



Sonoran Crossing

Planned Unit Development (PUD)

Land Use and Development Standards

Case Z-X-XX-X

Submitted: July 24, 2017

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 articulate 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.

Development Team

DEVELOPER

HONORHEALTH
8125 N. HAYDEN ROAD
SCOTTSDALE, ARIZONA 85258
623.580.5800

DAVID DAMORE, ESQ.

**APPLICANT | LEGAL
REPRESENTATIVE**

BERRY | RIDDELL LLC
6750 E. CAMELBACK ROAD, SUITE 100
SCOTTSDALE, ARIZONA 85251
480.385.2727

WENDY R. RIDDELL
WR@BERRYRIDDELL.COM

ARCHITECT

DEVENNEY GROUP
201 W. INDIAN SCHOOL ROAD
PHOENIX, ARIZONA 85013
602.343.0049

TARA BROWN
TBROWN@DEVENNEYGROUP.COM

**PLANNING | LANDSCAPE
ARCHITECTURE**

NORRIS DESIGN
4450 N. 12TH STREET
PHOENIX, ARIZONA 85014
602.254.9600

JOEL THOMAS
JTHOMAS@NORRIS-DESIGN.COM

CIVIL ENGINEER

DIBBLE ENGINEERING
7500 N. DREAMY DRAW DRIVE #200
PHOENIX, ARIZONA 85020
623.935.2258

JEFF MCBRIDE
JEFF.MCBRIDE@DIBBLECORP.COM

TRAFFIC ENGINEER

KIMLEY – HORN & ASSOCIATES
7878 N. 16TH STREET, SUITE 300
PHOENIX, AZ 85020
(602) 944-5500

CHUCK WRIGHT
CHUCK.WRIGHT@KIMLEY-HORN.COM

Table of Contents

A. EXECUTIVE SUMMARY	4
B. PURPOSE AND INTENT	6
C. LAND USE PLAN	6
D. SITE LOCATION AND CONDITIONS	10
E. GENERAL PLAN CONFORMANCE	12
F. ZONING AND LAND USE COMPATIBILITY	16
G. LIST OF USES	18
H. DEVELOPMENT STANDARDS AND GUIDELINES	19
I. SUSTAINABILITY	29
J. INFRASTRUCTURE	30
K. PHASING	32

Appendix Documents

A. LEGAL DESCRIPTION	A
----------------------------	---

List of Exhibits

1.	REGIONAL CONTEXT MAP	5
2.	LAND USE PLAN	8
3.	CONCEPTUAL SITE PLAN OPTIONS	9
4.	EXISTING SITE CONDITIONS	11
5.	CURRENT GENERAL PLAN LAND USE	15
6.	ZONING MAP	17
7.	LANDSCAPE ZONES	21
8.	PROJECT IDENTITY SIGN MASTER PLAN	23
9.	STREET SECTIONS	33

List of Tables

1.	ADJACENT ZONING AND LAND USE	16
2.	DEVELOPMENT STANDARDS	19
3.	NON-RESIDENTIAL USE LANDSCAPE STANDARDS & PLANTING GUIDELINES. . .	20
4.1	WALL SIGN STANDARDS	24
4.2	GROUND AND COMBINATION SIGN STANDARDS	24

A. Executive Summary

Located at the northeast corner of Interstate 17 (Black Canyon Freeway) and Dove Valley Road within the growing North Black Canyon Corridor Plan area, Sonoran Crossing is appropriately sited to become a health and wellness campus. The property sits just north of the North Gateway Village Core which is envisioned as a place to live, work, shop and play within a high density, urban environment. Sonoran Crossing will complement the North Gateway Village Core, providing a mixed-use wellness campus anchored by a HonorHealth Hospital. (Refer to Figure 1: Regional Context Map)

Recent rezoning cases have positioned the property for the newly envisioned Sonoran Crossing development. In 2006, the property was rezoned to C-2 Special Permit (Case No. Z-78-05-2) to develop the site as an Autoplex with automobile dealerships and accessory auto related uses. The Black Canyon Motorplex was intended to develop as a regional auto mall, but was never developed.

With a change in market conditions, in 2011 Westcor (now Macerich) rezoned the property from C-2 Special Permit and S-1 to Planned Unit Development (PUD) (Case No. Z-4-11-2). This rezoning created the North Black Canyon Crossing PUD which was planned as a community oriented hospital and medical office campus with supporting auto mall and/or retail uses. Zoning Ordinance G-5629 was approved in July 2011 and improvements were made to the property that include: roadway improvements (including full right-of-way and utilities), construction of the HonorHealth Sonoran Health & Emergency Center (including a helistop), and a City of Phoenix Lift Station.

HonorHealth now owns all of the approximately ninety-eight (98) acre property and has taken the opportunity to re-imagine the development opportunities to develop Sonoran Crossing, a mixed-use wellness campus anchored by a HonorHealth Hospital. The property has been re-designed to eliminate the planned Autoplex, increase the residential density, and increase building heights to accommodate a larger hospital.

It is important to note that approximately twenty (20) acres along the eastern boundary of the property is located within the Skunk Creek Wash corridor. As was indicated in the original North Black Canyon Crossing PUD, it is the intent of the property owner, now HonorHealth, to dedicate this acreage to the City of Phoenix to be preserved and maintained as open space including a regional multi-use trail. The legal description for the property is provided in Appendix A.



HONORHEALTH
SONORAN CROSSING

FIGURE 1
REGIONAL CONTEXT MAP

LEGEND

■■■■ PUD BOUNDARY



BERRY | **RIDDELL** | **NORRIS DESIGN** | **Devenney**
LLC | PLANNING | LANDSCAPE ARCHITECTURE | TRAFFIC PLANNING | GROUP
Dibble | **MCCARTHY**
Engineering

B. Purpose and Intent

1. Project Overview and Goals

The purpose of this PUD is to create the regulatory means necessary to achieve HonorHealth's vision for a world class destination health and wellness campus and mixed-use development. The HonorHealth Hospital will be the defining centerpiece of Sonoran Crossing and will set the tone for a health and wellness-focused community. To suit the needs of an ever-growing multi-generational demographic, other uses and site amenities may include medical office facilities, retail, restaurants, hotel, Class-A office space, multi-family housing, assisted living, community open space and fitness trails.

Goals of the Sonoran Crossing PUD are:

- Facilitate development of a proposed community hospital and medical campus, and ancillary uses.
- Incorporate flexible development standards and design guidelines that blend with the character of the area and further the City's vision for the North Black Canyon Corridor.
- Create new jobs and generate tax revenue.
- Provide a comprehensive framework for development in order to establish a mixed-use community that will include for a variety of land uses, services and employment opportunities.

2. Overall Design Concept

Sonoran Crossing is planned to be a mixed-use, wellness-focused community anchored by a HonorHealth Hospital. The health and wellness campus is designed as an urban environment that promotes walkability and fosters social interaction amongst its visitors, residents and employees. Common design elements such as building materials and colors, hardscape elements, landscape, signage and streetscape will unify the development and create a cohesive vision for the approximately ninety-eight (98) acre site. This PUD encourages flexibility in uses and design while meeting the design intent of the North Black Canyon Corridor Overlay District and Sonoran Preserve Edge Treatment Guidelines.

3. Regulatory Provisions

Unless a use or standard for development is specifically re-stated herein, the Phoenix Zoning Ordinance as adopted and periodically amended, shall apply. If there are conflicts between specific provisions of this PUD and the Phoenix Zoning Ordinance, the terms of this PUD shall apply.

C. Land Use Plan

Sonoran Crossing is a mixed-use health and wellness campus consisting of healthcare, office, retail/commercial, assisted living and multi-family residential land uses. The land uses will support both existing and proposed land uses in the area, capitalize on the nearby Interstate 17 and Dove Valley Road transportation corridors, complement the planned intensity and density of the North Gateway Village Core located directly to the southeast and promote the goals and vision of the North Black Canyon Corridor Overlay District. Due to similarities in site characteristics, direct access to major roadways and close proximity to the North Gateway Village Core, Sonoran Crossing is envisioned as an extension of this Village Core with its own character and brand.






The conceptual design framework for Sonoran Crossing incorporates three (3) development sub-areas and an internal roadway network. (See Figure 2: Land Use Plan). Development standards and design guidelines as outlined in this PUD will establish a cohesive design approach for the property, while providing flexibility in land use within each development sub-area.

The preliminary design intent for Sonoran Crossing is illustrated in Figure 3: Conceptual Site Plan Options. The hospital and associated medical office uses are generally envisioned on the southwest portion of the property with a mix of multi-family residential, assisted living and office uses on the eastern half of the site. The balance of the property is planned as an urban mixed-use district that will include horizontal and vertical layers of such uses as commercial, retail, office and residential. The more intense uses are planned adjacent to Interstate 17, transitioning in intensity as the development moves east to meet the natural landscape of Skunk Creek Wash and creating an appropriate transitional buffer to the adjacent uses. Figure 3: Conceptual Site Plan Options is a conceptual representation of the design intent for Sonoran Crossing and is subject to modification. Site plans for individual parcels will be processed through the City of Phoenix Site Plan Review Process.

SONORAN CROSSING

FIGURE 2
LAND USE PLAN

LEGEND

-  PUD BOUNDARY
-  DEVELOPMENT SUB-AREA
-  ROADWAY
-  LANDSCAPE SETBACK
-  PLANNED 10' WIDE MULTI-USE TRAIL











HONORHEALTH
SONORAN CROSSING

FIGURE 3
CONCEPTUAL SITE PLAN OPTIONS



LEGEND

- - - PUD BOUNDARY
- HOSPITAL/HEALTHCARE
- RETAIL/MIXED USE
- OFFICE
- RESIDENTIAL/ASSISTED LIVING
- LANDSCAPE/OPEN SPACE
- SURFACE PARKING
- PARKING GARAGE
- - - MULTI-USE TRAIL



NOTE: Site Plan Options for the Sonoran Crossing PUD are conceptual and subject to change. Site plans for PUD development sub-areas and/or parcels will be approved through the Site Plan Review process.

BERRY | RIDDELL
 LLC

NORRIS DESIGN
 Planning | Landscape Architecture | Project Preparation

Devenney
 GROUP

Dibble
 Engineering

MCCARTHY

D. Site Location and Existing Conditions

1. Site Location and Context

The property is bounded by Interstate 17 to the west, Dove Valley Road to the south, the Skunk Creek Wash corridor to the east and vacant land currently owned by the Arizona State Trust to the north. Neighboring properties in the immediate vicinity are undeveloped, although residential development exists within approximately one (1) mile of the property in the communities of Tramanto (to the north) and Sonoran Foothills (to the east). The North Gateway Village Core is located south of Dove Valley Road, and although it is currently undeveloped except for the W.L. Gore campus, this area is planned for a vibrant urban environment with a variety of mixed uses and allowed building heights up to one hundred ninety (190) feet. The W.L. Gore campus expansion is planned east of Sonoran Crossing on the east side of Skunk Creek Wash.

Limited commercial services currently exist in the immediate area. Retail development including a grocery store, department store, home improvement store, restaurants and ancillary uses exists one (1) mile to the north at Carefree Highway and Interstate 17, within the Tramanto community. A new Fry's Shopping Center is located half a mile to the east at the northwest corner of Dove Valley Road and North Valley Parkway. The next closest commercial services are located either within the community of Anthem, several miles to the north or at Happy Valley Road and Interstate 17, several miles to the south. Professional offices and employment opportunities are almost non-existent in the immediate area. The HonorHealth Sonoran Health & Emergency Center located on site is the closest health related service available, and the nearest hospital is the HonorHealth Deer Valley Medical Center, located at Interstate 17 and the 101 Freeway, over eight (8) miles to the south.

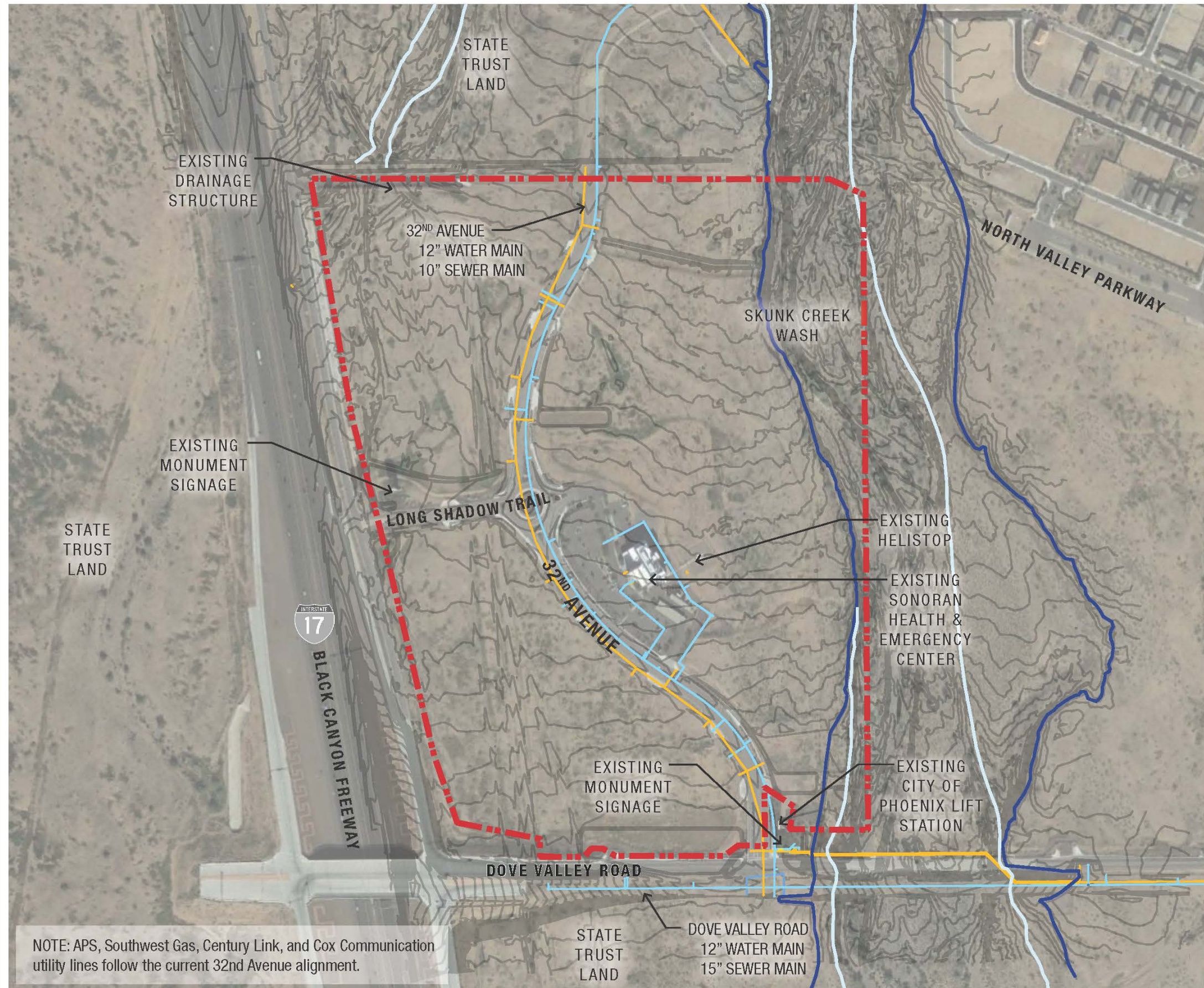
2. Topography and Site Features

The property is relatively flat with a gentle slope to the south and west. The undeveloped portions of the property are generally vacant desert, containing sparse growth of natural desert vegetation. The Skunk Creek Wash corridor (an intended part of the Sonoran Preserve) borders the eastern boundary and will be maintained with the addition of a multi-use trail. A temporary drainage channel exists along the north boundary which routes water flows from the north side of the property to a series of pipe culverts which pass under Interstate 17.

Currently, the property includes existing infrastructure for 32nd Avenue and Long Shadow Trail, and the HonorHealth Sonoran Health & Emergency Center located near the center of the property along the east side of 32nd Avenue. (Refer to Figure 4: Existing Site Conditions) A public 12-inch water line and public 10-inch sewer line currently exist within 32nd Avenue. In addition, service lines for Arizona Public Service (APS), Southwest Gas, Century Link, and Cox Communications follow the 32nd Avenue alignment. A City of Phoenix Lift Station is located at the northeast corner of 32nd Avenue and Dove Valley Road, however, it is not a part of the Sonoran Crossing PUD.

HONORHEALTH SONORAN CROSSING

FIGURE 4
EXISTING SITE CONDITIONS



- LEGEND**
- - - PUD BOUNDARY
 - TOPOGRAPHY
 - FLOODWAY
 - FLOODPLAIN
 - WATER MAINLINE
 - SEWER MAINLINE



NOTE: APS, Southwest Gas, Century Link, and Cox Communication utility lines follow the current 32nd Avenue alignment.

BERRY | **RIDDELL** | **NORRIS DESIGN** | **Devenney**
LLC | PLANNING | LANDSCAPE ARCHITECTURE | SIGNIFICATION | GROUP
Dibble | **MCCARTHY**
Engineering

E. General Plan Conformance

1. A Statement of Conformity

The City of Phoenix General Plan designates the Sonoran Crossing property as a mix of land uses including designations of Commercial, 10-15 du/ac Higher Density, and 5-10 du/ac Traditional Lot. Sonoran Crossing is consistent with planned land uses and goals and policies outlined in the City of Phoenix General Plan and the North Black Canyon Corridor Plan. (Refer to Figure 5: Current General Plan Land Use)

2. Conformance with General Plan Goals

The Sonoran Crossing PUD achieves a number of specific goals of the 2015 General Plan (planPHX), as discussed on the following pages.

Core Value: Connect People & Places

Subsection	Goal
Cores, Centers & Corridors	Phoenix residents should have an abundance of places to connect with services, resources and each other.

A core tenet of the Phoenix General Plan is to create, support and activate village cores by providing a mix of land uses within a pedestrian friendly environment. Sonoran Crossing, located just outside the North Gateway Village Core and adjacent to Interstate 17 and Dove Valley Boulevard, is appropriately located to be developed as an activity center supporting a healthy urban village with a balanced mix of housing, employment opportunities and services.

The development of this property as a unified health oriented community provides for an inherent connection between residents with a shared goal. The achievement of a healthier community as an overarching theme will resonate throughout the character of the development. Additionally, residents within the broader community will benefit from a variety of goods and services that are currently lacking in this area.

Core Value: Strengthen Our Local Economy

Subsection	Goal
Job Creation (Employers)	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.

The proposed commercial, retail, hospital and office uses planned for Sonoran Crossing provide opportunity for significant numbers of high quality, high paying jobs. Based on generalized employment data, Sonoran Crossing, with a mix of professional office, retail and a 300-bed hospital, could generate up to 6,000 jobs depending on ultimate land uses and intensity of development.

The property's proximity to Interstate 17 makes it an ideal location for north Phoenix professionals seeking to avoid long commutes to jobs, dining, and shopping and entertainment venues. The retail and employment uses complement and provide support for the existing and planned residential uses in the immediate and larger surrounding area. In addition, the proposed multi-family housing and assisted living within Sonoran Crossing will create a new pool of customers for nearby retail establishments and restaurants.

Core Value: Celebrate our Diverse Communities & Neighborhoods

Subsection	Goal
Connected Neighborhoods	Ensure connectivity to resources and services for neighborhoods and communities. Ensure a cohesive, connected community through adequate venues for community interaction, community building activities and events, and the sharing of information about community issues and services
Healthy Neighborhoods	Ensure all communities and neighborhoods are designed and have the necessary infrastructure to allow residents to enjoy a healthy lifestyle.
Diverse Neighborhoods	Encourage communities and neighborhoods to be a mix of ages, incomes and ethnicities and provide housing suitable to residents with special needs. A diverse range of housing choices, densities, and prices in each village should be encouraged.

Sonoran Crossing is planned as a mixed-use health and wellness campus with employment, retail and residential uses. Pedestrian linkages throughout the property, which will connect to the future Skunk Creek Wash trail, provide opportunities for healthy living as well as create an environment that fosters social interactions and unifies the land uses. The overall design intent is to provide a campus that provides places to gather, eat, live, work, play and heal together.

A variety of housing options such as multi-family residential (both rental and owner-occupied), and assisted living facilities are planned within Sonoran Crossing. This mix of housing types and densities will attract a broad range of lifestyles and provide support for the non-residential land uses.

The core design theme of this community focuses on the increasing need for urban development that encourages healthy, sustainable living. Creative and innovative planned communities can create a standard for built environments with healthy living in mind. This community recognizes that the burden of healthy living no longer lies solely with health professionals, but with architects, developers, and land planners, in creating built environments that respond to the health needs of its residents and visitors.

Core Value: Build the Sustainable Desert City

Subsection	Goal
Desert Landscape	Protect and celebrate our unique desert landscape.

Sonoran Crossing is within the North Black Canyon Corridor Overlay District which strongly encourages preservation of visual and physical access to the surrounding desert environment. Skunk Creek Wash borders the entire eastern boundary of the property. Sonoran Crossing incorporates the use of the Sonoran Preserve Edge Treatment Guidelines to preserve the interface between the built environment and the Skunk Creek Wash corridor.

3. North Black Canyon Corridor Plan

Sonoran Crossing is located within the North Black Canyon Corridor (NBCC) Overlay District, one of the City's identified growth areas. This PUD meets the intent of the four (4) primary goals of the NBCC by creating a new, high quality, mixed-use development within a targeted employment area. The urban form of Sonoran Crossing promotes a sense of community, ties into major transportation corridors surrounding the property and creates a health and wellness campus, which both integrates with and preserves the natural desert environment. Sonoran Crossing has the potential to become one of the most highly competitive and emerging employment locations in north Phoenix.













The four (4) primary goals of the North Black Canyon Corridor Plan are as follows:

1. Promote the North Black Canyon Corridor as a regional employment center through development of a comprehensively planned village core with ancillary planned commercial nodes.
2. Achieve a balance between employment and housing.
4. Concentrate growth within a defined corridor.
5. Preserve North Sonoran Desert amenities and use these features to define community form and identity by developing an integrated recreation and conservation plan to preserve fragile desert resources and to provide outdoor recreational opportunities.

FIGURE 5 CURRENT GENERAL PLAN LAND USE



LEGEND

- | | |
|--|---|
|  PUD BOUNDARY |  15+ DU/ACRE - HIGHER DENSITY ATTACHED TOWNHOUSES, CONDOS, OR APARTMENTS |
|  ARTERIAL AND COLLECTOR STREETS |  FUTURE PARKS/OPEN SPACE OR 1 DU/ACRE |
|  2 TO 3.5 DU/ACRE - TRADITIONAL LOT |  NURSERIES/FLOWER GARDENS WITH ALTERNATIVE 3.5 TO 5 DU/ACRE |
|  3.5 TO 5 DU/ACRE - TRADITIONAL LOT |  COMMERCIAL |
|  5 TO 10 DU/ACRE - TRADITIONAL LOT |  COMMERCE/BUSINESS PARK |
|  10 TO 15 DU/ACRE - HIGHER DENSITY ATTACHED TOWNHOUSES, CONDOS, OR APARTMENTS |  FLOODPLAIN |

F. Zoning and Land Use Compatibility

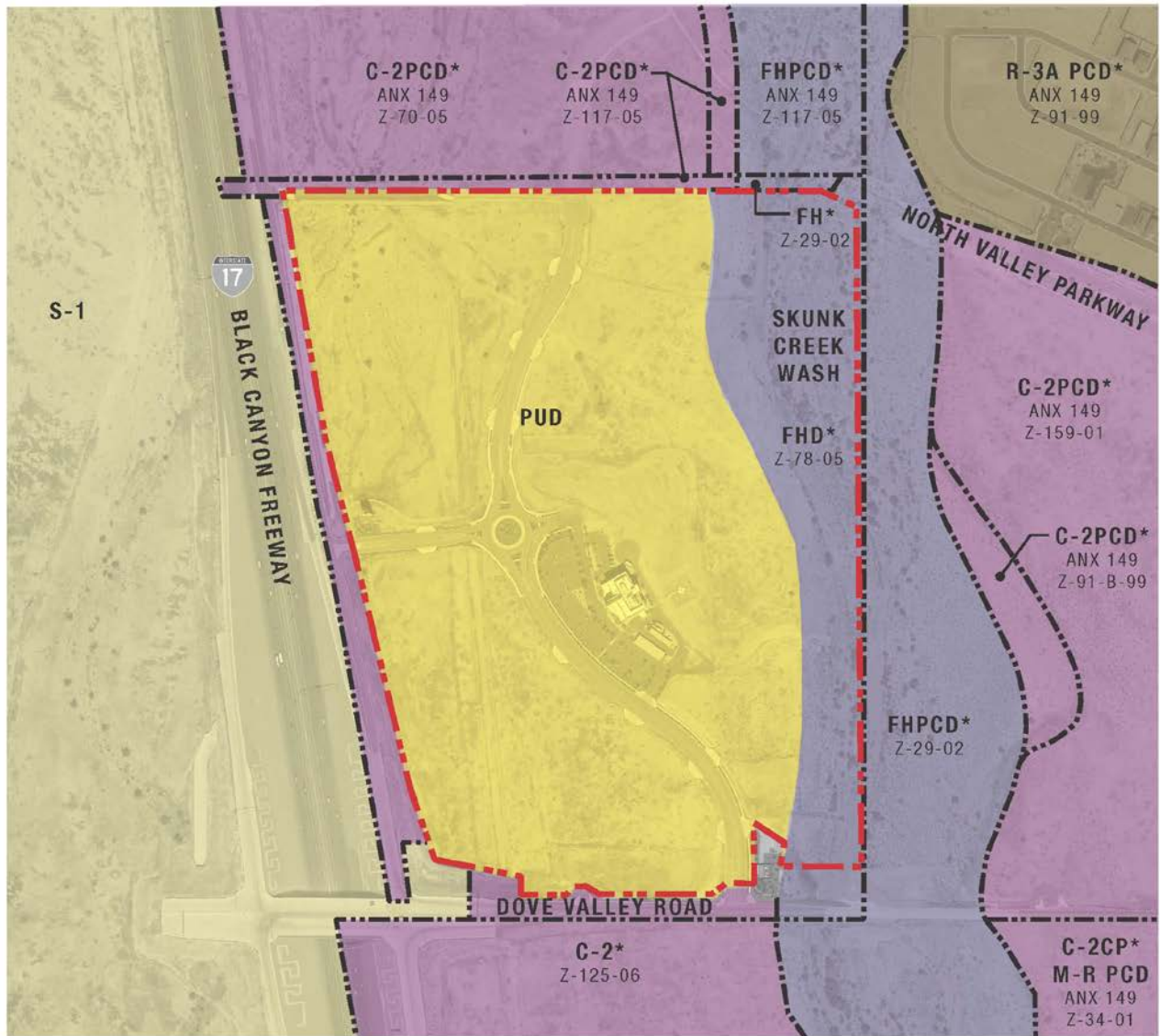
The Sonoran Crossing property is currently zoned PUD and North Black Canyon Overlay District (NBCOD). The surrounding area is primarily zoned C-2 NBCOD, as noted below and on Figure 6: Zoning Map.

Table 1: Adjacent Zoning and Land Use

Location	Ownership	General Plan	Zoning	Land Use
North	Arizona State Trust Land	Mixed Use: Commercial, Single Family Residential 5-10, High Density Residential 10-15	C-2 PCD NBCOD Z-70-05 Z-117-05 Z-29-02	Vacant; planned for retail development
South	Arizona State Trust Land	Mixed Use: Commercial and High Density Residential 15+	C-2 NBCOD Z-125-06	Vacant; planned for mixed-use development and future regional park
East	Skunk Creek Wash	Open Space and Floodplain	FH C-2 PCD NBCOD HGT/WVR Z-78-05	Vacant
West	Arizona Department of Transportation	n/a	n/a	Interstate 17

The property is geographically separated from other developments by Interstate 17, Dove Valley Road and Skunk Creek Wash. Properties adjacent to Sonoran Crossing are currently undeveloped, but planned for commercial and multi-family residential development at intensities similar to that proposed within Sonoran Crossing. Canyon Crossroads, located east across Skunk Creek Wash, is zoned C-2 PCD with a height waiver allowing heights up to four (4) stories or a maximum of fifty-six (56) feet. The Arizona State Trust property to the north is zoned C-2 PCD and planned to develop with community and regional commercial uses that capitalize off the Interstate 17 and Carefree Highway interchange. The Arizona State Trust Land to the south is also zoned C-2 and planned for mixed-use development which may include multi-family residential at heights up to four (4) stories or fifty-six (56) feet. The North Gateway Village Core, immediately southeast of Sonoran Crossing, is currently undeveloped but planned as an urban density employment center with building heights up to one hundred ninety (190) feet. Due to similarities in site characteristics and close proximity to the North Gateway Village Core, Sonoran Crossing is envisioned as an extension of this Village Core with its own character, brand and planned uses. Sonoran Crossing, as well as all surrounding properties have pledged to preserve the Skunk Creek Wash corridor as a major recreation and conservation amenity that benefits the entire North Gateway Village. Through this PUD, Sonoran Crossing proposes land uses and development standards that are consistent with adjacent development and in harmony with the City's long-range planning goals for the area.

FIGURE 6 ZONING MAP



LEGEND

--- PUD BOUNDARY

--- ZONING DISTRICT BOUNDARIES

CITY OF PHOENIX ZONING DESIGNATIONS

■ PUD - PLANNED UNIT DEVELOPMENT

■ C-2 - INTERMEDIATE COMMERCIAL

■ FH - FLOOD HAZARD & EROSION MANAGEMENT DISTRICT

■ S-1 - RANCH OR FARM RESIDENCE

■ R-3A - MULTIPLE-FAMILY RESIDENCE



G. List of Uses

The uses permitted within the Sonoran Crossing PUD shall be those permitted in Section 623 Commercial C-2 District – Intermediate Commercial of the Phoenix Zoning Ordinance, as amended from time to time, with the following exclusions and additions:

The following uses will NOT be allowed:

1. Adult bookstore, adult novelty store, adult theatre, adult live entertainment establishment, erotic dance or performance studio
2. Cigarette or Vapor Service
3. Cigars Manufacturing, Custom Hand Rolled
4. Cigars, Wholesale and Storage
5. Guns, Retail Sales and/or Repairs
6. Nonprofit medical marijuana dispensary facility
7. Pawn Shop
8. Tattoo Shops
9. Tobacco Oriented Retailers
10. Tobacco, Wholesale

The following additional uses will be allowed:

1. Public Assembly, Spectator as defined by the Phoenix Zoning Ordinance, to provide open outdoor venues to allow for opportunities for lectures and concerts

The following uses will be allowed by right and NOT subject to a use permit:

1. Farmers Market
2. Satellite Earth Station and Wireless Communications

The North Black Canyon Crossing PUD (Z-4-11-2) formalized the current location for a helistop adjacent to the existing Sonoran Health and Emergency Center. With the new vision for the property, the helistop may be relocated and additional helistops may be provided in association with the new planned hospital. Per the City of Phoenix Zoning Ordinance Text Amendment Z-TA-9-11, an amendment to Section 623.D.83 of the Ordinance now allows helistops as a permitted accessory use to a hospital.

H. Development Standards and Guidelines

The Sonoran Crossing PUD shall comply with the development standards and design guidelines as written in the North Black Canyon Overlay District (NBCOD), Sonoran Preserve Edge Treatment Guidelines and the Phoenix Zoning Ordinance, as may be amended from time to time, and as amended herein. If there are conflicts between specific provisions of the PUD and the Phoenix Zoning Ordinance or design guidelines, the terms of this PUD shall apply.

1. Development Standards (Yard, Height and Area Requirements)

Table 2: Development Standards

Development Standard	
Density	Max. 1,200 Dwelling Units ⁽¹⁾
Minimum Lot Width/Depth	None
Building Setbacks	
Non-Residential Uses	
Adjacent to Interior Streets	0 Feet Minimum
Adjacent to Perimeter Streets	20 Feet Minimum
Adjacent to Perimeter Boundary (Not Adjacent to a Street)	0 / 10 Feet Minimum ⁽²⁾
Adjacent to Interior Property Lines (Not Adjacent to a Street)	0 / 10 Feet Minimum ⁽²⁾
Residential Uses	
Adjacent to Interior Streets	0 Feet Minimum
Adjacent to Perimeter Streets	10 Feet Minimum ⁽³⁾
Adjacent to Perimeter Boundary (Not Adjacent to a Street)	10 Feet Minimum
Adjacent to Interior Property Lines (Not Adjacent to a Street)	0 Feet Minimum
Building Separation	
Building Separation	IBC or COP Adopted Modifications
Building Height	
Retail/Commercial/Residential Uses ⁽⁴⁾	150 Feet Maximum
Hospital Uses	150 Feet Maximum
Lot Coverage	
Building Coverage on Any Subdivided Lot	Maximum 60% of Net Lot Area

Notes:

- (1) Dwelling unit shall be defined per the Phoenix Zoning Ordinance as the following: One (1) or more rooms within a building arranged, designed, or used for residential purposes for one (1) family and containing independent sanitary and cooking facilities. The presence of cooking facilities conclusively establishes the intent to use for residential purposes.
- (2) Building setbacks for Non-Residential Uses will be a minimum of zero (0) feet when the adjacent land use is commercial, retail or industrial and a minimum of ten (10) feet when the adjacent use is residential.
- (3) Building setbacks for Residential Uses adjacent to a perimeter street will be in addition to the landscape setback.
- (4) Multi-Family Residential uses within fifteen (15) feet of the Sonoran Preserve edge shall be limited to fifty-six (56) feet in height from finished floor. One (1) foot of additional height shall be allowed for every two (2) feet additional setback from the preserve edge.

2. Landscape Standards

The Landscape Standards of this PUD shall establish a baseline requirement for landscape improvements and facilitate the development of a common landscape theme for the entire ninety-eight (98) acre property. Figure 7: Landscape Zones conceptually illustrates the five (5) landscape zones, each which has its own requirements and varying level of treatment appropriate to use and functionality.

Table 3: Non-Residential Use Landscape Standards & Planting Guidelines

Development Standard	
Perimeter Property Lines (Not Adjacent to a Street)	
Setback	0 Feet
Minimum Planting Requirements	Phoenix Zoning Ordinance Section 623 E.4.e
Skunk Creek Wash Edge Treatment	
Setback	0 Feet
Minimum Landscape Requirements	Phoenix Zoning Ordinance Section 705 Tab A.II.E.3. Sonoran Preserve Edge Treatment Guidelines
Streetscape	
Setback	15 Feet Minimum / 20 Feet Average
Minimum Planting Requirements ⁽¹⁾	50% Trees 3-inch caliper / 50% Trees 2-inch caliper / Min. five (5) 5-gallon shrubs per tree
Adjacent to Buildings	
Phoenix Zoning Ordinance Section 623 E.4.e	
Parking Lot Area	
Phoenix Zoning Ordinance Section 623 E.4.e	

Notes:

(1) Trees shall be planted twenty (20) feet on center or in equivalent groupings.

Landscape Standards and Planting Guidelines for Residential Uses will comply with Phoenix Zoning Ordinance Section 623.E.1.

3. Walls and Fences

Walls and fences within Sonoran Crossing will be designed to comply with the City of Phoenix Zoning Ordinance (Sections 507 Tab A, 654 and 703) and the North Black Canyon Overlay District Design Guidelines.

4. Parking

Refer to the Phoenix Zoning Ordinance Section 702 Off-Street Parking and Loading for the required parking and loading standards for Sonoran Crossing with the following exceptions:

a) Parking Stall Dimensions

Perpendicular parking space dimensions are modified for the following uses:

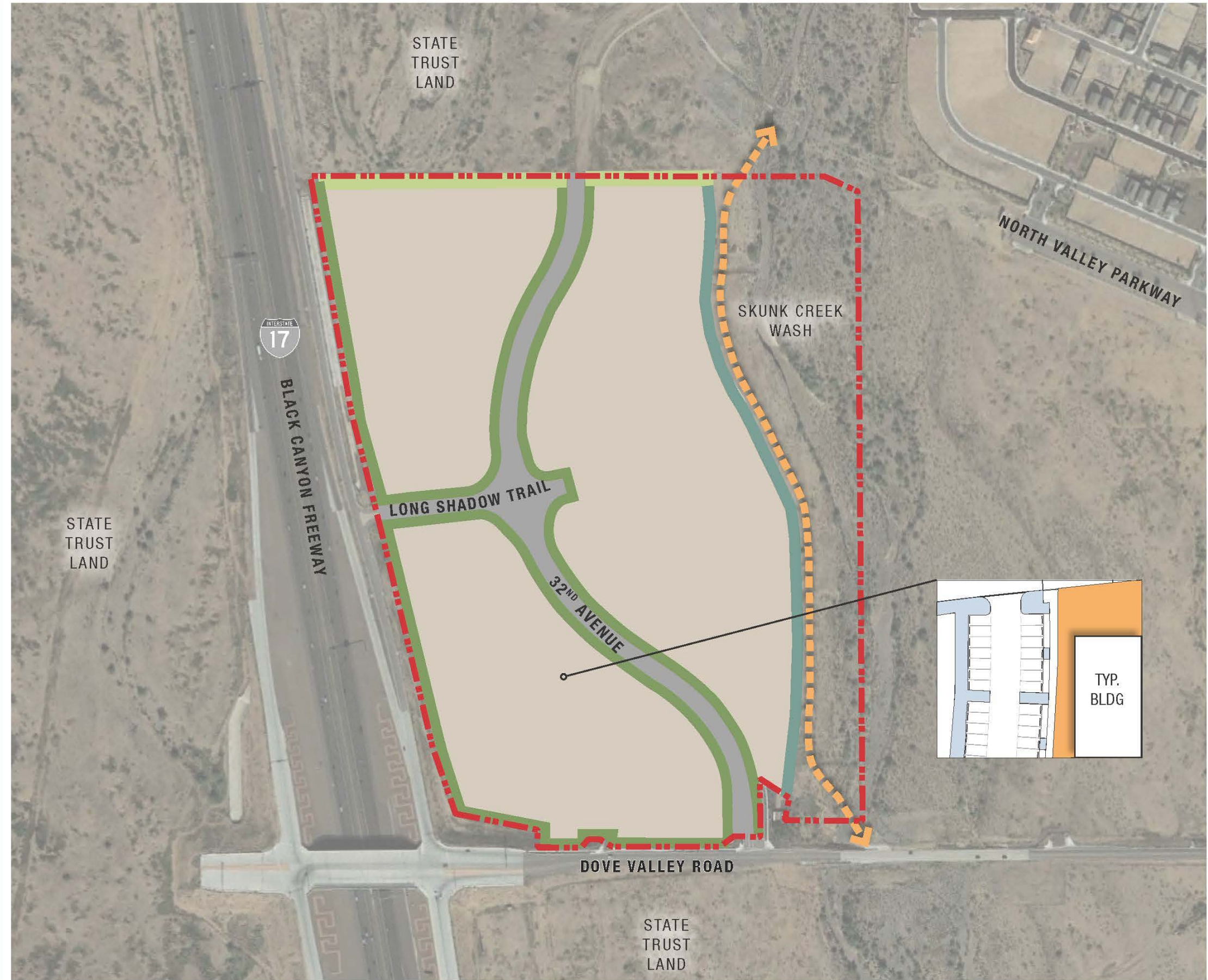
- (1) Commercial Retail: Nine (9) feet wide by eighteen (18) feet deep.
- (2) Hospital and Emergency Medical Care Facilities: nine (9) feet wide by eighteen (18) feet deep.

b) Vehicular Drive Isles

Vehicular drive aisle width for a loaded parking aisle shall be twenty-four (24) foot circulation drives throughout the PUD area. When a drive aisle is not loaded with parking stalls, the minimum width shall be twenty-two (22) feet.

HONORHEALTH SONORAN CROSSING

FIGURE 7
LANDSCAPE ZONES



LEGEND

- - - PUD BOUNDARY
- PERIMETER LANDSCAPE BUFFER
- SKUNK CREEK WASH EDGE TREATMENT
- PLANNED 10' WIDE MULTI-USE TRAIL
- STREETSCAPE
- LANDSCAPE ADJACENT TO BUILDINGS
- PARKING LOT LANDSCAPE
- DEVELOPMENT SUB-AREA
- ROADWAY



BERRY | RIDDELL LLC NORRIS DESIGN Devenney GROUP
 Dibble Engineering MCCARTHY

5. Shade

Refer to City of Phoenix Zoning Ordinance Section 507 Tab A Guidelines for Design Review.

6. Lighting

Site lighting within Sonoran Crossing will be sensitive to the surrounding communities through the use of screening and shielding mechanisms. All lighting shall comply with lighting standards as defined within the Section 704 Environmental Performance Standards and Section 507 Tab A Guidelines for Design Review of the Phoenix Zoning Ordinance.

7. Signage

a) Signage Purpose and Intent

The sign standards within this PUD reflect what was previously approved through Z-4-11-2. All signage shall comply with Section 705 of the Phoenix Zoning Ordinance, unless otherwise noted in this PUD.

b) Project Identity Sign Master Plan

Figure 8, Project Identity Signage Master Plan illustrates the conceptual geographic location of identification freeway pylon signs, primary project identity monuments, secondary project identity monuments, and project directional / directory signs. Individual development project and tenant signage is not included within the Project Identity Sign Master Plan. Sign permit applications for project identity signage will be reviewed and approved pursuant to the City's standard procedures. A comprehensive sign plan is not required for project identity signs.

c) Individual Development Project and Tenant Signs

Individual development project and tenant signs are signs above and beyond the signs identified within the Project Identity Sign Master Plan, and are allowed pursuant to the signage regulations contained within this PUD and, where applicable, Section 705 of the Phoenix Zoning Ordinance. Permit applications for individual development project and tenant signage will be reviewed and approved pursuant to the City's standard procedures. A comprehensive sign plan is not required for individual development project and tenant signage.

HONORHEALTH SONORAN CROSSING

FIGURE 8
PROJECT IDENTITY SIGN MASTER PLAN



LEGEND

- - - PUD BOUNDARY
- PROJECT IDENTITY FREEWAY PYLONS
- PRIMARY PROJECT IDENTITY MONUMENTATION
- SECONDARY PROJECT IDENTITY MONUMENTATION
- PROJECT DIRECTIONAL / WAYFINDING SIGNAGE
- E EXISTING SIGNAGE
- DEVELOPMENT SUB-AREA
- ROADWAY



NOTE: All signage and monumentation locations are conceptual and subject to change. Exact sign locations will be finalized through the sign permitting process and will be located outside all required sight visibility triangles.

BERRY | RIDDELL LLC NORRIS DESIGN Devenney GROUP
 Dibble Engineering MCCARTHY

d) Sign Standards Matrix for Specific Types of Signs

This section includes specific sign standards for ground signs, combination signs, and wall signs.

Table 4.1: Wall Sign Standards

Wall Signs		
Land Use	Height	Area
Multi-Family Residential	15 feet	<ul style="list-style-type: none"> 1 square foot / each linear foot minimum 24 square feet
Commercial, Office & Non-Residential ¹	56 feet or less	<ul style="list-style-type: none"> 1.25 square feet per lineal foot per elevation minimum 50 square feet
Hospitals ¹	56 feet or less	<ul style="list-style-type: none"> 1.25 square feet per lineal foot per elevation minimum 50 square feet
Hospitals ²	Greater than 56 feet	<ul style="list-style-type: none"> Maximum 2% of overall wall area Minimum 50 square feet Four (4) signs permitted - maximum

Table 4.2: Ground and Combination Sign Standards

Ground and Combination Signs			
Land Use & Type of Sign	Number of Signs & Spacing	Maximum Height	Maximum Area
Individual Development Project and Tenant Signage			
Multi-Family Residential ³	<ul style="list-style-type: none"> One (1) per driveway 150 foot spacing 	8 feet	32 square feet
Commercial, Office & Non-Residential			
Primary Sign	<ul style="list-style-type: none"> One (1) sign permitted per 300 lineal feet of street frontage minimum of one (1) regardless of street frontage 	16 feet	110 square feet
Primary Sign Freeway Frontage	<ul style="list-style-type: none"> One (1) sign permitted per 300 lineal feet of street frontage minimum of one (1) regardless of street frontage 	20 feet	150 square feet
Secondary Sign	<ul style="list-style-type: none"> One (1) sign permitted per 150 lineal feet of street frontage (less signage permitted above for Primary Sign) 	12 feet	80 square feet
Secondary Sign Freeway Frontage	<ul style="list-style-type: none"> One (1) sign permitted per 150 lineal feet of street frontage (less signage permitted above for Primary Sign) 	16 feet	125 square feet
Directional Sign	<ul style="list-style-type: none"> Two (2) per driveway 	10 feet	64 square feet

Ground and Combination Signs			
Land Use & Type of Sign	Number of Signs & Spacing	Maximum Height	Maximum Area
Hospitals			
Primary Sign ⁴	<ul style="list-style-type: none"> One (1) sign permitted per 300 lineal feet of street frontage minimum of one (1) regardless of street frontage 	16 feet	110 square feet
Primary Sign Freeway Frontage ⁴	<ul style="list-style-type: none"> One (1) sign permitted per 300 lineal feet of street frontage minimum of one (1) regardless of street frontage 	20 feet	150 square feet
Secondary Sign ⁶	<ul style="list-style-type: none"> One (1) sign permitted per 150 lineal feet of street frontage (less signage permitted above for Primary Sign) 	12 feet	80 square feet
Secondary Sign Freeway Frontage ⁶	<ul style="list-style-type: none"> One (1) sign permitted per 150 lineal feet of street frontage (less signage permitted above for Primary Sign) 	16 feet	125 square feet
Directional Sign	<ul style="list-style-type: none"> 2 per driveway maximum 	10 feet	64 square feet
Project Identity Signage			
Freeway Pylon Sign ^{5, 6, 7}	<ul style="list-style-type: none"> Three (3) maximum 500 foot minimum spacing 	75 feet	1,122 square feet and a maximum of 672 for an Electronic Message Display
Primary Monument Sign ⁶	<ul style="list-style-type: none"> Two (2) per project entrance maximum 	16 feet	110 square feet
Secondary Monument Sign ⁶	<ul style="list-style-type: none"> Two (2) per project entrance maximum 	10 feet	125 square feet
Directional Sign ⁶		10 feet	125 square feet

Notes:

- (1) Building signs may be placed on any wall surface and are not required to be placed directly over the space occupied by the use identified by the sign.
- (2) Building signs may be placed along the upper section of a building elevation, but shall not be closer to the parapet than half the height of the largest letter. Building signs may be placed on any wall surface and are not required to be placed directly over the space occupied by the use identified by the sign.
- (3) Spacing of ground signs for multifamily residential may be reduced to one hundred (100) feet from ground signs on an adjacent commercially zoned property.
- (4) A primary and secondary sign for a hospital may include directional information.
- (5) Freeway signs shall only be located on property with freeway frontage and must be within three hundred (300) feet of, and oriented to Interstate 17. No setback is required and may include electronic message centers for a freeway sign.
- (6) All Project Identification Signage shall contain the overall project identification, and may contain individual development project or individual tenant sign information within the square footage allowed. The individual development project or individual tenant sign information area shall not be subtracted from the individual development project and tenant signage allowances.
- (7) Sign area for the freeway pylon sign is calculated based on the total area of the freeway signage excluding the pylon structure and architectural embellishments.

e) Sign Standards for Individual Development Project and Tenant Signs

Individual development project and tenant signs within Sonoran Crossing shall follow the Phoenix Zoning Ordinance, Section 705 Signs, with the following exceptions:

(1) Ground Signs – Specific standards

- a. Information Displayed. No ground sign shall contain more than ten (10) items of information. The following material shall not be considered when calculating items of information:
 1. Information on a retail gasoline outlet ground sign that shows affiliation with a motor club, indicates acceptance of designated credit cards, or fuel price and grade information; and
 2. Information on a theater sign showing names and, if applicable, ratings of current showings or performances; and
 3. Information on a hospital.
- b. Menu Boards (all land uses).
 1. Height is limited to a maximum of eight (8) feet for the menu board, and six (6) for speaker boards.
 2. Sign area is limited to a maximum of eighty (80) square feet if menu board and speaker board are combined, or thirty (30) square feet each if individual menu and speaker boards are constructed.
- c. Address Requirements.
 1. Ground signs shall display the address of the lot or parcel on which the sign is located. The following signs are exceptions to this requirement and are not required to display the address of the lot or parcel on which the sign is located:
 - i. Signs that serve multiple addresses within a single development; and
 - ii. Freeway signs; and
 - iii. Ground signs on corner parcels or projects that front more than one (1) street.
 2. The address numerals shall be a minimum of six (6) inches high, but shall not exceed six (6) square feet in total area.
 3. The address shall not be included in the calculation of the area of the ground sign and is not counted as an item of information.

(2) Wall Sign Standards

- a. Signs Erected Above the Roofline. A wall sign may exceed the height of the roofline or may be placed on the slope of a peaked roof, but shall be designed to ensure integration of the sign into the architecture of the building.
- b. Signs Erected on Attached Walls. A wall sign erected against a bearing or nonbearing wall connected to a building structure within building setback lines of the premises shall be permitted. The area of such wall signs shall not be deducted from the area permitted on the building wall to which the bearing or nonbearing wall is connected.
- c. Signs Erected Over Fifty-Six (56) Feet in Height.
 1. Area. The area of a wall sign erected over fifty-six (56) feet in height shall not exceed two percent (2%) of the area of the elevation to which it is attached. This area is independent of and shall not be subtracted from the wall sign area that may be placed on the building below fifty-six (56) feet.
 2. Placement on wall. A wall sign erected over fifty-six (56) feet in height shall be placed in the top fifteen percent (15%) of the wall to which it is attached and shall not exceed eighty percent (80%) of the width of the building face to which it is attached.

3. Illumination. A wall sign erected over fifty-six (56) feet in height shall be internally illuminated, backlit, or a combination thereof. Such sign shall not include flashing lights or changing messages.

(3) Directional signs

a. Size of Directional Signs.

1. Directional signs within on-site parking areas shall be a maximum of thirty-two (32) square feet in area and have a maximum height no greater than eight (8) feet above grade.
2. Directional signs adjacent to street frontages shall be no greater than one hundred and twenty-five (125) square feet in area and have a height no greater than ten (10) feet above grade.

b. Information on Directional Signs.

1. Information placed on directional signs may include the following:
 - i. business name,
 - ii. logo,
 - iii. type of use,
 - iv. directional arrows, and
 - v. informational copy.
2. No more than fifty percent (50%) of the area of a directional sign may be devoted to business identification; such area shall not be calculated as part of allowable business identification sign area.

(4) Marquees, canopies and awnings

a. Canopies and awnings.

1. Signs on canopies and awnings shall be considered wall signs and shall be subject to the requirements established for wall signs.
2. Signs may be hanging, surface mounted, top mounted, or projecting letters off all surfaces.
3. Lettering that does not exceed seven (7) inches in height and that is displayed on the edge of a canopy or awning and is hanging perpendicular to the ground shall not be counted against the allowable sign area for wall signs.
4. No portion of a canopy or awning shall be less than eight (8) feet above the level of the sidewalk or other surface over which it projects.
5. Awning signs may be illuminated indirectly or internally.

(5) Temporary signs

a. Temporary signs are subject to the following requirements:

1. General requirements. Signs permitted include, but are not limited to banners, construction fence wraps, construction trailers, construction barricades, window signs, balloons, and portable "A" frame signs.
 - i. Construction barricade and/or fence wraps, and construction trailers:
 - a. Graphics shall be attached to a construction barricade, trailer, or fence in a secure manner.
 - b. Graphic applications shall be vented as required to ensure they will withstand wind pressure from any direction applied to the projected exposed area.
 - c. Full coverage graphics – one hundred percent (100%) of the background area can pertain to the site graphically and be in full color (with the exception of fluorescents).

- d. Project identity, phone number or other —advertising graphics or photography shall be limited to twenty percent (20%) of the overall wrap area.
 - ii. Banners:
 - a. Banners shall be attached to a solid structure in a secure manner.
 - b. Banners shall have a minimum clearance of eight (8) feet above grade when placed above an area open for the common or general use of the public.
 - c. Banners shall be vented to ensure they will withstand wind pressure from any direction applied to the projected exposed area.
 - d. Banners shall not project above the roofline.
 - iii. Window Signs during construction:
 - a. Temporary Window Signs are allowed to cover one hundred percent (100%) of the window during construction and development.
- f) Sign Standards for Project Identity Signage Types
- (1) Freeway Pylons
 - a. Project Identity Freeway Pylons should be located along Interstate 17 Frontage Road, as shown on Figure 10: Project Identity Sign Master Plan.
 - b. Freeway pylons may consist of one or multiple elements in composition including both static displays and electronic message displays, which will establish the project from both north and south-bound traffic along Interstate 17 (Black Canyon Freeway).
 - c. Freeway pylons may consist of one (1) or multiple elements in composition similar in design.
 - d. Three (3) pylons shall be permitted.
 - e. Pylons are limited to seventy-five (75) feet in height to top of architectural embellishments. Electronic Message Displays shall be limited to 672 square feet.
 - f. The maximum signage area per sign is limited to one-thousand, one hundred and twenty-two (1,122) square feet excluding the freeway pylon structure and architectural embellishments.
 - g. Illumination shall be in accordance to Phoenix Zoning Ordinance standards.
 - h. Electronic message displays are permitted and may be incorporated in combination with multiple static tenant panels and may identify the business uses, sales, products, events, and other advertising elements that pertain to any business use or establishment located within the boundaries of Sonoran Crossing.
 - (2) Primary Project Monument Signs.
 - a. Primary Project Monument Signs should be located at the primary project entrances along Interstate 17 Frontage Road and Dove Valley Road, as shown on Figure 8: Project Identity Sign Master Plan.
 - b. Primary Project Monument signs will be designed to integrate with the overall character of the development, screen walls, street lights, and other way-finding elements. Signs should be sized to vehicular viewing in scale, height, letter size and graphic standards.
 - c. Signs shall identify Sonoran Crossing and may include signage of the various parcel uses.
 - d. Height is restricted to a maximum of sixteen (16) feet.
 - e. Sign area shall be limited to one hundred and ten (110) square feet on each side of a primary project entrance.
 - f. Signs may be located at the right-of-way line and within landscape easements.
 - (3) Secondary Project Monument Signs.
 - a. Secondary Project Monument Signs will be located at the north entrance to the project, as shown on Figure 8: Project Identity Sign Master Plan. Smaller in scale than the Primary Project Monument Signs, these signs will integrate with the overall design character for Sonoran Crossing.

- b. Signs shall identify the Sonoran Crossing development and may include signage of the various parcel uses.
 - c. Height is restricted to a maximum of ten (10) feet.
 - d. Maximum sign area is limited to one hundred and twenty-five (125) square feet on each side of the secondary project entrance.
- (4) Project Directional/Directory Signs.
- a. Signs will be primarily free-standing monuments.
 - b. Height shall be limited to a maximum of ten (10) feet in height.
 - c. Sign area shall be limited up to a maximum of one hundred and twenty-five (125) square feet in area.
 - d. Placement of signs should generally conform to the conceptual locations in Figure 8: Project Identity Sign Master Plan. Signs are away from the main project entrances as necessary to direct traffic to specific uses, tenants, medical facilities, hospitals or other campus type users. Directional/Directory signs may be used on all roadways within the project and shall be seamlessly integrated with the overall design theme for project identification signs, using colors and materials that are appropriate for the signage type and use.
- g) Electronic Message Displays.
- Electronic message displays shall be permitted upon satisfying the following minimum conditions:
- (1) The sign copy shall change only through an immediate transition of the sign copy or message that does not have the appearance of moving text or images. The sign copy shall not use flashing, intermittent or moving lights or produce the optical illusion of movement. No part of the sign structure or cabinet may move or rotate, except as otherwise permitted by these sign provisions.
 - (2) The sign copy shall be displayed for a minimum of eight (8) seconds.
 - (3) The sign shall include photocell technology to control and vary the intensity of lighting depending on the amount of ambient light that is present (e.g. daytime, nighttime, cloudy conditions). The intensity of the lighting shall not exceed three hundred (300) nits from dusk until dawn.

I. Sustainability

Sonoran Crossing intends to incorporate, where feasible, building elements and environmental systems that increase energy efficiency, reduce water consumption, and help to reduce the urban heat island. This PUD encourages sustainability principles through the implementation of at least three (3) of the following Design Review Presumptions, or other sustainability principles as identified during the Site Plan Review process. Items shown in italics will be measurable and enforceable by the City.

- Building designs should respond to the southwest climate by incorporating materials and design methods suitable for the region.
- The orientation of buildings should recognize the value of human comfort zones, and surrounding buildings with appropriate landscaping and abundant shading.
- Orientation of buildings and fenestration design should maximize solar benefits while minimizing the negative impacts of heat gain.
- Recognizing that sustainability methods are continually improving and evolving over time, incorporate state-of-the-art sustainability methods and products as the project is phased.
- Incorporate solar collection technologies for providing and storing energy as well as heated water systems for individual buildings.

- Design to reduce project energy loads by addressing passive design elements (i.e. daylight, natural ventilation, materials solar mass properties) and active design elements (i.e. environmental conditioning methods, radiant heating and cooling, shared building systems).
- Design for effective water usage and conservation methods in buildings by using low flow plumbing fixtures using minimal amounts of potable water.
- Design for effective use of energy efficient appliances and HVAC systems by demonstrating reductions in on-going power consumption.
- Design for the capture of gray water discharge from buildings for reuse for landscape irrigation.
- *Provide water efficient landscaping (drought tolerant plants).*
- *Utilize a drip irrigation system to minimize water waste.*
- Incorporate "Smart" irrigation control systems into the design and development of the development phase.
- *Use roofing materials that specify a high Solar Reflectance Index for a minimum of 75% of the roof surface area.*
- Use recycled and/or salvaged, non-hazardous, construction and demolition materials. Develop and implement a construction waste management plan to identify the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled.
- Use paints and coatings on the interior of the building (i.e., inside of the weatherproofing system and applied on-site) that comply with the following criteria as applicable to the project scope 1:
 - (1) Architectural paints and coatings applied to interior walls and ceilings must not exceed the volatile organic compound (VOC) content limits established in Green Seal Standard GS-11, Paints, 1st Edition, May 20, 1993.
 - (2) Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates must not exceed the VOC content limit of 250 g/L established in Green Seal Standard GC-03, Anti-Corrosive Paints, 2nd Edition, January 7, 1997.
 - (3) Clear wood finishes, floor coatings, stains, primers, and shellacs applied to interior elements must not exceed the VOC content limits established in South Coast Air Quality Management District (SCAQMD) Rule 1113, Architectural Coatings, rules in effect on January 1, 2004.

J. Infrastructure

1. Circulation System

Sonoran Crossing proposes a comprehensive internal street network which ties into the existing and proposed major circulation routes for the area as planned by the City of Phoenix. The property is adjacent to major significant transportation corridors, with Interstate 17 located along the western boundary and Dove Valley Road (a major east/west arterial) bordering to the south. The existing internal street network includes connections to Dove Valley Road and the Interstate 17 Frontage Road through a series of collector roadways.

Existing roadways adjacent to the property boundary include Interstate 17 Frontage Road to the west and Dove Valley Road to the south. Interstate 17 Frontage Road is a twenty-eight (28) foot wide roadway that runs parallel to Interstate 17 from Sonoran Boulevard to Carefree Highway, providing access to Sonoran Crossing at Long Shadow Trail. Dove Valley Road is a major east/west arterial which currently is partially improved. Half-street improvements for the north half of Dove Valley Road are complete, with future south half-street improvements anticipated as a part of future development of the Arizona State Land property to the south. At final build-out, Dove Valley Road will be built to City of Phoenix standards as a one hundred forty (140) foot right-of-way.

Primary roadway circulation within Sonoran Crossing includes two (2) existing roadways, 32nd Avenue and Long Shadow Trail. (See Figure 9: Street Sections) 32nd Avenue runs north/south providing access to Sonoran Crossing from Dove Valley Road and eventually connecting to North Valley Parkway through the Arizona State Land property to the north of the site. 32nd Avenue is a seventy (70) foot wide collector including five (5) lanes, two (2) lanes in each direction and one (1) center turn lane. Long Shadow Trail runs east/west and provides access from Interstate 17 Frontage Road to the property. Long Shadow Trail is a sixty (60) foot collector including three (3) lanes, one (1) lane in each direction and one (1) center turn lane.

2. Grading and Drainage

Undeveloped portions of the Sonoran Crossing property are generally vacant desert, containing sparse growth of natural desert vegetation. The property generally slopes to the south and west. Offsite flows approaching the property from the east are intercepted by Skunk Creek Wash and carried south before reaching the property. A temporary channel along the north boundary routes flows from the Arizona State Trust parcel from the north along the north and west sides of the property to a series of pipe culverts which pass under Interstate 17.

Sonoran Crossing will be subject to the North Black Canyon Overlay District Design Guidelines, the Sonoran Preserve Edge Treatment Guidelines and the Flood Hazard and Erosion Management District Guidelines. To the immediate east of the property boundary is Skunk Creek Wash which is zoned Flood Hazard and is in the process of being dedicated to the City of Phoenix as a contribution to the much larger Sonoran Preserve. There is a low flow crossing along Dove Valley Road at Skunk Creek Wash which is an interim solution to provide transportation connections to the property. This interim condition is anticipated to serve the transportation network until such time as bridges are constructed with funding from the City of Phoenix Capital Improvement Program or other financing means. Sonoran Crossing will comply with the current City of Phoenix Storm Water Policies and Standards and the Flood Control District of Maricopa County Guidelines.

Skunk Creek Wash is located along the entire length of Sonoran Crossing's eastern boundary. Building limits and erosion hazard setbacks were determined by and based on the findings in the Skunk Creek Watercourse Master Plan prepared for the Flood Control District of Maricopa County by JE Fuller in 2001. The assessment also indicates that erosive velocities, widening of the banks and lateral erosion are likely during floods equal to or greater than the ten (10) year event. JE Fuller recommends that structural bank stabilization be constructed if development is proposed within the Lateral Migration Erosion Hazard Zone (LMEHZ).

Runoff generated interior to Sonoran Crossing will be managed onsite. Runoff will be routed and retained via surface flow and where necessary, via storm drain pipes to any one or combination of surface basins or underground vaults. All finished floor elevations will be established a minimum of one (1) foot above the high adjacent water surface elevations. Sonoran Crossing will provide retention for the one hundred (100) year, two (2) hour storm event per the City of Phoenix design standards. Retention will be provided on individual parcels and/or within common retention areas servicing the larger development sub-areas. The common retention areas will be limited to a maximum of three (3) feet of water depth and graded with maximum side slope ratio of 4:1. Retention areas provided on individual parcels may be either by retention basins or underground storage. All retention facilities will be designed to drain within thirty-six (36) hours of a major storm event as required by the City of Phoenix Drainage Design Manual.

3. Water and Wastewater Services

- a) Water Design: Sonoran Crossing is located within the City of Phoenix water service area in Pressure Zone 6B. The Zone 7B Booster Pump Station is located near the intersection of Carefree Highway and 27th Avenue.

The Sonoran Crossing development will utilize the existing 12-inch water main in 32nd Avenue that ties into an existing 12-inch water main in Dove Valley Road south of the site. Additional water lines that will service the property will be sized and fire hydrant spacing will be installed as required by the City of Phoenix Water Services Design Manual.

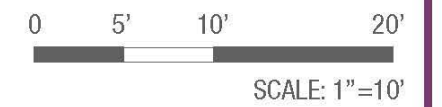
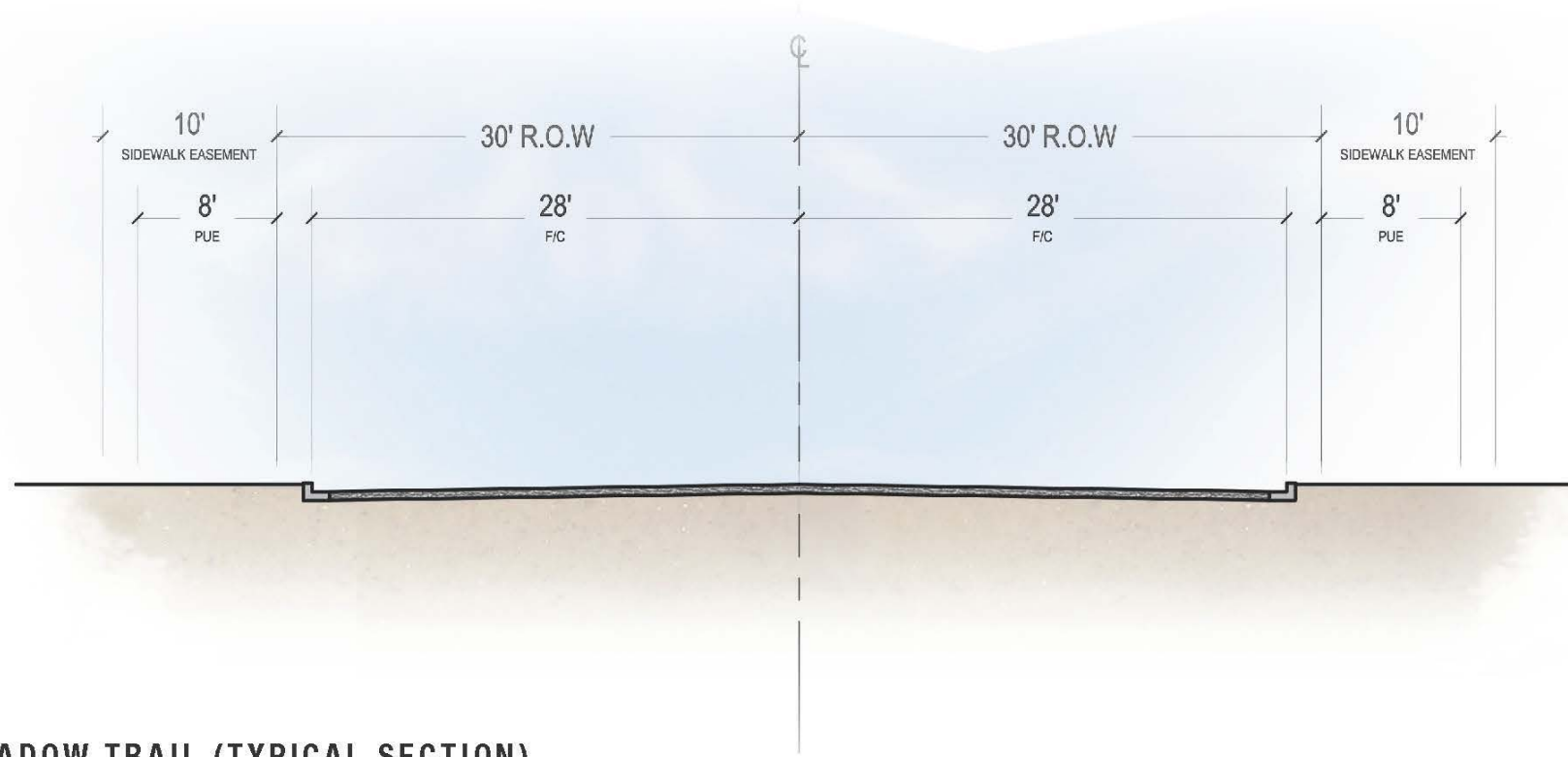
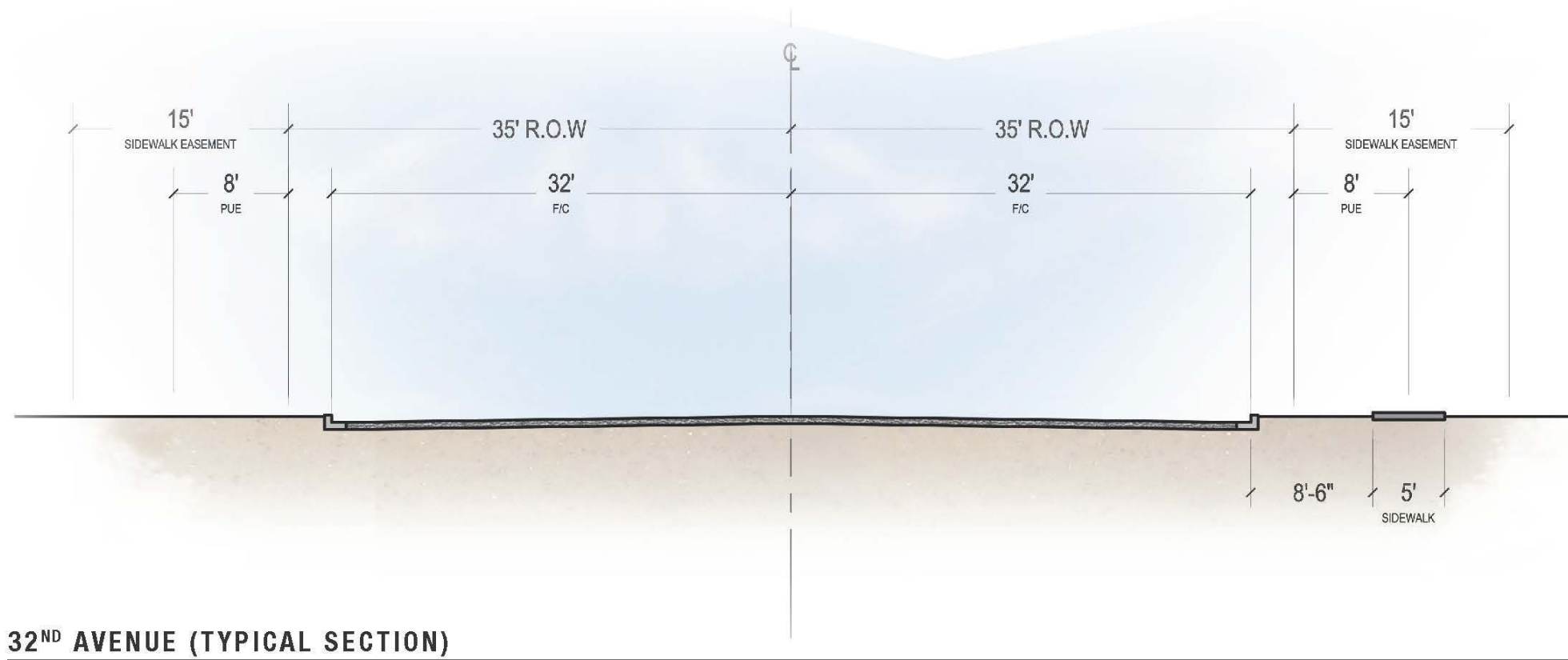
- b) Waste Water Design: Existing sewer facilities on-site include a sewer main in 32nd Avenue that varies in size from 8-inch to 10-inch and flows south to an existing City of Phoenix sewer lift station which pumps the flows east, under the Skunk Creek Wash into a 15-inch sewer main in Dove Valley Road. The wastewater flow generated by Sonoran Crossing will ultimately be discharged to the City of Phoenix North Gateway Lift Station, located south of the property along the Dixileta Drive alignment and west of North Valley Parkway.

K. Phasing

Sonoran Crossing is a multi-phase development that is anticipated to be constructed over the next five (5) to fifteen (15) years. The initial phase of improvements include phase one of the planned HonorHealth Hospital. Development of additional phases of the hospital and development sub-areas will be driven by market conditions.

HONORHEALTH SONORAN CROSSING

FIGURE 9
STREET SECTIONS



BERRY | **RIDDELL** | **NORRIS DESIGN** | **Devenney**
LLC PLANNING | LANDSCAPE ARCHITECTURE | TRAFFIC ENGINEERING GROUP
Dibble | **MCCARTHY**
Engineering

Appendix A – Legal Description

Tract A and Lots 1, 2, 3, 4, 5 and 6, "Sonoran Crossing" according to the Plat of Records in the Office of the County Recorder of Maricopa County, Arizona, Recorded in Book 1127 of Maps, Page 12.