

# COTTON NORTHERN MIXED-USE PLANNED AREA DEVELOPMENT

Final Submittal: September 20, 2021

3<sup>rd</sup> Submittal: August 2021

Received  
9/20/2021

2<sup>nd</sup> Submittal: July 2021

1<sup>st</sup> Submittal: May 2021

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## A. Overview

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Sonoma Communities (“Sonoma”) and 1784 Capital Holdings, LLC (“1784”) plan to develop approximately 36 gross acres located generally at the southeast corner of Cotton Lane and Northern Avenue, (the “Property”). The Property does not include the land at the immediate intersection which is owned by a separate owner. The subject Property wraps around the corner property, has two separate street frontages, and is oddly configured by a connecting strip. See Vicinity Map and Aerial Map attached at **Tab 1**.

The Property is vacant and is surrounded by vacant land to the north and south. Next to the Property to the east is a U-Haul storage facility and further east is the 303 Freeway. To the west is Cotton Lane and some single-family residences located in Maricopa County. The Property is currently within Maricopa County and will be annexed into Glendale. The Property is zoned Industrial (I-1) and Commercial (C-2) in Maricopa County. See current Zoning Map at **Tab 2**.

Upon annexation, the Property’s initial zoning designation will be Industrial (M-1) and Commercial (C-2). The applicant is initiating this rezoning from M-1 & C-2 to Planned Area Development (“PAD”) to allow development of a new mixed-use development, including (i) a 22-acre speculative commercial/industrial complex (the “Commercial/Industrial Portion”); and, (ii) 14.23-acre single-story apartment rental home community (the “Residential Portion”).

The Applicant seeks to develop the Property in accordance with the M-1/C-2 and R-4 zoning districts with modified development standards to create a superior level of expectation along this expanding corridor. The Cotton Northern Mixed-Use PAD will allow industrial and commercial uses along the Northern Avenue frontage and single-story apartment rental homes on the Cotton Lane frontage. Rezoning the property to a PAD will permit new development which aligns with the City’s RMU general plan designation and will follow the land use trends along the 303 corridor, as well as comply with state statutes concerning territory in the vicinity of a military installation. Specifically, the Property is located within approximately .70 to .90 miles from the 65 Ldn contour line, which has some residential density standards in accordance with the Luke AFB Graduated Density Concept (“GDC”). For property within ½ mile to 1 mile of the 65 Ldn line, residential density is limited to a maximum of 4 dwelling units per acre. For the purposes of applying the Luke AFB GDC, the overall Property will be used for the aggregate density calculation as confirmed by Luke AFB; however, the Residential Portion of the project will be limited to the southwest portion of the Property to which Luke AFB is agreeable.

## B. Request

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The applicant is requesting to annex and rezone the subject property from Maricopa County Ind-1 and C-2 to Planned Area Development (“PAD”) with underlying blended C-2/M-1 industrial along Northern Avenue (approx. 22 acres) and R-4 zoning along Cotton Lane (approx. 14.23 acres).

## C. General Plan Consistency

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The Glendale General Plan land use map designates this area as Regional Mixed Use (RMU). The RMU land use designation permits a cohesive, large-scale, mixed-use planned development fostering urban, multi-

modal opportunities. Per the General Plan, “RMU developments accommodate a variety of complementary uses, both physically and functionally integrated, including commercial, employment, residential, open space, and other supportive land uses.”

In this instance, the proposed development includes multi-family uses, industrial, and commercial with arterial frontage and freeway access. This precisely fits the definition and intent of the RMU and hence, the proposed mix use development is in conformance with the RMU designation.

## **D. Site Impacts**

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The Property is unlikely to develop under its current zoning because its development potential is impacted by some severe site constraints.

First, the Property does not include the land at the immediate intersection which is owned by a separate owner. The subject property wraps around the corner property, has two separate street frontages, and is oddly configured by a connecting strip. This leaves a pinch point that makes cohesive development impossible. The odd configuration does not allow for a single unified project.

Secondly, there is no southbound freeway off-ramp, and no northbound freeway on-ramp, making Olive Avenue and Northern Avenue the only arterial streets along the 303 freeway that don’t enjoy full freeway access. Potential developers along the 303 expect full freeway access. This unfortunately has a critical impact on the types of users who would consider developing along the Northern Frontage, and significantly reduces the potential user interest here. Additionally, ADOT requirements limit the location of driveways along Northern which impacts ingress/egress for this site, further making it more challenged.

Third, there are existing APS and access easements that extend from Northern Avenue, through the middle of the Property, down to the southern edge which bifurcate the site. The 100-foot electrical easement and a 40-foot access easement (benefiting U-Haul) create a 140’-wide strip of undevelopable land through the middle of the site.

Fourth and final, there is limited frontage along Cotton Lane which makes industrial development unlikely. Additionally, industrial zoning along Cotton Lane across from one-acre lots might not be the best land use transition.

For the reasons cited above, a change in the underlying zoning is the best way to make meaningful development of an otherwise challenging site.

## **E. PAD Overview**

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The intent of the Cotton Northern Mixed-use PAD is to allow industrial, commercial, and office uses along the Northern Avenue frontage and single-story apartment homes on the Cotton Lane frontage. The PAD proposed some modified development standards to ensure appropriate flexibility to attract future employers and uses. The PAD will allow industrial and employment uses that are compatible with the 303 Freeway Corridor as well as single family apartment homes to support jobs created by the 303 Freeway development expansion.

This PAD proposes to rezone the land along Northern Avenue (approx. 22 acres) to allow commercial and/or industrial uses. This land use flexibility is needed because any future user will be constrained with only partial freeway access and the 140'-wide stretch of land rendered non-useable because of existing easements. At the same time, this blended land use is appropriate because of the industrial zoning to the south (U-Haul) and the commercial zoning to north and west (both vacant). This provides the flexibility needed to attract commercial and industrial users/tenants to an otherwise severely challenged site.

Specific users for the Northern Avenue frontage have 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 Glendale staff.

## F. PAD Permitted Uses

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Residential Portion: Permitted R-4 land uses include: 1) Residential Units, 2) Accessory Vehicle Garages and Canopies, 3) Leasing office, 4) Residential Clubhouse and Community Pool, and 5) Accessory resident storage buildings.

Commercial/Industrial Portion: All uses permitted in the M-1 and C-2 zoning district and the following:

- Any single retail use that is greater than seventy-five thousand (75,000) square feet of gross floor
- New or used automobile and motorcycle sales and repair services.

### Other

- Uses Subject to Conditions: Per section 5.813, 5.843, and 5.863 of the Glendale Zoning Ordinance
- Uses Subject to Conditional Use Permits: Per section 5.814, 5.844 and 5.864 of the Glendale Zoning Ordinance except as noted as permitted uses in this PAD.
- Accessory Uses: Per section 5.185, 5.845, and 5.865 of the Glendale Zoning Ordinance
- Temporary Uses: Per section 3.920 of the Glendale Zoning Ordinance

Uses permitted with this PAD that would otherwise be permitted with a conditional use permit reflect the mixed-use nature of this PAD and will provide a range of uses that may be appropriate for this site. Uses permitted with a Conditional Use Permit in a less intense district from the M-1, would be compatible on this site given other uses permitted with industrial zoning.

## G. Site Plan

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### Commercial/Industrial Portion

A conceptual plan for the Northern Avenue portion is attached at **Tab 3**. This version of the plan shows three buildings with a total of 339,500 sf of office, commercial and warehouse space. Under this concept plan scenario, Building A would be a narrow building that could accommodate office, commercial,

showroom flex industrial, and potential smaller maker-spaces. Buildings B and C would be traditional warehouse buildings that could be multi or single tenant spaces. This version of the plan has only one access due to ADOT constraints, drive aisle access easements, and power line easements. Ultimately, the market will dictate the future uses and the zoning simply puts it into a position for upcoming opportunities.

### Residential Portion

This PAD proposes a single-story apartment home community along the Cotton Lane frontage (approx. net 14.23 acres). **See Tab 4, Conceptual Residential Site Plan.** Given the limited frontage along Cotton Lane, and the residential uses on the opposite side of Cotton Lane, it is clear that the current industrial zoning is not appropriate. A single-story apartment home community provides the perfect transition between the homes to west and the industrial to the east. Additionally, removal of the industrial zoning across from existing residences along Cotton Lane will have tangible benefits for existing nearby residences, such as reduced truck traffic. The proposed residential community will ultimately be less intense than an industrial use, including in terms of reduced lighting and noise impacts, among others.

The Residential Portion will be developed as The Residences on Cotton Lane. It will offer a total of 144 apartment homes in 1-bedroom small, 1-bedroom large, and 2-bedroom configurations with an overall density of approximately 10.1 du/ac. The home configurations will include 1-bedroom small duplex (575 sf), 1-bedroom large duplex (777 sf), and 2-bedroom single (969 sf) layouts. It is anticipated that the conceptual base rents for the three different unit types will be \$1,200, \$1,400, and \$1,600, respectively. However, rents will ultimately be predetermined by market demand.

The Residences on Cotton Lane will offer the benefit of a single-family home lifestyle without the cost, hassle of maintenance or the long-term commitment of a mortgage. Residents will enjoy the amenities and property management services of a high-end multi-family development without the confines of apartment living. **See Tab 5, Conceptual Amenities.** Retirees, empty nesters, military service members and millennials are looking for a less burdensome lifestyle that is more “lock-and-leave” and does not require the typical maintenance of traditional living. Additionally, residents are looking for a diversity of housing that can accommodate a variety of lifestyles and transitions. This housing option has gained tremendous popularity in the recent years and serves an emerging market segment. The Residences on Cotton Lane is a community where residents can live free of the maintenance and cost obligations of traditional homeownership.

The cottage and desert contemporary architecture include substantial front porches that deliver an attractive product to the marketplace (**Tab 6**). All units will be single story. The proposed community has a residential scale that is appropriate for the surrounding area. Further, this development offers multiple types of highly stylized homes with enhanced architectural elements. The overall architectural design emphasizes the use of interior natural light, spacious open floor plans and high ceilings.

This development proposal aims to provide convenient access to services in the area, employment opportunities and amenities. The proposed plan will create an intimate community designed to foster connections and caring relationships amongst other residents by a series of interconnected trails and view corridors along with gathering spaces for all residents.

## H. Development Standards

### Commercial/Industrial Portion

Development standards for the industrial/commercial component shall comply with Sections 5.750 (C-2) or 5.840 (M-1), and 7.104.C.3.e and 7.104.C.2.5 (Permitted Permanent Signs), except as otherwise modified in Table A and the Permitted Permanent Signs section below. Development standards are modified to ensure meaningful development of the site given the number and impact of easements and previous dedications which have created an oddly configured lot with frontage on the freeway. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the PAD standard shall apply.

**Table A: Industrial Development Standards Table**

	<b>M-1</b>	<b>PAD Proposal</b>
<b>Minimum on-site landscaping as a percentage of total site area</b>	5% minimum	5% minimum (met)
<b>Landscape Buffers</b>	15' where any nonresidential use abuts a multifamily district.	<b>10' along south property line for 200 feet adjacent to building and loading drive aisle area</b>
<b>Maximum Building Height*</b>	30'	<b>50' for buildings 50,000 square feet or larger</b>  <b>35' for buildings smaller than 50,000 square feet*</b>
<b>Maximum FAR</b>	.30	<b>.366 (prior to any required public ROW dedications)</b>
<b>Minimum Building Setbacks</b>	Front 25' Side 60' Rear 60'	Front 25' Side 60' <b>Rear 48'</b>
<b>Parking Ratio</b>		
<b>Manufacturing/Assembly Wholesale/Warehouse</b>	1:600 sq. ft.	<b>1/2000 sq. ft.</b>
<b>Auto Repair</b>	2 spaces per service bay; plus 1 space per every 250 sq. ft. of retail or office area.	<b>1/2000 sq. ft.</b>
<b>Office, General, Professional Medical/Dental</b>	1:300 sq. ft. 1:150 sq. ft.	<b>1:450 sq. ft.</b>  <b>1:450 sq. ft.</b>
<b>Retail/Shopping Center/Fitness</b>	1:250 sf. ft.	

<b>Parking Stall Dimensions</b>	Each parking space shall be at least ten (10) feet wide and twenty (20) feet deep, except that parking spaces at an angle of sixty (60) degrees or less may be nine (9) feet wide.	10' x 20' (met)
<b>Landscaped Areas</b>	For all development within the industrial zoning districts, landscaped areas shall be provided on the site in an amount equal to or greater than ten (10) percent of the ground floor area of all buildings, or five (5) percent of the net site area, whichever is greater.	Per City of Glendale landscaping standards, Chapter 19, Section 19-62

\*Building height shall be defined as follows: The vertical distances measured from the building floor grade to the highest level of the building.

\*\*Requirements for mechanical equipment screening, screen walls, on-site landscaped areas and other landscaping and lighting requirements will be per Chapter 19 and 26.5 of the Glendale Code, except as otherwise modified herein.

**Permitted Permanent Signs**

All signs will be subject to the requirements of City of Glendale Zoning Ordinance Section 7.100 except as modified below.

- 1) Wall, fascia, mansard, parapet, awning, and shingle identification signs.
  - a) The sign area for each business shall not exceed one (1) square foot for each linear foot of the business wall elevation along the ADOT freeway frontage and the Northern Avenue frontage.
  - a) The maximum aggregate sign area is one hundred fifty (150) square feet per business if multi-tenant building. The maximum aggregate sign area is five hundred (500) square feet if single, dual or multi-tenant building.
  
- 2) Freestanding Identification Signs
  - a) The sign must include the number of the street address. The minimum height of the numerals shall be six (6) inches and the maximum height shall be twelve (12) inches. The area of these numerals shall not be included in calculating the allowed sign area.
  - b) Two (2) freestanding signs shall be permitted on each frontage for Northern Avenue and the

Loop 303 freeway.

- c) The minimum distance between monument signs and from a freestanding pylon sign shall be three hundred thirty (330) feet.
- d) The sign shall not exceed a height of sixteen (16) feet. A maximum of four additional feet may be devoted to architectural embellishments. The architectural embellishment cannot include any signage.
- e) The base shall have an aggregate width of at least fifty (50) percent of the width of the sign.
- f) The maximum sign area for each freestanding sign is one hundred fifty (150) square feet.
- g) Each sign may identify the name of the building complex, or center and the names of a maximum of ten (10) tenants within the complex. Such sign shall not include any advertising copy.
- h) The height of letters used in identification of individual tenants shall be a minimum of four (4) inches.
- i) All multi-tenant signs shall be reviewed for compliance with the multi-tenant freestanding identification sign design guidelines.

### 3) Freestanding Pylon Identification Signs

- a) One (1) freestanding pylon sign shall be permitted on the Loop 303 freeway frontage.
- b) The minimum distance between the sign and a billboard sign or other freestanding sign shall be three hundred thirty (330) feet.
- c) The sign shall not exceed a height of fifty (50) feet. A maximum of four additional feet may be devoted to architectural embellishments. The architectural embellishment cannot include any signage.
- d) The base shall have an aggregate width of at least fifty (50) percent of the width of the sign.
- e) The maximum sign area for each freestanding sign is four hundred fifty (450) square feet.
- f) Each sign may identify the name of the building complex, or center and the names of a maximum of five (5) tenants within the complex. Such sign shall not include any advertising copy.
- g) The height of letters used in identification of individual tenants shall be a minimum of thirty-six (36) inches.
- h) All multi-tenant signs shall be reviewed for compliance with the multi-tenant freestanding identification sign design guidelines.

\*A conceptual signage exhibit is enclosed with this application; however, signage will be established via the Design Review process.

### **Industrial/Commercial Deviations Justification**

The unique nature of the proposed mixed-use development for the commercial/industrial portion of the PAD necessitates flexibility in development standards, as described below.

**Signage Deviation:** The site is significantly lower in grade than the Loop 303 freeway and it is adjacent to the widest area of the onramp, with a large setback from the freeway. This condition greatly reduces visibility of the site and signage from the freeway. Attraction of customers to the site is important to ensure the businesses located within the industrial/commercial project have visibility and can attract customers to the site. The inclusion of a pylon sign will provide the necessary visibility from the Loop 303 freeway. Without a pylon sign, passersby would not see this site or its signage.

**Building Height Deviation:** The project is proposed to be developed with a variety of building sizes and heights to provide flexibility for future uses. Buildings larger than 50,000 square feet will require greater interior clear heights to accommodate equipment and racking as needed. When built to industry standards, an interior clear height of 32 feet is often a minimum requirement. Therefore, the standard maximum 30-foot building height would not permit this type of construction for the intended uses for this site. Likewise, buildings under 50,000 square feet are designed to not only accommodate commercial uses, but also smaller industrial uses that may require slightly higher interior clear heights up to 20’.

\*Maximum building height has been defined in this PAD to ensure the grade of the loading areas are not incorporated into building height measurement, which will be constructed below the natural grade of the building.

**Minimum Rear Building Setback:** A deviation to reduce the required minimum rear setback by 12’ is requested herein. With smaller buildings planned for the southwest area of the site, there is an appropriate transition of building massing and scale provided between the Industrial Portion and Residential Portion, including height limitations. Additionally, Building B—which is the closest building to the Residential Portion—does not include truck dock doors and will include meaningful buffering, including 8’ tall screen walls, to ensure compatibility with the planned residential. Enhanced landscaping will also be appropriately provided, including the provision of more mature trees along the south perimeter. These improvements will ensure that the intent of the zoning code is met.

**Landscape Buffer Deviation:** A minor deviation to reduce the required landscape buffer by 5’ for a portion of the south perimeter is requested, as shown on the conceptual site plan. While maintaining sufficient area for plantings, the developer also proposes to enhance the landscaping along the subject area to accommodate larger and more mature tree plantings at the time of development. Specifically, at the southwestern portion of the property, along the southern property line, two (2) species of trees are used for screening of the building from future residential development: thornless honey mesquite (*Prosopis* ‘Maverick’) and ghost gum (*Eucalyptus papuana*). *Prosopis* will be installed from 36” boxes (about 12’-14’ high), and *Eucalyptus* from 24” boxes (about 8’-10’ high); both of which are very fast-growing species. *Prosopis* is placed in a natural arrangement in the open areas closer to the southwestern tip of the property, spaced at an average of 18’ on center; their spreading crowns and staggered placement will provide ample softening of views. *Eucalyptus*, at 20’ on center, is used in the 10’ planting strip just east of the *Prosopis*, where limited space calls for narrower, upright trees to avoid vehicular conflicts. Additionally, an 8’ tall wall will be constructed between the Industrial Portion and Residential Portion, which—together with the landscaping—meets the intent of the zoning code for landscape buffering.

**FAR Deviation:** The maximum FAR of .366 is slightly greater than the permitted .30. Once the larger PAD site is subdivided, an unusually configured site will remain, creating site design constraints. There is a 40’ wide access easement that bisects the site to provide access to Northern Avenue for an existing commercial use to the south of the commercial/industrial parcel. This easement area is eliminated when calculating the net site area which increases the FAR from .347 to .366.

**Parking Deviation:** A deviation is proposed for the parking ratio requirements, consistent with other West Glendale projects, which the City has—as a matter of policy—deemed an appropriate parking ratio to be 1:2,000 square feet for industrial uses. Additionally, because the Industrial Portion is a speculative development, parts of which are envisioned to accommodate a mix of uses requiring differing ratios (i.e. commercial and fitness uses), a deviation is requested for non-industrial uses as shown in the table above.

Ultimately, it is envisioned that the peak hours for particular uses will vary for different users, and cross parking and access is contemplated to ensure adequate site-wide parking and parking will be further evaluated at the time of Design Review.

Residential Portion

As reflected through Table B below, the development standards for the residential portion exceed all the minimum standards but one area that is slightly modified to facilitate meaningful use of the property. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the standards of this PAD shall apply. Where this PAD is silent, the City of Glendale Zoning Ordinance R-4— Multiple Residence standards shall apply.

**Table B: Residential Development Standards Table**

	<b>R-4</b>	<b>PAD Proposal</b>
<b>Density</b>	20 du/ac	12 du/ac*
<b>Height</b>	30'	25'
<b>Lot Coverage</b>	50%	46%
<b>Open Space (Common Areas)</b>	30%	34%
<b>Min. Perimeter Setback</b>	20'	<b>10'</b>
<b>Parking</b> <b>Studio or 1 Bedroom</b> <b>2 or more Bedrooms</b> <b>Guest parking</b>	1.0 space per unit 2.0 spaces per unit 1 designated guest space for every 3 units	1 space per unit 2 spaces per unit 1 designated guest space for every 3 units
<b>Parking Stall Dimension</b>	Each parking space shall be at least ten (10) feet wide and twenty (20) feet deep	<b>Each parking space shall be at least ten (10) feet wide and eighteen (18) feet deep, with two (2) feet of overhang permitted</b>
<b>Internal Sidewalks</b>	5'	<b>5' and 4'***</b>

\*The proposed density meets the Luke AFB GDC requirement, as discussed in this PAD.

\*\*Requirements for mechanical equipment screening, screen walls, on-site landscaped areas and other landscaping and lighting requirements will be per Chapter 19 and 26.5 of the Glendale Code, except as otherwise modified herein.

\*\*\*All ADA requirements will be met.

**Residential Deviations Justification**

**Perimeter Landscape Setback Deviation:** A significant portion of the east side of the property cannot be developed due to an existing APS easement. That undeveloped area is approximately 135' by 600 feet, resulting in a functional loss of 61,056 sf of overall lot area, thereby reducing otherwise permitted lot coverage. In order to make development feasible, the development seeks reduced perimeter landscape setbacks on its north and south sides to offset the loss of developable land. The deviation should have no impact to the south since there is an access road along the south property boundary leading to the cell

tower, which is placed between the residential site and adjacent parcel to the south. Thus, our proposed plan will not have nearby structures. To the north, an 8-foot tall block wall will be constructed between the residential and industrial uses to mitigate impacts of dissimilar land uses. Additionally, the loss of the perimeter setback is addressed with an increase in the amount of open space provided for the community. Specifically, only 30% of open space is generally required for R-4 development, however this proposal provides 34.6%, which is an overall benefit for the community.

**Parking Stall Dimension Deviation:** The proposed site plan is designed to incorporate 20' deep parking spaces, including 18' of paved area and 2' of overhang for larger vehicles. The overhang will occur over the median and landscaped areas and no overhang is proposed over sidewalks, as they will be detached, providing for sufficient pedestrian paths. This will accommodate 2' of additional landscaped area between the sidewalk and the proposed homes, ensuring quality landscaping and entries for future residents. Ultimately, this parking configuration, which meets the intent of the code, will create a meaningful opportunity for additional landscape plant material which will soften the streetscape and reduce urban heat island by reducing the amount of paved surface at the site.

**Internal Sidewalk Deviation:** The internal site sidewalks, as planned, provide for adequate connectivity throughout the site in a manner which meets ADA requirements. A deviation to allow for 4' internal sidewalks for pedestrian pathways that are not intended as primary community circulations paths is requested, as shown on the site plan. This will better accommodate landscaping and reduce urban heat island by reducing the amount of paved surface at the site.

## I. Residential Design & Architecture

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The Residences on Cotton Lane has a higher-quality focus on single family living with single-story apartment homes complete with individual private yards, front covered patios, courtyard concept land plan and resort-like amenities all within a lush landscape palette (still low water tolerant) and detailed architectural vernacular like patio homes for lease under twenty-four-hour professional management.

The apartment homes will be arranged around several active and inactive space areas, with a dog park, multiple barbecue stations, fire pits, pool and indoor amenity areas, creating a gathering place for residents and cultivating a sense of community. Covered, uncovered and garage parking for residents and guests will be provided within a looped private drive for convenient access to each residential unit.

Every apartment home in the community will be single-story in a modern, open floor plan design with high ceilings, abundant natural light, and a private outdoor patio and backyard. Private rear yards throughout the development make up about a significant portion of private open space. Each apartment home will incorporate energy efficient design, full smart home automation and will feature high-end finishes and appliances. The single-story apartment homes will be designed in a cottage or desert contemporary style, utilizing pitched roofs and clustered architectural themes to create a unique residential environment.

Each floor plan will have 2-3 elevation types to provide diversity of design and improve aesthetics. The Residence Club / leasing office building will provide a central gathering area for residents and their guests. The Leasing Office will provide a central location for residents and potential residents to view available residences. Garage and resident storage buildings are available to residents. All buildings are single story.

Apartment homes will meander back and forth through the community streets to create a sense of depth and architectural interest while avoiding the feel of an entry level production home subdivision where all homes are lined up in a straight line on each street.

The unique open space areas, scattered throughout the project, deep backyards and significant front and porches are signature elements of this concept. Apartment homes are being designed to include oversized rear sliding glass doors, large marble or natural stone kitchen islands and backsplashes, a great room, larger livable interior space, upgraded stainless steel appliances, technology packages, valet-trash, onsite storage and enclosed garages.

## J. Open Space

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The Residences on Cotton Lane community is designed to cater to active lifestyles and primary circulation routes are planned from each courtyard or home to the common open spaces. In addition to the fitness amenities available to residents, landscaped walking paths wind through the development. The development will provide approximately 34.6% common open space, roughly 4.5 acres overall. In addition, approximately 8.5% of the site area will be dedicated for private backyard open space, which is a tremendous benefit for residents.

The community incorporates some pocket park/courtyard planning techniques into its site plan which will contribute to a more livable environment. A significant amount of open space is provided (including active areas for games (Bag Toss, etc.), barbecue stations, fire pits, dog park, and more.

## K. Industrial Design & Architecture

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Landscaping shall be designed to complement the building architecture overall design theme for the site. All materials will comply with the City's low water plant palette. The street 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. More specific details regarding plantings, types, locations and quantities will be a part of the future design review application where they will address the actual size and building design.

While conceptual elevations are provided at **Tab 7**, the design of large industrial facilities requires a specific response to anticipated tenant requirements combined with careful aesthetic consideration of dealing with such a large building mass. Since the future tenant is unknown at this time, the design palette must remain flexible. 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). Both examples can be found along the adjacent 303 Corridor.

Scale is an important consideration when looking at the overall design. Freeway scale addresses the higher speed, more distant views of the development from the adjacent Loop 303. Elements should be

larger and easier to appreciate from automobiles on the freeway. Similarly, but to a lesser degree, the building will be set back considerably from Cotton Lane so the scale should be addressed accordingly. The level of detail increases adjacent to potential building entries where pedestrian scale elements should then be introduced.

Color and pattern will be used to ‘break down the mass’ and develop visual interest that creates an overall pleasing aesthetic on all sides of the building. The color palette may include a range from warm to cool neutrals that respect the surrounding desert hues and may include limited color accents to provide additional interest or address corporate imaging. 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. Glass will be incorporated at anticipated office areas or to provide additional daylighting at workspaces. Metal canopies will provide further shade, shadow, and accent at specific points of entry.

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 Cotton Lane and Loop 303. Dock and outdoor storage areas will be screened with an 8’ masonry wall with detail and color to complement the building architecture. A similar 4’ high berm will screen parking along the adjacent streets. Roof drains shall be internally piped unless specifically presented and approved as an enhancement used to further articulate the building façade.

Specific details regarding architecture, materials, colors, etc. will be a part of the future design review application.

## **L. Grading and Drainage Concept**

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For the industrial portion, 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 internal drain or 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.

For the residential portion, grading and drainage will adhere to City of Glendale land development standards and retain the 100-year 2-hour storm event. The site generally drains away from the ROW from west to east. A series of storm drains will capture and convey storm water runoff to a surface retention basin and underground chamber system. A series of drywells will be installed to dissipate storm water within 36 hours.

## **M. Circulation and Access**

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The Property is well situated from a regional access perspective; it is visible from the 303 Freeway and is easily accessible from the surrounding arterial street network.

### **Existing Conditions**

Northern Avenue is an east-west, two-way, two lane roadway that provides access to surrounding agricultural and residential parcels. Cotton Lane is a north-south, two-way, two lane roadway which is controlled by MCDOT.

An existing concrete lined irrigation ditch runs parallel to the property within the roadway. This ditch will need to be either abandoned and removed or tiled and buried.

### **Proposed Street Improvements**

#### **Residential Portion:**

Typical offsite improvements will be constructed along the adjacent half streets. Proposed improvements consist of widening the existing Cotton Lane road to 65' half street improvements in accordance with MCDOT's standards. This arterial road cross section includes a 14' width of pavement for a median, one 11' wide traffic lane, one 13' traffic lane and one 5' wide bike lane. Curb and gutter, a detached 6' sidewalk and street lighting will be constructed with the back of sidewalk located at the property line/right of way border. One (1) proposed driveway along the east side of Cotton Lane will serve the residential site. The access point will offer full access to/from the project site. The driveway is proposed on the east side of Cotton Lane approximately 1,230 feet south of Northern Avenue. Vehicles exiting the site at the proposed driveway will be STOP controlled while drivers on Cotton Lane will continue to operate under free flow conditions.

Per International Fire Code Regulation Appendix D107, one approved fire apparatus access road is permitted for one- or two-family residential developments with more than 30 dwelling units if all units are equipped with approved automatic sprinkler systems. The proposed development contains 144 dwelling units and all units will be sprinklered per IFC requirements, meeting this code requirement.

#### **Industrial/Commercial Portion:**

Northern Avenue will be widened from a two-lane roadway to an arterial road cross section with to a sixty-five foot half street with improvements including a 14' width of pavement for a median, one 11' wide traffic lane, one 13' traffic lane and one 5' -wide bike lane, curb and gutter, a detached 6' sidewalk and street lighting on the south side of the street. One (1) proposed driveway along the south side of Northern Avenue will serve the project site. A turn lane may be required along the south side of Northern Avenue and will be addressed at Design Review.

Site triangles will be maintained per the City of Glendale's standards. Additionally, driveway separation distances will comply with the City of Glendale standards, which requires a minimum of 150' between driveways when no turn lanes are provides and 275' when turn lanes are provided.

## **N. Infrastructure and Utilities**

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Water will be provided to the site by Epcor. Epcor has stated that they will allow domestic water to be taken off their existing 12-inch waterline in Cotton Lane. Fire protection will be required with the development of this site. All units will have approved sprinkler systems on site.

Sewer will be provided by Epcor which has a 15-inch line along the eastern property line to serve this project.

## **O. Phasing**

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The Residential Portion is anticipated to be the first phase. The Industrial Portion is anticipated to develop as market conditions warrant. The intent is to install infrastructure and improve the street frontage and accessway adjacent to, and upon construction of, 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.

## **P. Conclusion**

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The PAD and the proposed site plan will allow development of a horizontal mixed-use development. The proposed development includes an expansive modern commercial/industrial park designed to meet soaring demand for high quality commercial, warehouse, distribution, and manufacturing facilities adjacent to Loop 303, while also providing new high-quality residences in proximity to existing and future employers and commercial uses. This project supports Glendale's long-term goals for the region and will provide a robust, sustained contribution to the City's economic growth. The development will complement the surrounding area and provide substantial benefits and employment opportunities to the City of Glendale.

This rezone provides the highest and best use for a severely challenged site. This is an excellent low-impact housing option for new residents to Glendale and is more closely aligned with the City's General Plan map. Abundant landscaping and planned open space is provided, along with ample parking throughout the site. The building elevations provide rich and durable building materials. Sonoma Communities looks forward to bringing a high quality community to Glendale.

## **Exhibit A – Aerial and Vicinity Map**



## **Exhibit B – Current County Zoning Map**



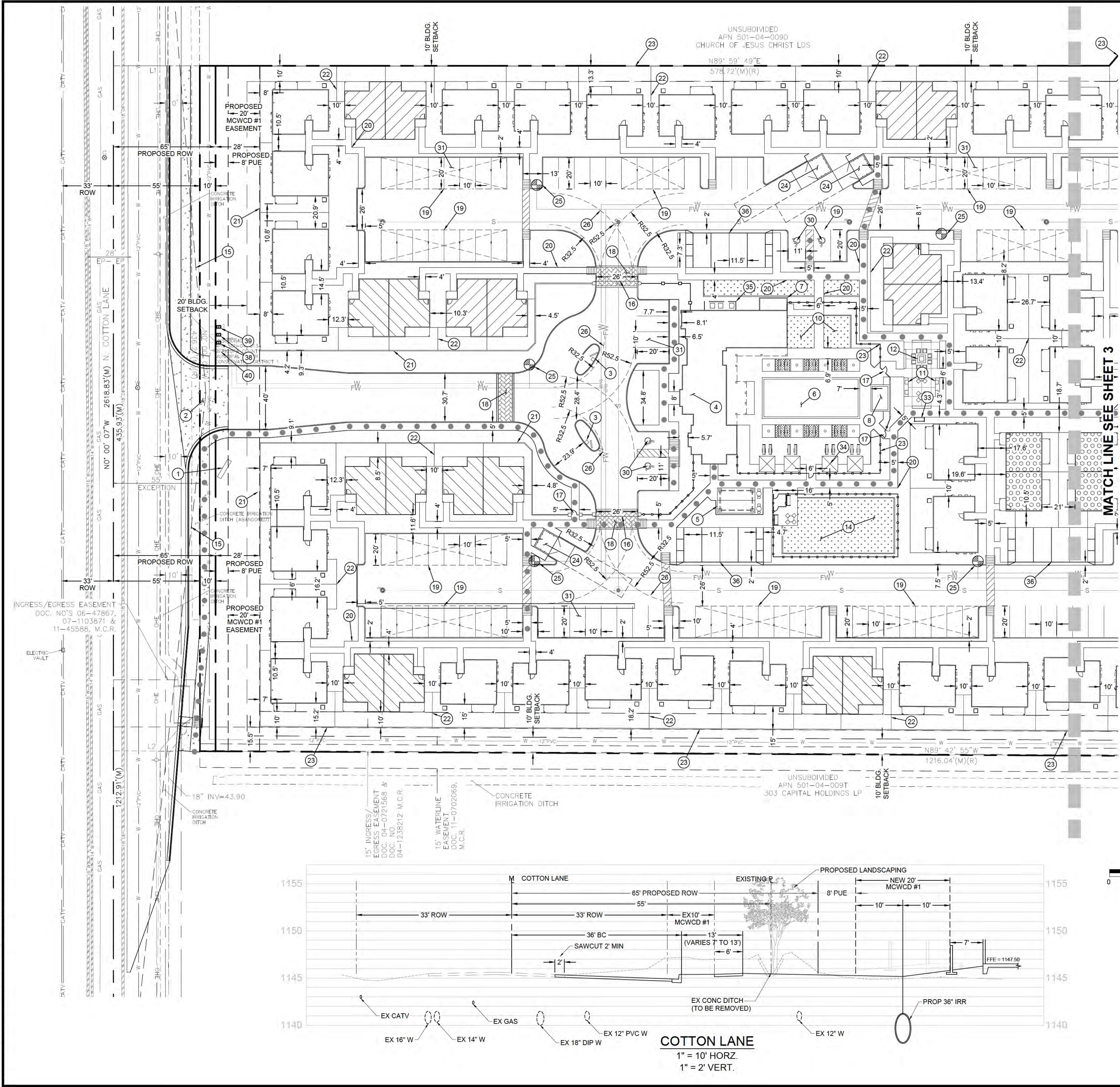
## **Exhibit C – Conceptual Industrial/Commercial Site Plan**



## **Exhibit D – Conceptual Residential Site Plan**



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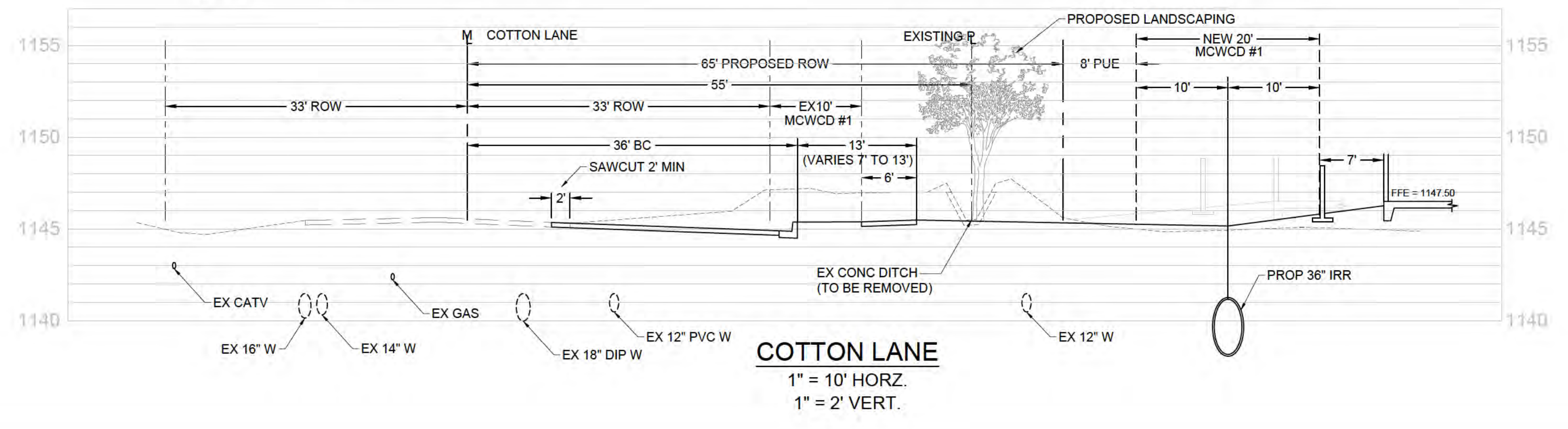
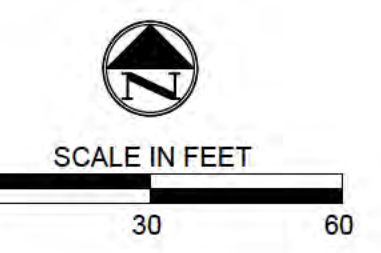
- KEY NOTES**
- ENTRANCE MONUMENT SIGN
  - DRIVEWAY ENTRANCE PER MODIFIED C.O.G. STD. DETAIL G-456
  - VISITOR CALL BOX & DIRECTORY
  - LEASING OFFICE/POOL RESTROOMS
  - MAILBOXES
  - POOL
  - POOL EQUIPMENT AREA
  - SPA
  - TURF AREA
  - BBQ
  - FIRE PIT
  - DOG PARK AND AMENITIES
  - SIGHT DISTANCE PER C.O.G. STD. DETAIL G-448
  - VEHICLE ACCESS GATE
  - PEDESTRIAN ENTRANCE GATE
  - DECORATIVE PAVEMENT (STAMPED ASPHALT)
  - METAL PARKING SHADE CANOPY
  - SIDEWALK, WIDTH AS NOTED
  - 6' HIGH CMU THEME WALL
  - 6' HIGH VINYL FENCE
  - 6' HIGH FULL VIEW FENCE
  - TRASH ENCLOSURE PER C.O.G. STD. DETAIL G-934, SEE SHEET 4
  - FIRE HYDRANT (MAX 300' SPACING)
  - FIRE DEPT. TURNING RADII PER C.O.G. STD. DETAIL G-954, SEE SHEET 4
  - PLANTER POTS
  - ACCESSIBLE PARKING STALL (11' X 20' W/ 2' OVERHANG & 5' STRIPED AISLE)
  - PARKING STALL (10' X 18' W/ 2' OVERHANG)
  - LANDSCAPE BERM
  - BENCH
  - CABANA
  - SCREEN WALL
  - GARAGE
  - 3' RETAINING WALL WITH 6' PRIVACY WALL.
  - WATER METER
  - IRRIGATION METER
  - BACKFLOW PREVENTION VALVE

**LEGEND & ABBREVIATIONS**

BLDG	BUILDING	B/C	BACK OF CURB
ESMT	EASEMENT	OS	OPEN SPACE
EX	EXISTING	TYP	TYPICAL
F/C	FACE OF CURB	SW	SIDEWALK
LS	LANDSCAPE	BS	BUILDING SETBACK
PUE	PUBLIC UTILITY	EOP	EDGE OF PAVEMENT
PROP	PROPOSED	ESMT	EASEMENT
ROW	RIGHT-OF-WAY	C	COMPACT PARKING SPACE

BOUNDARY	---
EX PROPERTY LINE	---
CENTERLINE	---
SETBACK	---
EASEMENT	---
FENCE	---
ACCESSIBLE ROUTE	●●●●
OPEN SPACE	---
STREET LIGHT	⊗
PROPOSED FIRE HYDRANT	⊕
SIDEWALK RAMP	▨
RECYCLE ENCLOSURE	Ⓜ
MAINTENANCE GARAGE	Ⓜ
NUMBER PARKING STALLS PER ROW	Ⓜ
CANOPY (WIDTH VARIES)	Ⓜ



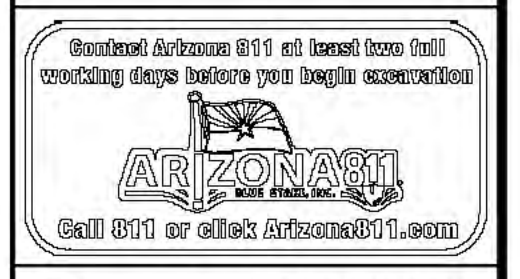
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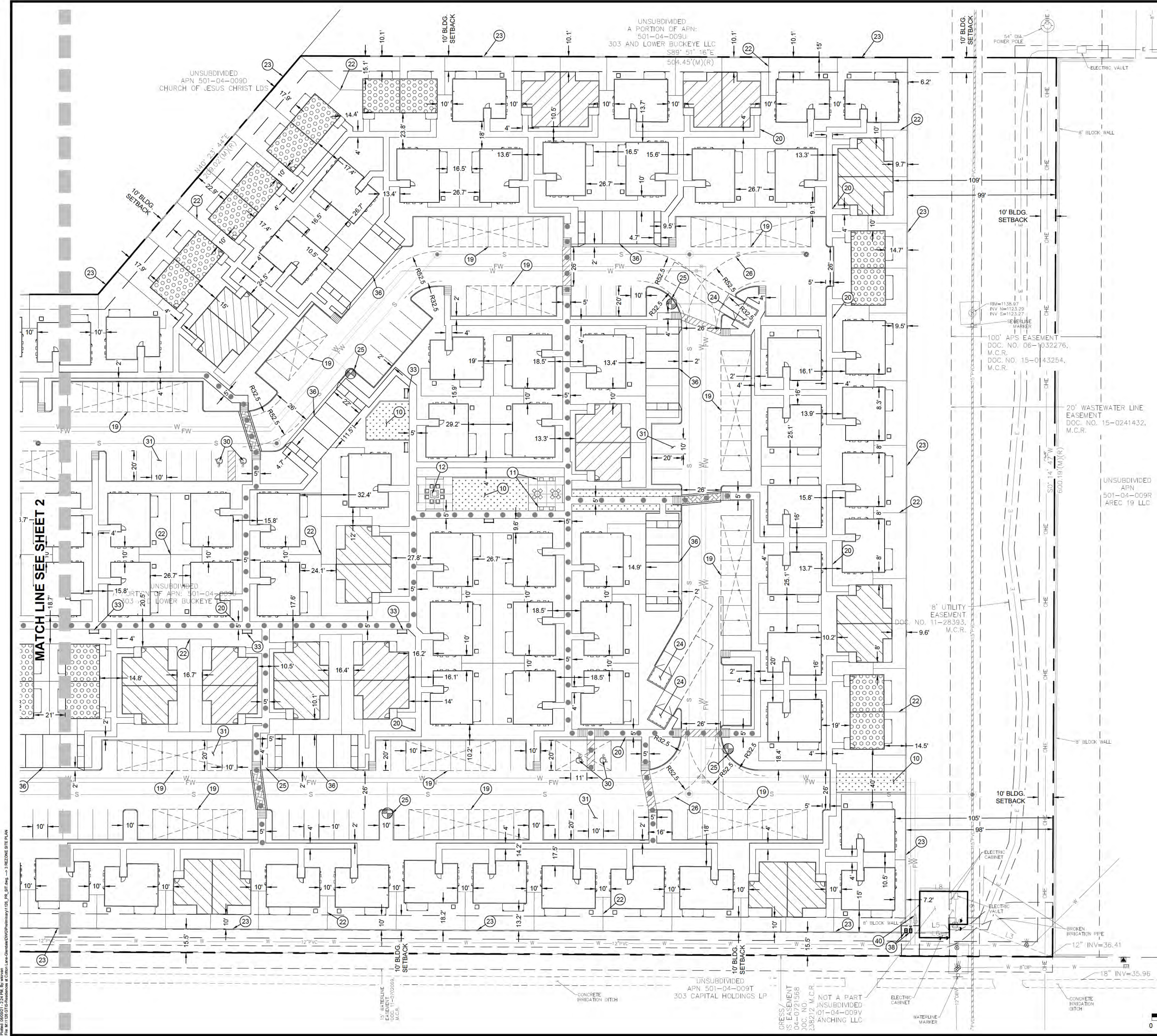
**THE RESIDENCES AT COTTON LANE**

**REZONE SITE PLAN**



DATE	DESCRIPTION
05/04/21	1ST SUBMITTAL
07/16/21	2ND SUBMITTAL
08/09/21	3RD SUBMITTAL

CHECKED BY:	TBL
DRAWN BY:	WMK
TITLE:	<b>REZONE SITE PLAN</b>
SHEET No.	2 of 3
PROJECT No.	1126



**KEY NOTES**

1. ENTRANCE MONUMENT SIGN
2. DRIVEWAY ENTRANCE PER MODIFIED C.O.G. STD. DETAIL G-456
3. VISITOR CALL BOX & DIRECTORY
4. LEASING OFFICE/POOL RESTROOMS
5. MAILBOXES
6. POOL
7. POOL EQUIPMENT AREA
8. SPA
10. TURF AREA
11. BBQ
12. FIRE PIT
14. DOG PARK AND AMENITIES
15. SIGHT DISTANCE PER C.O.G. STD. DETAIL G-448
16. VEHICLE ACCESS GATE
17. PEDESTRIAN ENTRANCE GATE
18. DECORATIVE PAVEMENT (STAMPED ASPHALT)
19. METAL PARKING SHADE CANOPY
20. SIDEWALK, WIDTH AS NOTED
21. 6" HIGH CMU THEME WALL
22. 6" HIGH VINYL FENCE
23. 6" HIGH FULL VIEW FENCE
24. TRASH ENCLOSURE PER C.O.G. STD. DETAIL G-934, SEE SHEET 4
25. FIRE HYDRANT (MAX 300' SPACING)
26. FIRE DEPT. TURNING RADII PER C.O.G. STD. DETAIL G-954, SEE SHEET 4
27. PLANTER POTS
30. ACCESSIBLE PARKING STALL (11' X 20' W/ 2' OVERHANG & 5' STRIPED AISLE)
31. PARKING STALL (10' X 18' W/ 2' OVERHANG)
32. LANDSCAPE BERM
33. BENCH
34. CABANA
35. SCREEN WALL
36. GARAGE
37. 3' RETAINING WALL WITH 6' PRIVACY WALL.
38. WATER METER
39. IRRIGATION METER
40. BACKFLOW PREVENTION VALVE

**LEGEND & ABBREVIATIONS**

BLDG	BUILDING	B/C	BACK OF CURB
ESMT	EASEMENT	OS	OPEN SPACE
EX	EXISTING	TYP	TYPICAL
F/C	FACE OF CURB	SW	SIDEWALK
LS	LANDSCAPE	BS	BUILDING SETBACK
PUE	PUBLIC UTILITY	EOP	EDGE OF PAVEMENT
PROP	PROPOSED	C	COMPACT PARKING SPACE
ROW	RIGHT-OF-WAY		

BOUNDARY	---
EX PROPERTY LINE	---
CENTERLINE	---
SETBACK	---
EASEMENT	---
FENCE	---
ACCESSIBLE ROUTE	●●●●
OPEN SPACE	---
STREET LIGHT	⊙
PROPOSED FIRE HYDRANT	⊕
SIDEWALK RAMP	▭
RECYCLE ENCLOSURE	Ⓜ
MAINTENANCE GARAGE	Ⓜ
NUMBER PARKING STALLS PER ROW	Ⓜ
CANOPY (WIDTH VARIES)	▭

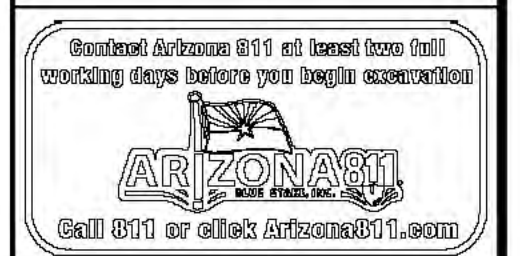
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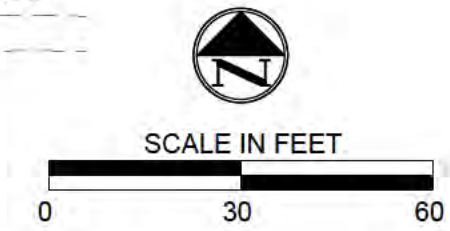
**THE RESIDENCES AT COTTON LANE**

**REZONE SITE PLAN**



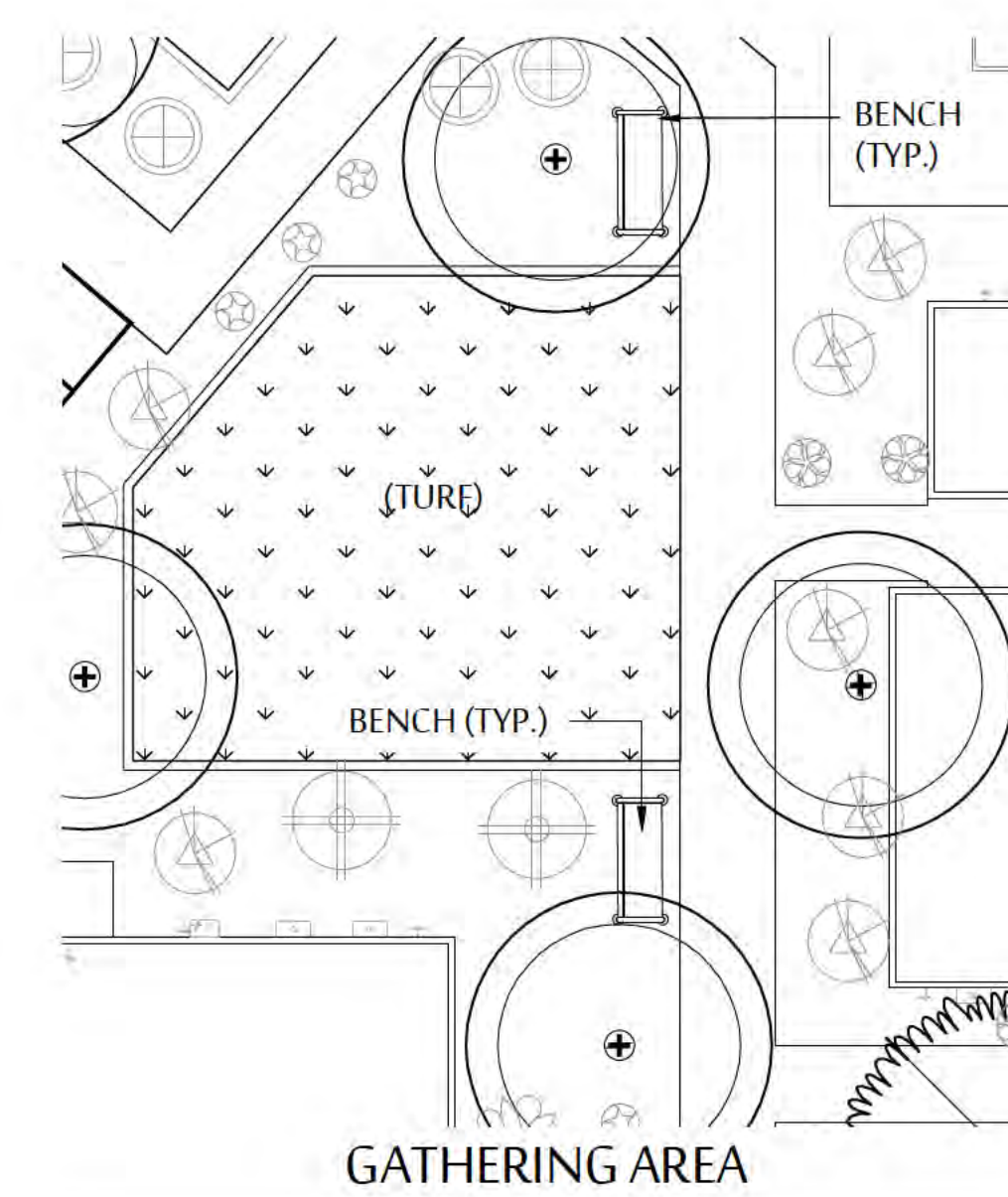
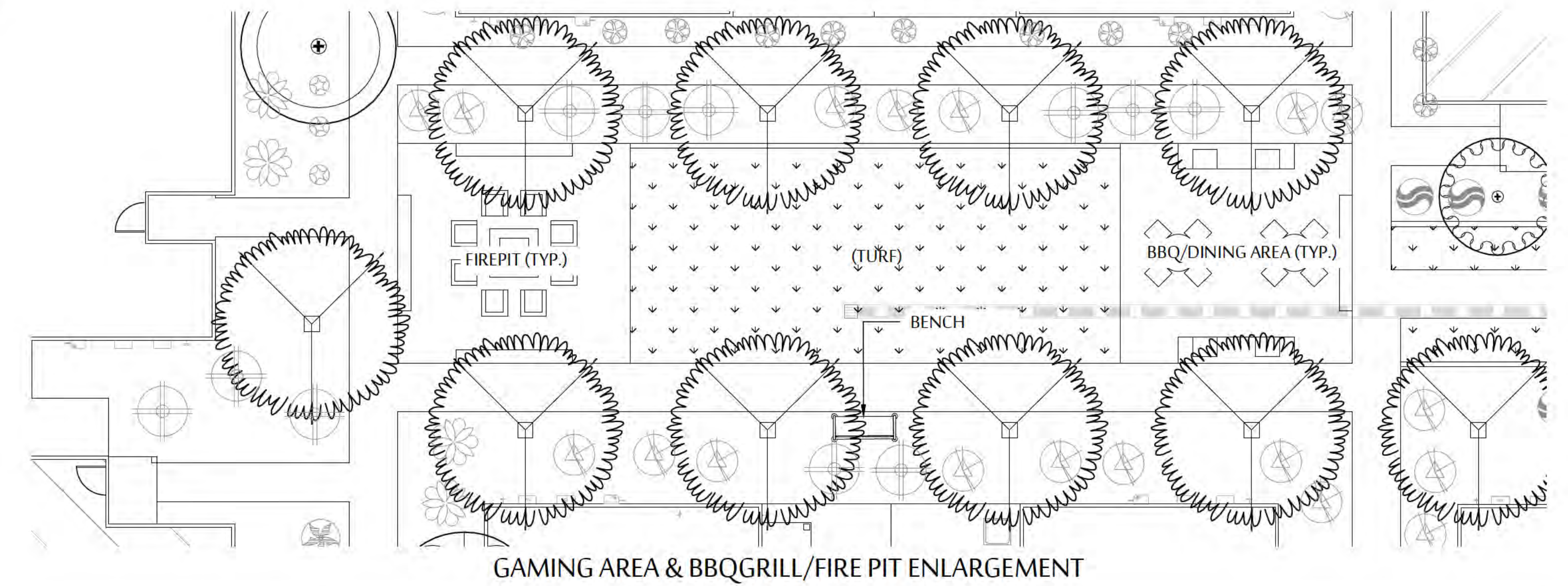
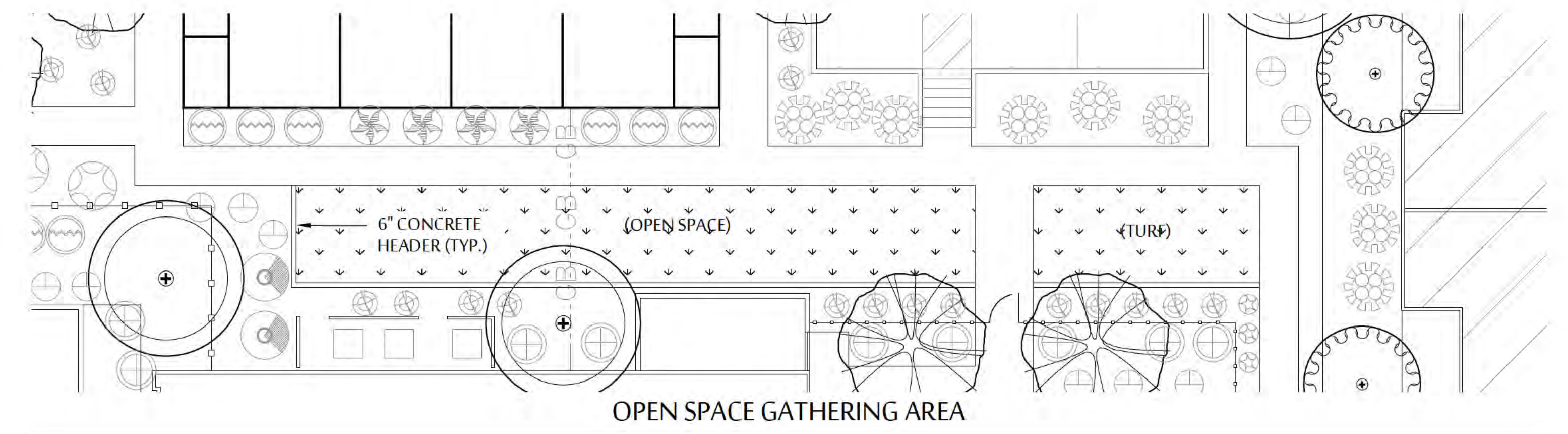
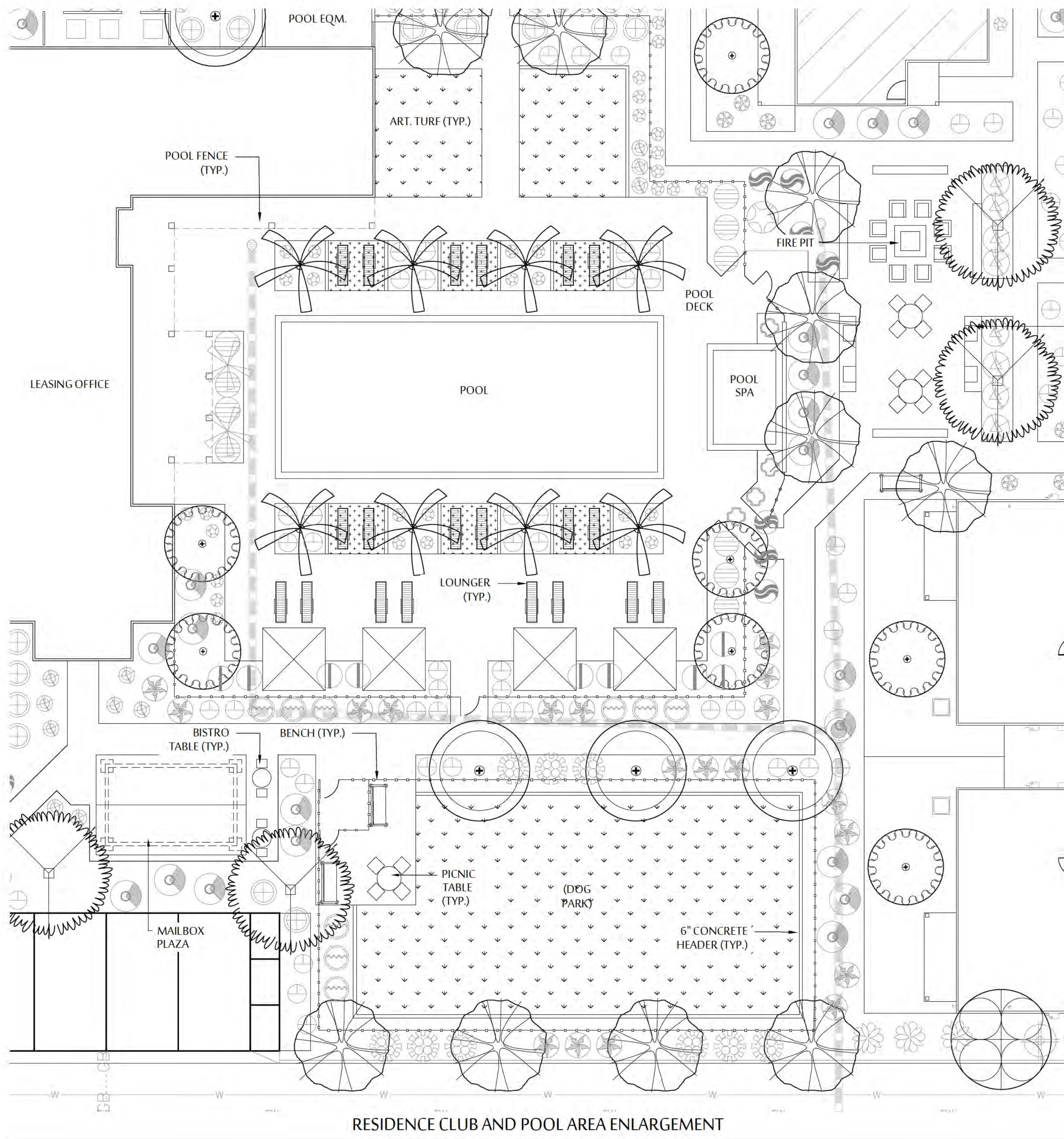
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07/16/21	2ND SUBMITTAL
08/09/21	3RD SUBMITTAL

CHECKED BY:	TBL
DRAWN BY:	WMK
TITLE:	<b>REZONE SITE PLAN</b>
SHEET No.	3 of 3
PROJECT No.	1126



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 File: M1126-01-Residences at Cotton Lane-GenesysDVP\DWG\DWG\1126-01-REZONE SITE PLAN.dwg - 3 REZONE SITE PLAN

## **Exhibit E – Conceptual Residential Amenities**



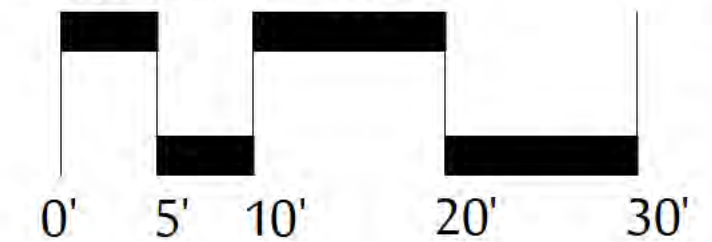
**SONOMA**  
COMMUNITIES

**THE RESIDENCES ON COTTON LANE**  
AMENITY AREAS

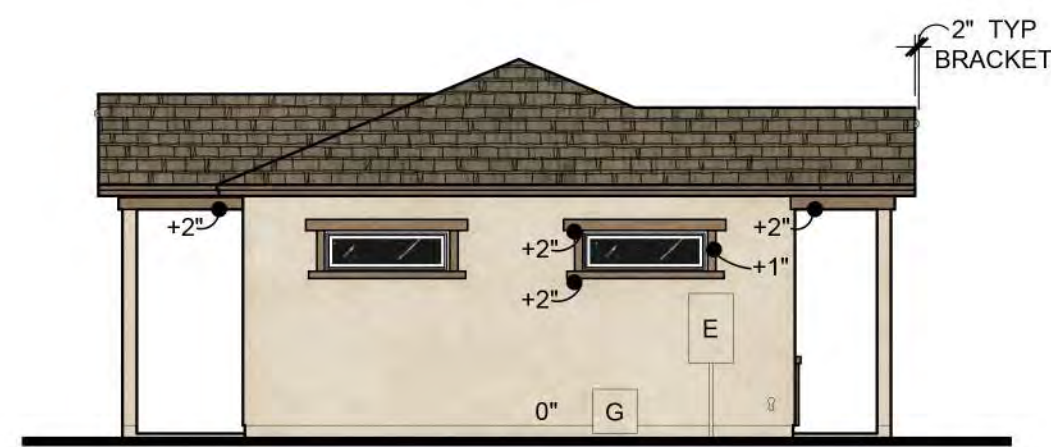
S/SEC OF COTTON LANE AND NORTHERN AVE. - MARICOPA COUNTY, ARIZONA

JULY 30, 2021

SCALE: 1"=10'-0"

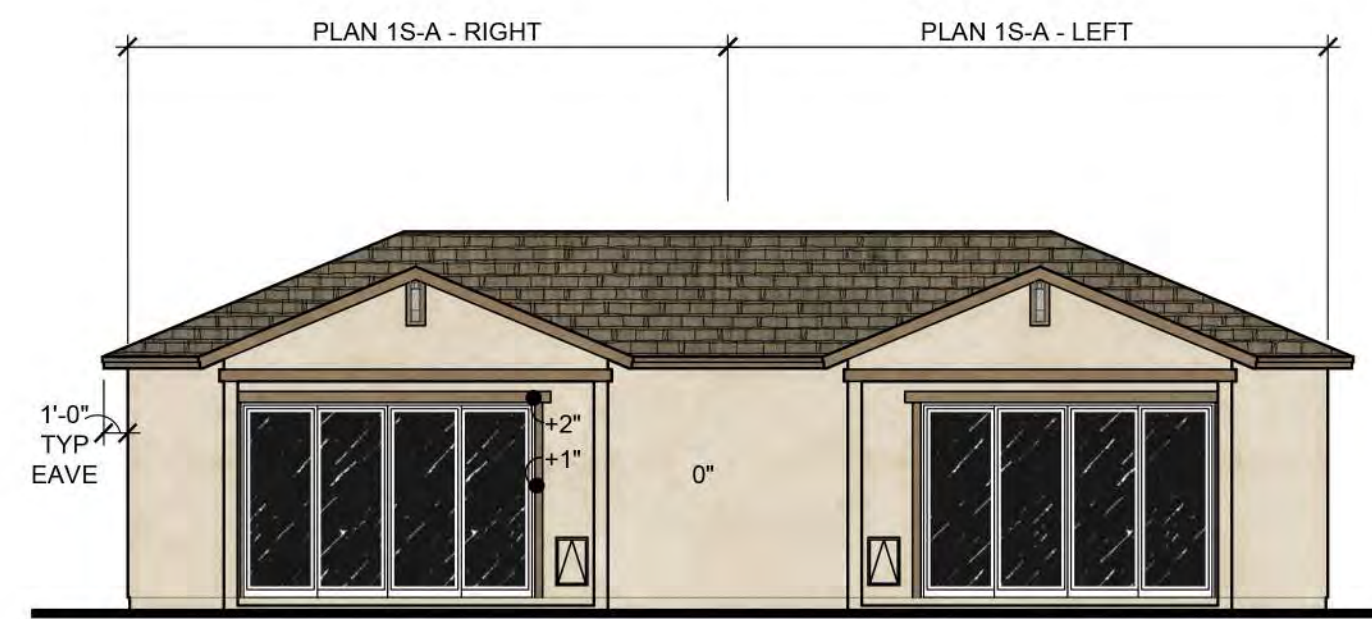


## **Exhibit F – Conceptual Residential Elevations**



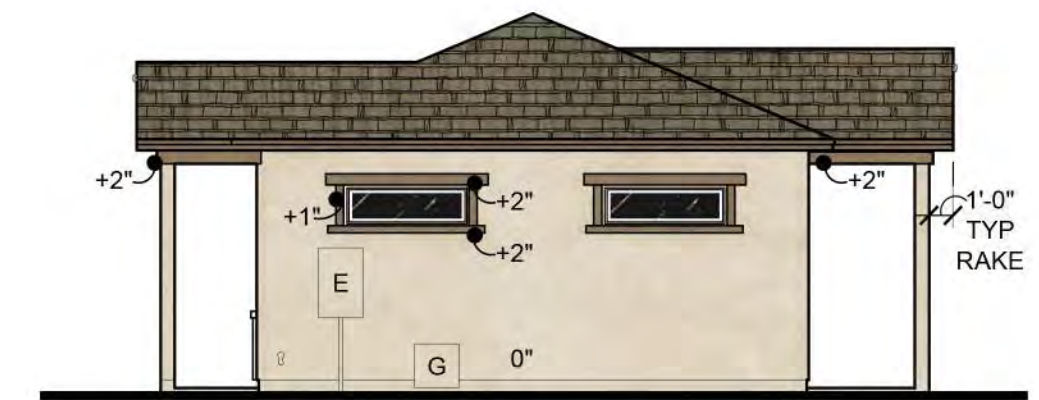
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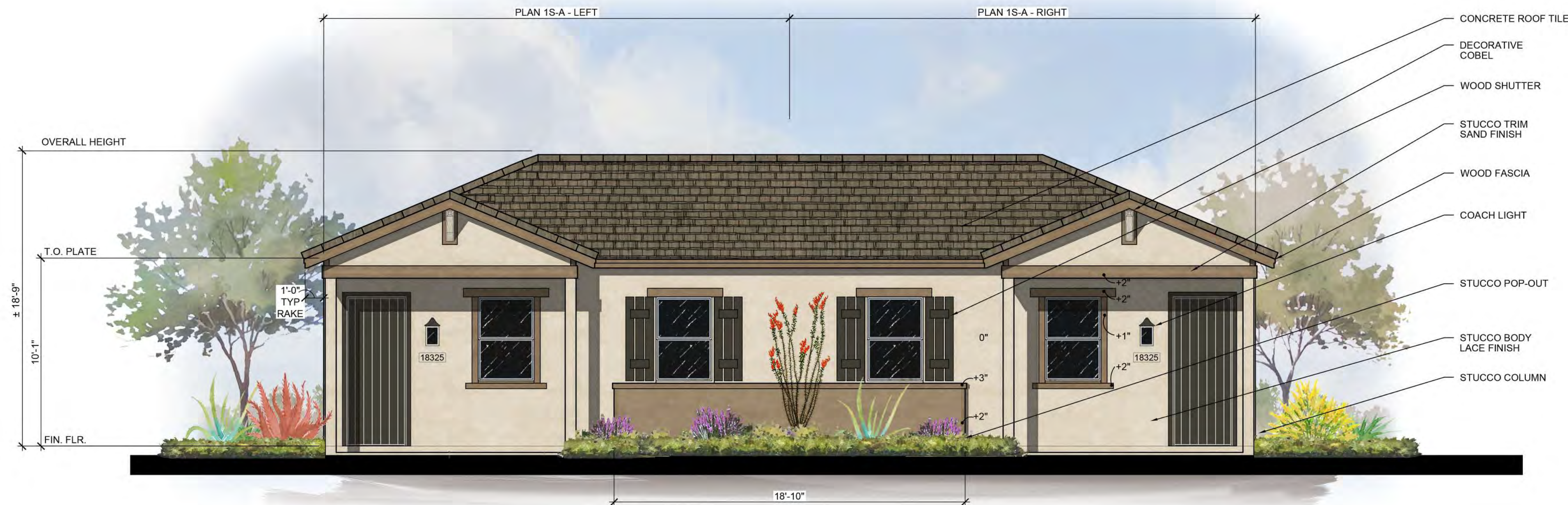
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**RIGHT ELEVATION**

Elevation A - Cottage 1/8" = 1'-0"



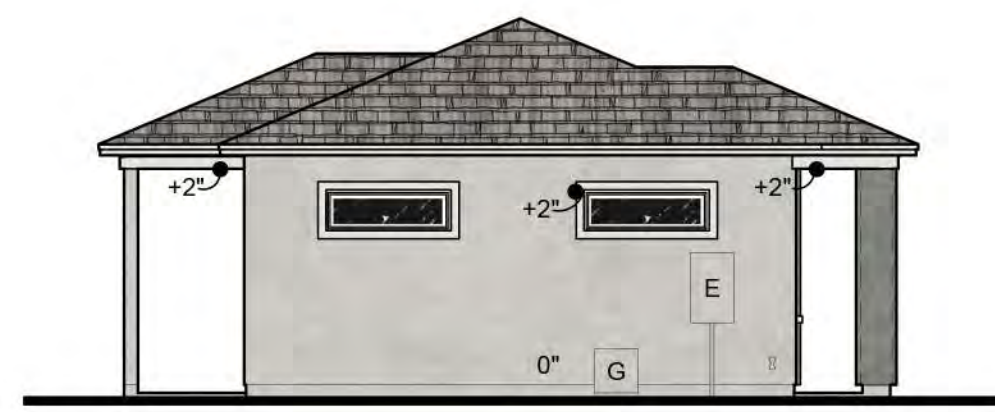
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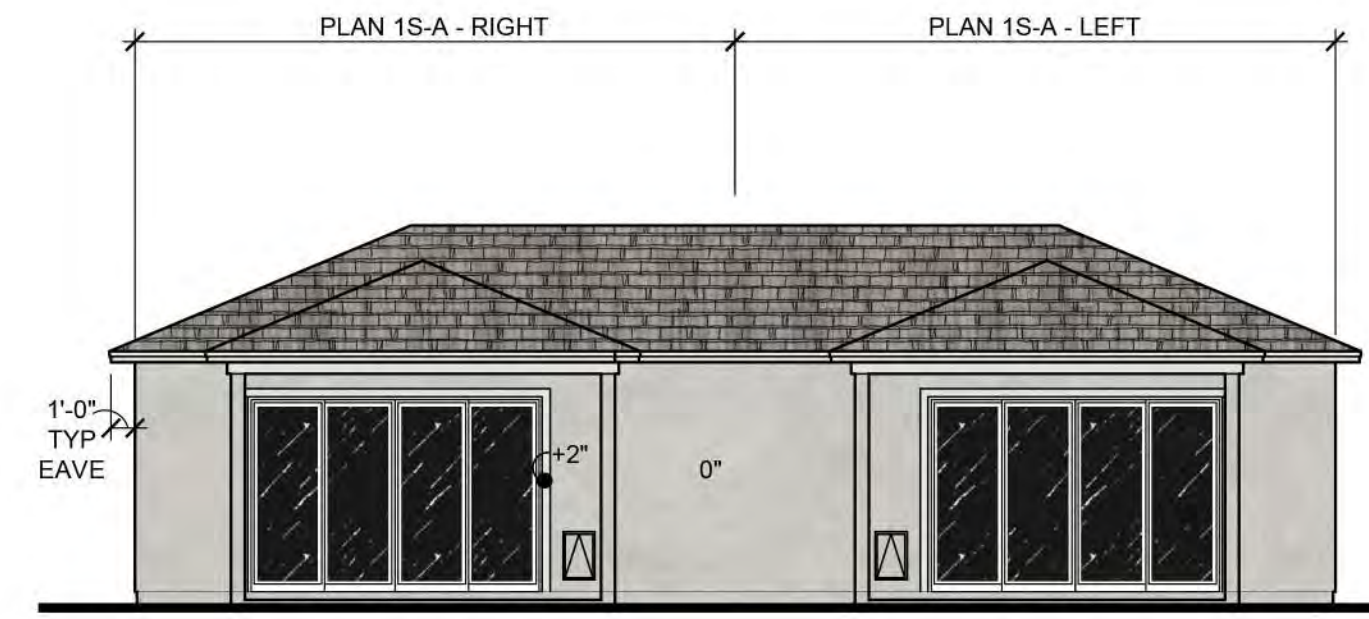
**Elevation A - Cottage**

Plan 1S | 1 and 2 Family Rental Unit Community | Cotton and Northern | Glendale, AZ

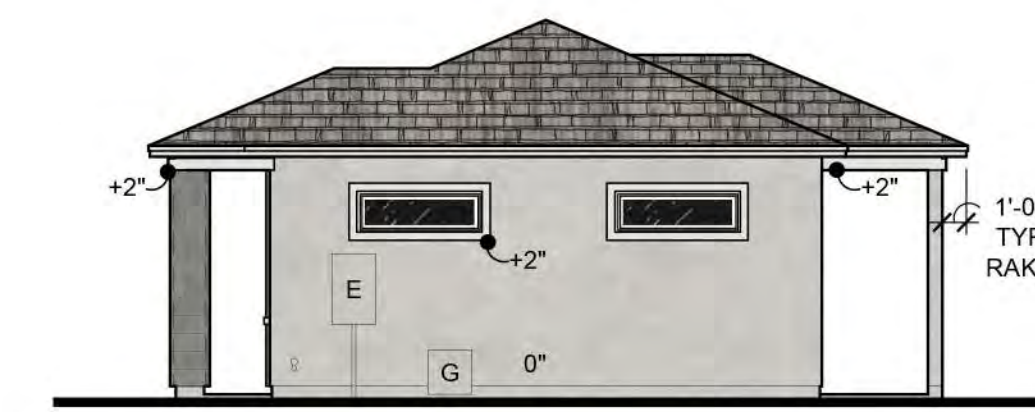
4-23-2021



**LEFT ELEVATION**  
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**REAR ELEVATION**  
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**RIGHT ELEVATION**  
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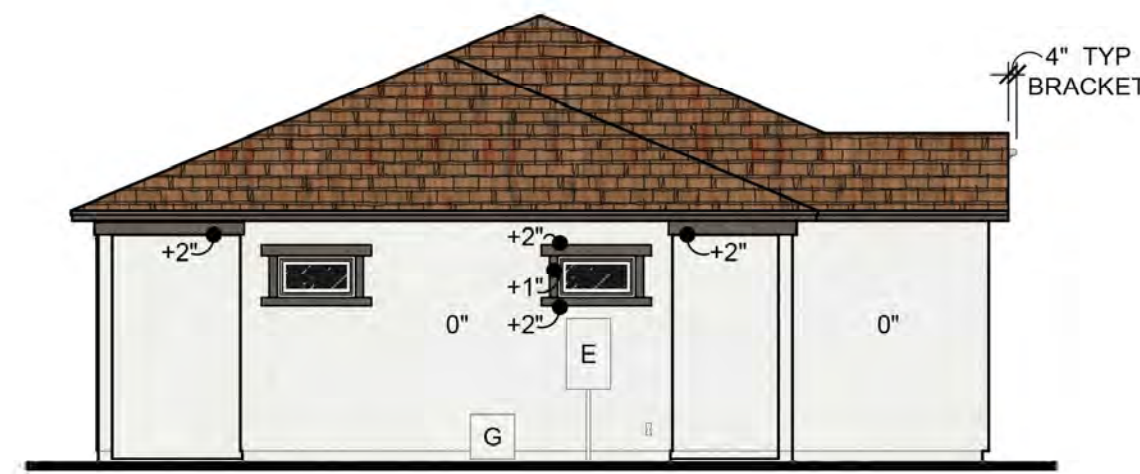


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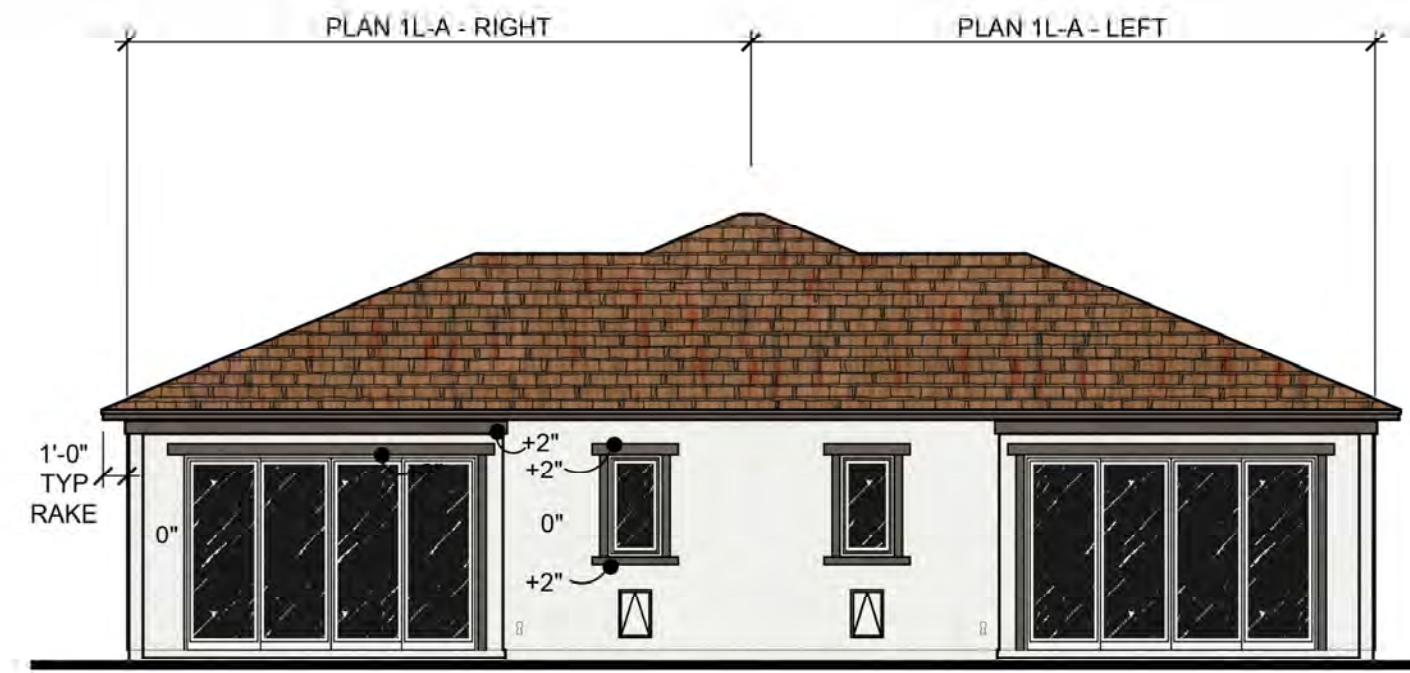
**Elevation B - Desert Contemporary**

Plan 1S | 1 and 2 Family Rental Unit Community | Cotton and Northern | Glendale, AZ

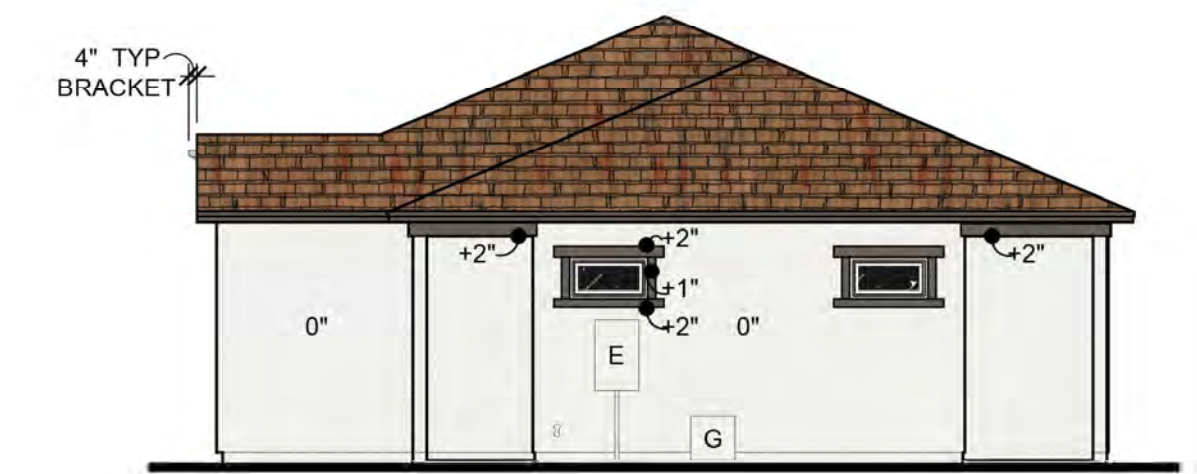
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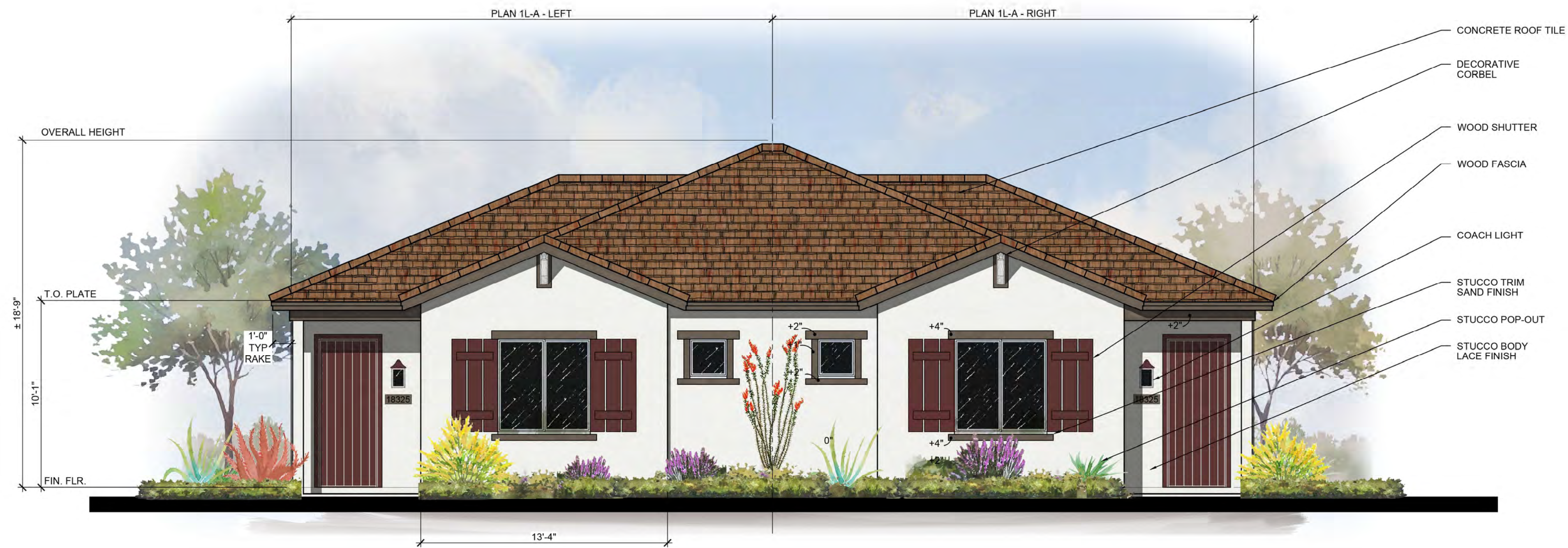
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**REAR ELEVATION**  
Elevation A - Cottage 1/8" = 1'-0"



**RIGHT ELEVATION**  
Elevation A - Cottage 1/8" = 1'-0"

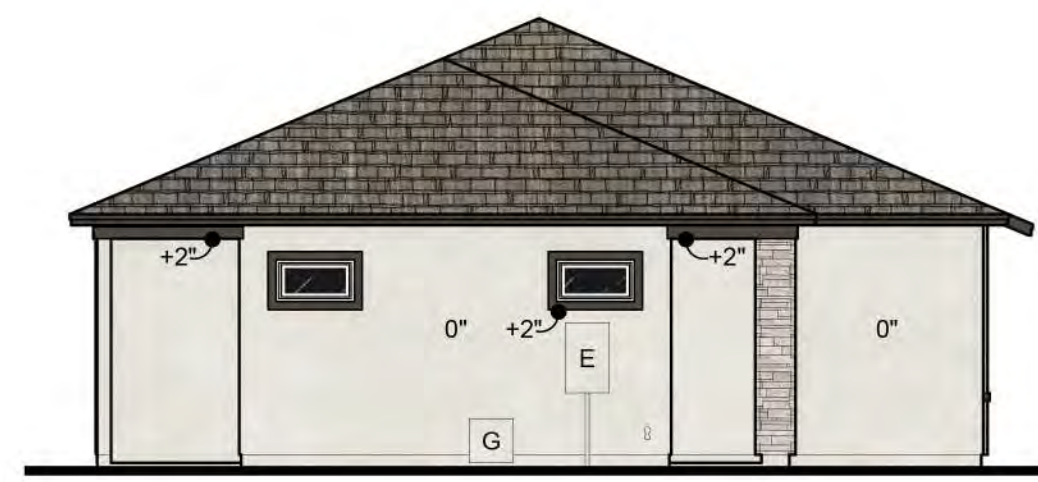


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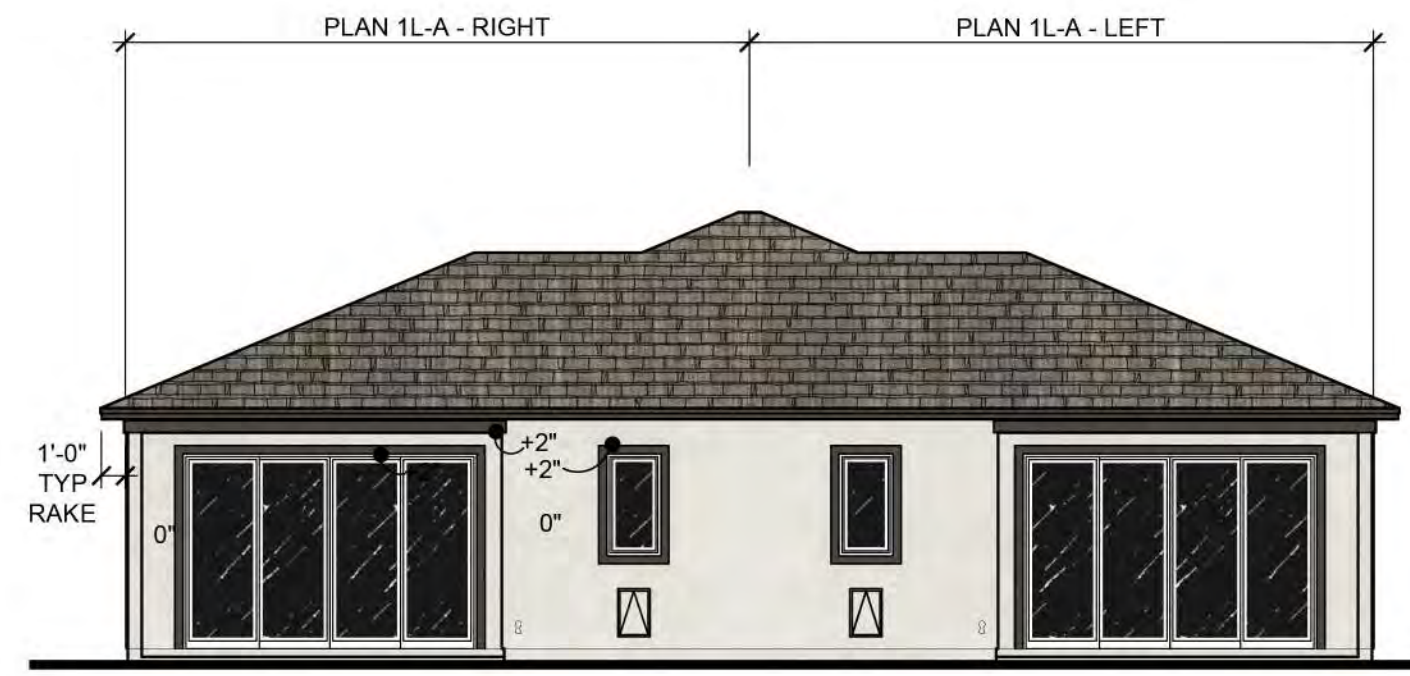
**Elevation A - Cottage**

Plan 1L | 1 and 2 Family Rental Unit Community | Cotton and Northern | Glendale, AZ

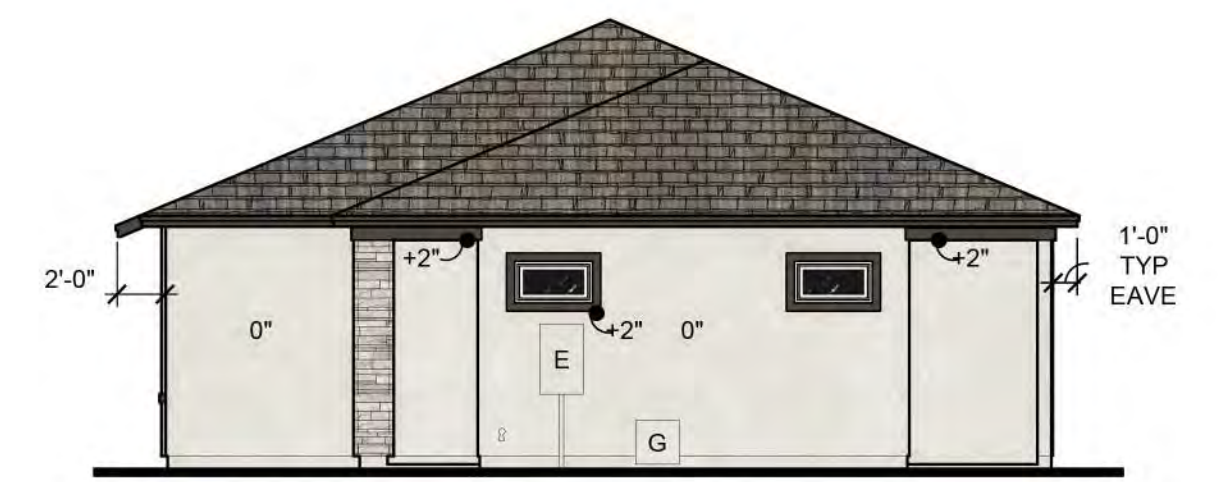
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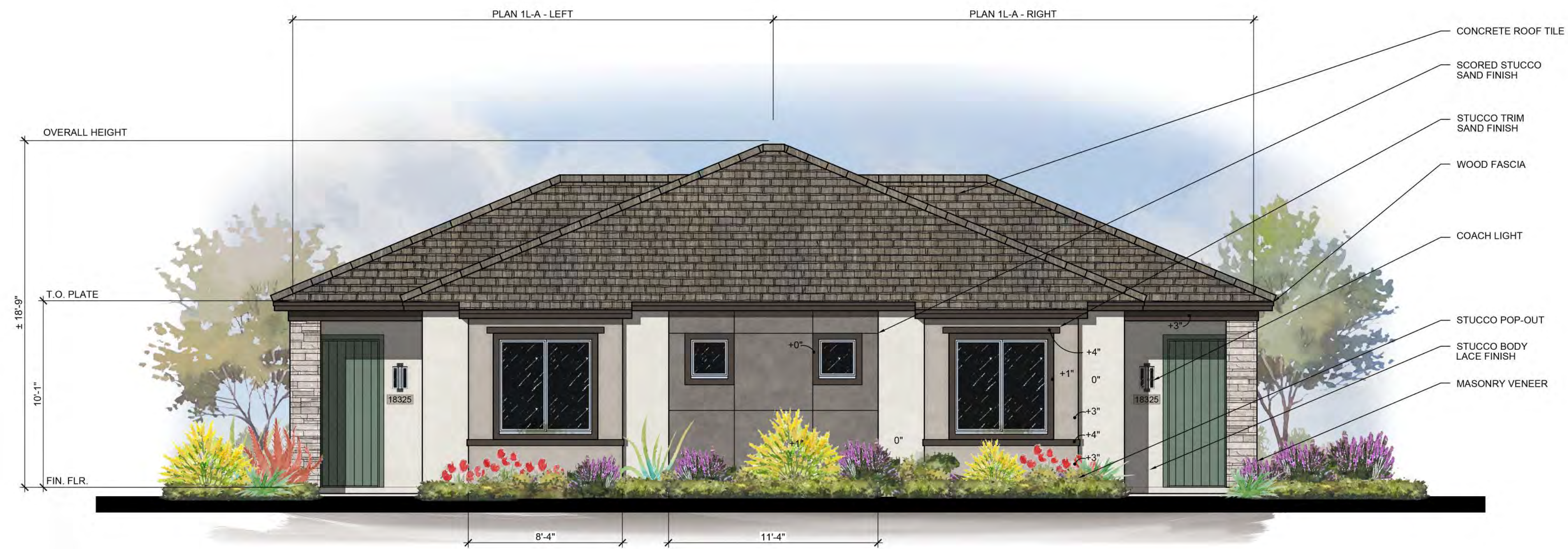
**LEFT ELEVATION**  
Elevation B - Desert Contemporary 1/8" = 1'-0"



**REAR ELEVATION**  
Elevation B - Desert Contemporary 1/8" = 1'-0"



**RIGHT ELEVATION**  
Elevation B - Desert Contemporary 1/8" = 1'-0"

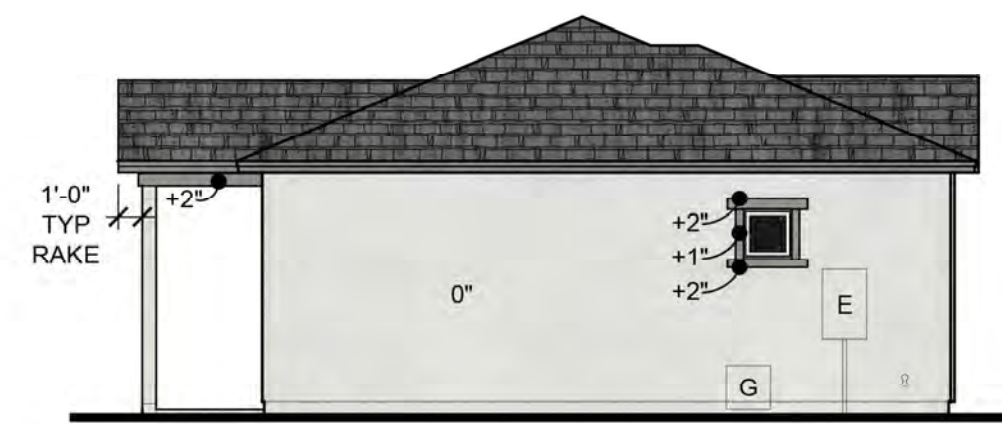


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**Elevation B - Desert Contemporary**

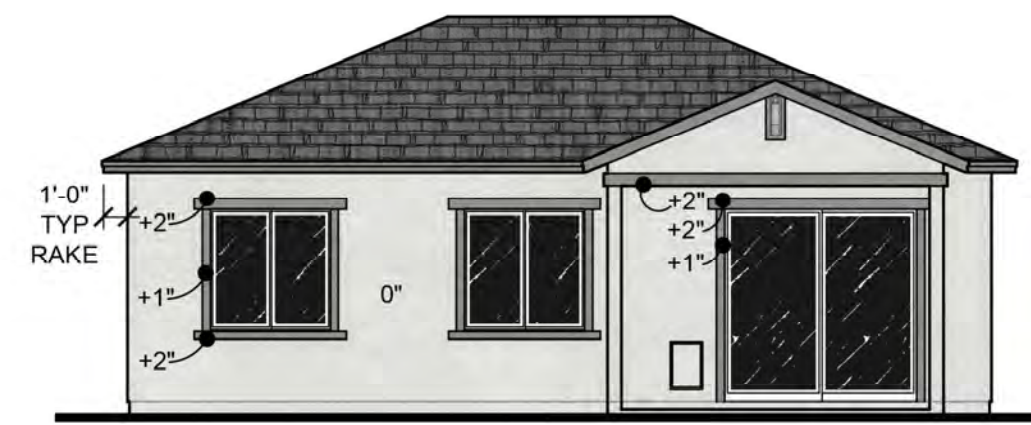
Plan 1L | 1 and 2 Family Rental Unit Community | Cotton and Northern | Glendale, AZ

4-23-2021



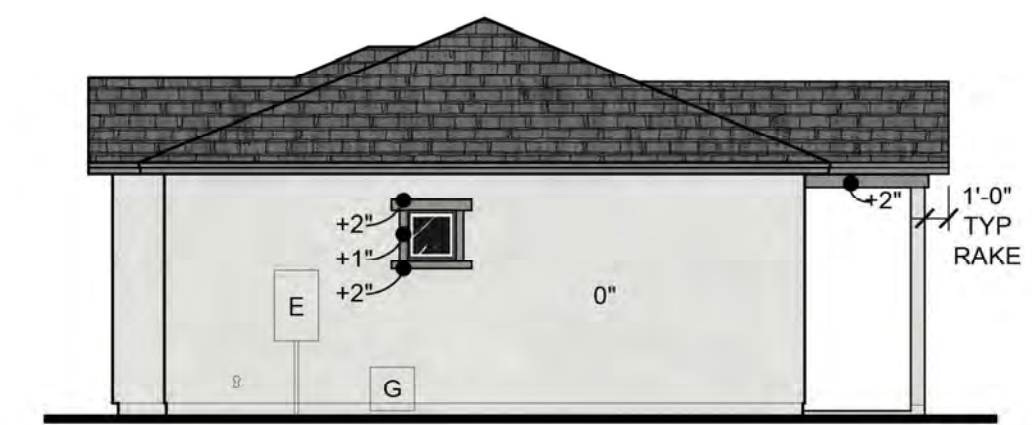
**LEFT ELEVATION**

Elevation A - Cottage 1/8" = 1'-0"



**REAR ELEVATION**

Elevation A - Cottage 1/8" = 1'-0"



**RIGHT ELEVATION**

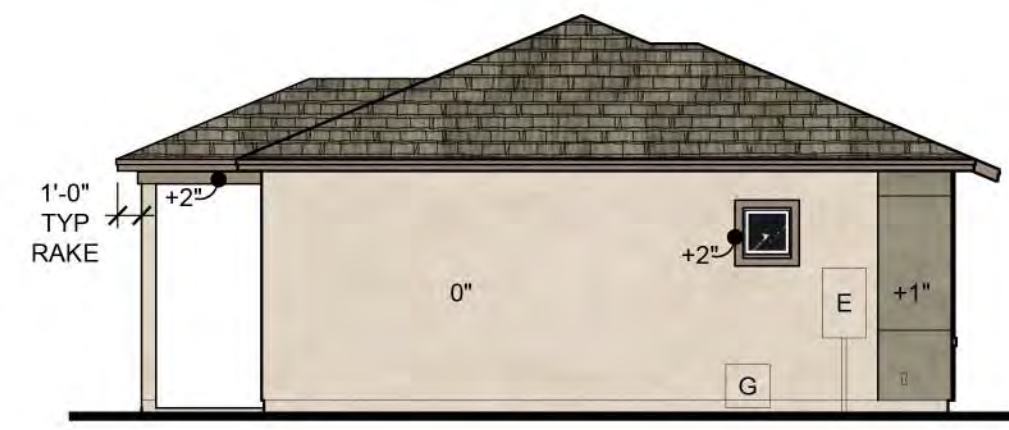
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**FRONT ELEVATION**

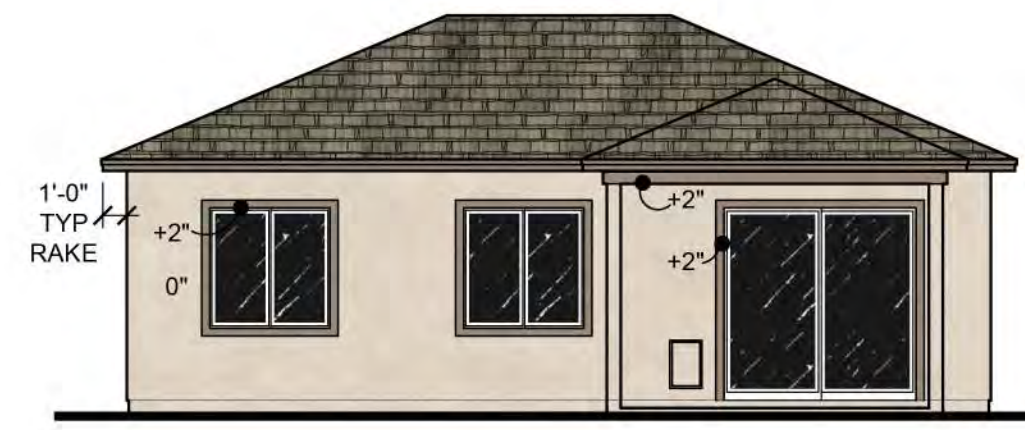
Elevation A - Cottage 1/4" = 1'-0"

**Elevation A - Cottage**



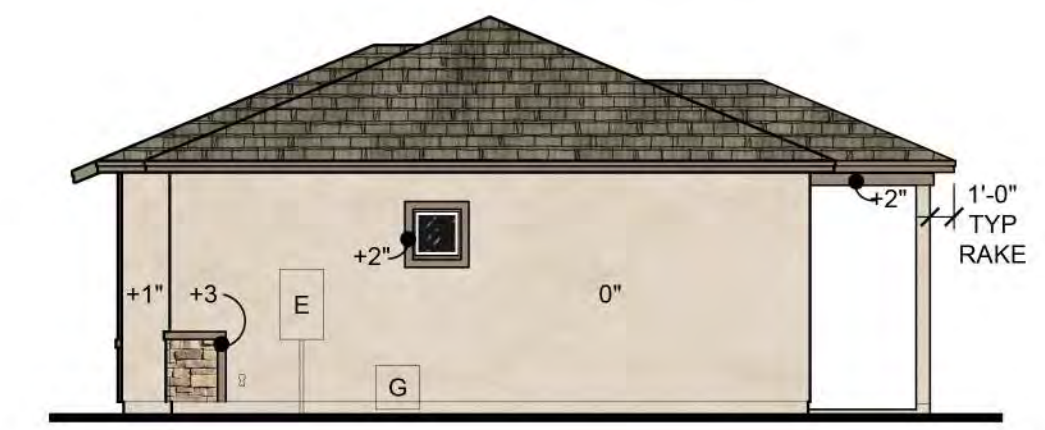
**LEFT ELEVATION**

Elevation B - Desert Contemporary 1/8" = 1'-0"



**REAR ELEVATION**

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**RIGHT ELEVATION**

Elevation B - Desert Contemporary 1/8" = 1'-0"



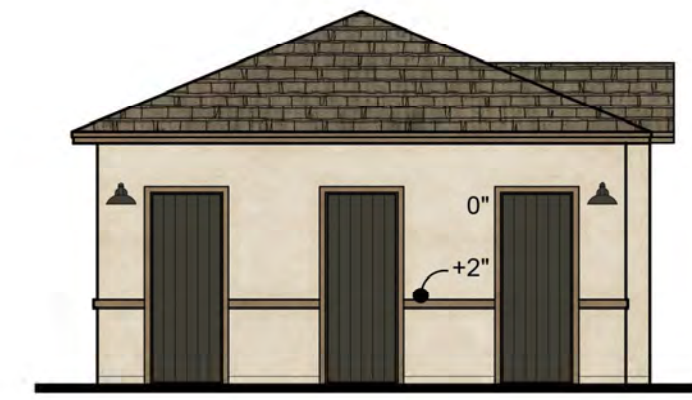
**FRONT ELEVATION**

Elevation B - Desert Contemporary 1/4" = 1'-0"

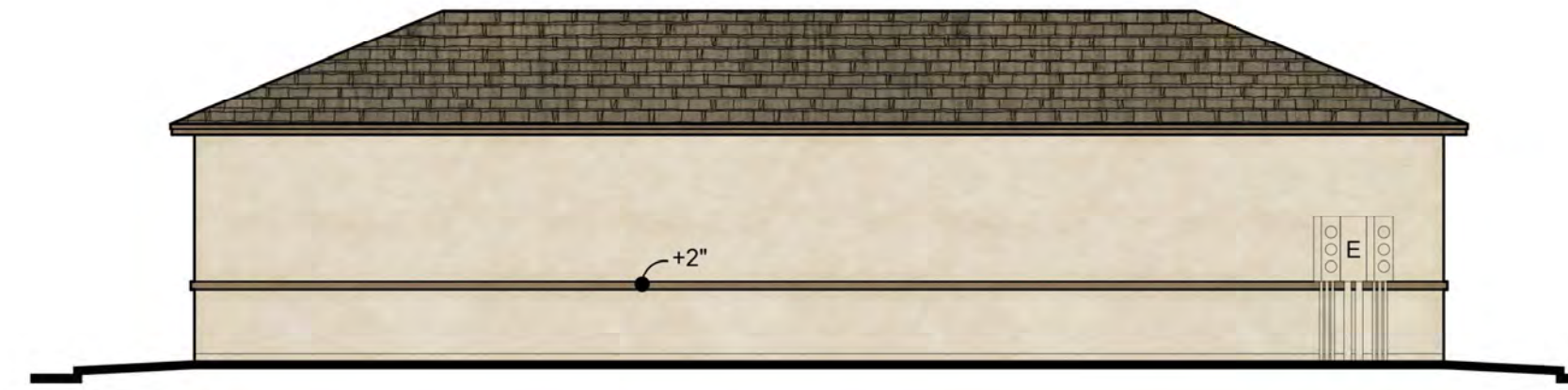
**Elevation B - Desert Contemporary**

Plan 2 | 1 and 2 Family Rental Unit Community | Cotton and Northern | Glendale, AZ

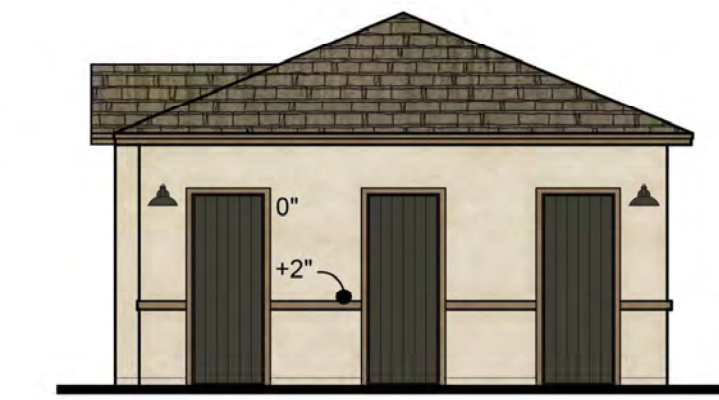
4-23-2021



**LEFT ELEVATION**  
Elevation A - Cottage 1/8" = 1'-0"



**REAR ELEVATION**  
Elevation A - Cottage 1/8" = 1'-0"



**RIGHT ELEVATION**  
Elevation A - Cottage 1/8" = 1'-0"



**FRONT ELEVATION**  
Elevation A - Cottage 1/4" = 1'-0"

Elevation A - Cottage

Garage - Storage | 1 and 2 Family Rental Unit Community | Cotton and Northern | Glendale, AZ

4-23-2021



**NORTH ELEVATION**  
1/8" = 1'-0"



**EAST ELEVATION**  
1/8" = 1'-0"



**WEST ELEVATION**  
1/8" = 1'-0"



**SOUTH ELEVATION**  
1/4" = 1'-0"

Leasing - Fitness - Club | 1 and 2 Family Rental Unit Community | Cotton and Northern | Glendale, AZ

4-23-2021

## **Exhibit G – Conceptual Industrial Elevations**





VIEW FROM NORTHERN



VIEW ALONG SCREEN WALL



BUILDING C CORNER



BUILDING B CORNER

MECHANICAL \_\_\_\_\_  
 CIVIL \_\_\_\_\_  
 ELECTRICAL \_\_\_\_\_  
 STRUCTURAL \_\_\_\_\_  
 REFRIG. \_\_\_\_\_  
 FIRE PROTECTION \_\_\_\_\_

LANDSCAPING \_\_\_\_\_  
 ELECTRICAL \_\_\_\_\_  
 REFRIG. \_\_\_\_\_  
 PLUMBING \_\_\_\_\_

DESIGN/BUILDER  
**ARCO MURRAY** DESIGN BUILD  
 488 GREEN LLE AVE  
 DALLAS, TX 75208

ARCHITECT  
**GMA** ARCHITECTS  
 800 NORTH ROCK HILL ROAD  
 SUITE 100  
 DALLAS, TX 75208  
 (P) 314-682-5181 (F) 314-682-0714  
 WWW.GMA-ARCHITECTS.COM

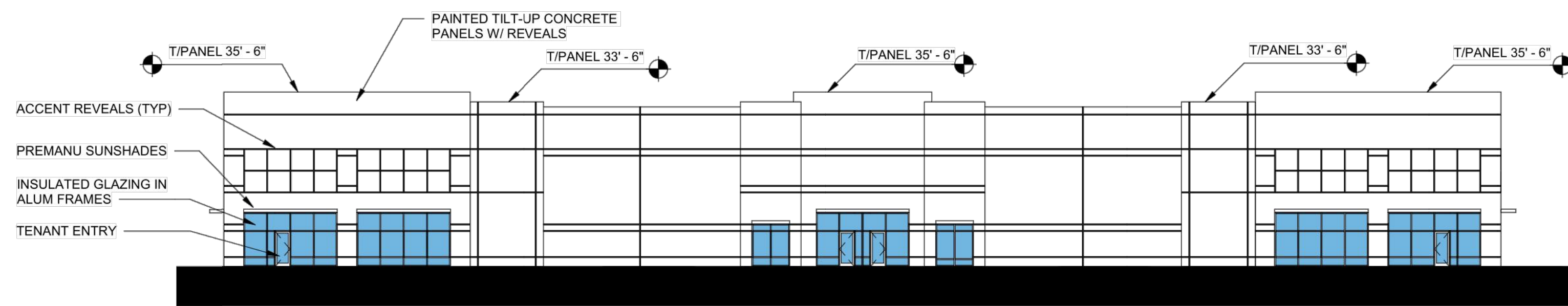
PROJECT  
**303 & Northern Industrial Warehouse**  
 GLENDALE, ARIZONA

JOB NO : SJ2350  
 PA : LWV  
 DATE : 08.09.2021

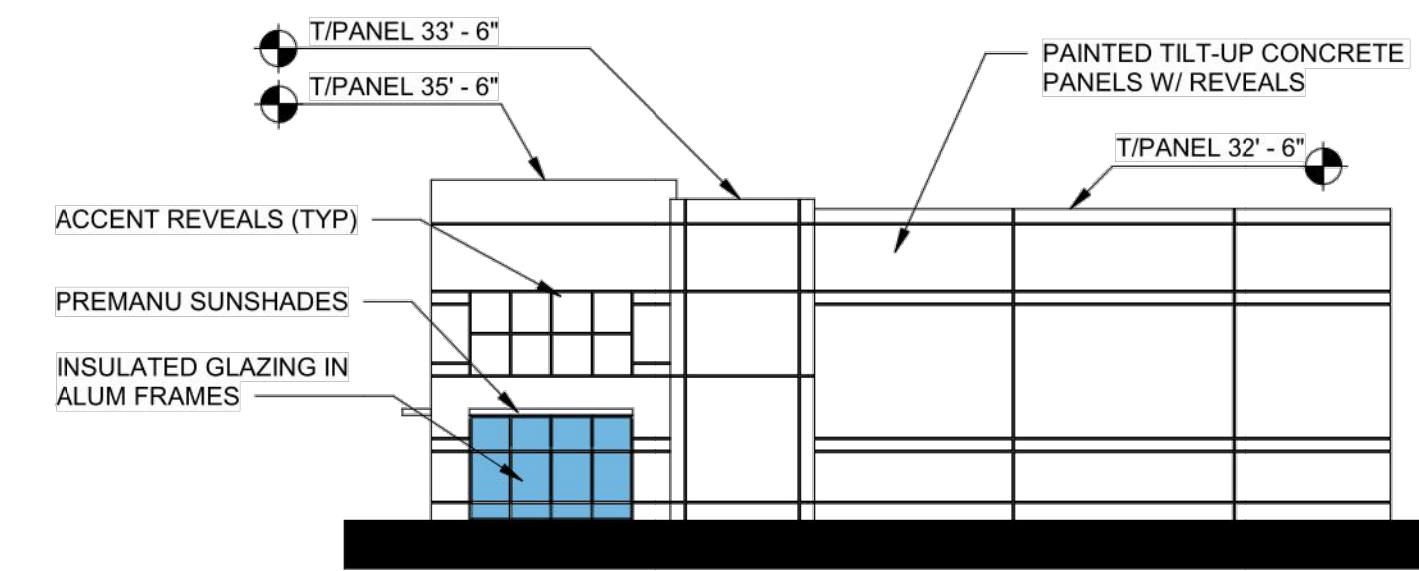
REVISIONS  $\Delta$


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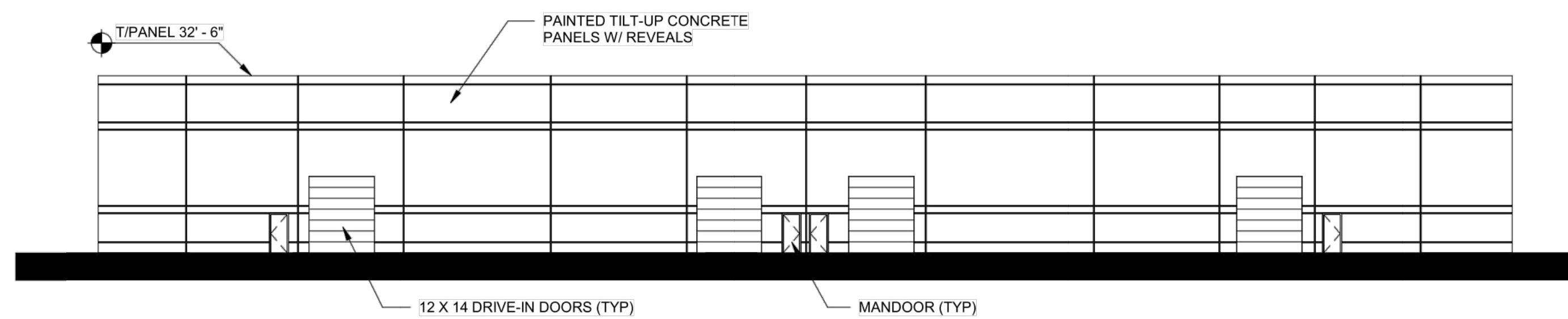
SHEET NUMBER  
**A.5**  
 RENDERINGS



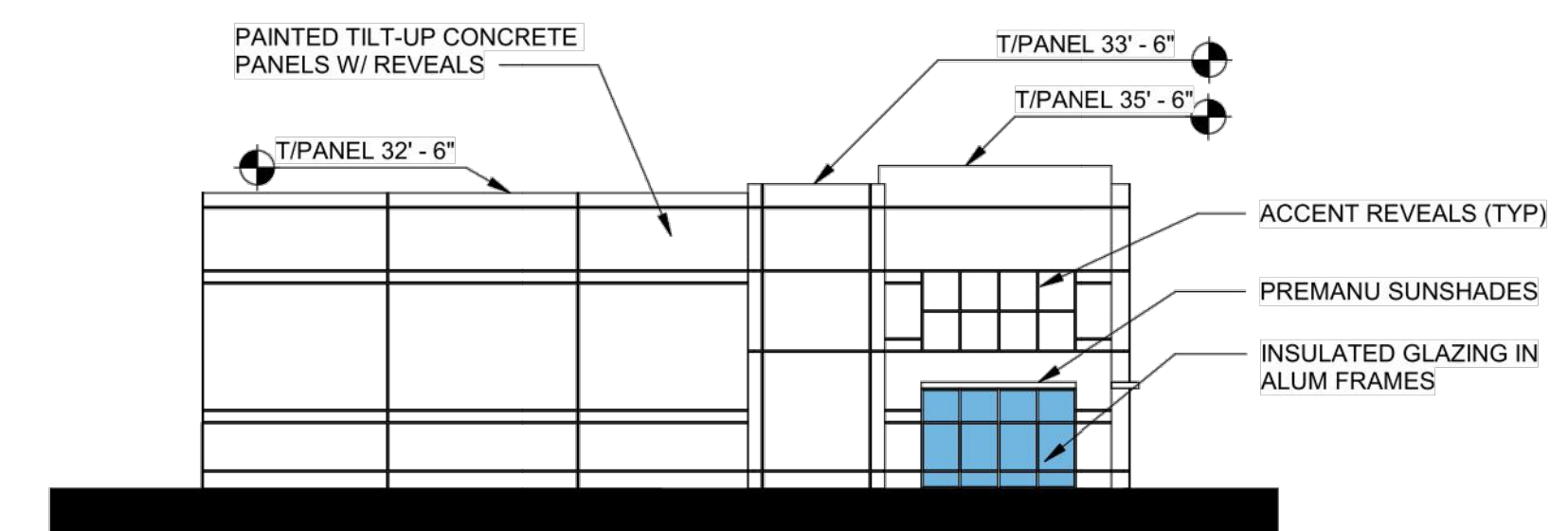
**1**  
A3  
BUILDING A EAST ELEVATION /  
BUILDING B EAST ELEVATION  
SCALE : 1" = 30'-0"



**2**  
A3  
BUILDING A NORTH ELEVATION /  
BUILDING B NORTH ELEVATION  
SCALE : 1" = 30'-0"



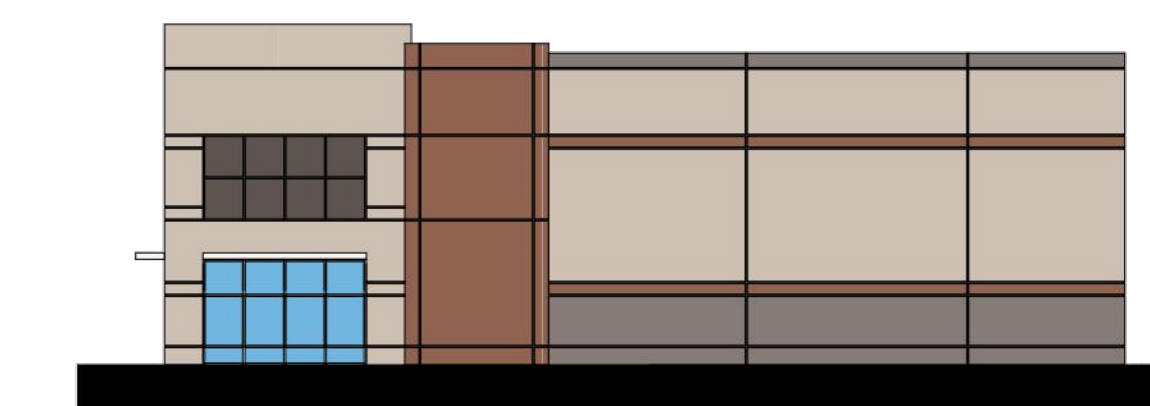
**3**  
A3  
BUILDING A WEST ELEVATION /  
BUILDING B WEST ELEVATION  
SCALE : 1" = 30'-0"



**4**  
A3  
BUILDING A SOUTH ELEVATION /  
BUILDING B SOUTH ELEVATION  
SCALE : 1" = 30'-0"



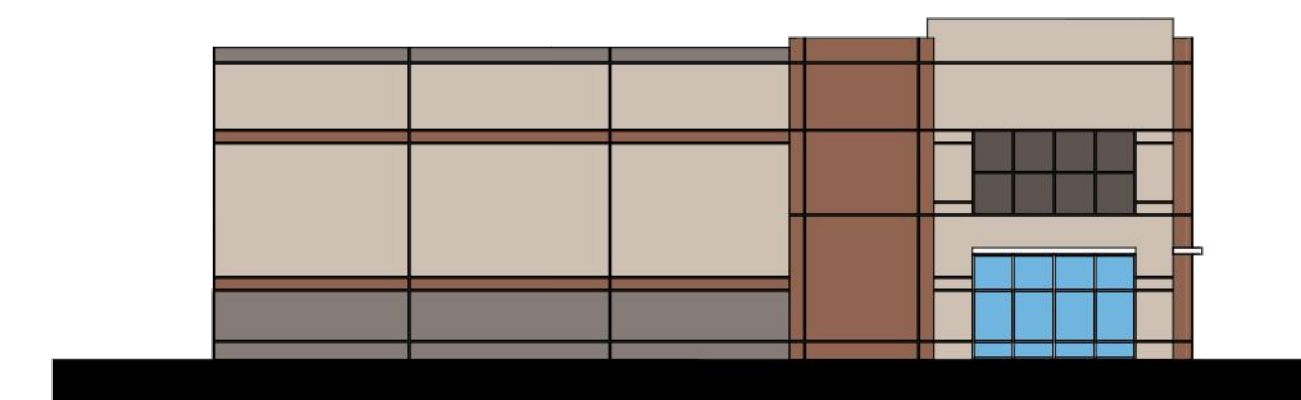
**5**  
A3  
BUILDING A EAST ELEVATION /  
BUILDING B EAST ELEVATION  
SCALE : 1" = 30'-0"



**6**  
A3  
BUILDING A NORTH ELEVATION /  
BUILDING B NORTH ELEVATION  
SCALE : 1" = 30'-0"



**7**  
A3  
BUILDING A WEST ELEVATION /  
BUILDING B WEST ELEVATION  
SCALE : 1" = 30'-0"



**8**  
A3  
BUILDING A SOUTH ELEVATION /  
BUILDING B SOUTH ELEVATION  
SCALE : 1" = 30'-0"

MECHANICAL  
CIVIL  
STRUCTURAL  
FIRE PROTECTION

LANDSCAPING  
ELECTRICAL  
MECHANICAL  
PLUMBING

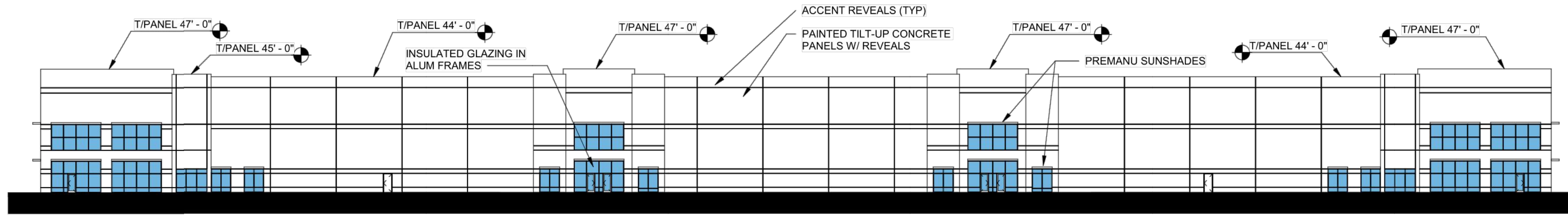
DESIGN/BUILDER  
**ARCO MURRAY** DESIGN BUILD  
4848 GREENVILLE AVE  
DALLAS, TX 75208  
ARCHITECT  
**GMA** ARCHITECTS  
300 NORTH ROCK HILL ROAD  
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PROJECT  
**303 & Northern Industrial Warehouse**  
GLENDALE, ARIZONA

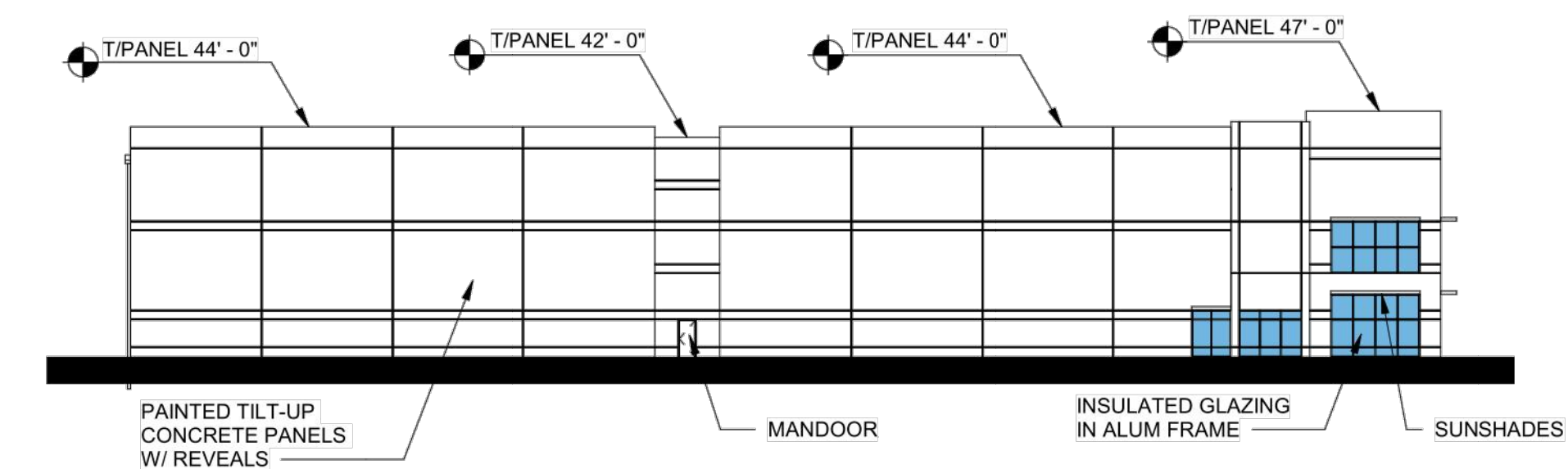
JOB NO : SJ2350  
PA : LWV  
DATE : 07.07.2021

REVISIONS  $\Delta$

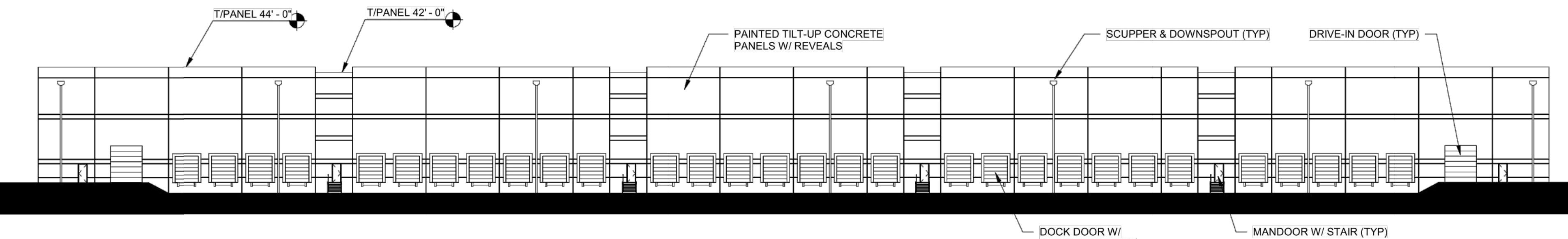
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**A.3**  
ELEVATIONS



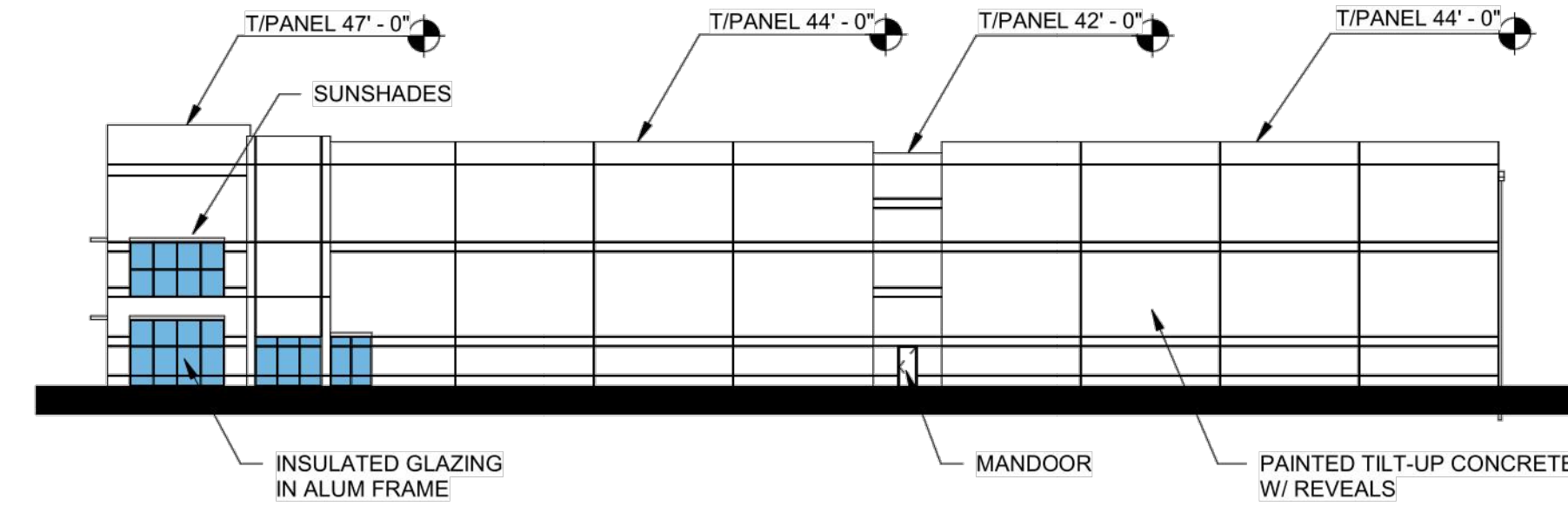
1  
A4  
BUILDING C WEST ELEVATION /  
BUILDING D EAST ELEVATION  
SCALE : 1" = 30'-0"



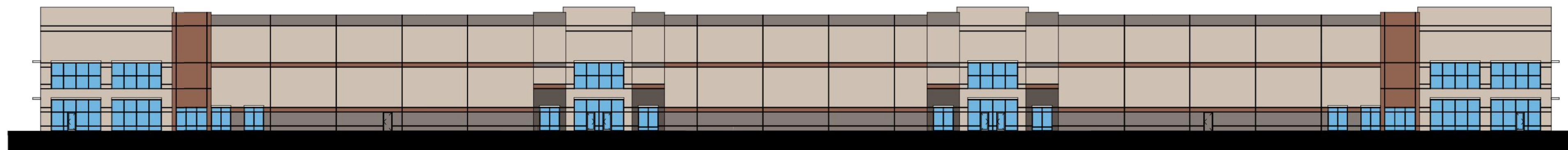
2  
A4  
BUILDING C NORTH ELEVATION \\  
BUILDING D SOUTH ELEVATION  
SCALE : 1" = 30'-0"



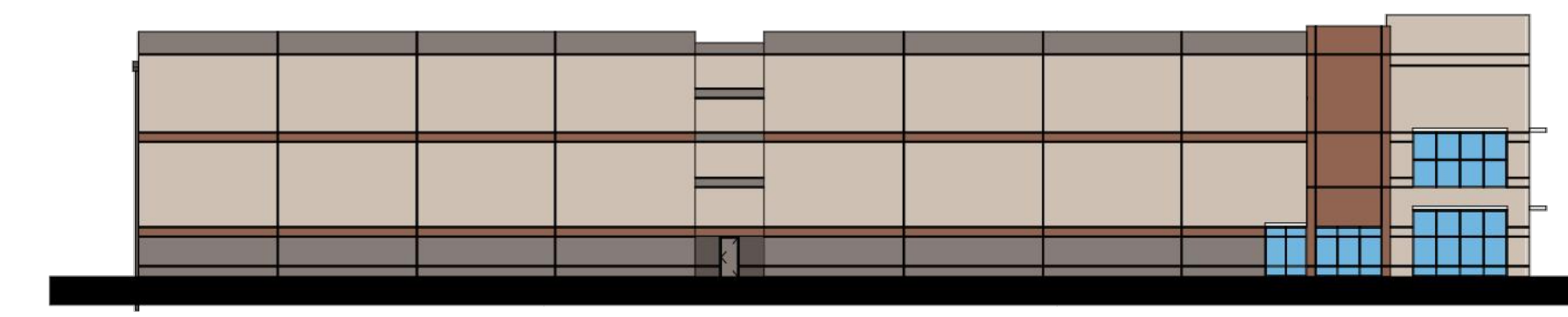
3  
A4  
BUILDING C EAST ELEVATION /  
BUILDING D WEST ELEVATION  
SCALE : 1" = 30'-0"



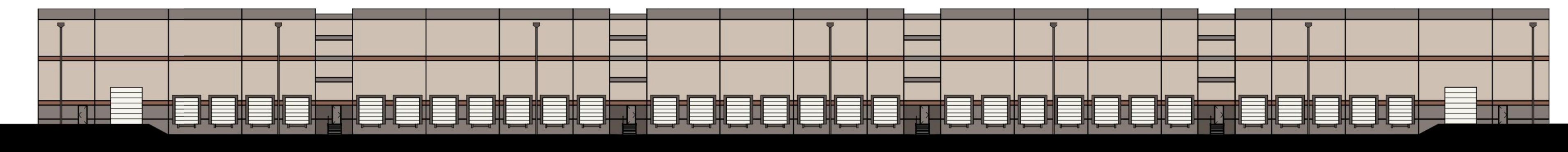
4  
A4  
BUILDING C SOUTH ELEVATION \\  
BUILDING D NORTH ELEVATION  
SCALE : 1" = 30'-0"



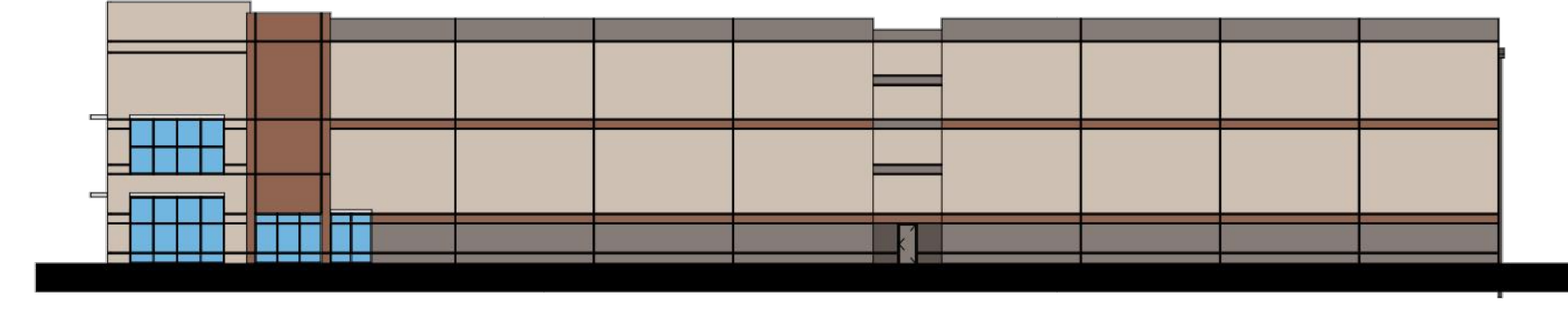
5  
A4  
BUILDING C WEST ELEVATION /  
BUILDING D EAST ELEVATION  
SCALE : 1" = 30'-0"



6  
A4  
BUILDING C NORTH ELEVATION \\  
BUILDING D SOUTH ELEVATION  
SCALE : 1" = 30'-0"



7  
A4  
BUILDING C EAST ELEVATION /  
BUILDING D WEST ELEVATION  
SCALE : 1" = 30'-0"



8  
A4  
BUILDING C SOUTH ELEVATION \\  
BUILDING D NORTH ELEVATION  
SCALE : 1" = 30'-0"

MECHANICAL  
CIVIL  
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FIRE PROTECTION

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JOB NO : SJ2350  
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REVISIONS	DATE

SHEET NUMBER  
**A.4**  
ELEVATIONS