



CITY OF PHOENIX

JUL 15 2026

Planning & Development
Department

PLANNED UNIT DEVELOPMENT

SWC STATE ROUTE 202 & LOWER BUCKEYE ROAD

Rezoning Case No. Z-24-26-7

1st Submittal: February 23, 2026

2nd Submittal: May 15, 2026

3rd Submittal: July 7, 2026 (revised)



GAMMAGE
&
BURNHAM



APPLICANT TEAM



PROPERTY OWNER / DEVELOPER
VP LB & 202 LLC / Vintage Partners
Walter Crutchfield
8722 East Via De Commercio, Suite 100
Scottsdale, Arizona 85258
Email: walter@vintagevp.com



LAND PLANNING
RVi Planning + Landscape Architecture
Alex Stedman
4900 N. Scottsdale Road, Suite 1200
Scottsdale, AZ 85251
Phone: 480.994.0994
Email: astedman@rviplanning.com



ENGINEER
Precision Civil
Stephen Irwin, P.E.
5300 East Railhead Avenue
Flagstaff, AZ 86004
Phone: 928.242.5641
Email: sirwin@precision-civil.com



TRAFFIC
Lokahi
Jamie Blakeman, P.E.
10555 N. 114th Street, Suite 105
Scottsdale, AZ 85259
Phone: 480.292.0691
Email: jamie@lokahigroup.com



REPRESENTATIVE
Gammage & Burnham PLC
Lindsay C. Schube
40 North Central Avenue, 20th Floor
Phoenix, Arizona 85004
Phone: 602.256.4471
Email: lschube@gblaw.com

TABLE OF CONTENTS

PREFACE.....	6
REGULATORY STATEMENT	7
1.PURPOSE & INTENT	8
1.1 Introduction.....	8
1.2 Existing Conditions	8
1.3 General Plan	12
1.4 Estrella Village Character Plan	12
2.LAND USE PLAN	13
2.1 Development Plan.....	13
2.2 Phasing	13
2.3 Complete Streets.....	16
3.LIST OF USES	18
3.1 Definitions.....	18
3.2 Parcel A – Commercial Development	18
3.3 Parcel B – Employment Development	20
4.DEVELOPMENT STANDARDS.....	22
4.1 General Development Standards.....	22
4.2 Streetscape.....	24
5.DESIGN GUIDELINES.....	25
5.1 Estrella Core Plan	30
6.SIGNS.....	31
7.SUSTAINABILITY	32
8.INFRASTRUCTURE.....	33
8.1 Grading and Drainage	33
8.2 Water	33
8.3 Wastewater	33
8.4 Overhead Electric Infrastructure	33
8.5 Irrigation.....	33
LIST OF EXHIBITS	
Exhibit 1: Aerial Map	9
Exhibit 2: Existing Zoning Map.....	10
Exhibit 3: Proposed Zoning Map	11
Exhibit 4: Conceptual Land Use Plan	14
Exhibit 5: Street Circulation Map.....	15
Exhibit 6: 63rd Avenue	17

PREFACE

In 2014, the City Council rezoned the majority of the subject property to CP/GCP (Commerce Park / General Commerce Park), with a portion of the site paralleling SR-202 zoned A-1 (Light Industrial) pursuant to Z-62-13-7 (Ordinance No. G-5930). A small area at the northwest corner of the overall property along Lower Buckeye Road is zoned C-2 (Intermediate Commercial) and was not included in Z-62-13-7.

The property was acquired by Vintage Partners from the Arizona Department of Transportation. At the time of acquisition, the site contained existing transmission lines and an adjacent electrical substation. Based on these site conditions and prevailing City Staff interpretations of the applicable zoning districts, the property was well-suited for data center development.

In 2025, the City Council approved a Text Amendment intended to clarify the zoning districts in which data centers are permitted. The subject property—zoned CP/GCP, A-1, and C-2—had historically been interpreted by City staff as allowing data center use within these districts. In reliance on these interpretations, Vintage Partners made significant investments toward development of the property as a data center.

Subsequently, Vintage Partners was approached by City Council and City Staff and requested to evaluate alternative uses for the site. While Vintage Partners carefully considered this request and the substantial financial impacts associated with a change in development direction, Vintage Partners agreed—following coordination with City Council and City staff—to pursue a different development concept.

Accordingly, Vintage Partners is now proposing a high-quality mixed-use development that includes neighborhood-serving commercial, retail, restaurant, and service uses, together with employment components. The proposed Planned Unit Development (PUD) zoning reflects Vintage Partners' longstanding practice of working collaboratively with City Staff, elected officials, and surrounding neighborhoods to deliver projects that are compatible with surrounding land uses, consistent with applicable policy objectives, and responsive to stakeholder input.

REGULATORY STATEMENT

The Planned Unit Development (“PUD”) zoning district is authorized by Chapter 6, Section 671 of the Zoning Ordinance of the City of Phoenix (“Ordinance”). A PUD is intended to be a stand-a-lone document that sets forth the regulatory framework, including permitted uses, development standards and design guidelines, for a particular project (“PUD Regulations”).

The PUD may only modify provisions within the Ordinance and does not modify other City of Phoenix codes, regulations, or requirements. A PUD may include substantial background information and narrative discussion, including purpose and intent statements, which are intended to illustrate the overall character and vision for the development. Such statements are not regulatory and are not requirements to be enforced by the City of Phoenix.

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

1. PURPOSE & INTENT

1.1 Introduction

VP LB & 202 LLC d/b/a Vintage Partners (“Vintage”) is the owner and developer of a planned high-quality, horizontal mixed-use development on the approximate 63 acres of property located at the southwest corner of Ed Pastor Loop 202 Freeway (“SR 202”) and Lower Buckeye Road (“Property”). See *Appendix A: Legal Description* and *Exhibit 1: Aerial Map*.

Vintage, the property owner, applicant, & developer, is a real estate development and investment firm that has been developing forward thinking and award-winning projects throughout the State for more than 30 years. Notable Vintage Partners projects include the redevelopment and restoration of Uptown Plaza in midtown Phoenix and the adaptive re-use of two historically important Mid Century office buildings into Rise Hotel. In addition, Vintage Partners has developed a number of award-winning affordable residential projects all over the State of Arizona.

In 2014, the City Council rezoned the majority of the Property to CP/GCP (Commerce Park/General Commerce Park), with a portion paralleling SR 202 being zoned A-1 (Light Industrial) in Z-62-13-7 (Ordinance No. G-5930). In addition, there is a small portion of the Property located at the northwest corner of the Overall Property along Lower Buckeye Road zoned C-2 (Intermediate Commercial) (not a part of Z-62-13-7). See *Exhibit 2: Existing Zoning Map*.

Vintage is proposing to rezone the Property to Planned Unit Development (“PUD” or “Application”) to allow for neighborhood serving commercial, retail, restaurant, and service uses on the approximate 22 acres along Lower Buckeye Road, with the remainder being developed as employment. See *Exhibit 3: Proposed Zoning Map*.

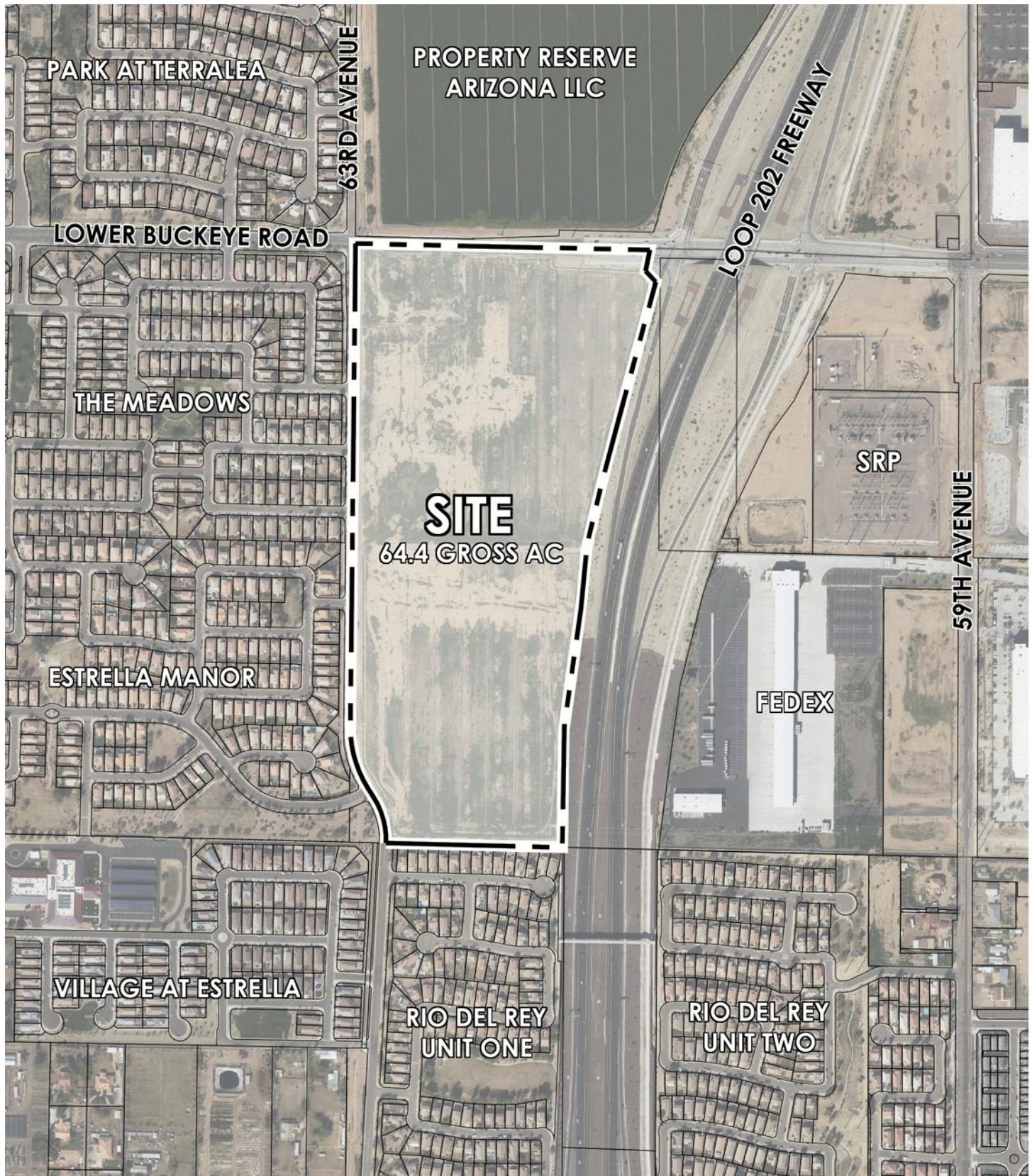
Unlike the existing zoning, this Application has been uniquely prepared in response to the planned growth along SR 202 and to further the goals and objectives of the General Plan, Estrella Village, and Estrella Village Core Plan, collectively, to encourage development that is pedestrian-oriented, walkable, sustainable, and an asset to the surrounding community. The Property is a remnant parcel that the Arizona Department of Transportation acquired as part of the SR 202 extension. Since being rezoned in 2014 and the subsequent construction of SR 202, the Property has remained vacant and undeveloped.

1.2 Existing Conditions

The Property is comprised of approximately 63 acres and is vacant, undeveloped. The Property is immediately bounded to the north by Lower Buckeye Road, to the east by SR 202, to the west by 63rd Avenue, to the south single-family residences zoned R1-6 PRD (Single-Family Residential, Planned Residential Development), and to the south by single-family residences zoned R1-10 (Single-Family Residential).

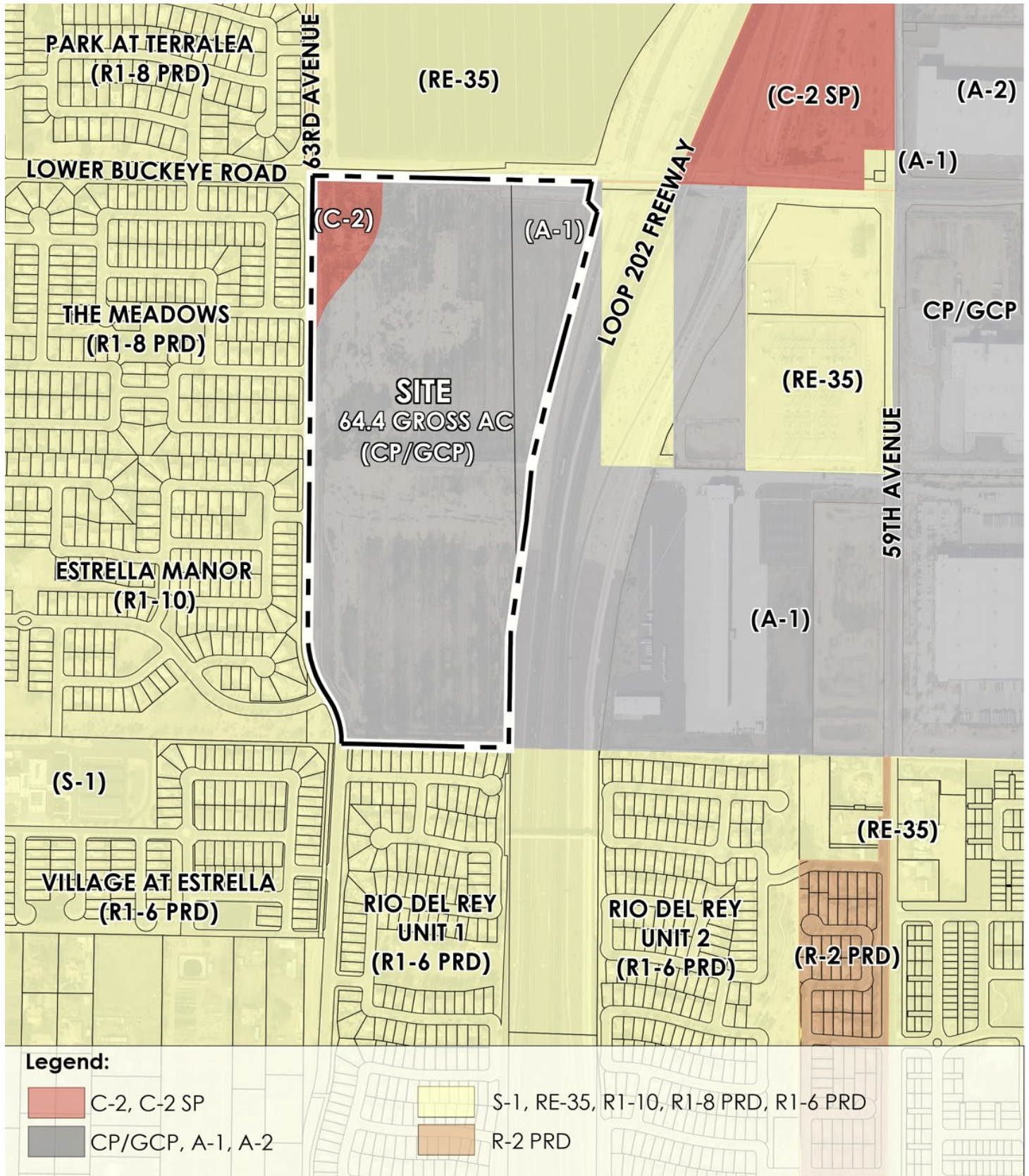
TABLE 1: EXISTING SURROUNDING USE TABLE			
LOCATION	GENERAL PLAN	ZONING	EXISTING USE
Property	Industrial	CP/GCP, A-1, C-2	Vacant, undeveloped
North	Mixed Use	RE-35	Vacant, undeveloped
East	SR 202		
South	Residential 5-10 du/ac	R1-6 PRD	Single-family residential
West	Residential 2 - 3.5 du/ac and 3.5 - 5 du/ac	R1-8 PRD, R1-10	Single-family residential

EXHIBIT 1: AERIAL MAP



SCALE: NTS 

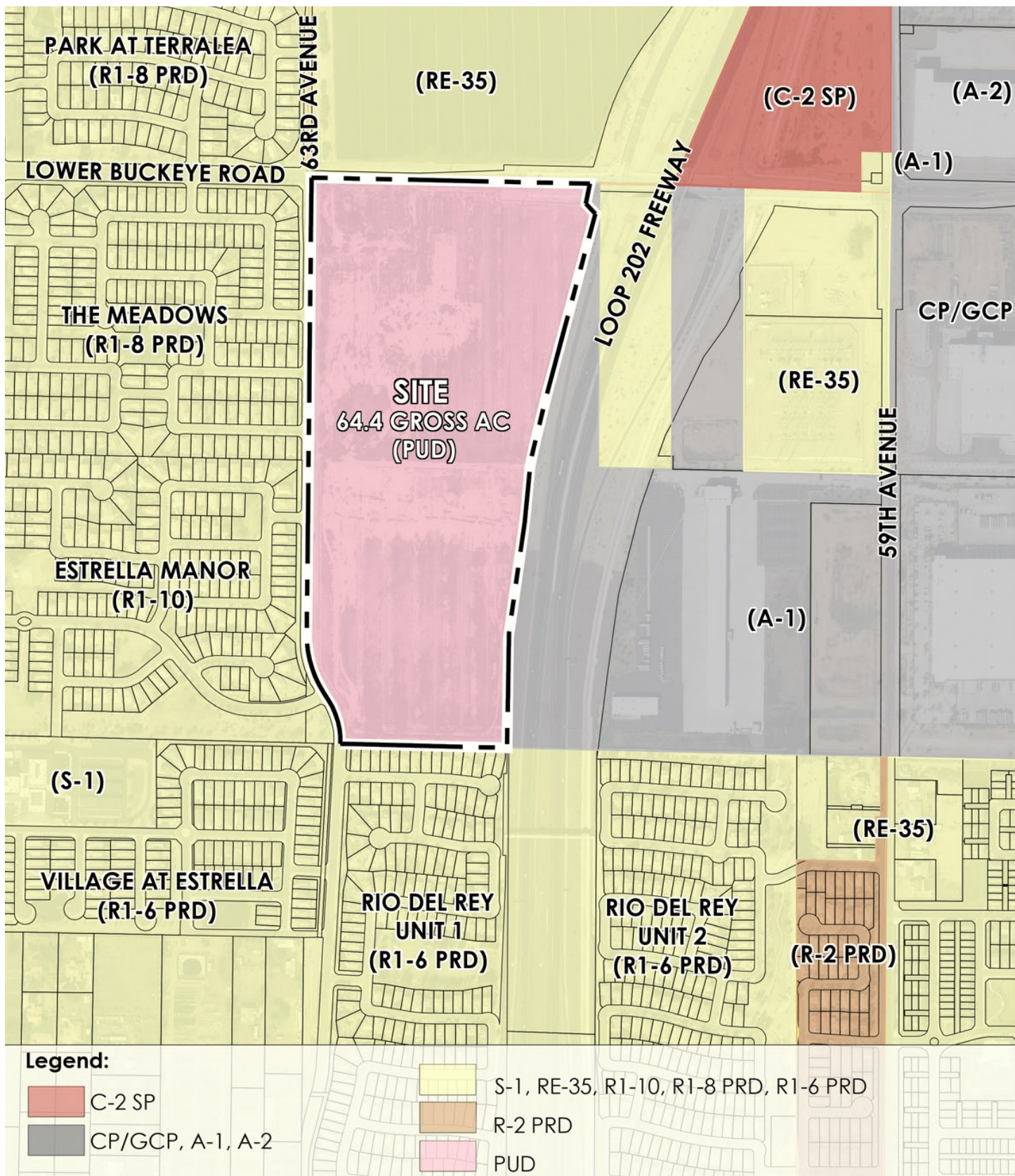
EXHIBIT 2: EXISTING ZONING MAP



Source: City of Phoenix My Community Map, 2/11/2026

SCALE: NTS 

EXHIBIT 3: PROPOSED ZONING MAP



Source: City of Phoenix My Community Map, 2/11/2026

SCALE: NTS 

1.3 General Plan

The City's General Plan designates the Property as Industrial land use. This Application is being processed concurrently with a Minor General Plan Amendment to change the land use to Mixed-Use—consistent with land uses and development envisioned within the Estrella Village Core.

1.4 Estrella Village Character Plan

Established in July of 1998, the Estrella Village is a diverse and thriving area that covers an expanse reaching from the I-10 freeway to the Salt River, and from the edge of downtown Phoenix to the City's westernmost edges. Over the past 50 years, the Estrella Village has developed as a major hub for industrial, commercial, and agricultural activities in Phoenix. In recent years, the redevelopment of agricultural and vacant land has led to a greater diversity of land uses, including growth of commercial, employment, warehousing, transportation, logistics, shipping, and other businesses, in particular along the newly established State Route 202 corridor. The Estrella Village, including the Property, possess an ample supply of undeveloped land, large parcels with commercial and industrial entitlements and access to major transportation corridors.

Land Use Principles:

The Estrella Village Planning Committee identified specific land use principles in an effort to encourage growth and investment. This Application is supported by and furthers the following land use principles of the Estrella Village Character Plan:

Communities should consist of a mix of land uses to provide housing, shopping, dining and recreational options for residents.

The Application provides a mix of land uses, including multiple job-creating neighborhood serving commercial, retail, restaurant, and service uses (Parcel A), as well as employment generating uses (Parcel B).

Encourage land uses that promote the growth of entrepreneurs or new businesses in Phoenix in appropriate locations.

This Application provides numerous opportunities for entrepreneurial growth, new businesses (e.g., neighborhood serving commercial, retail, and service uses), within proximity of the surrounding residences, and employment uses adjacent to State Route 202.

Support General Plan Land Use Map and zoning changes that will facilitate the location of employment generating uses in each of the designated employment centers.

This Application results in a mix of land uses, including neighborhood serving commercial, retail, restaurant, and service uses and employment generating uses creating employment opportunities for those in the surrounding community.

Design Principles:

The Estrella Village Planning Committee identified specific design principles in an effort to encourage growth and investment. This Application is supported by and furthers the following land use principles of the Estrella Village Character Plan:

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

This Application includes specific development standards (e.g., enhanced building setbacks, landscaping & berming, wall height, etc.) to create a transition sensitive to the surrounding community, while still providing uses appropriate adjacent to State Route 202.

2. LAND USE PLAN

2.1 Development Plan

Vintage is proposing a high-quality development comprised of neighborhood serving commercial, retail, restaurant, and service uses on the approximate 22.6 acres along Lower Buckeye Road ("Parcel A"), and employment uses on the southern 41.8 acres ("Parcel B"). This PUD includes development standards and design guidelines for the property that are intended to ensure adequate land use transitions and buffering where proximate to existing residences to the south and west. See **Exhibit 4: Conceptual Land Use Plan**.

Regional access to the site is provided by SR 202, located directly east of the Property, which provides connectivity to the greater Phoenix-metropolitan area. The future State Route 30 (SR 30) corridor, planned approximately one-half mile south of the site and extending west from Loop 202 toward State Route 85, will further enhance long-term regional access.

Primary access to the development is proposed from Lower Buckeye Road, classified by the City as an arterial roadway, and 63rd Avenue, classified by the City as a collector roadway. The Commercial Development Parcel is anticipated to include one centrally located full-access driveway and two right-in/right-out driveways along Lower Buckeye Road, in addition to two full-access driveways on 63rd Avenue. The employment portion will have two full access driveways with signage to restrict southbound truck turns onto 63rd Avenue. See **Exhibit 5: Street Circulation Map**.

A traffic signal is planned at the intersection of Lower Buckeye Road and 63rd Avenue. The potential need for an additional signal at the central full-access driveway along Lower Buckeye Road will be evaluated as part of the traffic study process.

2.2 Phasing

Development Parcel A, including individual pads, and/or Development Parcel B, and on-site, off-site, etc. improvements may be developed independently, as market conditions warrant. Plans shall be submitted to the City to ensure proper and orderly development.



EXHIBIT 4: CONCEPTUAL LAND USE PLAN

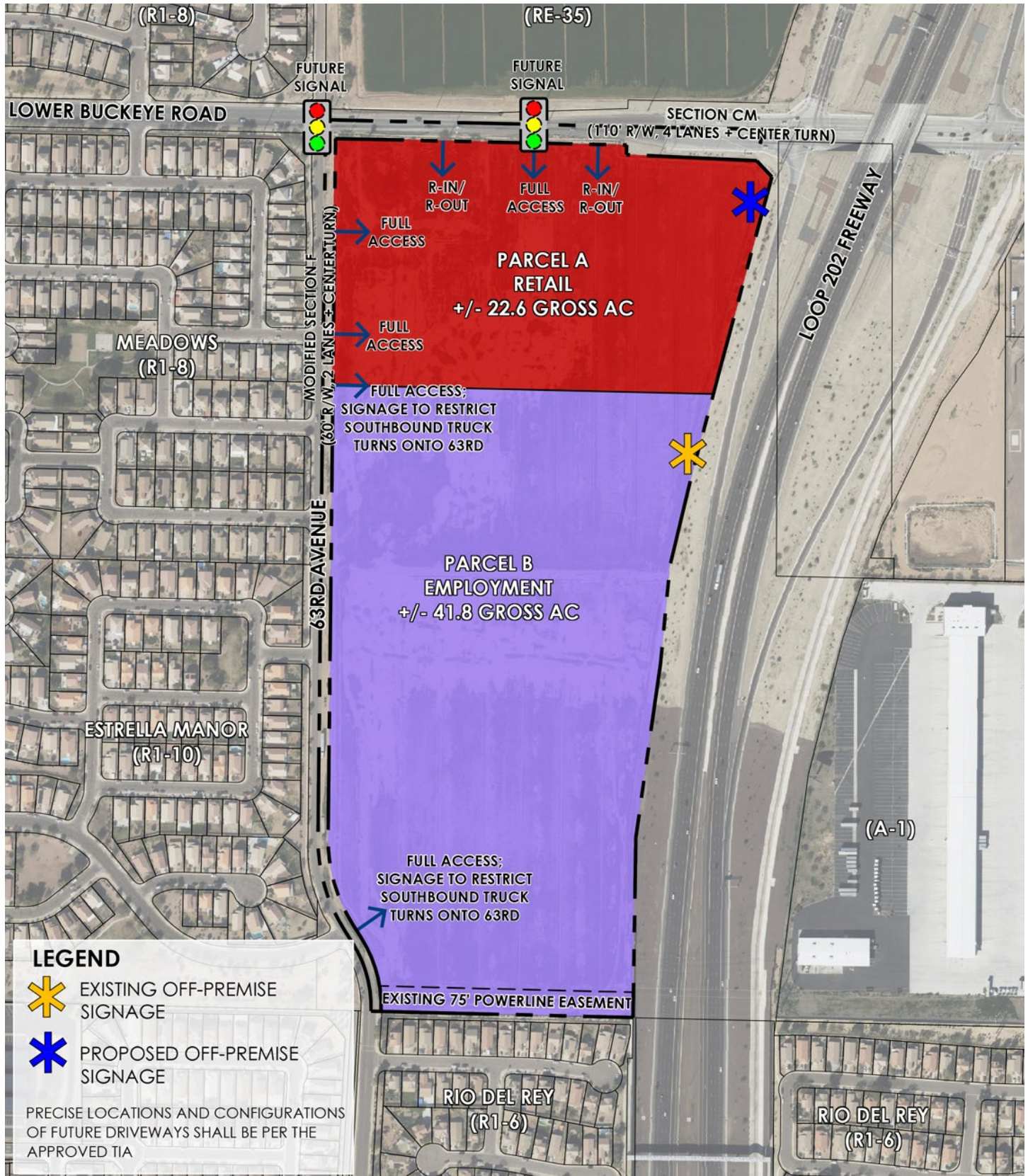
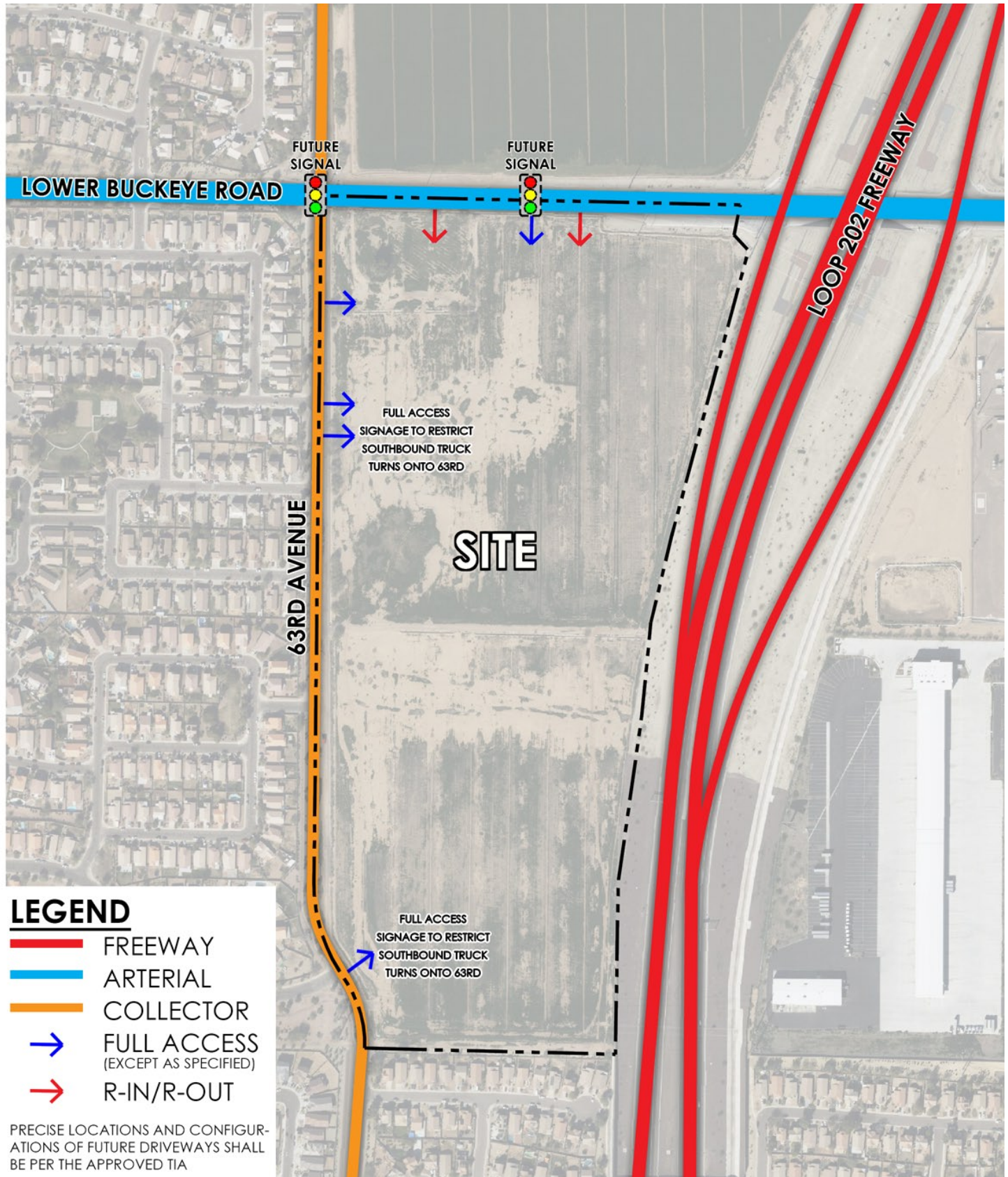


EXHIBIT 5: STREET CIRCULATION MAP



2.3 Complete Streets

The City of Phoenix Complete Streets Design Document was adopted in October of 2018 and is applied throughout the City. As such, Complete Streets vary in their design, function and appearance throughout the City. Consideration of their application should 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 following section provides design principles of the City of Phoenix Complete Streets Manual (in bold) followed by an explanation of how this PUD will work to fulfill the design principle or partner with the City on City specific goals and implementation practices towards meeting the design principle:

Design for Context

Bicycle treatments should be considered along all roadways, however these guidelines recognize that not all corridors and streets are appropriate for bicycle treatments. Along with the context-focused considerations outlined above, appropriate engineering judgment, roadway encumbrances and corridor classification should guide the applicable treatment.

Due to the intensity of the proposed use and adjacency to truck traffic, 63rd Avenue does not provide a viable route for bicycle circulation. Providing bike lanes along this corridor is likely to result in elevated potential for conflicts between bikers and vehicles which would pose a safety concern. Bike lanes will be provided along Lower Buckeye Road, a location which will promote connectivity to existing bike infrastructure and provides access to the commercial parcel.

Design for Safety

Streets should be designed to the appropriate speed that provides for safe multi-modal mobility while achieving the desired operation and aligning with the roadway classification and surrounding community characteristics.

All streets will be designed in accordance with the approved TIA and the City of Phoenix standards. Additional street safety features may be evaluated in association with future development on the Property.

Design for Comfort and Convenience

Shade should be a primary technique in projects to reduce ambient temperatures and reduce direct sunlight exposure for pedestrians and cyclists.

Adjacent to Development Parcel B, 75% shade will be provided along the detached sidewalk and 8' trail system on the east edge of the right-of-way. In addition, trees will be planted 25 feet on-center across the street within City right-of-way to increase the shade on the existing detached sidewalk off of the developer's property.

Expand the availability of public seating and bicycle racks.

Per **Exhibit 6B: 63rd Avenue**, pedestrian seating nodes will be provided along the detached sidewalk and 8' trail system on the east edge of 63rd Avenue. Additionally, per this PUD, buildings with less than 5,000 square feet shall provide a minimum of 8 bicycle spaces near the building entrance, and buildings with more than 5,000 square feet shall provide 1 bicycle space per 25 required vehicle parking spaces for a maximum of 20 spaces.

The roadway (portion of the street designed, enhanced, or ordinarily used for vehicular travel) should be designed to the minimum possible width, with the minimum number of lanes that safely allows for the desired operations.

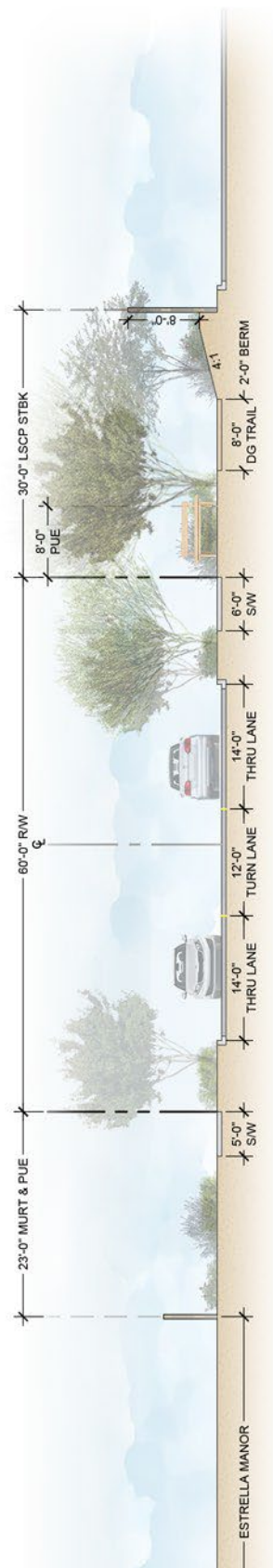
The proposed roadway section for 63rd Avenue is being designed with the addition of a center turn lane in order to promote safe vehicular circulation in conjunction with planned uses on the Property. The roadway profile for Lower Buckeye Road is intended to match the City's standard street Section CM with modifications outside of the roadway to enhance the pedestrian realm.

Design for Sustainability

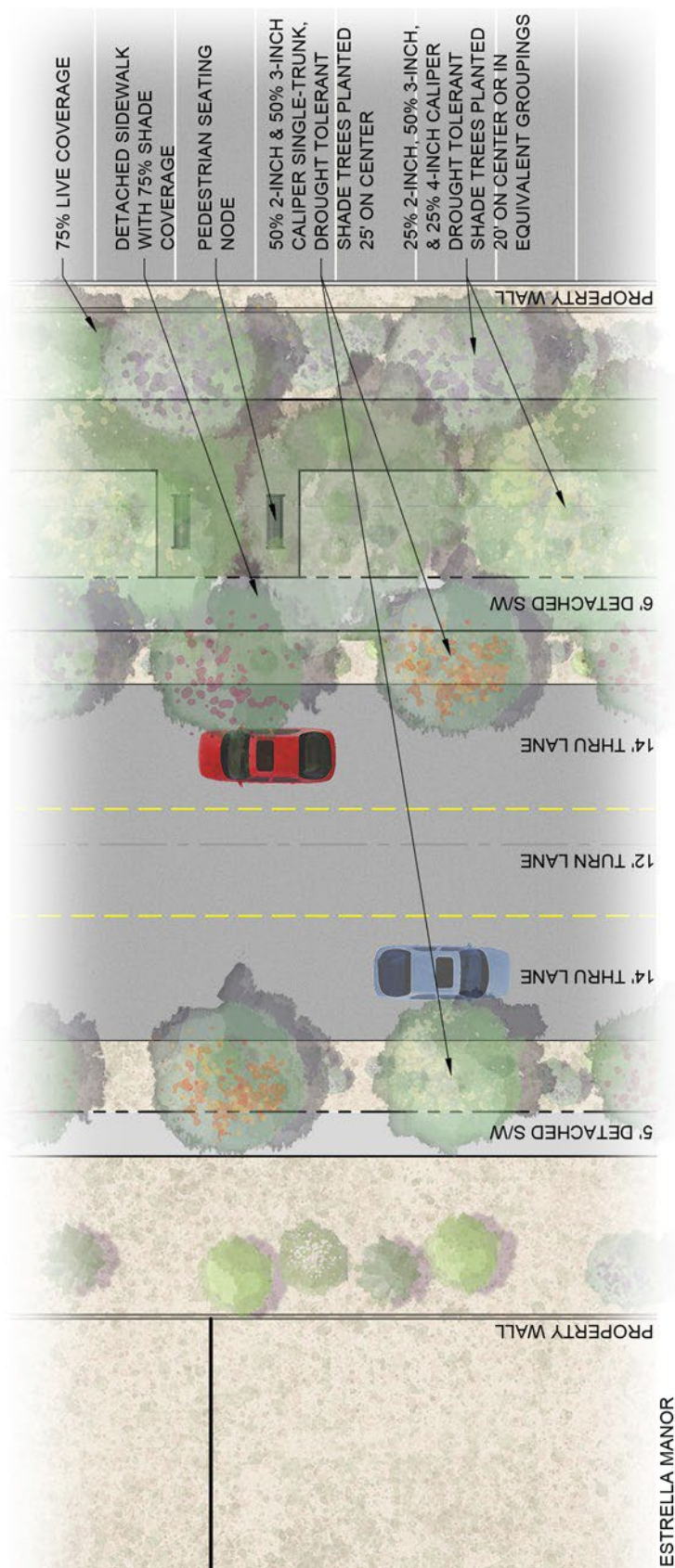
Minimize impermeable surfaces and maximize vegetation on streets outside of vehicular travel lanes.

This PUD will provide a minimum of 75% live coverage in landscape areas adjacent to the perimeter streets 63rd Avenue and Lower Buckeye Road.

EXHIBIT 6: 63RD AVENUE



3 Modified Minor Residential Collector "F" - 63rd Avenue Adjacent to Employment (Looking North)
SCALE: NTS



3 Modified Minor Residential Collector "F" - 63rd Avenue Adjacent to Employment (Plan View)
SCALE: NTS

3. LIST OF USES

The Project will provide neighborhood-serving commercial, retail, restaurant, and/or service uses, along with employment, all of which serve as amenities and opportunities for residents of the Estrella Village. The Property is divided into two distinct use areas: Development Parcel A and Development Parcel B.

The City Zoning Administrator may issue informal interpretations of land uses consistent with the purpose and intent of this PUD.

3.1 Definitions

1. **Cross-Dock Distribution Facility.** A logistics, freight handling, and/or distribution facility generally designed primarily for transfer of goods, materials, and/or products directly between inbound and outbound trucks, trailers, and/or other transport vehicles with no or minimal long-term storage. A Cross-Dock Distribution Facility may include loading docks, staging areas, sorting and/or consolidation areas, trailer parking, fleet operations, and related administrative offices. Temporary holding of goods incidental to transfer operations shall not constitute warehousing.
2. **Third Party Logistic.** A company that outsources logistics functions, such as warehousing, inventory management, picking, packing, and shipping, to a specialized external provider.

3.2 Parcel A – Commercial Development

1. Permitted Uses

- a. All permitted uses within the C-2 (Intermediate Commercial) zoning district per Section 623 of the Zoning Ordinance, and subject to performance standards therein, unless otherwise explicitly addressed or prohibited herein.
- b. Restaurants, Bars and Cocktail Lounges, subject to the following conditions or limitations:
 - (1) Music or entertainment shall be permitted subject to the following regulations:
 - i. The stage and/or performance area shall be a maximum of 80 square feet. A Use Permit shall be required to allow for a stage and/or performance area more than 80 square feet.
 - ii. The noise level, measured at any point on the received property, shall not exceed 55 dBa unless a use permit is obtained. An occurrence where the sound level increases up to 60 dBa for five continuous seconds or less shall not be deemed a violation of this section as long as there are no more than five occurrences within an hour-long interval.
 - iii. Patron dancing shall be permitted by right (nothing in this section shall be construed to include an adult use).
 - (2) Outdoor recreation uses, outdoor dining, and/or outdoor alcoholic beverage consumption shall be a minimum 100 feet from a residential zoning district, measured from the nearest residential zoning district to the nearest outdoor recreation use, outdoor dining, and/or outdoor alcoholic beverage consumption area(s). No separation requirement adjacent to any portion of State Route 202 zoned residential.
- c. Drive-through facilities, subject to the following conditions:
 - (1) The queuing lane for the drive-through facility shall be a minimum 100 feet from a residential zoning district, measured from the nearest residential zoning district to the nearest point of queuing. A Use Permit shall be required to allow for a drive-through facility less than 100 feet from a residential zoning district. No separation requirement adjacent to any portion of State Route 202 zoned residential.

- d. Outdoor food preparation and cooking, subject to the following conditions:
 - (1) The regularly used cooking area inside the establishment shall be of equal or greater size than the outdoor cooking area.
 - (2) The outdoor cooking area shall be located within 50 feet of a building entrance/exit from where the restaurant is operated, measured from the appliance in the outdoor cooking area closest to the building entrance/exit from where the restaurant is operated.
 - (3) The outdoor cooking area shall be a minimum 100 feet from a residential zoning district, measured from the nearest residential zoning district to the nearest outdoor cooking area appliance. No separation requirement adjacent to any portion of State Route 202 zoned residential.
- e. Gas Stations
 - (1) Maximum 8 fuels pumps permitted for semi-trailers. A Use Permit shall be required for more than 8 fuel pumps for semi-trailers.
 - (2) Fueling pumps shall be a minimum 100 feet from a residential zoning district, measured from the nearest residential zoning district to the nearest fuel pump. A Use Permit shall be required to allow for a fueling pump less than 100 feet from a residential zoning district. No separation requirement adjacent to any portion of State Route 202 zoned residential.
- f. Compressed Natural Gas (CNG) Retail Sales, as an accessory use to automobile service stations, subject to the following limitations:
 - (1) A Use Permit shall be obtained in accordance with the standards and procedures of Section 307 when the equipment is located within 100 feet of a residential zoning district. No separation requirement adjacent to any portion of State Route 202 zoned residential.
 - (2) Natural gas fueling equipment may be sheltered by an enclosure constructed of non-combustible or limited combustible materials that has at least one side predominantly open and a roof designed for ventilation and dispersal of escaped gas. This facility shall be considered outdoors for Zoning Ordinance purposes. If the fueling equipment is not sheltered by such a structure, the equipment shall be screened with a masonry block wall which is architecturally compatible with the buildings on the site; the wall shall be predominantly open on one side.
 - (3) The use shall comply with all pertinent requirements of the Phoenix Fire, Building, and Electrical Codes.
 - (4) Signage on shelter wall shall be limited to that required by the Fire Code.
 - (5) No container shall exceed a size of three hundred (300) gallons water capacity; no more than six (6) containers shall be included at a CNG facility. The containers shall be mounted horizontally.
- g. Car Wash
 - (1) Car wash building shall be a minimum 100 feet from a residential zoning district, measured from the nearest residential zoning district to the nearest fuel pump. A Use Permit shall be required to allow for a car wash building less than 100 feet from a residential zoning district.

2. Temporary Uses

- a. Temporary uses per Section 708 of the Zoning Ordinance.

3. Special Permit Uses

- a. Special Permit uses per Section 647 of the Zoning Ordinance.

4. Prohibited Uses

- a. Adult bookstore
- b. Adult live entertainment, or erotic dance or performance studio
- c. Adult novelty store
- d. Adult theatre
- e. Data center
- f. Guns, retail sales and/or repairs
- g. Medical marijuana dispensary facility
- h. Pawn shop
- i. Residential
- j. Self-service storage (mini-storage)
- k. Tobacco-oriented retailer

3.3 Parcel B – Employment Development

1. Permitted Uses

- a. All uses permitted in the Commerce Park District: General Commerce Park Option per Zoning Ordinance Section 626.F including all performance standards contained therein.
- b. Cross-dock distribution facility
- c. E-commerce sortation and fulfillment
- d. Electronic, aerospace, or medical device assembly
- e. Freight sorting, palletizing, consolidation, and/or staging
- f. Food or beverage packaging and distribution, excluding slaughtering, canneries, and raw food processing
- g. Light manufacturing and assembly of finished products conducted entirely within an enclosed building, where the primary use is not basic processing or compounding of raw materials
- h. Motor freight warehouse and logistics operation
- i. Storage warehouse
- j. Third party logistics facility
- k. Wholesale and retail sales

2. Accessory Uses

- a. Designated tractor-trailer stacking/staging area(s) shall be setback a minimum 50 feet from a residential zoning district. A Use Permit shall be required to allow for tractor-trailer stacking/staging area(s) less than 50 feet from a residential zoning district. No separation requirement adjacent to any portion of State Route 202 zoned residential.
 - (1) The noise level, measured at any point on the received property, shall not exceed 60 dBa unless a use permit is obtained. An occurrence where the sound level increases up to 65 dBa for five continuous seconds or less shall not be deemed a violation of this section as long as there are no more than five occurrences within an hour-long interval.
- b. Fueling pumps/charging receptacles shall be a minimum 100 feet from a residential zoning district, measured from the nearest residential zoning district to the nearest fuel pump/charging receptacle. A Use Permit shall be required to allow for a fueling pump/charging receptacle less than 100 feet from a residential zoning district. No separation requirement adjacent to any portion of State Route 202 zoned residential.
- c. Outdoor uses: outside activities and/or storage of materials

(l) Storage yards, outside activities, bulk material and/or equipment

- i. Setbacks for limited outdoor storage uses (excluding vehicle parking) are prohibited within 150 feet of the south property line and 75 feet of the west property line. No separation requirement adjacent to any portion of State Route 202 zoned residential.

3. Temporary Uses

- a. Temporary Uses per Section 708 of the Zoning Ordinance.

4. Special Permit Uses

- a. Special Permit uses per Section 647 of the Zoning Ordinance.

5. Prohibited Uses

- a. Adult Bookstore
- b. Adult day care center
- c. Adult live entertainment, or erotic dance or performance studio
- d. Adult novelty store
- e. Adult theatre
- f. Ammunition, commercial loading of small arms
- g. Chemical production/manufacturing
- h. Data center
- i. Freight yard
- j. Nursery school
- k. Raw food processing
- l. Residential uses
- m. Self-service storage (mini-storage)
- n. Motels and Hotels
- o. Environmental remediation facility
- p. Pet care facility

4. DEVELOPMENT STANDARDS

4.1 General Development Standards

TABLE 2: DEVELOPMENT STANDARDS – COMMERCIAL DEVELOPMENT PARCEL	
STANDARD	
MINIMUM BUILDING SETBACKS (PERIMETER)	
North Perimeter (adjacent to Lower Buckeye Road)	Average 35 feet; minimum 20 feet permitted for up to 25% of the frontage
East Perimeter (adjacent to the Loop 202 Freeway)	20 feet
South (perimeter)	Average 35 feet; minimum 20 feet permitted for up to 25% of the frontage
West (adjacent to 63rd Avenue)	Average 35 feet; minimum 20 feet permitted for up to 25% of the frontage
MINIMUM LANDSCAPE SETBACKS	
North Perimeter (adjacent to Lower Buckeye Road)	20 feet
East Perimeter (adjacent to the Loop 202 Freeway)	10 feet
South (perimeter)	10 feet
West (adjacent to 63rd Avenue)	20 feet
MAXIMUM BUILDING HEIGHT	3 stories and 40 feet
BUILDING HEIGHT RESTRICTIONS	There shall be a 15-foot maximum height within ten feet of a single-family zoned district, which height may be increased one foot for each additional one foot of building setback to the maximum permitted height.
MAXIMUM LOT COVERAGE	60%
FRONTAGE REQUIREMENTS	Public street or private accessway

TABLE 3: DEVELOPMENT STANDARDS – EMPLOYMENT PARCEL	
STANDARD	
MAXIMUM BUILDING HEIGHT	Maximum 56'
LOT COVERAGE	50%
REQUIRED BUILDING SETBACKS	
Perimeter lot line on a street	75 feet
Perimeter lot line not on a street	20 feet
Interior lot line on a street	30 feet
Interior lot line not on a street	0 feet
EMPLOYEE RESTING AREA	One outdoor employee resting area of no less than 400 square feet or two 200-square foot areas shall be provided on site. Each required pedestrian area shall include a minimum of two pedestrian seating benches, constructed of quality and durable materials, and shaded to a minimum of 75% using minimum 2-inch caliper large canopy drought-tolerant shade trees and/or architectural shade, as approved by the Planning and Development Department.

TABLE 4: DEVELOPMENT STANDARDS – PARKING STANDARDS

STANDARD	
MINIMUM PARKING STANDARDS	<u>Warehouse</u> Unspecified use: 1 space per 1.5 warehouse or productions workers. If the facility runs more than one shift a day, employ count will be based on the two largest shifts and 1 space per 240 GSF of office. Specified use: 1 space per 4,000 SF <u>Retail</u> 1 space per 240 GSF; or 1 space per 300 SF with a defined floor plan (e.g., excluding storage, restroom, utility closet, and other similar areas) <u>Gas Station</u> 2 parking spaces per service fuel pump <u>Restaurant</u> 1 space per 100 SF, exclusive of kitchen, restrooms, storage, etc. 1 space per 250 SF of outdoor recreational space area(s) (landscape planters with trees, shrubs, ground cover, pathway, retention areas, etc. shall not be included in the parking requirement calculation)
OFF-STREET LOADING SPACES	Per Ordinance Section 702.B
BICYCLE PARKING	Buildings with less than 5,000 square feet shall provide a minimum of eight (8) bicycle spaces near the building's entrance. Buildings with more than 5,000 square feet shall provide 1 bicycle space per 25 required vehicle parking spaces, with a maximum requirement of 20 spaces.
BICYCLE PARKING SHADE	Bicycle parking areas shall provide a minimum of 75% shade.
ELECTRIC VEHICLE CHARGING	A minimum of 5 required parking spaces shall be EV Installed within the Commercial Development Parcel with an additional 10 EV Capable parking spaces.
PARKING AREA LANDSCAPE REQUIREMENTS	A minimum 10% of the interior surface parking area (exclusive of perimeter landscaping and all required setbacks) shall be landscaped.

TABLE 5: DEVELOPMENT STANDARDS – PERIMETER LANDSCAPE STANDARDS

STANDARD	
LOWER BUCKEYE (A)	A minimum of 25% 2 inch, 50% 3 inch, 25% 4 inch caliper, drought tolerant shade-trees to be planted 25 feet on center, or in equivalent groupings. Minimum five, 5-gallon shrubs per tree.
EAST (LOOP 202)	A minimum of 25% 2 inch, 50% 3 inch, 25% 4 inch caliper, drought tolerant shade-trees to be planted 25 feet on center, or in equivalent groupings. Minimum five, 5-gallon shrubs per tree.
SOUTH	A minimum of 2 inch caliper drought tolerant shade trees to be planted 20 feet on center, or in equivalent groupings. Minimum of five, 5-gallon drought resistant shrubs per tree.
63RD AVENUE (A)	A minimum of 25% 2 inch, 50% 3 inch, 25% 4 inch caliper, drought tolerant shade-trees to be planted 20 feet on center, or in equivalent groupings. Minimum five, 5-gallon shrubs per tree.
MONARCH BUTTERFLY PLANTING STANDARDS	All landscape areas not adjacent to an arterial street: minimum of 10% of the required shrubs shall be a milkweed or other native nectar species, and shall be planted in groups of three or more.
PARKING AREA LANDSCAPE REQUIREMENTS	A minimum 10% of the interior surface parking area (exclusive of perimeter landscaping and all required setbacks) shall be landscaped.
PARKING AREA SHADE	A minimum of 10% of the parking area shall be shaded by vegetation.

FOOTNOTES

(A) The development shall conform with the Estrella Village Arterial Street Landscaping Program landscape palette and landscaping standards along arterial streets in the Estrella Village.

TABLE 6: DEVELOPMENT STANDARDS – TRAILS

STANDARD	
SOUTH	No trail easement or improvements to be provided along south perimeter.
63RD AVENUE	The developer shall dedicate a 30-foot-wide multi-use trail easement (MUTE) along the west perimeter and construct a minimum 8-foot-wide multi-use trail (MUT) within the easement in accordance with the Estrella Village Multi-Purpose Trail Plan. Where conflicts or restrictions exist, the developer shall work with the Planning & Development Department (Site Planning Section) on an alternate design, as approved by the Planning and Development Director.

4.2 Streetscape

TABLE 7: DEVELOPMENT STANDARDS – STREETSCAPE STANDARDS

STANDARD	
LOWER BUCKEYE (A)	Sidewalk (detached): 6 feet minimum width Landscape strip located between back of curb and sidewalk: 10 feet Landscape strip planting standards: The landscape strip shall be landscaped with a minimum 50% 2-inch and 50% 3-inch caliper single-trunk, drought tolerant shade-trees to be planted 25 feet on center, or in equivalent groupings. The area between the back of curb and sidewalk shall be planted with drought tolerant shrubs and vegetative groundcovers, maintained to a maximum height of 36 inches (excluding accents) to provide a minimum of 75% live coverage Sidewalk Tree Shade Coverage: 50%
63RD AVENUE (A)	Sidewalk (detached): 6 feet minimum width Landscape strip located between back of curb and sidewalk: 6 feet Landscape strip planting standards: The landscape strip shall be landscaped with a minimum 50% 2 inch and 50% 3 inch caliper single-trunk, drought tolerant shade-trees to be planted 25 feet on center, or in equivalent groupings. The area between behind the sidewalk shall be planted with drought tolerant shrubs and vegetative groundcovers, maintained to a maximum height of 36 inches (excluding accents) to provide a minimum of 75% live coverage 8-foot Multi-Use Trail (MUT) to be located within 30-foot-wide multi-use trail easement (MUTE) Sidewalk Tree Shade Coverage: 50% adjacent to commercial; 75% adjacent to employment
FOOTNOTES (A) The development shall conform with the Estrella Village Arterial Street Landscaping Program landscape palette and landscaping standards along arterial streets in the Estrella Village.	

5. DESIGN GUIDELINES

The Loop 202 and Lower Buckeye Design Guidelines are general in nature and are intended to guide rather than dictate development outcomes. They establish a framework that promotes high-quality, cohesive development while allowing for diversity in both the natural and built environments. The development plan promotes flexibility in land uses and site design, balanced by consistent design standards that direct the development of individual parcels within the site. These guidelines serve as a critical tool to maintain compatibility between uses as the project evolves over time. A key objective is to advance the goals of the City of Phoenix while creating a distinct character that responds to the site's unique context and sets it apart from surrounding areas. All development shall comply with the applicable Phoenix Zoning Ordinance design guidelines for sustainability, architectural design, site planning, and landscape design as outlined in Section 507 Tab A, in addition to adhering to the following PUD Design Expectations.

A. Architectural Design

1. Employment Use

a. General Standards

- (1) Visible side and rear building facades shall have a level of trim and finish compatible with the front façade.
- (2) Roof drain downspouts shall be internalized.
- (3) External roof access ladder shall be avoided
- (4) Roof top equipment shall be screened from all sides of the building from the ground level.
- (5) If provided, the main corner pedestrian entry point into the building shall include architectural articulation and features that emphasize the corner and draw attention to the entry, which may include subtle height accents, a diagonal cut accent column, floor to ceiling architectural fenestration, cantilevered balcony with shade covering, and a variety of colors and materials. Exterior finishes will be constructed of cementitious walls which are energy efficient by design have a low R-value.
- (6) Enhanced glazing along the west elevations to improve the overall thermal performance of the building envelope.
- (7) Ventilation, heating, air conditioning equipment, should be screened from public view. Screening should be compatible with the overall building design and use materials of similar appearance and quality of finish.



b. Materials & Color

- (1) All sides of a structure shall exhibit design continuity and contain multiple exterior accent materials that exhibit quality and durability.
- (2) A minimum of fifteen percent (15%) of West building elevation must incorporate an accent material or architectural treatment to provide visual variation and break up large wall planes. For tilt-up construction, this requirement may be satisfied through the use of formliner panels or similar treatments that provide a texture clearly distinct from smooth concrete surfaces.
- (3) Buildings should incorporate multiple textures and use modern or natural material to create visual interest.

2. Commercial Use

a. General Standards

- (1) Buildings must be designed with a clear architectural relationship to one another, utilizing high-quality materials and design elements that ensure cohesion, while still allowing for visual diversity and interest.
- (2) Formulaic “stand-alone” brand buildings that do not integrate into the overall development context are strongly encouraged to utilize design and material themes that are complementary to other buildings.
- (3) All buildings must feature four-sided architecture, with attention to all publicly visible elevations such as primary roadway frontages, pedestrian pathways, and public spaces.
 - i. Areas not visible from public view, such as service areas, loading docks, and elevations behind screen walls, do not require the same level of articulation but should maintain a consistent material palette and quality.
 - ii. Pedestrian-facing areas should incorporate fenestration, material variations, and design articulation to enhance visual interest and engagement.
- (4) The scale of buildings must be pedestrian-friendly, with careful attention to creating inviting public spaces that encourage pedestrian activity.
- (5) Building entrances should be strategically located in relation to the pedestrian pathway system, ensuring easy access and visibility.
- (6) Architectural features such as awnings, canopies, recesses, and arcades should be used to provide shade and shelter, adding both functionality and visual interest to building façades.



- (7) Retail buildings should feature transparent storefronts or display windows to increase visual engagement with pedestrians.
- (8) Small-scale retail shops are encouraged along the front or sides of larger retail buildings, adding diversity and fostering a pedestrian-friendly environment.
 - i. Building elevations should incorporate depth and variation, using design elements such as offsets, recesses, and projections to create a dynamic and engaging architectural composition.
- (9) All Buildings should be orientated such that pedestrian connectivity throughout the site is provided along a common streetscape or pedestrian walkway.
- (10) All buildings should incorporate architectural elements that emphasize horizontal planes and building offsets that are designed to minimize mass and volume of the structure.
- (11) Buildings should have well-marked, articulated building entrances that are oriented directly towards streets and public open spaces.
- b. Materials & Color
 - (1) Buildings will feature high quality, durable materials that ensure architectural cohesiveness, climate appropriate, and long-term performance. While buildings may vary in design to reflect distinct architectural styles, the overall material palette should create a visually harmonious built environment.
 - (2) Building materials should be appropriate for the architectural style and arid climate, ensuring both aesthetic appeal and structural integrity. A variety of materials and colors are encouraged to enhance visual interest while maintaining a consistent architectural language across the development.
 - (3) Commercial building facades (aggregate) shall include:
 - i. Maximum 40% Stucco
 - ii. Minimum 20% Glazing
 - iii. Minimum 25% other materials (from list below)
 - (4) Other materials utilized (at least two):
 - i. Concrete masonry
 - ii. Brick
 - iii. Architectural concrete
 - iv. Simulated wood
 - v. Composite paneling
 - vi. Non-reflective coated metal/corrugated metal
 - (5) The color palette should draw inspiration from earth tones, desert hues, and natural materials, reinforcing a cohesive visual identity. Bright or high-contrast colors should be used sparingly as accents to highlight architectural features and wayfinding elements.

3. Site Design

- a. Enhanced landscape shall be provided along the western perimeter of the property.
- b. Parking areas shall be screened from the public right-of-way.
- c. Pedestrian sidewalk on 63rd Avenue shall be detached and include shade trees.
- d. When adjacent to residential uses, on-site lighting shall be shielded to control glare and minimize light trespass.

4. Parking

a. Parking Lots

- (1) Parking for large buildings parking should be located in the front of the building.
- (2) Parking for all buildings should be encouraged to be shared such that the rear parking lot for the small and medium buildings is the same as the front parking lot for the large buildings.
- (3) Parking should be dispersed throughout the site to minimize the walking distance.
- (4) Encourage landscaping and large canopy trees, in parking lots exclusive of truck loading and unloading areas, to minimize expansive heat gain from paving areas of surface lots.

b. Loading & Service

- (1) Locate service, loading, and storage areas away from public streets and adjacent sensitive uses.
- (2) Avoid locating noise and odor-generating functions in areas that may create a nuisance for adjacent properties.
- (3) Loading and unloading zones should be located adjacent to the parking lot, away from the pedestrian environment.

5. Shade

- a. A minimum 50% shade (Calculations shall be made at noon on the summer solstice) should be provided for all usable open space areas, plazas, pedestrian walkways and sidewalks.
- b. Shade structures should encourage diffused light that provides for a mixture of sunlight and shade.
- c. Shade can be accomplished with galleries, arcades, or structural shade such as awnings or louvers.

6. Fences

- a. Screen wall material shall be consistent with the natural environment, such as masonry or concrete.
- b. Screen wall shall be articulated through horizontal offsets of at least two (2) feet or by using variations in block or material types, including standard smooth-face and split-face masonry units.
- c. The screen wall block design should complement the style and character of the building architecture and be of a color that complements the building color palette.



7. Lighting

- a. On site lighting should be accomplished with low intensity, uniform lighting fixtures dispersed throughout the site unless necessary for safety and operation.
- b. Lighting should be integrated into the overall building design in a manner that complements the architectural style of the building.
- c. Lighting must highlight architectural features, enhance site design, and complement landscape elements.
 - (1) It should ensure adequate illumination for safety in pedestrian areas, parking lots, and building entrances without producing glare or excessive brightness.
 - (2) Lighting design must minimize light trespass onto adjacent properties, particularly residential areas.
- d. All lighting must adhere to applicable City lighting and electrical codes.
- e. Pedestrian pathways within parking areas must be well-lit to ensure safe circulation.
- f. Fixtures located adjacent to residential areas shall be fully shielded to direct light away from residential properties and prevent glare.

8. Signs

- a. All signs shall meet the requirements of the Zoning Ordinance Section 705. All signs will require a sign permit from the City of Phoenix prior to installation.
- b. Signage should complement and enhance the building design and be consistent with the architectural theme.
- c. Exposed neon tubed signs should be prohibited.

9. Landscape

- a. All right-of-way plant material shall comply with the Department of Water Resources low water use plant list ("ADWR's List").
- b. The public realm should be well landscaped to assist and support an active pedestrian orientated realm and to cool streets, sidewalks, and buildings. Provide shade and soften the look of the development to create a more natural environment.

10. Sustainability

- a. All primary site, landscape, and building lighting will be LED lighting.
- b. Bicycle parking shall be provided
- c. Only landscape materials listed in the Phoenix Active Management Area Low-Water-Use/Drought-Tolerant Plant List shall be utilized, as approved or modified by the Planning and Development Department.
- d. Landscaping shall be maintained by permanent and automatic/water efficient WaterSense labeled irrigation controllers (or similar smart controller) to minimize maintenance and irrigation water consumption for all on and offsite landscape irrigation.
- e. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the Planning and Development and/or Street Transportation departments. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
- f. Natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas, as approved by the Planning and Development Department.

- g. Prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the Water Efficiency Checkup program for a minimum of 10 years, or as approved by the Planning and Development Department. Only outdoor landscape areas shall be subject to the Water Efficiency Checkup program.
- h. Utilize low water usage plumbing fixtures.
- i. Encourage the design of buildings' HVAC systems to eliminate the usage of CFC's and CFC based refrigerants.
- j. Amenities will be located in areas that minimize direct sun exposure and maximize shade.
- k. Encourage the installation of electric vehicle charging stations
- l. Minimum 50% shading of all publicly accessible sidewalks and walkways by means of vegetation at maturity and/or shade structures.
- m. Minimum 50% shading of all publicly accessible sidewalks along Lower Buckeye Road by means of vegetation at maturity and/or shade structures.
- n. Minimum 50% shading of all publicly accessible sidewalks and trails along 63rd Avenue by means of vegetation at maturity and/or shade structures adjacent to the commercial parcel, minimum 75% adjacent to the employment parcel.
- o. Minimum 50% shading of all open space areas by means of vegetation at maturity and/or shade structures.

5.1 Estrella Core Plan

Situated in the center of the Estrella Village, the Estrella Village Core ("Core") was first outlined in the 1988 General Plan and located just east of its current location. During the 2000 General Plan update the core was moved to its current location bordered by 59th Avenue to the west, 63rd Avenue to the east, the RID Canal to the north, and Elwood Road to the south. The General Plan Designation land use designation of Mixed Use is consistent with the policies outlined in the Estrella Core Plan. Bisecting the Core is Ed Pastor State Route 202 that connects the existing loop State Route 202 in the southeast valley to Interstate 10. The Estrella Core Plan is based upon the assumption that Ed Pastor State Route 202 will be an integral part of development within the Core. The Estrella Core Plan serves as policy guidance and is not regulatory.

The Estrella Core Plan specifically encourages use of the Planned Unit Development zoning district within the Core to provide the flexibility.

Principles

In the course of Planning for the Estrella Core, the Estrella Village Planning Committee articulated various principles that should be reflected in any development that occurs in the Estrella Core.

- The scale, materials, massing, and architectural character should be compatible with the surrounding development.
- Development should be high-quality construction that exhibits permanence.
- Buildings should be oriented toward the street and used to clearly define the streets and public spaces that make up the Core.
- Buildings should be designed to be attractive from all directions. Where rear or sides of buildings are visible from adjacent streets, consideration should be given to these facades to receive similar design treatment as the front or main facade.
- Overall building proportions and openings should be designed to the scale of pedestrians.

Building Placement & Layout

The Estrella Core Plan suggests that buildings should be laid out in relation to each other. Building layout and location according to building size standards should be considered as one of several factors to help guide the site plan and layout for a project within the Estrella Core Plan.

- Development will be respectful of building placement, building orientation, building frontage and layout, parking lot and loading areas.

Streetscape

The Estrella Village Core Plan strives to create a walkable, shaded pedestrian environment that will link development within the Estrella Core.

- Sidewalks along both 63rd Avenue and Lower Buckeye Road shall be a minimum of 6 feet wide.
- Sidewalk tree shade coverage shall be a minimum of 50%

Design Guidelines

The Estrella Core Plan design guidelines are intended to encourage the use of various elements within the Core. The elements listed are intended to provide policy for elements that create a consistent architectural theme throughout all aspects of the project.

- Development of the Property will give consideration to building material, building massing, parking, and appropriately scaled lighting.

6. SIGNS

Given the Site's location adjacent to the Ed Pastor Loop 202 Freeway, the PUD will allow for off premise freeway signs that may advertise both on-Site and off-Site uses. There is one existing freeway sign that will be allowed to remain in place as previously approved. Any additional proposed freeways signs will conform to Section 705 of the Phoenix Zoning Ordinance, except as modified herein. As it relates to off-premise signage, this PUD shall require the following:

1. Spacing standards for off-premise structures shall be 850 feet from one structure to another. Measurement shall be from the vertical edge of the sign face closest to the sign face of the structure to which is being measured.
2. The maximum square footage of permitted off-premise signs is as shown in the table below:

	SIGN FACE (SF)	EMBELLISHMENTS	TOTAL MAXIMUM AREA (SF)
POSTER	378 SF	20%	450 SF
BULLETIN	672 SF	20%	785 SF

3. Heights for off-premise structures shall be as follows:
 - a. Maximum heights for off-premise structures shall be 48 feet in height.
 - b. Maximum heights for freeway signs shall be 70 feet in height.

7. SUSTAINABILITY

Energy efficient building and site design and long-term operational practices can create a superior experience for residents and visitors of this community. The following sustainability design guidelines aim to support this sustainable vision:

1. Stormwater Management

- a. All development within the project will strive to implement green stormwater infrastructure in conformance with the City's Green Infrastructure and LID Handbook.

2. Heat Mitigation

- a. It is encouraged that buildings and courtyards be designed to support passive cooling or wind flow through the open spaces.
- b. Reflective roof materials may help reduce the temperature within the vicinity of a building.
- c. 50% shade should be provided in courtyards and patios that are provided in conjunction with commercial or employment buildings, and pedestrian pathways for pedestrian comfort.
- d. The installation of awnings, canopies, arcades, colonnades or other shading elements is encouraged to support passive solar benefits to interior spaces.
- e. While exaggerated fountains are discouraged in order to be water sensitive, modest water features may be supported in shaded areas where it contributes to the cooling of a shared public courtyard.

3. Energy Diversification

- a. No less than five (5) electric charging stations shall be provided throughout the PUD.
- b. The design of commercial or employment buildings and sites should consider how solar improvements may be included at the time of development or in the future.

4. Water Consumption Guidelines

- a. For common areas of all development, natural turf shall only be utilized for required retention areas (bottom of basin, and only allowed on slopes if required for slope stabilization) and functional turf areas located on properties for uses such as parks, schools, and residential common areas, as approved by the City's Planning & Development Department.
- b. A leak detection device shall be installed for the irrigation system of landscape areas larger than 10,000 square feet.
- c. A minimum of two green stormwater infrastructure (GSI) elements for stormwater management shall be implemented, as approved or modified by the City's Planning and Development. This includes but is not limited to stormwater harvesting basins, bioswales, permeable pavement, etc., per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management.
- d. For commercial developments, prior to final site plan approval, documentation shall be provided that demonstrates a commitment to participate in the City of Phoenix Businesses Water Efficiency Program for a minimum of 20 years, or as approved by the Planning and Development Department.

8. INFRASTRUCTURE

8.1 Grading and Drainage

The Property is currently undeveloped and generally drains from north to south. Development is anticipated to occur in phases, with each phase required to retain stormwater runoff from the 100-year, 2-hour duration storm that falls within its boundaries. Retention will be provided either on the surface or within underground facilities, depending on the final site plan.

City of Phoenix Storm Water Policies and Standards do not require retention for collector or arterial roadways. However, flows generated by half-street improvements for both 63rd Avenue and Lower Buckeye Road will be accounted for in the stormwater routing design.

8.2 Water

There is an existing 16-inch water transmission main in Lower Buckeye Road that cannot be used as a connection point, a 12-inch water main within the intersection of Lower Buckeye Road and 63rd Avenue, and an existing 8-inch water main in 63rd Avenue. Proposed water infrastructure for the Project will loop through the Property and connect to the existing City water system. Final connection points will be identified as the site plan is further developed. Fire hydrants will be provided throughout the site to provide proper coverage in accordance with the City Design Standards Manual for Water and Wastewater systems.

8.3 Wastewater

The nearest existing sewer infrastructure to the Property is generally at the southwest corner of the Property across 63rd Avenue. There is no existing sewer infrastructure in Lower Buckeye Road along the northern property line; however, there is a sewer main in Lower Buckeye Road approximately 1,215 feet to the west of the parcel. Proposed sewer infrastructure for the Project will be routed through the Property as needed and connected to the existing City infrastructure. The final proposed sewer routing and connection points will be identified as the site plan is further developed.

8.4 Overhead Electric Infrastructure

There are multiple overhead electric lines on the property, including overhead 69kV service lines along 63rd Avenue on the western property line, a high voltage transmission corridor along the southern property line and the northern property line on the south side of Lower Buckeye Road. Roadway improvements will be designed around the existing infrastructure, and overhead lines will be relocated if necessary. Specific relocation requirements will be finalized as the site plan is further developed.

8.5 Irrigation

There are several existing Salt River Project (SRP) open irrigation ditches on the property, including one along 63rd Avenue along the western property line, another along the northern property line, and a third along the eastern property line along the State Route 202 right-of-way. Additional open irrigation ditches are also present within the interior of the parcel, although they do not appear to be located within recorded easements. All existing open irrigation ditches will either be replaced with underground piping or abandoned, both subject to approval from SRP and any downstream users.