



TEMPE ENTERTAINMENT DISTRICT

Proposed \$1.9 Billion Mixed Use Development

November 2021

Gensler
SPORTS



Introductions – Team Members

Arizona Coyotes

Xavier Gutierrez (CEO & President)

Bluebird Development

Ed Pascual (Real Estate & Finance)

Williams Aviation

George Williams (Aviation Consultant)

Snell & Wilmer

Nick Wood (Land Use & Tax)

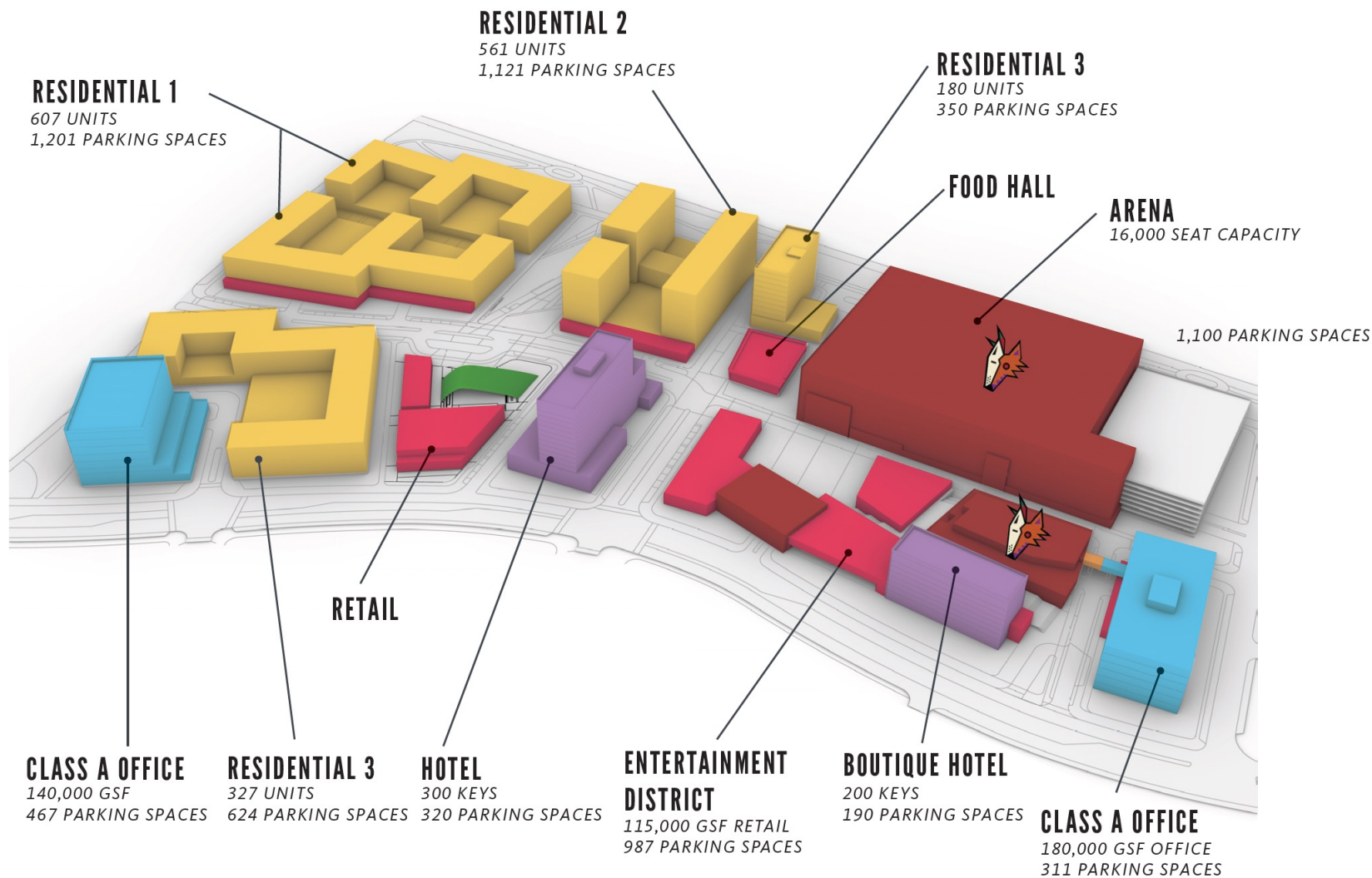


Proposed Development Executive Summary

- **\$1.9 Billion Project** – One of Largest Property Developments in Arizona’s History
- **No Taxpayer Contributions** – Unprecedented in Arizona’s History for a Sports Facility
- **City Landfill to Landmark** – City Landfill Site; ~1.5 million Tons of Trash Will Be Removed
- **16,000+ seat Arena** – New Home of the Arizona Coyotes + World Class Entertainment Venue
- **Coyotes Practice Facility** – Community Amenity Open to Public; HQ of Youth Hockey Program
- **“Restaurant Row” and Retail Center** – Fine Dining and Boutique Shopping
- **Two Hotels** – Boutique and Convention-Style Hotel
- **Private Medical Office Campus Targeted Tenancy** – Health, Wellness, Physical Therapy Center
- **1,600+ Residential Units** – 24/7/365 Live-Work-Play Community
- **1,500 Person Theater** – Flexible Space For Smaller Shows, Performances or Activations



Masterplan & Programming Summary on 46 Acre Site



Phase I - East Parcel (1.4 MM SF)

- 16k seat capacity Arena
- 54k sf HQ and Practice Facility
- 1.5k seat capacity theater
- 165k sf retail center
- 200 room hotel
- 180 residential units
- 180k sf office building

Phase II – West Parcel (2.0 MM SF)

- 1,500 residential units
- 148k sf neighborhood retail
- 300 room hotel
- 140k sf office building

Total Project 3.4 MM SF



Aviation Considerations

We are designing TED to follow all FAA regulations and all the buildings with TED will receive confirmation as non-hazards to air navigation by the FAA, as detailed in the following slides:

- 1. Safety Issues and Concerns** – We have already committed to numerous items that Sky Harbor has requested and are scheduling working sessions between our project consultants and Sky Harbor engineers to review technical aspects of TED.
- 2. Building Heights** - Our architects and engineers have taken a conservative approach for designing the district. All Project structures will follow all FAA guidelines related to adherence with CFR Part 77 reporting requirements to deem them as non-hazards.
- 3. Residential Development within Noise Contour** – All TED components will comply with 14 CFR Part 150 and Sky Harbor’s last FAA approved noise study which allows for residential use, subject to noise attenuation, an aviation agreement and appropriate disclosures.
- 4. Q & A Session** – Opportunity for any questions.



1. Working Cooperatively with Sky Harbor

We've meet with executives of Sky Harbor on three occasions since the RFP was submitted and we have come to agreement on numerous items summarized below:

Items We have Agreed To

- **Public Safety** – We have committed to prohibit activities that would constitute a safety hazard to air navigation (ie. laser shows, fireworks, spotlights, etc.)
- **FAA 14 CFR Part 77 Process** - All buildings and construction cranes within TED will be reviewed and be deemed as non-hazards by the FAA
- **Avigation Easement** – To ensure the public's right to fly over TED, we have agreed that Sky Harbor will have an avigation easement over TED
- **Tenant Disclosure** – We have agreed that all future tenant leases within TED will have disclosures related to the airport
- **Restriction on Hosting Events** – We have agreed to decline an event like a presidential debate that would trigger a temporary shutdown of the airport
- **Drone Usage** – We will abide by all FAA regulations related to drone usage around the airport
- **Tempe General Plan and Zoning Amendments** – We agree to provide Sky Harbor a copy of these requests and relay all comments to Tempe
- **Potential Wildlife Hazards** – If we are awarded the RFP, we have committed to engage a qualified biologist to study TED's potential impact on wildlife hazards
- **Engineering Working Sessions** – We have agreed to have our aviation consultants meet with Sky Harbor engineers to go over TED's technical aspects

Technical Data Still To Be Provided

As the City of Tempe is still evaluating the RFP submission and has not yet commenced its development review process that considers proposed building placement and building design, we will provide the following technical data as soon as they are final or near final:

- Building Geographic Coordinates
- Building Elevations
- TED Lighting Packages

Data We Cannot Provide By Law

- **Tempe RFP Submittal** - While the RFP response is under review by the City of Tempe, per state procurement law, it is considered confidential information and cannot be released to a 3rd party.

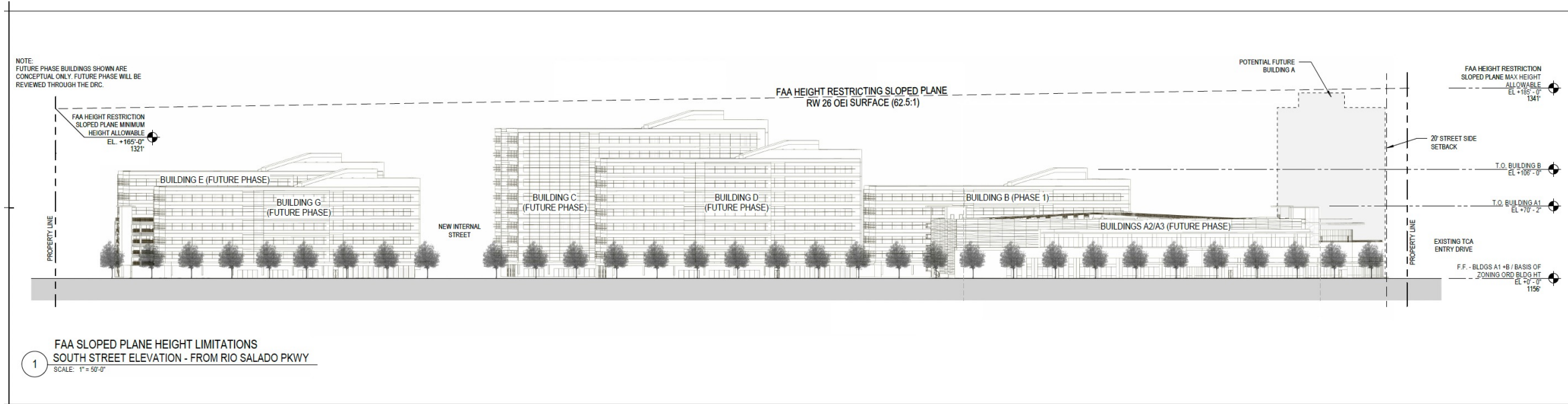


2. Building Heights – IDEA Campus

Below are the proposed building heights of the IDEA Campus next door to the site. The IDEA Campus has already commenced construction on 1 million square feet of development located on 18 acres.

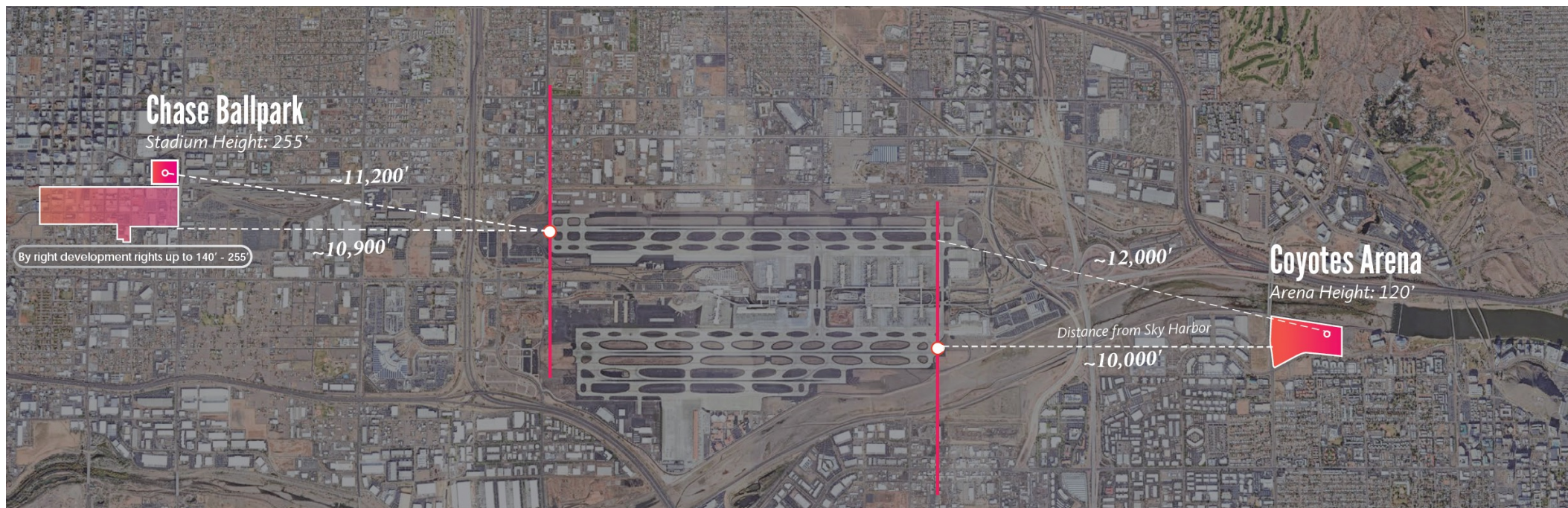
- **OEI Procedure** - For safety considerations, the IDEA Campus is being designed and built not to protrude through a One Engine Inoperable (OEI) procedure for the **northern runway, RW 8/26 OEI Surface (62.5:1)**.
- **Accounting for Potential Distress** - This building height creates the space for a plane taking off from the northern runway, **encountering distress**, to begin to turn right to circle back to the airport to land.

IDEA Campus Building Heights

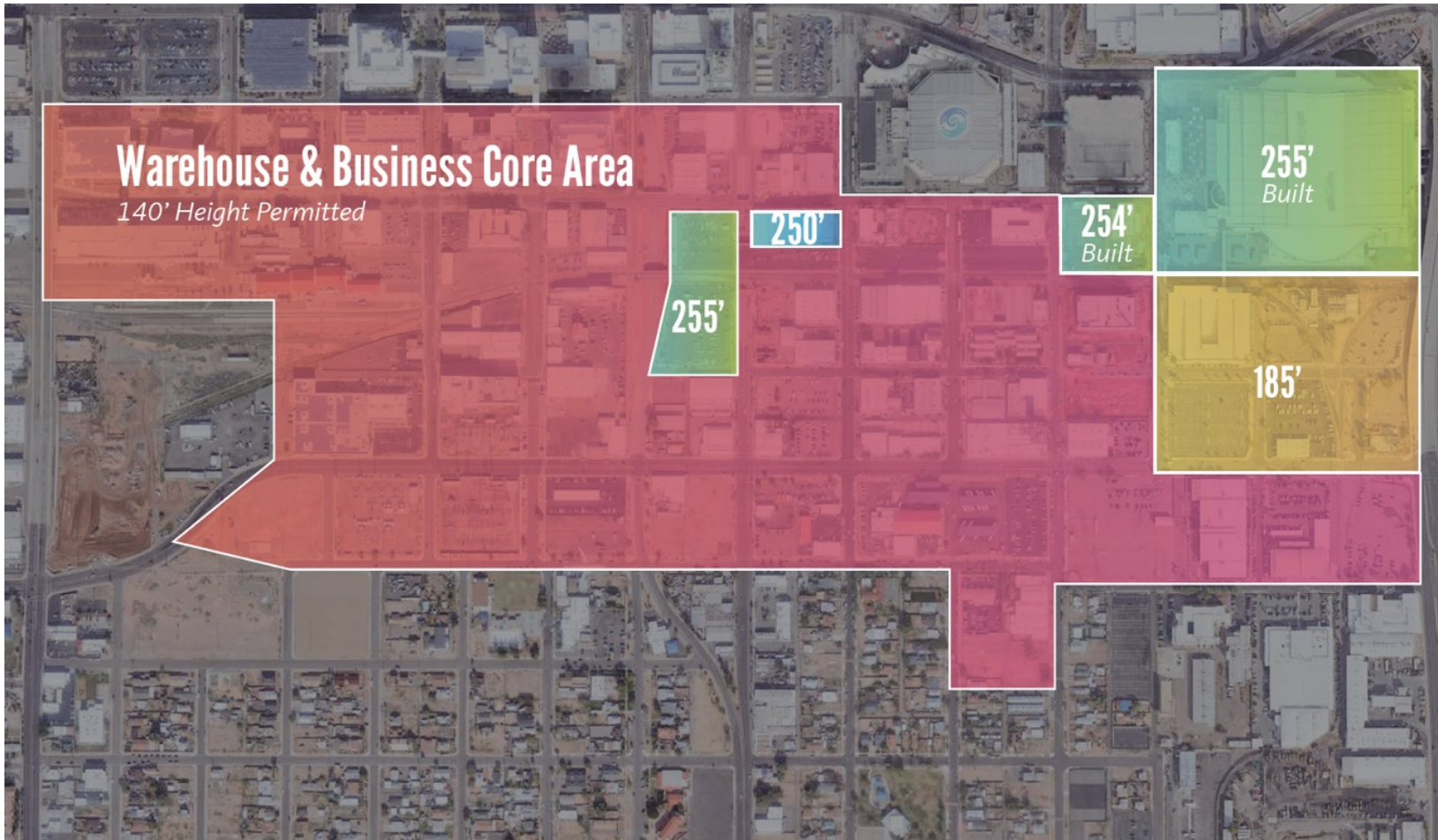


2. Building Heights – Comparison to Chase Field

- **Proposed Arena is 120 Feet in Height** - At a proposed 120 feet, TED's Arena will not protrude that same OEI Surface to account for a distressed takeoff and return from the northern runway.
- **Chase Field is 255 feet in Height** - For comparison purposes, Chase Field is closer to the northern runway than TED's arena and is **255 feet** in height. A plane could not follow the same OEI procedure and turn right after a distressed takeoff from the northern runway to circle back to the the airport. That plane would **hit** Chase Ball Park at its existing height.
- **More Stringent Design Standard** - TED is being designed to a more stringent standard, accounting for a potential plane taking off under distress.



2. Building Heights - Warehouse & Business Core Area



Additionally, a plane taking off to the west on the same runway, following the same OEI procedure, would hit other existing and to be developed structures within Phoenix's Warehouse District:

- *Summit at Copper Point* (**254 feet in height**) already built next door to Chase Field.
- Another proposed residential structure development (*Blue*) at **250 feet in height** near Chase Field
- By-right zoning within Phoenix's entire Warehouse district has been approved from **140 to 255 feet in height**, while all TED structures will be below 120 feet in height.



2. Building Heights – FAA Confirmations

Additionally, we have analyzed the FAA's Notices of No Hazard received to date on the IDEA Campus.

- **No Effect Height (“NEH”)** - The FAA calculated the No Effect Height (“NEH”) for the area to be 1267’ Above Mean Sea Level (“**AMSL**”)
- **1267’ AMSL** - Translates into a maximum building height of **~120 feet** depending on the final grade of the site.
 - All TED structures will be designed at or below ~120 feet
- **FAA Determination of No Hazard** - We have committed to following the **FAA 14 CFR Part 77 7460** process which will produce the Notices of No Hazard for each building and construction crane within TED.
 - When the FAA Form 7460 for each structure is submitted to the FAA a separate 7460 for any its accompanying crane will be submitted simultaneously.



2. Building Heights – FAA Confirmation Sample (IDEA Campus)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-5079-OE
Prior Study No.
2019-AWP-1468-OE

Issued Date: 05/31/2019

Al Bianchi
Maxim Crane Works
4545 west Van Buren
Phoenix, AZ 85043

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

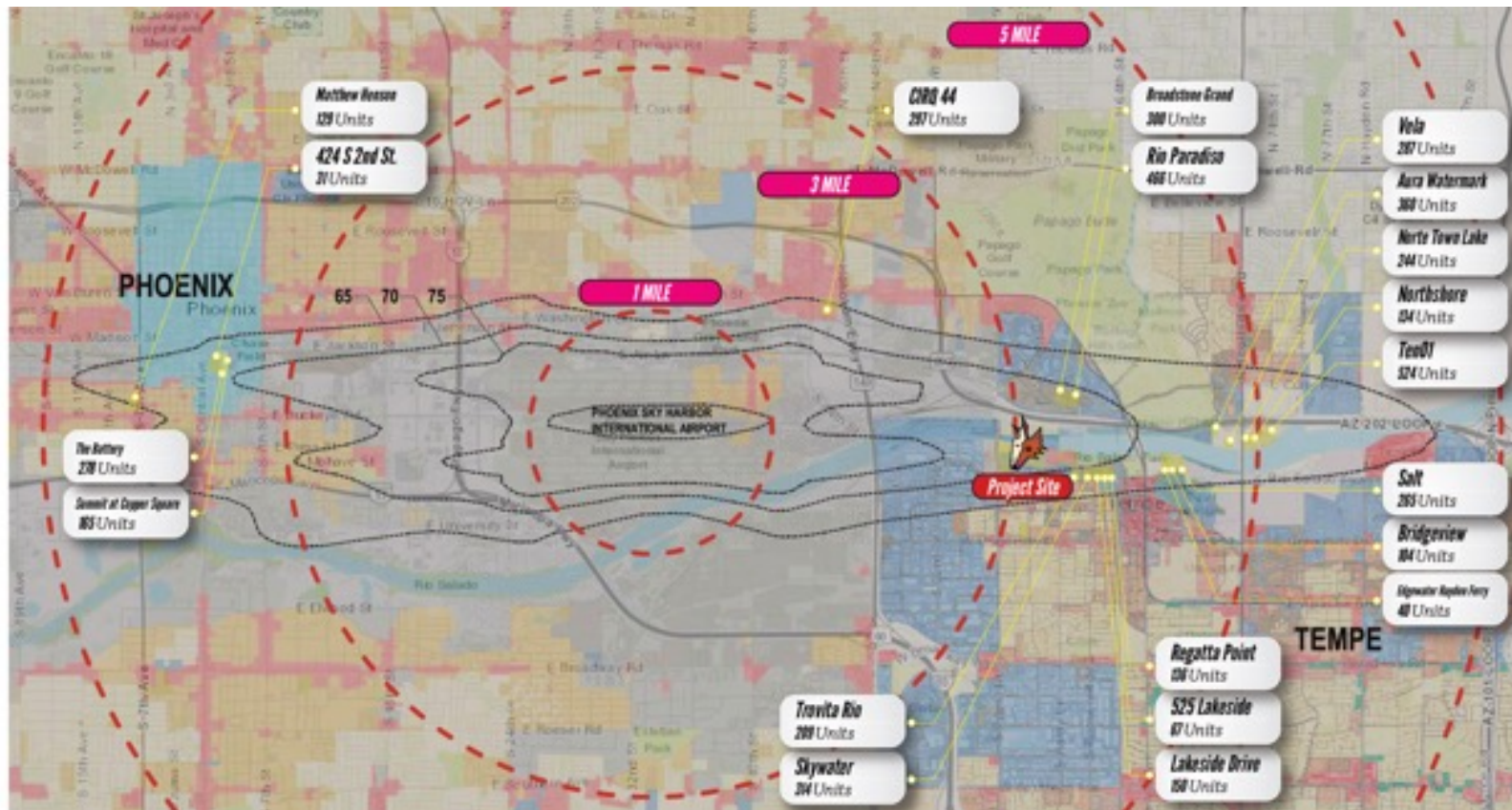
ILS OR LOC RWY 25L, increase S-LOC 25L MDA from 1520 to 1660, No effect height (NEH) 1267
AMSL,



3. Residential Land Use / Rezoning

65 DNL Zone - Sky Harbor has stated that the development site is located within a 65 decibel noise level (DNL) zone and therefore residential development is an incompatible use.

Residential Development Since 1999 - The below map shows the location of **4,800 apartment units / 21 projects** that have been developed within the 65 DNL zone around airport since the noise study was published and approved by FAA in 1999



3. Residential Land Use / Rezoning

Intergovernmental Agreement - In 1994, Tempe committed in an *Intergovernmental Agreement on Noise Mitigation Flight Procedures* with the City of Phoenix to ensure that new developments were compatible with the CFR Part 150 Noise Compatibility Plan and Program.

3. Land Use

Tempe and Phoenix agree to take all actions necessary, consistent with applicable laws and regulations, to implement the land use management strategies recommended in the F.A.R. Part 150 Noise Compatibility Plan and Program. Tempe, consistent with applicable laws and regulations, will take such measures as are necessary to ensure that new development undertaken in connection with the Rio Salado project or in noise sensitive environs within its jurisdiction will be compatible with the noise levels predicted in the F.A.R. Part 150 Noise Compatibility Plan and Program.



Residential Land Use / Rezoning

Sky Harbor submitted its last CFR Part 150 Noise Compatibility Study in 1999. It lists various types of residential uses, including apartment development within a 65 DNL zone, subject to 3 recommendations.

TABLE 5B
Potential Land Use Compatibility Standards
Phoenix Sky Harbor International Airport

| SLUCM No. | Land Use Name | Noise Zones/Levels in DNL | | | |
|-----------|--|---------------------------|--------------------|--------------------|------------------|
| | | AIA | N-1 65-70 | N-2 70-75 | N-3 75+ |
| 10 | Residential | | | | |
| 11 | Household Units | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 11.11 | Single Units - detached | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 11.12 | Single Units - semi-detached | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 11.13 | Single Units - attached row | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 11.21 | Two Units side-by-side | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 11.22 | Two Units over-under | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 11.31 | Apartments - walk-up | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 11.32 | Apartments - elevator | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 12 | Group Quarters | Y ^{5,7} | Y ^{1,5,7} | Y ^{1,5,7} | N |
| 13 | Residential Hotels | Y ⁵ | Y ^{1,5} | Y ^{1,5} | N |
| 14 | Mobile Home in and out of Parks ⁶ | N | N | N | N |
| 15 | Transient Lodgings, Hotels, Motels | Y ⁵ | Y ^{1,5} | Y ^{1,5} | Y ^{3,5} |
| 16 | Other Residential | Y | Y | Y | N |

Source:

Phoenix Sky Harbor International Airport
 1999 Part 150 Noise Compatibility Study
 Chapter 5: Land Use Alternatives
 Page 5-12

https://www.skyharbor.com/docs/default-source/pdfs/part-150/1999_part150_v2_ch5_landusealternatives.pdf?sfvrsn=dde29888_0



Residential Land Use / Rezoning

#1. Soundproofing – Within a 65 DNL zone, it recommended soundproofing to mitigate 25 decibels within those residences.

| TABLE 5B (Continued) Land Use Compatibility Standards Phoenix Sky Harbor International Airport | |
|--|---|
| NOTES FOR TABLE 5B | |
| 1 | <p>All residences in the N-1 and N-2 Zones are marginally noise compatible. As a condition of issuance of a building permit, the builder of the dwelling shall soundproof to achieve a 25 dB reduction from outdoor noise levels (NLR) in the N-1 Zone and a 30 dB NLR in the N-2 Zone. All such soundproofed residential units should be provided with heating, cooling, and ventilation systems capable of permitting closed windows and doors year round. An aviation easement for noise also shall be provided to the City of Phoenix.</p> <p>Soundproofing will not eliminate outdoor noise problems. However, building location and site planning, design and use of berms and barriers can help mitigate outdoor noise exposure particularly from ground level sources. Measures that reduce noise at a site should be used wherever practical in preference to measures which only protect interior spaces.</p> |

Source:

Phoenix Sky Harbor International Airport
1999 Part 150 Noise Compatibility Study
Chapter 5: Land Use Alternatives
Page 5-13

https://www.skyharbor.com/docs/default-source/pdfs/part-150/1999_part150_v2_ch5_landusealternatives.pdf?sfvrsn=dde29888_0

Developer Commitment - Standard building construction reduces noise by 20 decibels. The developer commits to build all residential structures within TED incorporating soundproofing to at least the FAA recommended level.



Residential Land Use / Rezoning

#2. Easement – A noise easement and non-suit covenant be provided to the City of Phoenix.

5 A noise easement and non-suit covenant should be provided to the City of Phoenix for all new residential development and other specified noise-sensitive uses.

#3. Disclosure – A fair disclosure agreement and covenant for noise shall be recorded as part of the development approval for the development.

7 A fair disclosure agreement and covenant shall be recorded as a condition of development approval for all permitted uses.

Source:

Phoenix Sky Harbor International Airport
1999 Part 150 Noise Compatibility Study
Chapter 5: Land Use Alternatives
Page 5-13

https://www.skyharbor.com/docs/default-source/pdfs/part-150/1999_part150_v2_ch5_land_usealternatives.pdf?sfvrsn=dde29888_0

Developer Commitment - As mentioned initially, we have already committed to provide a standard noise easement (and waiver of claims covenant against Sky Harbor and Tempe) to the City of Phoenix for TED. We have also have committed to the fair disclosure agreement and covenant for noise as part of the development.



Residential Land Use - Comparison To LAX



LAX Part 150 Noise Exposure Map Update

TABLE 5-2
EFFECTS OF NOISE EXPOSURE IN THE AIRPORT ENVIRONS – 2015 AND 2020

| Noise Level | Area (acres) | Households | Population | Place of Worship | School | Hospital | Historic Structure |
|--------------|-----------------|---------------|---------------|------------------|-----------|----------|--------------------|
| 2015 | | | | | | | |
| CNEL 65-70 | 6,581.1 | 9,323 | 29,585 | 32 | 19 | 2 | 1 |
| CNEL 70-75 | 3,017.5 | 2,047 | 7,968 | 1 | 5 | 0 | 3 |
| CNEL 75+ | 1,792.5 | 46 | 250 | 0 | 0 | 0 | 1 |
| Total | 11,391.0 | 11,416 | 37,803 | 33 | 24 | 2 | 5 |
| 2020 | | | | | | | |
| CNEL 65-70 | 6,876.4 | 10,399 | 32,507 | 42 | 21 | 3 | 1 |
| CNEL 70-75 | 3,229.9 | 2,575 | 10,068 | 1 | 5 | 0 | 3 |
| CNEL 75+ | 1,929.4 | 71 | 384 | 0 | 0 | 0 | 1 |
| Total | 12,035.6 | 13,045 | 42,959 | 43 | 26 | 3 | 5 |

NOTES:

The households and population counts presented above do not include noise mitigated properties.

CNEL = Community Noise Equivalent Level

Values may not sum to totals shown due to rounding.

SOURCES: Los Angeles World Airports, 2014; ESA Airports, 2014; PCR Services Corporation, 2012.

- **30,000 People** – Live within the 65-70 DNL Zone around LAX

Source:

https://www.lawa.org/-/media/lawa-web/environment/lax-community-noise-roundtable/noise_management_presentations/noise_management_presentation/noisert_150513_lax-part-150-nem-update.ashx



Residential Land Use - Comparison To San Diego Airport

TABLE 5.2 EXISTING LAND USE WITHIN EXISTING NOISE CONTOURS (2018)

| Population and Units | 65 CNEL | 70 CNEL | 75 CNEL |
|---|---------|---------|---------|
| <i>Housing Units</i> ¹ | 7,805 | 1,236 | 131 |
| <i>Population (Civilian)</i> | 16,188 | 1,907 | 178 |
| <i>Population (Military)</i> ² | 3,266 | 1,255 | 0 |

TABLE 5.4 LAND USE WITHIN FUTURE NOISE CONTOURS (2026)

| Population and Units | 65 CNEL | 70 CNEL | 75 CNEL |
|---|---------|---------|---------|
| <i>Housing Units</i> ¹ | 15,149 | 2,642 | 515 |
| <i>Population (Civilian)</i> | 30,976 | 5,173 | 699 |
| <i>Population (Military)</i> ² | 3,324 | 2,876 | 112 |

Source:

https://www.san.org/DesktopModules/Bring2mind/DMX/API/Entries/Download?Command=Core_Download&EntryId=14419&language=en-US&PortalId=0&TabId=225

- **19,000 People** – Live within the 65-70 DNL zone around San Diego airport
- **34,000 People** – Are projected to live within that same zone by 2026 based on projected development
- **Residential development is occurring around airports** - We are 100% committed to building TED's residential units incorporating at a minimum to FAA recommendations on noise mitigation for the overall success of our nearly \$2 billion investment.



Workplan with Sky Harbor

1. Working Collaboratively with Sky Harbor

- We have committed to work with Sky Harbor to address their concerns. We have already started to share data regarding building heights presented here and will share further details of development plans as they are further advanced if we are awarded the RFP by the city of Tempe.

2. FAA Review Process

- Once the geographic coordinates of TED buildings are approved by the city of Tempe, we look forward to start the process 7460 process with the FAA to deem all the proposed buildings and temporary cranes within TED as non-hazards to air navigation.



Q&A

Gensler
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