

BICKMAN INDUSTRIAL

Planned Area Development
NWC Glendale Avenue & Reems Road

July 20, 2021
ZON21-13



Development Team



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Introduction

The Pizzuti Companies (“Pizzuti” or the “Applicant”) proposes to develop approximately 75 gross acres located at the northwest corner of Glendale Avenue and Reems road (the “Property”) as shown on the Aerial Map at **Exhibit 1**. This application requests approval of a Planned Area Development (“PAD”) District to allow the development of a modern industrial warehouse development known as Bickman Industrial.

The Applicant seeks to develop the Property in accordance with the Light Industrial (M-1) zoning with modified development standards to meet the heightened level of expectation for industrial users within this expanding manufacturing and transportation corridor. The requested zoning is compliant with jurisdictional regulations governing property near a military installation with flight operations and within the Luke Air Force Base noise contours. The Property is currently within the unincorporated area of Maricopa County and is within the City of Glendale’s Planning Area. An application to annex the Property into the City of Glendale is being processed in conjunction with this application.

The Bickman Industrial PAD is intended to provide a superior land plan to what could be achieved in Maricopa County and facilitate the development of a modern industrial 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 and synergy of other new manufacturing and industrial developments in the area. The Planned Area Development regulations are tailored to the proposed development and reflect today’s market for warehouse/distribution facilities.

Site Overview

As noted above, the Property is approximately 75 gross acres located in the unincorporated area of Maricopa County, but within the City of Glendale Planning Area. It is located approximately 1,900 feet west of Luke Air Force Base (“LAFB”), and bounded by Reems Road to the east, Myrtle Drive (unimproved dirt road) to the north, Alsup Road to the west, and Glendale Avenue to the south. The Property falls within the 70 LDN and 75 LDN noise contours of Luke Air Force Base.

The Property is currently zoned RU-43 in Maricopa County as shown on the Existing Zoning Map at **Exhibit 2**. The Glendale General Plan identifies the Property as Luke Compatible Land Use Area (LCLU) as shown on the Existing General Plan Land Use Map at **Exhibit 3**.

Surrounding Land Uses		
Area	Existing Use	Zoning
North	Rural Residential (Maricopa County)	RU-43
East	Agricultural (Future Industrial Development The Cubes at Glendale)	PAD
South	Agricultural (Maricopa County)	RU-43
West	Rural Residential (Maricopa County)	RU-43

Planned Area Development Plan

I. Purpose and Overview

The intent of Bickman Industrial is to allow manufacturing, assembly, employment, distribution, warehousing and other related industrial uses found in the M-1, M-2 and B-P. Related uses such as e-commerce, office and commercial uses shall also be permitted with development standards that 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 and are in conformance with the underlying zoning and uses along this freeway.

Specific users 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. Several potential building configurations are being considered as illustrated in the Conceptual Site Plans at **Exhibit 4**. All conceptual plans contemplate the development of approximately 1.3 million square feet of warehouse and distribution space. 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.

II. Permitted Uses

This PAD and its permitted uses defined below are intended to allow manufacturing, assembly, employment, distribution, warehousing and other industrial uses found in the M-1, M-2 and B-P. Related uses such as e-commerce, office, commercial uses shall also be permitted.

Other Permitted Uses

- 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
- 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

III. Development Standards

As reflected through Table A below, the development standards for the Bickman Industrial are created to facilitate the development. More specifically, the permitted heights and intensity will permit the development of a highly attractive and superior industrial project at a scale appropriate for development near a military airfield. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the PAD shall apply.

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Table A

M-1 Development Standards		
Regulation	Base Glendale Zoning District Regulation (M-1)	Modified Glendale Zoning District Regulation (M-1 PAD)
Max. Structure Height (Feet)	30	55
Min. Front Setback (Feet)	25	25
Min. Side Setback (Feet)	60	60
Min. Street-Side Setback (Feet)	25	25
Min. Rear Setback (Feet)	60	60
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	0.4
Max Lot Coverage (Percentage)	N/A	N/A
Parking <ul style="list-style-type: none">• Warehouse/Distribution• Office	<ul style="list-style-type: none">• 1/2000 SF• 1/300 SF	<ul style="list-style-type: none">• 1/2000*

*For the purposes of meeting the minimum parking requirement based upon this ratio, the developer may include both standard parking spaces and transport trailer stalls.

IV. PAD Deviation Justification

Height: Building height needs to be flexible to meet future tenant needs. Typically, the norm for an anticipated industrial building in this market may suggest 40 feet of clear height inside, resulting in a building height in excess of 50 feet. 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.

FAR: As illustrated in the conceptual site plans and noted in this narrative, the proposed development may be constructed as a single building or two buildings depending upon the market and ultimate end user(s). Consequently, flexibility is needed in the Floor Area Ratio in order to attract and accommodate the widest variety of potential users/tenants.

Parking: The City of Glendale's current parking ratios have not yet caught up with the rapid evolution of warehouse and distribution facility design and operations. Advancements in technology and facility operations have led to larger facilities that operate more efficiently. Consequently, fewer parking spaces are necessary for the proposed industrial facility than are otherwise required by the City of Glendale Zoning Ordinance. A blended ratio of 1 space per 3,750 square feet is proposed to capture expected minimum parking demand for the mix of

anticipated uses. As the standard suggests, this is a minimum requirement and the developer will ultimately provide any additional parking above the minimum required by the parameters of the end user.

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 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 on-site lighting does not exceed one-foot candle at the property line. On-sight lighting shall be compliant with the Dark Sky Ordinance and shall be less than 1 foot candle at the property lines.
- e. No use shall be established, maintained, or conducted within the development which may cause the dissemination of smoke, gas, dust, odor, or any other atmospheric pollutant outside the building in which the use is conducted.
- f. No use shall result in noise perceptible beyond the boundaries of the immediate site of the use.
- g. No use shall result in the discharge of any waste materials to any water course, dry wells, storm sewers, or ditch.
- h. No use shall result in the dissemination of glare or vibration beyond immediate site of the use.
- i. No use shall create a physical hazard by reason of fire, explosions, or use of radioactive materials or any similar cause of property in the same or adjacent districts.

VI. Landscape, Screening, and Walls

Landscape buffer and screen wall requirements shall comply with 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. Chain link fencing shall be prohibited along the Alsup Road, Glendale Avenue, and Reems Road frontages. A wall enclosing the truck courts shall be provided to help screen the truck loading and maneuvering area.

Screening is intended to be a positive element of the Site which complements the building's architecture and blends with the perimeter landscaping. Screening used at the entrance to the properties should enhance the entry, complement the building's architecture and shall not impair traffic safety by obscuring views.

Long expanses of exposed wall surfaces should be architecturally designed and/or landscaped to prevent monotony. Further, decorative monuments, gates and/or fences in combination with landscaping should be used to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or

building wall. Stormwater retention areas shall be landscaped per the Landscape Ordinance, Chapter 19, City of Glendale City Code.

Loading and unloading of goods is an integral function of this industrial Site. Loading is traditionally associated with outdoor storage of goods and truck parking. Loading docks should be located where they can function efficiently without detracting from the aesthetics of the industrial structure. Loading docks and outdoor storage within 100 feet of a residential district along the perimeter of the site shall be screened by an 8 feet (min.) high CMU wall, or a combination of landscape berm and wall or landscape berm with a total height of 8 feet (min.).

Landscape Design

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.

Architectural Design

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).

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. See Conceptual Elevations attached as **Exhibit 5**.

Building parapets will be extended above the roof line to provide screening of roof top equipment from view at adjacent public rights of way. Dock and outdoor storage areas will be screened with an 8' masonry wall with detail and color to complement the building architecture. A minimum 4-foot wall 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.

Circulation and Access

I. Existing Conditions

Glendale Avenue is an east/west roadway classified as a Principal Arterial per the MCDOT Major Streets and Routes Plan dated June 2011. To the east, Glendale Avenue ties into Reems Road and is terminated due to the Luke Airforce Base runway. To the west, Glendale Avenue provides connectivity to Loop 303. Within the vicinity of the site, Glendale Avenue consists of one travel lane in each direction with no curb or gutter. MCDOT owns, operates, and maintains Glendale Avenue adjacent to the site.

Reems Road is a north/south roadway classified as a Principal Arterial north of Glendale Avenue and as a major collector south of Glendale Avenue. Within the vicinity of the site, Reems Road consists of one travel lane in each direction with no curb or gutter. MCDOT owns, operates, and maintains Reems Road adjacent to the site.

Alsup Avenue is a north/south roadway classified as a Major Collector north and south of Glendale Avenue. Alsup Avenue terminates approximately one mile south of Glendale Avenue at the Luke Airforce Base runway. Within the vicinity of the site, Alsup Avenue consists of one travel lane in each direction with no curb or gutter. MCDOT owns, operates, and maintains Alsup Avenue adjacent to the site.

II. Proposed Improvements

Three site driveways are planned for this warehouse. Two driveways are planned on Glendale Avenue and one driveway is planned on Reems Road. All driveways will access both the employee parking areas and the truck yards. The three driveways for this site are planned as full movement driveways.

Grading and Drainage

The grading and drainage for the site will be designed to retain the 100-year, 2-hour 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. Any off-site drainage impacts to the site will be routed through the site in order to maintain its historical drainage pattern.

Infrastructure and Utilities

Water services will be provided by Adaman Mutual Water Co. and sewer services will be provided to the site by EPCOR Utilities, Inc.

Signage

Signage shall be provided per Sections 7.101 through 7.110 of the City of Glendale Zoning Ordinance.

Phasing

The proposed project will be developed in a single phase if constructed as a single building. If the two-building plan is pursued, the project will be constructed in two phases with each building being constructed in a single respective phase.

Summary

The proposed PAD will allow development of the Bickman Industrial – a warehouse and distribution center that will help meet the extraordinary demand for modern, large-scale industrial space in the west valley. 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 is compatible with the surrounding community.

EXHIBIT 1

Aerial Map



NWC Glendale Avenue & Reems Road – Glendale, AZ



EXHIBIT 2

Maricopa County Zoning Map

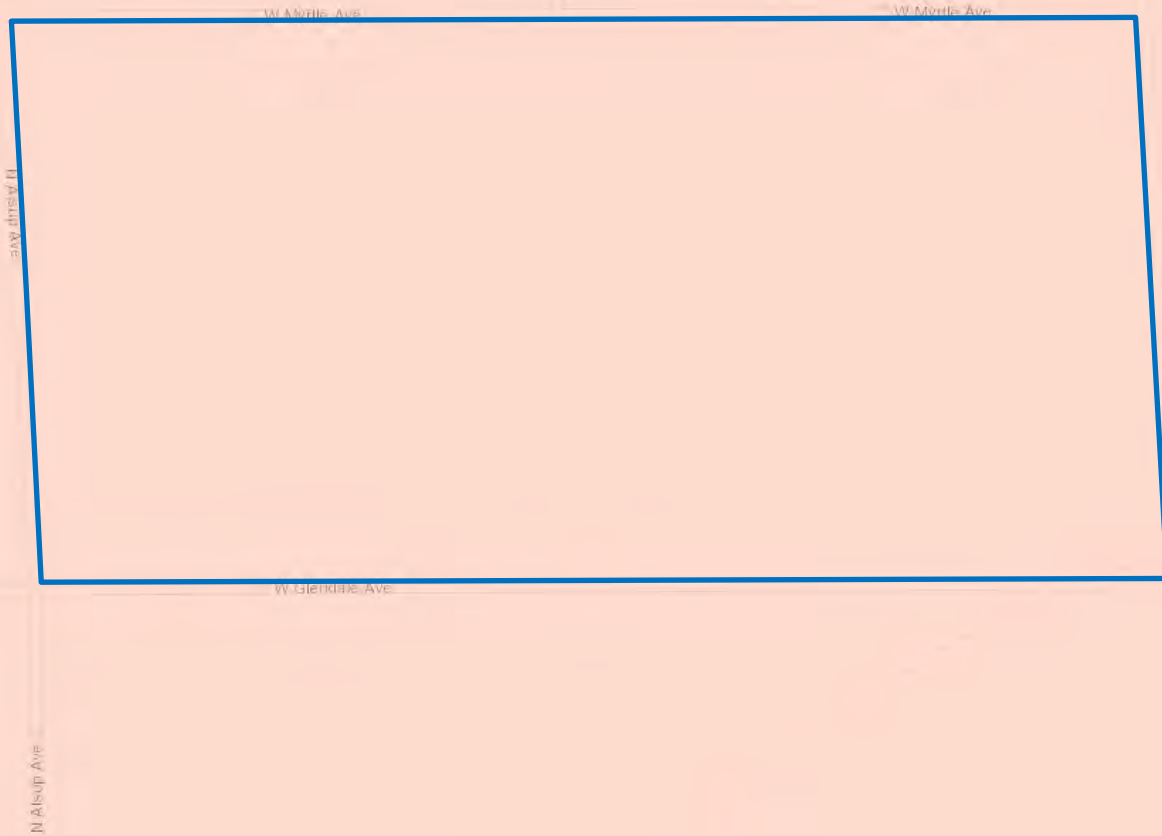


NWC Glendale Avenue & Reems Road – Glendale, AZ



EXHIBIT 3

General Plan Map



General Plan: LCLU

General Plan	LCLU
Legend	Luke Compatible Land Use Area
Land Use Legend	LCLU
Land Use Type	Luke Compatible Land Use Area
SQ Miles	12.51
ACRES	8,008.66

[Zoom to](#) ...

NWC Glendale Avenue & Reems Road – Glendale, AZ



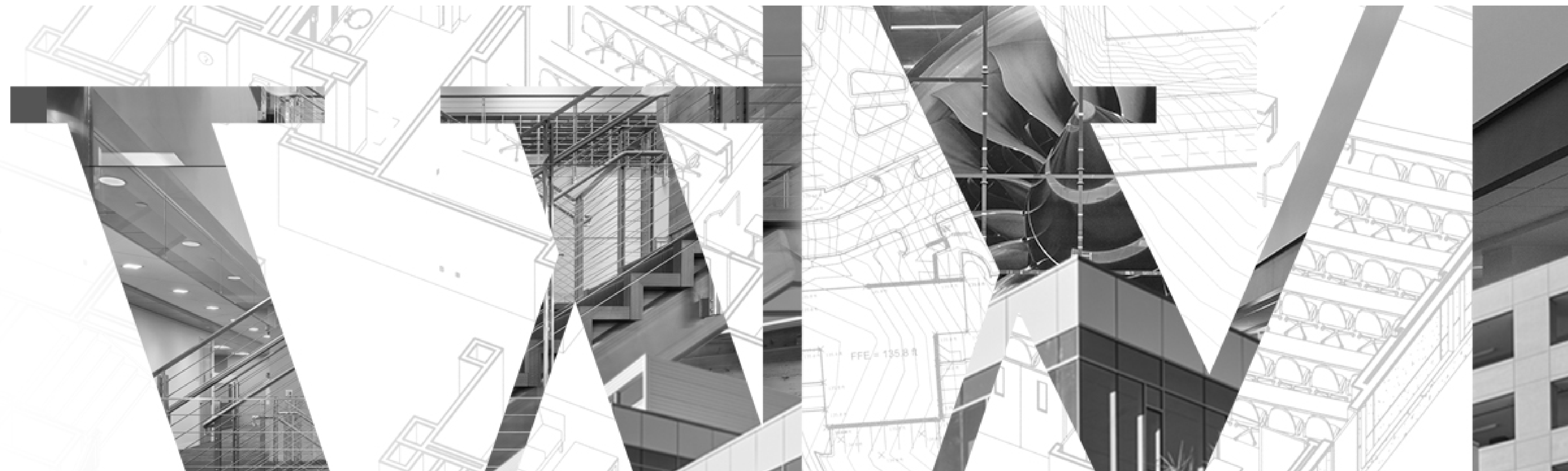
EXHIBIT 4

PIZZUTI

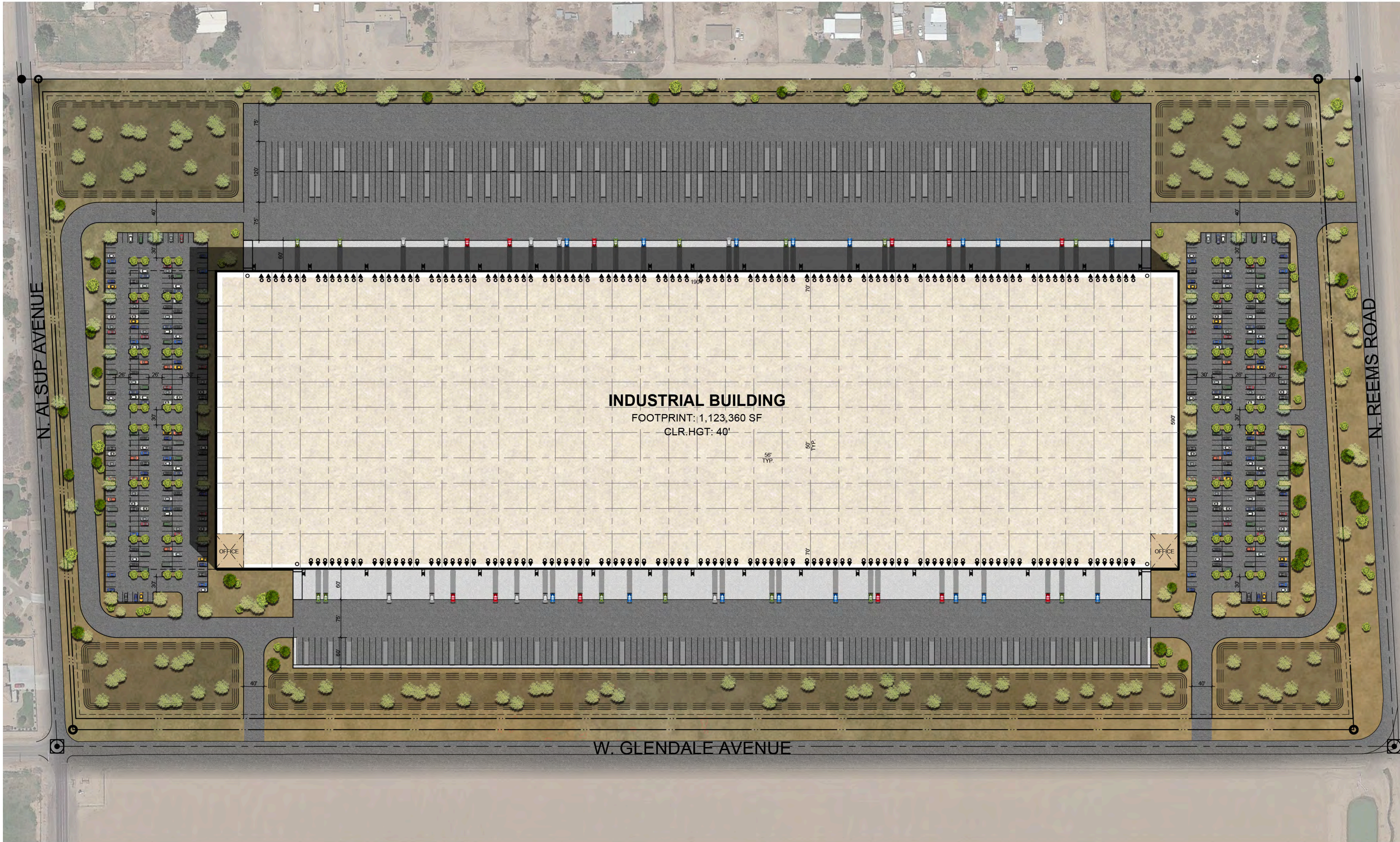
**BICKMAN
INDUSTRIAL**

GLENDALE, ARIZONA

**CONCEPTUAL DESIGN
PHX20-0064-00
04.30.2021**



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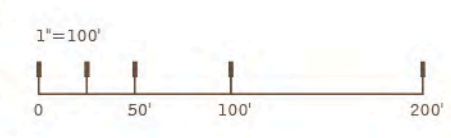
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DETECTION:	@ 12%	386,598 SF
SLOPE:		
EASEMENTS:		
OUT-PARCEL:		
NET:		65.76 AC 2,864,720 SF
BUILDING FOOTPRINT: 1,123,360 SF		
BUILDING AREA EXPANSION: 99,120 SF		
COVERAGE:		
GROSS:		35%
NET:		39%
PARKING PROVIDED:		
AUTO:		690 STALLS @0.61/1000 SF
	REQ. ACCESSIBLE	14 STALLS
	TRAILER:	424 STALLS
TRUCK DOCKS:		
▲ DOCK-HIGH DOORS		212
○ GRADE-LEVEL DOORS		4

INDUSTRIAL BUILDING
 FOOTPRINT: 1,123,360 SF
 CLR. HGT: 40'



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance. All colors shown are for representative purposes only. Refer to material samples for actual color verification.

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CONCEPTUAL SITE PLAN
BICKMAN INDUSTRIAL
 GLENDALE, ARIZONA - PHX20-0064-00

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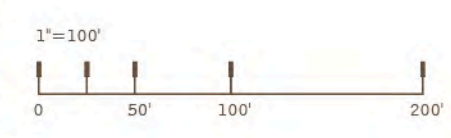
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DETECTION:	@ 7%	230,371 SF
SLOPE:		
EASEMENTS:		
OUT-PARCEL:		
<hr/>		
NET:		69.35 AC 3,020,947 SF
<hr/>		
BUILDING FOOTPRINT:		
BUILDING 1		609,600 SF
BUILDING 2		609,600 SF
TOTAL FOOTPRINT:		1,219,200 SF
<hr/>		
BUILDING USE:		
WAREHOUSE		1,189,939 SF
OFFICE	@ 2%	29,261 SF
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COVERAGE:		
GROSS:		37%
NET:		40%
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PARKING PROVIDED:		
AUTO:		704 STALLS @0.58/1000 SF
	<i>REQ. ACCESSIBLE</i>	14 STALLS
TRAILER:		224 STALLS
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TRUCK DOCKS:		

BUILDING 1		
▲ DOCK-HIGH DOORS		96
○ GRADE-LEVEL DOORS		4
<hr/>		
BUILDING 2		
▲ DOCK-HIGH DOORS		96
○ GRADE-LEVEL DOORS		4



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CONCEPTUAL SITE PLAN - ALTERNATE 1
BICKMAN INDUSTRIAL
 GLENDALE, ARIZONA - PHX20-0064-00

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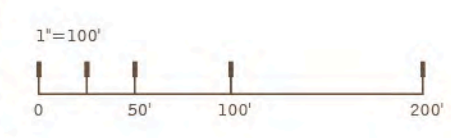
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DETENTION:	@ 7%	230,371 SF
SLOPE:		
EASEMENTS:		
OUT-PARCEL:		
NET:		69.35 AC 3,020,947 SF
BUILDING FOOTPRINT:		
BUILDING 1		470,720 SF
BUILDING 2		748,480 SF
TOTAL FOOTPRINT:		1,219,200 SF
BUILDING USE:		
WAREHOUSE		1,189,939 SF
OFFICE	@ 2%	29,261 SF
COVERAGE:		
GROSS:		37%
NET:		40%
PARKING PROVIDED:		
AUTO:		704 STALLS @0.58/1000 SF
	REQ. ACCESSIBLE	14 STALLS
TRAILER:		222 STALLS
TRUCK DOCKS:		

BUILDING 1		
▲ DOCK-HIGH DOORS		68
○ GRADE-LEVEL DOORS		4
BUILDING 2		
▲ DOCK-HIGH DOORS		124
○ GRADE-LEVEL DOORS		4



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CONCEPTUAL SITE PLAN - ALTERNATE 2
BICKMAN INDUSTRIAL
 GLENDALE, ARIZONA - PHX20-0064-00

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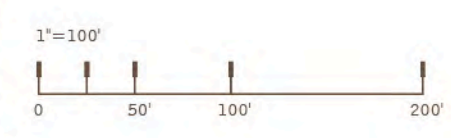
04.30.2021

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PROJECT DATA:			
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GROSS:		74.64 AC	
		3,251,318 SF	
DETECTION:	@ 12%	386,598 SF	
EASEMENTS:			
OUT-PARCEL:			
NET:		65.76 AC	
		2,864,720 SF	
BUILDING FOOTPRINT:			
BUILDING AREA EXPANSION:			
COVERAGE:			
GROSS:		35%	
NET:		39%	
PARKING PROVIDED:			
AUTO:		345 STALLS	
		@0.31/1000 SF	
	<i>REQ. ACCESSIBLE</i>	8 STALLS	
TRAILER:		518 STALLS	
TRUCK DOCKS:			
▲ DOCK-HIGH DOORS		212	
○ GRADE-LEVEL DOORS		4	



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CONCEPTUAL SITE PLAN - ALTERNATE 3
BICKMAN INDUSTRIAL
 GLENDALE, ARIZONA - PHX20-0064-00

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EXHIBIT 5

