



City of Phoenix



PHOENIX DEER VALLEY AIRPORT

DEVELOPMENT OPPORTUNITY

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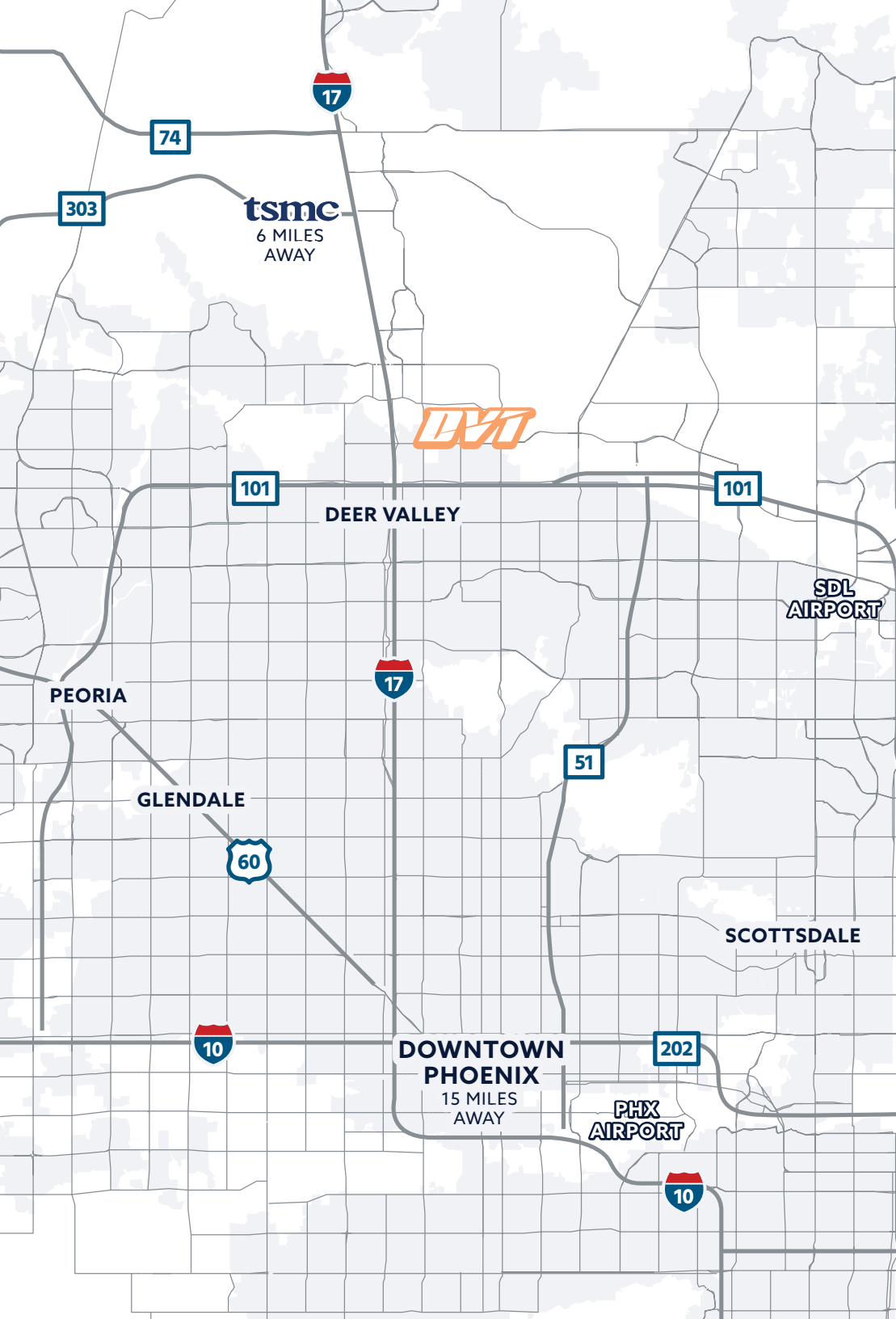
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Situated within easy access to major transportation routes of I-17 and Arizona State Route 101.



Only 6 miles from TSMC's \$40B semiconductor plant.

STRATEGIC LOCATION

Phoenix Deer Valley Airport (DVT) is at the core of North Phoenix's burgeoning economy. Owned and operated by the City of Phoenix Aviation Department, DVT is located 15 miles north of downtown Phoenix along the I-17 corridor which connects Phoenix to Flagstaff, AZ. It is also within close access to I-10, connecting Phoenix to the major destinations of Tucson, AZ, and Los Angeles, CA. In addition, the Taiwan Semiconductor Manufacturing Company (TSMC)'s new fabrication plant is being constructed 6 miles north of DVT.



EXISTING
BUSINESS



CURRENT
DEVELOPMENT

NEIGHBORING TENANTS AND DEVELOPERS

The entire community of Deer Valley is experiencing an economic boom as it evolves into a sought-after commercial, advanced manufacturing, technology and distribution hub. The area has strong growth projections, with an estimated new demand of 7.4 million sq ft in logistics warehouses, flex industrial, and flex office area by 2028. New development occurring around DVT includes the TSMC fabrication plant, MACK industrial park with warehouse space, Sunbelt Investment Holdings, Inc (SIHI) business park, and Hopewell's redevelopment of an industrial campus.

A R I Z O N A



4TH LARGEST
EXPORTER OF
SEMICONDUCTORS



4TH LARGEST
AEROSPACE & DEFENSE
MANUFACTURER



POPULATION
GROWTH OF
89,000 PER YEAR

P H O E N I X



METRO IN THE U.S.
WITH 6TH YOUNGEST
POPULATION



5TH LARGEST
U.S. CITY
BY POPULATION



72.5% OF THE
STATE'S ECONOMY

E C O N O M I C F A C T O R S

Deer Valley is one of the 15 Phoenix urban villages and is one of the fastest growing. As Deer Valley's population and opportunities expand, so does the available workforce and the community.

The arrival of TSMC's semiconductor fabrication plant further propels the North Phoenix region as a leading semiconductor manufacturing and technology hub. Arizona is the fourth largest aerospace and defense manufacturer and Phoenix alone accounts for the majority of the state's economy.



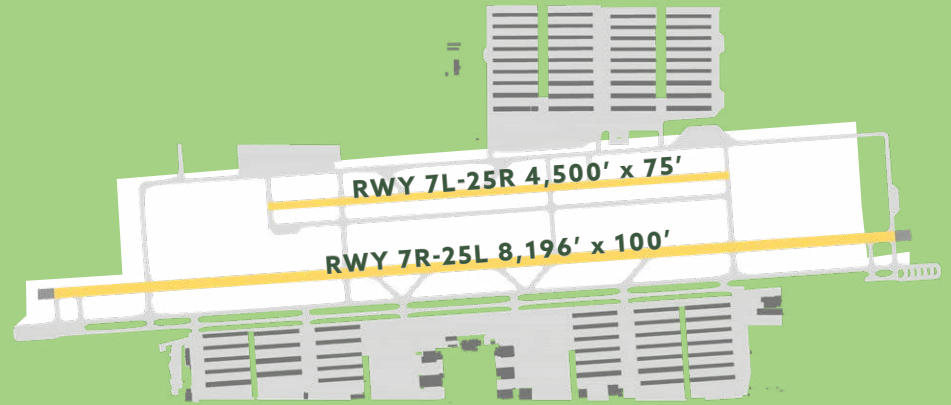
36 JET AIRCRAFT
WAIT LIST FOR
HANGAR SPACE



10% ANNUAL
JET AIRCRAFT
GROWTH



11 CORPORATE AIRCRAFT
HANGARS UNDER
CONSTRUCTION



A I R P O R T G R O W T H F O R E C A S T

As of 2022, the Airport has 1,200+ based aircraft, spread across a multitude of Fixed-Base Operator (FBO), corporate hangars, and T-hangars. The number of based aircraft is forecast to double in the next 20 years. With the rapid economic growth in the region, there will continue to be unprecedented demand for aircraft storage.

EXISTING AIRFIELD

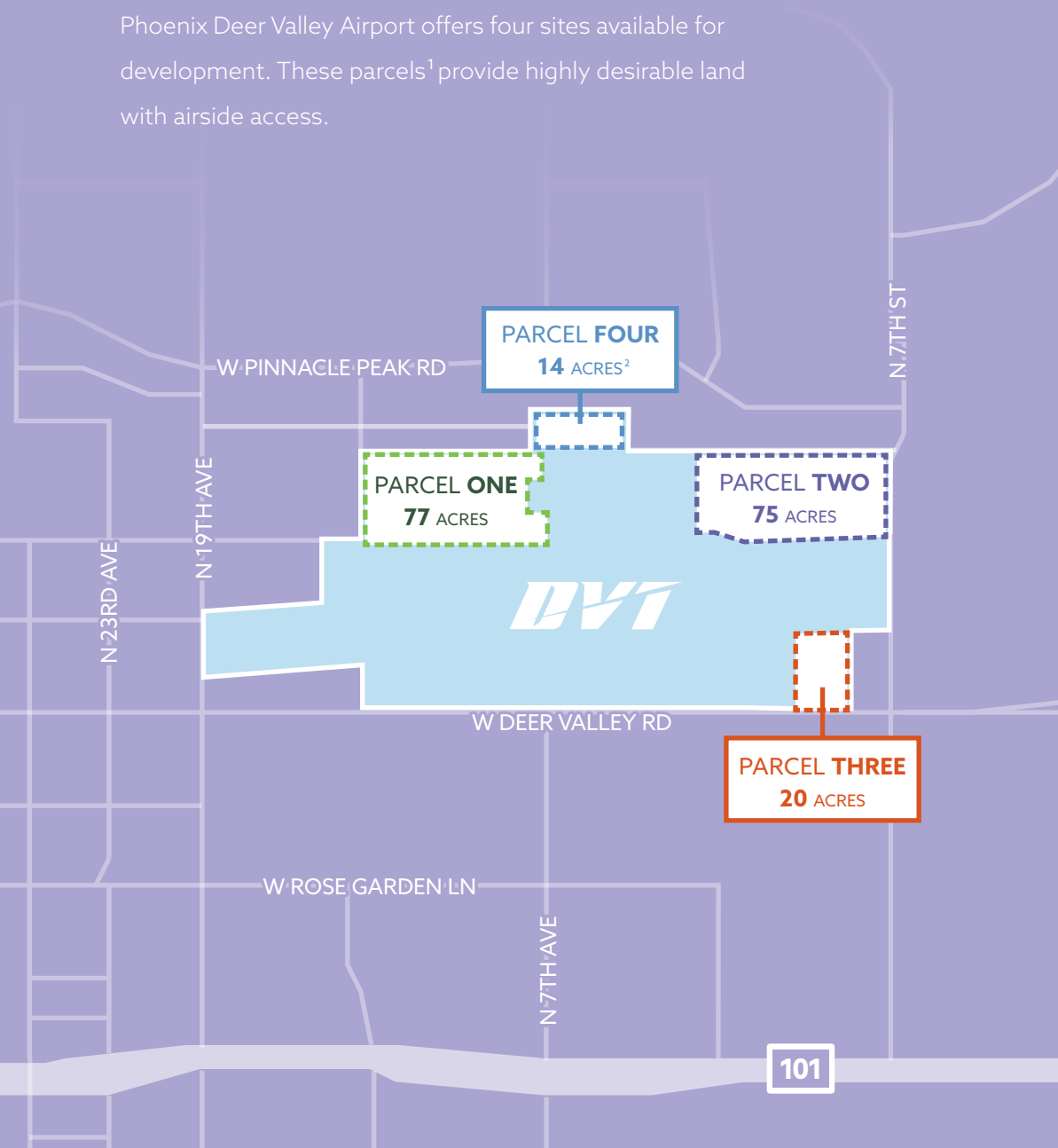
With the 8,196-foot-long southern Runway 7R-25L, DVT is ready to handle an increase in corporate aviation aircraft size and capabilities. Additionally, the northern Runway 7L-25R is planned to be extended 800 feet to the east beyond its current length of 4,500 feet to 5,300 feet, per the 2015 Master Plan.



The airport plans to upgrade the airfield to meet FAA's Airplane Design Group (ADG) III design standards.

PROPERTY OVERVIEW

Phoenix Deer Valley Airport offers four sites available for development. These parcels¹ provide highly desirable land with airside access.



AIRPORT LAND USE

Any development on these sites must include supporting services and facilities related to the operation of aircraft and should require access to airport ramps and the movement areas. Representative uses include:



Corporate Aviation

Aircraft Hangars, Fixed Base Operator (FBO), U.S. Customs and Border Protection (CBP) services for air travelers



Aviation-related Support

Foreign Trade Zone (FTZ), Aviation-related Research & Development (R&D)³

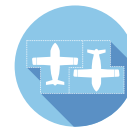


Aircraft and Parts Manufacturing³



Aviation Innovation Park

Support facilities for rotary wing and electric vertical takeoff and landing (eVTOL)



General Aviation T Hangars



Aircraft Maintenance, Repairs, and Overhaul (MRO)

¹ The parcel sizes displayed on this map represent the total available area and may not match with the acreage shown on the following individual parcel maps due to reserved airside access and other site infrastructure.

² Future taxilane connection from Taxiway A can be provided by extending Taxilane R9 if airside access is needed for Parcel 4.

³ Aircraft Manufacturing or R&D must be associated with the final assembly of an aircraft, aircraft preflight or validation activities.

PARCEL ONE

RECOMMENDED USES



Corporate Aviation



Aircraft and Parts Manufacturing



DEVELOPMENT CONSIDERATIONS

Existing Utilities¹

- 8" sewer line located along southern boundary of parcel.
- 8" water line located along southern boundary of parcel.
- Storm drain located at southeast corner of parcel.

Existing Roadway Access

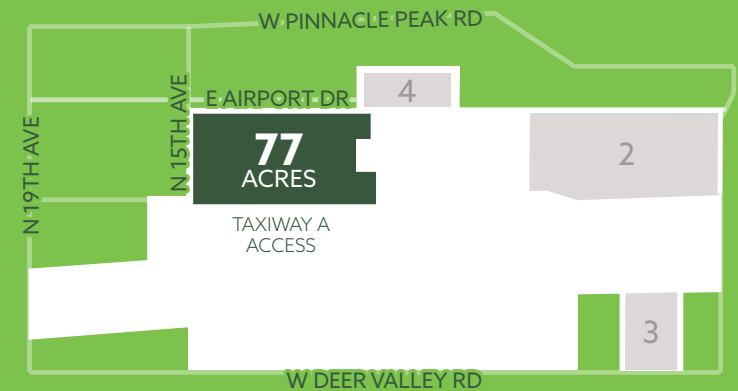
- N 15th Ave is located west of parcel.

Infrastructure Upgrades by Airport

- Portions of Taxiways A and B3 will be widened conforming to the Airplane Design Group (ADG) III standards.

Infrastructure Upgrades by Developer

- A paved apron connector from Taxiway A to the proposed development is required.
- Improvements to the perimeter landside roadway on the northern boundary of parcel is required to provide vehicle access.
- All utilities shall be brought from the main utility location to the development site. Developer may need to establish new service with the corresponding utility provider.



¹ All information were gathered from past utility master reference drawings. Additional verification on sizing, condition, and location of utility line(s) will be required on behalf of the developers.

PARCEL ONE RECOMMENDED LAND USE PLAN

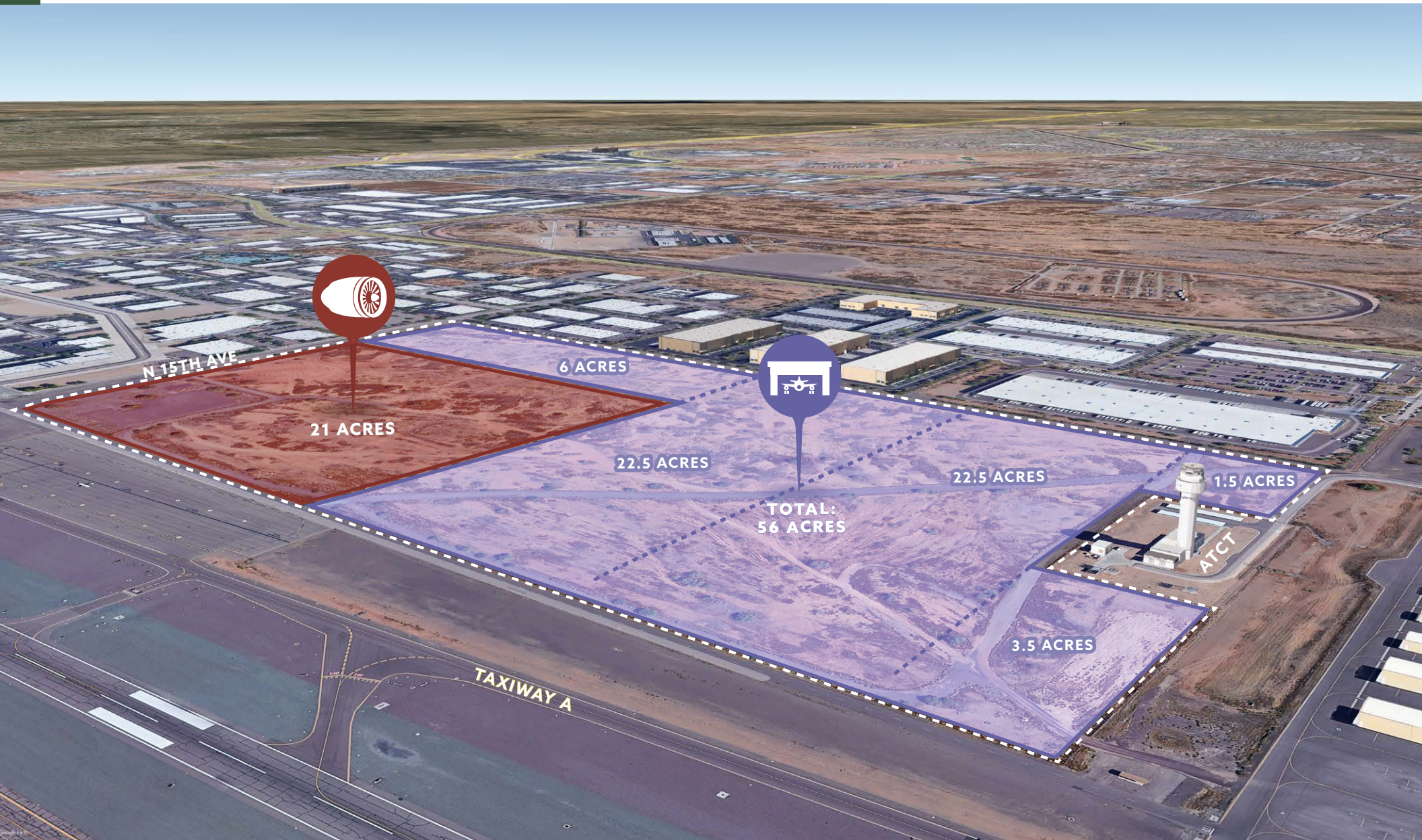
- DEVELOPABLE SITE BOUNDARY
- POTENTIAL SUBDIVISION OF PARCEL FOR DEVELOPMENT



CORPORATE AVIATION

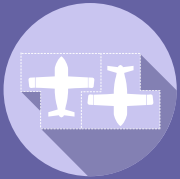


AIRCRAFT AND PARTS
MANUFACTURING



PARCEL TWO

RECOMMENDED USES



General Aviation
T Hangars



Aircraft Maintenance,
Repairs, & Overhaul



Corporate
Aviation



Aviation-Related
Support



RENDERING OF RECOMMENDED PARCEL USAGE

DEVELOPMENT CONSIDERATIONS

Existing Utilities¹

- 12" water line located along northern boundary of parcel.
- Storm drain located along northern boundary of parcel.

Existing Roadway Access

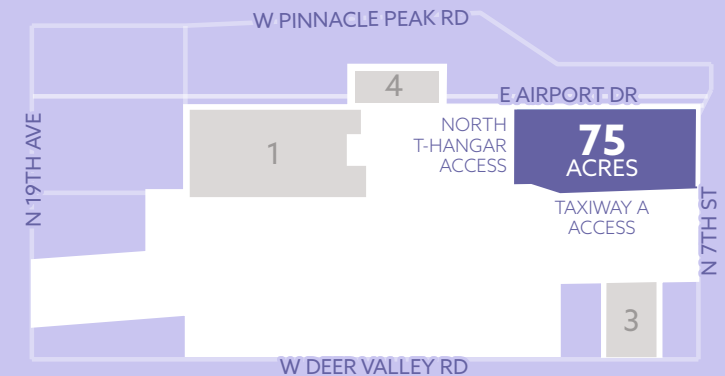
- E Airport Dr. is located north of parcel.

Infrastructure Upgrades by Airport

- Taxiway A will be extended to the east.
- Portions of Taxiways A and C13 will be widened conforming to the Airplane Design Group (ADG) III standards.




Infrastructure Upgrades by Developer




- A paved apron connector from Taxiway A to the proposed development is required.
- Widening of the perimeter landside roadway on the northern boundary of parcel is recommended to accommodate traffic growth..
- All utilities shall be brought from the main utility location to the development site. Developer may need to establish new service with the corresponding utility provider.



¹ All information were gathered from past utility master reference drawings. Additional verification on sizing, condition, and location of utility line(s) will be required on behalf of the developers.

PARCEL TWO RECOMMENDED LAND USE PLAN

-  DEVELOPABLE SITE BOUNDARY
-  NEW TAXIWAY PAVEMENT
-  CORPORATE AVIATION

-  AVIATION RELATED SUPPORT
-  GENERAL AVIATION T HANGARS
-  AIRCRAFT MAINTENANCE, REPAIRS, AND OVERHAUL



PARCEL THREE

RECOMMENDED USES



Corporate
Aviation



DEVELOPMENT CONSIDERATIONS

Existing Utilities¹

- 6" sanitary connection located along western boundary of parcel.
- Water line located along western, southern and eastern boundaries of parcel.
- Electrical conduit located along western and southern boundaries of parcel.
- Storm drain located along western boundary of parcel

Existing Roadway Access

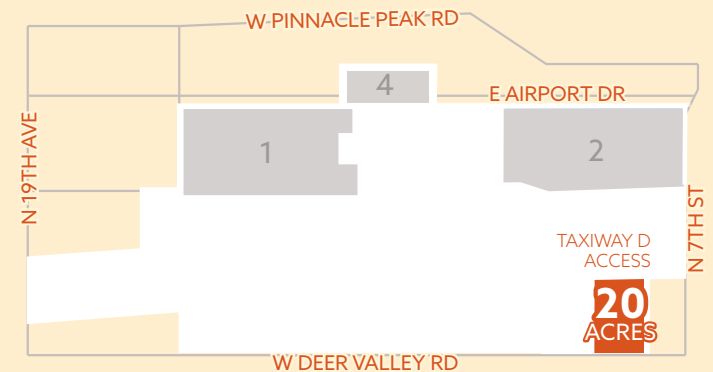
- W Deer Valley Rd is located south of parcel.

Infrastructure Upgrades by Airport

- Portions of Taxiways C13 and D will be widened conforming to the Airplane Design Group (ADG) III standards.




Infrastructure Upgrades by Developer

- A paved apron connector from Taxiway D to the proposed development is required.
- All utilities shall be brought from the main utility location to the development site. Developer may need to establish new service with the corresponding utility provider.



¹ All information were gathered from past utility master reference drawings. Additional verification on sizing, condition, and location of utility line(s) will be required on behalf of the developers.

PARCEL THREE RECOMMENDED LAND USE PLAN

-  DEVELOPABLE SITE BOUNDARY
-  NEW TAXIWAY PAVEMENT
-  CORPORATE AVIATION



20 ACRES

W DEER VALLEY RD

ADG-III TAXIWAY

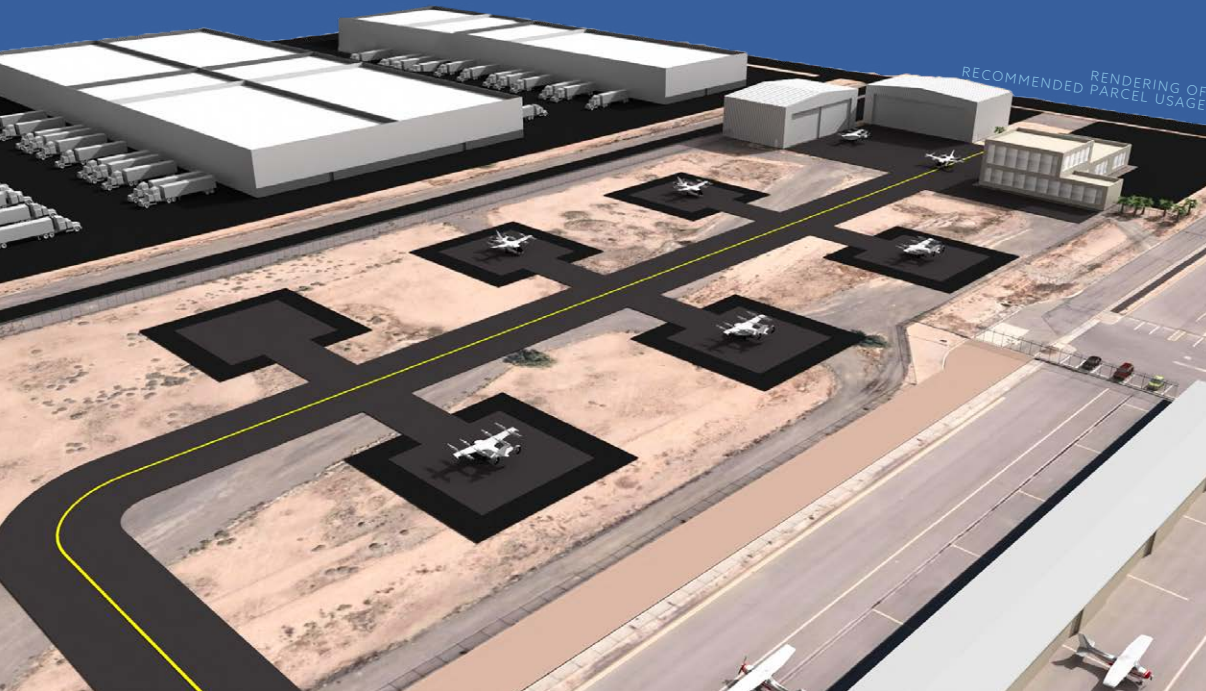
N 7TH ST

PARCEL FOUR

RECOMMENDED USES



Aviation
Innovation Park



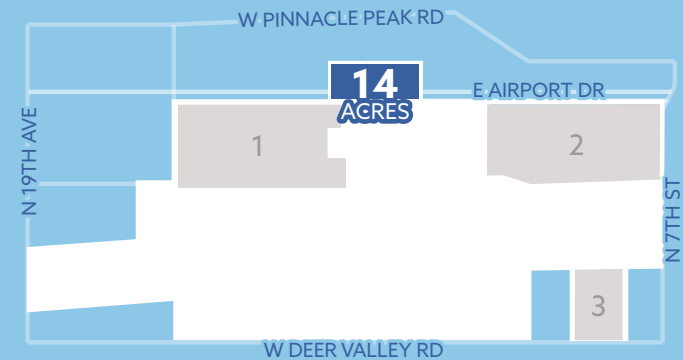
DEVELOPMENT CONSIDERATIONS

Existing Utilities¹

- 8" sewer line located along southern boundary of parcel.
- 8" water line located along southern boundary of the western-half of parcel.
- 12" water line located along southern boundary of the eastern-half of parcel.
- Electrical conduit located along southern boundary of the eastern-half of parcel.
- Communications line located along southern boundary of the eastern-half of parcel.
- 24" storm drain located near the southeast corner of parcel.

Infrastructure Upgrades by Developer

- A paved apron connector from Taxilane R9 to the proposed development is required.
- New landside roadways on the northern and western boundaries of parcel are recommended to accommodate traffic growth.
- All utilities shall be brought from the main utility location to the development site. Developer may need to establish new service with the corresponding utility provider.



¹ All information were gathered from past utility master reference drawings. Additional verification on sizing, condition, and location of utility line(s) will be required on behalf of the developers.

PARCEL FOUR RECOMMENDED LAND USE PLAN

- DEVELOPABLE SITE BOUNDARY
- NEW TAXIWAY PAVEMENT
- NEW ROADWAY PAVEMENT



AVIATION INNOVATION PARK

