

# ALLEN RANCHES

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**Planned Area Development  
Minor General Plan Amendment(s)  
SWC Bethany Home Road & Loop 303**

May 8, 2020

# Development Team

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# Introduction

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Allen Ranches, LLC (“Allen Ranches” or the “Applicant”) and Maricopa Water District (“MWD” or “Applicant”) plan to develop an approximately 865 gross acre property (“Property” or “Project”) bounded by the Loop 303 on the east, Bethany Home Road on the north, Citrus Road on the west and Camelback Road on the south as shown on the Vicinity Map attached at **Figure 1**. Withey Morris, on behalf of Allen Ranches, LLC, and MWD submits this request for approval of two (2) Minor General Plan Amendments and a Planned Area Development (“PAD”) District to allow the development of a unique project that will include both large-scale industrial development and a single-family residential community. Allen Ranches presently owns approximately 862.1 gross acres. MWD owns a 40-foot wide parcel of approximately 2.4 gross acres east of the 175th Avenue alignment and north of Camelback Road. This parcel will be purchased by Allen Ranches LLC in the future; therefore, MWD is also an applicant for these requests.

In order to facilitate the development of the Project as planned, two Minor General Plan Amendments are requested. The existing and proposed land use designations are largely the same, but these two Amendments are necessary to align the proposed land uses of the PAD Development Plan with the appropriate General Plan designations. The amendments will increase the industrial area of the Property while reducing the residential area. In order to shift the residential development further away from the 65 Ldn noise contour line, the first request is to amend 117 acres from Low Density Residential 1-2.5 (LDR 2.5) to Light Industrial (LI). This will allow for the creation of an ‘industrial buffer’ from the 65 Ldn to the residential community. The second request is to amend 250 acres of LDR 2.5 designated property to Medium Density Residential 2.5-3.5 (MDR 3.5) in order to maintain the same number of residential units permitted by the Graduated Density Concept.

The Applicant seeks to develop the industrial portion of the Property, zoning designation Industrial PAD, in accordance with the Heavy Industrial (M-2) zoning with modified development standards to meet the heightened level of expectation for industrial users within this expanding manufacturing and transportation corridor. The residential portion of the Property, zoning designation MDR PAD, will allow development under several Single Residence district development standards, (R1-4, R1-6 and R1-8) modified to address the unique challenges of developing near Luke Air Force Base (LAFB). The requested zoning will be in compliance with jurisdictional regulations governing property near a military installation with flight operations and within the Luke Air Force Base noise contours as regulated through the LAFB Graduated Density Concept while creating a design and site configuration that provides transition from the Loop 303 industrial uses to the existing single-family residential uses to the west and north of the Property. The gross residential density of this property will conform to the underlying 0-2 du/ac (dwelling units per acre) and 2-4 du/ac LAFB Graduated Density Concept (“GDC”) density ranges that traverse the site.

The Property is currently within the unincorporated area of Maricopa County and has been used for agricultural purposes for many years. The eastern approximate 498 gross acres of the site are located within the 65 Ldn and 70 Ldn Luke Air Force Base noise contours and currently subject to an approved Maricopa County Military Compatibility Permit (“MCP”). The remaining approximate 367 gross acres west of the 65 Ldn noise contour are subject to an approved Maricopa County Residential Unit Plan of Development (“RUPD”) for the development of 734 single-family residences with an overall residential density of 2.0 du/ac.

Relative to the existing land use approvals in Maricopa County, the proposed PAD will shift residential development west, farther away from the 65 Ldn line. The new residential community will create a buffer and will transition from the industrial development adjacent to the Loop 303 to the existing lower density single-family

residential development west of Citrus Road. This results in residential development on approximately 250 acres or approximately the western third of the Property and industrial development on the remaining two-thirds of the eastern area of the Property, approximately 615 acres. The ultimate development of the residential and industrial areas is anticipated to be separated and buffered by a large, landscaped drainage channel and a collector street located on the industrial property and additional open space located on the residential community.

Although the Property is presently within the unincorporated area of Maricopa County, it is within the City of Glendale's Planning Area and adjacent to a 10-foot Glendale strip annexation parcel that is located 23-feet north of the centerline of Camelback Road. An application to annex the Property into the City of Glendale is being processed in conjunction with this application.

The Allen Ranches PAD is intended to provide a superior land plan to what could be achieved in Maricopa County and facilitate the development of a unique industrial/residential project that is compatible with the mission of Luke Air Force Base, the City of Glendale's General Plan, and Arizona Revised Statutes for property near a military airport. Developing the Project will create opportunities to maximize the freeway access, create synergy with other new manufacturing and industrial developments in the area and to provide additional housing opportunities for future employees of these uses. The Planned Area Development regulations are tailored to the creation of the intended development and are a reflection of today's market for both industrial and residential developments.

## Site Overview

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As noted above, the Property is approximately 865 gross acres located in the unincorporated area of Maricopa County, but within the City of Glendale Planning Area. It is located approximately one (1) mile west of Luke Air Force Base ("LAFB"), and bounded by Loop 303 to the east, Bethany Home Road to the north, Citrus Road to the west, and Camelback Road to the south. Cotton Lane runs north to south on the approximate eastern 1/3 of the Property.

East of the 65 Ldn noise contour, the Property is zoned RU-43 in Maricopa County with an approved MCP allowing for uses consistent with Arizona Revised Statutes governing property near a military installation with flight operations. West of the 65 Ldn noise contour the Property is zoned RUPD for a mix of R1-6, R1-7, R1-8, R1-10 and R1-18 residential development. See Existing Zoning Map at **Figure 2**. The Glendale General Plan identifies the Property as Luke Compatible Land Use Area (LCLU) and Low Density Residential 1-2.5 du/ac (LDR 2.5) as shown on the Existing General Plan Land Use Map at **Figure 3**.

[See next page – remainder of this page left intentionally blank]

Surrounding Land Uses		
Area	Existing Use	Zoning
North	Single-Family Residential and Agriculture (Maricopa County)	RU-43 and RU-43 (Military Airport and Ancillary Military Facility Overlay)
East	Loop 303 / ADOT Regional Retention Basin	RU-43 and RU-43 (Military Airport and Ancillary Military Facility Overlay)
South <sup>1</sup>	Distribution Center / Warehousing / Agriculture (Goodyear)	AG / PAD / C-2 / I-1
West	Single-Family Residential / Vacant Parcels (Maricopa County)	R1-18 (RUPD) / C-S / C-2 (PD)

1 - Land Use and Zoning under City of Goodyear jurisdiction

As noted, the eastern approximate 498 gross acres is located within the 65 Ldn of LAFB and has an approved Military Compatibility Permit (“MCP”) from Maricopa County, which allows industrial and other non-residential land uses. The approximate 367 gross acres lying west of the 65 Ldn line has a Maricopa County approved Residential Unit Plan of Development (“RUPD”) that allows the development of 734 single-family residential units (2 du/ac). Approximately 250 gross acres west (outside) of the 65 Ldn continues to be planned for single-family residential. The projected gross residential density of this property will be approximately 3.3 du/ac based on the Residential Conceptual Site Plan, see **Figure 6**, which conforms with the underlying 0-2 du/ac and 2-4 du/ac LAFB Graduated Density Concept (“GDC”) density ranges that traverse the site. The remaining approximate 117 gross acres outside of the 65 Ldn is planned for industrial and other non-residential land uses correlating with the anticipated land uses within the 65 and 70 Ldn and meets uses approved with the MCP. The proposed land uses for the Property based on the General Plan are Luke Compatible Land Use Area (LCLU), Light Industrial (LI), and Medium Density Residential 2.5-3.5 du/ac (MDR 3.5) as shown on the Proposed General Plan Land Use Map at **Figure 4**.

## Minor General Plan Amendment Requests

In order to facilitate the proposed development and align the proposed land uses with the appropriate land use designations in the City of Glendale’s Envision 2040 General Plan, two (2) Minor General Plan Amendments are necessary. As noted above, the existing land use designations and the proposed land use designations for the Property as a whole are largely the same.

## **Low Density Residential (LDR) 2.5 to Light Industrial (LI) (117 acres)**

In order to accommodate the industrial “buffer” west of the 65 Ldn noise contour, the Applicant requests that the 117 acres of the area currently designated Low Density Residential 1-2.5 du/ac (LDR 2.5) adjacent to the 65 Ldn noise contour have the General Plan land use designation amended to Light Industrial (LI). This portion of the Project will blend with the anticipated and permitted land uses on the remaining Project acreage within the 65 and 70 Ldn noise contours and the underlying Luke Compatible Land Use Area (LCLU) land use designation, which allows for industrial development.

Per the General Plan, the threshold for a Minor General Plan Map Amendment request from LDR 2.5 to LI is 160 acres or less. At 117 acres, this request falls within the parameters of a Minor Amendment. Additionally, the General Plan gives the Planning Director the discretion to designate an amendment below this threshold as “Major” if 1) the infrastructure demands are not offset by private investment or privately-constructed extensions or expansions of publicly provided systems and/or 2) the change has a substantial impact on the neighborhood or on furthering the goals of the General Plan. Water and sewer services for the Property are provided by EPCOR and additional infrastructure is expected to be privately funded. Additionally, the change will not have a substantial impact on the neighborhood given the comparable LCLU land uses already permitted on the majority of the Property and surrounding properties in the City of Goodyear and Maricopa County. The requested land use designation is consistent with the character and development patterns in the area.

The proposed amendment will best meet the Goals and Objectives set forth in the General Plan. Several of the General Plan Goals and Policies are being met as follows:

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### ***Goal LU-2: There are transition and buffer areas between unrelated land uses***

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*Policy LU-2.1: The City shall ensure that all new development near Luke AFB is compatible in land use type and densities/intensities.*

*Policy LU-2.3: The City shall ensure that adequate buffers between residential and non-residential uses are included, except in cases where the residential is part of a mixed-use development where it relates to the adjacent use.*

As discussed above, the proposed amendment creates an additional industrial “buffer” between the 65 Ldn noise contour/Luke Compatible Land Use Area and the single-family residential component of the Project. As noted, it will provide a larger land use buffer for LAFB flight operations and a transition between the single-family residential land use to the west and the industrial uses to the east and within the 65 Ldn and 70 Ldn noise contours.

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### ***Goal GA-1: Glendale’s Growth Areas have well-paying, high quality jobs***

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*Policy GA-1.2: The City should emphasize, facilitate, and provide incentives for employment-driven growth in all public decision*

*Policy GA-1.3: The City shall assign higher priorities to projects that foster City employment and revenue objectives.*

The Property sits within both the Luke Compatible Land Use Area and the Loop 303 Corridor Growth Area. The proposed amendment will expand the industrial area of the Project by 117 acres, providing a total of 615 acres of developable land for employment and revenue-generating uses within the Property. A contiguous industrial and employment site of this scale possesses the flexibility to attract major users with a wide range of land use and development needs that smaller, more traditional sites cannot meet. At full build-out, Allen Ranches has the potential to become a hub of economic and employment activity that will have a substantial fiscal impact on the City of Glendale.

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***Goal ED-2: Promote locations that are appropriate for future commercial, office, and industrial development.***

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*Policy ED-2.3: The City should continue to maximize freeway, major arterial, and transit service access as opportunities for employment sites*

The Loop 303 corridor has been identified by the City of Glendale and other jurisdictions along its route as a major transportation corridor for warehouse, distribution, manufacturing, and employment users. Industrial parks and employment centers are popping up all along the 303 as municipalities, developers, and end-users recognize the strategic importance of this freeway. Allen Ranches has the potential to become the most significant and impactful development of this type along the entirety of Loop 303.

**Low Density Residential (LDR) 2.5 to Medium Density Residential (MDR) 3.5 (250 acres)**

Additionally, the proposed development contemplates shifting residential development within the Property farther west, away from the 65 Ldn noise contour in conjunction with the proposed industrial “buffer”. In order to maintain the same number of residential units permitted by the Graduated Density Concept for the Property, the Applicant requests amending the land use designation of the remaining western 250 acres of the Property current designated as Low Density Residential 1-2.5 du/ac (LDR 2.5) to Medium Density Residential 2.5-3.5 du/ac (MDR 3.5). This amendment will allow for the Project’s proposed gross density of 3.3 du/ac, but the ultimate number of residential lots, lot sizes and density will not be finalized until the preliminary plat is submitted. The maximum gross density will be capped at 3.3 du/ac so as not to exceed the 819 dwelling units permitted under the GDC Zone calculation.

Per the General Plan, the threshold for a Minor General Plan Map Amendment request from LDR 2.5 to MDR 3.5 is 320 acres or less. At 250 acres, this request falls within the parameters of a Minor Amendment. Additionally, the General Plan gives the Planning Director the discretion to designate an amendment below this threshold as “Major” using the criteria outlined in the section above. Again, the water and sewer services for the Property are provided by EPCOR and additional infrastructure is expected to be privately funded. Additionally, the change will not have a substantial impact on the neighborhood. The proposed amendment will simply allow the Applicant to develop the same number of homes on the Property already permitted by the Graduated Density Concept (GDC), just in a slightly smaller area due to the proposed industrial buffer adjacent to the 65 Ldn noise contour described above. The requested land use designation will not result in an increase in the number of residential units currently permitted on the Property under the GDC requirements.

The proposed amendment will best meet the Goals and Objectives set forth in the General Plan. Several of the General Plan Goals and Policies are being met as follows:

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**Goal HE-2: Glendale has a wide variety of housing types, styles, and options**

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*Policy HE-2.1: The City should encourage variety in siting, floor plans, elevations, massing, materials, and color schemes in new residential developments.*

The lot sizes permitted in the existing LDR 1-2.5 du/ac places significant constraints on a developer's ability to provide a range of floor plan sizes and housing options due to the development standards (minimum lot size, etc.) in compatible zoning districts. The proposed 250-acre residential community offers lot sizes ranging from 4,000 to 7,500 square feet, utilizing modified development standards from the R1-4, R1-6, and R1-8 zoning districts. This diversity of housing options is not achievable with the existing LDR land use designation and is not available in the communities surrounding the Property – all of which are large residences on significantly larger lots than those being proposed here. The proposed MDR land use designation is necessary to further the goal of providing a range of housing types and options for Glendale residents.

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**Goal HE-3: Glendale has housing options that meet the range of socioeconomic needs of the City's current and future residents**

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*Policy HE-3.6: The City shall encourage planned residential communities to provide a range of housing options and promote socioeconomic balance in the Glendale housing supply*

As discussed above, the proposed residential community will offer a range of lot sizes from 4,000 to 7,500 square feet that will provide several single-family housing options for future residents. These lot sizes, which are not achievable under the existing LDR 1-2.5 du/ac land use designation, will provide greater opportunities for a wider range of buyers – from entry-level homes to move-up buyers looking for larger, more traditional homes.

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**Goal HE-6: Residential areas relate to work places**

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*Policy HE-6.1: The City should attract corporate/institutional employment development proximate to quality housing.*

*Policy HE-6.2: The City shall encourage housing in close proximity to designated employment areas.*

The proposed medium-density residential land use designation provides the rare opportunity to combine major employment/industrial uses and a residential community harmoniously into a single project. This unique project will allow potential employees/residents to live close to work and enjoy convenient access to Loop 303. Providing residents with the ability to live so close to work helps to restore a portion of work/life balance that is often lost in long commutes.

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## Planned Area Development Plan

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### I. Purpose and Overview

The intent of the Allen Ranches PAD is to allow industrial, manufacturing, e-commerce, distribution, office, and residential uses as well as development standards that ensure appropriate flexibility for such developments. The Industrial portion of this PAD, designated Industrial PAD, will allow industrial and manufacturing uses that capitalize on the accessibility of the Loop 303 Freeway Corridor and are consistent with the underlying Luke Compatible Land Use and Light Industrial designations. The residential portion of the PAD, designated as MDR PAD, will allow single-family residential development at a scale and density that provides an appropriate

and compatible transition between the existing residential development to the west and industrial uses to the east, and is consistent with the intent of the LAFB Graduated Density Concept (“GDC”). See the PAD Development Plan at **Figure 5**. The MDR PAD designated property will allow residential development per the modified R1-4, R1-6 and R1-8 development standards in Tables 2, 3 and 4 in Section III below. The Industrial PAD designated property will allow industrial development per the modified M-2 development standards in Table 2 in Section III.

The Project is in the “vicinity of a military airport” and is located approximately one mile west of Luke AFB. Accident Potential Zone I and Accident Potential Zone II (APZ I and APZ II) are located southeast of Allen Ranches. The Property’s Industrial PAD area is located from the west side of the Loop 303 west to the approximate 175<sup>th</sup> Avenue alignment and includes the LCLU and Light Industrial (LI) land use areas. The MDR PAD residential property lies between the 175<sup>th</sup> Avenue alignment and Citrus Road. See the PAD Development Plan, **Figure 5**. The residential area is located within the 65 Ldn contour and the one-half mile GDC zone and partially within the one-mile GDC zone. The GDC allows a maximum of 2 dwelling units (du) per acre (ac) from the 65 Ldn to the one-half mile zone and a maximum of 4 du/ac from the one-half mile to the one-mile zone. Per LAFB the residential area will meet the GDC zone density limits by zone, see **Figure 6** for depiction of these items.

As noted above, the purpose of this PAD is to provide for a superior development and land use plan relative to what could be achieved with the land use entitlements approved in Maricopa County. The site characteristics provide a unique opportunity to create an employment and tax revenue-generating industrial hub adjacent to a major transportation corridor and a high-quality single-family residential community in a single project. The sheer size (615 gross acres) of the developable industrial area of the Project offers near limitless opportunity for creative industrial and manufacturing development and will attract a wide range of potential industrial users. As such, and in order to maintain maximum flexibility to accommodate potential users, no building or site layouts are being proposed for the industrial portion of the Project at this time. Separate site plans will be submitted as individual users develop their respective sites within the industrial portions of Allen Ranches.

MDR PAD, the residential component which comprises the approximate western third of the Property as shown on the PAD Development Plan, is further detailed in the Residential Conceptual Site Plan in Figure 6. This conceptual site layout illustrates a plan with 760 residential lots, (decreased from 784 lots to address neighborhood concerns) designed per the three MDR PAD zoning district development standards (R1-4, R1-6 and R1-8) with a range of lot sizes from 40’ x 115’ to 75’ x 135’. However, this lotting is conceptual and the residential area will be designed through the platting process. The largest parcels, shown with 65-foot and 75-foot wide lots, permit the sub-communities to be gated as shown on Figure 6. Gating parcels and providing the requisite private streets will be determined by the homebuilder, and will be approved as part of the preliminary plat process.

The residential project as shown includes substantial open space, with approximately 19 percent of the gross site area being open space. The open space area in Allen Ranches residential is comprised of multiple recreational uses, landscaped areas and retention areas and results in a pedestrian circulation system of trails and sidewalks to serve the community. Presently, a centrally located community center is shown as the focal point of the project as depicted in **Figure 7**, Conceptual Community Center Enlargement. Additional recreation amenities will be located elsewhere in the community, providing recreational opportunities within a short walking distance of all homes. **Figure 8** illustrates such other Conceptual Amenities. These proposed recreational locations and amenities may be modified at the platting stage but shall comply with the Glendale Residential Design and Development Manual as modified per this PAD. Landscaped drainage channels will separate the residential area from the adjacent arterial streets on both the north and south boundaries of the site, further buffering the homes from adjacent vehicular traffic. These drainage channels extend beyond the residential

limits on the eastern boundary and will create a substantial buffer from the adjacent industrial property. As currently proposed, there will be a minimum 75-foot separation between the residential property and the industrial area collector road including the drainage channel. Industrial development will be located on the east side of the collector road.

The Applicant is seeking approval for the maximum 819 residential units permitted by the GDC 1/2-mile and 1-mile zones for the Property. Of the 819 residential units, and in order to comply with the GDC, a maximum of 648 residential units will be developed within 1/2 mile of the 65 Ldn line and a maximum of 171 residential units will be developed on the balance of the residential property, see **Figure 5**. The residential units illustrated on the conceptual site plan meet the requirements of the GDC 1/2-mile and 1-mile zones.

Specific users for the industrial and homebuilders for the residential have not been identified at this time. The plans, exhibits, and images presented herein are conceptual only and intend to convey the type, intensity, and quality of development expected at this location. Once specific users are identified, appropriate applications (preliminary/final plat, site plan, building architecture, landscaping, signage, grading, etc.) will be submitted for review by Glendale staff.

## II. Permitted Uses

This PAD and its permitted uses defined below are intended to accommodate the intent of the Allen Ranches PAD and facilitate industrial, manufacturing, e-commerce, distribution, office, and residential uses as well as development standards that ensure appropriate flexibility for such developments. The permitted uses will conform to the Glendale General Plan land use designations as amended by the Minor General Plan Amendment applications being processed in conjunction with this application. See Proposed Land Use Map at **Figure 4**. The permitted uses outlined below are permitted only in corresponding areas for residential and industrial zoning identified on the PAD Development Plan attached at **Figure 5**.

### **Industrial:**

#### **Transportation, Communications, and Utilities**

- Railroad and rapid rail transit
- Highway and street right-of-way
- Motor vehicle parking
- Communications (noise sensitive)
- Utilities
- Other transportation, communications, and utilities

#### **Commercial/Retail Trade**

- Wholesale trade
- Building materials-retail
- General merchandise-retail
- Food retail
- Automotive and marine
- Apparel and accessories-retail
- Eating and drinking places
- Furniture and home furnishings-retail

Other retail trade

**Personal & business services**

Finance, insurance, real estate  
Personal services  
Business services  
Repair services  
Contract construction services  
Indoor recreation services  
Other services

**Industrial/manufacturing**

Food and kindred products  
Textile mill products  
Apparel  
Lumber and wood products  
Furniture and fixtures  
Paper and allied products  
Printing and publishing  
Chemicals and allied products  
Petroleum refining, and related industries  
Rubber and miscellaneous plastic  
Stone, clay and glass products  
Primary metal industries  
Fabricated metal products  
Professional, scientific, and controlling instruments  
Miscellaneous manufacturing  
Machinery  
Motion picture production, radio & broadcast studios  
Laundry, cleaning & dyeing establishments  
Warehousing, storage & wholesale distribution facilities.

**Public and Quasi-Public Services**

Government services  
Cultural activities, including churches  
Medical and other health services  
Cemeteries  
Nonprofit organizations  
Correctional facilities  
Other public and quasi-public services

**Outdoor Recreation**

Playgrounds and neighborhood parks

Community and regional  
Nature exhibits  
Spectator sports, including arenas  
Golf courses and riding stables  
Water based recreational areas  
Resort and group camps  
Auditoriums and concert halls  
Outdoor amphitheaters and music shells

### **Resource Production, Extraction and Open Space**

Agriculture (except livestock)  
Livestock farming and animal breeding  
Forestry activities  
Fishing activities and related services  
Permanent open space  
Water areas (not incidental to farming)

### **Prohibited Uses:**

Adult uses  
Medical Marijuana Facilities  
Casino  
Inert Landfill  
Landfill  
Prison and/or correctional facility  
Rendering plant  
Solid waste transfer station  
Slaughterhouse  
Feed Lots

### **Residential:**

- All uses permitted in Urban Residential R1-4, R1-6 and R1-8 – Single Residence districts in the City of Glendale Zoning Ordinance with amended Development Standards per this PAD.
- Uses Subject to Conditions per Sections 5.303, 5.313 and 5.323 of the City of Glendale Zoning Ordinance.
- Uses Subject to Conditional Use Permit per Sections 5.304, 5.317 and 5.324 of the City of Glendale Zoning Ordinance.
- Accessory Uses per Sections 5.305, 5.3180 and 5.325 of the City of Glendale Zoning Ordinance.

[See next page – remainder of this page left intentionally blank]

### III. Development Standards

As reflected in Tables 1-4 below, the development standards for the Allen Ranches PAD are created to facilitate a unique industrial/residential development within and adjacent to the LAFB noise contours. The proposed heights and intensity for the industrial area will permit the development of a highly attractive and unique large-scale industrial, warehouse and manufacturing development representative of the types of development along the 303 Freeway Corridor. The development standards for the single-family residences on the western third of the Property will provide the flexibility for an attractive multi-phase community with a variety of lot sizes and home styles that is compatible with the surrounding area and the requirements of LAFB. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the PAD shall apply.

[See next page – remainder of this page left intentionally blank]

**Table 1**

<b>M-2 Development Standards</b>		
<b>Regulation</b>	<b>Base Glendale Zoning District Regulation (M-2)</b>	<b>Modified Glendale Zoning District Regulation (M-2 PAD)</b>
Max. Structure Height (Feet)	30 <sup>3</sup>	<b>100</b> <sup>4</sup>
Min. Front Setback (Feet)	25 <sup>2</sup>	<b>10-20</b> <sup>5</sup>
Min. Side Setback (Feet)	60 <sup>1,2</sup>	<b>0</b> <sup>6</sup>
Min. Street-Side Setback (Feet)	25 <sup>2</sup>	<b>10-20</b> <sup>7</sup>
Min. Rear Setback (Feet)	60 <sup>1,2</sup>	<b>15</b> <sup>8</sup>
Min. Net Lot Area (Sq Ft)	6,000	6,000
Max Lot Area (Sq Ft)	N/A	N/A
Max F.A.R.	0.3	<b>N/A</b>
Max Lot Coverage (Percentage)	N/A	N/A

1—60 feet to residential uses; 15 feet to nonresidential uses

2—Building setback for arterial streets shall be a minimum of 1 foot for each foot of building height

3—Maximum height of accessory structures is 15 feet. The structure height may be exceeded for no more than two flagpoles with a maximum flagpole height of 60 feet. All other flagpoles shall comply with the maximum height requirement for the structure in the zoning district, unless a Conditional Use Permit is obtained. The flag length shall not be more than 25 percent of flagpole height.

4—100 feet of height is permitted except for where City of Glendale Staff administratively approves up to 150 feet of height for accessory structures, architectural embellishments, mechanical screening, and other purposes determined by the Planning Director and/or the Planning Director's designee to be appropriate. The Planning Director and the Planning Director's designee are hereby authorized to administratively approve such height between 100 feet and 150 feet. Prior to the City's issuance of permit(s) for vertical construction of building(s) or other improvements, Developer shall submit FAA form 7460-1 to the Regional Office for the FAA's determination of whether such building(s) or other improvements (as designed) would be a hazard to aviation and what additional conditions (if any) are recommended by the FAA.

5—20 feet adjacent to Bethany Home Road, Cotton Lane and Camelback Road, 15 feet adjacent to internal collector streets, 10 feet adjacent to internal local streets

6—0 feet except 25 feet adjacent to Residential zoning district. If a side yard is otherwise provided, it shall have a width of not less than 10 feet

7—20 feet adjacent to Loop 303, Bethany Home Road, Cotton Lane and Camelback Road, 15 feet adjacent to internal collector streets, 10 feet adjacent to local streets

8—15 feet except 25 feet adjacent to Residential zoning district

**Table 2**

<b>R1-4 Development Standards</b>		
<b>Regulation</b>	<b>Base Glendale Zoning District Regulation (R1-4)</b>	<b>Modified Glendale Zoning District Regulation (R1-4 PAD)</b>
Max. Height <sup>1</sup> (Feet)	30 / 2-stories	30 / 2-stories
Min. Front Setback (Feet)	15 & 20 <sup>2</sup>	<b>18</b> <b>12 for side loaded garage or livable area of dwelling unit to back of sidewalk</b>
Min. Side Setback (Feet)	0 & 10 <sup>3</sup>	<b>5 &amp; 5 <sup>3</sup></b>
Min. Street-Side Setback (Feet)	10	10 <sup>4</sup>
Min. Rear Setback (Feet)	15	<b>10</b>
Min. Lot Area (Sq Ft)	4,000	4,000
Min. Lot Width (Feet)	40	40
Min. Lot Depth (Feet)	80	80
Max. Lot Coverage	45%	<b>N/A <sup>6</sup></b>
Parking Spaces	2	2

1—Two story maximum, refer to Section 7.300 for accessory buildings

2—15 feet to living area, 20 feet to garage or carport from back of sidewalk

3—Minimum 10 feet separation between buildings on adjacent lots

4—10 feet setback unless a minimum 10 feet landscape tract is provided in which case the street side setback does not apply

5—Maximum flagpole height for model home complexes is 60 feet

6—Maximum lot coverage is the lot area within the required setbacks & any permitted setback encroachments and accessory structures as defined per Section 7.300 of the Glendale Zoning Code

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**Table 3**

<b>R1-6 Development Standards</b>		
<b>Regulation</b>	<b>Base Glendale Zoning District Regulation (R1-6)</b>	<b>Modified Glendale Zoning District Regulation (R1-6 PAD)</b>
Max. Height <sup>1</sup> (Feet)	30 / 2-stories	30 / 2-stories
Min. Front Setback (Feet)	15 & 20 <sup>2</sup>	<b>18</b> <b>12 for side loaded garage or livable area of dwelling unit to back of sidewalk</b>
Min. Side Setback (Feet)	5 & 10 <sup>4</sup>	<b>5</b> <sup>3</sup>
Min. Street-Side Setback (Feet)	10	10 <sup>5</sup>
Min. Rear Setback (Feet)	20	20
Min. Lot Area (Sq Ft)	6,000	<b>5,700</b>
Min. Lot Width (Feet)	60	<b>50</b>
Min. Lot Depth (Feet)	100	100
Max. Lot Coverage	40%	<b>N/A</b> <sup>7</sup>
Parking Spaces	2	2

1—Two story maximum, refer to Section 7.300 for accessory buildings

2—15 feet to living area, 20 feet to garages or carport

3—Minimum 10 feet separation between buildings on adjacent lots

4—Minimum 15 feet separation between buildings on adjacent lots

5—10 feet setback unless a minimum 10 feet landscape tract is provided in which case the street side setback does not apply

6—Maximum flagpole height for model home complexes is 60 feet

7—Maximum lot coverage is the lot area within the required setbacks & any permitted setback encroachments and accessory structures as defined per Section 7.300 of the Glendale Zoning Code

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**Table 4**

<b>R1-8 Development Standards</b>		
<b>Regulation</b>	<b>Base Glendale Zoning District Regulation (R1-8)</b>	<b>Modified Glendale Zoning District Regulation (R1-8 PAD)</b>
Max. Height <sup>1</sup> (Feet)	30 / 2-stories	30 / 2-stories
Min. Front Setback (Feet)	15 & 20 <sup>2</sup>	<b>18</b> <b>12 for side loaded garage or livable area of dwelling unit to back of sidewalk</b>
Min. Side Setback (Feet)	5 & 10 <sup>4</sup>	<b>13 combined, minimum 5 on one side <sup>3</sup></b>
Min. Street-Side Setback (Feet)	10	10 <sup>5</sup>
Min. Rear Setback (Feet)	20	20
Min. Lot Area (Sq Ft)	8,000	<b>7,500</b>
Min. Lot Width (Feet)	80	<b>63</b>
Min. Lot Depth (Feet)	100	100
Max. Lot Coverage	40%	<b>N/A <sup>7</sup></b>
Parking Spaces	2	2

1—Two story maximum, refer to Section 7.300 for accessory buildings

2—15 feet to living area, 20 feet to garages or carport

3—Minimum 10 feet separation between buildings on adjacent lots

4—Minimum 15 feet separation between buildings on adjacent lots

5—10' setback unless a minimum 10' landscape tract is provided in which case the street side setback does not apply

6—Maximum flagpole height for model home complexes is 60 feet

7—Maximum lot coverage is the lot area within the required setbacks & any permitted setback encroachments and accessory structures as defined per Section 7.300 of the Glendale Zoning Code

[See next page – remainder of this page left intentionally blank]

## IV. Off-Street Parking Standards

The Allen Ranches PAD shall comply with requirements of the City of Glendale Zoning Code for Off-Street Parking except as modified per this PAD. These modifications meet current industry standards for similar non-residential uses.

Off-Street Parking Standards		
Parking Requirements by Use	Base Glendale Zoning Section 7.403 Regulation (Off-Street Parking)	Modified Glendale Zoning section 7.403 Regulation (Off-Street Parking)
Manufacturing/Assembly Wholesale/ Warehouse	1:600 Sq Ft	<b>1:2,000 Sq Ft</b> <sup>1,3</sup>
Office/General/Professional	1:300 Sq Ft	1:300 Sq Ft
Accessory Retail	1:250 Sq Ft	1:250 Sq Ft

1—Mezzanine area (Sq Ft) excluded from parking calculations

2—Standards for uses not shown above per Section 7.403 of the Glendale Zoning Code

3—Reduced parking ratios are requested for the manufacturing/assembly wholesale/warehouse uses in consideration of the anticipated industrial and limited occupancy characteristics of the potential users for the project. As manufacturing and storage systems become more automated fewer employees are required. Mezzanine areas, due to their typical storage use, should not be included in parking calculations unless they are specifically occupied full time by employees as their primary work space. Such calculations should be evaluated with specific user plans when submitted for approval. Parking requirements may be reduced from those listed based upon the user-specific parking requirements and subject to City of Glendale review and approval during the preliminary site plan.

## V. Industrial Performance Standards

A. Uses or operations of products within this district shall be permitted unless such uses are or may become obnoxious or offensive by reason of the emission of odor, dust, smoke, noise, gas fumes, cinders, vibrations, glare, refuse, or air or water pollution.

B. All uses permitted in this district shall be primarily conducted within a fully enclosed building unless otherwise permitted. Outside storage of materials and equipment related to the primary activity is permitted provided that the outside storage area is screened by a wall with the design and height to be approved by the Community Development Group.

C. Explosive or hazardous processes require approval by the Glendale Fire Department that all manufacturing, storage, and waste processes meet all safety and environmental standards as administered by the department.

D. The development shall comply with the City of Glendale Outdoor Light Control Ordinance. Lighting plans shall be submitted with each Design Review application illustrating that onsite lighting does not exceed one-foot candle at the property line. Onsite lighting shall be dark sky compliant.

## VI. Residential Design Guidelines

The Allen Ranches PAD residential property shall comply with the City of Glendale Residential Design and Development Manual dated June 22, 2004 except as modified per this PAD. These modifications are necessary to allow the development of a quality residential community that addresses the challenges of developing near LAFB while meeting current market demands.

### A. Small Lot Development

#### 1.1.8 Delete Standard

*Justification: Enhanced landscaping is proposed throughout the community, meeting the intent of this standard and while lots backing to collector and arterial streets may not be deeper than internal lots they are deeper than the minimum depth required in the development standards.*

#### 1.1.10 Delete Standard

*Justification: Rear setbacks along arterial and collector streets are varied and along with varying buffer depths and the natural diversity of the homes the intent of this standard is met.*

#### 1.1.11 Delete Standard

*Justification: The diversity created by varying building footprints and limiting the same floor plans across the street or adjacent will meet this intent of this standard.*

#### 1.1.12 Modify Standard

*Justification: In order to create greater visual interest of the home through enhanced horizontal articulation and lessen the appearance of garage dominant design, the plane of the livable area should be offset a minimum of three (3) feet from the plane of a forward facing garage.*

#### 1.1.14 Modify Standard

*Justification: Avoid siding lots on arterial streets unless there is an average 20-foot landscape buffer or separation by a local street in addition to the arterial landscape tract.*

#### 1.1.18 Delete Standard

*Justification: All corner lots will abut a minimum 8-foot landscape tract creating a substantial side lot buffer and the increased lot width is not necessary*

#### 1.1.19 Modify Standard

*Justification: This standard may be met by a variation in the lot shape/pattern or a minimum 3-foot offset every 6<sup>th</sup> lot in the perimeter wall.*

#### 1.1.20 Delete Standard

*Justification: Streetscape diversity will be met by varying home products and variation in the external styles, colors and landscaping.*

#### 1.1.21 Delete Standard

Justification: *While there are some homes that are adjacent to or fronting open space this community was designed with pedestrian-friendly neighborhoods connected to open spaces within a short walking distance to all homes.*

#### 1.1.27 Delete Standard

Justification: *Streetscape diversity will be met by varying home products and variation in the home siting and garage options.*

#### 1.2.5 Delete Standard

Justification: *Due to the narrow, rectangular shape of the community and the perimeter drainage channels access points have been limited however all homes are located within ¼ mile of access to an arterial street.*

#### 1.2.7 Modify Standard

Justification: *Due to the narrow, rectangular shape of the community and in order to minimize the number of turns and loops that interior residents have to drive through to get to their destination block lengths on local streets that exceed one thousand (1,000) feet in length, shall provide a curvilinear design or traffic calming measures.*

#### 1.2.11 Delete Standard

Justification: *There is only 1 short cul-de-sac in the community and the landscaped streetscape will meet the intent of this standard.*

#### 1.2.12 Modify Standard

Justification: *Traffic calming on collector streets may be provided through the inclusion of a curvilinear design.*

#### 1.2.14 Modify Standard

Justification: *Per Glendale Engineering standard Details, local streets will have 50-feet of right-of-way including a 5-foot wide attached sidewalk and 4-foot landscape buffer.*

#### 1.2.18 Modify Standard

Justification: *Provide entry monumentation, seating areas or enhanced landscaping at the intersection of arterial streets.*

#### 1.3 Delete Standard

Justification: *On street parking will be provided so separate parking nodes are not necessary.*

#### 1.4 Modify Standard

Justification: *Per Glendale Engineering standard Details, local streets will have 50-feet of right-of-way including a 5-foot wide attached sidewalk and 4-foot landscape buffer.*

#### 1.6 Modify Standard

Justification: *The maximum horizontal run without variation will be every 4<sup>th</sup> lot line instead of maximum 150-feet*

#### 1.7 Modify Standard

Justification: *A landscape tract with an average width of 20-feet shall be provided along all arterial streets and a landscape tract with an average width of 10-feet shall be provided along all collector streets*

### **B. Medium Lot Development**

#### 2.1.2 Delete Standard

Justification: *All corner lots will abut a minimum 8-foot landscape tract therefore increased lot width is not necessary.*

#### 2.1.4 Delete Standard

Justification: *Streetscape diversity will be met by varying home products and variation in the external styles, colors and landscaping.*

#### 2.1.5 Delete Standard

Justification: *The diversity created by varying building footprints and limiting the same floor plans across the street or adjacent will meet this intent of this standard.*

#### 2.1.6 Modify Standard

Justification: *Streetscape diversity will be met by varying home products and variation in the home siting and garage options. In order to create greater visual interest of the home through enhanced horizontal articulation and lessen the appearance of garage dominant design, the plane of the livable area should be offset a minimum of three (3) feet from the plane of a forward facing garage.*

#### 2.1.7 Delete Standard

Justification: *Rear setbacks along arterial and collector streets are varied and along with varying buffer depths and the natural diversity of the homes the intent of this standard is met.*

#### 2.1.9 Delete Standard

Justification: *Streetscape diversity will be met by varying home products and variation in the external styles, colors and landscaping.*

#### 2.1.10 Delete Standard

Justification: *Enhanced landscaping is proposed throughout the community, meeting the intent of this standard and while lots backing to collector and arterial streets may not be deeper than internal lots they are deeper than the minimum depth required in the development standards.*

#### 2.1.11 Modify Standard

Justification: *Avoid siting lots on arterial streets unless there is an average 20-foot landscape buffer or separation by a local street in addition to the arterial landscape tract.*

#### 2.1.12 Delete Standard

Justification: *Enhanced landscaping is proposed throughout the community, meeting the intent of this standard and while lots backing to collector and arterial streets may not be deeper than internal lots they are deeper than the minimum depth required in the development standards.*

#### 2.1.13 Modify Standard

Justification: *This standard may be met by a variation in the lot shape/pattern or a minimum 3-foot offset in the perimeter wall.*

#### 2.1.14 Delete Standard

Justification: *Streetscape diversity will be met by varying home products and variation in the home siting and garage options.*

#### 2.1.15 Delete Standard

Justification: *While there are some homes that are adjacent to open space this community was designed with pedestrian-friendly neighborhoods connected to open spaces within a short walking distance to all homes.*

#### 2.2.3 Delete Standard

Justification: *Due to the narrow, rectangular shape of the community and the perimeter drainage channels access points have been limited however all homes are located within ¼ mile of access to an arterial street.*

#### 2.2.8 Modify Standard

Justification: *Per Glendale Engineering standard Details, local streets will have 50-feet of right-of-way including a 5-foot wide attached sidewalk and 4-foot landscape buffer.*

#### 2.2.9 Modify Standard

Justification: *Traffic calming on collector streets may be provided through the inclusion of street curves.*

#### 2.2.10 Modify Standard

Justification: *Due to the narrow, rectangular shape of the community and in order to minimize the number of turns and loops that interior residents have to drive through to get to their destination block lengths shall not exceed 950-feet.*

#### 2.2.13 Modify Standard

Justification: *Provide collector streets with a landscaped median or enhanced streetscape landscaping.*

#### 2.4.1 Modify Standard

Justification: *Enhanced entrances from arterial and collector streets to include a minimum of two of the following:*

- a. Landscaped tracts and landscape medians*
- b. Decorative paving materials*
- c. Feature lighting*
- d. Monument signs*
- e. Distinctive wall details*
- f. Clearly distinguished primary and secondary entrances*

#### 2.4.3 Modify Standard

Justification: *Provide pedestrian areas, community monumentation or enhanced landscaping at the intersection of arterial streets.*

#### 2.5.10 Modify Standard

Justification: *The maximum horizontal run without variation will be every 4<sup>th</sup> lot line instead of maximum 150-feet*

#### 2.6.3 Modify Standard

Justification: *A landscape tract with an average width of 20-feet shall be provided along all arterial streets as a buffer.*

#### 2.6.4 Modify Standard

Justification: *A landscape tract with an average width of 10-feet shall be provided along all collector streets. These tracts may be used for stormwater retention or to meet open space requirements.*

#### 2.6.8 Modify Standard

Justification: *By providing a landscape tract with an average width of 30-feet along all arterial streets there will be areas where the tract is larger than 30-feet which meets the intent of this standard.*

**C. Amenities**

4.1.24 Modify Standard

Justification: *Cross-sections for walkways, trails/paths shall have a minimum overall width of 16-feet with a minimum of 8-feet dedicated to the multi-use path, exclusive of any vehicle and/or landscape areas and 8-feet (4-feet on each side) dedicated to landscaping directly adjacent to the path*

**D. House Product Design**

5.1.1.e Modify Standard

Justification: *Current market demand is for homes on smaller lots. Smaller homes include a standard 2 car garage which results in a garage-dominant streetscape. In order to create greater visual interest of the home through enhanced horizontal articulation and lessen the appearance of garage dominant design, the plane of the livable area should be offset a minimum of three (3) feet from the plane of a forward facing garage.*

5.1.20 Modify Standard

Justification: *In order to create greater visual interest of the home through enhanced horizontal articulation and lessen the appearance of garage dominant design, the plane of the livable area should be offset a minimum of three (3) feet from the plane of a forward facing garage.*

**VII. Landscape, Screening, and Walls**

Landscape buffer and screening requirements shall comply with the requirements per Section 7.200 of the City of Glendale Zoning Ordinance for the industrial property except as modified per this PAD and the City of Glendale Residential Design and Development Manual for the residential property except as modified per this PAD. The Landscape standards in Section 1.7 for Small Lot Development and Section 2.6 for Medium Lot Development are modified to provide average width instead of minimum width landscape tracts along arterial and collector streets; 20-foot average for arterial streets and 10-foot average for collector streets. This will allow for flexibility and diversity in the streetscape buffer and adjacent lots. Both land uses shall comply with the Landscape Ordinance of the City of Glendale, Chapter 19 of the Municipal Code except as modified by this PAD. The residential and industrial parcels will have complementary design elements while meeting the needs of their respective users.

**Industrial**

Onsite landscaping will occur with the development of individual parcels. Offsite landscaping will be installed along individual parcel frontages with the development of individual parcels. Entry monuments, walls and screening will be determined as to what is appropriate for individual users and parcels. A Conceptual Wall and Signage Plan at **Figure 9** and corresponding Conceptual Wall and Monument Details at **Figure 10** depict illustrative examples of the type and character of the entry monuments and walls that are anticipated to be installed at Allen Ranches.

Screening and buffering will enhance the Project's architecture while providing security and traffic safety for users on the Property. Industrial users will provide uniform materials and elements for areas being screened from public view. Truck loading and dock areas will be located in areas for functional efficiency without detracting from the aesthetics of the overall industrial development to the extent feasible within the confines of an individual user. Loading docks, service bays, outdoor storage and onsite parking lots shall be screened from street view by any combination of walls, landscaped berms and screened chain link fencing as appropriate for the use and subject to Glendale review and approval as part of the design review process.

### **Residential**

Landscaping will occur with the development of individual phases and be installed with individual parcel frontages of the adjacent parcels. Entry monuments, walls and screening will be consistent with the design theme, materials and colors established for Allen Ranches. A Conceptual Wall and Signage Plan at **Figure 9** and corresponding Conceptual Wall and Monument Details at **Figure 10** depict illustrative examples of the type and character of the entry monuments and walls that are anticipated to be installed at Allen Ranches. Wall heights will be 10-foot maximum with 11-foot maximum height for the columns. Onsite landscaping, recreation amenities and open space areas will be installed concurrently with the development of the adjacent property.

## **Landscape Design**

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The landscape areas for Allen Ranches will utilize a combination of native and desert adapted plant material to create both an aesthetically pleasing and water efficient landscape. The industrial and residential areas will use a common design theme, plant palette and design elements for a cohesive visual appearance of the Allen Ranches Project yet be tailored to each use. The street frontage landscape will use a variety of trees to help create a unique identity for the Project, while maintaining consistency and a strong theme along all the streets.

### **Industrial**

Landscaping will be designed to complement the building architecture. The street frontage landscaping will provide an attractive public edge to the property. Enhanced landscaping will further define potential building entries. A variety of tree species, combined with a combination of shrubs and groundcovers, will provide an overall landscape composition of appropriate scale to enhance the industrial area appearance and its visual impact on its surroundings. Final landscaping design and specific details will be a part of future design review to suit the needs of individual users.

Pedestrian areas will exhibit softer, lush plant materials to provide a comfortable and shaded experience for the industrial employees. Canopy trees will provide shading for the parking areas. Landscape areas that are used for drainage and not otherwise programmed for pedestrian access will utilize more xeric plant material that may contain thorns but provide a more desert aesthetic. Landscape elements may also be incorporated into the security and access needs of individual users.

### **Residential**

Landscaping will be designed to complement the residential community theme and the architectural design of the homes. The street frontage landscaping will provide an attractive street view while enhancing the safety and screening of homes. A variety of tree species, combined with a combination of colorful shrubs and groundcovers, will create an inviting landscape composition to enhance the pedestrian experience.

Community and parcel entries will be defined with enhanced landscaping. Final landscaping design and specific details will be a part of future design review.

Amenity areas and pedestrian connections that will exhibit higher levels of traffic will focus on lush plant material to provide a comfortable and shaded experience for the residents. Like the industrial area, landscape areas that are used for focal points, drainage and not otherwise programmed for pedestrian access, will utilize more xeric plant material that may contain thorns but provide a more desert aesthetic.

## Architectural Design

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Architectural design will be appropriate for the user, residential or industrial. All development will be reviewed by the Glendale staff.

### **Industrial**

Development in the industrial area will utilize building materials and architecture suitable for a large-scale industrial site with a range of building sizes while meeting the needs of individual users. A wide variety of building materials may be used. The industrial property will take into consideration the Glendale Industrial Design Expectations.

### **Residential**

Residential homes will offer a variety of architectural styles and options as required by the City of Glendale Residential Design and Development Manual.

## Signage

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### **Industrial**

Allen Ranches PAD will provide for functional and attractive signage that compliments the architecture of the overall industrial development. This PAD application sets forth the general location, quantity, and maximum height of monument signage for Allen Ranches. Monument signs along Bethany Home Road and Cotton Lane, and the 303 freeway, as well as onsite development identification signs along Cotton Lane and the industrial collector (175th Avenue) will provide proper identification. Directional signs may be located throughout the development to provide additional assistance. These signs will complement the buildings in Allen Ranches.

Two (2) 60-foot tall freeway monument signs are proposed along the 303 Freeway at the intersection of Bethany Home Road and the 303 and at the intersection of Camelback Road and the 303 on the eastern boundary of the development. Four (4) 20-foot tall monument signs are proposed: two (2) on Bethany Home Road at the industrial collector (175th Avenue) and Cotton Lane, and two (2) on Camelback Road at the industrial collector (175th Avenue) and Cotton Lane at the proposed access drives. Monument signs will provide identity for the overall development and may include single-tenant panels, or multi-panel depending upon the future user(s) of the Property.

Once future users are identified the Applicant may consider a Comprehensive Sign Plan (CSP) to provide for attractive and consistent signage for tenants and users of Allen Ranches. The future CSP will contain

guidelines with regard to color, materials, location of wall signage, allowable areas, illumination, and configuration of logo and copy presentations.

### **Residential**

Residential signage shall be per Sections 7.102, 7.103 and 7.105 of the City of Glendale Zoning Ordinance.

## Billboard Signs

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Billboard signs, including static and digital, shall be permitted within the Allen Ranches PAD industrial property, as located on the final site plan, and subject to the standards noted below:

- A. Maximum sign height, including any supporting structures, for a Digital Billboard Sign must be no more than 60-feet. Maximum Digital Billboard Sign width must be no more than 50-feet.
- B. Maximum Billboard Sign area must not exceed 675 square feet.
- C. The Billboard Sign must be located within 300-feet of the freeway right-of-way.
- D. There shall be a minimum distance of 490-feet between the Digital Billboard Sign and an existing static billboard sign.
- E. There shall be a minimum 300-foot setback from the property line of an adjacent property.
- F. The message or image of the Digital Billboard Sign may be static or change at specific or programmed time intervals. The change in message or images shall occur no more frequently than once every eight (8) seconds and shall not have fade or dissolve transitions, or full animation or video, or similar subtle transitions or frame effects that have the appearance of moving text or images. A default black display shall be required in the event of malfunction.
- G. Message sequencing, the use of multiple Digital Billboards in a row to convey a message, shall be prohibited.
- H. Advertisements shall be limited to single frames.
- I. One Digital Billboard is permitted and may be approved and installed as a prelude to other development on a PAD. The height, location, materials, color, texture, setbacks, and mass of the Digital Billboard Sign must be appropriate to the development, the neighborhood, and the community. The architectural character of the Digital Billboard Sign shall be in harmony with, and compatible to the architectural character of Allen Ranches.
- J. Design Review approval is required to allow any Digital Billboard Sign.
- K. Digital Billboard Sign illumination must be extinguished between 11:00 p.m. and sunrise. The only exception to this will be for amber alerts and other governmental emergencies.
- L. All illuminated Digital Billboard Signs shall be limited to a surface luminosity limit of 5,000 nits during daytime hours and a surface luminosity limit of 150 nits during nighttime hours.

- M. The Digital Billboard Sign shall provide for automatic dimming based upon ambient lighting conditions, including evening and overcast weather.
- N. It shall be unlawful for any Digital Billboard Sign to have an illuminance greater than 1.0-foot candle at the property line of any adjacent property.
- O. The Digital Billboard Sign shall receive all required licenses prior to approval.

## Circulation and Access

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### I. Existing Conditions

The Property currently has offsite access to and from existing roadways - Bethany Home Road, Citrus Road and Camelback Road. Cotton Lane bisects the Property from north to south. The Property has access to the Loop 303 adjacent on the east from Bethany Home Road and Camelback Road.

### II. Proposed Improvements

#### **Residential**

Primary access to the residential portion of the Project will be taken from Camelback Road, Bethany Home Road, and Citrus Road. Citrus Road will be improved with 55-feet of half right-of-way (ROW), bringing the full ROW width to 110-feet, complying with the Maricopa County Street Classification map. Access to the residential portion of the Project from Citrus Road will be aligned with Missouri Avenue via a 70-foot wide local collector. All 70-foot collectors will be improved with the Glendale Collector Road C-4/G-305 standards. Camelback Road and Bethany Home Road access is anticipated to occur approximately ¼ mile east of Citrus Road via a 70-foot wide local collector that bisects the site north to south and connects to the local collector on the Missouri Avenue alignment. Bethany Home Road will be improved with 65-feet of half ROW, complying with the Glendale Street Classification map and Arterial Section A-4/G-303 (assuming a median is not required) from Loop 303 to Cotton Lane and complying with the MCDOT Urban Principal Arterial from Cotton Lane to Citrus Road. Camelback Road will be improved with 65-feet of half ROW, bringing the full ROW to 130-feet, complying with the Goodyear Street Classification map and Arterial Section G-3122. All internal streets will be public and developed in accordance with City of Glendale standards except if a parcel is gated and then a special street section for private streets will be approved as part of the preliminary plat process.

#### **Industrial**

Primary access to the industrial portion of the Project will be taken from existing Bethany Home Road, Camelback Road, Cotton Lane and an additional planned collector roadway. As noted above, Bethany Home Road will be improved with a 65-foot half ROW and Camelback Road will be improved with 65-feet of half ROW, bringing the full ROW width of each to 130-feet. Cotton Lane will be improved to a 55-foot half ROW/110-foot full ROW complying with the Glendale Street Classification map and Arterial Section A-4/G-303 with no median. The planned industrial collector roadway on the approximate 175th Avenue alignment is anticipated for the entire north/south span of the Project. This roadway is planned approximately ½ mile east of Citrus Road. The planned collector and Cotton Lane trisect the entire project into approximate thirds. All internal streets will be public and developed in accordance with City of Glendale standards.

Proposed Roadway Cross Sections are shown in **Figure 11**.

# Grading and Drainage

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Grading and drainage design for the project will be in conformance with applicable City of Glendale standards except as modified below. Allen Ranches is located within the study area of the Loop 303/White Tanks Mountain Area Drainage Master Plan Update (WTADMPU), a regional drainage analysis completed by the Flood Control District of Maricopa County in August 2015. Drainage design for Allen Ranches will generally utilize the hydrologic framework set by the WTADMPU.

Runoff from watersheds produced downstream of the White Tanks Flood Retarding Structures impact the Project along the Bethany Home Road and Camelback Road alignments. The offsite drainage impacts will be managed around the Project according to the City of Glendale design guidelines. Portions of the project site are located within the FEMA flood hazard zone associated with the Camelback Road Wash. These flows will be channelized, and the CLOMR/LOMR process will be completed to update the flood hazard zone limits accordingly. All excess stormwater runoff is eventually routed to the Loop 303 Freeway channel, which serves as the regional outfall for the site and surrounding area.

The Cotton Lane alignment is currently impacted by a Zone A floodplain. Historically there was flooding along the Cotton Lane alignment associated with the railroad bed that paralleled its western edge. As the railroad was removed and upstream development has occurred, the source of flooding has diminished. The Flood Control District of Maricopa County (the District) recently conducted a study of this area entitled the Cotton Lane Floodplain Delineation Study. The study results indicate that the source of flooding has diminished to the point that it no longer warrants a Special Flood Hazard designation. The District has subsequently submitted a Letter of Map Revision (LOMR) to FEMA to document these findings. Once approved by FEMA, the Zone A designation will effectively be removed by this LOMR. Based on recent correspondence with the District's project manager for this LOMR, FEMA is currently in the final stages of this review and expects approval of the LOMR by summer of 2020.

Onsite flows will be conveyed to retention basins throughout the Project in appropriate locations and will dewater within the 36-hour limit. Retention volume equivalent to the 100-year, 2-hour storm runoff will be provided for all developed portions of the Project unless ADOT approves using their existing regional retention basin adjacent to the 303 in which case the City of Glendale will approve a lesser volume. Glendale will accept the use of retention basins deeper than 3-feet in the industrial area with a 6:1 side slope adjacent to all public streets. Undulation of retention basins and drainageway side slopes will not be required adjacent to public streets in the industrial areas as long as the street side slope is 6:1 or greater.

# Infrastructure and Utilities

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## Water

Allen Ranches is located within EPCOR Water's Agua Fria District, in the Water Plant #12 service area. Water Plant #12 is located one-half mile east and one-half mile south of the intersection of Citrus Road and Camelback Road. Water Plant #12 serves two pressure zones. Pressure reducing valves may be required to be installed if tie-ins to existing lines are made for service to Allen Ranches. Water will be delivered to the Allen Ranches residential area via an existing 10-inch line in Citrus Road. The existing 12-inch water line from Water Plant #12 serving Pressure Zone 1 will need to be extended to serve the Allen Ranches industrial area north of Camelback Road.

## Sewer

Allen Ranches is located within EPCOR Water's Agua Fria Wastewater District. Wastewater service to Allen Ranches will be provided from the Luke 303 sewer interceptor, designed to connect the Russell Ranch Water Reclamation facility to the proposed West Valley Regional Water Reclamation Facility located north of Camelback Road and west of the Arizona Motorsports Park at Alsup Road. This interceptor currently extends to the property under the Loop 303 at the Missouri Avenue alignment. Wastewater service to the residential portion of Allen Ranches will be provided from a future 12-inch line in Camelback Road. This proposed line will be an extension of the existing sanitary sewer interceptor at the 303 crossing at the Missouri Avenue alignment.

## Phasing

---

The development of the Project will be phased in accordance with market demand. Specific phasing timing and sequencing is not known at this time; however, it is anticipated to be completed in three phases. Phases 1 and 2 are planned for residential development, along the western boundary adjacent to Citrus Road, while Phase 3 will consist of industrial development over the balance of the property, see **Figure 12 - Phasing Plan**.

Of the Project's 250-acre residential area, Phase 1 is planned for the southern approximate 135 acres, between Camelback Road and the approximate Missouri Avenue alignment. The remaining approximate 115 acres, north of the approximate Missouri Avenue alignment, will make up Phase 2.

The industrial area may be developed with a single-user phase or with multiple users and phases. Depending on market demand, the development of Phase 3, the remaining 615 acres of industrial property may follow the development of Phases 1 and 2 or it may be developed concurrently with Phases 1 and 2. The intent is to install infrastructure and improve the street frontage and access ways adjacent to each phase. Individual site plans for the industrial property will be submitted by individual users for their respective sites to the City of Glendale to ensure proper and orderly development.

The actual development of the Project will be based on market conditions, industry factors, and/or business considerations. Deviations from the Phasing Plan are allowed and do not constitute a PAD amendment so long as the phasing meets City requirements.

## Summary

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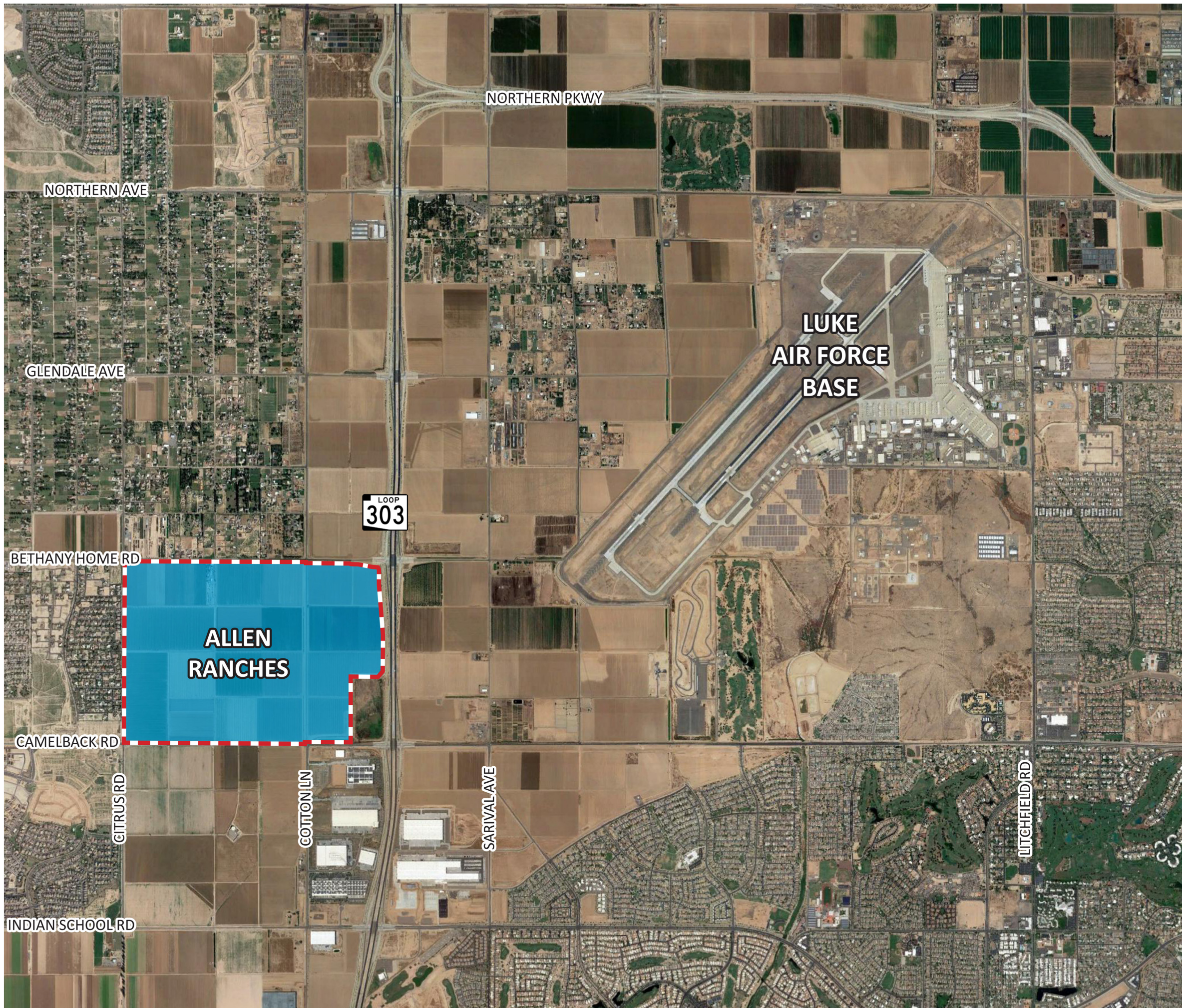
The proposed PAD and Minor General Plan Amendments will allow development of Allen Ranches – a rare and unique opportunity to develop a large-scale industrial center and single-family residential community in a single development in the Loop 303 corridor. The proposed uses and land use designations will advance many of the goals and policies in the City of Glendale's General Plan and are compatible with the ongoing mission and flight operations of Luke Air Force Base. The development is consistent with prevailing land use and development patterns in the Loop 303 corridor and provides a transition of land uses from the industrial development along the Loop 303 to single-family residential to the surrounding community. Allen Ranches, with its unmatched land area, strategic location, and unique mix of uses, is positioned to become a major economic engine for the City of Glendale.

# ALLEN RANCHES

GLENDALE, ARIZONA

## VICINITY MAP

FIGURE 1



PROJECT BOUNDARY



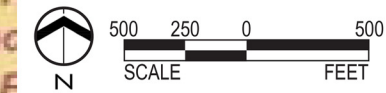
**HILGARTWILSON**  
ENGINEER | PLAN | SURVEY | MANAGE  
2141 E. HIGHLAND AVE., STE. 250 PHOENIX, AZ 85016  
P: 602.490.0535 F: 602.368.2436  
PROJECT MANAGER: C. PADDOCK, AICP  
PROJECT NUMBER: 1383  
FEBRUARY 2020

# ALLEN RANCHES

GLENDALE, ARIZONA

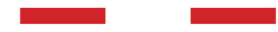
## EXISTING ZONING MAP

FIGURE 2



MARICOPA COUNTY ZONING LEGEND	
AD-1	R-2
AD-2	R-3
AD-3	R-4
C-O	R-5
C-1	R1-6
C-2	R1-7
C-3	R1-8
C-S	R1-10
IND-1	R1-18
IND-2	R1-35
IND-2P	RU-43
IND-3	RU-70
IND-3P	RU-190

PROJECT BOUNDARY



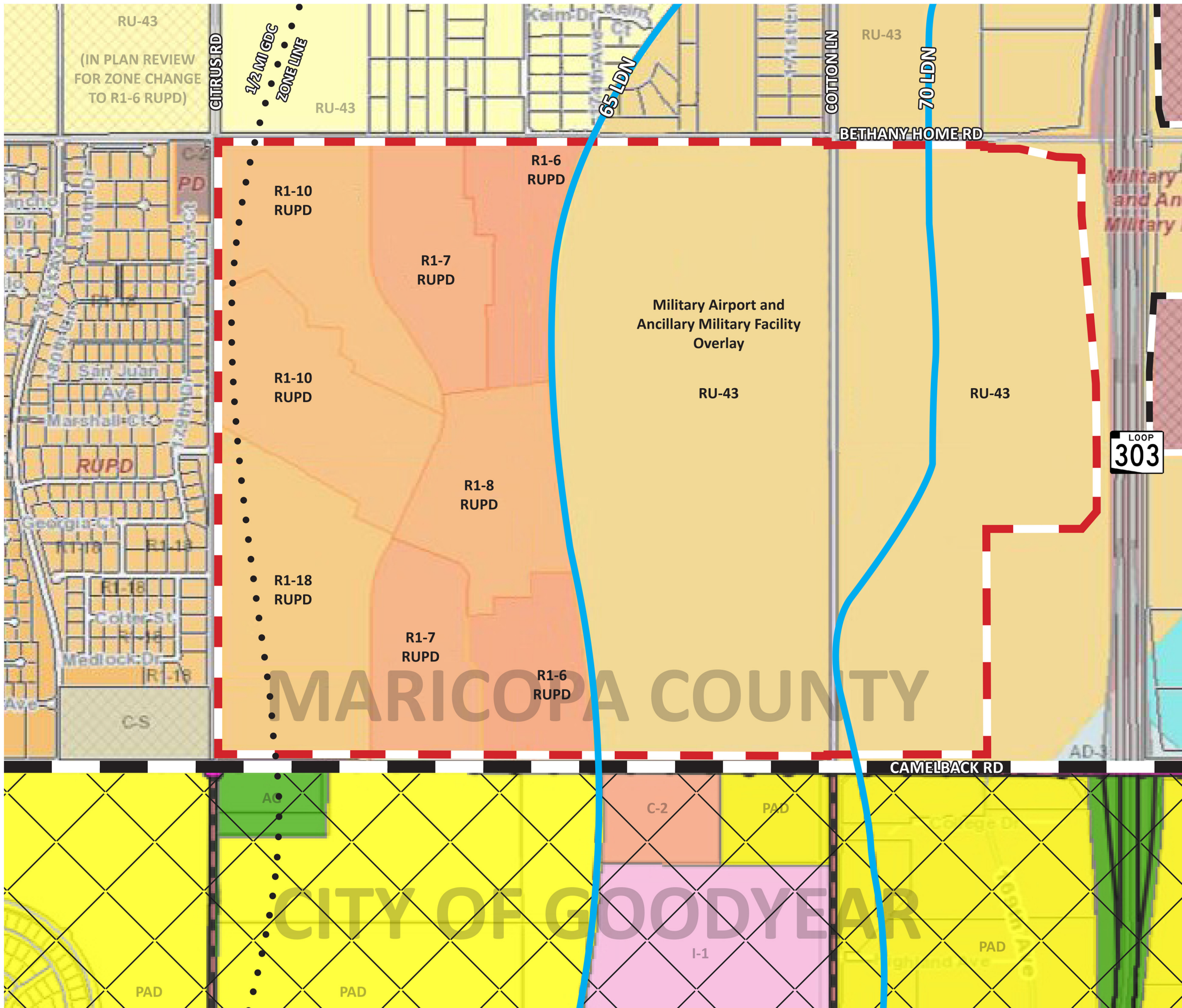
LUKE AIR FORCE BASE NOISE CONTOUR LINES



GRADUATED DENSITY CONCEPT (GDC)



JURISDICTIONAL BOUNDARY



MARICOPA COUNTY

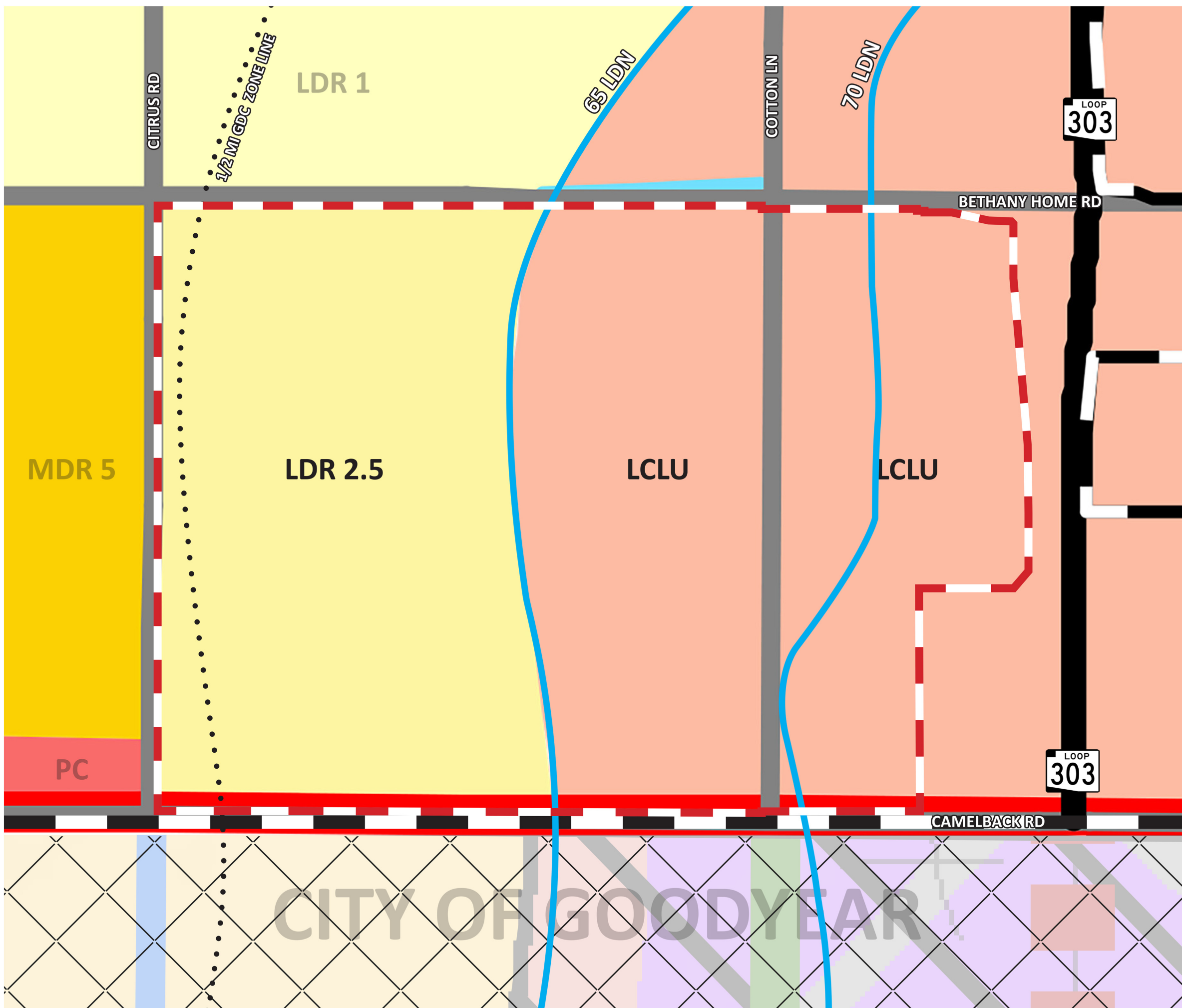
CITY OF GOODYEAR

# ALLEN RANCHES

GLENDALE, ARIZONA

## EXISTING GENERAL PLAN LAND USE MAP

FIGURE 3



— Project Boundary

••• Graduated Density Concept

— Luke Air Force Base Noise Contour Lines

— Jurisdictional Boundary

### General Plan Categories

#### Residential

- LDR 1 - Low Density Residential 0 - 1 du/ac
- LDR 2.5 - Low Density Residential 1 - 2.5 du/ac
- MDR 3.5 - Medium Density Residential 2.5 - 3.5 du/ac
- MDR 5 - Medium Density Residential 3.5 - 5.0 du/ac
- LCLU - Luke Compatible Land Use Area
- PC - Planned Commercial
- LI - Industrial

--- Glendale City Limits

▭ Glendale Municipal Planning Area

≡ Freeway / Highway

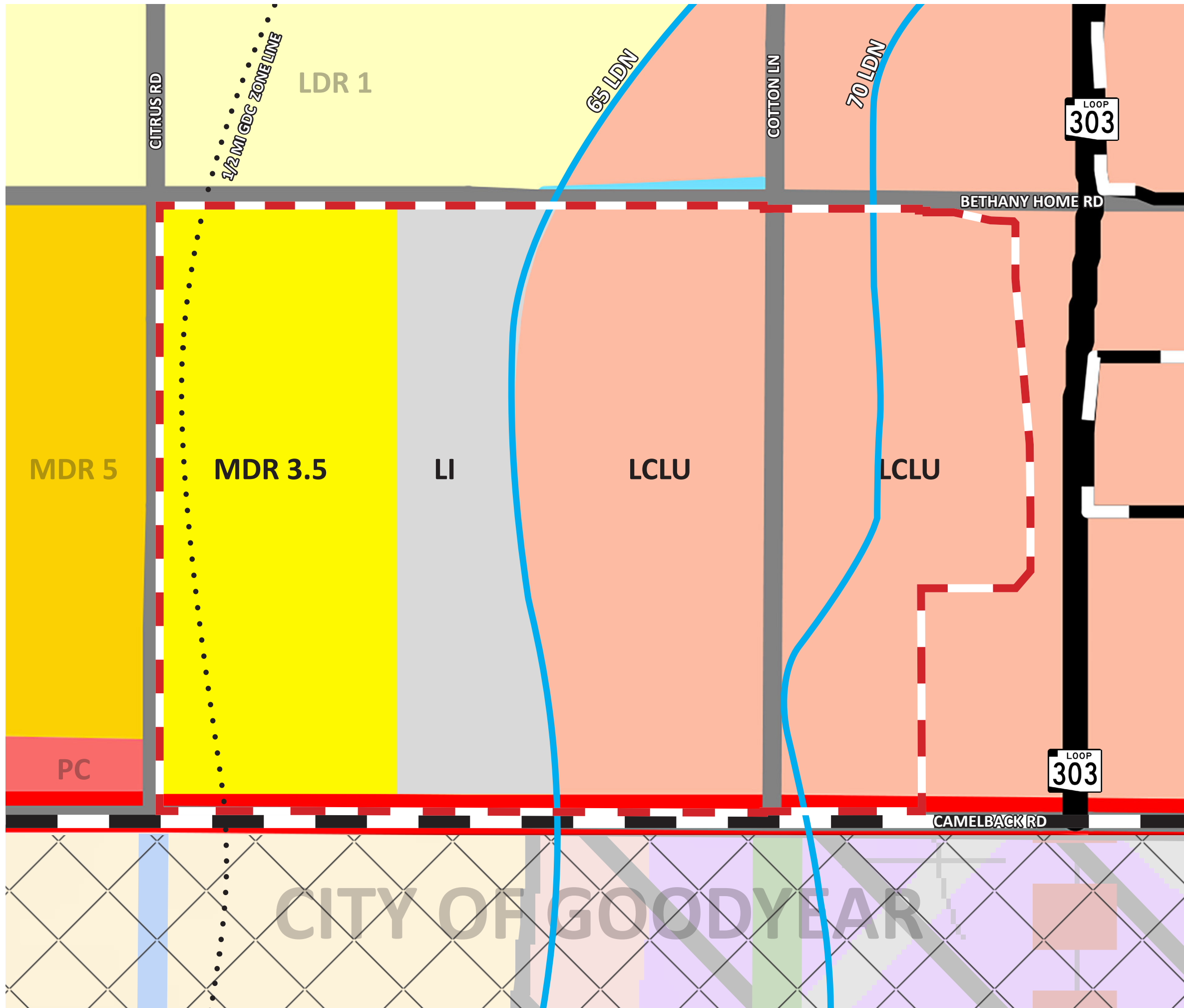
≡ Arterial

# ALLEN RANCHES

GLENDALE, ARIZONA

## PROPOSED GENERAL PLAN LAND USE MAP

FIGURE 4



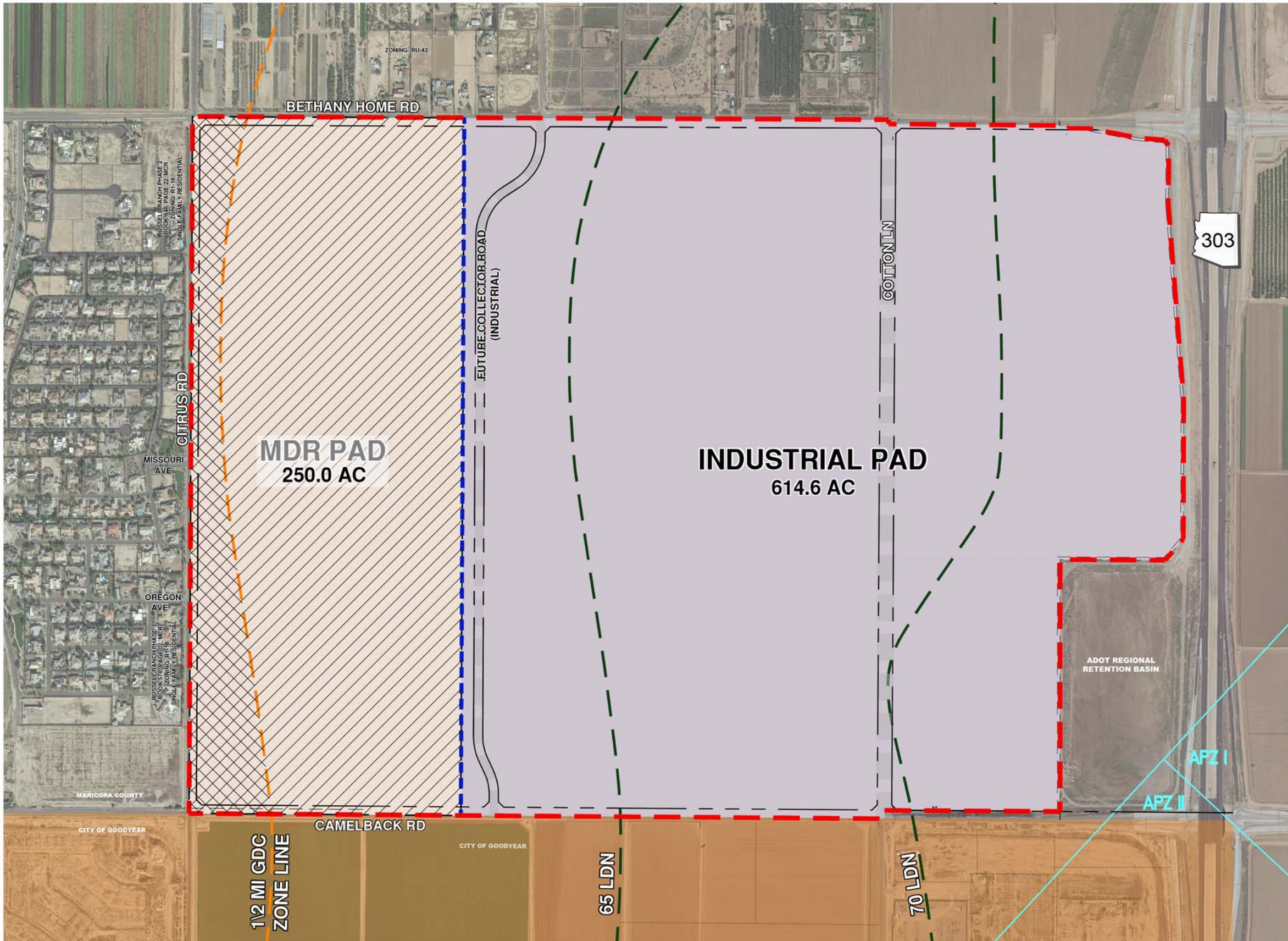
- Project Boundary
- Graduated Density Concept
- Luke Air Force Base Noise Contour Lines
- Jurisdictional Boundary

- ### General Plan Categories
- Residential**
- LDR 1 - Low Density Residential 0 - 1 du/ac
  - LDR 2.5 - Low Density Residential 1 - 2.5 du/ac
  - MDR 3.5 - Medium Density Residential 2.5 - 3.5 du/ac
  - MDR 5 - Medium Density Residential 3.5 - 5.0 du/ac
  - LCLU - Luke Compatible Land Use Area
  - PC - Planned Commercial
  - LI - Industrial
- Glendale City Limits
  - Glendale Municipal Planning Area
  - Freeway / Highway
  - Arterial

CITY OF GOODYEAR

## PAD DEVELOPMENT PLAN

FIGURE 5



N.T.S

**OWNER/APPLICANT**

ALLEN RANCHES LLC  
711 5TH AVENUE, 8TH FLOOR  
NEW YORK, NEW YORK 10022  
PHONE: (212) 339-2548  
CONTACT: MR JAMES QUINN

**OWNER/APPLICANT**

MARICOPA WATER DISTRICT  
P.O. BOX 900  
WADDELL, AZ 85353  
PHONE: (623) 546-8266

A PORTION OF SECTIONS 13 & 14, TOWNSHIP 2 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER MERIDIAN, MARICOPA COUNTY, ARIZONA

**LEGEND**

- PROJECT BOUNDARY
- ZONING BOUNDARY

**LAND USES**

- INDUSTRIAL: INDUSTRIAL PAD
- RESIDENTIAL: MDR PAD
- 1/2 MILE GDC ZONE
- 1 MILE GDC ZONE

SITE DATA				
Land Use	Gross Area (Acres)	Net Area (Acres)	Zoning District (PAD)	Max Dwelling Units (DU)
Industrial	614.6	577.8	Industrial PAD	N/A
Residential	250.0	217.6	MDR PAD	819 *
<b>PROJECT TOTAL</b>	<b>864.6</b>	<b>798.7</b>		<b>819</b>

Industrial PAD development per modified M-2 PAD Development Standards.

MDR PAD development per modified R1-4 PAD, R1-6 PAD & R1-8 PAD Development Standards.

Gross and net land area may be administratively modified up to 5% of the defined land area with the administrative review of the city of Glendale Planning Director.

\* Overall GDC Zone Density Allowed = 819 units/366.8 ac. = 2.2 DU/AC (1/2 mile and 1 mile GDC area)

ALLEN RANCHES	GRADUATED DENSITY CONCEPT ZONE (GDC) DATA			
	GDC ZONE	GROSS AREA	GROSS DENSITY	UNITS ALLOWED
	1/2 MILE *	324.1	2.0	324.1 ac X 2 du/ac = 648
	1 MILE **	42.7	4.0	42.7 ac X 4 du/ac = 171
	<b>TOTAL</b>	<b>366.8</b>	<b>2.2</b>	<b>366.8 ac X 2.2 du/ac = 819</b>

**1/2 mile and 1 mile GDC Area:**

Overall GDC Density Allowed = 819 units / 366.8 ac = 2.2 du/ac.

\*1/2 MI GDC Zone includes the half rights of way of Bethany Home and Camelback Roads and the industrial area outside of the 65 LDN countour line.

\*\*1 MI GDC Zone includes half rights of way of Bethany Home, Camelback and Citrus Roads.

# ALLEN RANCHES

GLENDALE, ARIZONA

## RESIDENTIAL CONCEPTUAL SITE PLAN

FIGURE 6



SITE DATA TABLE						
Phase/Parcel	Zoning District (PAD)	Lot Size	Lot Count	Gross Area	Net Area	Gross Density (DU/AC)
<b>Phase I</b>						
A	R1-6 PAD	65X125	71	29.1	23.1	2.4
B	R1-6 PAD	55X120	87	25.5	20.9	3.4
C	R1-4 PAD	45X115	110	25.3	24.3	4.3
D	R1-8 PAD	75X135	66	31.7	28.1	2.1
F	R1-4 PAD	40X115	75	13.3	12.9	5.7
<b>Sub-Total</b>			<b>409</b>	<b>124.9</b>	<b>109.3</b>	-
<b>Phase II</b>						
G	R1-4 PAD	40X115	60	12.9	12.2	4.7
H	R1-8 PAD	75X135	73	34.1	30.7	2.1
I	R1-4 PAD	45X115	71	15.7	15.4	4.5
J	R1-6 PAD	65X125	85	33.0	26.3	2.6
K	R1-6 PAD	55X120	62	20.3	15.2	3.1
<b>Sub-Total</b>			<b>351</b>	<b>116.0</b>	<b>99.8</b>	-
<b>Ancillary Uses</b>						
E	R1-4 PAD	Community Park	-	8.9	8.3	-
<b>PROJECT TOTAL</b>			<b>760</b>	<b>249.7</b>	<b>217.4</b>	<b>3.0</b>

**LEGEND**

- Property Boundary (Pink dashed line)
- Parcel Boundary (Red dashed line)
- Phase Line (Blue dashed line)
- Amenity (Green star symbol)

**TYPICAL LOT SIZES**

- 40 X 115 (Lightest tan)
- 45 X 115 (Light tan)
- 55 X 120 (Medium tan)
- 65 X 125 (Dark tan)
- 75 X 135 (Darkest tan)

GRADUATED DENSITY CONCEPT ZONE (GDC) DATA						
GDC ZONE	FORMULA	UNITS ALLOWED	UNITS PROVIDED	GROSS AREA	GROSS DENSITY	
1/2 MILE *	324.1 ac X 2 du/ac	648	648	324.1	2.0	
1 MILE **	42.7 ac X 4 du/ac	171	112	42.7	2.6	
<b>TOTAL</b>	<b>366.8 ac X 2.2 du/ac</b>	<b>819</b>	<b>760</b>	<b>366.8</b>	<b>2.1</b>	

1/2 mile and 1 mile GDC Area:  
Overall GDC Density Allowed = 819 units / 366.8 ac = 2.1 du/ac.

**Project Site:**  
758 units / 250.01 ac = 3.1 du/ac within the proposed developable residential area.

\*1/2 MI GDC Zone includes the half rights of way of Bethany Home and Camelback Road and the Industrial area outside of the 65 LDN contour line.

\*\*1 MI GDC Zone includes half rights of way of Bethany Home, Camelback and Citrus Roads.

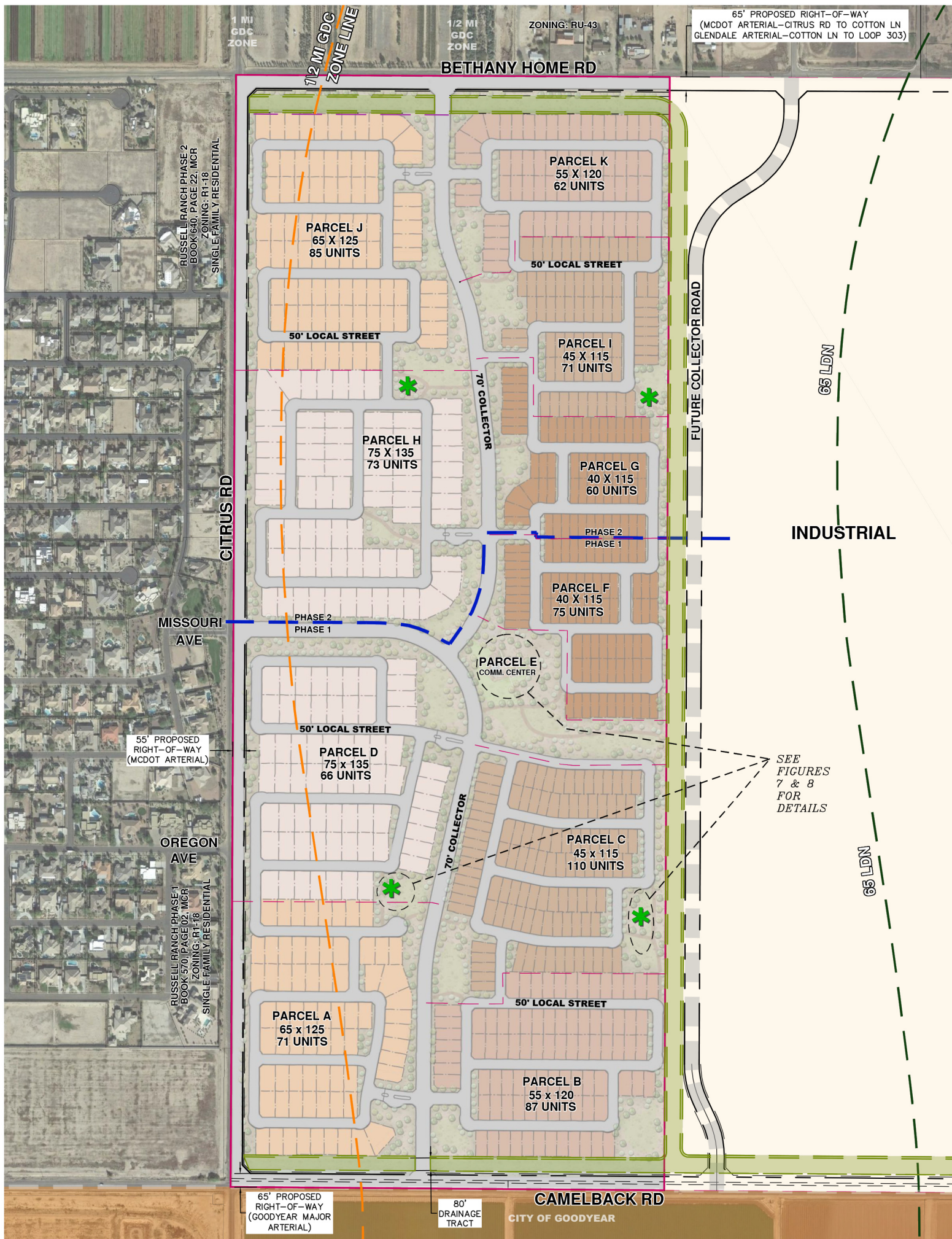
PERCENT OF LOTS AND DENSITY						
Lot Size	# of Lots	Gross Area	Net Area	Gross Density	Net Density	% of Lots
40x115	135	26.1	25.1	5.2	5.4	18%
45x115	181	41.0	39.7	4.4	4.6	24%
55x120	149	25.5	20.9	5.8	7.1	20%
65x125	156	62.1	49.4	2.5	3.2	21%
75x135	139	65.8	58.8	2.1	2.4	18%
<b>TOTAL</b>	<b>760</b>	<b>220.6</b>	<b>193.9</b>	<b>3.4</b>	<b>3.9</b>	<b>100%</b>

PUBLIC FACILITIES DATA TABLE		
FACILITY	QUANTITY	% OF GROSS AREA
OPEN SPACE (TOTAL)	39.4 ACRES	15.8%
OPEN SPACE (Parcel E)	7.6 ACRES	3.0%
TRAILS	5,289 LINEAL FEET	-
DRAINAGE CHANNELS	7.3 ACRES	-
ARTERIAL STREETS (Perimeter Streets 1/2 R/W)	9,293 LINEAL FEET	-
COLLECTOR STREETS (70 Feet Wide, Public)	6,482 LINEAL FEET	-
LOCAL STREETS (50 Feet Wide, Public)	36,890 LINEAL FEET	-

CONCEPTUAL SITE PLAN AS SHOWN IS SUBJECT TO CHANGE AS LONG AS CHANGES CONFORM TO THE PAD DEVELOPMENT PLAN. LOTTING WILL BE DESIGNED AT THE SUBDIVISION PROCESS STAGE.

**HILGARTWILSON**  
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2141 E. HIGHLAND AVE., STE. 250  
PHOENIX, AZ 85016  
P: 602.490.0535 F: 602.368.2436  
PROJECT NUMBER: 1383  
APRIL 2020

U:\1300\1383\1383.0203 - Allen Ranches (A&C)\PLANNING\ENTITLEMENT\PAD REZONE\1st SUBMITTAL\FIGURES\1383 - PAD FIG 6 - CSP-05.dwg 5/8/2020 2:50:48 PM



**CONCEPTUAL COMMUNITY  
CENTER ENLARGEMENT**

**FIGURE 7**



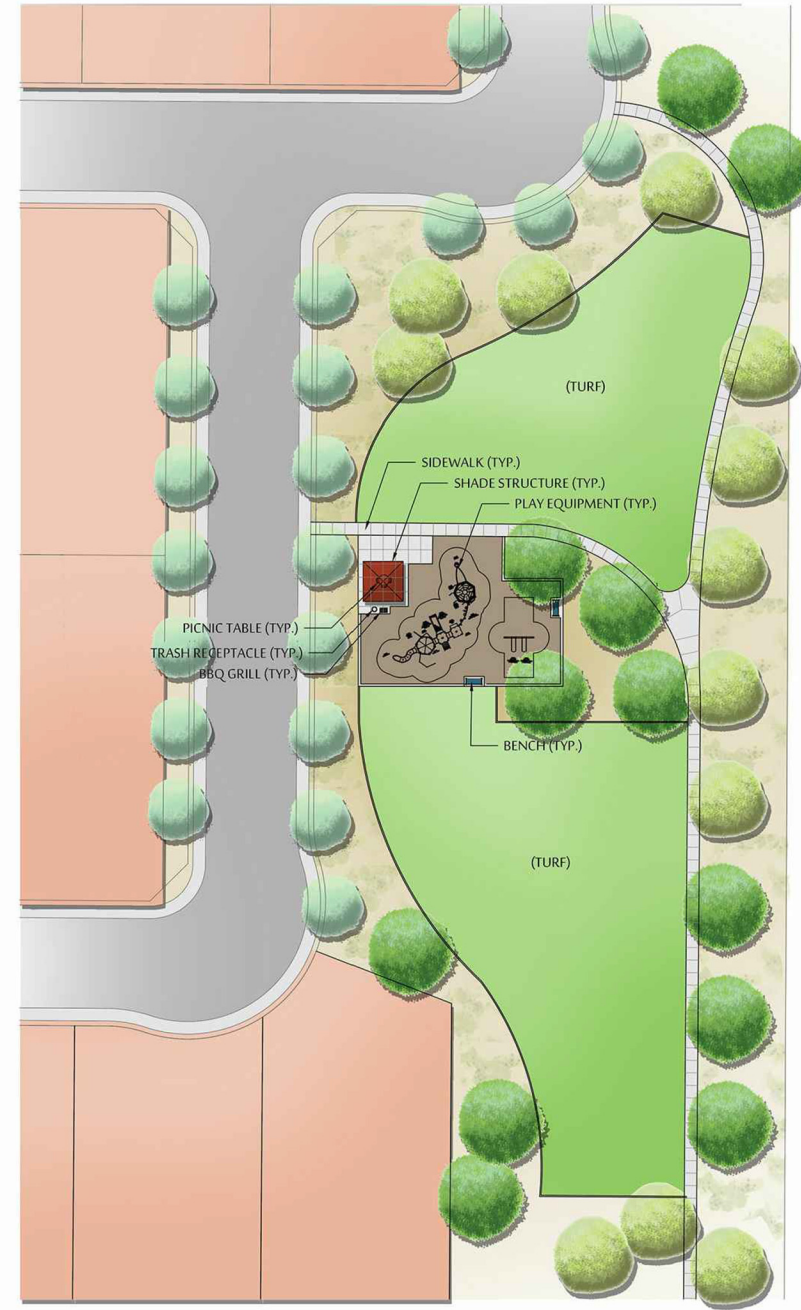
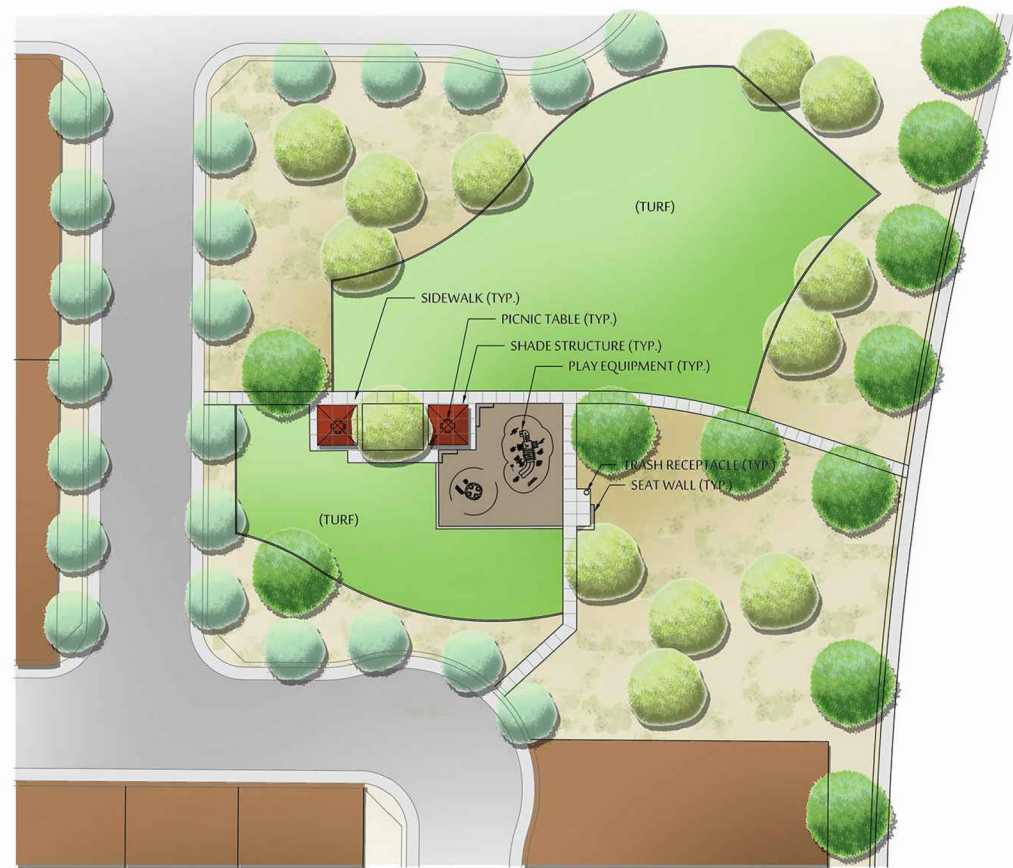
**ALLEN RANCHES**  
CONCEPTUAL COMMUNITY CENTER ENLARGEMENT

CONCEPTUAL AMENITY DETAIL AS SHOWN IS  
SUBJECT TO CHANGE AS LONG AS CHANGES  
CONFORM TO THE PAD DEVELOPMENT PLAN



**CONCEPTUAL AMENITIES  
 ENLARGEMENT**

**FIGURE 8**



**ALLEN RANCHES**  
 CONCEPTUAL AMENITIES ENLARGEMENT  
 NEC OF CAMELBACK RD. & CITRUS RD.  
 FEBRUARY 4, 2020

CONCEPTUAL AMENITY DETAIL AS SHOWN IS  
 SUBJECT TO CHANGE AS LONG AS CHANGES  
 CONFORM TO THE PAD DEVELOPMENT PLAN



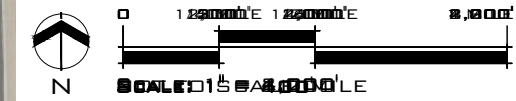
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# ALLEN RANCHES

GLENDALE, ARIZONA

## CONCEPTUAL WALL AND SIGNAGE PLAN

FIGURE 9



### LEGEND

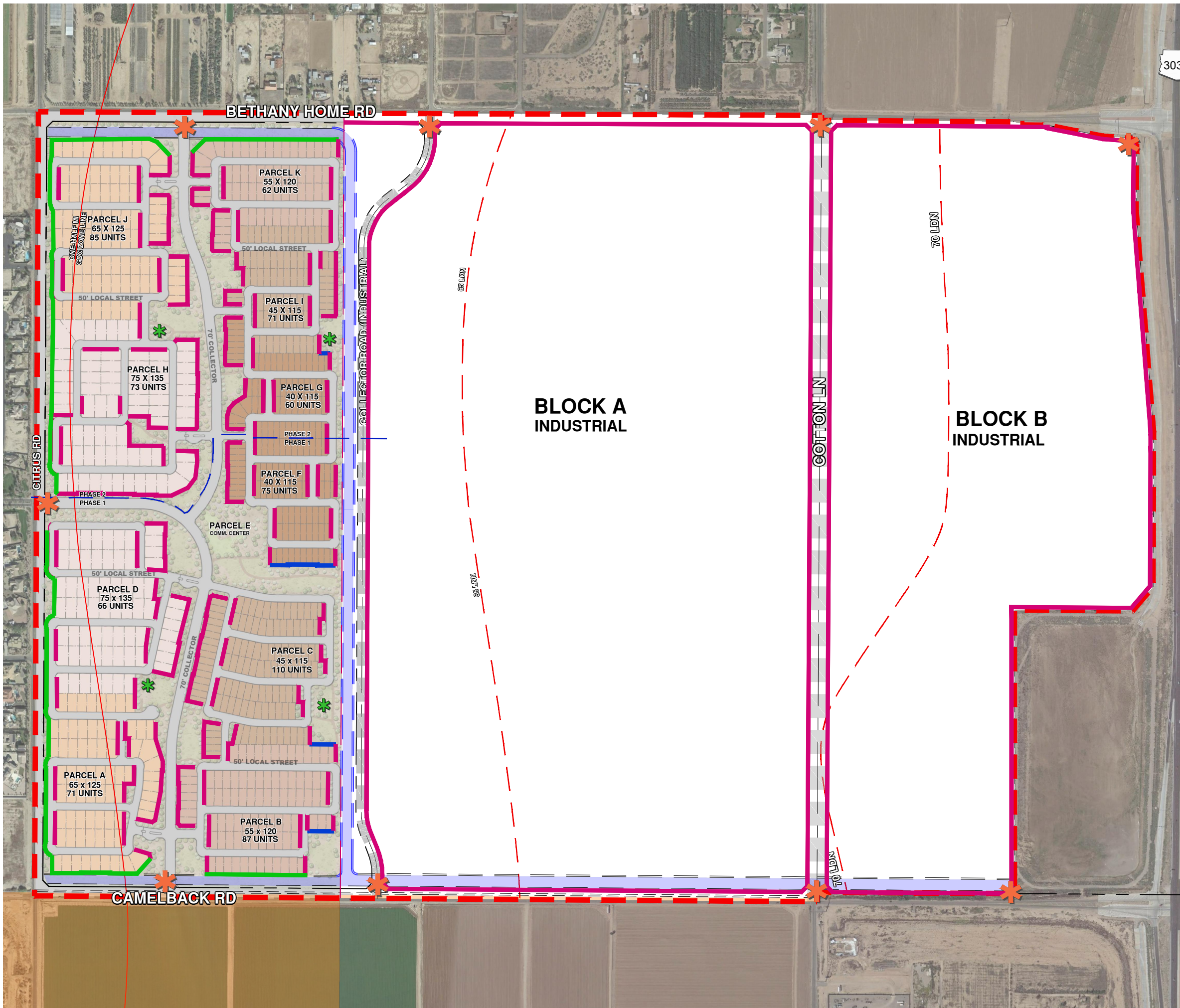
- Project Boundary
- 8' Theme Wall
- 6' Secondary Theme Wall
- View Fence
- Entry Monument

### NOTE:

SCREENING ON INDUSTRIAL PROPERTY MAY BE PROVIDED THROUGH WALLS, CHAIN LINK FENCE AND/OR LANDSCAPING AS APPROPRIATE FOR THE USE AND WILL BE PROVIDED AT THE TIME OF SITE PLAN REVIEW.

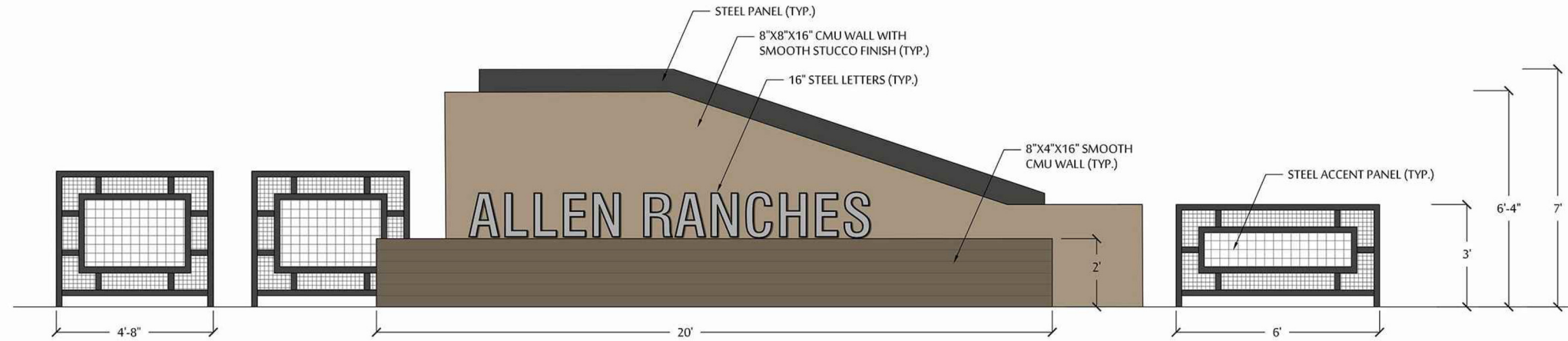
THEME COLUMNS WILL BE PROVIDED PER GLENDALE REQUIREMENTS.

CONCEPTUAL SITE PLAN AS SHOWN IS SUBJECT TO CHANGE AS LONG AS CHANGES CONFORM TO THE PAD DEVELOPMENT PLAN.



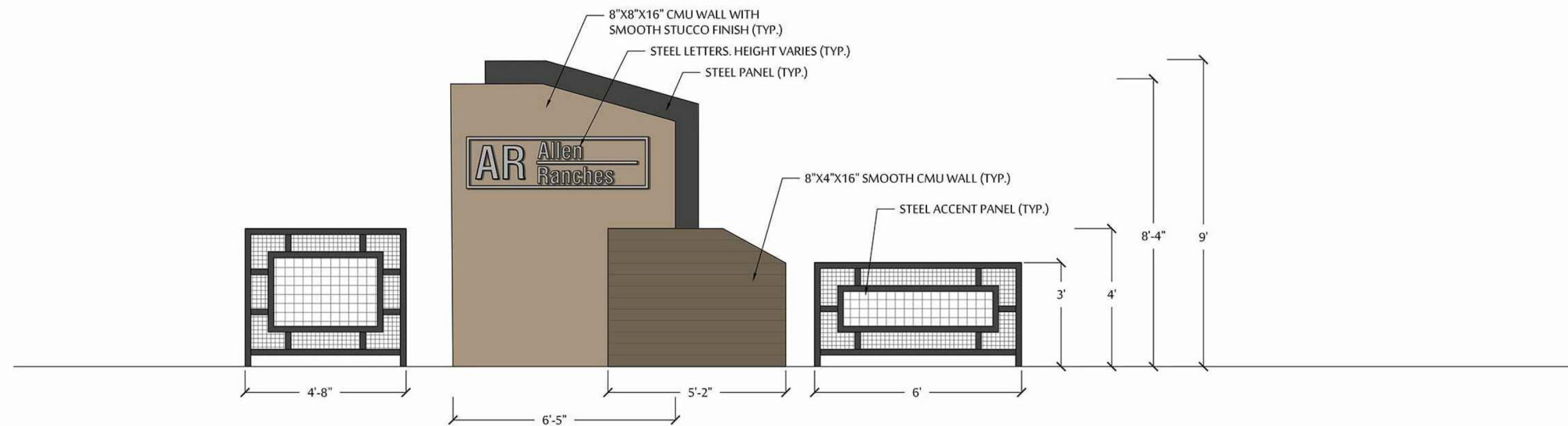
**CONCEPTUAL WALL AND MONUMENT DETAILS**

**FIGURE 10A**



**A** SIGN MONUMENT - SINGLE-FAMILY DEVELOPMENT

SCALE: 1/2" = 1'-0"



**A** SIGN MONUMENT - INDUSTRIAL DEVELOPMENT

SCALE: 1/2" = 1'-0"

**ALLEN RANCHES**  
 CONCEPTUAL WALL & MONUMENT DETAILS

NEC OF CAMELBACK RD. & CITRUS RD.

FEBRUARY 4, 2020

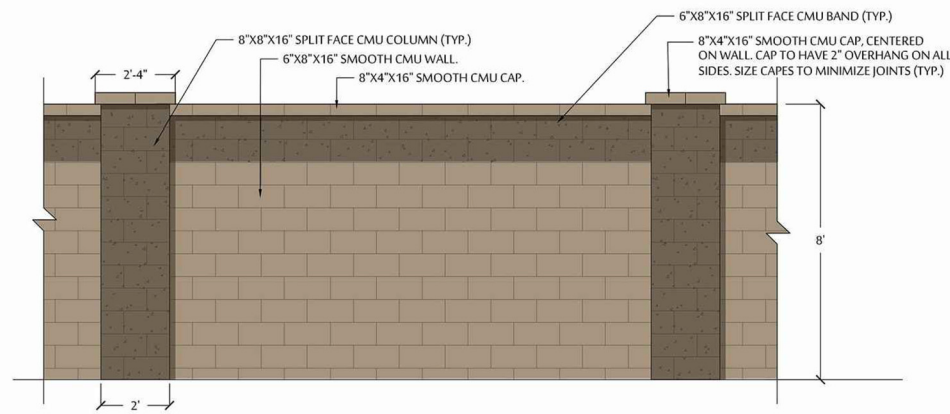


CONCEPTUAL DESIGN SHOWN  
 IS SUBJECT TO CHANGE.



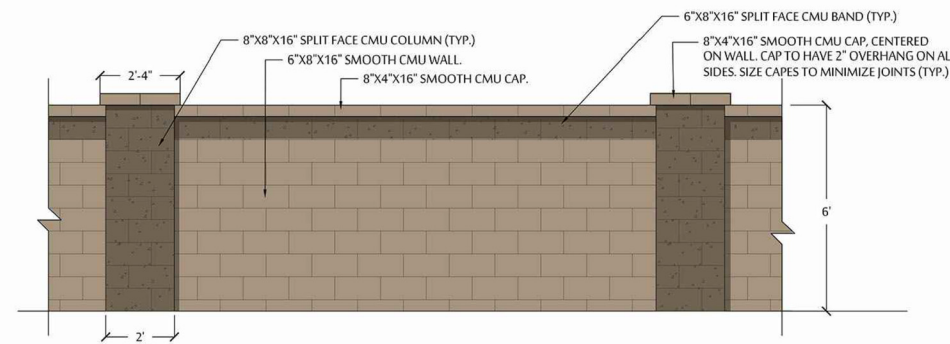
**CONCEPTUAL WALL AND MONUMENT DETAILS**

**FIGURE 10B**



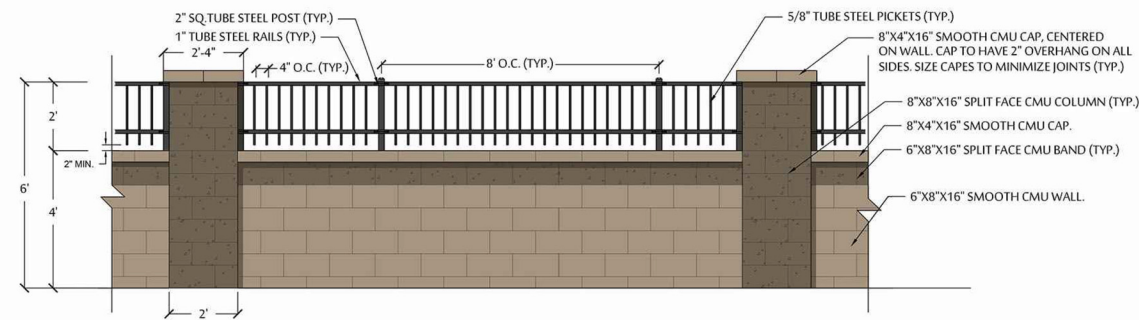
**A** THEME WALL

SCALE: 1/2" = 1'-0"



**B** SECONDARY THEME WALL

SCALE: 1/2" = 1'-0"



**C** PARTIAL VIEW FENCE

SCALE: 3/8" = 1'-0"

**ALLEN RANCHES**  
 CONCEPTUAL WALL & MONUMENT DETAILS

NEC OF CAMELBACK RD. & CITRUS RD.

FEBRUARY 4, 2020

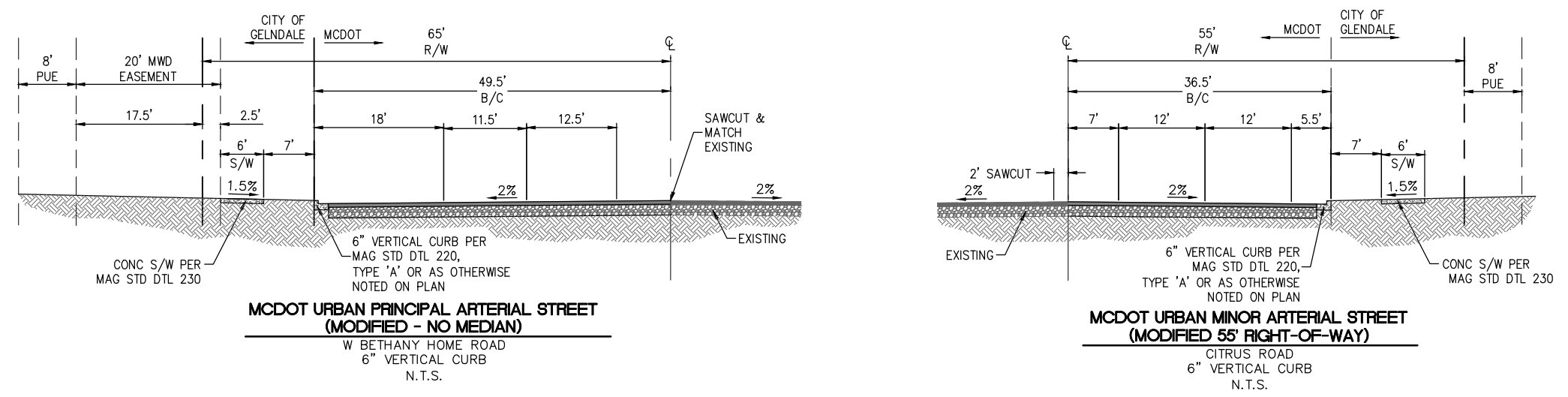
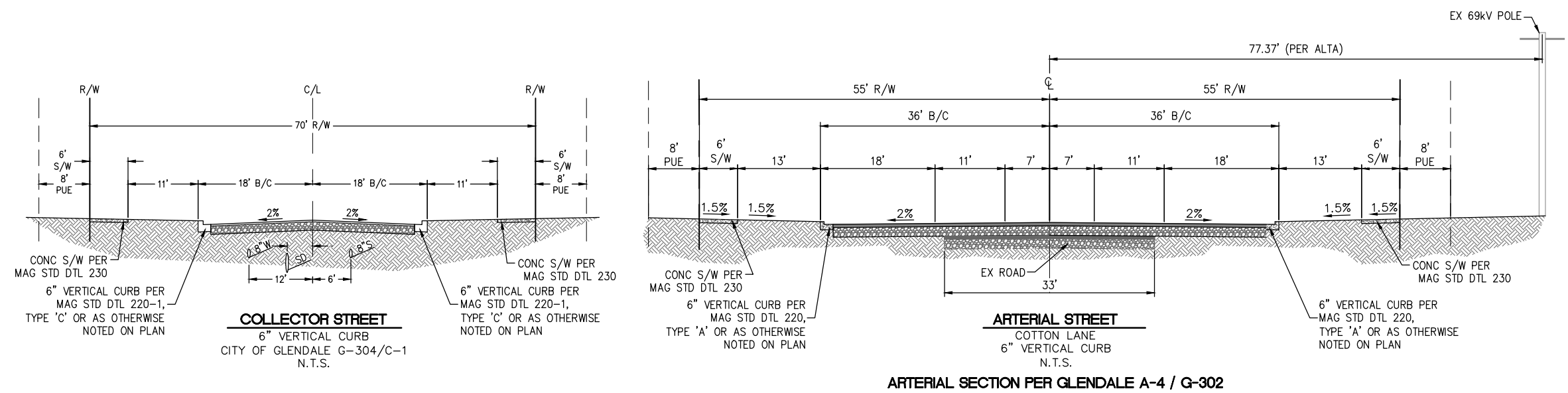
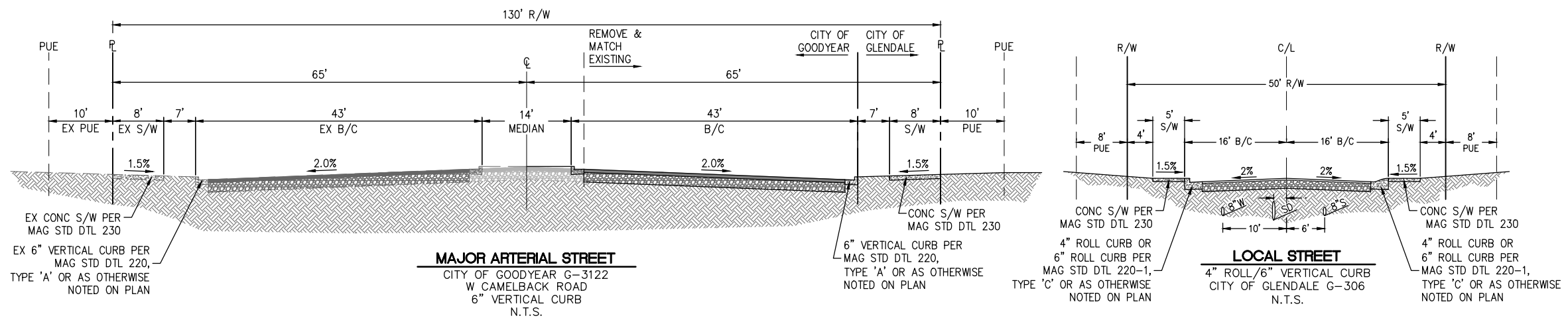


CONCEPTUAL DESIGN SHOWN  
 IS SUBJECT TO CHANGE.



## PROPOSED ROADWAY CROSS SECTIONS

FIGURE 11



# ALLEN RANCHES

GLENDALE, ARIZONA

## PHASING PLAN

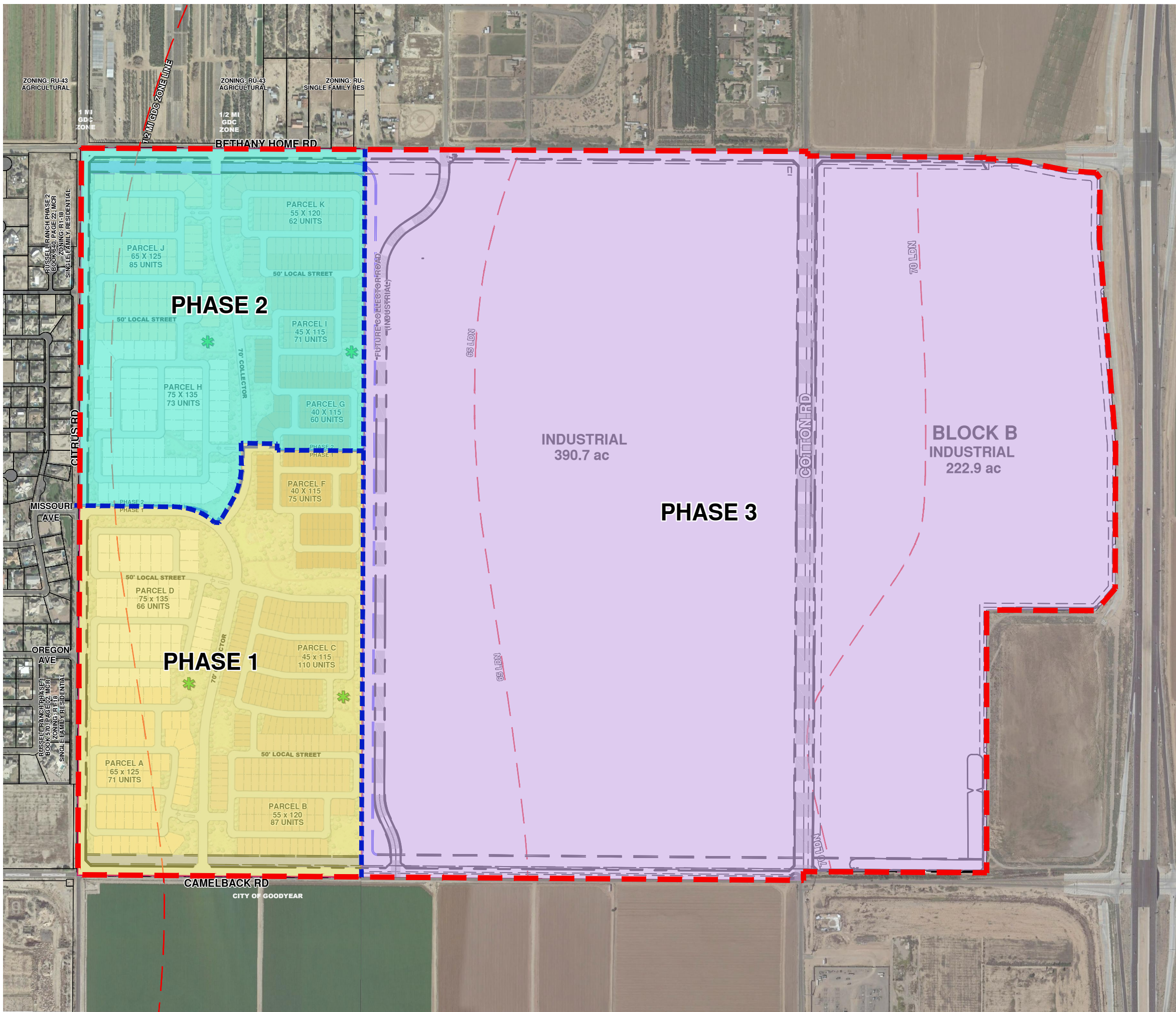
FIGURE 12



N NOT TO SCALE

### LEGEND

- Project Boundary
- Phase Line
- Phase 1
- Phase 2
- Phase 3



THIS PLAN IS INFORMATIONAL ONLY AND SUBJECT TO CHANGE BASED ON MARKET CONDITIONS.

 **HILGARTWILSON**  
ENGINEER | PLAN | SURVEY | MANAGE  
2141 E. HIGHLAND AVE., STE. 250 PROJECT MANAGER:  
PHOENIX, AZ 85016 D. PADDOCK, AICP  
P: 602.490.0535 PROJECT NUMBER: 1383  
F: 602.368.2436 APRIL 2020

U:\1300\1383\1383.0203 - Allen Ranches (A&C)\PLANNING\TITLEMENT\PAD REZONE\2nd SUBMITTAL\FIGURES\1383 - PAD FIG 12 - Phasing Plan.dwg  
5/8/2020 4:10:23 PM