



52nd Street & McDowell Planned Unit Development

Case Number: **Z-54-23-6**

August 23, 2023 – 1st Submittal
November 20, 2023 – 2nd Submittal
February 16, 2024 – Hearing Draft
May 1, 2024 – City Council Adopted

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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A. PURPOSE & INTENT

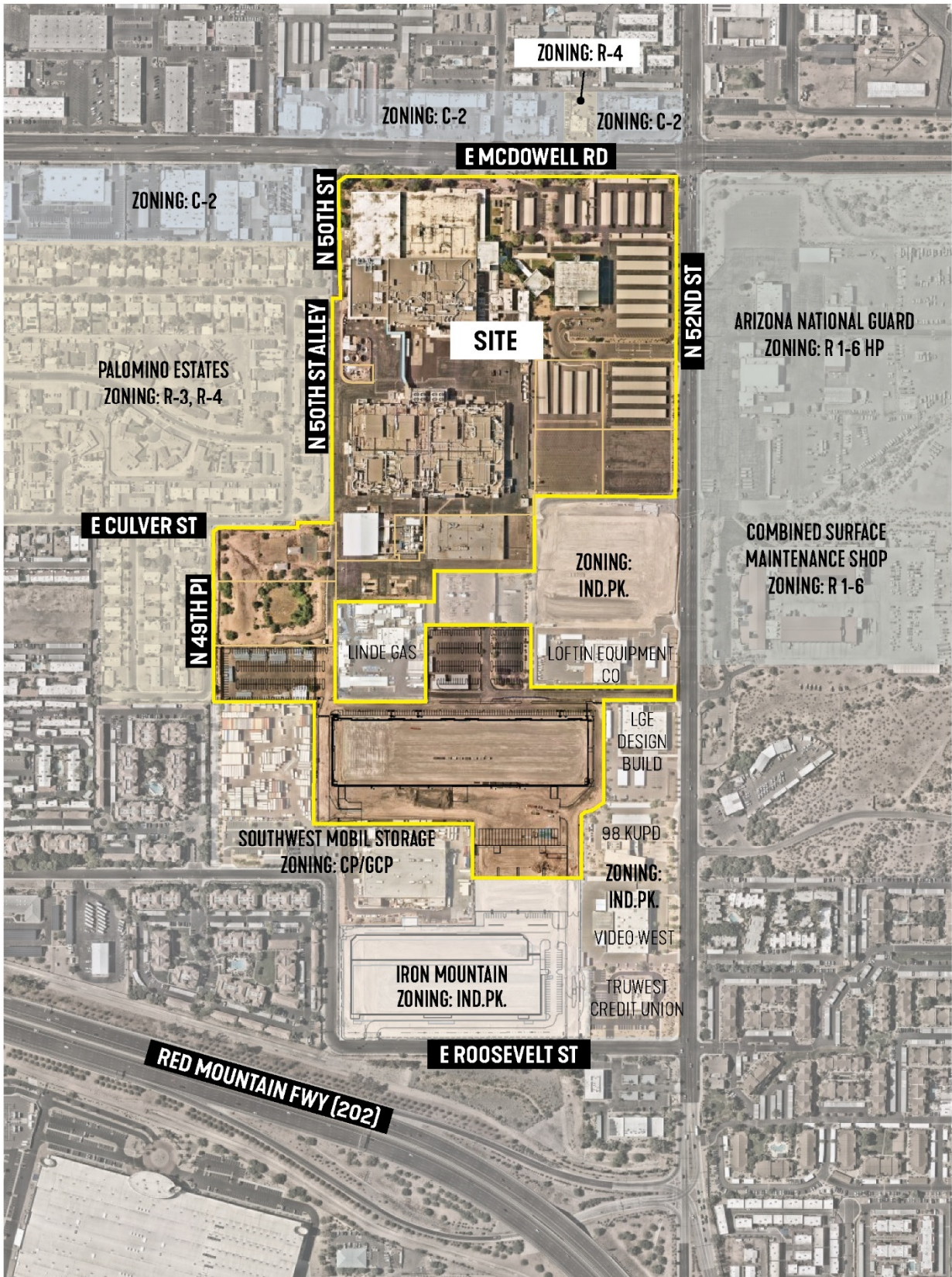
The purpose of this application is to rezone a 66.38-acre property located at the southwest corner of 52nd Street and McDowell Road (the “Site”). The Site is comprised of eleven parcels, as depicted in the yellow boundary in the below aerial. A majority of the Site is presently occupied by the dated and underutilized ON-Semiconductor (“ONSEMI”) (aka Motorola) industrial campus. It is anticipated that ONSEMI will vacate the site by the fourth quarter of 2023. This is a request to rezone the Site from R-3A, C-2, P-1, and IND.PK to Planned Unit Development (“PUD”) to allow the Site to be developed with data center, manufacturing, warehouse, and distribution-type uses.

The proposed PUD development standards will be based on the Light Industrial zoning district (“A-1”) standards. The Site is currently zoned Multifamily Residence District (“R-3A”), Intermediate Commercial District (“C-2”), Limited Passenger Automobile Parking District (“P-1”), and Industrial Park (“IND.PK.”) and has a City of Phoenix 2015 General Plan (the “General Plan”) designations of Residential 5-10 du/ac and Commerce/Business Park. A minor General Plan amendment is also being requested. The Site is located within Council District 6 (Councilmember Kevin Robinson) and the Camelback East Village.

As shown below, the surrounding context of the Site is consistent with the proposed uses. To the north of the Site, across McDowell Road, are retail services zoned Intermediate Commercial (“C-2”) with a General Plan designation of Commercial. To the east, across 52nd Street, is the Arizona National Guard and the Combined Surface Maintenance Shop (“CSMS”), which are zoned Single-Family Residential (“R1-6”) and R1-6 Historic Preservation (“R1-6 HP”) and have a General Plan designation of Public/Quasi Public and Parks/Open Space-Public. To the south is Linde Gas, Southwest Mobile Storage (“SWMB”), both of which are zoned IND.PK. and have a General Plan designation of Commerce/Business Park. Finally, to the west, is the Palomino Estates Subdivision, zoned Multifamily Residential (“R-3”) with a General Plan designation of Residential 5 to 10 du/ac.

The proposed industrial/employment-oriented development will offer synergistic land use to the surrounding area while being respectful of the existing neighbors to the west. The proposed development will serve to continue the transformation of this underutilized, infamous superfund site to a state-of-the-art industrial park/employment center which will create new tax revenue, enhance public safety by infilling the current unsightly vacant properties, and enhance the aesthetics of the neighborhood. The quality of the architecture will be consistent with Park 52@202, also being developed by Baker Development Corporation (“Baker”).

AERIAL MAP



B. LAND USE PLAN

This PUD proposes an industrial/employment-oriented development with data center, manufacturing, warehouse, and distribution-type uses. The proposed uses are compatible with the surrounding zoning and uses in the area and will be complementary with surrounding development. Refer to Appendix I for several examples of varying land use layouts for the undeveloped portion of the site.

C. LIST OF USES

Permitted and accessory uses in the 52nd & McDowell PUD shall comply with the Commerce Park District - General Commerce Park Option (CP-GCP), the General Commercial District (C-3), and the Light Industrial District (A-1), which can be found in Sections 626, 624, and 627, 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 626, 624, and 627. In the event that a conflict between permitted land uses within the zoning districts occurs, the A-1 Zoning District shall prevail. The following are additional permitted uses:

- Public utility buildings and facilities
- Temporary uses in compliance with Section 708

The following are prohibited uses:

- Residential Uses
- Adult bookstore, adult novelty store, adult theatre, adult live entertainment, erotic dance, or performance studio
- Neighborhood collection center
- Recycling centers
- Medical Marijuana dispensary
- Medical Marijuana cultivation
- Wrecking Contractor's Yards
- Concrete Contractor's storage yards
- House Wrecker's yards
- Shooting gallery
- Pawn shop
- Landscape Contractor's Yards
- Meat Packing and Smoking
- Poultry Slaughtering
- Rabbit Slaughtering

D. DEVELOPMENT STANDARDS

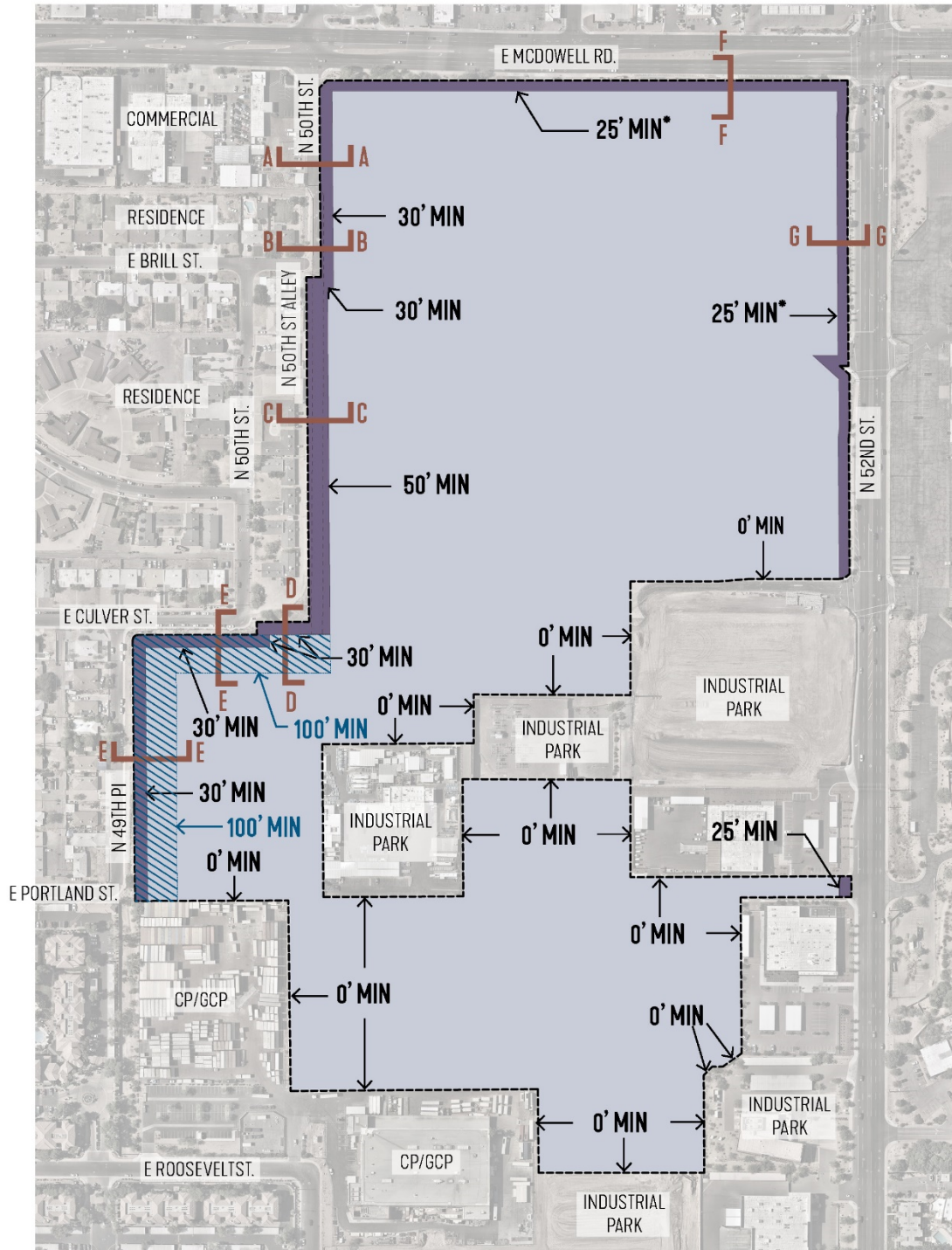
The Development Standards and Guidelines of this PUD listed below shall apply to the proposed industrial/employment use. The proposed development standards are based upon the Light Industrial zoning districts with some modifications where appropriate for this context. Development standards not modified by the 52nd & McDowell PUD shall comply with the Light Industrial (A-1) section of the Phoenix Zoning Ordinance, Section 627.

LOT DEVELOPMENT STANDARDS

	PUD STANDARD
Maximum Density	N/A
Maximum Height	85'-0" at the building setback line with the exception of the following: 60'-0" at the building setback line and for first 100 feet from west property boundary adjacent to N. 50 th Street and N. 50 th Street Alley residential zoning, then maximum 85'-0". 42'-0" at the building setback line, then slope up to height no greater than 60'-0" for the first 100 feet from west property boundary adjacent to E. Culver Street and N. 49 th Place residential zoning, then maximum 85'-0".
Maximum Lot Coverage	Maximum of 85%
Minimum Lot Width and Depth	No minimums
Open Space	Minimum of 5% of Parcel Area Refer to "Design Guidelines – Site Amenities" section for additional information on required site amenity features within Open Space.
Minimum Building Setbacks	
McDowell Road	25'-0"
52 nd Street	25'-0"
50 th Street (north of Brill St)	30'-0"
50 th Street Alley (between Brill St and Culver St)	50'-0"
Culver Street	30'-0" 100'-0" for Open Outdoor Storage or Trailer Storage Uses
49 th Place	30'-0" 100'-0" for Open Outdoor Storage or Trailer Storage Uses

Interior Property Boundary shared with adjacent Industrial Park or CP/GCP Zoning	0'-0"
	Refer also to figure "Building Setback Standard" for additional information.
Parking Standards	
	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 Parking Requirements	A minimum of 4 bicycle parking spaces shall be provided for each building, installed per the requirements of Section 1307.H of the Zoning Ordinance.
Shade Standards	
Adjacent to public walkways and trails	Minimum of 75% Shade cover
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 25% 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.

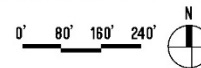
BUILDING SETBACK STANDARD



- PUD BOUNDARY
- DEVELOPMENT AREA
- BUILDING SETBACK

▨ 100' BUILDING SETBACK FOR OPEN OUTDOOR STORAGE OR TRAILER STORAGE

* THE BUILDING SETBACK AND LANDSCAPE SETBACK MAY BE REDUCED TO 10' AT LOCATIONS OF A REQUIRED RIGHT-OF-WAY DEDICATION FOR THE CONSTRUCTION OF A BUS STOP PAD PER CITY OF PHOENIX STANDARD DETAIL P1260 ALONG MCDOWELL ROAD AND N. 52ND STREET.



LANDSCAPING AND STREETScape STANDARDS

Landscaping in a range of varieties will be featured on the perimeter of the Site to enhance the proposed development's aesthetic appearance and serve to create an overall cohesive campus palette. Tree, shrub, and accent species will include native and regionally adapted plants that provide a mix of scale, texture, form, and seasonal color. Species selection will be informed by contextual development that includes both built landscapes and native landscapes within the Papago Park area. Additional landscaping will be provided throughout the Site, with higher densities located near site and building entries and throughout pedestrian use areas to increase shade, visitor comfort and experience. A minimum of 10% of the required shrubs shall be native nectar species and shall be planted in groups of three or more as approved by the Planning and Development Department. A large, existing surface basin retention is located at the southwest corner of the Site west of the abandoned 50th Street alignment and will be improved and utilized as part of the redevelopment.

LANDSCAPE STANDARDS

PUD STANDARD	
Minimum Landscape Setbacks	
McDowell Road	25'-0"
52 nd Street	25'-0"
50 th Street (north of commercial alley)	30'-0" (Note 1)
50 th Street (between commercial alley and Brill St)	20'-0" (Note 1)
50 th Street Alley (between Brill St and Culver St)	Minimum 12'-0" Landscape Setback between PUD boundary and existing 26'-0" internal driveway Minimum 12'-0" Landscape Buffer to east side of existing 26'-0" internal driveway
Culver Street	30'-0"
49 th Place	30'-0"
Interior Property Boundary shared with adjacent Industrial Park or CP/GCP Zoning	No landscape setback required
	Refer to figure "Landscape Setback Plan" for additional information

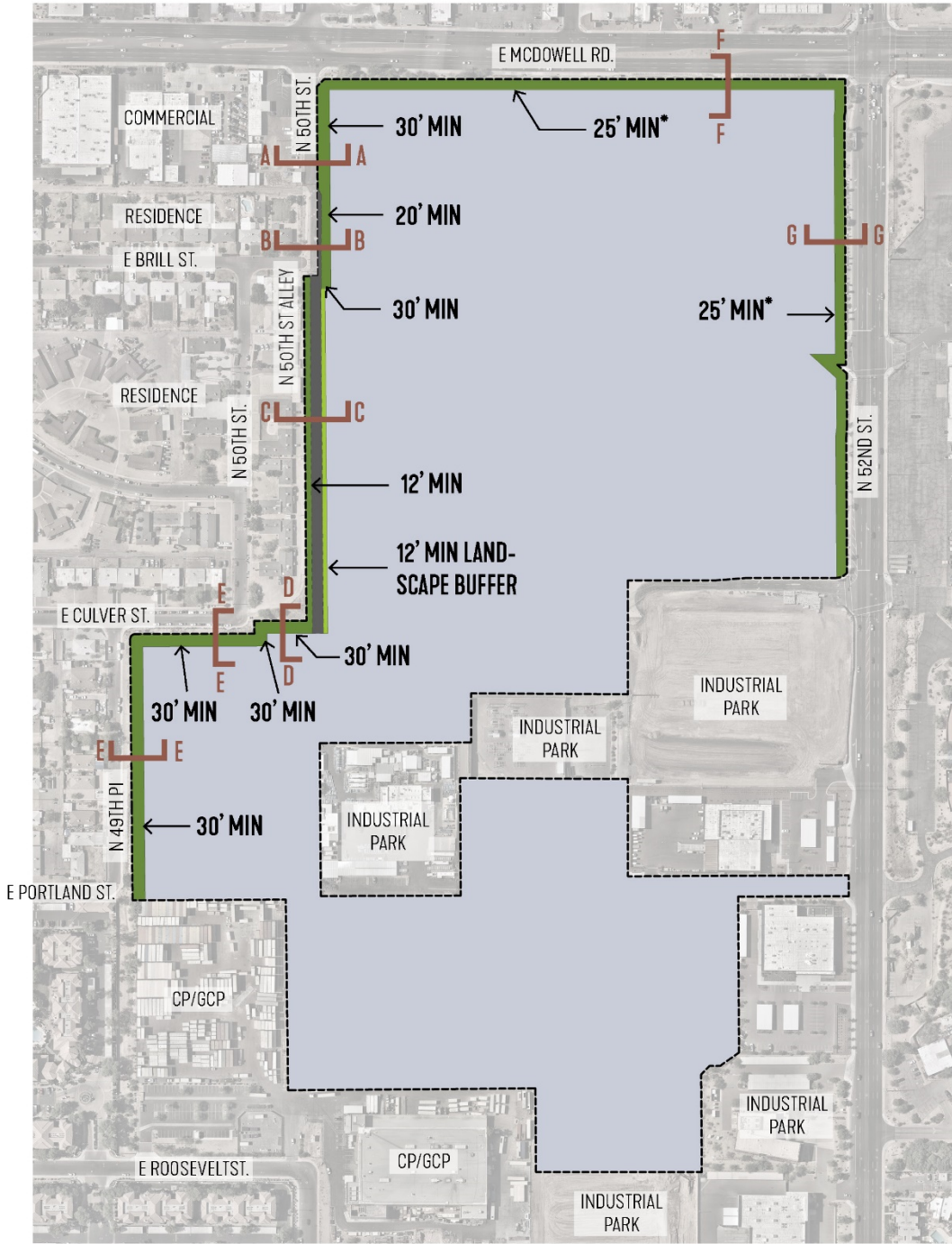
Note 1: If any portion of 50th Street, north of Brill Street, is abandoned, the landscape setback may start at a line 34 feet east of the 50th Street monument line (the eastern edge of the right-of-way existing at the time of approval of this PUD). If access is maintained on the previously dedicated 50th Street, the condition shall reflect the condition shown on Sections A and B.

Landscape Planting	
North Property Line/ (McDowell Rd.)	Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree
East Property Line/ (52 nd St.)	Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree
West Property Line/	Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree
Parking Lot	<p>Landscape Area = 10% of Interior Surface Area</p> <p>Planters at end of parking rows/every 110 linear feet. Minimum size: (150 SQFT for single row; 300 SQFT for double row)</p> <p>Minimum 15-foot-wide combination sidewalk/landscaped planter along primary walkway as approved by Planning and Development Dept.</p> <p>All uncovered surface parking lot areas shall be landscaped with minimum 2-inch caliper drought-tolerant shade trees.</p> <p>Landscaping shall be dispersed throughout the parking area and achieve 25% shade at maturity, as approved by the Planning and Development Department</p>
Dedicated Open Space	<p>Minimum of 5% of Parcel Area</p> <p>Refer to “Design Guidelines – Site Amenities” section for additional information on required site amenity features within Open Space.</p>

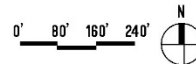
STREETSCAPE STANDARDS

	PUD STANDARD
McDowell Road	<p>Landscape strip located between back of curb and sidewalk: 10' feet width</p> <p>Landscape strip planting standards: Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree</p> <p>Sidewalk width: 6 feet wide Sidewalk tree shade coverage: 75%</p>
52 nd Street	<p>Landscape strip located between back of curb and sidewalk: 10' feet width</p> <p>Landscape strip planting standards: Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree</p> <p>Sidewalk width: 6 feet wide Sidewalk tree shade coverage: 75%</p>
50 th Street	<p>No Landscape strip located between back of curb and sidewalk: Sidewalk at back of curb</p> <p>Landscape planting standards: Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree</p> <p>Sidewalk width: 5 feet wide Sidewalk tree shade coverage: 75%</p>
49 th Place	<p>No Landscape strip located between back of curb and sidewalk: Sidewalk at back of curb</p> <p>Landscape planting standards: Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree</p> <p>Sidewalk width: 5 feet wide Sidewalk tree shade coverage: 75%</p>
Culver Street	<p>No Landscape strip located between back of curb and sidewalk: Sidewalk at back of curb</p> <p>Landscape planting standards: Trees at 30-feet on center. 50% 2-inch caliper tree; 50% 3-inch caliper tree (7) 5-gallon shrubs per tree</p> <p>Sidewalk width: 5 feet wide Sidewalk tree shade coverage: 75%</p>

LANDSCAPE SETBACK PLAN



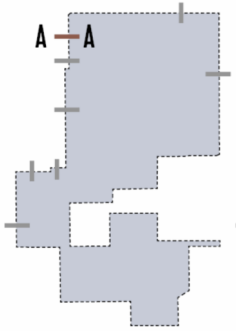
- PUD BOUNDARY
- DEVELOPMENT AREA
- LANDSCAPE SETBACK (EXCLUDE FROM OPEN SPACE CALCULATION)
- LANDSCAPE BUFFER (INCLUDE IN OPEN SPACE CALCULATION)
- EXISTING ROAD



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The proposed landscaping will be a vast improvement over current conditions on Site. To best demonstrate the enhancements and the improvement in appearance to adjacent properties, several sections have been created below.

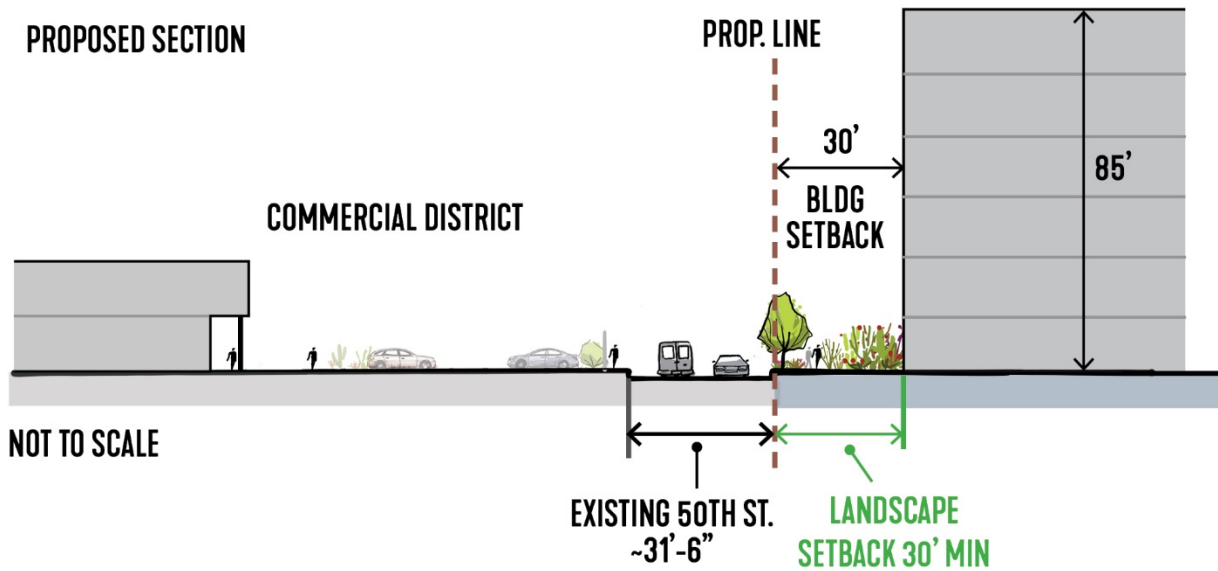
SECTION A – 50th STREET (NORTH OF COMMERCIAL ALLEY)



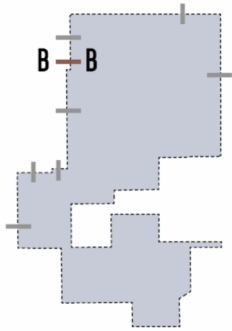
EXISTING CONDITION



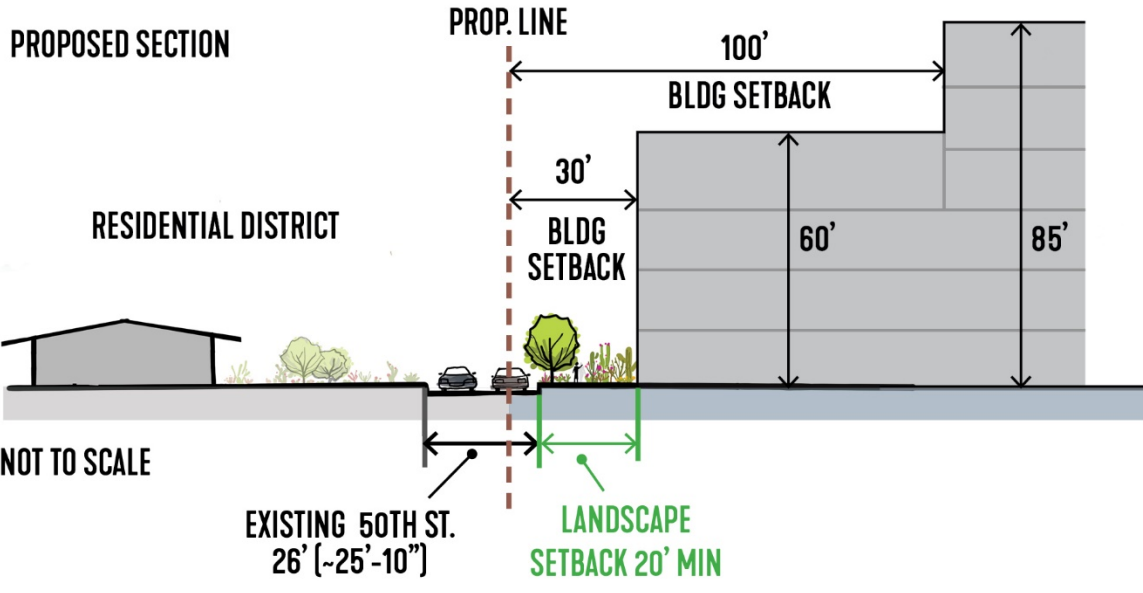
PROPOSED SECTION



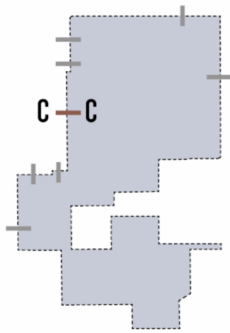
SECTION B – 50TH STREET (BETWEEN COMMERCIAL ALLEY AND BRILL STREET)



EXISTING CONDITION



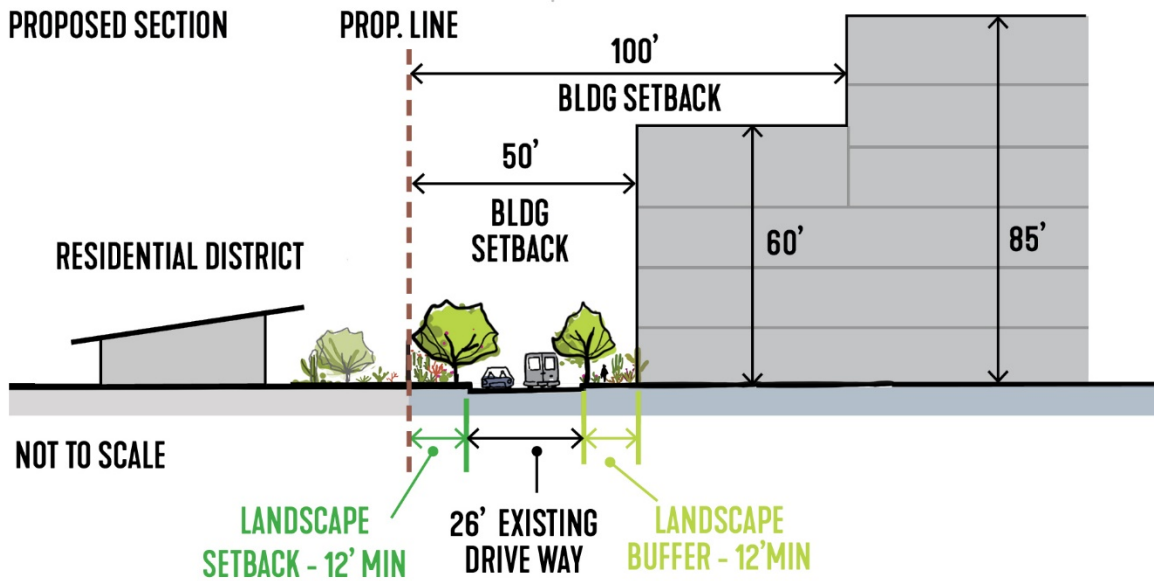
SECTION C – 50TH STREET ALLEY (BETWEEN BRILL STREET AND CULVER STREET)

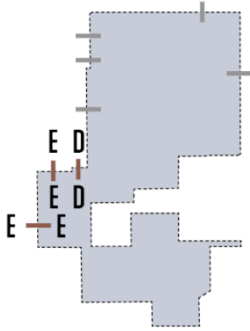


EXISTING CONDITION

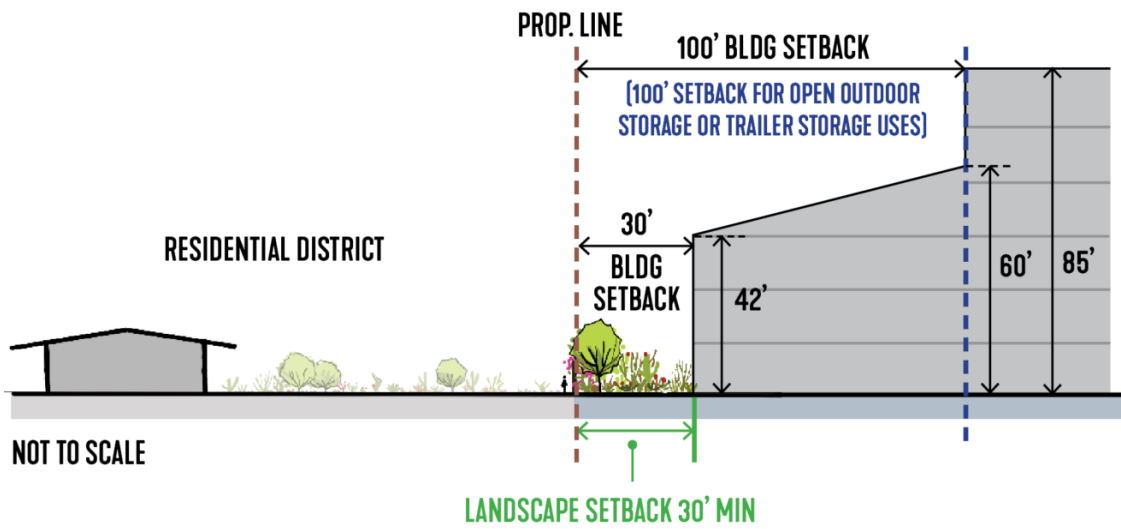


PROPOSED SECTION

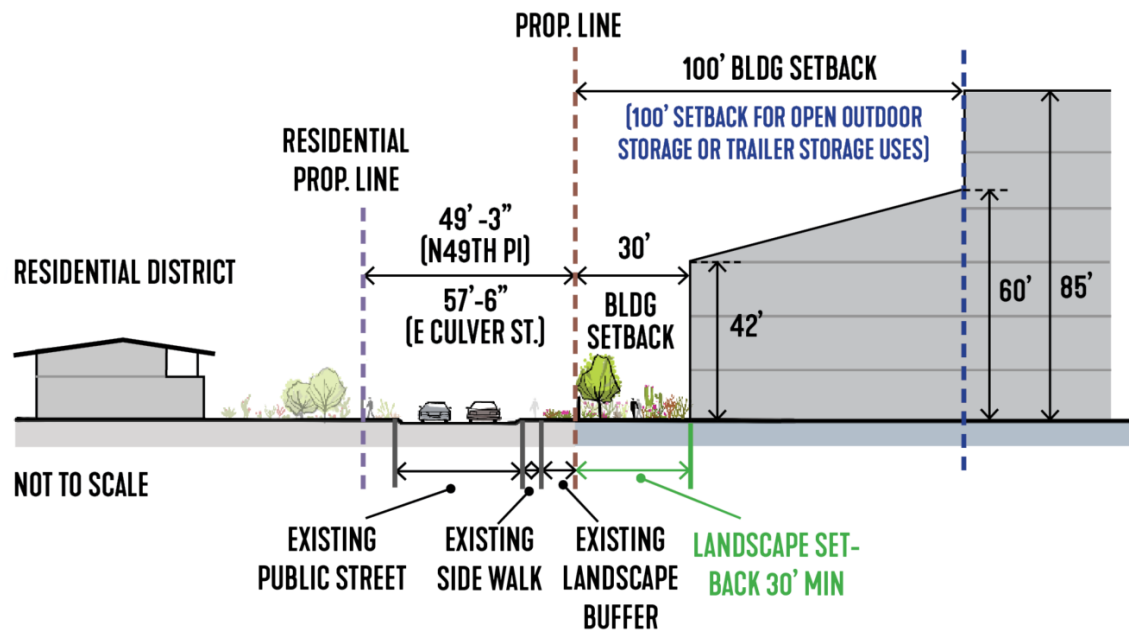




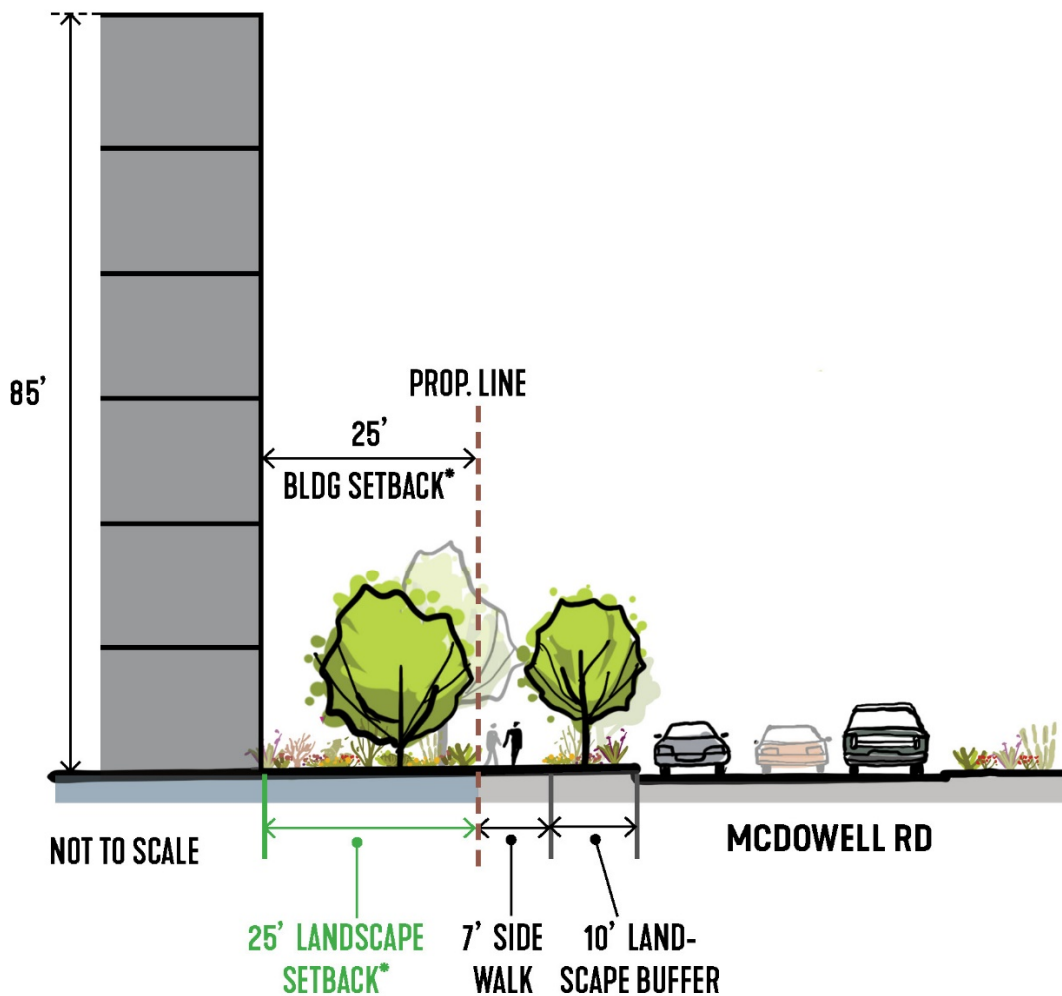
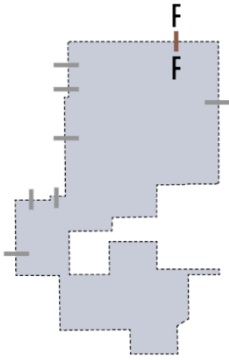
SECTION D – CULVER STREET (BETWEEN 50TH STREET AND 50TH STREET ALLEY)



SECTION E – CULVER STREET AND 49TH PLACE

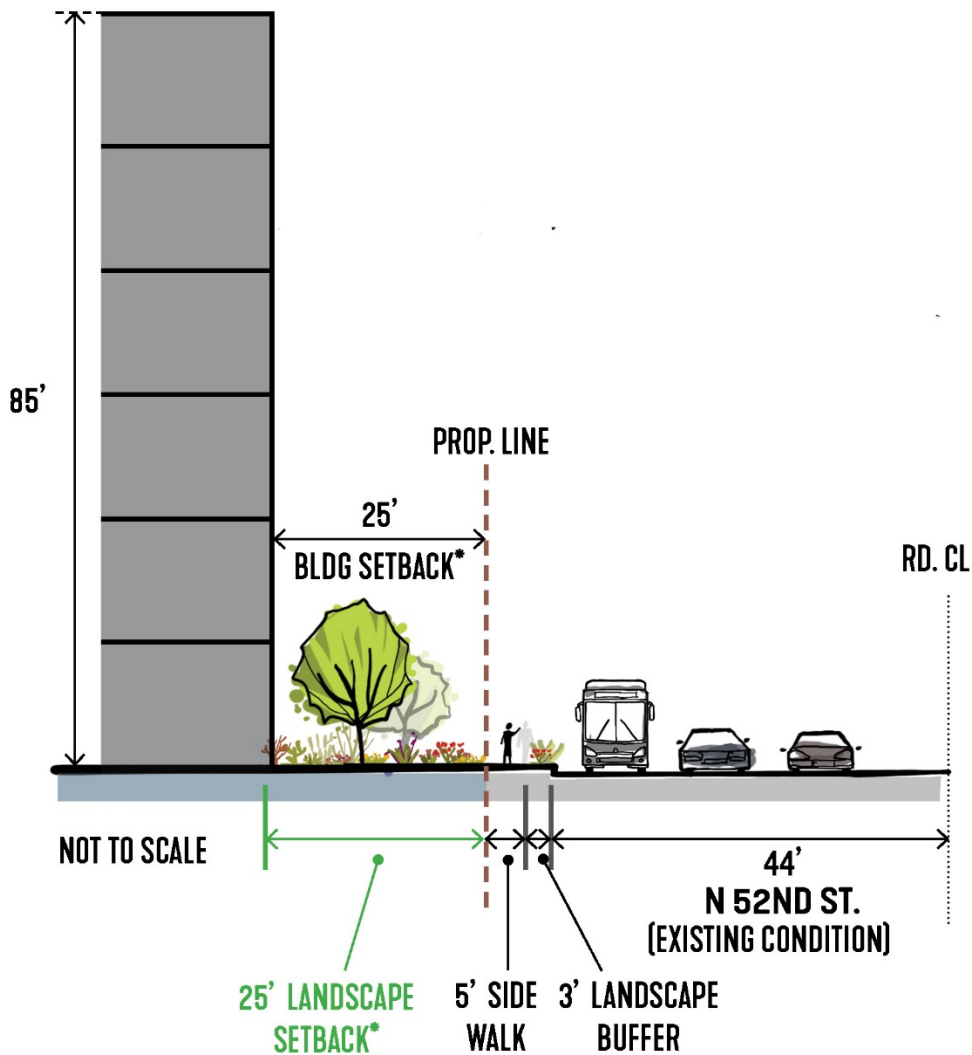
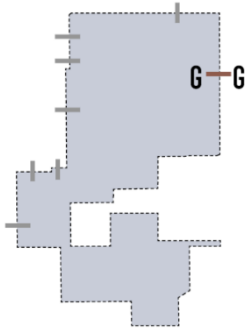


SECTION F – McDOWELL ROAD



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SECTION G - 52ND STREET



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E. DESIGN GUIDELINES

The vision for this project is to set the benchmark for proper infill development that maintains the light industrial nature of this area, but also responds to its context and its 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 appeared abandoned and in disrepair for far too long.

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

This project protects the low-scale neighborhoods nearby through multiple measures. The western Site boundary backs up to an alley/50th Street, which has no direct access to the residential neighborhood to the west. Various strategies shall be used to buffer the neighborhood from the proposed development, including landscape buffering, transitional building massing forms, and increased alley definition to provide separate circulation, access, and services.

The transition from light industrial to the existing residential shall be minimized and treated with dense landscape buffers which shield and provide natural visual enhancement, mitigating the volumes of the buildings. Areas of buildings not buffered by landscape shall be designed with enhanced articulation.

Overall Design approach/character

- The architectural character of the buildings shall be contemporary in detail and material with the classical façade composition. The design strategies and architectural expression shall create a design standard that enhances this underdeveloped property. The project shall also strive to follow sustainable building best-practices.
- The visual impacts of the project shall be addressed and mitigated by creating enhanced building setbacks and landscape buffers away from the residential zoning to the west. View corridors along the north and east of the project shall also be strategically landscaped to mitigate building exposure and to provide a pleasant view from all major thoroughfares adjacent to the project. All lighting will be designed within City of Phoenix guidelines and mitigate light spill to neighboring properties and into the dark sky.
- Site planning and landscape design will strive to provide a sense of place through design that responds to our local climate and utilizes regional materials for both hardscape and softscape to mirror adjacent context.

Parking

- New parking shall be spread throughout the Property, providing convenience and variety for the user, and eliminating the issues associated with a large open parking lot. Most of the parking shall be screened from the public right of way and some

portions will be consolidated into parking garages where feasible. Any proposed garage shall blend into the project with appropriate access points and be visually screened from public ways through design embellishments and new development.

- Any truck docks or service courts shall be oriented to the interior site drives. Such areas shall not face the McDowell Road or 52nd Street frontages. Service docks and courts shall be screened from view from adjacent residential properties to the west. Screening may be achieved via building materials and/or landscaping.

Pedestrian & Public Realm

- The site will be designed with pedestrians in mind and will strive to reduce vehicular traffic and speed. The goal shall be to create an inviting and comfortable pedestrian connection with shade and visual interest connecting residential and public transit along McDowell Road and 52nd Street. New curbs and gutters along with new, wide, decorative concrete sidewalks with new ADA ramps will be installed along McDowell Road and 52nd Street. Overall, the improvements will create a comfortable pedestrian connection along the two major streets.

Shade

- To provide comfort throughout open areas across the site, shading of walks and gathering areas will be accomplished through strategic tree placement. Tree densities will serve to shade a minimum of 75% of public walkways and trails; a minimum of 50% of remaining walkways and trails, improved open spaces and plazas, and usable pedestrian public spaces; and a minimum of 25% of parking lot areas.
- Manufactured shade canopies and building self-shading may be utilized to provide shade coverage in lieu of trees for select site areas.

a. Exterior Materials

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

- Brick
- Natural and Manufactured Stone
- Metal Panel
- Integral color, sand blasted, or stained textured masonry.
- Split face or scored concrete masonry units.
- Tilt-up concrete panels
- Prefinished Metal Roofing
- Composite Wood Panels
- Rammed Earth Construction
- Clear and/or tinted glazing, including aluminum storefront/curtain wall systems.
- Glass Fiber Reinforced Concrete (GFRC) Panels
- Fiber Cement Panels

- Precast concrete panels
- Cast-in-Place Concrete

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

- Thin Veneer Manufactured Stone
- Stucco/Exterior Insulation and Finish System (EIFS)
- Ceramic Tile Veneer

Each individual building elevation fronting McDowell Road or 52nd Street shall meet the following requirements:

- A minimum of 3 different materials from the list of approved materials.
- A minimum of 2 different materials from the list of Primary Exterior Materials.
- A maximum of 1 material from the list of Secondary/Accent Exterior Materials.
- A minimum of 45% by area of approved glazing materials.
- A maximum of 15% by area of approved Secondary/Accent Exterior Materials.

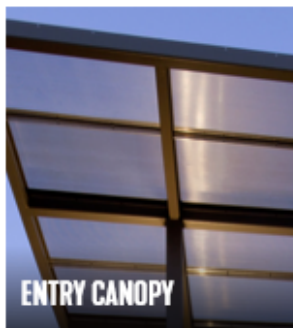
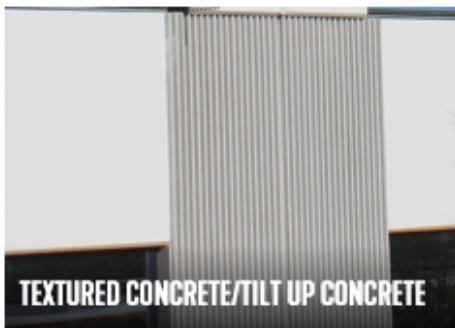
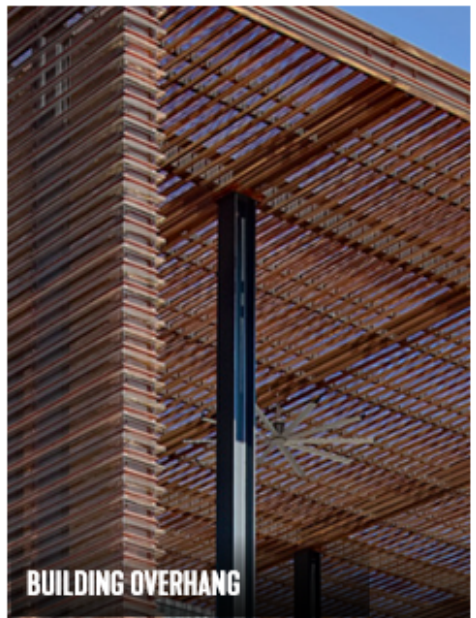
Each additional building elevation along a different site frontage or interior street/driveway shall meet the following requirements:

- A minimum of 3 different materials from the list of approved materials.
- A minimum of 2 different materials from the list of Primary Exterior Materials.
- A maximum of 1 material from the list of Secondary/Accent Exterior Materials.
- A minimum of 10% by area of approved glazing materials.
- A maximum of 20% by area of approved Secondary/Accent Exterior Materials.

Predominant facade colors should possess low reflectivity characteristics and respect the diversity of color in the southwest.

The use of bright color schemes should be justified by the overall design and may not be appropriate in all contexts.

All rooftop mechanical equipment shall be screened from view either by the building parapet or by a separate screening element. 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 that are separate from the building parapet shall not be included in the minimum quantity or area totals for Exterior Material Calculations on a building elevation.



b. Color Palette

The color palette encouraged throughout Park 52 shall be based on the colors found naturally in Arizona and the Sonoran Desert to reflect the local environment. Natural reds, tans, and browns, with varying values of gray from the diverse geology, and cool colors reflecting the preciousness of our water.



c. Site Amenities

New site amenities will include aesthetic and performance landscape treatments, pedestrian circulation networks, individual and group gathering areas, focal points, and recreational opportunities. Site amenities are intended to create a more robust staff/visitor experience that provides for meaningful interaction with exterior environment for respite. Targeted site amenities will offer a variety of programming opportunities as various scales, supply user comfort from both solar exposure as well as shading, and be located primarily along pedestrian circulation corridors, at building entries and adjacent gathering/open spaces.

Hardscape materials and design patterns will utilize concrete and unit pavers to promote wayfinding, highlight nodes and areas for gathering, and provide cohesive visual impact and wayfinding throughout the site.

Where pedestrian walkways cross a vehicular path, the pathway shall be constructed of decorative pavers, stamped, or colored concrete, or other pavement treatments that visually contrast between parking and drive aisle surfaces.

Site amenity features include, but are not limited to:

- Amphitheater
- Covered Pavilion
- Exterior Seating
- Picnic table with seating (minimum 4 seats)
- Sculpture/art piece
- Bike Rack (minimum 2-bicycle capacity per rack)
- Shade Structure
- Outdoor Fitness Equipment
- Outdoor drinking fountain
- Architectural Light Fixtures
- Environmental Graphics and Wayfinding Signage
- Decorative planter with planting material and irrigation (in excess of other minimum site landscaping requirements)

Each parcel within the development area will include Open Space per the required size described in the Lot Development Standards table. The required Open Space shall include Site Amenity features selected from the list above at a rate of 3 different amenity features per 10,000 SF (or portion thereof) of calculated Required Open Space for the parcel.

In lieu of a per-parcel compliance approach, Open Space and Site Amenity design may be provided with a Master Site Plan design which spans two or more adjoining parcels. Required Open Space and quantity of Site Amenity features shall be calculated per the combined size of all parcels included within the Master Site Plan proposal. The layout and distribution of the Open Space and Amenities is not required to be equally or

proportionally divided among the parcels included in the Master Site Plan according to the size of the individual parcels.

For the total site area covered by this PUD, the ultimate size, number, and location of outdoor gathering spaces within the Required Open Space will respond to proposed building designs and site programming. Amenity type, quantity, and frequency will be developed in alignment with overall pedestrian circulation network to provide for flexibility and environmental comfort and respond to user needs based on intended function and audience of individual gathering spaces.



FLEXIBLE GATHERING SPACES



VARIETY OF SCALE



PROGRAMMABLE PLAZAS



PEDESTRIAN CIRCULATION/SAFETY



SCULPTURE/ART



INTEGRATED STORM WATER MANAGEMENT



INTEGRATED SEATING



MOVEABLE FURNITURE



PAVING MATERIALS/DESIGN



SITE FURNISHINGS



FITNESS/RECREATION



SHADE/COMFORT

d. Landscape Design

The proposed landscape palette shall be low water use, low maintenance, support erosion control, and shall be strategically designed to define spaces, create barriers, and support circulation and provide shade as needed. The landscape palette will draw from regional context, with species selection emphasis on form, texture and seasonal color while providing materials that are low maintenance and low water use varieties. Overall tree planting schemes will utilize native and regionally adapted species to line drives, walks, and exterior gathering spaces, supported with complementary understory plantings. Additional trees, shrub/accent, and cacti planting will be included at higher intensity use areas to provide pedestrian comfort, visual interest and promote wayfinding to site arrival points and building entries. See below for example images describing the character and intent for the landscape design.

Refer to the Landscape PUD Standards table for specific planting quantity requirements.



MIRROR CONTEXTUAL LANDSCAPE



SHOWCASE UNIQUE FORMS



ASSORTED TEXTURES VARIETY



PROVIDE LANDSCAPE FOCAL POINTS



SEASONAL COLOR



LAYERED PLANTING

e. Architecture

The architectural character of the buildings shall be contemporary in detailing and materials. The building façades shall be designed to provide a sense of human scale at the ground plane by providing clear architectural distinction between ground floor levels and all additional levels. The vision 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 underdeveloped 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 stepping building heights and utilizing landscape buffers. All lighting will be designed within City of Phoenix guidelines and mitigate light spill to neighboring properties and into the dark skies.

BUILDING ARTICULATION AND RELATIONSHIP



SUNSHADE ELEMENTS



OFFICE BUILDING



RECESSED GROUND FLOOR



EXTENDED ROOF OVERHANG



SUNSHADE CANOPY AND COLONNADE



OFFICE FACADE



MANUFACTURING

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.

G. SUSTAINABILITY

Park 52 will 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 Park 52 Redevelopment, 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% of total required parking spaces shall be EV Capable.
- Pre-wiring of parking areas to allow future expansion of electric vehicle charging capabilities on site.
- Shared/reciprocal parking to reduce the overall number of parking spaces required. Use and implementation of shared parking strategies should be considered wherever possible following the requirements provided in Zoning Ordinance Section 702.E.2 (Shared Parking Model).
- Incorporate energy efficient LED lighting fixture and lighting controls technology into all lighting constructed on the Site, including parking lots and streets.
- Pre-wiring of rooftops to allow for solar panels.
- Provide high-performance windows, insulation, and HVAC systems.
- Design for effective use of energy efficient appliances and HVAC systems by demonstrating reductions in on-going power consumption.
- 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.
- Eliminate turf and encourage use of native xeriscaping throughout all landscaped areas.
- Where possible, locate shade trees along western building façades to reduce solar heat gain.
- Shade a minimum of seventy-five (75%) of the public sidewalks, excluding driveways, with trees or other means. Other means of shading may include, but are not all inclusive, the buildings themselves or shade structures. Shade structures may be within the right-of-way only upon issuance of an encroachment permit as administered by the city of Phoenix, and if applicable, approval from affected public utility companies by the city. Compliance with the percentage shading shall be measured at noon (12:00 p.m.) of the Summer Solstice and based on the tree's maturity.

- Shade a minimum of fifty percent (50%) of the surface parking spaces using vegetation, low sloped structural shading with a minimum SRI of 29, or a similar material that achieves additional shading with high reflectivity or through the use of shade structures. Excludes driveways and aisles.
 - Incorporate solar collection technologies for providing and storing energy as well as heated water systems for individual buildings.
 - 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.
 - 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).
 - Use roofing materials that specify a Solar Reflectance Index (SRI) of 29 or above for the roof surface.
 - Recognizing that sustainability methods are continually improving and evolving over time, incorporate updated sustainability methods and products as the project is phased.
 - 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.
-

In June 2022, the City of Phoenix declared a Stage 1 Water Alert, which sets in motion an intensive public education and information program centered around water conservation, sustainability, and management. A Stage 2 Water Warning is expected to be declared soon and will provide authority for the City to impose more water use reduction regulations. To prepare for this, Park 52 strives to:

- Design for effective water usage and conservation methods by using low flow plumbing fixtures using minimal amounts of potable water.
- Where allowed design for the capture of gray water discharge from buildings for reuse for landscape irrigation.
- Provide a minimum of twenty percent (20%) of permeable paving, structured soil/grass, open grid paving or similar material which allows for water to permeate the surface to promote natural drainage and filtration. The calculation shall include on-site pedestrian walkways, private surface driveways and parking stalls. Should not include loading areas.

- Provide water efficient landscaping by requiring native drought tolerant vegetation/xeriscape plants.
- Prohibit turf in all areas of landscape development.
- Utilize a drip irrigation system to minimize water waste.
- Incorporate “Smart” irrigation control systems into the design and development of the development phase.
- Encourage regular water leak detection audits to ensure the integrity and efficiency of the irrigation system is maintained.

H. INFRASTRUCTURE

a. Grading & Drainage

Flood Plain Designation

The current FEMA flood insurance rate map (FIRM) for the site is map number 04013C 2230M (effective revised date September 18, 2020), designates the property within flood hazard zone X.

Zone X is defined as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depth of less than 1 foot, or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

Onsite Flows & Retention

All onsite flows will be concentrated and directed toward designed drainage structures to onsite retention basins. Onsite retention is designed to capture the 100yr-2hr storm event, as required by the city.

Any offsite runoff collected onsite will be directed toward the onsite retention basins or discharged into existing offsite storm drain infrastructure, matching historic drainage patterns.

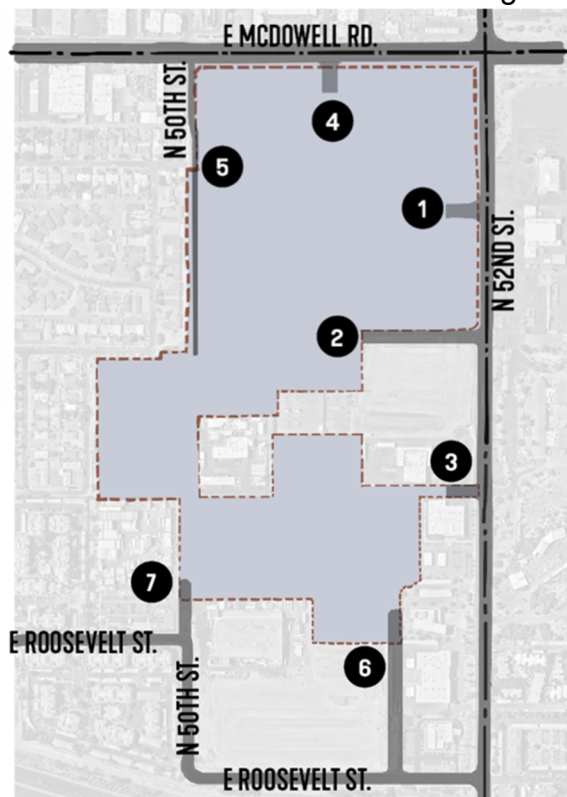
Water and Wastewater

Onsite Wastewater will discharge into the existing 8-inch sanitary sewer main within E. McDowell Road or within an existing 12” Sanitary Sewer main located within N. 50th Street.

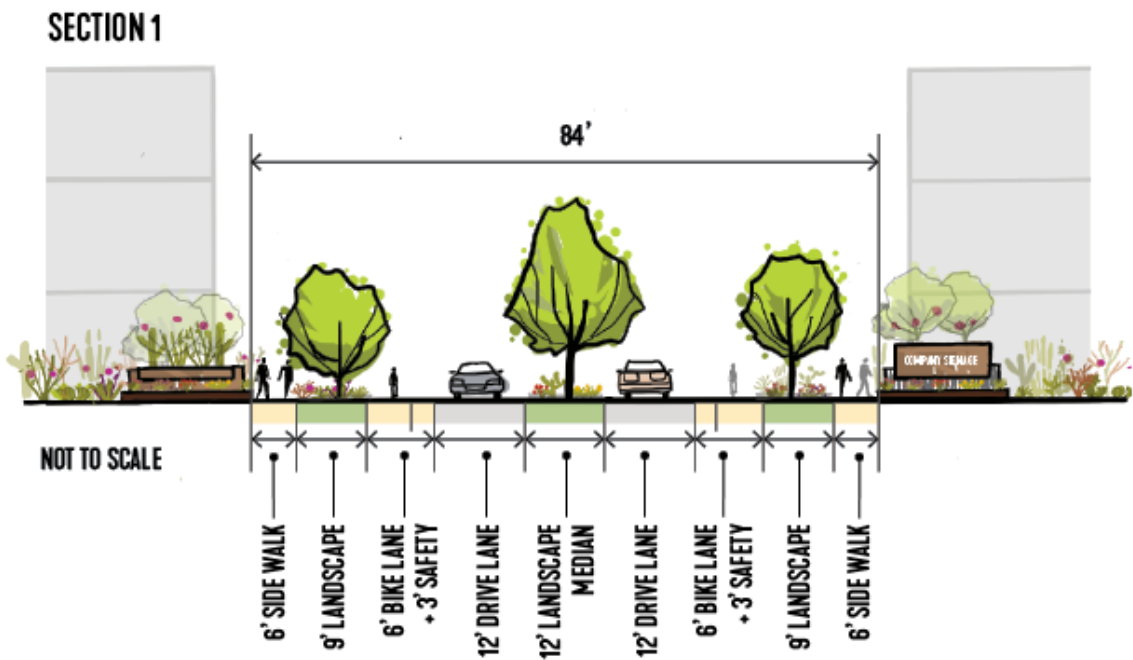
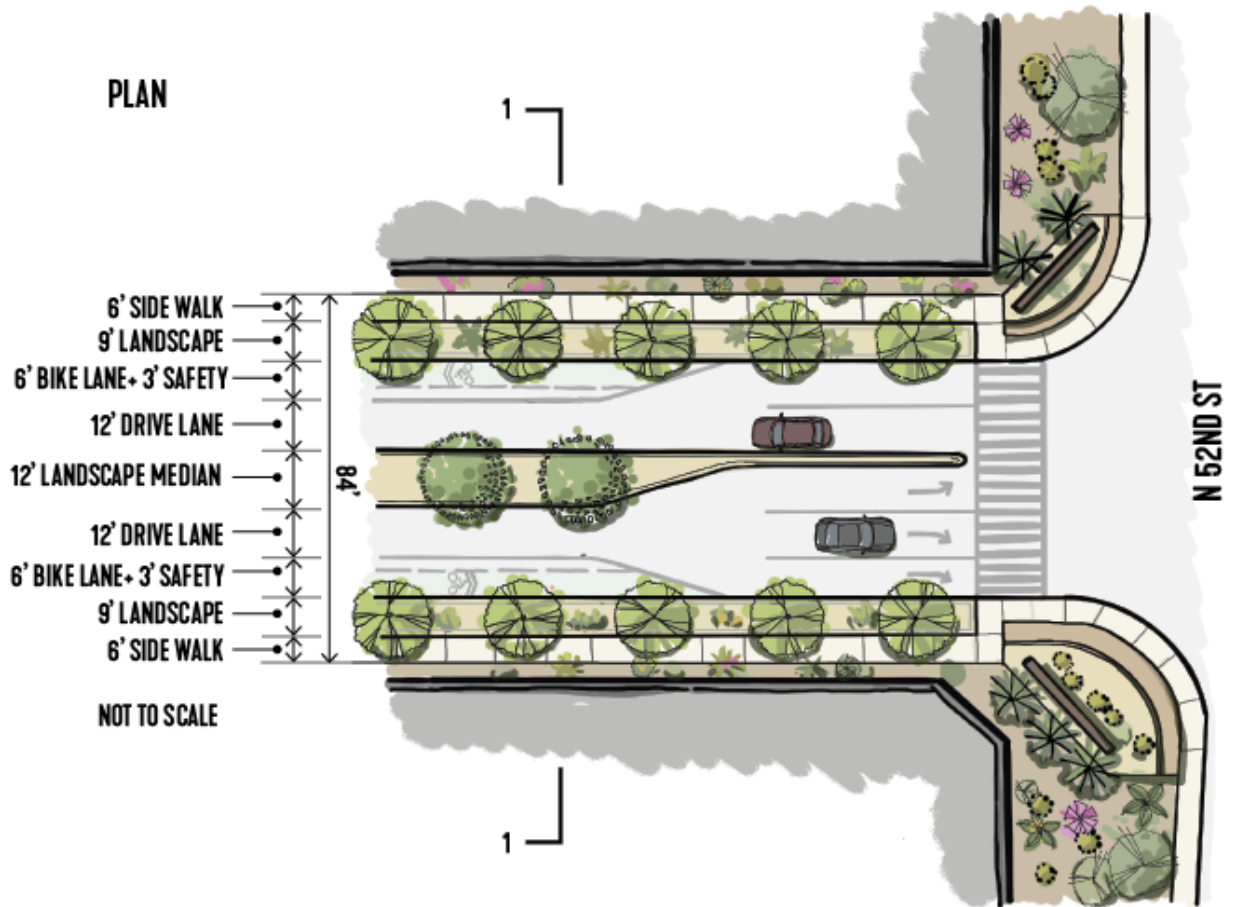
The roadways surrounding the proposed site have existing watermain infrastructure which includes a 12-inch DIP watermain located within N. 50th Street, a 12-inch DIP watermain located within E. McDowell Road, a 12-inch DIP watermain located within E. 52nd Street and a secondary 20-inch watermain located within E. 52nd Street. Proposed connections to two of the existing watermains in the adjacent roadways will supply the proposed site with Domestic, Fire, and Irrigation water demands.

b. Site Circulation and Access

- The Park 52 PUD is well-served by McDowell Road and 52nd Street. Park 52 shall, as much as is feasible, use all existing driveway curb cuts into this site. Further dedications or off-site improvements may be necessary based on the review of a Traffic Impact Analysis.
- Site circulation and access will be accommodated by utilizing seven existing ingress and egress points. The PUD: (1) utilizes the existing, dedicated signal-controlled ONSEMI Way entrance from 52nd Street as a “Gateway Entrance Feature” reconfiguring the existing two ingress and two egress lanes; (2) utilizes the existing shared access signal-controlled entrance at 1300 North 52nd Street consisting of two ingress and two egress lanes; (3) utilizes the planned to-be-improved access at Airco Drive consisting of two ingress and 2 egress lanes and (4) reuses an existing McDowell Road service access entrance from east and westbound McDowell Road which works with an existing McDowell center median. A short section of 50th Street north of Brill Street maintains existing site access from McDowell Road to an existing service entry gate at Brill Street (5). South of this gate location, an existing private service road is maintained and reused. Two existing access points at the south end of the Site along Roosevelt Street will be maintained (6 & 7). Access for emergency vehicles and refuse maneuvering will be provided per the City’s standards.



▪ GATEWAY ENTRANCE FEATURE



- There will be access through the site coming from these main entries – through the site and then exiting to either McDowell Road or 52nd Street.
- Baker completed a Traffic Impact Analysis and Parking Study to establish a baseline understanding of the current and potential future traffic/parking needs as development occurs.
- As development occurs under this PUD document the Street Transportation Department and Planning and Development Department will need to re-review and request updated Traffic Impact Statement(s) and/or Parking Statement(s) to confirm the traffic/parking situations.

c. 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.

The Park 52 PUD acknowledges the merit of the Complete Streets design principles and agrees with the context-sensitive application approach as defined by the City. The following section provides characteristics from the design principles within the Complete Streets Manual to which this PUD will work to fulfill in addition to partnering with the city on specific goals and implementation practices:

- The bikeway system shall expand and complement the existing network.
- The proposed PUD shall provide on-street bike lanes will be incorporated as feasible and as local bike lanes and paths are continued from nearby sites. These shall be consistent with the proposed Complete Street Guidelines. Additional opportunities to incorporate connections within the Site will be evaluated at the Site Plan application level.
- The proposed driveways are currently present and shall be retained as much as possible. Where new driveways are proposed, they shall be coordinated with the TIA. Each new driveway will meet the appropriate separation distance from one another in accordance with City of Phoenix standards.
- Shade shall be a primary technique in projects to reduce ambient temperatures and reduce direct sunlight exposure for pedestrians and cyclists.
- Shade shall be provided in accordance with the required development standards throughout the Site. Additional landscaping, outside of the required landscape setbacks, shall be provided in strategic locations to ensure pedestrian walkways are adequately shaded.

- Where appropriate, minimize impermeable surfaces and maximize vegetation on streets outside of vehicular travel lanes. Street designs shall strive to capture and beneficially use stormwater wherever practicable.
- Where practical, permeable surfaces shall be used to enhance the pedestrian experience and contribute to the sustainability of the Site. These improvements shall be coordinated at the Site plan level in accordance with the provisions provided in previous sections within this PUD.
- As future development occurs, additional opportunities to consolidate resources shall be evaluated further including driveways, plaza spaces, parking, bike parking, and other elements conducive to a pedestrian friendly environment.
- Stormwater management and green infrastructure are elements of Complete Streets. The future development within this PUD acknowledges these elements and shall work with the City during the Site Plan process to identify context-appropriate practices which may be incorporated to facilitate green infrastructure roll out.

I. COMPARATIVE ZONING STANDARDS TABLE

	Current Zoning A-1 Light Industrial Standards	Proposed PUD Standards
Building Height		
	<ul style="list-style-type: none"> ▪ 56' Max. ▪ 80' w/Use Permit ▪ 110' for a warehouse, with Planning Commission and City Council approval. 	85' Maximum 60' Maximum for the first 100 feet from the west property boundary adjacent to residential zoning
Density		
	N/A	N/A
Lot Coverage		
	N/A	85% Maximum
Building Setbacks (to Property Line/R.O.W.)		
McDowell Road	Min. 25'-0"	25'-0"
52 nd Street	Min. 25'-0"	25'-0"
All Other Property/R.O.W.	Min. 30'	Varies by location. Refer to Lot Development Standards table and to "Building Setback Standard" Diagram for all conditions
Landscape Setbacks (Property Line / R.O.W.)		
Perimeter	<ul style="list-style-type: none"> ▪ 25' Minimum ▪ 30' average adjacent to a street ▪ 15' adjacent to a residential zone ▪ 10' all other property lines 	25'-0" at E McDowell Road 25'-0" at N 52 nd Street Other perimeter setbacks vary by location; refer to Landscape Standards table and to "Landscape Setback Plan" for all conditions
Interior	None	None

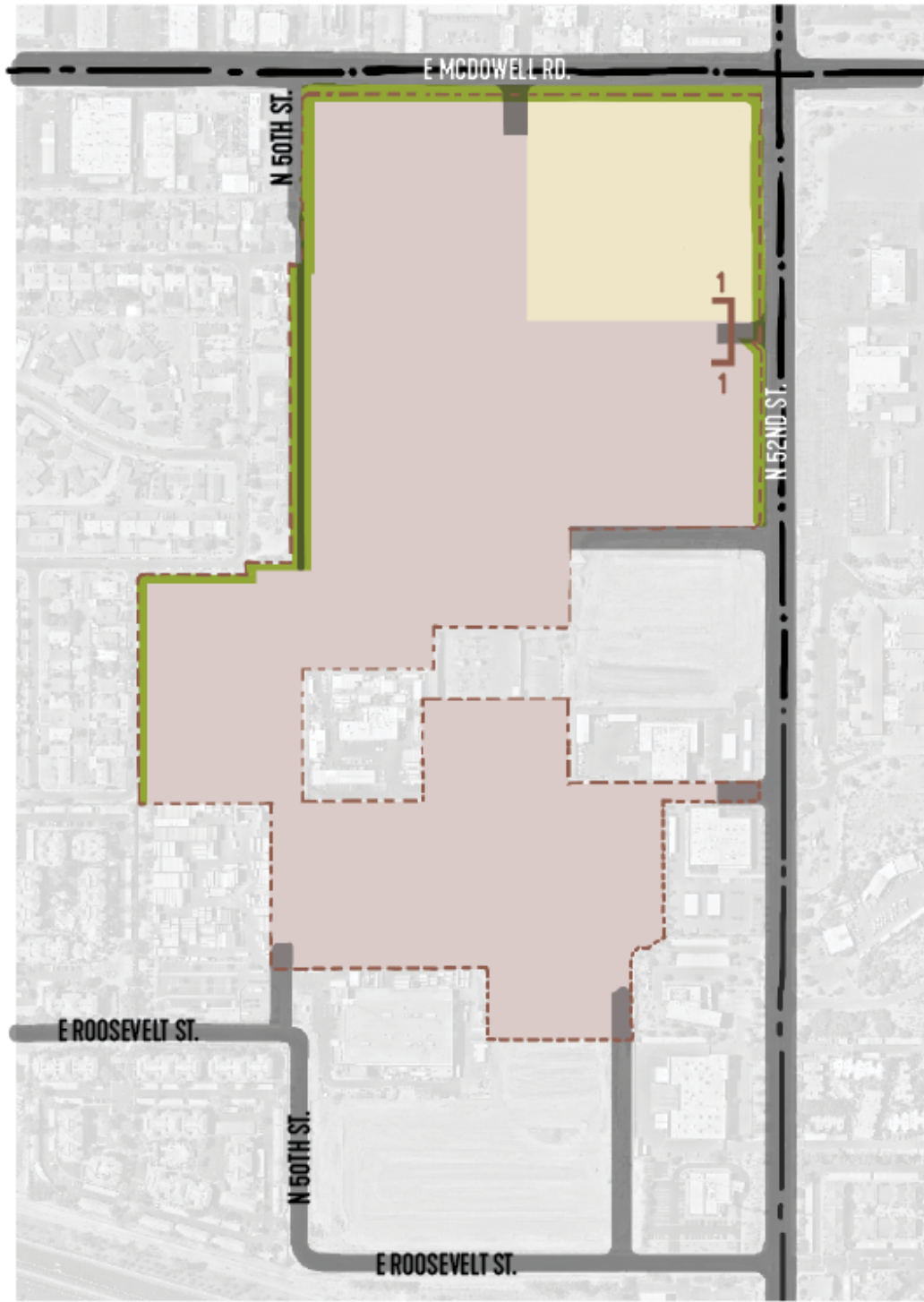
J. LEGAL DESCRIPTION

Refer to attachment “Exhibit A – Legal Description.”

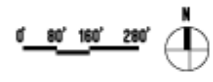
K. APPENDIX I – LAND USE PLAN EXAMPLES

Below are several examples of varying land use layouts for the undeveloped portion of the site.

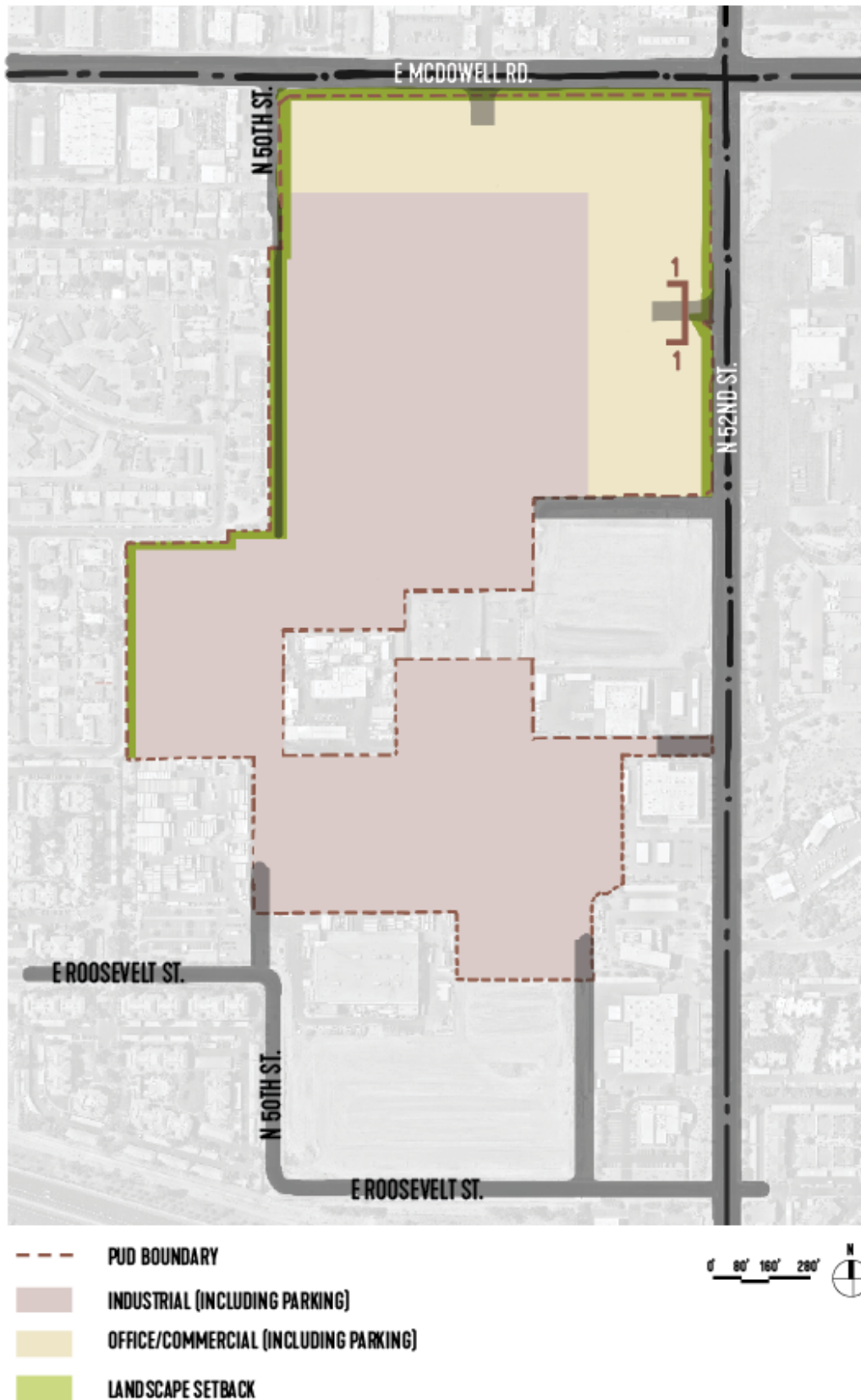
CONCEPTUAL SITE PLAN OPTION 1



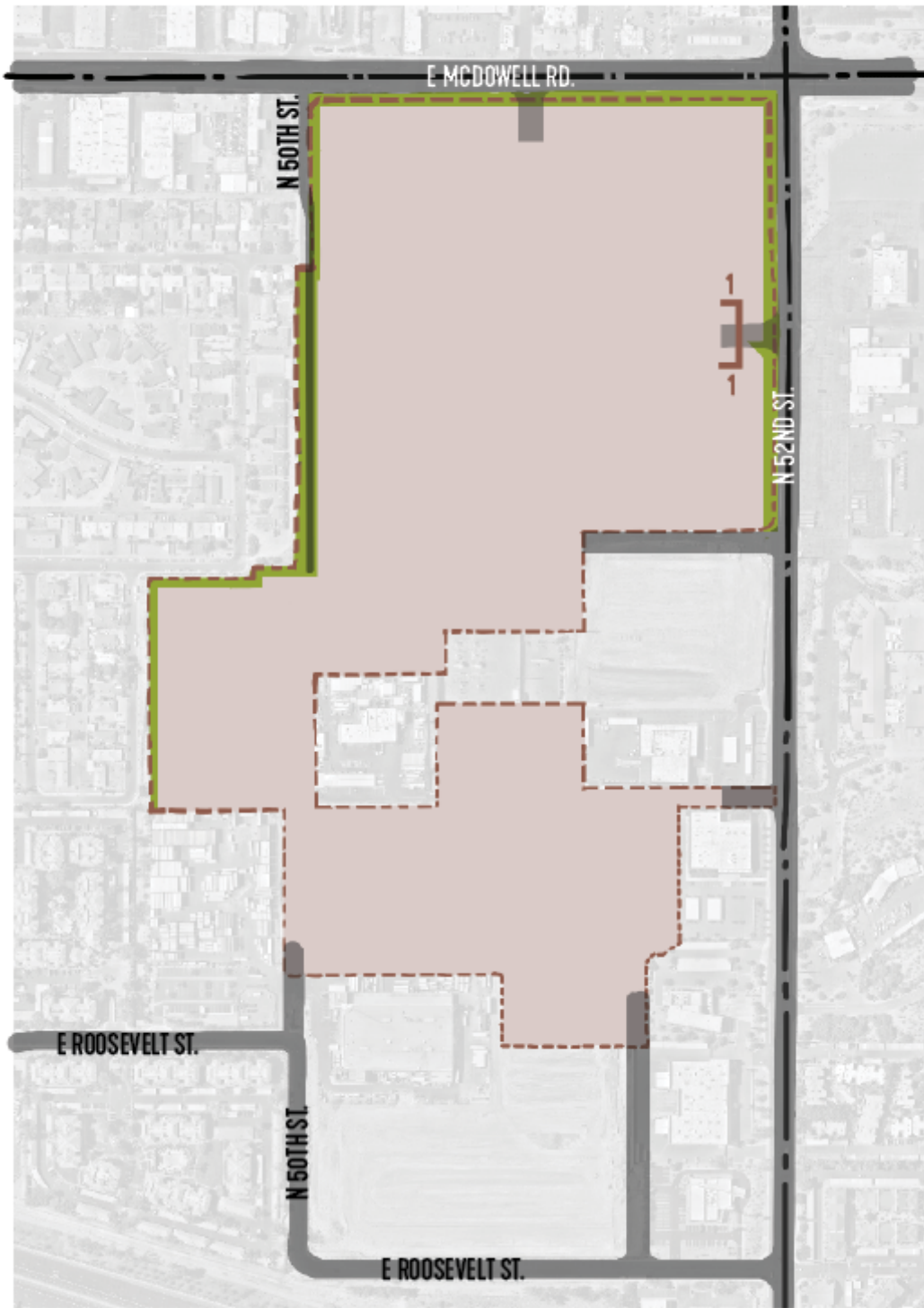
- - - PUD BOUNDARY
- INDUSTRIAL (INCLUDING PARKING)
- OFFICE/COMMERCIAL (INCLUDING PARKING)
- LANDSCAPE SETBACK






CONCEPTUAL SITE PLAN OPTION 2



CONCEPTUAL SITE PLAN OPTION 3



-  PUD BOUNDARY
-  INDUSTRIAL (INCLUDING PARKING)
-  LANDSCAPE SETBACK

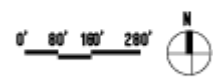


EXHIBIT "A"

LEGAL DESCRIPTION

A PORTION OF LAND SITUATED WITHIN THE WEST HALF OF SECTION 5, TOWNSHIP 1 NORTH, RANGE 4 EAST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH QUARTER CORNER OF SAID SECTION 5, MARKED BY CITY OF PHOENIX BRASS CAP IN HANDHOLE, FROM WHICH THE CENTER CORNER OF SAID SECTION 5, MARKED BY BY CITY OF PHOENIX BRASS CAP IN HANDHOLE BEARS SOUTH 00°19'00" EAST, A DISTANCE OF 2637.62 FEET;

THENCE NORTH 90°00'00" WEST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION, A DISTANCE OF 50.56 FEET;

THENCE SOUTH 00°00'00" EAST, A DISTANCE OF 70.00 FEET, TO A POINT ON A LINE PARALLEL WITH AND 70.00 FEET SOUTH OF THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5, ALSO BEING THE POINT OF BEGINNING;

THENCE SOUTH 45°01'21" EAST, A DISTANCE OF 1.35 FEET, TO A POINT ON A LINE 50.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5;

THENCE SOUTH 00°19'00" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 73.25 FEET;

THENCE SOUTH 08°41'13" WEST, A DISTANCE OF 12.78 FEET, TO A POINT ON A LINE 52.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5;

THENCE SOUTH 00°19'00" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 586.82 FEET;

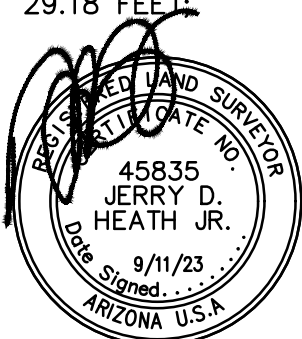
THENCE SOUTH 89°55'37" WEST, A DISTANCE OF 20.00 FEET;

THENCE SOUTH 47°58'59" EAST, A DISTANCE OF 29.76 FEET, TO A POINT ON A LINE 50.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5;

THENCE SOUTH 00°19'00" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 124.61 FEET;

THENCE SOUTH 04°14'34" WEST, A DISTANCE OF 25.16 FEET, TO A POINT ON A LINE 52.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5;

THENCE SOUTH 00°19'00" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 322.26 FEET, TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 36.93 FEET, WHOSE CHORD BEARS SOUTH 66°42'06" WEST, A DISTANCE OF 29.18 FEET;



TITLE: **XB01**
SCALE: N.T.S.
DATE: 09/11/23
DESC: PLANNED UNIT
DEVELOPMENT DISTRICT

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SCOTTSDALE, AZ 85258
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F 480 991 3986

PAGE 1 OF 8
CIVIL AND SURVEY
PROJ NO. BAKE010
XB01

EXHIBIT "A" LEGAL DESCRIPTION

THENCE SOUTHWESTERLY ALONG SAID CURVE TO THE RIGHT THROUGH CENTRAL ANGLE OF 46°32'08", AN ARC LENGTH OF 30.00 FEET TO A NON-TANGENT POINT;

THENCE SOUTH 89°58'17" WEST, A DISTANCE OF 211.70 FEET;

THENCE SOUTH 85°38'56" WEST, A DISTANCE OF 70.70 FEET;

THENCE SOUTH 89°56'17" WEST, A DISTANCE OF 208.08 FEET;

THENCE SOUTH 00°01'57" EAST, A DISTANCE OF 65.11 FEET;

THENCE SOUTH 00°01'21" EAST, A DISTANCE OF 202.96 FEET;

THENCE NORTH 89°41'36" WEST, A DISTANCE OF 370.07 FEET;

THENCE SOUTH 00°01'10" WEST, A DISTANCE OF 115.50 FEET;

THENCE SOUTH 89°42'38" WEST, A DISTANCE OF 357.19 FEET;

THENCE SOUTH 00°25'30" EAST, A DISTANCE OF 360.02 FEET;

THENCE NORTH 89°44'02" EAST, A DISTANCE OF 330.06 FEET;

THENCE NORTH 00°25'05" WEST, A DISTANCE OF 275.98 FEET;

THENCE SOUTH 89°40'54" EAST, A DISTANCE OF 396.66 FEET;

THENCE SOUTH 00°01'57" EAST, A DISTANCE OF 228.68 FEET;

THENCE NORTH 89°46'00" EAST, A DISTANCE OF 520.69 FEET, TO A POINT ON A LINE 52.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 5;

THENCE SOUTH 00°19'00" EAST, ALONG SAID PARALLEL LINE, A DISTANCE OF 42.94 FEET;

THENCE NORTH 88°58'50" WEST, A DISTANCE OF 8.91 FEET;

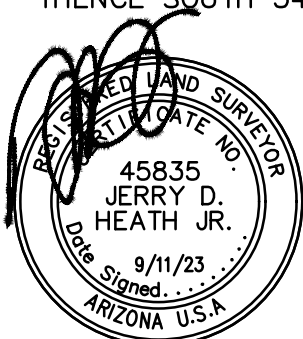
THENCE SOUTH 42°37'12" EAST, A DISTANCE OF 8.35 FEET;

THENCE SOUTH 89°48'14" WEST, A DISTANCE OF 257.79 FEET;

THENCE SOUTH 00°19'17" EAST, A DISTANCE OF 369.11 FEET;

THENCE SOUTH 54°36'54" WEST, A DISTANCE OF 54.59 FEET;

THENCE SOUTH 89°36'10" WEST, A DISTANCE OF 24.96 FEET;



TITLE: **XB01**
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CIVIL AND SURVEY

PROJ NO. BAKE010
XB01

EXHIBIT "A" LEGAL DESCRIPTION

THENCE SOUTH 44°42'01" WEST, A DISTANCE OF 28.38 FEET;

THENCE SOUTH 00°20'08" EAST, A DISTANCE OF 229.56 FEET;

THENCE NORTH 90°00'00" WEST, A DISTANCE OF 390.84 FEET;

THENCE NORTH 00°28'11" WEST, A DISTANCE OF 196.65 FEET;

THENCE SOUTH 89°34'42" WEST, A DISTANCE OF 583.68 FEET;

THENCE NORTH 00°42'05" WEST, A DISTANCE OF 451.18 FEET;

THENCE SOUTH 89°45'46" WEST, A DISTANCE OF 361.20 FEET, TO A POINT ON THE EAST RIGHT OF WAY LINE OF 49TH PLACE;

THENCE NORTH 00°30'58" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 612.79 FEET, TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 11.93 FEET, WHOSE CHORD BEARS NORTH 44°36'59" EAST, A DISTANCE OF 16.91 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE TO THE RIGHT THROUGH CENTRAL ANGLE OF 90°15'54", AN ARC LENGTH OF 18.79 FEET TO A TANGENT POINT, ON THE SOUTH RIGHT-OF-WAY LINE OF CULVERT STREET;

THENCE NORTH 89°44'56" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 280.99 FEET;

THENCE NORTH 00°28'22" WEST, A DISTANCE OF 30.00 FEET;

THENCE NORTH 89°44'56" EAST, A DISTANCE OF 130.57 FEET;

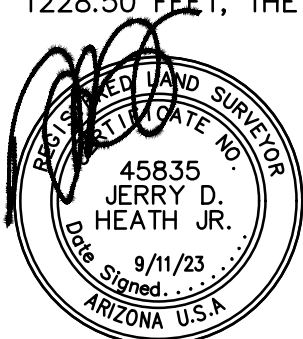
THENCE NORTH 00°25'06" WEST, A DISTANCE OF 815.43 FEET;

THENCE NORTH 89°33'51" EAST, A DISTANCE OF 26.00 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF 50TH STREET;

THENCE NORTH 00°25'06" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 446.17 FEET;

THENCE NORTH 44°47'27" EAST, A DISTANCE OF 24.66 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF MCDOWELL ROAD;

THENCE NORTH 90°00'00" EAST, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 1228.50 FEET, THE POINT OF BEGINNING.



TITLE: **XB01**
SCALE: N.T.S.
DATE: 09/11/23
DESC: PLANNED UNIT
DEVELOPMENT DISTRICT

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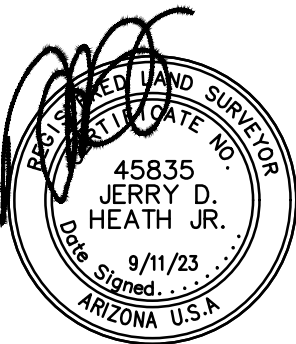
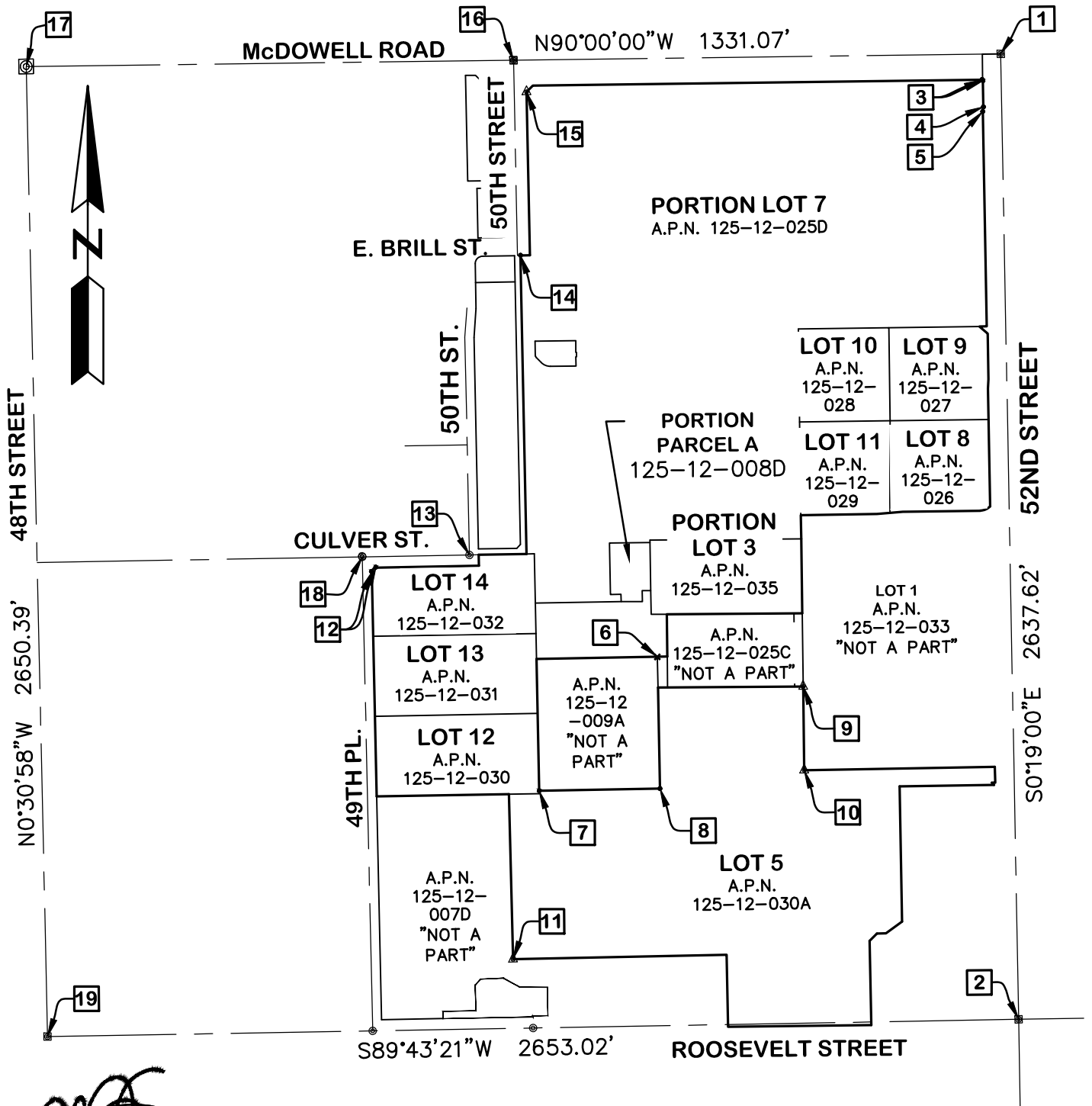
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CIVIL AND SURVEY

PROJ NO. BAKE010
XB01

PLANNED UNIT DEVELOPMENT DISTRICT EXHIBIT OVERALL



TITLE: XB01
SCALE: 1" = 400'
DATE: 09/11/23
DESC: PLANNED UNIT DEVELOPMENT DISTRICT

<p>HUNTER ENGINEERING</p> <p>10450 N. 74TH ST., SUITE 200 SCOTTSDALE, AZ 85258 T 480 991 3985 F 480 991 3986</p>	<p>PAGE 4 OF 8 CIVIL AND SURVEY</p> <p>PROJ NO. BAKE010 XB01</p>
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PLANNED UNIT DEVELOPMENT DISTRICT EXHIBIT

McDOWELL RD

N90°00'00"W 1331.07'

N90°00'00"E 1228.50'



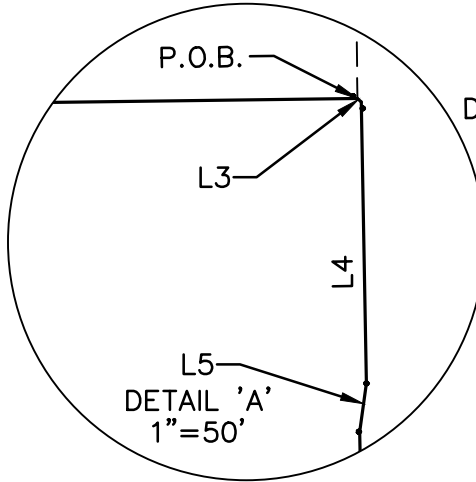
E. BRILL ST.

50TH ST.

50TH ST.

CULVER ST.

52ND ST.



PORTION LOT 7

PORTION PARCEL A

PORTION LOT 3

LOT 10

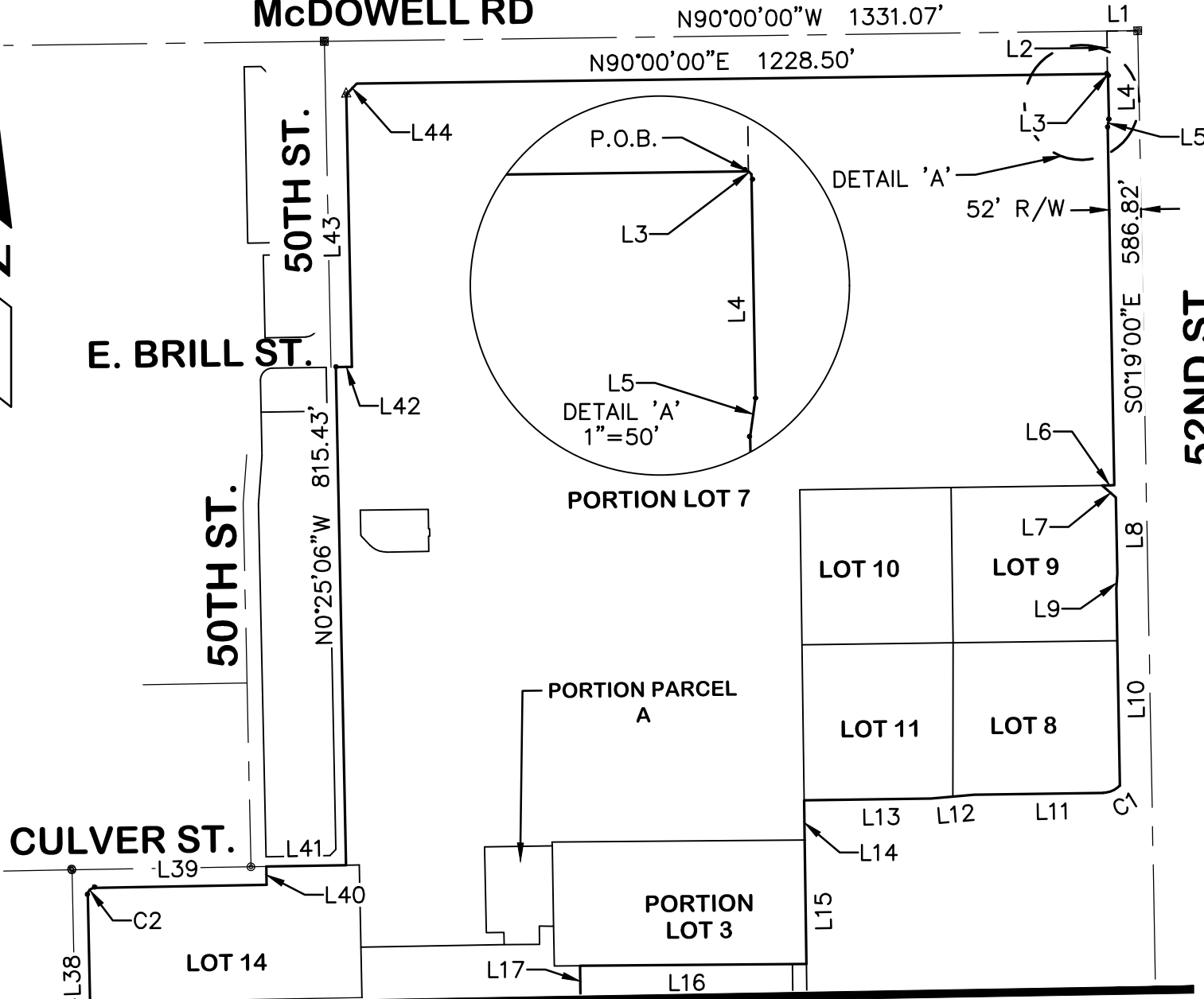
LOT 9

LOT 11

LOT 8

LOT 14

MATCHLINE SEE SHEET 6



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CIVIL AND SURVEY

PROJ NO. BAKE010
XB01

TITLE: XB01

SCALE: 1"=250'

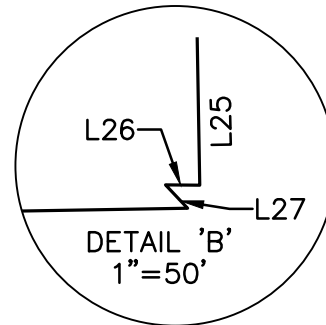
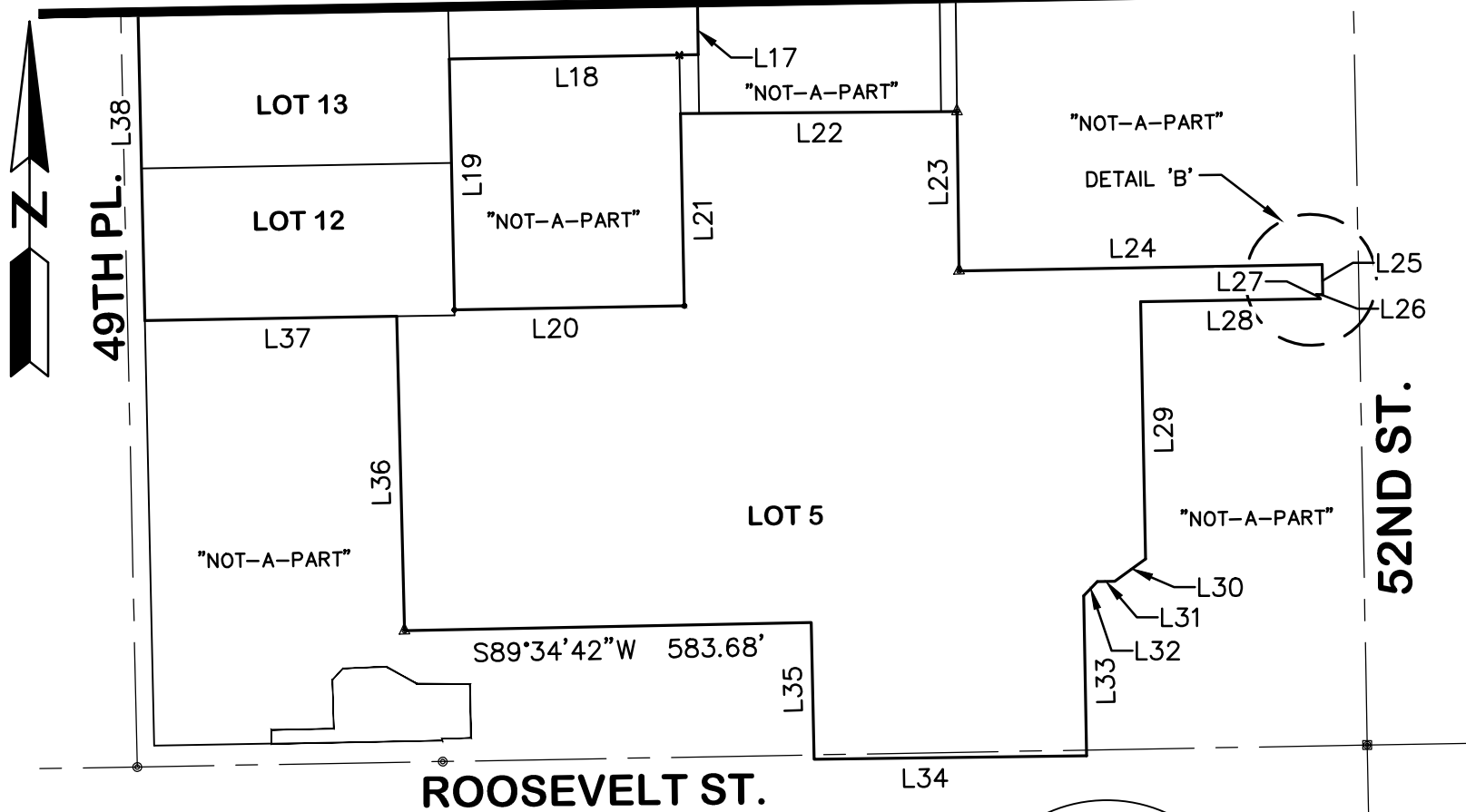
DATE: 09/11/23

DESC: PLANNED UNIT
DEVELOPMENT DISTRICT



PLANNED UNIT DEVELOPMENT DISTRICT EXHIBIT

MATCHLINE SEE SHEET 5



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CIVIL AND SURVEY

PROJ NO. BAKEO10
XB01

TITLE: XB01

SCALE: 1"=250'

DATE: 09/11/23

DESC: PLANNED UNIT
DEVELOPMENT DISTRICT



PLANNED UNIT DEVELOPMENT DISTRICT EXHIBIT

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N90°00'00"W	50.56'
L2	S00°00'00"E	70.00'
L3	S45°01'21"E	1.35'
L4	S00°19'00"E	73.25'
L5	S08°41'13"W	12.78'
L6	S89°55'37"W	20.00'
L7	S47°58'59"E	29.76'
L8	S00°19'00"E	124.61'
L9	S04°14'34"W	25.16'
L10	S00°19'00"E	322.26'
L11	S89°58'17"W	211.70'
L12	S85°38'56"W	70.70'
L13	S89°56'17"W	208.08'
L14	S00°01'57"E	65.11'
L15	S00°01'21"E	202.96'
L16	N89°41'36"W	370.07'
L17	S00°01'10"W	115.50'
L18	S89°42'38"W	357.19'
L19	S00°25'30"E	360.02'
L20	N89°44'02"E	330.06'

LINE TABLE		
LINE	BEARING	DISTANCE
L21	N00°25'05"W	275.98'
L22	S89°40'54"E	396.66'
L23	S00°01'57"E	228.68'
L24	N89°46'00"E	520.69'
L25	S00°19'00"E	42.94'
L26	N88°58'50"W	8.91'
L27	S42°37'12"E	8.35'
L28	S89°48'14"W	257.79'
L29	S00°19'17"E	369.11'
L30	S54°36'54"W	54.59'
L31	S89°36'10"W	24.96'
L32	S44°42'01"W	28.38'
L33	S00°20'08"E	229.56'
L34	N90°00'00"W	390.84'
L35	N00°28'11"W	196.65'
L36	N00°42'05"W	451.18'
L37	S89°45'46"W	361.20'
L38	N00°30'58"W	612.79'
L39	N89°44'56"E	280.99'
L40	N00°28'22"W	30.00'

LINE TABLE		
LINE	BEARING	DISTANCE
L41	N89°44'56"E	130.57'
L42	N89°33'51"E	26.00'
L43	N00°25'06"W	446.17'
L44	N44°47'27"E	24.66'



TITLE: XB01
SCALE: N.T.S.
DATE: 09/11/23
DESC: PLANNED UNIT DEVELOPMENT DISTRICT

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CIVIL AND SURVEY

PROJ NO. BAKEO10
 XB01

PLANNED UNIT DEVELOPMENT DISTRICT EXHIBIT

CURVE TABLE					
CURVE	DELTA	RADIUS	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	$\Delta = 46^{\circ}32'08''$	36.93'	30.00'	S66°42'06"W	29.18'
C2	$\Delta = 90^{\circ}15'54''$	11.93'	18.79'	N44°36'59"E	16.91'

MONUMENT DESCRIPTIONS:

- | | |
|---|---|
| <p>1 ☉ N. 1/4 COR. SEC. 5, T1N, R4E
FOUND BRASS CAP IN
HANDHOLE STAMPED
"CITY OF PHOENIX"
POINT OF COMMENCEMENT</p> <p>2 ☉ CENTER OF SEC. 5, T1N, R4E
FOUND BRASS CAP IN
HANDHOLE STAMPED
"CITY OF PHOENIX"</p> <p>3 ● FND IRON BAR & CAP #45494
(NOT ACCEPTED)</p> <p>4 ● FND IRON BAR NO ID
AFFIXED CAP #29865</p> <p>5 ● FND IRON BAR & CAP #33315</p> <p>6 ✕ FOUND CHISELED X IN CONCRETE</p> <p>7 ● FOUND 1/2" REBAR,
CAP ILLEGIBLE</p> <p>8 ● FOUND 1/2" REBAR & CAP
STAMPED "LS 7247"</p> <p>9 △ FOUND PK NAIL/WASHER
NO ID</p> <p>10 △ FOUND PK NAIL/WASHER
TAGGED "LS 45494"</p> | <p>11 △ FOUND PK NAIL/WASHER
NO ID</p> <p>12 ● FOUND 1/2" REBAR,
CAP ILLEGIBLE
(NOT ACCEPTED)</p> <p>13 ☉ FND CITY OF PHOENIX
BRASS CAP (S 1.3')</p> <p>14 ● FOUND 1/2" REBAR & CAP
STAMPED "LS 27239"
(NOT ACCEPTED)</p> <p>15 △ FOUND PK NAIL/WASHER
TAGGED "LS 45494"</p> <p>16 ☉ NORTHWEST CORNER GLO
LOT 3 SEC. 5, T1N, R4E
FND BRASS CAP IN HANDHOLE</p> <p>17 ☉ NORTHWEST CORNER OF SEC. 5,
T1N, R4E FND. BRASS CAP
IN HANDHOLE "CITY OF PHOENIX"</p> <p>18 ☉ FND ALUM CAP FLUSH STAMPED
RLS 45494 FND CITY OF PHOENIX
BRASS CAP FLUSH S19°22'40"E 1.63'
(NOT ACCEPTED)</p> <p>19 ☉ WEST QUARTER OF SEC. 5, T1N, R4E
FND. BRASS CAP IN HANDHOLE
"CITY OF PHOENIX"</p> |
|---|---|

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CIVIL AND SURVEY

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PROJ NO. BAKE010
XB01

TITLE: XB01

SCALE: N.T.S.

DATE: 09/11/23

DESC: PLANNED UNIT
DEVELOPMENT DISTRICT

