically oriented mixed-used development sites that propose residential use shall be counted toward the density goal.</p>
186.	Restaurants, Tavern, Microbrewery/Winery, Bars, Patron Dancing, and Cocktail Lounges	a. Drive-through facilities shall comply with City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Land Use Matrix's Land Use Conditions.

Permitted Uses		Conditions/Limitations
		<p>b. Bars and cocktail lounges shall comply with the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Land Use Matrix's Land Use Conditions.</p> <p>c. Microbrewery/winery shall be permitted subject to obtaining a Use Permit in accordance with the standards and procedures of Section 307.</p> <p>d. Outdoor dining, music and entertainment shall comply with the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Land Use Matrix's Land Use Conditions.</p> <p>e. Outdoor food preparation and cooking shall be permitted subject to obtaining a Use Permit in accordance with the standards and procedures of Section 307.</p> <p>f. Outdoor alcoholic beverage consumption shall be permitted subject to obtaining a Use Permit in accordance with standards and procedures of Section 307.</p>
187.	Restaurant Equipment, Supplies and Retail Sales	
188.	Saddlery, Sales	
189.	Cutlery and Tool Sharpening Shop and Sales	
190.	Schools: Public, Private, Parochial, Charter, Colleges (Public or Private), Barber, Beauty, Business, Driving, Commercial, Correspondence, Data Processing, Dancing, Gymnastics, Health, Insurance, Martial Arts, Modeling, Private, Real Estate, and Stenographic	
191.	School Equipment and Supplies	

Permitted Uses		Conditions/Limitations
192.	Second Hand/Used Merchandise, Sales	
193.	Self-Service Laundry	
194.	Self-Service Storage Warehouses	<p>Note: Shall be located a minimum of 1,320 feet from a light rail station.</p> <p>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.</p>
195.	Shoe Repairing, Sales	
196.	Sightseeing Tours, Garages and Depot	
197.	Sign Fabrication, Retail	
198.	Skating Rinks (Indoor or Outdoor)	
199.	Soaps, Retail	
200.	Sound Systems, Equipment Sales Rentals, and Repairs	
201.	Spices, Wholesale and Retail	
202.	Sporting Goods, Retail	
203.	Stamp Dealers and Sales	
204.	Surgical Supplies, Retail	
205.	Surplus Army, Retail	
206.	Swimming Pool, Commercial, Outdoor	

Permitted Uses		Conditions/Limitations
207.	Tailors	
208.	Tanning Salon	Massage therapy, performed by a licensed massage therapist, is permitted as an accessory use.
209.	Tattoo shops	
210.	Tea Room	
211.	Teaching of Fine Arts	
212.	Telephone Companies, Facilities and Offices	
213.	Theaters (Movie or Performance)	
214.	Tire Repairing Equipment and Supplies, Retail	
215.	Tobacco Oriented Retailers	Shall not be located within 1,320 feet of a public, private, or charter school providing primary or secondary education, a park or playground, dependent care facility, homeless shelter, youth community center, or place of worship."
216.	Tombstones, Sales and Display	
217.	Tools, Retail	
218.	Tortillas, Retail and Baking	
219.	Toys, Retail	
220.	Travel Bureau	
221.	Upholsterers, Custom, Retail Sales	
222.	Variety Stores, Retail	
223.	Veterinarians' Supplies, Retail	
224.	Veterinary offices	<p>a. Keeping or boarding of animals shall not occupy more than twenty-five percent (25%) of the gross floor of the office.</p> <p>(1) There shall be no outdoor kennels or runs.</p>

Permitted Uses		Conditions/Limitations
		(2) There shall be no direct outside exit from any room containing kennels.
225.	Veterinary Hospitals	Shall be no closer than one-hundred (100) feet to any residential district or to any residence, hotel, motel or restaurant in any district and shall have adequate controls to prevent offensive noise and odor.
226.	Wall Paper, Sales and Display	
227.	Washing Machines, Retail Sales and Display, Custom Repairing	
228.	Watches, Sales and Repairing	
229.	Water or Mineral, Drinking or Curative, Bottling and Distribution	
230.	Water Softening Equipment, Service and Repairs	
231.	Window Cleaners' Service	
232.	Window Glass Shops	
233.	Wines, Wholesale, Retail, Tasting Room, and Storage	
234.	Wireless communication monopoles, roof- or side-mounted antennae, and related facilities,	Subject to the City of Phoenix Zoning Ordinance, Section 715.

G. Development Standards

1. For the purpose of the following regulations, this PUD district is not considered a residential zoning district.
2. This PUD shall follow the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15.
3. Before any building, project or use is processed for site plan approval by the City, a shaded and segregated pedestrian circulation plan shall be prepared and incorporated in this PUD as an appendix, and shall detail access to the following where applicable:
 - a. Existing and planned transit facilities.
 - b. Arizona Canal.
 - c. Cholla Library.

- d. Dedicated open space areas.
4. Individual project site plans shall be required to incorporate or update the Master Trail Plan / Shaded and Segregated Pedestrian Circulation Plan as necessary to provide access to the above, as administratively approved by the Planning and Development Director. Updates to the Master Trail Plan / Shaded and Segregated Pedestrian Circulation Plan shall be submitted to the Planning and Development Department as a “Minor Amendment” to the PUD.

H. Development Standards (Exception)

1. As illustrated in **Figure 4** on the following page, all existing large scale commercial/retail users may be enlarged, expanded, extended, reconfigured, or altered and shall conform with the development regulations associated with the existing underlying zoning districts and/or City approvals associated with that property, and shall not be subject to the additional land use or design restrictions created by this PUD. Any user within the PUD area noted on **Figure 4** who utilizes the WU Code T6:15 district standards would then end the existing associated development standards for the underlying zoning districts and/or City approvals for that property.

[This area intentionally left blank.]

Figure 4: Existing Large Scale Commercial/Retail Users.



2. Sites within this PUD with existing height waiver entitlements shall comply with stipulations and standards of the zoning case that approved the height entitlement prior to adoption of this PUD. Aside from the prior height approved, new development shall comply with development standards pursuant to Chapter 13, Walkable Urban Code, Transect District: T6:15.

I. Off-Street Parking and Loading

The *Metrocenter PUD* has provided a shared parking study to both share parking between uses and reduce parking due to the existence of public transit/light rail. (See **Appendix D**, Parking Study)

1. This PUD shall follow the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15.

J. Bicycle Parking and Amenity Standards

1. This PUD shall follow the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15.

K. Landscaping, Fences, Walls, and Art

1. This PUD shall follow the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15.
2. Public art/wall murals should be included in areas that will be used by large numbers of people, such as: plazas. A plaza shall be accessible from a street or from a parking area. The plaza shall be at a minimum, not less than 30' x 30' and contain any two (2) of the following amenities
 - (1) Shaded benches,
 - (2) Imaginative uses of water and shade,
 - (3) Variation of ground level,
 - (4) Restrooms available to the public.

L. Green roofs

1. Green roofs may be counted towards a project's open space up to a maximum of two percent (2%) of the requirement.
2. Occupiable green roofs should comply with open space landscaping and shade standards and be accessible to all building occupants, the public, and may be counted towards a project's open space up to a maximum of five percent (5%) of the requirement.
3. Roofs should have the following Solar Reflective Index (SRI) for 75% of the roof surface including parking canopies:
 - (1) 78 SRI for low-sloped that have a slope less than 2:12.
 - (2) 29 SRI for steeped sloped roofs that have slopes greater than 2:12.
 - (3) A green roof that covers 75% of the roof area may be used in lieu of an SRI roof.

M. Signage

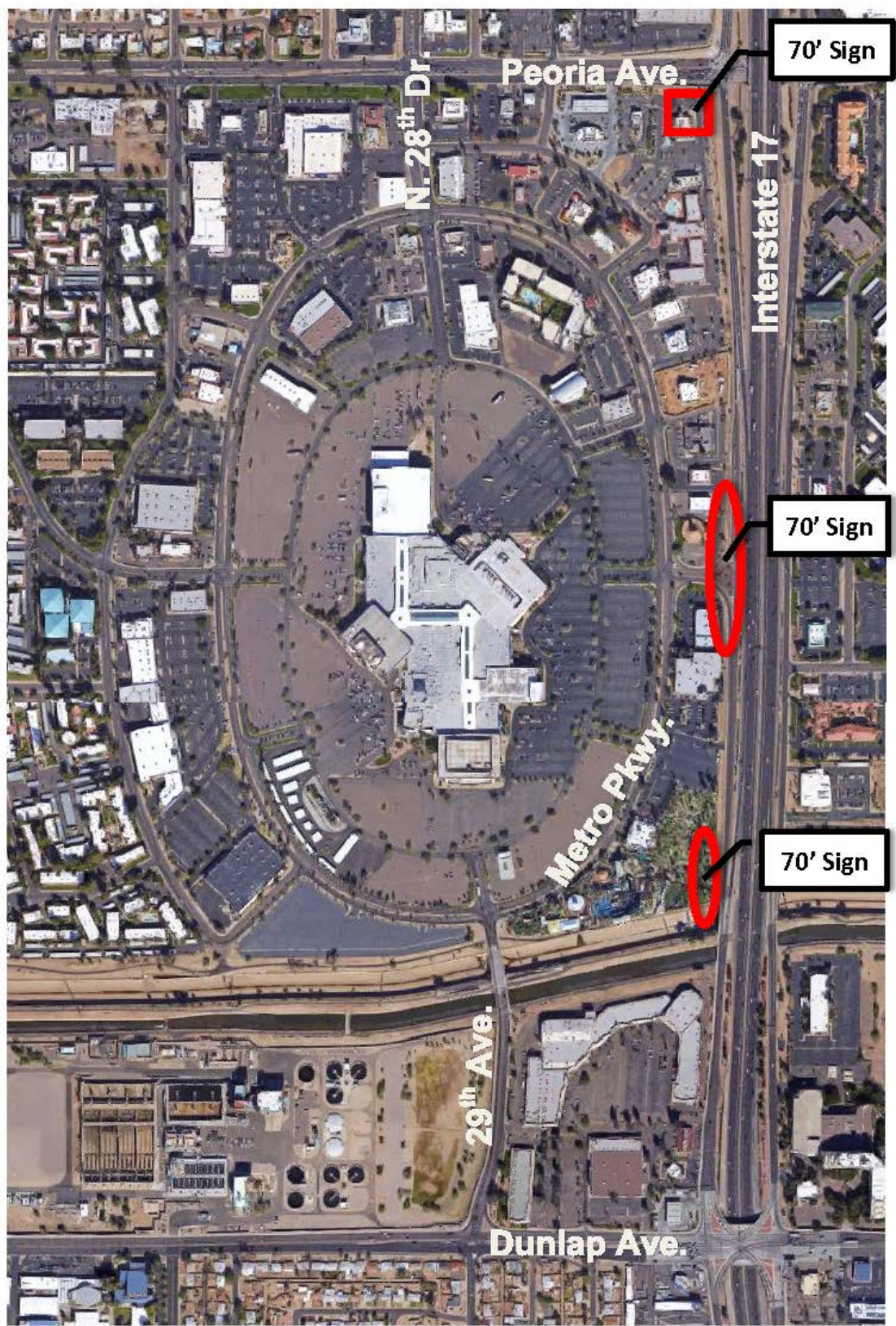
As the *Metrocenter PUD* develops and a “sign district” begins to take shape, the opportunity exists, and will continue to exist, where business owners (e.g. existing and new) will want and need the freedom/flexibility to be more creative with the signage used in order to draw people into this Village core. The opportunity exists for signage to become a driver/catalyst for further development by creating a colorful and lively environment area, which will encourage drivers-by and people to spend greater amounts of time in the overall area as well as opportunities for a greater mixture of uses. By installing vivid and artistic signage, new and old development will begin to take on a “sense of place/identify” that is safe, creative, welcoming and energetic while also clearly conveying a message about ones business, product, and the area itself. Signage will go a long way in securing a greater long-term, and stable, economic success for the area. Moreover, creative signage will capitalize on the highly traveled perimeter streets, freeway, and the future light rail station as well as being the markers (i.e. the identity) for the Village core. With that being said, signage should be at a scale and intensity level that does not compete with downtown Phoenix, but one that complements; guides people from the periphery, and creates a vibrant urban mixed-use village.

Signage within this PUD shall be governed by the regulations applicable to signs for on-premise and off-premise identity/advertising for land uses as established in City of Phoenix Zoning Ordinance Section 705 and as modified within this PUD.

1. Sites within this PUD with comprehensive sign plans shall comply with stipulations and standards of the comprehensive sign plan approved prior to adoption of this PUD. The property owner(s) may opt-out of their approved comprehensive sign to participate within a Master Planned Development Sign Plan as prescribed within this PUD.
2. Signs not visible beyond the boundaries of a lot or parcel upon which they are situated, or from any public thoroughfare are not regulated as signs.
3. An area of five (5) acres or single buildings over forty-eight (48) feet in height, signs, including those signs, banners, and flags otherwise prohibited by the City of Phoenix Zoning Ordinance Section 705, may be erected subject to approval of a Master Planned Development Sign Plan and related detailed project sign plans in accordance with the provisions of this PUD section. Said Master Planned Development Sign Plan should put forth a design that contributes to and furthers the goals of this PUD, the redevelopment area, and Village core when reviewed by the City. Detailed project sign plans shall be in conformance with the Master Planned Development Sign Plan.
 - a) Sign types. In addition to other signs permitted in this PUD and those signs, banners, and flags otherwise prohibited, the following sign types shall be permitted in a Master Planned Development Sign Plan: Aerial view signs, animated signs, architectural ledge signs, awning signs, electronic message display signs, inflatable signs, kinetic signs, projected image signs, projecting signs, roof signs, supergraphic signs, and wayfinding signs.
 - b) Master Planned Development Sign Plan application for multiple building(s) in a defined area or one (1) building. A Master Planned Development Sign Plan application shall include the following elements:

- (1) Site plans, building elevations or photographs, and design guidelines for each type of sign to be permitted within the boundaries of the master planned development. These plans and elevations/photographs shall indicate orientation, size, location and method of installation of signs, including delineating on the site plan the locations and orientation of ground-mounted signs and delineating on the elevations/photographs the area in which building/structure mounted signs will be contained. Design guidelines shall address, at a minimum, architectural compatibility with primary structures within the master planned development.
- (2) Context plan. The context plan shall include an aerial photograph of the master planned development and the surrounding area with notations of the current land use of parcels within the development and within one-hundred-and-fifty (150) feet of the perimeter of the development. The context plan shall also include photographs taken looking outward from the perimeter of the master planned development at one-hundred (100) foot intervals for the entire boundary of the development.
- (3) Standards. The standards and restrictions for each sign type shall include, but not be limited to, size, height, illumination levels and hours of illumination, and durability of materials. The standards shall also include calculations showing the maximum sign area permitted per building face. In no case shall the standards exceed the following limitations:
 - (a) Ground signs. Ground signs, which may be multi-faced, shall not exceed fifty (50) feet in height, and no single face shall exceed six-hundred (600) square feet. The overall height of ground signs, including sign embellishments, shall not exceed sixty-seven percent (67%) of the height of the closest building.
 - (b) Freeway signs. Freeway signs may be multi-faced, shall not exceed seventy (70) feet in height, and no single face shall exceed six-hundred-seventy-two (672) square feet and have no more than twenty percent (20%) embellishments. Spacing between signs shall be a minimum of 1,000 feet between signs on the same side of the freeway. Signs at fifty (50) feet or less may be spaced closer together, but no closer than five-hundred (500) feet between signs on the same side of the freeway. **Note:** See Section 705.2.C.11 regarding the applicability for obtaining a Use Permit. (See **Figure 5** on the following page, **Proposed Locations for 70 Feet Freeway Signs.**)
 - (c) Ground Signs and Freeway Signs may include either on-premise, off-premise, or combination of both on-premise and off-premise signage based on the standards as noted in (3)(a) and (3)(b) above.

Figure 5: Proposed Locations for 70 Feet Freeway Signs.



- (d) Building mounted signs. Aggregate area for building mounted signs shall not exceed fifty percent (50%) of the facade to which the signs are attached, including the building roof. Building mounted signs shall not project more than twenty (20) feet above the parapet or from the face of the building.
 - i. Building mounted signs may include such as, but not limited to animated signs, architectural ledge signs, awning signs, electronic message display signs, kinetic signs, projected image signs, projecting signs, and supergraphic signs.
 - ii. Building mounted signs may include either on-premise, off-premise, or combination of both on-premise and off-premise signage based on the standards as noted in (3)(d) above.
 - (e) Illumination. Signs facing or oriented to an existing single-family development or vacant land zoned for single-family use and located closer than sixty (60) feet to such use shall not be illuminated.
 - (f) Temporary signs. Temporary signs shall be allowed at the same sizes and heights as permanent signs. Temporary signs/graphics shall be allowed to cover one hundred percent of construction fencing and barricades.
- (4) Narrative. A written narrative shall discuss the purpose and intent of the Master Planned Development Sign Plan and its consistency with this PUD and Village core. The narrative shall also address the quality and durability/anticipated lifespan of the proposed sign materials.
- (5) Architectural lighting. A Master Planned Development Sign Plan may include provisions regarding architectural lighting, which shall be exempt from calculation as sign area. Architectural lighting shall not include text, logos, messages, or images of any kind. Architectural lighting shall not flash, blink, scroll, move or stream.
- c) Approval of a Master Planned Development Sign Plan for multiple building(s) in a defined area or one (1) building. An application for a Master Planned Development Sign Plan shall be submitted to the Planning and Development Director or designee for review and approval. The Planning Director or designee shall approve, approve with conditions or deny such application within thirty (30) working days of receipt of the application. The Planning and Development Director or designee shall approve such application only if the following findings are made:
 - (1) The signs, banners, flags and architectural lighting are mounted and secured so as not to pose a distraction or hazard to vehicles or pedestrians.

- (2) The signs and architectural lighting are appropriate in scale, composition, and manner of display with surrounding development.
 - (3) The signs and architectural lighting conform to the vision, goals and policies of this PUD and Village core.
- d) Detailed project sign plan application for multiple building(s) in a defined area. An application for approval of a detailed project sign plan for a development within the boundary of an approved Master Planned Development Sign Plan shall include the following documents or graphics:
 - (1) Site plans, building elevations and/or photo simulations that show the placement of the signs and architectural lighting within the master planned development and on the specific building, structure or site.
 - (2) Graphic rendering of the signs depicting its lettering, illumination, color, shape, area, and height.
 - (3) Details regarding any proposed animation or changeable messages, including duration of each message and intensity of illumination.
 - (4) Proposed hours for illumination of the signs.
 - (5) A written narrative discussing the detailed project sign plan's consistency with the Master Planned Development Sign Plan, which shall be in conformance with the Master Planned Development Sign Plan.
- e) Approval of detailed project sign plans for multiple building(s) in a defined area. An application for a detailed project sign plan shall be submitted to the Planning and Development Director or designee for review for conformance with the standards, restrictions and guidelines of the Master Planned Development Sign Plan. The Planning and Development Director or designee shall approve, approve with conditions or deny a detailed project sign plan application within fifteen (15) working days of receipt of the application. The Planning and Development Director or designee shall approve such application only if the following findings are made:
 - (1) The size and location of the signs, banners, flags or architectural lighting is allowed under the standards of the Master Development Sign Plan.
 - (2) The scale, composition and manner of display of the signs, banners, flags or architectural lighting conform to the standards and guidelines of the Master Development Sign Plan.
 - (3) The type and hours of illumination and/or animation conform to the standards of the Master Development Sign Plan.
 - (4) The quality of the materials proposed for the signs, banners, flags or architectural lighting is appropriate for the intended lifespan of the signs, banners, flags or architectural lighting.

- f) Appeals. An applicant may appeal the decision of the Planning and Development Director or designee regarding a Master Planned Development Sign Plan within five (5) working days of the decision. Appeals shall be considered by the Zoning Adjustment Hearing Officer through the Use Permit process in accordance with the provisions of the City of Phoenix Zoning Ordinance for Use Permit on the next available agenda. In addition to the standards of the City of Phoenix Zoning Ordinance, the Zoning Adjustment Hearing Officer shall review the decision with the standards for approval established herein.
- g) Amendment. Any proposal to exceed the standards and restrictions established in a Master Planned Development Sign Plan shall require amendment through the process required for initial application and approval of a Master Planned Development Sign Plan herein.
- h) Specific signs. Requests for approval of specific, individual signs within a master planned development may be included in an application for either a Master Planned Development Sign Plan or a detailed project sign plan. Such signs shall not be installed or erected before issuance of a sign permit from the Planning and Development Department. If a specific, individual sign within the boundary of a Master Planned Development Sign Plan is not included in either the Master Planned Development Sign Plan or a detailed project sign plan, an application for such sign shall be submitted to the Planning and Development Department for review for conformance with the applicable sign plan and shall not be installed or erected before issuance of a sign permit from the Planning and Development Department.

N. Design Guidelines and Standards

1. This PUD area shall follow the City of Phoenix Zoning Ordinance Chapter 13, Walkable Urban Code, Transect District: T6:15.

O. Sustainability Guidelines

This PUD and Walkable Urban Code already encourages sustainability principles. However, at a minimum, the implementation of the following additional sustainability principles below shall be required within this PUD area, with italicized items being enforceable by the City.

1. The "Leadership in Energy and Environmental Design" (LEED) Green Building Rating System is presently a voluntary standard for developing high-performance sustainable buildings. Developers within this PUD area are strongly encouraged to incorporate current LEED standards wherever possible.
2. The provision of recycling collection area(s) onsite shall be identified on the site plan at the time of the site plan review process.
3. *Shade a minimum of seventy-five (75%) of the public sidewalks, excluding driveways, with trees or other means.* Other means of shading may include, but are not all inclusive, the buildings themselves or shade structures. Shade structures may be within the right-of-way only upon issuance of an encroachment permit as administered by the City of Phoenix, and if applicable, approval from affected public utility

companies by the City. Compliance with the percentage shading shall be measured at noon (12:00 p.m.) of the June/Summer Solstice and based on the tree's maturity.

4. Subject to the approval of Public Transit Department staff, provide for upgraded, architecturally distinguishable bus shelter(s) that blend with the development, but create a common identity throughout the PUD area shall be provided.
5. Design for effective water usage and conservation methods by using low flow plumbing fixtures using minimal amounts of potable water.
6. Design for the capture of gray water discharge from buildings for reuse for landscape irrigation.
7. Incorporate "Smart" irrigation control systems into the landscape design.
8. *Shade a minimum of fifty percent (50%) of the surface parking spaces using vegetation, low sloped structural shading with a minimum SRI of 29, or a similar material that achieves additional shading with high reflectivity or through the use of shade structures.* Excludes driveways and aisles.
9. *Provide a minimum of twenty percent (20%) of permeable paving, structured soil/grass, open grid paving or similar material which allows for water to permeate the surface to promote natural drainage and filtration.* The calculation shall include on-site pedestrian walkways, private surface driveways and parking stalls. Shall not include loading areas.

P. Complete Streets

The Metrocenter PUD supports the City of Phoenix Complete Streets policy, program, and goal of creating a more sustainable transportation system that is convenient, safe, and accessible for everyone. Metrocenter has sufficient vehicular access to Peoria Rd and I-17 for regional connectivity, and includes a circular ring-road for local Metrocenter traffic. The Valley Metro Light Rail Northwest Extension is also opening a major transit station at Metrocenter, which will greatly expand convenient transit options for Metrocenter residents and visitors. This transit center will be widely accessible by foot, bike, and automobile for a complete multimodal community.

Transit ridership, along with bike and pedestrian activity, will be encouraged by enhanced pedestrian paths throughout Metrocenter. A Shaded and Segregated Pedestrian Circulation Plan (Appendix G) is also incorporated with this PUD (Development Standards section G.3 and G.4) to provide for safe and comfortable pedestrian circulation in and around the Metrocenter PUD, including internal circulation designed to accommodate both pedestrians and bicyclists with connections to existing and planned transit facilities and the Cholla Library, as well as dedicated open space areas and the Arizona Canal (Development Standards section G.3).

This PUD will further create convenience and comfortable pedestrian pathways by providing 75% shade over pedestrian pathways, which will further encourage pedestrian activity in warmer months. Sustainability Section O.3 requires:

"Shade a minimum of seventy-five (75%) of the public sidewalks, excluding driveways, with trees or other means. Other means of shading may include, but are not all inclusive, the buildings themselves or shade structures..."

Lastly, this PUD incorporates the standards from the Walkable Urban Code (WU Code) Transect T6, which supports both bike and pedestrian connectivity, safety, convenience, and comfort, and encourages alternative modes of transportation through enhanced design guidelines. Examples include enhanced frontage standards (WU Code Section 1305) that better engage the public realm, increased bicycle storage (WU Code Section 1307.H.) that facilitates the use of on and off-street bike facilities, and enhanced open space standards (WU Code Section 1310) that increase shade requirements and accessibility.

Q. Infrastructure Standards

a) Circulation System (Traffic and Parking).

The *Metrocenter PUD* has great access from the major streets as well as a freeway (I-17) in the area. Moreover, this PUD area is well served by an internal circular ring-road. All street dedications, improvements, which include pavement, driveway curb cuts, attached sidewalks, landscaping, and streetlights adjacent to this site have been installed. Further dedications or off-site improvements may be necessary based on the review of a Traffic Impact Analysis.

A Traffic Impact Analysis and Parking Study were completed by Baker to establish a baseline understanding of the current and potential future traffic/parking needs as development occurs. (See **Appendix C**, Traffic Impact Analysis with Appendix and **Appendix D**, Parking Study.) However, as development occurs under this PUD document the Street Transportation Department and Planning and Development Department will need to re-review and request updated Traffic Impact Statement(s) and/or Parking Statement(s) to confirm the traffic/parking situations.

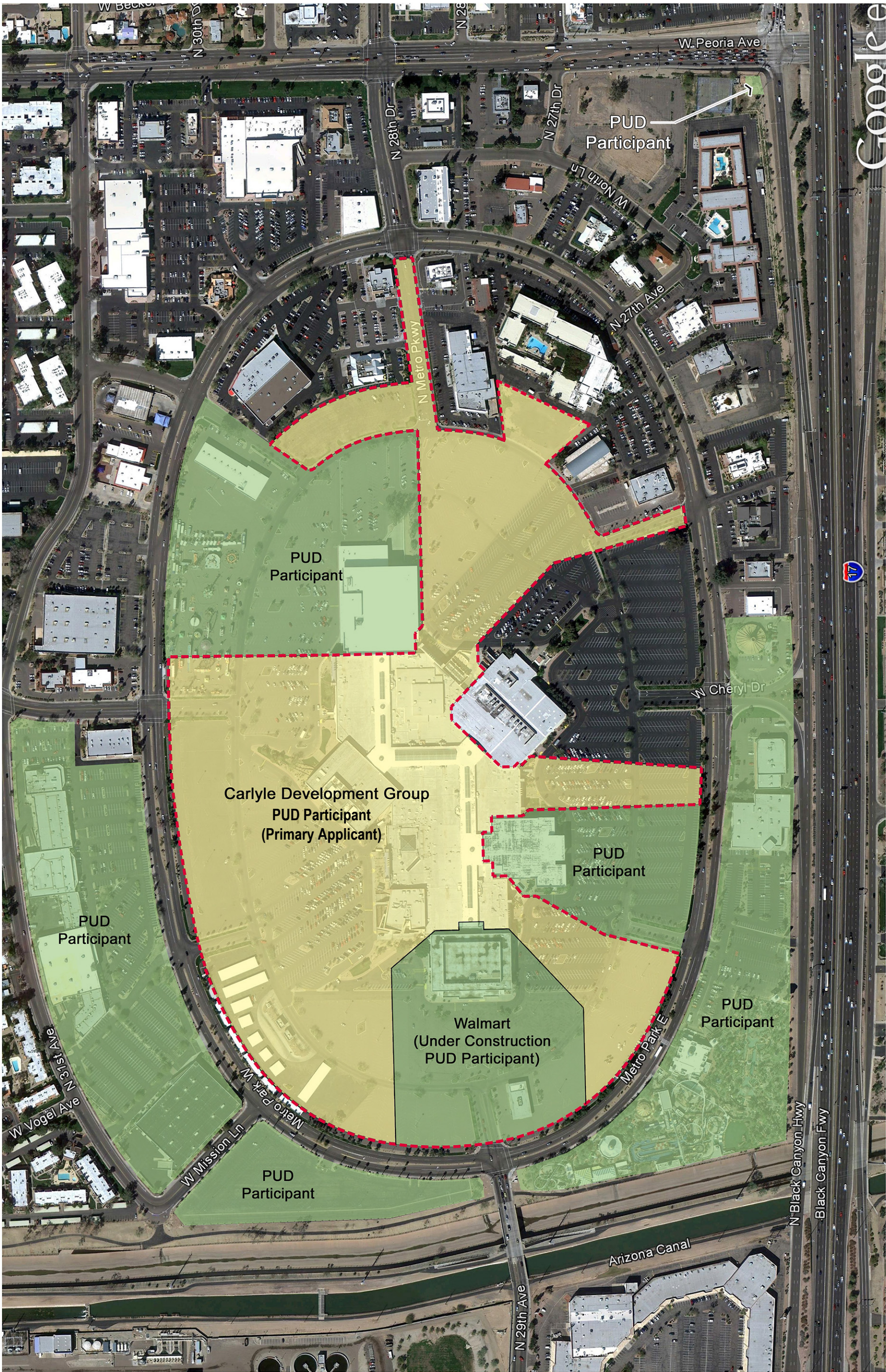
b) Grading and Drainage.

Retention for future development may be provided on individual parcels and/or within common retention areas servicing large portions of the development or the overall *Metrocenter PUD*. Necessary agreements with multiple property owners will be required if utilizing common retention areas. Retention areas may be either by surface basins or underground storage.

c) Water and Sewer Service.

Development will be adequately served by the existing water and sewer system. Infrastructure capacity requirements will be provided during the site plan review process and will comply with City of Phoenix Water and Sewer Design Standards, Codes and Policies. However, as development increases, the infrastructure capacity will need to be reevaluated and monitored closely so that the full vision/intent of the North Mountain Village core and this PUD can be realized.

**Appendix A: Property Owners Map and Parcel Numbers –
Original PUD.**



Metrocenter PUD

(Each Property Owners Parcel Number / Each Parcel Numbers Sq. Footage)

149-16-005 = 1,758,387 sq. ft. (Carlyle; i.e. Metrocenter Mall)

149-16-001C = 432,507 sq. ft. (Future Walmart; i.e. Metrocenter Mall)

149-16-001D = 477,505 sq. ft. (Carlyle; i.e. Metrocenter Mall)

149-16-401 = 72,805 sq. ft. (Carlyle; i.e. vacant lot)

149-16-001B= 632,491 sq. ft. (Sears Roebuck and Co.; i.e. Metrocenter Mall)

149-16-001A= 265,019 sq. ft. (Macys Dept Stores Inc.; i.e. Metrocenter Mall)

149-16-083C = 118,396 sq. ft. (Anthem Properties, LLC)

149-16-083E = 337,068 sq. ft.

149-16-084B = 32,584 sq. ft.

149-16-085 = 33,933 sq. ft.

149-16-086A = 163,002 sq. ft.

(Metro Center Land LLC)

149-16-002A = 263,974 sq. ft.

149-16-002B = 125,279 sq. ft.

149-16-002C = 37,462 sq. ft.

149-16-002E = 115,216 sq. ft.

149-16-002F = 151,458 sq. ft.

(PDG America Shopping Centers, LLC)

149-16-083-D = 43,560 sq. ft. (S & S Two LLC)

149-16-389 = 56,920 sq. ft. (Mark S. Cunningham)

149-16-412 = 435.6 sq. ft. (Premier Metro LLC)

Total: 4,852,812 sq. ft. – or – 111.41 Acres (Net Acres) and 128.21 (Gross Acres)

Note: City's calculations include additional right-of-way (i.e. frontage road, 31st Avenue, and northeast corner of the freeway and Peoria Avenue), which increases the gross acreage above by 2.16 acres or to **130.37 gross acres.**

Appendix A-1: Property Owners List and Parcel Numbers – First Amended PUD.

Metrocenter PUD Property Owners

As of July 28, 2022

Realm Pennant Retail Partners LLC

APN(s) 149-16-002F, 149-16-002E, 149-16-002C
6929 N Hayden Rd STE C4-610
Scottsdale, AZ 85250

Carlyle ER Metro LLC

APN(s) 149-16-005C
565 Taxter Rd
Elmsford, NY 10523

9620 Metro Pkwy-Healthcare Property Owner LLC

APN(s) 149-16-002B
320 S Cedros Ave STE 400
Solana Beach, CA 92075

Metrocenter Storage LLC

APN(s) 149-16-413
7979 E Tufts Ave STE 1125
Denver, CO 80237

Metro Holdings Five LLC

APN(s) 149-16-002A
27898 N 71st Ave
Scottsdale, AZ 85266

Metro Phx LLC

APN(s) 149-16-414
2700 Westchester Ave
Purchase, NY 10577

Metro Center Land LLC

APN(s) 149-16-085, 149-16-086A, 149-16-084B,
149-16-083E
9211 N Martingale Rd
Paradise Valley, AZ 85253

Walmart Stores Inc

APN(s) 149-16-005B
PO Box 8050 MS 0555
Bentonville, AR 72716

Two Peas In A Pod LLC

APN(s) 149-16-083F
35 Baywood Ter
San Rafael, CA 94901

Amerco Real Estate Company

APN(s) 149-16-417
PO Box 29046
Phoenix, AZ 85038

BCS Property LLC

APN(s) 149-16-389
10011 N Metro Pkwy E
Phoenix, AZ 85051

DSS Uniter LLC

APN(s) 149-16-418
4501 N Beach St
Ft Worth, TX 76137-3218

Empower Metro Center LLC

APN(s) 149-16-401
1055 W 7th St STE 3260
Los Angeles, CA 90017-2783

City of Phoenix

APN(s) 149-16-083D
251 W Washington St 8TH Floor
Phoenix, AZ 85003

TF Phoenix AZ LLC

APN(s) 149-16-001B
1170 Kane Concourse STE 200
Bay Harbor Islands, FL 33154

Appendix B: PUD Area Legal Description – Original PUD.

DESCRIPTION

METROCENTER PARCELS FOR REZONING
APN'S 149-16-001A, 001B, 001C, 001D, 002A,
002B, 002C, 002E, 002F, 005, 083C, 083D,
083E, 084B, 085, 086A, 389, 401, & 412

PARCEL NO. 1:

A parcel of land located in the East half of Section 26, Township 3 North, Range 2 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, being more particularly described as follows:

BEGINNING at the intersection of Metro Parkway East and 29th Avenue as shown on the Plat Map of Dedication for Metrocenter, recorded in Book 163 of Maps, Page 37, records of Maricopa County, Arizona, said Point of Beginning being the beginning of a curve the center of which bears North 9 degrees 2 minutes 10 seconds West 1187.50;

THENCE Westerly along the centerline of said Metro Parkway East and the arc of said curve through a central angle of 5 degrees 10 minutes 9 seconds an arc length of 107.14 feet;

THENCE South 9 degrees 53 minutes 1 seconds East 119.79 feet to the North line of the South 81 feet of Tract 8 of said Plat Map of Dedication for Metrocenter;

THENCE South 78 degrees 10 minutes 10 seconds West 295.60 feet along said South line;

THENCE South 88 degrees 44 minutes 30 seconds West 137.29 feet to the North line of the South 96 feet of said Tract 8;

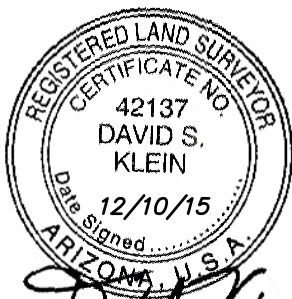
THENCE South 89 degrees 22 minutes 00 seconds West 568.43 feet along said North line;

THENCE North 45 degrees 00 minutes 00 seconds West 99.73 feet to the centerline of Mission Lane as shown on said Plat Map of Dedication;

THENCE South 45 degrees 03 minutes 13 seconds West 30.19 feet along said centerline to its intersection with the centerline of 31st Avenue as shown on said Plat Map of Dedication being the beginning of a non-tangent curve the center of which bears North 45 degrees 19 minutes 46 seconds 1282.00 feet;

THENCE Northerly along the centerline of said 31st Avenue and the arc of said curve through a central angle of 11 degrees 40 minutes 47 seconds an arc length of 261.34 feet to the beginning of a compound curve having a radius of 1902.00 feet;

THENCE Northerly along the centerline of said 31st Avenue and the arc of said curve through a central angle of 24 degrees 30 minutes 00 seconds an arc length of 813.31 feet to the beginning of a compound curve having



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SUPERIOR
SURVEYING SERVICES, INC.

21415 N. 23rd Avenue
Phoenix, AZ 85027
623-869-0223 (office)
623-869-0726 (fax)
www.superiorsurveying.com
info@superiorsurveying.com

DATE: 12/10/15

JOB NO.: 130339

DESCRIPTION

METROCENTER PARCELS FOR REZONING
APN'S 149-16-001A, 001B, 001C, 001D, 002A,
002B, 002C, 002E, 002F, 005, 083C, 083D,
083E, 084B, 085, 086A, 389, 401, & 412

a radius of 5188.71 feet;

THENCE Northerly along the centerline of said 31st Avenue and the arc of said curve through a central angle of 8 degrees 33 minutes 22 seconds an arc length of 774.84 feet;

THENCE North 1 degree 50 minutes 00 seconds East 34.90 feet along the centerline of said 31st Avenue to its intersection with the centerline of Cheryl Drive as shown on said Plat Map of Dedication and the beginning of a non-tangent curve the center of which bears North 22 degrees 03 minutes 43 seconds East 550.00 feet;

THENCE Easterly along the centerline of said Cheryl Drive and the arc of said curve through a central angle of 22 degrees 1 minute 22 seconds an arc length of 211.40 feet;

THENCE South 89 degrees 59 minutes 18 seconds East 48.59 feet along said centerline to the beginning of a non-tangent curve the center of which bears South 89 degrees 59 minutes 37 seconds East 4932.71 feet;

THENCE Southerly along the arc of said curve through a central angle of 2 degrees 12 minutes 43 seconds an arc length of 190.43 feet;

THENCE North 87 degrees 47 minutes 40 seconds East 267.50 feet to the centerline of Metro Parkway West as shown on said Plat Map of Dedication and the beginning of a non-tangent curve the center of which bears North 87 degrees 47 minutes 40 seconds East 4665.21 feet;

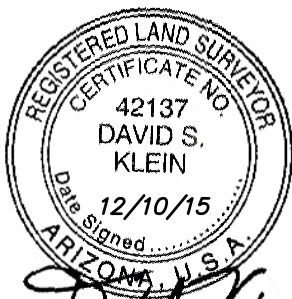
THENCE Northerly along said centerline and the arc of said curve through a central angle of 2 degrees 12 minutes 42 seconds an arc length of 180.08 feet to its intersection with the centerline of said Cheryl Drive;

THENCE continuing along the centerline of said Metro Parkway West and along the arc of said curve through a central angle of 8 degrees 30 minutes 00 seconds an arc length of 692.10 feet to the beginning of a compound curve having a radius of 1378.50 feet;

THENCE Northerly along said centerline and along the arc of said compound curve through a central angle of 17 degrees 14 minutes 57 seconds an arc length of 415.00 feet;

THENCE South 54 degrees 18 minutes 30 seconds East 301.13 feet to the beginning of a non-tangent curve to the right the center of which bears South 44 degrees 57 minutes 54 seconds East 675.00 feet;

THENCE Easterly along the arc of said curve through a central angle of 34 degrees 58 minutes 17 seconds an arc length of 412.00 feet to the



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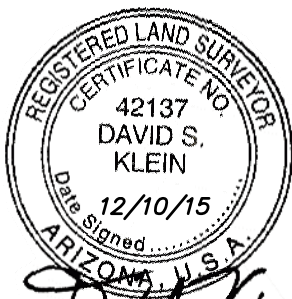
DATE: 12/10/15

JOB NO.: 130339

DESCRIPTION

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APN'S 149-16-001A, 001B, 001C, 001D, 002A,
002B, 002C, 002E, 002F, 005, 083C, 083D,
083E, 084B, 085, 086A, 389, 401, & 412

beginning of a compound curve having a radius of 1104.00 feet;
THENCE Easterly along the arc of said curve through a central angle of 7 degrees 15 minutes 30 seconds an arc length of 139.86 feet;
THENCE North 6 degrees 51 minutes 19 seconds West 410.01 feet to the beginning of a curve to the left having a radius of 22.00 feet;
THENCE Northwesterly along the arc of said curve through a central angle of 89 degrees 27 minutes 45 seconds an arc length of 34.35 feet;
THENCE North 6 degrees 19 minutes 13 seconds West 43.50 feet to the centerline of Metro Parkway East and the beginning of a non-tangent curve the center of which bears South 6 degrees 19 minutes 13 seconds East 1187.50 feet;
THENCE Easterly along said centerline and the arc of said curve through a central angle of 5 degrees 34 minutes 40 seconds an arc length of 115.60 feet;
THENCE South 0 degrees 44 minutes 33 seconds East 43.50 feet to the beginning of a non-tangent curve the center of which bears South 0 degrees 44 minutes 33 seconds East 22.00 feet;
THENCE Southwesterly along the arc of said curve through a central angle of 96 degrees 6 minutes 46 seconds an arc length of 36.90 feet;
THENCE South 6 degrees 51 minutes 19 seconds East 558.77 feet to the beginning of a curve to the left having a radius of 24.50 feet;
THENCE Southeasterly along the arc of said curve through a central angle of 79 degrees 52 minutes 57 seconds an arc length of 34.16 feet to the beginning of a reverse curve having a radius of 936.50 feet;
THENCE Easterly along the arc of said curve through a central angle of 6 degrees 44 minutes 39 seconds an arc length of 110.23 feet to the beginning of a compound curve having a radius of 507.50 feet;
THENCE Southeasterly along the arc of said curve through a central angle of 10 degrees 27 minutes 42 seconds an arc length of 92.66 feet;
THENCE North 6 degrees 51 minutes 20 seconds West 284.01 feet;
THENCE South 63 degrees 51 minutes 19 seconds East 236.27 feet;
THENCE South 26 degrees 8 minutes 41 seconds West 44.33 feet;
THENCE South 63 degrees 51 minutes 19 seconds East 112.14 feet;
THENCE South 51 degrees 22 minutes 12 seconds East 115.98 feet;
THENCE South 55 degrees 44 minutes 19 seconds West 217.16 feet to the beginning of a non-tangent curve the center of which bears South 43



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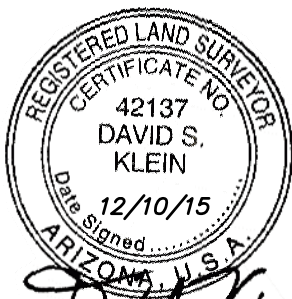
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APN'S 149-16-001A, 001B, 001C, 001D, 002A,
002B, 002C, 002E, 002F, 005, 083C, 083D,
083E, 084B, 085, 086A, 389, 401, & 412

degrees 16 minutes 46 seconds West 507.50 feet;
THENCE Southeasterly along the arc of said curve through a central angle of 13 degrees 43 minutes 37 seconds an arc length of 121.59 feet to the beginning of a compound curve having a radius of 1127.50 feet;
THENCE Southeasterly along the arc of said curve through a central angle of 7 degrees 31 minutes 27 seconds an arc length of 148.06 feet to the beginning of a reverse curve having a radius of 24.50 feet;
THENCE Southeasterly along the arc of said curve through a central angle of 83 degrees 26 minutes 57 seconds an arc length of 35.68 feet;
THENCE North 71 degrees 4 minutes 53 seconds East 335.72 feet to the centerline of Metro Parkway East as shown on said Plat Map of Dedication and the beginning of a non-tangent curve the center of which bears South 81 degrees 41 minutes 12 seconds West 4665.21 feet;
THENCE Southerly along said centerline and the arc of said curve through a central angle of 0 degrees 55 minutes 49 seconds an arc length of 75.75 feet;
THENCE South 75 degrees 47 minutes 46 seconds West 521.33 feet;
THENCE South 45 degrees 0 minutes 23 seconds West 386.00 feet;
THENCE South 0 degrees 0 minutes 23 seconds West 70.00 feet;
THENCE South 44 degrees 59 minutes 37 seconds East 35.00 feet;
THENCE South 45 degrees 0 minutes 23 seconds West 172.00 feet;
THENCE South 0 degrees 0 minutes 23 seconds West 46.07 feet;
THENCE South 44 degrees 59 minutes 37 seconds East 236.82 feet;
THENCE South 89 degrees 59 minutes 37 seconds East 46.07 feet;
THENCE North 45 degrees 00 minutes 23 seconds East 20.00 feet;
THENCE South 44 degrees 59 minutes 37 seconds East 15.00 feet;
THENCE North 45 degrees 0 minutes 23 seconds East 44.15 feet;
THENCE South 84 degrees 40 minutes 26 seconds East 640.21 feet to the centerline of Metro Parkway East as shown on said Plat Map of Dedication and the beginning of a non-tangent curve the center of which bears North 86 degrees 51 minutes 19 seconds West 4665.21 feet;
THENCE Northerly along said centerline and the arc of said curve through a central angle of 6 degrees 31 minutes 41 seconds an arc length of 531.54 feet;
THENCE South 90 degrees 0 minutes 0 seconds East 274.44 feet to the Westerly right of way line of Interstate 17;



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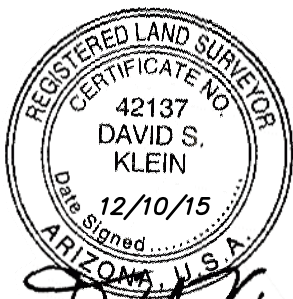
THENCE South 0 degrees 16 minutes 25 seconds West 496.01 feet along said Westerly right of way line;
THENCE South 2 degrees 20 minutes 00 seconds West 1013.59 feet along said Westerly right of way line;
THENCE South 3 degrees 32 minutes 36 seconds West 292.54 feet along said Westerly right of way line to the North line of property owned by Flood Control District of Maricopa County described in Judgment recorded as document number 1989-0074536, records of Maricopa County, Arizona;
THENCE South 78 degrees 10 minutes 10 seconds West 454.10 feet along said North line;
THENCE North 13 degrees 42 minutes 20 seconds West 30.03 feet to the Northeast corner of property deeded to Flood Control District of Maricopa County in Warranty Deed recorded as docket 13193, Page 1502, records of Maricopa County, Arizona;
THENCE along the Northerly line of said deeded property the following 6 courses and distances;
THENCE South 78 degrees 10 minutes 10 seconds West 60.00 feet;
THENCE South 11 degrees 49 minutes 50 seconds East 20.00 feet;
THENCE South 78 degrees 10 minutes 10 seconds West 260.00 feet;
THENCE South 89 degrees 47 minutes 45 seconds West 101.73 feet;
THENCE North 9 degrees 1 minute 53 seconds West 54.56 feet;
THENCE South 78 degrees 10 minutes 10 seconds West 107.62 feet to the centerline of 29th Avenue as shown on said Plat Map of Dedication;
THENCE North 9 degrees 1 minute 53 seconds West 69.75 feet along said centerline to the POINT OF BEGINNING.

Comprising 128.203 acres more or less, subject to all easements of record.

PARCEL NO. 2:

Lot 5, FINAL PLAT OF PREMIER METRO 2011, recorded in Book 1095 of Maps, Page 27, records of Maricopa County, Arizona.

Comprising 0.010 acres more or less, subject to all easements of record.



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DATE: 12/10/15

JOB NO.: 130339

**Appendix B-1: PUD Area Legal Description of the Dillard's Parcel –
Added with the First Amended PUD.**



EXHIBIT "B-1"
PUD AREA
LEGAL DESCRIPTION

JOB NO. 21-0694.1

JULY 12, 2022

A parcel of land located in the east half of Section 26, Township 3 North, Range 2 East of Gila and Salt River Base and Meridian described as follows:

COMMENCING for a tie at the North quarter corner of section 26, the North line of the Northeast quarter which bears North 89 Degrees 58 Minutes 05 Seconds East;

Thence, South 2,216.52 feet;

Thence, East 251.13 feet to a point;

Thence, continuing East 1,894.74 feet to the centerline of Metro Parkway East, being a non-tangent curve, concave to the right, having a radius of 4,665.21 feet, the center of which bears North 90 Degrees 00 Minutes 00 Seconds West, and the **POINT OF BEGINNING**;

Thence, southerly along said centerline and said curve, through a central angle of 03 Degrees 08 Minutes 19 Seconds, and an arc length of 255.55 feet;

Thence, departing said centerline, North 84 Degrees 40 Minutes 49 Seconds West, 640.20 feet;

Thence, South 45 Degrees 00 Minutes 00 Seconds West, 44.15 feet;

Thence, North 45 Degrees 00 Minutes 00 Seconds West, 15.00 feet;

Thence, South 45 Degrees 00 Minutes 00 Seconds West, 20.00 feet;

Thence, North 90 Degrees 00 Minutes 00 Seconds West, 46.07 feet;

Thence, North 45 Degrees 00 Minutes 00 Seconds West, 236.82 feet;

Thence, North 00 Degrees 00 Minutes 00 Seconds East, 46.07 feet;

Thence, North 45 Degrees 00 Minutes 00 Seconds East, 172.00 feet;

Thence, North 45 Degrees 00 Minutes 00 Seconds West, 35.00 feet;



Thence, North 00 Degrees 00 Minutes 00 Seconds East, 70.00 feet;

Thence, North 45 Degrees 00 Minutes 00 Seconds East, 386.00 feet;

Thence, North 75 Degrees 47 Minutes 23 Seconds East, 521.33 feet, to the centerline of Metro Parkway East, being a non-tangent curve, concave to the right, having a radius of 4,665.21 feet, the center of which bears South 82 Degrees 36 Minutes 39 Seconds West;

Thence, southerly along said centerline and said curve, through a central angle of 07 Degrees 23 Minutes 21 Seconds, and an arc length of 601.66 feet, to the **POINT OF BEGINNING**.

Said portion of land containing 572,870 square feet, or 13.1513 acres, more or less, and being subject to any easements, restrictions, and/or rights-of-ways of record or otherwise.

This description shown hereon is not to be used to violate subdivision regulations of the State, County and/or Municipality, or any other land division restrictions.



**Appendix C: Traffic Impact Analysis with Appendix.
(Separate Document.)**

**Appendix D: Parking Study.
(Separate Document.)**

Appendix E: PUD – Conditions of Zoning Approval.

ORDINANCE G-6170

AN ORDINANCE AMENDING THE ZONING DISTRICT MAP ADOPTED PURSUANT TO SECTION 601 OF THE CITY OF PHOENIX ORDINANCE BY CHANGING THE ZONING DISTRICT CLASSIFICATION FOR THE PARCEL DESCRIBED HEREIN (CASE Z-59-13-1) FROM RSC, C-2 (APPROVED C-2 HR), C-3, C-2, C-2 (APPROVED P-2), C-3 (APPROVED C-2), C-3 M-R, AND RSC (APPROVED RSC SP) TO PUD.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PHOENIX, as follows:

SECTION 1. The zoning of an approximately 130.37 acre property located approximately 605 feet south of the southeast corner of 28th Drive and Peoria Avenue in a portion of Section 26, Township 3 North, Range 2 East, as described more specifically in Attachment "A", is hereby changed from "RSC, C-2 (Approved C-2 HR), C-3, C-2, C-2 (Approved P-2), C-3 (Approved C-2), C-3 M-R, and RSC (Approved RSC SP)" to "PUD" (Planned Unit Development).

SECTION 2. The Planning and Development Director is instructed to modify the Zoning Map of the City of Phoenix to reflect this use district classification as shown in Attachment "B".

SECTION 3. Due to the site's specific physical conditions and the use district applied for by the applicant, this rezoning is subject to the following stipulations,

violation of which shall be treated in the same manner as a violation of the City of Phoenix Zoning Ordinance:

1. An updated Development Narrative for the Metrocenter PUD reflecting the changes approved through this request shall be submitted to the Planning and Development Department within 30 days of City Council approval of this request. The updated Development Narrative shall be consistent with the Development Narrative date stamped April 4, 2016.
2. Before any building, project or use is processed for site plan approval by the city, a shaded and segregated pedestrian circulation plan for the PUD area shall be provided detailing access to the following:
 - a) Existing and planned transit facilities.
 - b) Arizona Canal.
 - c) Cholla Library.
 - d) Dedicated open space areas.
3. Individual project site plans shall be required to incorporate or update the pedestrian circulation plan as necessary to provide access to the above locations listed in Stipulation #2, as administratively approved by the Planning and Development Director or designee. A copy of the updated pedestrian circulation plan shall be submitted to the Planning and Development Department on the second floor of Phoenix City Hall.
4. Detailed Project Sign Plans shall be in conformance with the Master Planned Development Sign Plan.
5. Prior to preliminary site plan approval, the landowner shall execute a proposition 207 waiver of claims in a form approved by the City Attorney's office. The waiver shall be recorded with the Maricopa County Recorder's office and delivered to the City to be included in the rezoning.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions hereof.

PASSED by the Council of the City of Phoenix this 1st day of June, 2016.

Kath Gley
ACTING MAYOR

ATTEST:

C. Meyer City Clerk



APPROVED AS TO FORM:

[Signature] Acting City Attorney

REVIEWED BY:

EO [Signature] City Manager

PL:tml:1234943v1: (CM #52) (Item #99) – 6/1/16

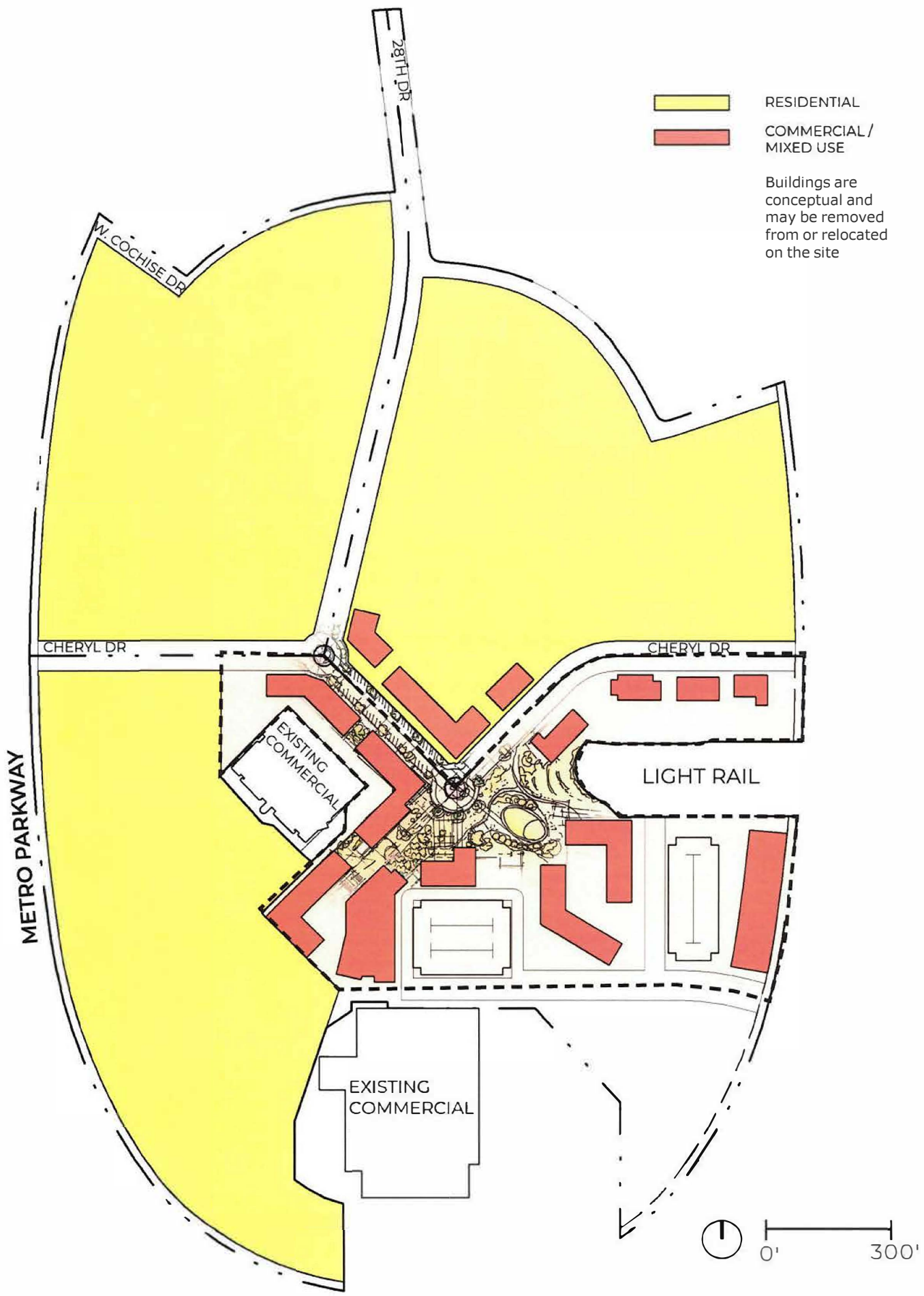
Attachments:

A - Legal Description (4 Pages)

B – Ordinance Location Map (1 Page)

Appendix E-1: Reserved – First Amended PUD Ordinance with Conditions of Zoning Approval.

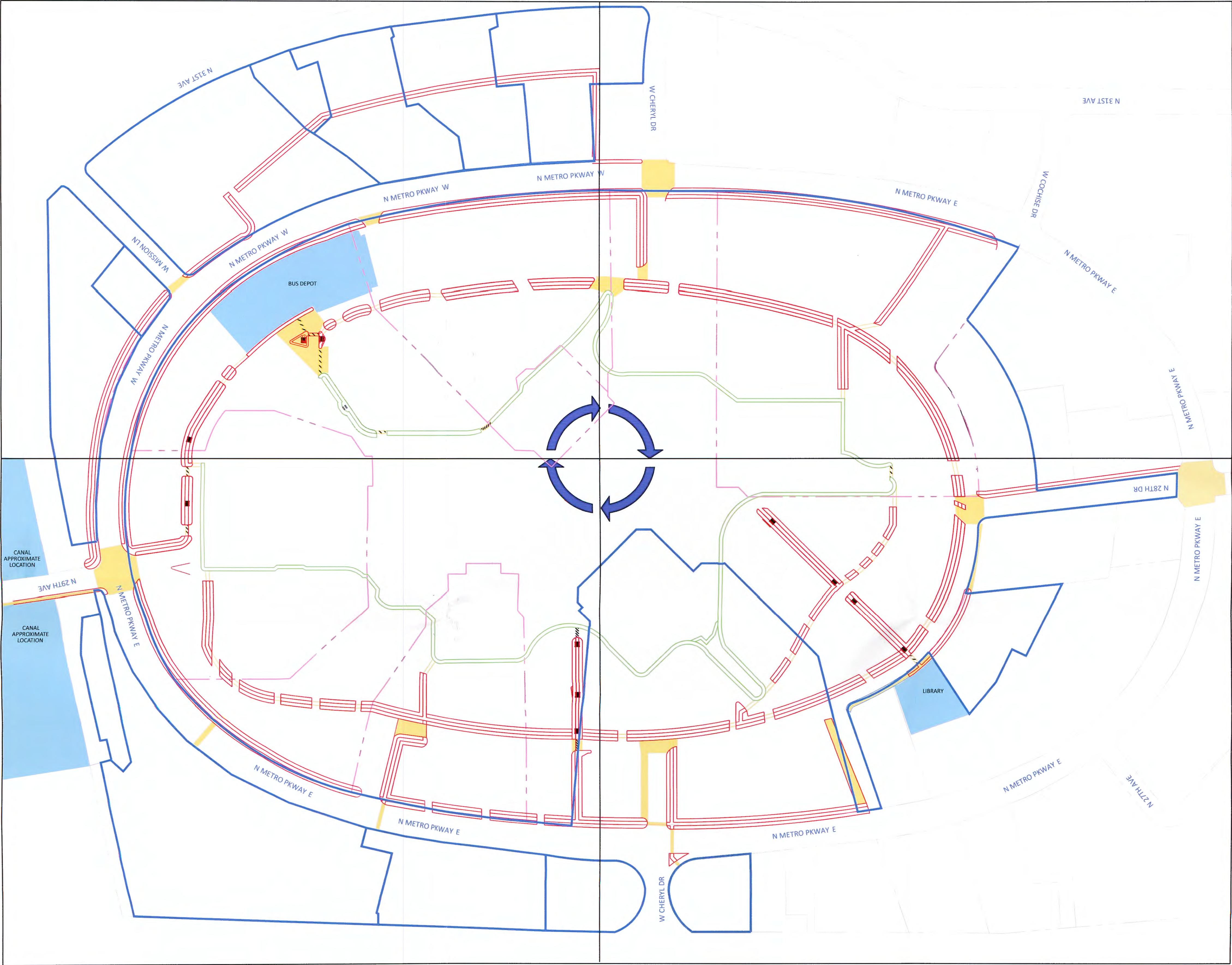
Appendix F: Development Plan



METRO CENTER REDEVELOPMENT SUMMARY

	Site Area (AC)		Building Area			Density			Parking	
	Gross	Net	Commercial	Amenity	Residential	Units	Units/ Gross AC	Units/ Net AC	Garage	On-Street
NE Residential	21.2	16.1	28,000	32,300	1,151,465				1,832	168
NW Residential	18.7	14.9	-	28,050	1,006,820				1,380	127
SW Residential	16.0	13.2	-	30,600	973,300				1,287	73
Mixed-Use / Commercial	15.1	13.1	355,000	-	-	-	-	-	1,287	142
Park / Plaza	2.6									
Walmart Control Areas	5.3									
Totals	78.9	57.3	383,000	90,950	3,131,585	Goal: 2,800		56	5,786	510

Appendix G: Shaded and Segregated Pedestrian Circulation Plan



MASTER PLAN AERIAL

SCALE: 1"=150'

PLAN LEGEND:

- INDICATES: ENHANCED PEDESTRIAN CROSSING
- INDICATES: LOCATION OF INTEREST
- DETAIL REFERENCE
- DETAIL SHEET NUMBER
- INDICATES: INTERNAL CIRCULATION
- INDICATES: PUD BOUNDARY
- INDICATES: PARCEL BOUNDARY
- INDICATES: PRIMARY PATH
- INDICATES: SECONDARY PATH

PEDESTRIAN CIRCULATION PLAN

METRO CENTER

DATE: 02-17-2020

A 30-FOOT WIDE PUBLIC PEDESTRIAN EASEMENT MetroPlace: THE PEDESTRIAN CIRCULATION PLAN FOR METRO CENTER (HEREAFTER REFERRED TO AS "METRO PLACE") SHALL BE DEDICATED IN ACCORDANCE WITH THE APPROVED ALIGNMENT AS FOLLOWS:

METRO CENTER PEDESTRIAN SPACE GUIDELINES.

- IN THE WU CODE BOTH METRO PARKWAY AND THE INNER LOOP ROAD SHALL BE CONSIDERED FRONTAGES
- DEVIATION FROM APPROVED ALIGNMENT:
 - THE METRO PLACE ALIGNMENT MAY BE DEVIATED UP TO 50 FEET EITHER NORTH OR SOUTH OF THE APPROVED ALIGNMENT UNDER THE FOLLOWING CONDITIONS:
 - THE DEVIATION SHALL NOT RESULT IN MISALIGNMENT OF THE MORE THAN 90 FEET
 - A NORTH OR SOUTH CONNECTOR PATH, DESIGNED IN ACCORDANCE WITH THIS SECTION, BE PROVIDED ON SITE WHEN A DEVIATION RESULTS IN MORE THAN 20 FEET OF MISALIGNMENT WITHIN THE BLOCK.
 - THE REVISED EASEMENT LOCATION SHALL BE DEDICATED PRIOR TO FINAL SITE PLAN APPROVAL.
- AN ADA COMPLIANT WALKWAY A MINIMUM OF 10 FEET IN WIDTH AND CLEAR OF OBSTRUCTIONS SHOULD BE PROVIDED AT PRIMARY CIRCULATION PATHS WITHIN THE METRO PLACE.
- THE METRO PLACE SHOULD BE A MINIMUM OF 75 PERCENT SHADED AT PLANT MATURITY.
- DECORATIVE PAVING (E.G. PAVERS, PERMEABLE PAVEMENT, COLORED AND TEXTURED CONCRETE) SHOULD BE PROVIDED WITHIN THE METRO PLACE.
- BUILDING FRONTAGE ALONG THE METRO PLACE SHOULD BE MAXIMIZED.
- GROUND FLOOR ACTIVE USES SHOULD BE ORIENTED TO THE METRO PLACE.
- EACH GROUND FLOOR COMMERCIAL SUITE ADJACENT TO THE METRO PLACE SHOULD PROVIDE A PRIMARY ENTRANCE ON THE METRO PLACE SIDE.
- BUILDING FACADES ADJACENT TO THE METRO PLACE SHOULD BE DESIGNED WITH THE FOLLOWING ELEMENTS:
 - CLEAR GLASS WINDOWS (ALLOWING AT LEAST 75 PERCENT OF VISIBLE LIGHT AS SPECIFIED BY THE MANUFACTURER) FOR A MINIMUM OF 60 PERCENT OF THE GROUND FLOOR FACADE BETWEEN THREE FEET AND EIGHT FEET
 - A MINIMUM OF ONE PRIMARY ENTRANCE ON EACH METRO PLACE FRONTAGE.
- PARKING (SURFACE AND STRUCTURED) AND VEHICULAR MANEUVERING ALONG THE METRO PLACE SHOULD BE MINIMIZED.
- IF THE CORE OF METRO CENTER IS TO BE REDEVELOPED, A MINIMUM OF TWO EAST-WEST PEDESTRIAN PATHS AND ONE NORTH PEDESTRIAN PATH SHALL BE MAINTAINED
- THE METRO PLACE SHOULD BE CLEARLY SEPARATED FROM VEHICULAR MANEUVERING AREAS.
- A MINIMUM 15-FOOT BY 15-FOOT VISIBILITY TRIANGLE SHOULD BE PROVIDED AT ANY INTERSECTION WITH THE METRO PLACE AND VEHICULAR TRAFFIC.
- PARKING LOT ENTRANCES/EXITS SHOULD BE ORIENTED TO MINIMIZE VEHICULAR TRAFFIC CROSSING THE METRO PLACE.
- METRO PLACE SEGMENTS THAT CROSS DRIVE AISLES SHOULD PROVIDE A MINIMUM 20 FOOT WIDE CROSSWALK DEMARCATED TO CONTRAST WITH THE DRIVE AISLE.
- FENCING WITHIN 50 FEET OF THE EDGES OF THE METRO PLACE SHOULD NOT BE HIGHER THAN 40 INCHES. (EXCLUDING TEMPORARY FENCING IN ACCORDANCE WITH SUBSECTION 18.)
- METRO PLACE SEGMENTS THAT CROSS SURFACE PARKING AREAS SHOULD BE DESIGNED WITH THE FOLLOWING ELEMENTS:
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EMAIL: alan@kiowagroup.com

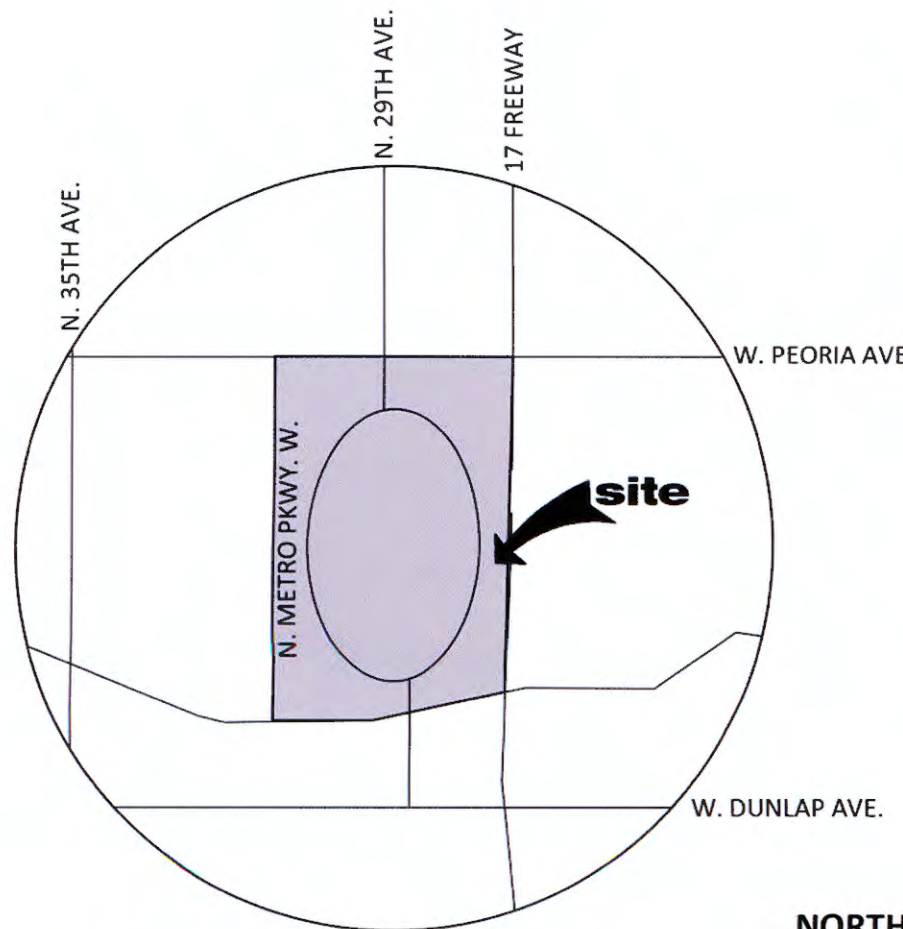
ARCHITECT:
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2233 EAST THOMAS ROAD
PHOENIX, ARIZONA 85016
CONTACT: BRANDON HENRY
PHONE: (602) 955-3900
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Signature of copyright owner Date



VICINITY MAP

SCALE: N.T.S.

NORTH



EXISTING ZONING:
ZONING CASE:

PUD
Z-59-13-1

MTRP 190010
KIVA PROJECT #: 19-1336
SDEV #: 1900211
Q.S#: 27-22 + 28-22

CITY OF PHOENIX
APPROVAL

Original ☐ Amendment ☐

Planning and Development Director Date

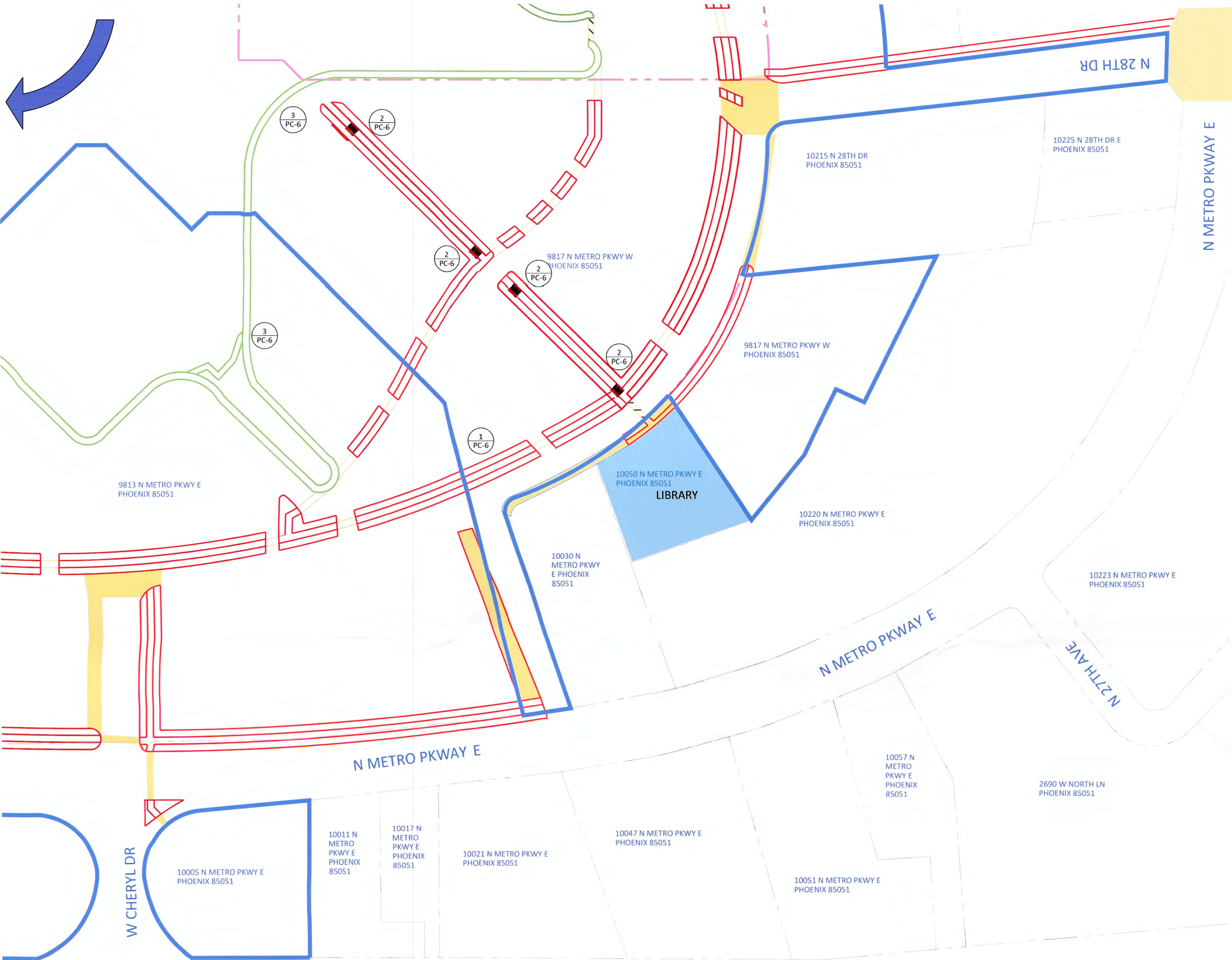
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PC-1
MASTER PLAN
AERIAL

RKAA# 19083.00

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ARCHITECTS, INC.

SIRE



ENLARGED NORTH EAST QUADRANT PLAN
SCALE: NDS



PEDESTRIAN CIRCULATION PLAN
METRO CENTER
DATE: 02-17-2020

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NORTH EAST
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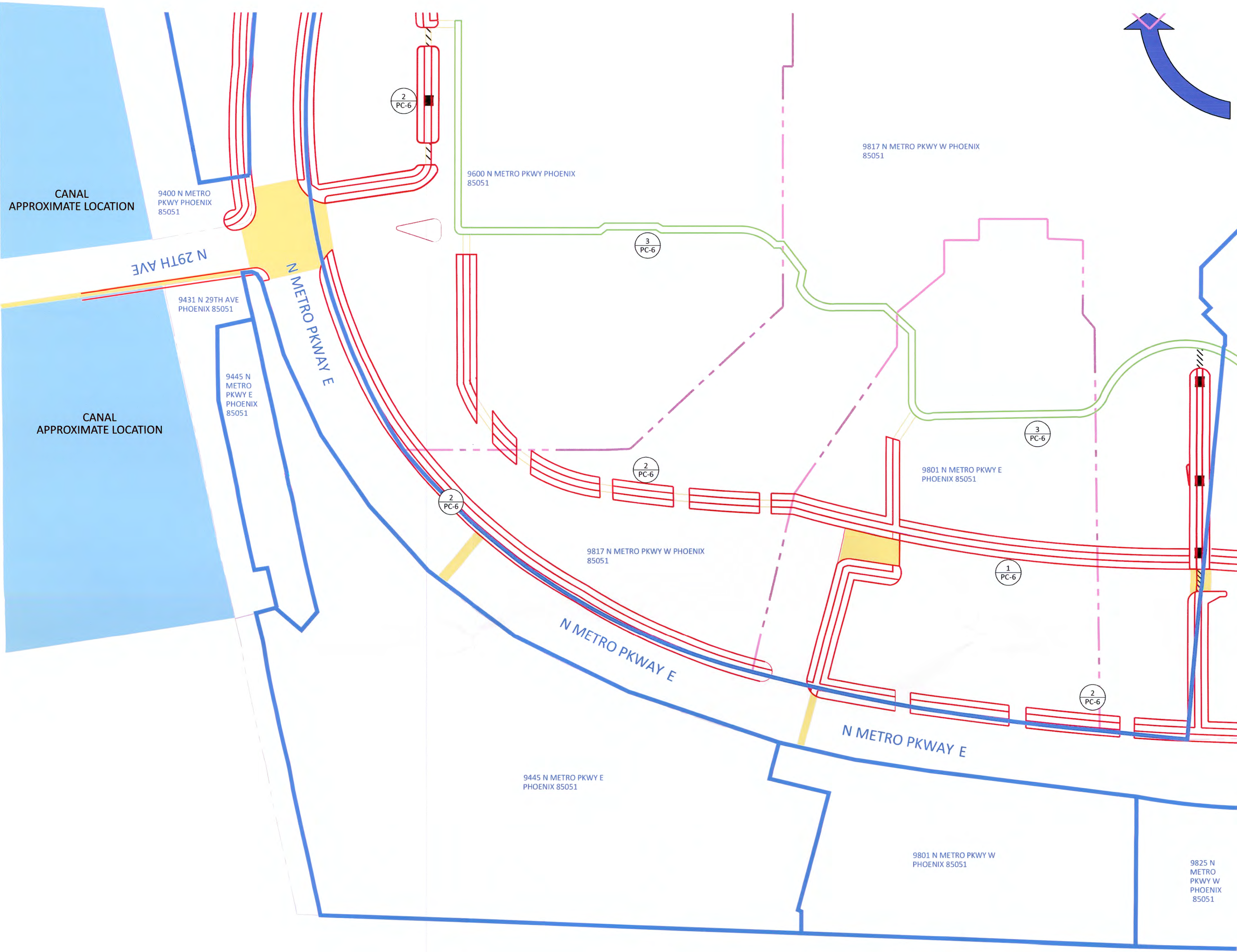


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ENLARGED SOUTH EAST QUADRANT PLAN

SCALE: NDS



PEDESTRIAN CIRCULATION PLAN

METRO CENTER

DATE: 02-17-2020

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PC-3
ENLARGED
SOUTH EAST

RKAA# 19083.00



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 - A MINIMUM 15-FOOT BY 15-FOOT VISIBILITY TRIANGLE SHOULD BE PROVIDED AT ANY INTERSECTION WITH THE METRO PLACE AND VEHICULAR TRAFFIC.
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 - A MINIMUM OF 1-FOOT CANDLE ILLUMINATION SHOULD BE MAINTAINED THROUGHOUT THE METRO PLACE.
 - UNIFORM LIGHTING SHOULD BE PLACED ALONG ENTIRE METRO PLACE, AVOIDING BRIGHT HIGH GLARE AREAS AND LOW VISIBILITY DARK AREAS.
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 - ONE OF THE FOLLOWING IDENTIFYING MARKERS SHOULD BE PROVIDED AT EACH STREET ENTRANCE TO THE METRO PLACE.
 - BOLLARD PATH LIGHT.
 - PUBLIC ART.
 - DECORATIVE DIRECTIONAL SIGNAGE.
 - BUILDING DESIGN ELEMENTS THAT EMPHASIZE THE METRO PLACE ENTRANCE.
 - TEMPORARY SECURITY GATING:
 - ALL FACILITY CLOSURES SHALL BE ACCOMMODATED AS IDENTIFIED IN CHAPTER 3, ACCOMMODATING PEDESTRIAN AND BICYCLE SAFETY OF THE CITY OF PHOENIX TRAFFIC BARRICADE MANUAL.
 - ALL TRAILS (BOTH PUBLIC AND PRIVATE) SHALL BE MAINTAINED BY EITHER THE ADJACENT PROPERTY OWNERS OR THE PROPERTY OWNERS' ASSOCIATION. TRAILS SHALL NOT BE MAINTAINED BY THE CITY.

ENLARGED SOUTH WEST QUADRANT PLAN

SCALE: NDS

NORTH



PEDESTRIAN CIRCULATION PLAN

METRO CENTER

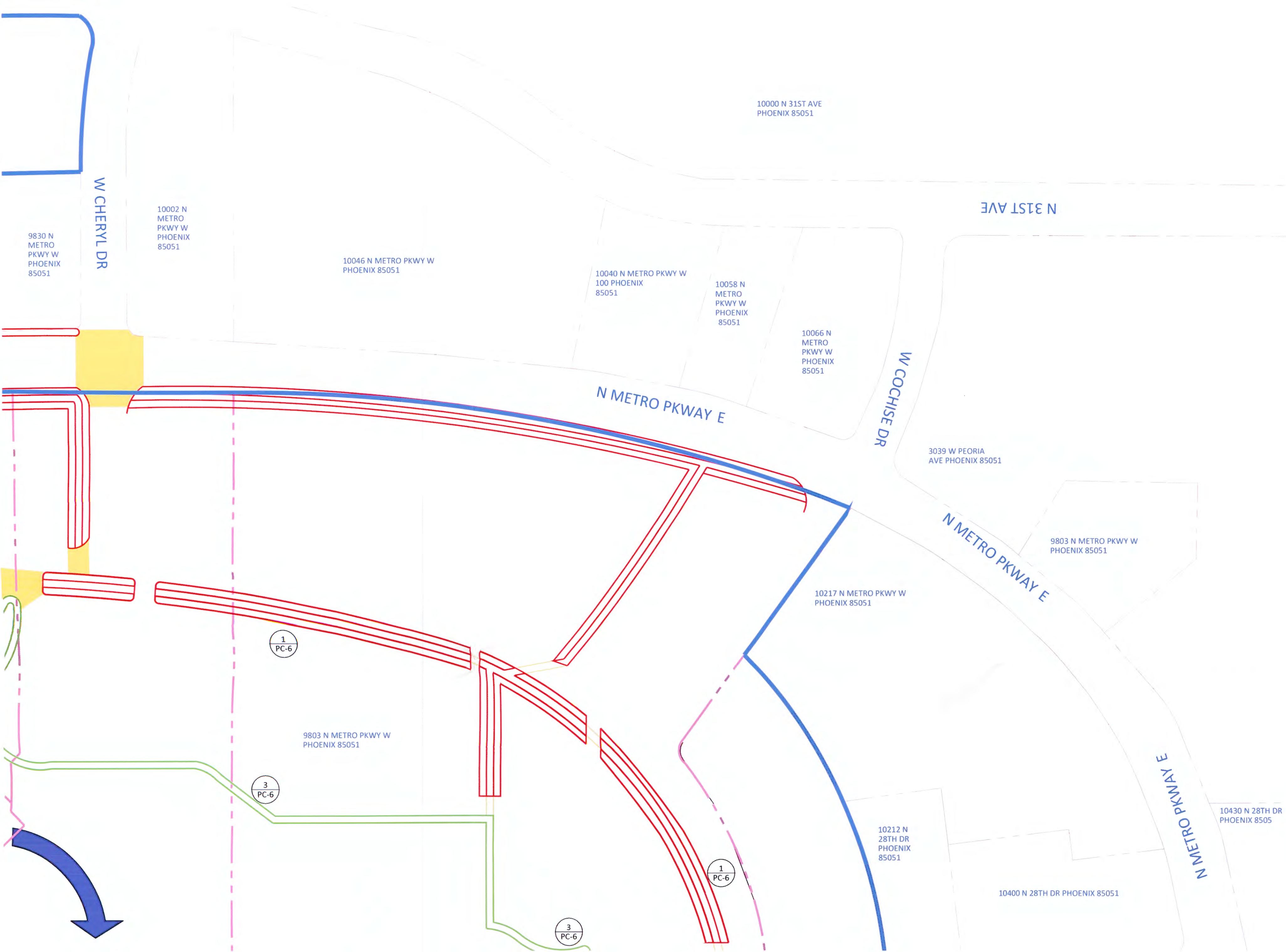
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PC-4
ENLARGED
SOUTH WEST

RKAA# 19083.00





ENLARGED NORTH WEST QUADRANT PLAN

SCALE: NDS



PEDESTRIAN CIRCULATION PLAN

METRO CENTER

DATE: 02-17-2020

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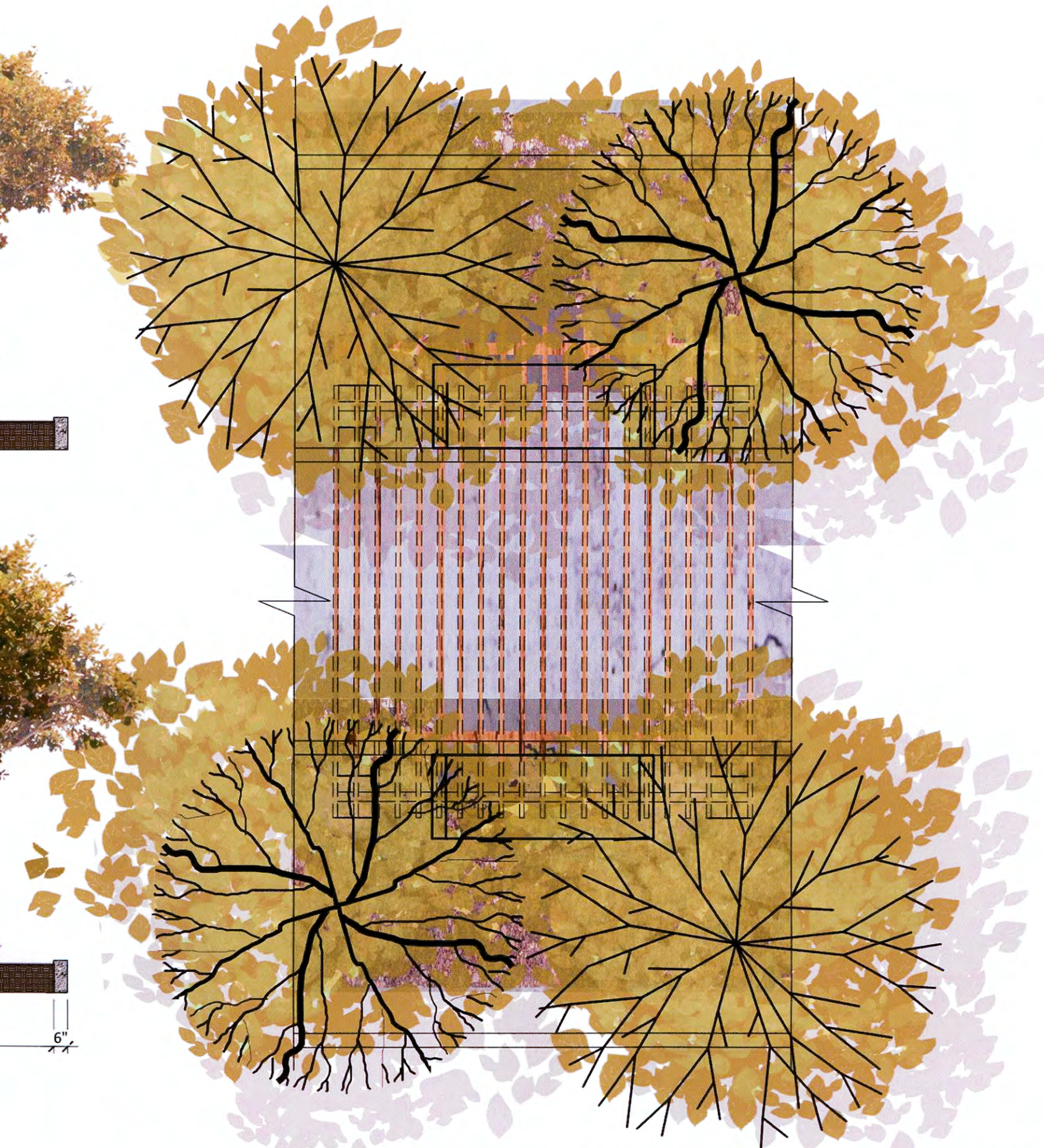
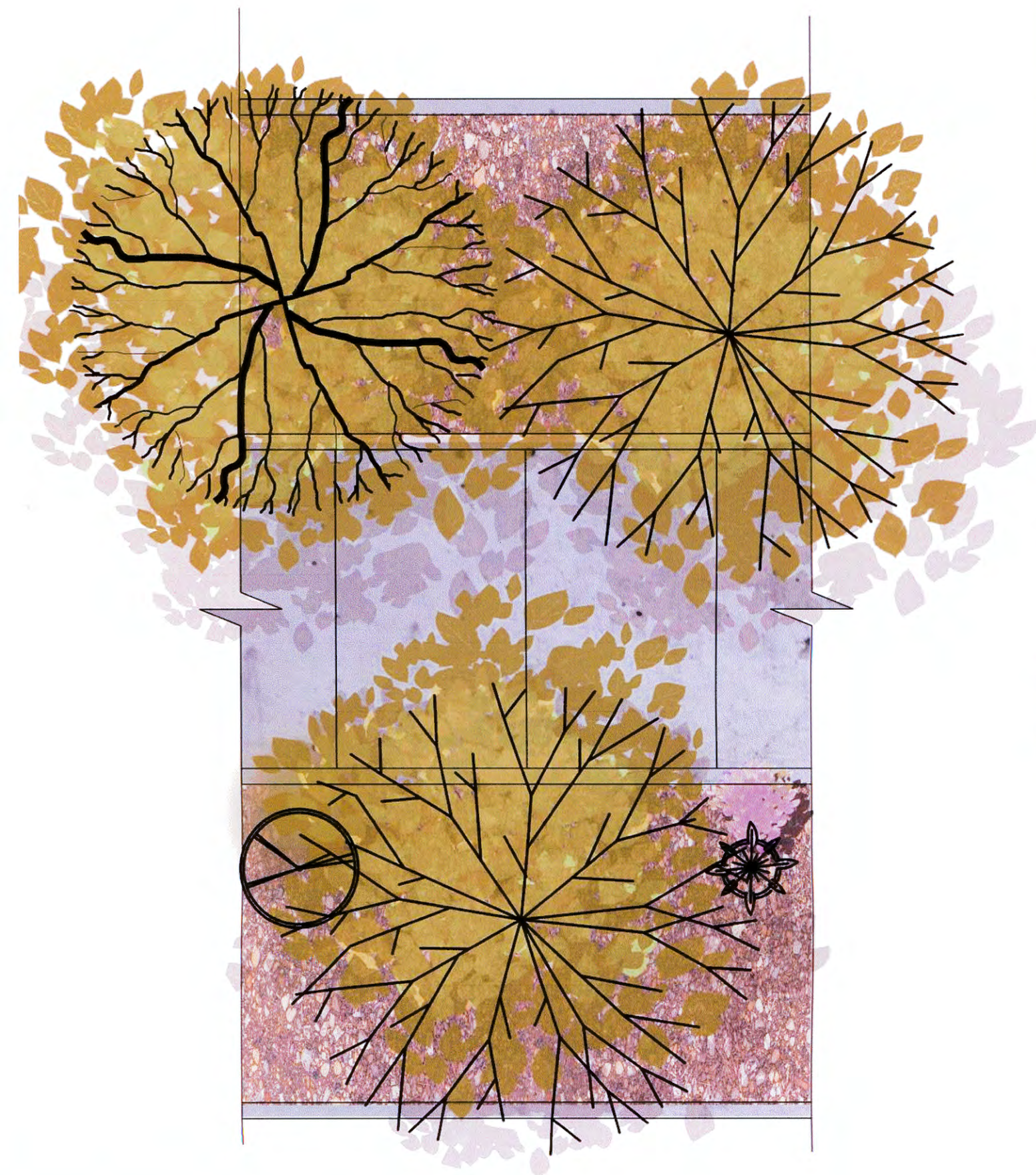
PC-5
ENLARGED
NORTH WEST

RKAA# 19083.00



A 30-FOOT WIDE PUBLIC PEDESTRIAN EASEMENT MetroPlace: THE PEDESTRIAN CIRCULATION PLAN FOR METRO CENTER (HEREAFTER REFERRED TO AS "METRO PLACE") SHALL BE DEDICATED IN ACCORDANCE WITH THE APPROVED ALIGNMENT AS FOLLOWS:

- METRO CENTER PEDESTRIAN SPACE GUIDELINES.
1. IN THE WU CODE BOTH METRO PARKWAY AND THE INNER LOOP ROAD SHALL BE CONSIDERED FRONTAGES
 2. DEVIATION FROM APPROVED ALIGNMENT:
 - 2.1. THE METRO PLACE ALIGNMENT MAY BE DEVIATED UP TO 50 FEET EITHER NORTH OR SOUTH OF THE APPROVED ALIGNMENT UNDER THE FOLLOWING CONDITIONS:
 - 2.1.A. THE DEVIATION SHALL NOT RESULT IN MISALIGNMENT OF THE MORE THAN 90 FEET
 - 2.1.B. A NORTH OR SOUTH CONNECTOR PATH, DESIGNED IN ACCORDANCE WITH THIS SECTION, BE PROVIDED ON SITE WHEN A DEVIATION RESULTS IN MORE THAN 20 FEET OF MISALIGNMENT WITHIN THE BLOCK.
 - 2.1.C. THE REVERSED EASEMENT LOCATION SHALL BE DEDICATED PRIOR TO FINAL SITE PLAN APPROVAL.
 3. AN ADA COMPLIANT WALKWAY A MINIMUM OF 10 FEET IN WIDTH AND CLEAR OF OBSTRUCTIONS SHOULD BE PROVIDED AT PRIMARY CIRCULATION PATHS WITHIN THE METRO PLACE.
 4. THE METRO PLACE SHOULD BE A MINIMUM OF 75 PERCENT SHADED AT PLANT MATURITY.
 5. DECORATIVE PAVING (E.G. PAVERS, PERMEABLE PAVEMENT, COLORED AND TEXTURED CONCRETE) SHOULD BE PROVIDED WITHIN THE METRO PLACE.
 6. BUILDING FRONTAGE ALONG THE METRO PLACE SHOULD BE MAXIMIZED.
 7. GROUND FLOOR ACTIVE USES SHOULD BE ORIENTED TO THE METRO PLACE.
 8. EACH GROUND FLOOR COMMERCIAL SUITE ADJACENT TO THE METRO PLACE SHOULD PROVIDE A PRIMARY ENTRANCE ON THE METRO PLACE SIDE.
 9. BUILDING FACADES ADJACENT TO THE METRO PLACE SHOULD BE DESIGNED WITH THE FOLLOWING ELEMENTS:
 - 9.1. CLEAR GLASS WINDOWS (ALLOWING AT LEAST 75 PERCENT OF VISIBLE LIGHT AS SPECIFIED BY THE MANUFACTURER) FOR A MINIMUM OF 60 PERCENT OF THE GROUND FLOOR FACADE BETWEEN THREE FEET AND EIGHT FEET.
 - 9.2. A MINIMUM OF ONE PRIMARY ENTRANCE ON EACH METRO PLACE FRONTAGE.
 10. PARKING (SURFACE AND STRUCTURED) AND VEHICULAR MANEUVERING ALONG THE METRO PLACE SHOULD BE MINIMIZED.
 11. IF THE CORE OF METROCENTER IS TO BE REDEVELOPED, A MINIMUM OF TWO EAST-WEST PEDESTRIAN PATHS AND ONE NORTH PEDESTRIAN PATH SHALL BE MAINTAINED
 12. THE METRO PLACE SHOULD BE CLEARLY SEPARATED FROM VEHICULAR MANEUVERING AREAS.
 13. A MINIMUM 15-FOOT BY 15-FOOT VISIBILITY TRIANGLE SHOULD BE PROVIDED AT ANY INTERSECTION WITH THE METRO PLACE AND VEHICULAR TRAFFIC.
 14. PARKING LOT ENTRANCES/EXITS SHOULD BE ORIENTED TO MINIMIZE VEHICULAR TRAFFIC CROSSING THE METRO PLACE.
 15. METRO PLACE SEGMENTS THAT CROSS DRIVE AISLES SHOULD PROVIDE A MINIMUM 20 FOOT WIDE CROSSWALK DEMARKATED TO CONTRAST WITH THE DRIVE AISLE.
 16. FENCING WITHIN 50 FEET OF THE EDGES OF THE METRO PLACE SHOULD NOT BE HIGHER THAN 40 INCHES. (EXCLUDING TEMPORARY FENCING IN ACCORDANCE WITH SUBSECTION 18.).
 17. METRO PLACE SEGMENTS THAT CROSS SURFACE PARKING AREAS SHOULD BE DESIGNED WITH THE FOLLOWING ELEMENTS:
 - 17.1. A MINIMUM 8 FOOT WIDE GRADE SEPARATED WALKWAY.
 - 17.2. A MINIMUM OF 10-FOOT WIDE LANDSCAPE STRIPS ON EACH SIDE OF WALKWAY (OR 20 FEET ON ONE SIDE).
 18. THE FOLLOWING LIGHTING TREATMENT SHOULD BE PROVIDED WITHIN THE METRO PLACE:
 - 18.A. 15-FOOT MAXIMUM HEIGHT OF LIGHTING FIXTURES.
 - 18.B. A MINIMUM OF 1-FOOT CANDLE ILLUMINATION SHOULD BE MAINTAINED THROUGHOUT THE METRO PLACE.
 - 18.C. UNIFORM LIGHTING SHOULD BE PLACED ALONG ENTIRE METRO PLACE, AVOIDING BRIGHT HIGH GLARE AREAS AND LOW VISIBILITY DARK AREAS.
 - 18.D. LIGHTING WITHIN THE METRO PLACE SHOULD BE ILLUMINATED FROM DUSK UNTIL DAWN.
 19. ONE OF THE FOLLOWING IDENTIFYING MARKERS SHOULD BE PROVIDED AT EACH STREET ENTRANCE TO THE METRO PLACE.
 - 19.A. BOLLARD PATH LIGHT.
 - 19.B. PUBLIC ART.
 - 19.C. DECORATIVE DIRECTIONAL SIGNAGE.
 - 19.D. BUILDING DESIGN ELEMENTS THAT EMPHASIZE THE METRO PLACE ENTRANCE.
 20. TEMPORARY SECURITY GATING.
 - 20.1. ALL FACILITY CLOSURES SHALL BE ACCOMMODATED AS IDENTIFIED IN CHAPTER 3 ACCOMMODATING PEDESTRIAN AND BICYCLE SAFETY OF THE CITY OF PHOENIX TRAFFIC BARRICADE MANUAL.
 21. ALL TRAILS (BOTH PUBLIC AND PRIVATE) SHALL BE MAINTAINED BY EITHER THE ADJACENT PROPERTY OWNERS OR THE PROPERTY OWNERS' ASSOCIATION. TRAILS SHALL NOT BE MAINTAINED BY THE CITY.



1

PRIMARY WALKWAY WITH NATURAL SHADE

SCALE: 1/4" = 1'-0"

2

PRIMARY WALKWAY WITH ARCHITECTURAL SHADE

SCALE: 1/4" = 1'-0"

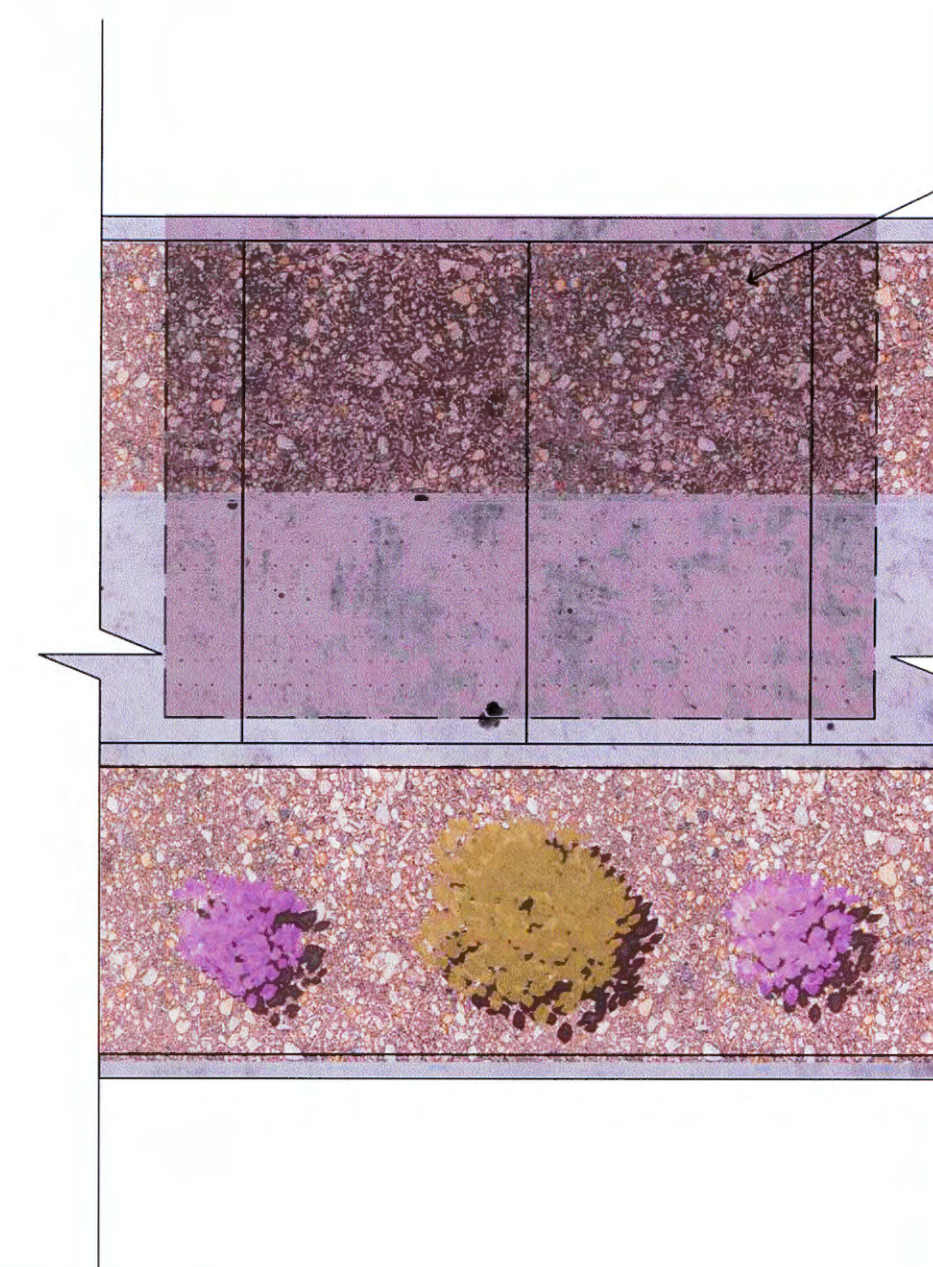
SECONDARY NOTES

AROUND THE PERIMETER OF THE EXISTING MALL FOOTPRINT (EXISTING CONDITIONS); INAPPROPRIATE FOR NAVIGATING PARKING LOTS.

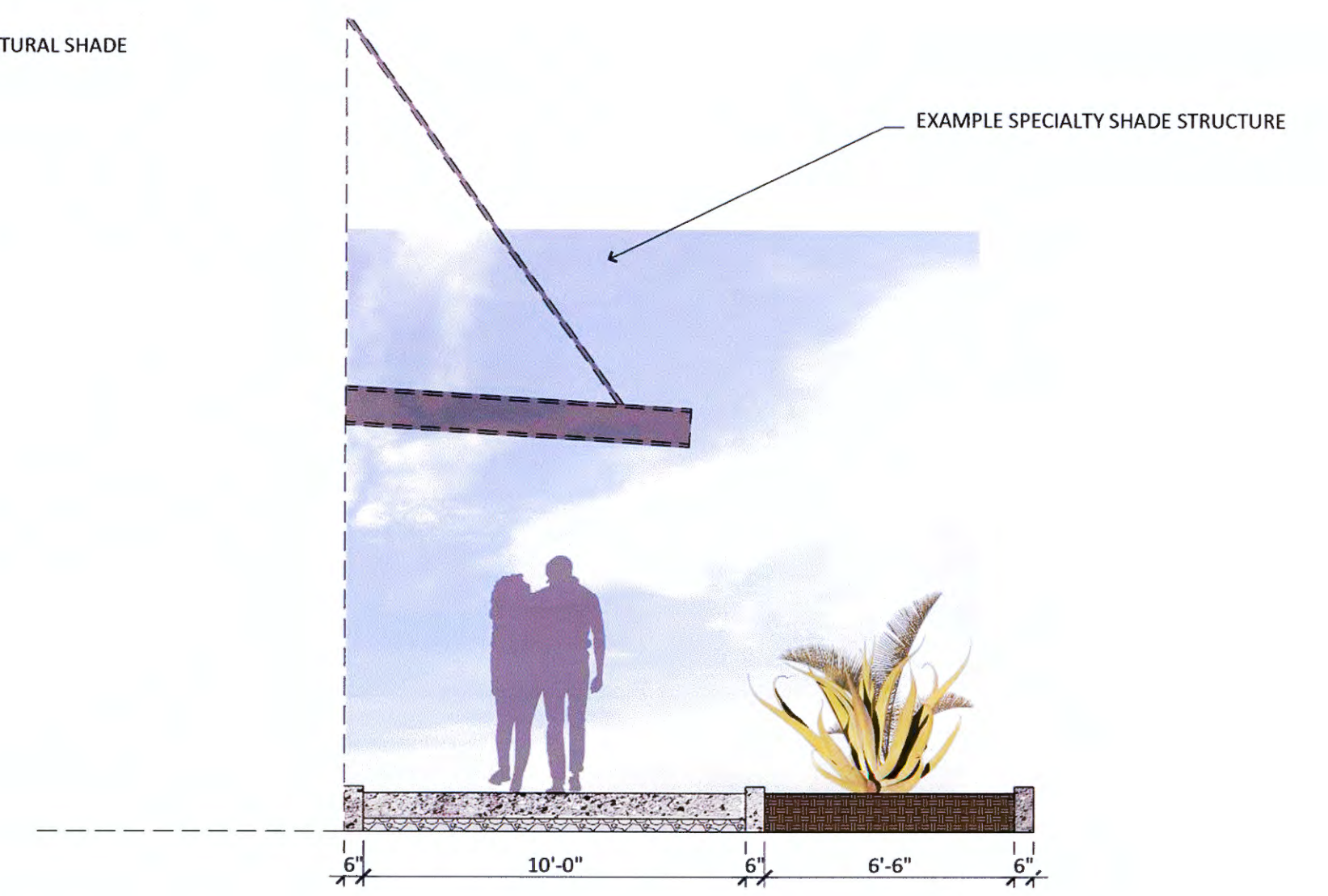
ENHANCED CROSSINGS

ENHANCED CROSSINGS. LIST OF TREATMENTS:

- A. PEDESTRIAN ACTIVATED TRAFFIC SIGNAL(S) IF SUCH A SIGNAL MEETS NATIONAL STANDARDS; +8-14
- B. A PEDESTRIAN/CYCLIST SAFETY ISLAND WITHIN THE MIDDLE OF THE ROAD RIGHT-OF-WAY; +8
- C. CLEARLY MARKED CROSSWALK WITH MOTORIST WARNING SIGNS; +8
- D. VEHICULAR RUMBLE STRIPS TO WARN ONCOMING TRAFFIC THAT THEY ARE APPROACHING A PEDESTRIAN CROSSING; +8
- E. CURB RAMPS; +8
- F. STREET IDENTIFICATION AND SAFE CROSSING METHOD SIGNAGE; +8



ARCHITECTURAL SHADE



EXAMPLE SPECIALTY SHADE STRUCTURE

3

SECONDARY WALKWAY WITH NATURAL SHADE

SCALE: 1/4" = 1'-0"

4

SECONDARY WALKWAY WITH ARCHITECTURAL SHADE

SCALE: 1/4" = 1'-0"

PEDESTRIAN CIRCULATION PLAN

METRO CENTER

DATE: 02-18-2020

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PC-6
SECTIONS

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