

Phoenix Airpark

GATEWAY

CITY OF PHOENIX

MAR 14 2024

Planning & Development
Department



PLANNED UNIT DEVELOPMENT - February 1, 2024



Phoenix Airpark GATEWAY

PLANNED UNIT DEVELOPMENT

CASE NUMBER: TBD

FEBRUARY 1, 2024

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.



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TABLE OF CONTENTS

A.	PURPOSE & INTENT	5
B.	LAND USE PLAN	7
C.	LIST OF USES	7
D.	DEVELOPMENT STANDARDS	8
E.	DESIGN GUIDELINES	13
F.	SIGNS	19
G.	SUSTAINABILITY	19
H.	INFRASTRUCTURE	20
I.	COMPARATIVE ZONING STANDARDS TABLE	22
J.	LEGAL DESCRIPTION	23

A. PURPOSE & INTENT

The purpose of this application is to rezone an approximate 9.8-net-acre (10.5-gross-acre) property located at the southwest corner of 24th Street and the Loop 202 Freeway (the “Loop 202”) (the “Site”). The Site is comprised of thirty-one (31) parcels, as depicted in the yellow boundary in the below aerial. The Site has been vacant and underutilized for decades. This is a request to rezone the Site from Walkable Urban (“WU”) Code Transect T4:3 to Planned Unit Development (“PUD”) to allow the Site to be developed with uses including flex light-industrial, warehouse, employment-center, and showroom/retail uses.



The proposed PUD development standards will be based on both the Downtown Code – Warehouse (“DTC – Ware.”) and WU Code T4:3 zoning district standards for the 24th Street frontage. The Site is currently zoned WU Code Transect T4:3 and has a City of Phoenix 2015 General Plan (the “General Plan”) designations of Residential 10-15 du/ac and Commercial. Given the Site is larger than 10 acres, a minor General Plan amendment is also being requested. The Site is located within Council District 8 (Councilmember Kesha Hodge Washington) and the Central City Village. Finally, the Site is located within the Gateway Transportation Oriented Development (“TOD”) District.

The surrounding context of the Site is consistent with the proposed uses. To the north of the Site, is the Loop 202, while to the west is the interchange between Interstate 10 Freeway (the “I-10”) and Loop 202. To the east, across 24th Street, are additional underutilized vacant parcels and a gas station with car wash zoned Intermediate Commercial (“C-2”) and C-2 (approved C-2 Special Permit (“SP”)), which have a General Plan designation of Residential 3.5-5 du/ac. Finally, to the south are residential homes zoned Multi-Family Residential - Residential Infill (“R-3 RI”), Single Family Residential (“R1-6”), and Neighborhood Commercial (“C-1”), and together they have a General Plan designation of Residential 10-15 du/ac, Residential 15+ du/ac, and Commercial.

Because the Site is located at the forefront of the 24th Street Corridor, the proposed development is intended to serve as a gateway and consequently anchor the 24th Street Corridor to the south. The flex industrial/warehousing/employment-center and showroom building designs are proposed as a tilt-up concrete structure and are inspired by Baker Development Corporation’s (“BDC”) award winning VB| 143 project located at Van Buren and 143rd Street, as shown below. It is important to note that the proposed development will be comprised of flex industrial and showroom uses only, which does not include large-scale distribution.



The proposed showroom and industrial/warehousing/employment-oriented development will offer a synergistic land use to the surrounding commercial uses, while incorporating design elements that remain respectful of the existing neighbors to the south. The proposed development will be the catalyst to transform this underutilized, vacant site to a state-of-the-art development which will create new jobs, generate tax revenue, enhance public safety by infilling the current unsightly vacant property, and enhance the overall aesthetic of the neighborhood all within a walkable urban-like setting.

B. LAND USE PLAN

As previously mentioned, the proposed PUD development standards will be based on a combination of the DTC –Ware District and the WU Code T4:3 District. The WU Code T4:3 uses and development standards will be focused on the 24th Street frontage, where a multi-tenant showroom center is envisioned. The entrance of the development adjacent to the showroom building will feature an artistic cultural element curated by a local artist. This building is envisioned to provide showroom and retail uses in support of the community, Valley Wide Hospital, as well as the local residential and business community that are currently underserved. The showroom building uniquely focuses on the pedestrian by providing an enhanced walkable experience through increased shaded walkways, lush landscaping, and public open space.

The flex industrial portion of the proposed development will consist of one or two, state-of-the-art, tilt-up industrial/warehouse-style employment center buildings. The flex industrial buildings have been designed with 32' clear heights for purposes of marketability and in support of anchoring the redevelopment of the 24th Street corridor. Even though the industrial/warehouse/employment-oriented use is projected to be a low-impact use, the design takes into account the close proximity to a residential neighborhood. Air, light, and noise pollution from the Loop 202 will be mitigated for the surrounding neighborhood by the proposed building and through enhanced landscaping, as well as the construction of an 8' high sound and privacy wall on the southern boundary. Additionally, the loading docks were strategically placed facing north along the Loop 202, to mitigate views from the neighborhood and 24th Street.

C. LIST OF USES

Permitted, interim, and accessory uses in the Phoenix Airpark Gateway PUD shall comply with the DTC – Ware and WU Code T4:3 which can be found in Sections 1204 and 1306, respectively. Any property owner of the Site may request an interpretation of analogous uses to the defined list from the City of Phoenix Zoning Ordinance. The Zoning Administrator may administratively approve a use analogous to those uses listed in Sections 1204 and 1306. In the event a conflict between permitted land uses within the zoning districts occurs, the least restrictive zoning district shall prevail.

In addition to the uses permitted under Sections 1204 and 1306, the following are permitted uses under the Phoenix Airpark Gateway PUD:

- General Retail, no use permit required
- Outdoor Liquor Service for Bars & Cocktail Lounges, no use permit required
- Drive-through restaurants, no use permit required
- Wholesale Sales, no use permit required
- Billboards
- Freestanding/ Pylon Signs
- Ground Signs

The following are prohibited uses under the Phoenix Airpark Gateway PUD:

- Adult uses including but not limited to adult bookstore, adult novelty store, adult theatre, adult live entertainment, erotic dance or performance studio
- Concrete contractor's storage yards
- Landscape Contractor's yards
- Meat packing and smoking
- Medical Marijuana cultivation
- Medical Marijuana dispensary
- Neighborhood collection center
- Pawn shop
- Poultry Slaughtering
- Rabbit Slaughtering
- Shooting gallery

D. DEVELOPMENT STANDARDS

The proposed development standards are based upon the WU Code T4:3 Zoning District and the DTC – Ware District, with some modifications where appropriate for this context. Development standards not modified by the Phoenix Airpark Gateway PUD shall comply with the WU Code T4:3 and the DTC – Ware sections of the Phoenix Zoning Ordinance, Sections 1303 and 1204, respectively. In the event a conflict between the zoning districts occurs, the least restrictive zoning district shall prevail.

LOT DEVELOPMENT STANDARDS

PROPOSED PUD STANDARDS	
Maximum Density	Per T4:3
Maximum Height	40 FT
Minimum Building Frontage: Primary (24 th Street) Secondary (Portland Street)	50% N/A
Maximum Lot Coverage	Maximum of 75%
Minimum Lot Width and Depth	No minimums
Open Space	Minimum of 10% Refer to “Design Guidelines – Site Amenities” section for additional information on required site amenity features within Open Space.
Building Setbacks	
24 th Street (Primary Frontage)	Maximum 10’-0” Minimum 100’-0” for Open Outdoor Storage
Portland Street (Secondary Frontage)	Maximum 10’-0” Minimum 100’-0” for Open Outdoor Storage
Side – Adjacent to Residential	Minimum 50’-0” Minimum 100’-0” for Open Outdoor Storage
Side/Rear – Adjacent to I-10 & Loop 202	Minimum 10’-0”
Parking Standards	
Vehicles	Refer to the Phoenix Zoning Ordinance Section 702 Off-Street Parking and Loading for the required parking and loading standards. A minimum of 15% of total required parking spaces shall be EV Capable.
Bicycle	Per WU Code Section 1307.H
Sidewalk Standards	
24 th Street	Minimum 8’ detached sidewalk
Shade Standards	
Adjacent to remaining walkways and trails	Minimum of 50% Shade Cover
Improved Open Spaces/Plazas	Minimum of 50% Shade cover
Usable Pedestrian Public Space	Minimum of 50% Shade cover
Parking Lot Areas	Minimum of 10% Shade cover NOTE: Shade cover area shall be calculated per the procedures described in the Phoenix Zoning Code Chapter 13 “Walkable Urban Code” under section 1304.F.
Building Design Standards	
Frontage	Design Guidelines appropriate for pedestrian and transit-oriented frontage. To be determined upon further design review.
Non-frontage Buildings	Design Guidelines to be complimentary to the frontage building design and appropriate for the allowed building use.

LANDSCAPE STANDARDS

Minimum Landscape Setbacks	PUD STANDARD
24 th Street (Primary Frontage)	Minimum 10' inclusive of private sidewalks
Portland Street (Secondary Frontage)	Minimum 10'
Side (South)	Minimum 5'
Side/Rear – Adjacent to I-10 & Loop 202 ROW	Minimum 5'
Landscape Planting Requirements	
Primary (24 th Street)	1 Tree per 20' of Linear Frontage - 50% 2-inch Caliper and 50% 3-inch Caliper; Five 5-Gallon Shrubs per Tree / 50% Live Coverage for Required Landscape Setback Area
Secondary (Portland Street)	1 Tree per 20' of Linear Frontage - 50% 2-inch Caliper and 50% 3-inch Caliper; Five 5-Gallon Shrubs per Tree / 50% Live Coverage for Required Landscape Setback Area
Side – Adjacent to Residential	1 Tree per 20' of Linear Frontage - 50% 2-inch Caliper and 50% 3-inch Caliper; Five 5-Gallon Shrubs per Tree / 50% Live Coverage for Required Landscape Setback Area

LANDSCAPE DESIGN

A low water use and low maintenance Landscape Design will be achieved through the careful placement of colorful shrubs, cacti and accent plantings with flowering ground covers. The trees will provide fast growing shade for the parking areas, pathways and entrances to the buildings. Natural massing of shrubs and bold groupings of focal plant materials will be complemented with colorful accent plants. This will provide an attractive and upscale look for the Phoenix Airpark Gateway PUD Site all year and create a dynamic streetscape and contextual airpark project. The planting palette will utilize plants that will integrate with the existing surrounding areas and perimeter of the Site. Shade trees will provide attractive shading through tree canopies throughout much of the year.

The landscaping will consist of all low water use plant materials and will promote a harmonized low water use landscape design that blends with the surrounding areas.

The irrigation system will be a low flow automatic drip system. The emitters will deliver water directly to each plant and tree to minimize waste. The electric controller will allow for proper scheduling for different times of the year and as the plants mature the water can be controlled to eliminate over watering and promote healthy plants. The trees and shrubs will be valved separately to maximize watering efficiency. All plants will be selected from the Arizona Department of Water Resources ("ADWR") low water plant list.

The proposed landscaping will be a vast improvement over current conditions on the Site and will serve to not only beautify the aesthetic appearance of the proposed development, but the neighborhood as a whole. In addition, enhanced landscaping and an 8' sound/privacy wall is proposed on the southern property line to buffer the adjacent residential to the south and west, as well as enhanced landscaping along 24th Street with art and cultural influences. To best demonstrate the enhancements and the improvement in appearance to adjacent properties, a proposed cross-section, privacy wall materials, and a rendering are shown below.



24th Street Section

n.t.s



Privacy Garden Wall Example



Building Character At South Elevation

E. DESIGN GUIDELINES

The vision for this project is to serve as a gateway to anchor the 24th Street Corridor by developing a piece of vital yet underutilized infill land with a development that fits the nature of this area, helps to activate 24th Street, and is the appropriate scale for the context and regional location. The proper arrangement, massing, and architectural treatment of all buildings and project elements shall strive to ensure the vitality and longevity of success for a property that has remained vacant for decades.

Section 507 Tab A of the Zoning Ordinance applies to the Site. The PUD document shall prevail in the event of a conflict.

Various strategies shall be implemented to buffer the neighborhood from the proposed development. The industrial/warehousing/employee-center uses are up against the I-10 and Loop 202 freeways and are separated from the residential to the south and east by increased setbacks, dense landscaping, and an 8' sound/privacy wall. These measures will provide natural visual enhancement, mitigating the volumes of the buildings as well as the sound and air pollution from the Loop 202. Building areas without landscaping such as entrances, shall be designed with enhanced articulation, architectural shade elements and large expanses of glass creating a welcoming gesture and a sense of quality for the neighbors to the south.

All loading and unloading docks will be located on the north adjacent to the freeway(s) to mitigate potential impacts of noise, light, and traffic to the surrounding area from both the development and the freeway. Buffering the neighborhoods from the freeway will also mitigate nuisance and promote privacy for residents on Portland Street.

The intent is to activate the primary frontage on 24th Street by utilizing architecture that is not only of a high-quality in its design but also festive in its expression. Architectural shade elements and lush landscaping will be incorporated for heightened pedestrian comfort and overall walkable experience. Additionally, site furnishings such as benches and other shade devices will round out the pedestrian experience and serve to create an inviting and architecturally diverse presence along 24th Street. A large, landscaped open space area will be located at the southwest corner of the Site and will feature a locally curated piece of public art which will anchor the corner and provide a visual landmark for the entrance to the development. The main access to the Site will be off 24th Street, with limited access to a small parking area off Portland.

1. EXTERIOR MATERIALS

Primary exterior building materials include, but are not limited to:

- Metal Panel.
- Integral color textured masonry.
- Split-face or scored concrete masonry.
- Painted tilt-up concrete panels.
- Treated metal roofs.
- Natural materials.
- Clear and/or tinted glazing, including aluminum storefront/curtain wall systems.
- Glass Fiber Reinforced Concrete (GFRC) Panels.
- Cast-in-Place Concrete.

Secondary/Accent building materials include, but are not limited to:

- Stucco/Exterior Insulation and Finish System (EIFS).
- Board formed concrete.
- Weathered steel structural elements

Building elevations fronting 24th Street shall meet the following requirements:

- Building elevations fronting 24th Street will provide pedestrians with a storefront style frontage incorporating glass facades from ground level to 10' in height for a large portion of the façade. The building materials along this frontage will have various textures and colors making use of integral colored concrete masonry, ribbed metal panels, and weathered steel canopy structures. Pedestrians will have an inviting path to traverse the building façade via enhanced hardscape paving, concrete bench seating and landscape trellises. Building elevations along 24th Street will also provide wall planes of various heights, and will incorporate changes in plane to add interest and depth.

Predominant façade colors and materials should possess low reflectivity characteristics and respect the regional character and diversity of the southwest, as shown below. The use of bright color schemes should be justified by the overall design and may not be appropriate in all contexts.

PAINT COLOR PALETTE

by Dunn Edwards



PT01
PORPOISE
DE6373



PT02
SILVER POLISH
DE6374



PT03
COCOA POWDER
DET631



PT04
CHARCOAL SKETCH
DET628



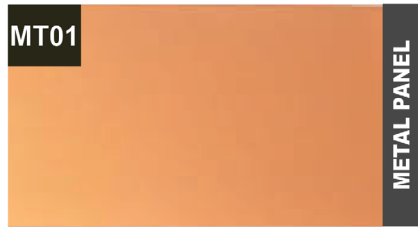
MU01
HUNTINGTON GRAY
Precision Integral Color



MU02
SEDONA RED
Founder's Finish

METAL

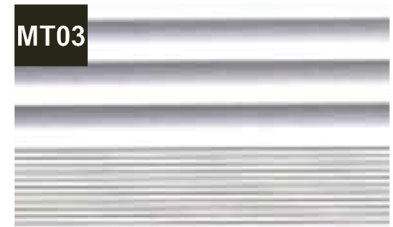
by Western States Metal



MT01
COPPER PENNY



MT02
WEATHERED STEEL



MT03
CLEAR ANODIZED

CONCRETE



CC01
BOARD FORM CONCRETE
NATURAL GRAY



CC02
CAST-IN-PLACE CONCRETE
NATURAL GRAY



CC03
ACID ETCHED CONCRETE
NATURAL GRAY

GLASS

by Viracon



GL01
CLEAR
VE1-85



GL02
TINTED BLUE/GRAY
VE3-48

All rooftop mechanical equipment shall be screened from view. The height of the screening shall meet or exceed the height of the equipment. Screening elements shall be set back a minimum of 10' from the building parapet or roof edge. Screening material shall be a metal panel material in a prefinished color to complement the additional building materials. Louvers and/or perforations in the screening materials are acceptable with a maximum openness of 50%. Screening materials/enclosure areas shall not be included in the minimum quantity or area totals for Exterior Material Calculations on a building elevation.

2. ART

At least one art element, such as a mural, sculpture, or other artistic architectural feature, shall be provided along the primary street frontage, facing 24th Street. The artistic element in the design shall be created by a local artist.

3. SITE AMENITIES

Site amenities will be focused along the 24th Street frontage to enhance the 24th Street pedestrian experience. New site amenities shall include aesthetic and performance landscape treatments, individual and group gathering areas, focal points, and recreational opportunities. Site amenities are intended to create visual interest and provide a more festive experience for staff and visitors alike. Targeted site amenities will offer a variety of programming opportunities on various scales and will provide pedestrian comfort from solar exposure.

Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of either concrete pavers or scored concrete paving utilizing contrasting materials and colors.

Site amenity features include, but are not limited to:

- Bench seating (minimum 72" length)
- Cultural sculpture/art piece
- Bike Rack (minimum 2-bicycle capacity per rack)
- Refuse and Recycling Can
- Shade Elements
- Architectural Lighting

4. ARCHITECTURE

The architectural character of the buildings shall incorporate modern accents and materials. The building façades and accents shall provide clear architectural delineation between ground floor levels and all additional levels, building entryways, and Site arrival points to increase pedestrian wayfinding. The intent is to create a high quality, desirable product in a currently underutilized location. The design strategies, high quality materials and pronounced architectural expressions will create a project that enhances this surrounding neighborhood.

Development of individual buildings will be further refined during the Development Review with Planning and Development. Visual impacts of the project shall be addressed and mitigated by utilizing roofline undulations, landscape buffers, and privacy walls. All lighting will be designed within City of Phoenix guidelines and mitigate light spill to neighboring properties and into the dark skies.



5. COMPLETE STREETS

The City of Phoenix Complete Streets Design Document was adopted in October of 2018 and is applied throughout Phoenix. As such, Complete Streets vary in their design, function, and appearance throughout Phoenix. Consideration of their application shall be done in a context-sensitive way in relation to surrounding land uses, street type, available right-of-way, adopted General and specific plans, and overall intent of the corridor in coordination with other city codes and ordinances.

Providing safe and comfortable streets is extremely important for pedestrian comfort and neighborhood character. The Site has been designed in such a way that takes the following principles from the City of Phoenix Complete Streets Design Guidelines into consideration:

i. Design for Context

24th Street serves as the primary frontage for the Phoenix Airpark Gateway PUD. The project activates the street with quality architecture and strategically placed ground floor commercial spaces that face 24th Street. The commercial element is intended to provide neighborhood-oriented retail and showroom spaces. The design incorporates elements to draw pedestrians into the development while simultaneously increasing comfort through functional art, heat resistant hardscapes, shade elements, and enhanced landscaping.

The commercial element integrates seamlessly into the neighborhoods to the south by utilizing a Storefront frontage type. This frontage type, in combination with the project's landscaping and art palette, will create a residential sense of place and enhance the character of the adjacent neighborhood.

ii. Design for Safety

To mitigate vehicular traffic, the Phoenix Airpark Gateway PUD shall have one main full movement access point along 24th Street, toward the south end of the 24th Street frontage and an access point to a small parking area at Portland Street. No public access to the Site will be provided through the existing neighborhood to the south. Vehicular access points will be clearly defined to alert drivers of pedestrian crossings. Access for emergency vehicles will be provided at the southwest corner of the Site and will meet City of Phoenix standards.

iii. Design for Comfort and Convenience, Sustainability and Connectivity

The purpose of adopting WU Code T4:3 standards for the commercial element of the Site is to promote a walkable and pedestrian-friendly streetscape. The Site incorporates design elements, such as drought-tolerant landscaping and shade elements, that will increase pedestrian comfort year-round. To further this goal, pedestrian public space, improved open space, and walkways will provide a minimum of 50% shade cover and parking lot areas will provide a minimum of 10% shade cover. Bicycle parking will be provided in conformance to the WU code standards in Section 1307.H.

F. SIGNS

All signage shall comply with the City of Phoenix Sign Code. If needed, a comprehensive sign plan will be submitted at a later date to include a pylon tenant sign along the 202 and enhanced building signage along that frontage as well.

G. SUSTAINABILITY

The Phoenix Airpark Gateway PUD shall encourage building elements and environmental systems that increase energy efficiency, reduce water consumption, and help to reduce the urban heat island.

The following are sustainability practices that are encouraged for development throughout the Site and the project strives to incorporate a minimum of five (5) of the following sustainability principles as identified during the Site Plan Review process, and as approved by the Planning and Development Department:

- A minimum of 15% electric vehicle capable parking spaces will be provided.
- Incorporate energy efficient lighting to reduce energy consumption.
- Provide high-performance windows, insulation, and HVAC systems.
- Building designs should respond to the southwest climate by incorporating materials and design methods suitable for the region.
- Select building materials and colors to reduce overall heat gain and reduce energy consumption.

- Use of drought tolerant plants to reduce water consumption.
- Shade a minimum of fifty (50%) 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, shade elements, or tree cover. Shade elements 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 Summer Solstice and based on the tree's maturity.
- Recognizing that sustainability methods are continually improving and evolving over time, incorporate updated sustainability methods and products as the project is phased.
- [Other sustainability measures]

H. INFRASTRUCTURE

A. Grading & Drainage

The proposed development will capture all on-site stormwater runoff for the design storm event, as required by the City of Phoenix. Runoff will be captured via surface storm drains and routed to an above ground retention basin at the southwest corner of the Site and/or to an underground system as required to meet the total retention volume requirements.

The proposed retention facilities will discharge stormwater via surface percolation and drywells to ensure the system has completely drained within the required 36-hour time period, per City of Phoenix requirements.

B. Water and Wastewater

Water service to the Site will be provided by new taps in to the existing 16-inch water main located in North 24th Street, or by utilizing an existing 3-inch diameter stub provided at the dead end of North 22nd Street (if this size is adequate for domestic service only). A private fire line will be looped through the property to meet the required fire demands.

In regard to wastewater, there are currently seven (7) 6-inch diameter service lines to the Site off of an existing 10-inch diameter main in North 24th Street. One of these could potentially be used to service a building along the east side of the Site; however, review of the City's Quarter Section Maps in this area indicates these lines may be too shallow to provide service to the site. If that is the case, there is a deeper 18-inch main running through the property along the North 22nd Street alignment with an existing manhole located on-site which could be tapped into for providing sewer service to the Site.

It is anticipated that the existing public water and wastewater infrastructure adjacent to the Site has sufficient capacity to provide the required service to the proposed development and no extensions of public water or sewer lines will be required.

C. Site Circulation and Access

Site circulation and access will be accommodated by utilizing two ingress and egress points. Primary access to the Site will be accomplished through a full movement ingress and egress point located at the south end of the 24th Street frontage. A secondary access point will be located on the east end of Portland Street. The placement of the access points toward the 24th Street and Portland Street intersection is to prevent individuals from accessing the Site through the neighborhood to the south and east. Access for emergency vehicles and refuse maneuvering will be provided per the City's standards.

A Traffic Impact Analysis and Parking Study was completed by BDC to establish a baseline understanding of the current and potential future traffic/parking needs as development occurs. As development occurs under the Phoenix Airpark Gateway PUD, 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.

I. COMPARATIVE ZONING STANDARDS TABLE

	Walkable Urban Code Transect 4:3 Standards	Downtown Code – Warehouse Standards	Proposed Phoenix Airpark Gateway PUD Standards
Building Height			
	40'-0"	Section 1202 Regulating Maps	40'-0"
Density			
	N/A	Section 1202 Regulating Maps	Per T4:3
Lot Coverage			
	70%	100%	75% Maximum
Building Setbacks (to Property Line/R.O.W.)			
24 th Street	20'-0"	0'-0"	Maximum 10'-0" Minimum 100'-0" for Open Outdoor Storage
Portland Street	0'-0"	0'-0"	Maximum 10'-0" Minimum 100'-0" for Open Outdoor Storage
Side – Adjacent to Residential	0'-0"	N/A	Minimum 50'-0" Minimum 100'-0" for Open Outdoor Storage
Side/Rear – Adjacent to I-10 & Loop 202 ROW	0'-0"	N/A	Minimum 10'-0"
Parking Standards			
	N/A	No minimum parking requirement for non-residential uses.	Refer to the Phoenix Zoning Ordinance Section 702 Off-Street Parking and Loading for the required parking and loading standards. A minimum of 15% of the total required parking spaces shall be EV capable.
Shade Standards			
Adjacent to remaining walkways and trails	Minimum of 75% shade cover		Minimum of 50% shade cover
Improved Open Spaces/Plazas	Minimum 50% shade cover		Minimum of 50% shade cover
Usable Pedestrian Public Space	Minimum 50% shade cover		Minimum of 50% shade cover
Parking Lot Areas			Minimum of 10% shade cover
			NOTE: Shade cover area shall be calculated per the procedures described in the Phoenix Zoning Code Chapter 13 "Walkable Urban Code" under section 1304.F.

J. LEGAL DESCRIPTION

The Land referred to herein below is situated in the County of Maricopa, State of Arizona, and is described as follows:

PARCEL NO 1:

THOSE PORTIONS OF LOTS 15 THROUGH 19 AND 22 THROUGH 28 CHILDRESS PLACE ACCORDING TO BOOK 14 OF MAPS, PAGE 25 AND LOTS 1 THROUGH 10, WILIMEK COURT ACCORDING TO BOOK 33 OF MAPS, PAGE 12, RECORDS MARICOPA COUNTY, ARIZONA AND THOSE PORTIONS OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 1 NORTH RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA LYING WITHIN THE FOLLOWING DESCRIBED PARCEL OF LAND:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 3;

THENCE NORTH 00 DEGREES 13 MINUTES 00 SECONDS WEST ALONG THE EAST LINE OF SAID SECTION, SAID LINE BEING COINCIDENTAL WITH THE EXISTING CENTERLINE OF 24TH STREET, 520.72 FEET;

THENCE SOUTH 89 DEGREES 47 MINUTES 00 SECONDS WEST 43.00 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 30 MINUTES 01 SECONDS WEST 120.96 FEET;

THENCE NORTH 00 DEGREES 13 MINUTES 00 SECONDS WEST 80.02 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 15 SECONDS WEST 3.00 FEET;

THENCE NORTH 00 DEGREES 13 MINUTES 00 SECONDS WEST 60.00 FEET TO A POINT IN THE SOUTH LINE OF LOT 28 OF CHILDRESS PLACE;

THENCE NORTH 89 DEGREES 30 MINUTES 00 SECONDS WEST ALONG THE SOUTH LINE OF CHILDRESS PLACE A DISTANCE OF 1168.13 FEET TO THE SOUTHWEST CORNER OF LOT 15 OF SAID CHILDRESS PLACE;

THENCE NORTH 00 DEGREES 18 MINUTES 47 SECONDS EAST ALONG THE WEST LINE OF LOT 15 A DISTANCE OF 129.00 FEET;

THENCE NORTH 65 DEGREES 05 MINUTES 37 SECONDS EAST 421.11 FEET;

THENCE SOUTH 89 DEGREES 31 MINUTES 17 SECONDS EAST 898.08 FEET;

THENCE SOUTH 02 DEGREES 30 MINUTES 22 SECONDS EAST 370.17 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 15 SECONDS EAST 1.62 FEET;

THENCE SOUTH 00 DEGREES 13 MINUTES 00 SECONDS EAST 77.00 FEET;

THENCE SOUTH 41 DEGREES 56 MINUTES 55 SECONDS WEST 4.47 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 2:

THE SOUTH 62.00 FEET OF THE NORTH 124 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3 TOWNSHIP 1 NORTH RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA; EXCEPT THE WEST 162.50 FEET; AND EXCEPT THE EAST 30.00 FEET.

PARCEL NO. 3:

THE NORTH 62.00 FEET OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3 TOWNSHIP 1 NORTH RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA; EXCEPT THE WEST 137.5 FEET; AND EXCEPT THE EAST 30.00 FEET.

PARCEL NO. 4:

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 1 NORTH, RANGE 3 EAST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

COMMENCING AT A 2 1/2 INCH BRASS CAP MARKING THE EAST QUARTER CORNER OF SAID SECTION 3, WHICH BEARS SOUTH 00 DEGREES 15 MINUTES 25 SECONDS EAST 1320.37 FEET FROM A 3 INCH CITY OF PHOENIX (COP) BRASS CAP MARKING THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 3;

THENCE ALONG THE EAST LINE OF SAID SECTION 3, NORTH 00 DEGREES 15 MINUTES 25 SECONDS WEST 970.89 FEET;

THENCE SOUTH 89 DEGREES 44 MINUTES 35 SECONDS WEST 53.17 FEET TO THE ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE OF THE EAST PAPAGO (STATE ROUTE 217) (STATE ROUTE 202L RED MOUNTAIN FREEWAY);

THENCE ALONG SAID ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE, NORTH 89 DEGREES 31 MINUTES 17 SECONDS WEST 898.08 FEET;

THENCE CONTINUING ALONG SAID ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE, SOUTH 65 DEGREES 05 MINUTES 37 SECONDS WEST 421.11 FEET TO THE POINT OF BEGINNING ON THE EAST RIGHT OF WAY LINE OF 22ND STREET;

THENCE ALONG SAID EAST RIGHT OF WAY LINE, SOUTH 00 DEGREES 18 MINUTES 47 SECONDS WEST 129.00 FEET TO THE NORTH LINE OF THE SOUTH HALF OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 3;

THENCE ALONG SAID NORTH LINE, NORTH 89 DEGREES 26 MINUTES 48 SECONDS WEST 198.89 FEET;

THENCE SOUTH 00 DEGREES 03 MINUTES 17 SECONDS EAST 61.96 FEET;

THENCE NORTH 89 DEGREES 31 MINUTES 21 SECONDS WEST 162.23 FEET TO SAID ACCESS CONTROL FENCE ALONG THE 1995 RIGHT OF WAY LINE;