

ALSUP 303 Industrial Park



PLANNED AREA DEVELOPMENT

Zoning Case: _____
SR19-0286

NEC of 159th Avenue & Camelback Road
Glendale, AZ

Prepared: March 3rd, 2020

Prepared for
Merit Partners, Inc.

PROJECT TEAM

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I. Proposal Overview

Merit Partners, Inc. (the “Developer”) plans to develop an approximately 73 gross acre property located at the northeast corner of 159th Avenue and Camelback Road (the “Property”). See **Vicinity Map and Aerial Map** attached as **Exhibit 1**. This application requests approval of a Planned Area Development (“PAD”) District to allow an industrial distribution and warehouse development called ALSUP 303 Industrial Park. The Applicant seeks to develop the Property in accordance with the M-I zoning and modify development standards to create a state-of-the-art industrial development nearby the expanding State Route 303 Loop transportation corridor.

The Property has been used for agricultural purposes for several years and is unimproved with no buildings and dirt roadways on the perimeter of the site with the exception of Camelback Road to the south which is a paved two lane road with a current ROW of 80’. Rezoning the property to PAD for industrial uses will permit the development of industrial and other uses which are compatible with the City of Glendale General Plan designation of Luke Compatible Land Uses and comply with state statutes concerning land uses within the vicinity of a military installation. It will eliminate residential land uses as a permitted use.

The site is located within the Luke Air Force Base noise contours of 70 DNL and 75 DNL. Industrial land uses for these properties are appropriate, considering the accident potential and noise impacts from daily activities conducted on the base and due to the proximity of the project to the runway.

This property is approximately within a mile of State Route 303 Loop. The property is bounded by a vegetable farm and EPCOR Water Company to the north. To the east and across the Falcon Drive Alignment is a motor sports park with a parking lot, racetrack and no structures. To the south across Camelback Road is vacant farmland. To the West is also vacant land that is owned by Maricopa County.

The ALSUP 303 Industrial Park PAD is crafted to permit only uses which are compatible with the mission of Luke Air Force Base, the City of Glendale General Plan, and Arizona Revised Statutes for territory near a military airport. The Planned Area Development regulations are tailored to the intended development.

II. Existing Zoning and General Plan

The subject property is currently outside of the City of Glendale and is within Unincorporated Maricopa County. The majority of the site is currently zoned as Rural 43 (RU-43) with a small triangle of Airport District Two (AD-2) per the Maricopa County Zoning Ordinance. See Zoning Map attached at **Exhibit 2**. The Property will be annexed into the City of Glendale as part of the entitlement process. The developer has submitted a City of Glendale Pre-Annexation Development Agreement with a legal description of the site, attached as **Exhibit 6**. MERIT PARTNERS propose to rezone the entire Property from RU-43 and AD-2(County) to PAD for industrial uses.

The proposed PAD zoning is consistent with the industrial PAD zoning on nearby properties in the area to the north along the Loop 303 corridor. There are many other industrial zoning designations that occurs along the nearby Loop 303 Freeway corridor in other jurisdictions as well. The corridor is experiencing rapid growth as a major industrial and distribution hub.

With the annexation into the City of Glendale the current Maricopa County General Plan Land Use classification of Military Compatible will be converted to the closest City of Glendale General Plan Land Use category, which would be the Luke Compatible Land Use (LCLU). The proposed use is consistent with the Glendale General Plan land use LCLU designation. The Luke Compatible Land Use Area recommends non-residential uses as well as safe and compatible development, like the type proposed with this application. See the **General Plan Map** shown as **Exhibit 3**. Future industrial development is encouraged. Constructing an industrial distribution and warehouse development is in conformance with the existing City of Glendale General Plan for the Property.

III. Planned Area Development

a) Overview and Intent

The intent of the ALSUP 303 Industrial Park PAD is to allow industrial; manufacturing, e-commerce, and office uses as well as development standards that ensure appropriate flexibility for such developments. The PAD will allow industrial and employment uses that are compatible with the nearby Loop 303 Freeway Corridor and are in conformance with the underlying zoning and uses along this freeway.

A specific user(s) has not been identified at this time. The plans, exhibits, and images presented herein are conceptual only and intending to convey the type, intensity, and quality of development expected at this location. Once specific users are identified, a design review application (site plan, building architecture, landscaping, signage, grading, etc.) will be submitted for administrative review by City of Glendale staff.

b) Permitted Uses

This PAD and its permitted uses defined below are intended to accommodate industries involving office, light manufacturing, assembling, warehousing, e-commerce, and wholesale activities. Associated office and related retail uses are also included within this district. The manufacturing or assembly of finished products so long as the primary use of the property is not the basic processing and compounding of raw materials.

Uses shall include all uses allowed in the Light Industrial (M-1) zoning district of the Glendale Zoning Ordinance as well as offices for professional, administrative, clerical, financial, medical, business, or professional services; medical, dental and clinical laboratories / research facilities; business support services; data center, call centers and data recovery centers; wholesale sales and distribution of finished goods; retail as an accessory use (not to exceed 10%) to the primary use.

In addition to the uses listed above, all uses subject to conditions per section 5.843 of the Glendale Zoning Ordinance shall be included along with uses subject to conditional use permits per section 5.844, accessory uses per section 5.845 and temporary uses per section 3.920 of the Glendale Zoning Ordinance.

c) Site Plan

To maximize and attract potential users, the PAD introduces a conceptual site plan to help illustrate how the property could be designed with two buildings or as a single large building. This ensures optimal flexibility while demonstrating potential development options. A conceptual development plan shows how the site could possibly be developed but does not necessarily depict what will be constructed on the site. See **Conceptual Site Plan** as **Exhibit 4**.

The conceptual site plan indicates building layouts; however, two warehouse buildings or one single larger building with approximately 1,500,000 sf could occur on the site. The largest building site plan covers approximately 47% of the lot. These representative square footages are based on the concepts shown, but do not reflect an ultimate final site plan. Final site plans could be of different configurations and vary in size with additional square feet. Lot coverages would remain under 51% for most design scenarios.

The proposed site plan has two points of access from 159th Avenue and four points along Camelback Road. The circulation design provides separation of cars and trucks where possible and transport trucks can access various points of the buildings. Employee parking is provided along 159th Avenue as well as Camelback Road. A parking study has been completed that justifies the parking provided for the project based upon the deviations noted in the development standards below.

d) Development Standards

As reflected through Table A below, the development standards for the ALSUP 303 Industrial Park PAD are created to facilitate industrial warehouse development. Most specifically, the permitted heights and intensity will permit the development of a highly attractive and superior industrial warehouse development representative of the types of development along the 303 Freeway Corridor further to the south. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the PAD shall apply.

Table A: Comparative Development Standards Table

	M-1	PAD Proposal
Min. Lot Area	6,000	6,000
Max. Lot Area	N/A	N/A
Building Setbacks		
• Front	25'	25'
• Rear	60'	60'
• Side	60'	60'
• Street Side	25'	25'

Max. Building Height	30'	120' Rooftop building appurtenances can exceed roof height up to 120' maximum provided they are more than 20' from the building's roof edge. Roof mounted equipment shall be fully screened from the adjacent public street views. Material silos or other similar building specific support
Max. FAR	.3	.5 (Mezzanine SF area excluded from FAR ratio)
Parking <ul style="list-style-type: none"> • Warehouse/Distribution/Data Center • Office • Accessory retail uses 	1/600 sf 1/300 sf 1/250sf	1/2000 sf 1/300 sf 1/250 sf (Mezzanine sf area excluded from parking calculations)
Signage Height	10'	20'

PAD Deviation Rationale

i. **Height:** Building height needs to be flexible to meet specific tenant needs. Typically, the norm for an anticipated industrial building in this market may suggest 40' of clear height inside, resulting in a building height in the 50' range. However, in this case, there is the potential for a unique distribution or manufacturing use that may include multiple levels of storage platforms or automated systems, resulting in the need for increased height. Site appurtenances, such as material silos or other building specific support equipment, may be required to exceed the building height. In such cases, location and treatment of such elements shall be considered and incorporated into the overall design solution.

ii. FAR: A distinction should be made between additional building floors and storage mezzanines. Often, storage mezzanines or multi-level automated storage platforms are incorporated into the tall clear height of a large distribution facility. Mezzanines fall within a portion of the already defined volume and footprint of the building and do not impact the visual appearance or height of the exterior of the building, thus not impacting the perceived density addressed by FAR. They are often limited in actual employee population and used for a different type of storage or processing that does not require the otherwise high bay volume of the space.

iii. Parking: Reduced parking ratios requested for the warehouse/distribution portion of the building consider the anticipated heavy storage/limited occupancy characteristics of the potential tenant mix for the project. As storage systems become more automated and based on historical ratios of warehouse employees to actual storage space, 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 workspace. Such calculations should be evaluated with specific tenant plans when submitted for entitlements. Based on the large open spaces available within the dock areas of these types of buildings, supplemental parking areas are available based on specific tenant needs, providing flexibility to increase parking ratios as required.

e) Performance Standards/Use Limitations

i. Nuisances: Uses shall be permitted within this district, unless such uses are or may become obnoxious or offensive by reason of odor, dust, smoke, noise, gas fumes, cinders, vibrations, glare, refuse, or air or water pollution emissions.

ii. Enclosures: All uses permitted in this district shall be typically 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. Design and height shall be approved by the approved authorizing administrative body.

- iii. **Hazards:** All explosive and hazardous materials and processes require approval by Glendale Fire Department. All manufacturing, storage, and waste processes shall meet all safety and environmental standards as administered by the fire department.
- iv. **Dark Skies:** Lighting plans shall be submitted with each Design Review application illustrating that on-site lighting does not exceed one-foot candle at the property line. On-site lighting shall be dark sky compliant and all lighting shall comply with the City of Glendale Outdoor Light Control Ordinance.

f) **Landscape Buffer and Dock Screens**

Landscape buffers and screen wall requirements shall conform to Section 7.200 of the Glendale Zoning Ordinance. The design, materials and colors for all walls, fences and screening devices visible from public view will be uniform in appearance. An 8' wall enclosing the truck courts shall be provided along the north and south property lines to help screen the truck loading and maneuvering area.

IV. Landscape Design

Landscaping will be designed to complement the building architecture overall design theme for the site. All materials will comply with the City of Glendale low water use plant palette. The Camelback Road frontage landscaping will provide an attractive public edge to the property. Perimeter site boundaries will define the parcel and provide a pleasing common boundary with adjacent sites. Enhanced landscaping will further define potential building entries with canopy trees at City-required spacing to provide shading for the parking areas. A variety of tree species, combined with a colorful combination of shrubs and groundcovers, will provide an overall landscape composition of appropriate scale to enhance the overall development and its visual impact on its surroundings. A conceptual landscape plan is included with this submittal to portray a representative design. More specific details regarding plantings, types, locations and quantities will be a part of future design review applications to address the proportion of landscape materials to specific building design and height.

V. Architecture Form and Character

Design requirements of large industrial facilities vary with specific uses and tenant requirements. The specific uses combined with careful aesthetic considerations for large building masses will provide general guidance that will inform the design process for the architecture. Design palette must remain flexible as that a specific future tenant is unknown at this time. The building may take on the characteristics of a specific tenant, if that tenant is

identified prior to development, or may be more 'generic', designed to appeal to a broad range of potential tenants (particularly if development commences before a specific tenant is known). Examples of typical archetypes can be found along the nearby Loop 303 Corridor.

Scale is an important consideration when looking at the overall design. While the scale of development along the freeway should be appropriate for views at high speeds, this proposal will focus on the more distant views that surround the site. Elements should generally be larger and easier to identify from automobiles along Camelback Road. Similarly, the building(s) should be set back from Camelback Road so the scale of the buildings does not dominate the views in the area. The level of architectural fenestration and detail will increase adjacent to building entries where pedestrian scaled elements should be included in the architectural design to emphasize human scale.

Color and pattern will be used to de-emphasize building mass and develop visual interest that creates an overall pleasing aesthetic on all sides of the building. The color palette may include warm to cool neutral colors that embrace the surrounding desert hues. Unique features may include limited color accents to provide additional visual interest, while also addressing corporate image. The primary building material will be painted, articulated concrete wall panels and may feature accent materials that provide additional texture or colors where areas of enhancement are appropriate. Store front glazing will be incorporated at anticipated office areas to provide daylight to workspaces. Metal canopies help the architecture respond to the climate by providing shade, shadow, and accents to the building.

Building parapets will be extended above the roof line to provide screening of roof top equipment from view at adjacent public right of ways along 159th Avenue and Camelback Road. Dock and outdoor storage areas will be screened with an 8' masonry wall with detail and color to complement the building architecture. A similar 3' high wall will screen parking along 159th Avenue and Camelback Road.

A representative architectural collage exhibit is included to convey a representative palette of building archetypes. The images shown in the collage are consistent with similar approved nearby Planned Area Developments. Specific details regarding architecture, materials, colors, etc. will be a part of the future design review application. See **Architectural Collage Exhibit** attached as **Exhibit 5**.

VI. Circulation and Access

The Property is well situated from a regional access perspective; it is within proximity of the 303 Freeway and is easily accessible from the surrounding arterial street network (159th Avenue, Camelback Road and the future alignment of Falcon Drive).

a) Existing Conditions

In the immediate vicinity of the project, Camelback Road is an east-west, two-way, two lane roadway that serves nearby farmland and provides access to surrounding commercial and institutional parcels. Immediately north of the project area, the Colter Street alignment is proposed as a private road. Camelback Road provides full access to the Loop 303 Freeway.

159th Avenue is a two-way, two-lane roadway with a north-south alignment. Access is provided by Camelback Road to nearby businesses and agriculture parcels.

The Falcon Drive alignment will eventually connect to Camelback Road from the south at the SEC of the property.

b) Proposed Street Improvements

As part of the proposed ALSUP 303 Industrial Park site, offsite improvements will occur along 159th Avenue, immediately adjacent to the project site. 159th Avenue will be widened from a two-lane roadway to a three-lane roadway (one lane in each direction with a two-way center left turn lane) with curb, gutter, sidewalk, and associated roadway lighting. Up to two proposed driveways along the west side of 159th Avenue will serve the project site. The northern and southernmost driveways will be constructed on the Colter Street alignment and Camelback Road, respectively. These driveways will be connected to 159th Avenue via a private drive connection. The Colter Street connection will be located within the parcel to the north. A traffic study will be provided to staff in order to confirm the driveway configurations.

VII. Grading and Drainage

The grading and drainage for the site will be designed to retain the 100yr-2hour storm event in accordance with the City of Glendale drainage design guidelines. Storm drainage will be conveyed via roof drains, downspouts and

overland flow across the parking lots and truck dock areas into either catch basins or curb openings which will outfall to a combination of surface and/or underground retention areas. The required storage volume will dissipate within 36 hours via a combination of natural percolation and drywells.

VIII. Infrastructure and Utilities

Water will be provided to the site by Liberty Utilities. Liberty has stated that they will allow domestic and fire water to be taken off of their existing 8-inch waterline.

Sewer will be provided by Epcor. Epcor has a treatment plant directly north of the site that provides sewer service to this property.

IX. Signage

This development will provide functional and attractive signage that compliments the architecture of the overall ALSUP 303 Industrial Park site. This PAD application sets forth the general location, quantity, and maximum height of monument signage for ALSUP 303 Industrial Park. Monument signs along 159th Avenue, as well as on-site development identification signs along Camelback Road will provide proper identification. Directional signs may be located throughout the development to point users to their desired destination. These signs will utilize the established color and materials palette that is applied to the building(s) within the ALSUP 303 Industrial Park site. A separate Comprehensive Sign Package shall be submitted to obtain City of Glendale approval for all signs. Deviations from City approval may be obtained through an administrative process if the sign is in substantial conformance with the sign package approved through Design Review.

Two (2) 20'-tall monument signs are proposed along Camelback Road near 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 tenant user(s) of the Property.

Once future tenants are identified, a Comprehensive Sign Package (CSP) will be provided with consistent signage for tenants and users of ALSUP 303 Industrial Park. The future CSP will contain guidelines for color, materials, location of wall signage, allowable areas, illumination, and configuration of logo and copy presentations.

X. Development Phases

The Property may be developed in a single-user phase, or with multiple phases as market conditions warrant. The intent is to install infrastructure and improve the street frontage and access way adjacent to each phase. It is anticipated that the initial phase will include at least one building, street frontage improvements, and retention basins. Plans for individual buildings/phases will be submitted to the City of Glendale to ensure proper and orderly development.

XI. Summary

The PAD and the proposed site plan will provide the required entitlements needed to develop the ALSUP 303 Industrial Park. The Property will be zoned PAD and the site is within a General Plan land use designation that encourages development specifically for parcel close to Luke Air Force Base. The proposed development substantially conforms with the development objectives of the General Plan for this location. The development will complement the surrounding area and provide improved benefits and new employment opportunities to the City of Glendale and its residents.

XII. References

Significant portions of this PAD were referenced from the proposed adjacent PAD, made public record for the West 303 Crossing property located approximately one mile north of this site. This PAD is consistent with the direction and vision of the City of Glendale for development along the Loop 303 corridor.

Note: 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 FAA. 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.

LIST OF EXHIBITS

- 1. Aerial and Vicinity Map**
- 2. Zoning Map**
- 3. General Plan Map**
- 4. Conceptual Site Plan**
- 5. Conceptual Landscape Plan**
- 6. Architectural Elevations Collage**
- 7. Legal Description**



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ALSUP 303 INDUSTRIAL PARK

AERIAL VICINITY MAP

SR19-0286

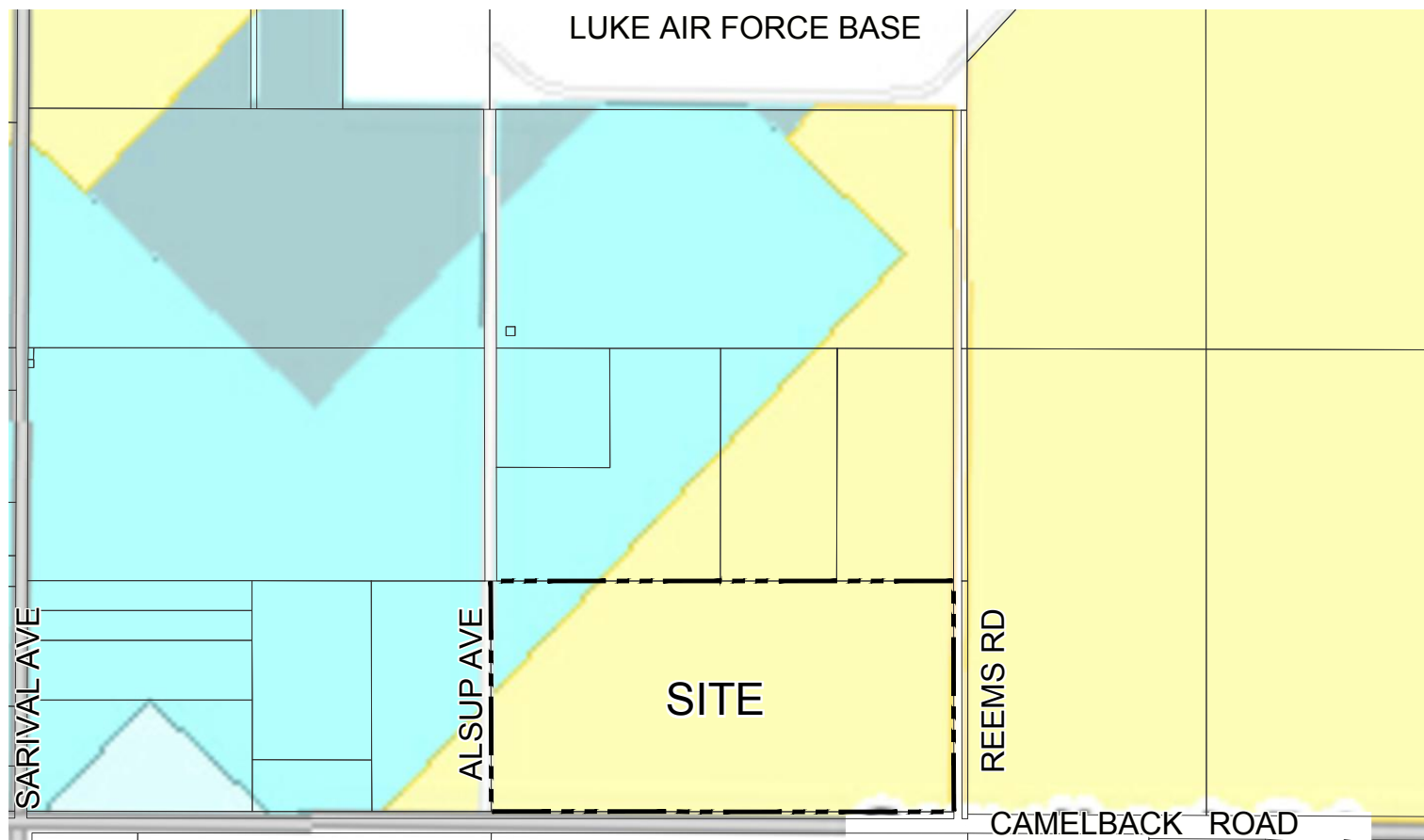


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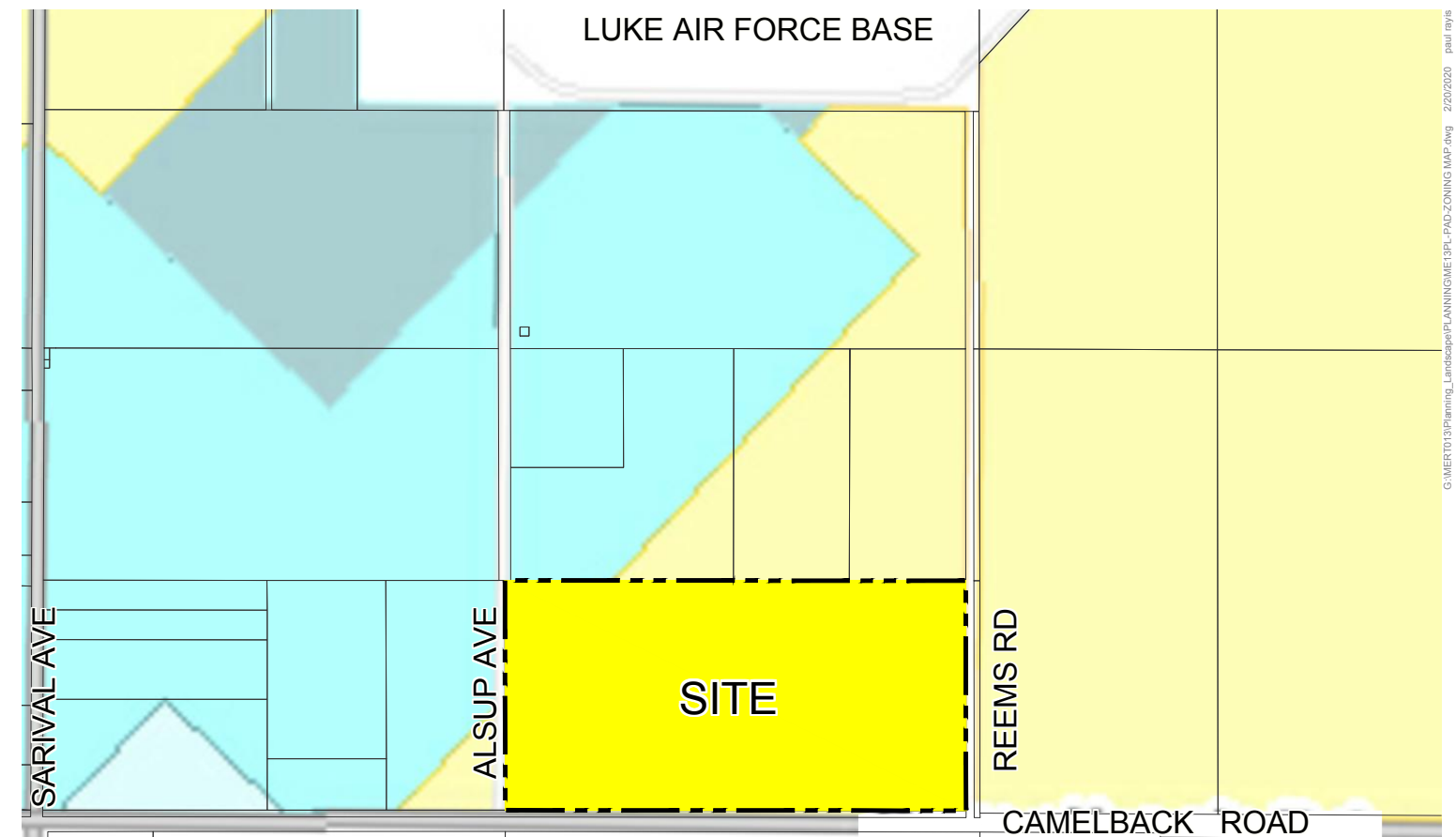


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Existing Zoning

MARICOPA COUNTY
 ■ RU-43 ■ AD-2




Proposed Zoning

CITY OF GLENDALE
 ■ PAD

ALSUP 303 INDUSTRIAL PARK

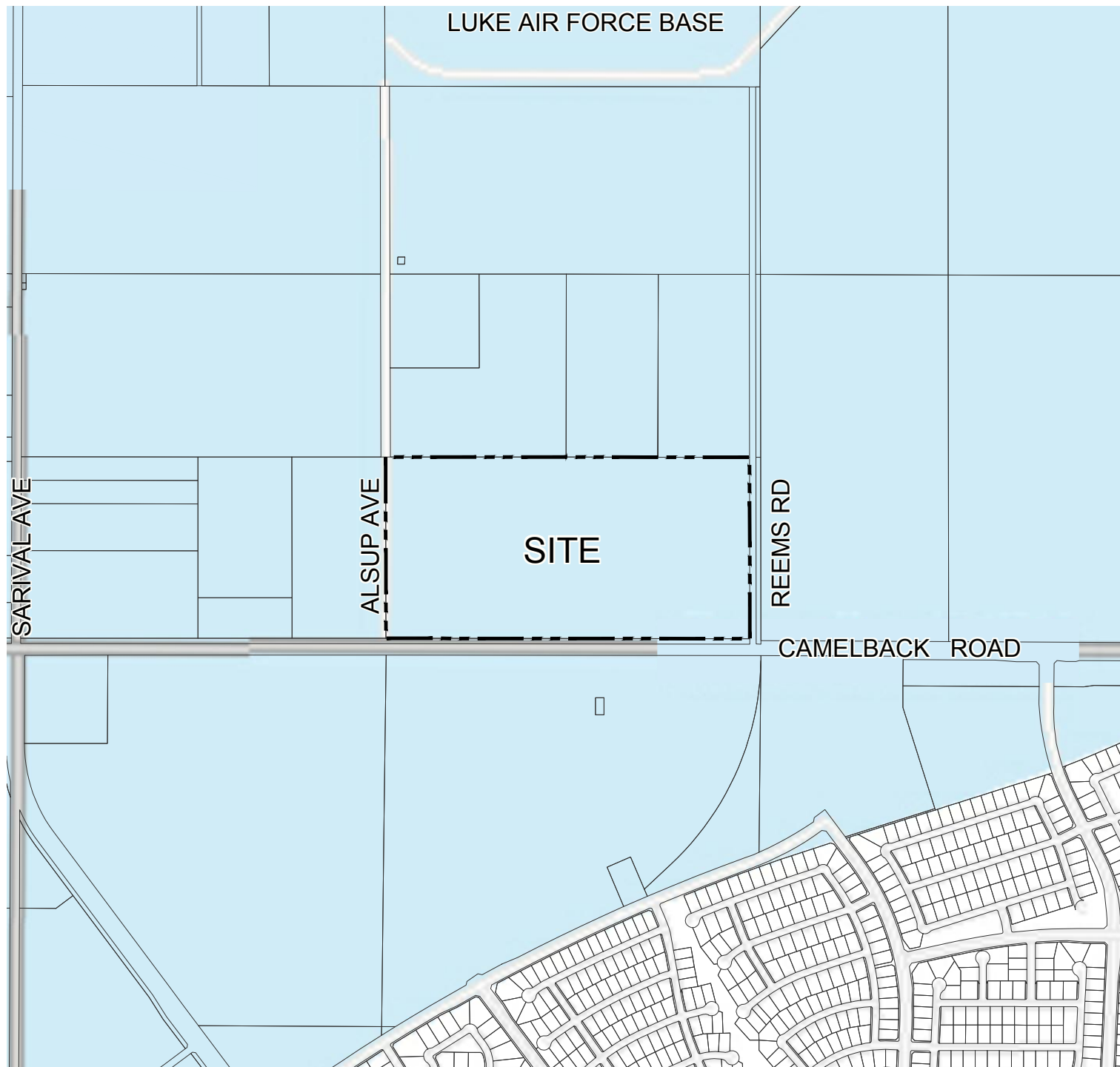
ZONING MAP

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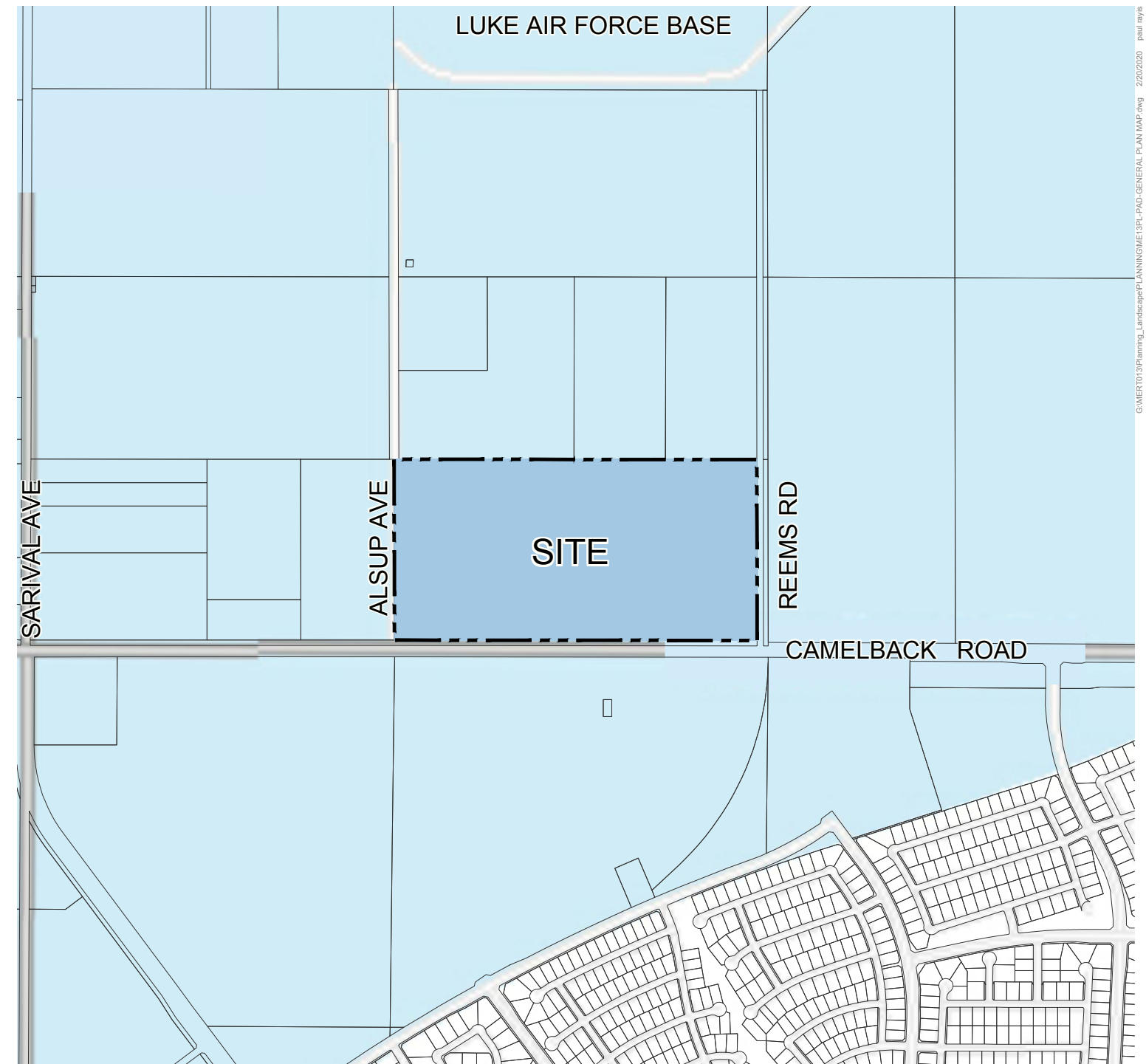
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Existing General Plan Land Use

MARICOPA COUNTY

 MILITARY COMPATIBLE



Proposed General Plan Land Use


CITY OF GLENDALE

 LUKE COMPATIBLE LAND USE (LCLU)

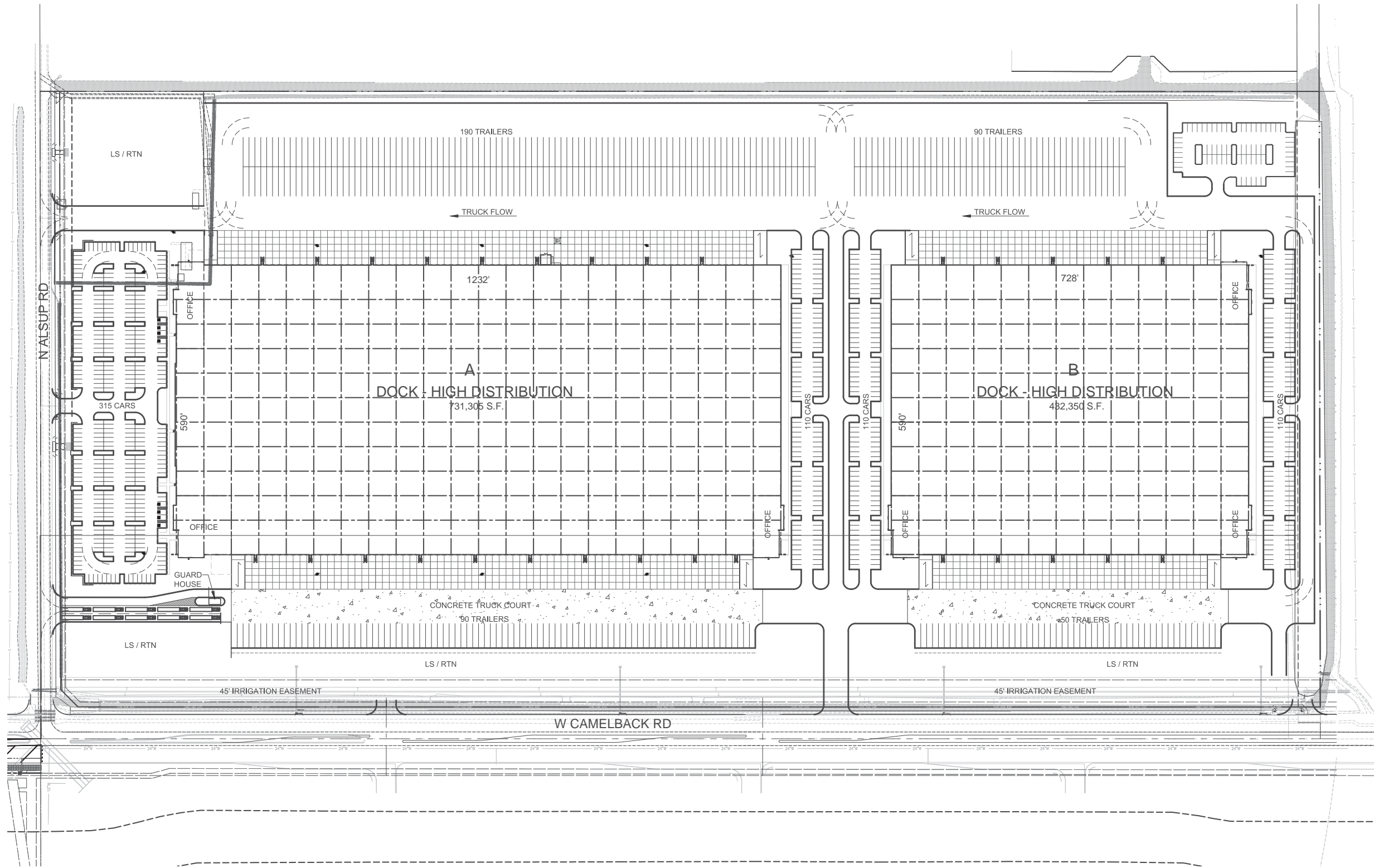
ALSUP 303 INDUSTRIAL PARK

GENERAL PLAN MAP

SR19-0286

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SITE DATA

SITE AREA	:	73.06 AC
TOTAL BLDG AREA	:	1,163,655 S.F.
BUILDING A		
BUILDING A SITE AREA	:	1,987,643 S.F. (45.6 AC)
BUILDING A AREA	:	731,305 S.F.

PARKING REQUIRED		
WHS./DIST.	1 : 2000 S.F. :	347 SPACES
OFFICE (5%)	1 : 300 S.F. :	122 SPACES
		469 SPACES

PARKING PROVIDED : 469 SPACES *
 *ADDITIONAL PARKING AVAILABLE IN DOCK AREAS AS REQUIRED

TRAILER PARKING PROVIDED: 262 SPACES

BUILDING B

BUILDING B SITE AREA	:	1,193,544 S.F. (27.4 AC)
BUILDING B AREA	:	432,350 S.F.

PARKING REQUIRED		
WHS./DIST.	1 : 2000 S.F. :	205 SPACES
OFFICE (5%)	1 : 300 S.F. :	72 SPACES
		277 SPACES

PARKING PROVIDED : 277 SPACES *
 *ADDITIONAL PARKING AVAILABLE IN DOCK AREAS AS REQUIRED

TRAILER PARKING PROVIDED: 158 SPACES

NOTE: NUMBER OF TENANTS AND ACTUAL OFFICE LOCATION UNKNOWN. SITE PLAN TO BE ADJUSTED TO FIT ACTUAL TENANT REQUIREMENTS.



PLANTING LEGEND

Trees		Size
Acacia aneura	Mulga	24" box
Acacia salicina	Willow Acacia	24" box
Caesalpinia cacalaco	Cascalote	24" box
Cordia boissieri	Mexican Olive	15 gal.
Dalbergia sissoo	Sissoo	24" box
Ebenopsis ebano	Texas Ebony	15 gal.
Eucalyptus microtheca	Coolibah	24" box
Olneya tesota	Ironwood	24" box
Parkinsonia x 'desert museum'	Desert Museum Palo Verde	24" box
Prosopis velutina	Velvet Mesquite	24" box
Shrubs		Size
Caesalpinia mexicana	Mexican Bird of Paradise	5 Gal.
Celtis pallida	Desert Hackberry	5 Gal.
Eremophila maculata	Valentine Bush	5 Gal.
Lantana montivdensis	Purple Trailing Lantana	1 Gal.
Larrea tridentata	Creosote Bush	5 Gal.
Leucophyllum laevigatum	Chihuahuan Sage	5 Gal.
Muhlenbergia capillaris	'Regal Mist'	5 Gal.
Nerium Oleander	Petite Pink Oleander	5 Gal.
Penstemon parryi	Parry Penstemon	1 Gal.
Pyracantha koidzumii	Santa Cruz Prostrata	5 Gal.
Ruellia brittoniana	Blue Ruellia	5 Gal.
Simmondsia chinensis	Jobba	5 Gal.
Tecoma Stans	Yellow Bells	5 Gal.
Accents		Size
Carnegiea gigantea	Saguaro	5 Gal.
Dasyliroton wheeleri	Desert Spoon	5 Gal.
Echinocactus grusonii	Golden Barrel Cactus	5 Gal.
Hesperaloe funifera	Giant hesperaloe	5 Gal.
Hesperaloe parviflora	Red Yucca	5 Gal.
Opuntia 'Santa Rita'	Purple Prickly Pear	5 Gal.
Yucca rigida	Mexican Blue Yucca	5 Gal.
Ground Covers		Size
Acacia redolens 'Desert Carpet'	Prostrate Acacia	1 Gal.
Lantana camara 'New Gold'	New Gold Lantana	1 Gal.
Wedelia trilobata	Yellow Dot	1 Gal.



ALSUP 303 INDUSTRIAL PARK

Conceptual Landscape Plan

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ALSUP 303 INDUSTRIAL PARK

ARCHITECTURAL COLLAGE EXHIBIT

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EXHIBIT A

LEGAL DESCRIPTION

THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 2 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA;

EXCEPT SUCH PORTION OR PORTIONS THEREOF AS WAS CONVEYED TO ADAMAN MUTUAL WATER COMPANY, BY DEED AND QUIT-CLAIM DEED BOTH EXECUTED JULY 13, 1953, BOTH RECORDED AUGUST 4, 1953 IN DOCKET 1180, PAGES 517 AND 528; AND

EXCEPT ALL UNDERGROUND OR SUBTERRANEAN WATERS BENEATH THE LANDS OF THE PROJECT EXCEPT THAT NECESSARY FOR DOMESTIC USE AS DISTINGUISHED FROM IRRIGATION USE BY SUCH OWNERS OF LAND IN THE PROJECT AS MAY NOW HAVE OR IN THE FUTURE CARE TO SINK DOMESTIC WELLS FOR THEIR INDIVIDUAL USES, AND ALL CANALS, DRAINS, DITCHES, LATERALS PIPE LINES AND WELLS PROVIDING WATER FOR IRRIGATION OR DOMESTIC USE WITHIN THE PROJECT AND ALL

DRAINAGE AND FLOOD CONTROL DITCHES LOCATED ON THE PROJECT LANDS, AS CONVEYED TO ADAMAN MUTUAL WATER COMPANY, BY DEED RECORDED IN DOCKET 1180, PAGE 517, RECORDS OF MARICOPA COUNTY, ARIZONA; AND

EXCEPTING AND RESERVING UNTO GRANTOR, ITS SUCCESSORS AND ASSIGNS, ALL ORES AND MINERALS AND ALL OIL, GAS AND OTHER HYDRO-CARBON SUBSTANCES BENEATH THE SURFACE OF THE ABOVE DESCRIBED PREMISES WITH THE RIGHT TO EXPLORE AND TEST FOR, LOCATE, MINE, DRILL FOR, EXTRACT AND PUMP THE SAME, INCLUDING THE RIGHT OF ACCESS TO AND THE USE OF SUCH PARTS OF THE SURFACE OF SAID PREMISES AS MAY BE NECESSARY FOR MINING, DRILLING, EXTRACTING, PUMPING, SAVING AND REMOVING THE SAME.