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Ergas 303

PLANNED AREA DEVELOPMENT

Zoning Case: ZON21-20
SR21-0063

NEC of Cotton Lane and
the Orangewood Avenue Alignment

Glendale, AZ

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1. Project Introduction and Overview

The Ergas Group and Ryan Companies (the “Developers”) plans to develop an approximately 64-acre property located at the NEC of Cotton Lane and Orangewood Avenue alignment (the “Property”), see **Aerial and Vicinity Map** attached as **Exhibit 1**. This application requests approval of a Planned Area Development (“PAD”) to allow for industrial, distribution, commercial and warehouse uses in a development called Ergas 303. The Applicant seeks to develop the Property as per the City of Glendale’s PAD process for the site following the light industrial and commercial zoning standards with modifications to allow for a high-tech industrial development with multiple, mid-sized warehouse buildings nearby the expanding State Route 303 Loop transportation corridor.

The Property has been used for agricultural purposes for many years and is unimproved with no buildings. State Route 303 Loop runs along the eastern boundary of the site from a ½ mile south of Northern Avenue to just south of the Orangewood Avenue alignment. Cotton Lane is the western boundary for the site.

The property is proposed to be annexed into Glendale, transferring the IND-2 zoning standards from the County to the City. Since IND-2 allows commercial uses, there is no equivalent zoning classification that also encompassed commercial uses in the City of Glendale. As a result, the equivalent zoning was determined to be PAD which allowed all of the uses that the County’s IND-2 allows. This PAD goes one step further to allow additional commercial and retail uses.

This project seeks to further refine the PAD to modify development standards to more closely resemble those in recent similar PADs within the Loop 303 Corridor. The uses within the PAD are compatible with the City of Glendale General Plan designation of Regional Mixed Use (RMU) for this property. RMU allows for Luke Compatible Land Use (LCLU) in addition to Planned Commercial (PC) and comply with state statute 28-8481 concerning land uses within the vicinity of a military installation. No residential uses will be proposed for this project.

While the site is located outside of the Luke Air Force Base noise contour of 65 DNL, it is within close proximity to the air force base. Industrial land uses for these properties are the most appropriate, considering the accident potential and noise impacts from daily activities conducted on and around the base due to flight activities.

As noted above, the property is adjacent to the west side of State Route 303 Loop, from approximately ½ mile south of Northern Avenue. The property is

bounded by farmland on three sides. A residential neighborhood within Unincorporated Maricopa County is to the west of the site along Cotton Lane from the Orangewood alignment to Northern Avenue. The adjacent property to the north is also vacant farmland along with a U-Haul Moving and Storage Facility.

2. Regional Context

A regional freeway with local arterial access from both Northern and Glendale Avenues serves the site via Cotton Lane. Water is provided to the property from Epcor Utilities, a regional provider of water and sewer. Sewer will also be provided by Epcor. The development of Ergas 303 will contribute to this growing regional industrial corridor.

The general area was originally mostly agriculture and large lot residential. These land uses have over time encroached and surrounded the nearby Luke Air Force Base, putting the viability of operating an air force base in question during the early part of 2002. In March of 2003, a Regional Compatibility Plan was developed for western Maricopa County to respond to the growth beginning to surround Luke Air Force Base.

The goal was to limit the potential for aviation accidents in residential neighborhoods and a boundary was put in place around the Air Force base. The City of Glendale created the Luke Compatible Land Use (LCLU) designation which allows for industrial uses such as Light Industrial (M-1) and discourages the future development of residential neighborhoods within certain distances from the military flight paths.

One of the first elements implemented to protect the base was the development of the State Route Loop 303 Freeway. This freeway bisects the area between the White Tank Mountains and the Agua Fria River creating a new business friendly corridor, now known as the Loop 303 Corridor. Twenty years later, the market has caught up with the intent of the plan and many of the properties nearby are currently being developed with companies such as Whiteclaw, Redbull and others locating along this new industrial corridor.

By developing warehouse and other light industrial uses adjacent and around Luke Air Force Base, undesirable land uses for flight operations are being removed from development consideration and in turns helps keep the base in operation and support the mission of the base to continue to function as a critical service to the region, state and country. This helps support the mission of Luke Air Force Base. It should be noted that the site is outside of the Luke Air Force Base 65 DNL noise contour.

3. Site Analysis

The site plan is for the development of an approximately 64-acre property located at the NEC of Cotton Lane and the Orangewood Avenue Alignment. This application requests approval of a Planned Area Development (“PAD”) to allow for industrial, distribution, warehouse and general commercial uses in a development called Ergas 303.

3.1 Existing Zoning Classification

The Property is zoned IND-2 with a small portion zoned IND-1, as per Maricopa County’s Zoning Ordinance. The property will seek annexation into the City of Glendale. The zoning equivalent to IND-2 in the county will then be converted to the closest similar zoning classification in the City of Glendale, which will most closely match the (M-1) Light Industrial zoning designation, with development standards modified by this PAD. See **Zoning Map** attached as **Exhibit 3**.

The proposed PAD with all uses from M-1 & C-2 zoning will be consistent with PAD zoning on nearby properties in the area along the Loop 303 corridor and along both Cotton Lane on the west and Sarival Avenue on the east side of the Loop 303 corridor. The corridor is experiencing rapid growth as a major industrial and distribution area for the region due to its proximity to Interstate 10. The **Legal Description** for the Project is attached as **Exhibit 10**.

3.2 Existing Permitted Land Uses

With annexation into the City of Glendale, the current Maricopa County Comprehensive Plan Land Use classification of Rural Densities (0-1 du/ac) will be converted to the closest similar Land Use classification, which is Regional Mixed Use. As mentioned above this use allows a mix of uses in addition to LCLU and Planned Commercial (PC). The proposed use of warehouse/ commercial for this site will be consistent with the Glendale General Plan land use designations. This application is consistent with Luke Compatible Land Use Area which recommends non-residential uses as well as safe and compatible development, See the **General Plan Map** shown as **Exhibit 4**. Constructing an industrial distribution and warehouse/commercial development is in conformance with the existing City of Glendale General Plan for the Property.

3.3 Regional Drainage & Landform

The site generally drains from the northwest to southeast, with gradual drainage flows across the site. While the site appears relatively flat, the site has approximately 10' of fall from the northwest corner of the site. For many years, regional storm drainage hindered large scale development in this area. With the addition of new regional studies these sites have become easier to develop. Arterial roadways which had acted as weirs in the past, are now being mitigated with the addition of each new development. Grading and drainage studies

required by the City of Glendale Engineering Department will continue to help modify the regional drainage and promote development in the area.

3.4 Existing Roadway Network

The site is bound by arterial streets on the south and west sides of the property. The eastern edge of the property is bound by State Route Loop 303. Cotton Lane will be developed into a Maricopa County Department of Transportation (MCDOT) Urban Minor Arterial street cross-section, with a 65-foot half street right of way dedication. Final street right of way width will be determined by Maricopa County Department of Transportation and coordinated with the City of Glendale for its ultimate disposition once the property is annexed into the City. Additionally, access points onto Cotton Lane will need to be approved by MCDOT. Any phasing of Cotton Lane will need to be coordinated with and approved by MCDOT.

3.5 Existing Easements & Planned Utilities

There is a 100' APS easement for high tension power lines that run through the middle of the site from north to south. As mentioned above, Epcor Utilities serves the site and has both a sewer and water easement through the middle of the property, just inside the APS easement. APS owns a small parcel of property south of the project along Glendale Avenue that is reserved for an electric power substation to serve the area as it is developed.

3.6 Annexation Benefits

Annexation provides many benefits including economic ones. Based on other similar projects in the Loop 303 Corridor, the annexation area could generate a positive net fiscal impact to the City by 2025-2026 with revenues exceeding expenditures quickly with current market conditions. In addition, potential for desired growth, job creation and other opportunities will likely be realized on this site.

Over the long term, Ergas 303 is projected to generate a positive net fiscal impact to the City of Glendale given the expected characteristics of this development, which are very similar to others in the area. This site will increase the inventory of leasable industrial spaces that the City has to offer and will add new jobs to the area. In terms of fiscal results, the ultimate impacts will depend on whether the space is leased, or owner occupied and the density of employment, however revenues significantly exceed expenditures based on assumptions of previous analysis in the corridor.

The site will further the growth of the City and as a result build civic pride and sense of community through the opportunities brought by new industrial and commercial development. Since this annexation is consistent with the 2019 City of Glendale Annexation Policy it will provide long term benefits that the City want to have in Glendale. This allows the City to effectively manage urban

development, allow for the efficient planning and provision of services, create a stronger community, and ensure high quality developments in accordance with City standards.

It should also be noted that both Commercial and Industrial Design expectations, including those revised development standards within this PAD, will be followed as is appropriate for the final design as the project moves forward into Design Review and Construction Documents. These revised development standards improve the marketability of the site, to help cast a wider net to bring in new revenue generating business for the City.

4. Modified Regulatory Development Standards

The intent of the Ergas 303 PAD is to allow industrial; manufacturing, ecommerce, general commercial and office uses as well as development standards that ensure appropriate flexibility for such developments. The PAD allows industrial, commercial 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 and for this property.

4.1 Purpose and Intent

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. While a specific user(s) has not been identified at this time, the site is anticipated to develop fast. Subsequently a design review application (site plan, building architecture, landscaping, signage, grading, etc.) will be submitted by the design team for administrative review to City staff.

4.2 Permitted Uses

This PAD and its permitted uses defined below are intended to accommodate general commercial uses, 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 is also allowed, so long as the primary use of the property is not the basic processing and compounding of raw materials.

Uses currently permitted, subject to conditions, conditional use permits, accessory and temporary use permits in both Industrial (M-1, M-2) and in commercial (C-1 & C-2) zoning district of the Glendale Zoning Ordinance shall be included within this PAD. In addition, specific supporting uses such 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 shall also be included in this PAD. A table with uses allowed for these four zoning districts has been compiled below for reference as Table A. These uses shall be consistent with

their respective zoning designation development standards, except as modified in Table 1, Comparative Development Standards.

Table A – Permitted Land Uses

Use Category & Specific Use Type	Glendale Zoning Districts				
	M-1	M-2	C-1	C-2	Proposed PAD
INDUSTRIAL USE:					
Manufacturing/Assembly	P	P	-	-	P
Food Processing	P	P	-	-	P
Textile Mill	P	P	-	-	P
Leather	P	P	-	-	P
Stone, clay, and glass	P	P	-	-	P
Fabricated metal	P	P	-	-	P
Machinery	P	P	-	-	P
Electrical Machinery, equipment, and supplies	P	P	-	-	P
Transportation Equipment	P	P	-	-	P
Wood products, finished	P	P	-	-	P
Food and kindred products (except those with specific permit approval)	-	P	-	-	P
Plastics and plastic products	-	P	-	-	P
Primary metal industries	-	P	-	-	
Non-Manufacturing					
Wholesalers	P	P	-	-	P
Transportation, communication and other public utility storage and equipment yards	-	P	-	-	P
Lumber and building material yards	P	P	-	-	P
Contract Construction	P	P	-	-	P
Trucking and warehousing	P	P	-	-	P
Recycling Center or Automated Collection Center	P	P	-	-	P
Recreational Vehicle Storage	P	P	-	-	P

Laundry, dry cleaning and dyeing establishments retail or wholesale, including bulk storage	P	P	-	-	P
Vehicle repair, minor and major	P	P	-	-	P
Support Office					
Administrative offices directly related to a permitted use	P	P	-	-	P
Restaurants	P	P	-	-	P
Business Support Services-office supply, photocopy, and delivery services	P	P	-	-	P
Trade or business schools	P	P	-	-	P
Seasonal sales and special events	C	C	-	-	P
Wireless communication facilities	C	C	-	-	C
Lodges and fraternal associations within 300 feet from a residential use	C	C	-	-	C
Commercial aviation businesses	C	C	-	-	C
Drive-in Theater	C	P	-	-	C

Commercial retail sales and services	C	C	P	P	P
Commercial Kennels, animal shelters, and veterinary hospitals with outdoor boarding or exercise facilities	C	C	-	-	C
Manufacturing or processing of chemicals and allied products	-	C	-	-	C
Dyeing and finishing of textile products	-	C	-	-	C
Manufacturer of rubber products	-	C	-	-	C
Automobile wrecking and salvage yards	-	C	-	-	C
Manufacturer of fireworks, matches, or pyrotechnics or other potentially explosive processes	-	C	-	-	C
Central mixing plants for cement or concrete	-	C	-	-	C
Processing of fish, poultry, or meat products	-	C	-	-	C
Rendering or refining of fats and oils	-	C	-	-	C
Storage and processing of scrap metals	-	C	-	-	C

Incidental commercial retail sales other than those otherwise permitted	-	C	P	P	P
Asphalt and asphalt products processing	-	C	-	-	C
Fiberglass products manufacturing	-	C	-	-	C
COMMERCIAL USE:					
Retail stores. General merchandising including food stores, apparel, and accessory stores	-	-	P	P	P
Barber shops and beauty salons	-	-	P	P	P
Laundry, cleaning, and dry-cleaning establishments (wholesale)	-	-	P	-	P
Laundry, cleaning, and dry-cleaning establishments (retail)	-	-	P	-	P
Medical and dental offices, excluding veterinarians	-	-	P	-	P
Childcare center	-	-	P	P	P
Music or dance schools	-	-	P	P	P
Financial institutions, real estate and insurance offices	-	-	P	-	P
Restaurants-full service	-	-	P	-	P
Repair services for small appliances, bicycles, watches, musical instruments, and similar items	-	-	P	P	p
Churches	-	-	P	P	P
Professional and administrative offices	-	-	P	P	P
Business support services	-	-	P	P	P
Seasonal sales and special events	-	-	C	P	P
Wireless communication facilities	-	-	C	P	p
Convenience uses	-	-	C	-	P
Automotive service stations with minor auto repair, not to include body repair, motor repair, or painting	-	-	C	C	C
Any single retail use that is greater than seventy-five thousand (75,000) square feet of gross floor area	-	-	C	C	C
Donation centers	-	-	C	C	P
Restaurants	-	-	-	P	P

Retail stores - General merchandising, including variety and specialty stores	-	-	-	P	P
Retail stores -Food	-	-	-	P	P
Retail stores -Apparel and accessories	-	-	-	P	P
Retail stores – Hardware stores	-	-	-	P	P
Professional, administrative, and business offices	-	-	-	P	P
Small appliance repair shops	-	-	-	P	P
Mortuaries	-	-	-	P	P
Commercial parking lots	-	-	-	P	P
Indoor recreational facilities	-	-	-	P	P
Veterinary clinics, all activities within an enclosed building	-	-	-	P	C
Appliance, furniture, and household equipment rentals	-	-	-	P	P
Medical or dental clinics	-	-	-	P	P
Business Schools	-	-	-	P	P
Financial Institutions	-	-	-	P	P
Bar or cocktail lounge	-	-	-	P	P
Live entertainment facilities which include music by more than one (1) musician	-	-	-	C	P

P-Permitted by Right, C-Conditioned/Conditional Use Permit, NP-Not Permitted

4.3 Uses Subject to Conditions

There are some uses that require additional review to be allowable within the M1 zoning designation. For example, uses such as seasonal sales and special events are subject to administrative review standards. All uses subject to conditions per section 5.843 of the Glendale Zoning Ordinance shall be included by right, along with uses subject to conditional use permits per section 5.844

4.4 Accessory Uses

All uses subject to conditions per section 5.845 of the Glendale Zoning Ordinance shall be included by right, which specifically include Amateur radio towers, Satellite earth stations, cell towers and may include billboard in the case of a code update in the future.

4.5 Site Plan

To allow for the flexibility needed to respond to current and future market conditions, this PAD includes a conceptual site plan to help illustrate how the property could be potentially designed and developed with four mid-sized warehouse buildings. This concept plan provides flexible development options to encourage an appropriate pace of development suitable for the area. The conceptual site 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 5**.

The conceptual site plan indicates potential building areas; however, different building configurations could be arranged based on market conditions to attract the widest range of uses and allow maximum flexibility for the development. The final site plan could be of different configurations and vary in size with additional square feet. Lot coverages would typically remain under 50% for most design scenarios.

The proposed site plan has a primary point of access from State Route 303 Loop from either Northern Avenue or Glendale Avenue and multiple points along Cotton Lane. The circulation shown on the site plan provides a conceptual framework for moving through the site based on anticipated uses and will provide for the separation of cars and trucks where possible. A parking study will be completed with an application for Design Review, to justify the parking provided for the various projected uses based upon the deviations noted in the development standards below and previous parking studies for similar developments in the area.

4.6 Revised Development Standards

The development standards for the Ergas 303 PAD, as per Table 1 below, have been developed to provide conditions more conducive to the latest trends in warehousing and manufacturing technology. The permitted heights, setbacks and parking requirements will encourage the development of highly attractive, state of the art, industrial warehouse developments typical of those recently approved in this area for development in Glendale, along the 303 Freeway Corridor. All other provisions of the previous PAD shall remain in effect within this PAD. Uses other than M-1 Light Industrial shall follow the existing City of Glendale development standards for their respective zoning designations, with the exception of the revised parking standards for office, commercial and retail.

Table 1: Comparative Development Standards Table

	M-1 Standard	PAD Proposal
Min. Net Lot Area	6,000 SF	6,000 SF
Max. Lot Area	N/A	N/A
Building Setbacks		
• Front Yard	25 feet	20 feet
• Rear	60 feet	60 feet ₂
• Side	60 feet	60 feet ₂
• Street Side	25 feet	25 feet
Landscape Setbacks		
• Front	20 feet	15 feet
• Rear (within Industrial Uses)	N/A	0' feet₃
• Side (within Industrial Uses)	N/A	0' feet₃
• Street Side	20 feet	20 feet

Landscape Setbacks (Where loading docks and service drives abut residential districts)	N/A	15 feet (w/8' screen wall and double row of trees)
Perimeter Landscape Setback (excluding all loading areas)	20 feet	10 feet
Landscape setback along Cotton Lane	N/A	20' over the Maricopa Water District easement, plus 5' for tree plantings for a total of 25'

Max. Building Height	30'	100' Rooftop building appurtenances can exceed roof height up to 115' 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 elements may exceed roof height up to 100' maximum.)
Max. FAR	0.3	.5 (Mezzanine SF area excluded from FAR ratio)
Auto Parking (Minimum Required)		
<ul style="list-style-type: none"> • Warehouse, Distribution & Data Center • Office • Commercial/Retail 	1/600 SF 1/300 SF 1/300 SF	1/2,000 SF 1/500 SF 1/500 SF
Parking Stall Dimensions	10'x20'	9'x18'

<p>Signage Height Standards:</p> <ul style="list-style-type: none"> • Freeway Pylon Sign (Square Feet of Sign Area) • Multi-Tenant Pylon Signs (Square Feet of Sign Area) <p>Note: Two signs are allowed per street frontage at a minimum separation of 330'</p>	<p>Not Permitted</p> <p>10 feet</p>	<p>Max. Height 50feet 450 SF₁</p> <p>30 feet 450 SF₁</p>
<p>Maximum Height for Building Setback from Residential Property</p>	<p>No existing standard</p>	<p>The building setback should be 60-feet from a residential property up to 30-feet in building height, after which the setback increases one foot for every 2-feet of vertical building height</p>

1 – Sign area includes up to 5 multi-tenant signs.

2 - 60 feet to residential uses: 15 feet to nonresidential uses (per Table 3 of the zoning ord.)

3 – Zero-foot landscape setback is only between interior property lines between 2 industrial properties, when and if the property subdivides in the future.

4.7 Revision Justifications

Height - Building height needs to be flexible to meet specific tenant needs. Recent market trends for industrial buildings include 50' clear height inside the building and multiple levels of storage platforms or automated systems. Exterior tanks and towers are sometimes needed with heights up to 100'. Accommodating these trends with appropriate rooftop equipment screening necessitates increased building heights. Roof top towers, mechanical equipment, silos, tanks and other production 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. Placement of these items shall consider their relationship to the building size and mass. Building setbacks are related to building height. Building setbacks shall be 60 feet from a residential property up to 30 feet in building

height, after which the setback increases one foot for every two feet of vertical building height.

FAR - Additional building floors and mezzanines, as defined in the international building code, are two different types of spaces. Unoccupied storage mezzanines can potentially contain multi-level automated storage platforms that require larger clear heights within a distribution facility. Therefore, a delineation has been included to ensure that this type of space is not double counted in the FAR values. These new warehousing techniques utilize far fewer employees as compared with older traditional warehousing methods.

Parking - Parking ratios have been reduced for warehouse/distribution due to the nature of the newer warehouse technologies employed in these state-of-the-art facilities. With the use of automated storage systems, fewer employees are required. Mezzanine areas are used mostly for storage and as such should not be counted when calculating parking requirements. Specific tenant plans should be taken into consideration when developments submit for Design Review. A site-specific Parking Study shall accompany the final PAD and serve as justification for the modified parking standards.

Signage - Signage is a critical tool for the successful development of most businesses, including industrial warehouse uses. Due to the height and massing of buildings for newer light industrial developments, signage heights need to be flexible to meet specific tenant needs. While the City of Glendale's municipal code allows for sign heights of up to 10 feet, taller free-standing signage and multi-tenant signage is needed to meet the demand of projects with top of building parapet heights of 50 feet plus and potentially with tanks and towers up to 100 feet of height.

Typically, businesses that would be attracted to the corridor would anticipate some type of signage proximity to the freeway. A freeway pylon signs would provide that "proximity" to those businesses and could potentially represent up to 5 major tenants and reach heights of up to 50'. Signage area has been increased in proportion to the height of signs to provide a balance of sign area to for the overall sign structure. While the current City of Glendale code currently does not allow digital displays along the freeway, they have been included within this PAD in the case of a code update in the future. Adjacent to this site are two existing billboards that are owned by the same owner as this development. These billboards will remain in place and an access easement will be provided as the site develops, in the case of the sale of one or the other or both to unique parties.

4.8 Performance Standards/Use Limitations

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/water pollution emissions.

Enclosures - All uses permitted in this district shall be typically conducted within a fully enclosed building unless otherwise permitted. Outdoor storage of materials and equipment related to the primary activity is permitted provided that the outdoor storage area is screened by an 8' high wall when adjacent to residential districts. Where a residential district abuts the site an 8-foot-high wall will be constructed on the property line to serve as the enclosure of the dock doors and outdoor storage areas. Design and height shall be approved by the authorized administrative body.

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.

Dark Skies – Lighting photometric 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 dark sky compliant, and all lighting shall comply with the City of Glendale Outdoor Light Control Ordinance. Pole height shall be 25' to reduce the number of overall light poles.

4.9 Site Buffers, Screening, Parking & Adjacency

Landscape buffers and screen wall requirements shall conform to Section 7.200 of the Glendale Zoning Ordinance except for the noted deviations here and in the Table 1 development standards. The design, materials and colors for all walls, fences and screening devices visible from public view will be uniform in appearance. Internalized pilasters shall be used to support the screen walls and therefor external pilaster columns shall not be used. Walls shall not be covered in stucco. Parking lot screen wall shall be an average of 3' in height to avoid situations where the highest finish grade of an adjacent parking area would result in a taller wall. Measurements for wall height are from the top of adjacent curb. A wall enclosing truck courts shall be provided where appropriate, to help screen the truck dock activities from residential uses. Where dock screen walls are less than 100' from a residential screen wall, an additional screen wall will not be required beyond the provided 8' property wall.

While City development standards call for a 25' setback where loading docks abut residential districts, we feel a properly designed buffer can accomplish the intent of that setback at 15' with additional rows of trees and a landscaping, thus creating a softer, green buffer that can better mitigate pollution and noise between these uses. We feel that a hard edge with minimum plantings and a field of gravel will not accomplish this same affect. This 8' wall combined with a staggered double row of trees and hedge, along with the required setback for the adjacent multi-family project to the north will mitigate potentially impacts from industrial and commercial development in a more environmentally pleasing way. This will help improve Crime

Prevention Through Environmental Design (CPTED) goals by eliminating narrow corridors of walls. As a side note, the site may elect to use private guards to further provide safety and security. If the project requires Guard shacks, they shall be an allowable accessory use within the ROW.

Zero-foot landscape buffers are only allowable between two internal industrial properties if the individual buildings are sold and subdivided into four smaller properties. This allows to similar industrial uses to share in the benefits of being connected to another industrial site. The zero-foot landscape buffer is only intended for this specific circumstance and in no way shall be allowed on any property lines adjacent to a residential use. The proposed PAD standards currently meet the separation requirement of 15' between an industrial/commercial use adjacent to a residential use.

5. Landscape Design

Landscaping will be designed to complement the building architecture and overall design theme for the site. All materials will comply with the City of Glendale drought tolerant and drought resistant, low water use plant palette. The Cotton Lane frontage landscaping will provide an attractive thematic public edge to the property. Perimeter site boundaries will define the parcel and provide a pleasing thematic 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. Minimum on-site landscape as a percentage of the total site area shall be 5% of the net site area for all uses. Landscape Buffers shall allow for the use of site retention. The site will use a fully automated drip irrigation system.

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 part of future design review applications to address the proportion of landscape materials to specific building design and height. On-site parking areas shall provide landscaped planter islands not less than 162 sf, based on a 9'x18' Parking stall standard. Permanent signs shall be allowed within these landscape buffer areas. Future building pads shall be maintained weed-free until development occurs. All other landscape standards within Chapter 19 of the City of Glendale Zoning Ordinance, for M1 zoning, shall remain in effect for this PAD, except as noted here above and in Table 1. See **Conceptual Landscape Plan** as **Exhibit 6**.

6. Architecture Form and Character

Due to the size of this project, a thematic character will be woven into the fabric of the Project that unifies the architecture, signage and landscape

during the design review phase of the project. The specific uses combined with careful aesthetic considerations for large building masses will inform the design process for the architecture. It is good to keep the design of elements flexible to allow for the unique identity of the project and of individual tenants with unique products or services. The building may take on the characteristics of specific tenants or may be generic in nature so the site and building appeal to a broader range of potential tenants. Similar architectural styles can be found along the nearby Loop 303 Corridor in Glendale and further south in adjacent municipalities.

Scale is an important consideration when looking at the overall design. Scale of development along the freeway should be appropriate for views at high speeds and with encompassing views surrounding the site. It is important to maintain a relationship to the area's landforms and unique characteristics. Elements should be easy to identify from vehicles along both Loop 303 and Cotton Lane, while set back and buffered from Cotton Lane 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 and commercial corners 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, tilt-up 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. Canopies help the architecture respond to the climate by providing shade, shadow and accents to the building. If the building is constructed primarily of metal, paint will be low sheen or non-glare for the majority of the building surface.

Where appropriate, building parapets will be extended above the roof line to provide line of sight screening of roof top equipment from view adjacent to public right-of-ways along Cotton Lane. Metal rooftop screens may also be used to screen rooftop equipment. Roof drains will be external and use architectural features to integrate them into the elevation design. External downspouts are included in the color elevations to show how they are incorporated into the overall design of the façade. Dock and outdoor storage areas adjacent to residential districts will be screened with an 8-foot masonry wall with detail and color to complement the building architecture. A similar 3'-0" maximum average high wall will screen parking along Cotton Lane.

A representative architectural elevation exhibit is included to convey a representative image of the typical architectural styles. The image shown in the elevation is consistent with other similar approved nearby Industrial Planned Area Developments. Specific details regarding architecture, materials, colors, etc. will be part of the future design review application. See **Architectural Elevation** as **Exhibit 7**.

7. Signage

This development will provide functional and attractive signage that compliments the architecture of the overall Ergas 303 site. This PAD application sets forth the general location, quantity, and maximum height of monument signage for Ergas 303. A freeway pylon signs will occur along State Route Loop 303 on each parcel adjacent to the freeway, with 330' spacing between any other sign. Multi-tenant Pylon Signs will occur along Cotton Lane to provide proper project identification and wayfinding throughout the site. These signs will utilize the established color and materials palette that is applied to the building(s) within the Ergas 303 site. A separate Comprehensive Sign Package shall be submitted during Design Review to obtain City of Glendale approval for all signs.

A total of (1) 50'-tall double-sided, freeway pylon sign is proposed along the 303 Freeway frontage of the development with 330' spacing. Thirty (30) foot-tall, double-sided multi-tenant pylon signs are proposed throughout the Project at significant corner and intersections. Signs adjacent to the freeway may deviate from the proposed standards an additional 10 feet in height due to the revised site grades and their proximity to the freeway structure.

A Comprehensive Sign Package (CSP) will be provided with consistent signage for tenants and users of Ergas 303 with the Design Review submittal. The future CSP will contain guidelines for color, materials, location of wall signage, allowable areas, illumination and configuration of logo and copy presentations. The proposed sign locations in this PAD are conceptual and the final determination of sign locations will be identified in the CSP submittal.

8. Infrastructure, Utilities & Access

Water will be provided to the site by Epcor and is available within the existing power corridor that runs north and south through the site. Epcor has stated that they will provide water service to the site via the existing 12-inch water main. See the **Water Exhibit** attached as **Exhibit 8**.

Sewer will be provided to the site by Epcor and is available within the existing power corridor that runs north and south through the site. Epcor has stated

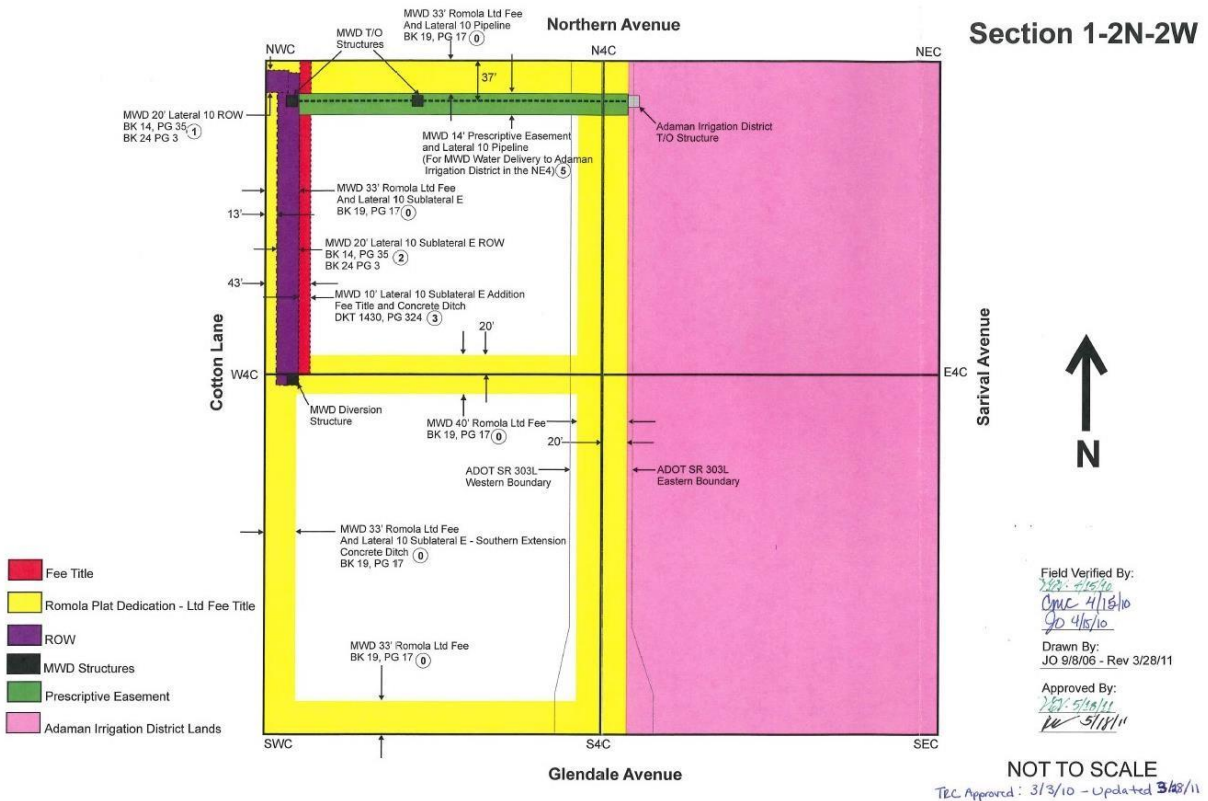
that they will provide sewer service to the site via the existing 12-inch sewer main. See the **Sewer Exhibit** attached as **Exhibit 9**.

The site will be served primarily by Cotton Lane. Roadway improvements for the east half of Cotton Lane will be improved within the existing 65' right-of-way to Maricopa County standards. Cotton Lane will be coordinated with MCDOT for final design, as that, Cotton Lane is currently within the county and not a part of the City of Glendale. Coordination will also occur with ADOT as that the site is adjacent to property for State Route Loop 303.

It is anticipated that new infrastructure investment will be a part of this development as a part of developing with the City of Glendale. Additional tax revenues will be generated from the property and will help offset the costs to build and maintain new infrastructure for the site. This includes developing new local public safety resources to better serve the businesses and residents of the area with fire, police and sanitation services. Once annexed into Glendale the site will employ new City of Glendale service for fire and police and will seek private partnerships for water and sewer, to minimize the impact to the City.

The existing overhead power lines on Cotton Lane will be undergrounded as a part of this development. An easement for access will be provided to APS for access to their service lines in the middle of the site. The site plan allows for the appropriate laydown space needed by APS to provide maintenance and emergency access.

Maricopa Water District has an easement along Cotton Lane that will remain in place as per the attached graphic below. The location of this easement is also shown on the Site Plan.



The current property owner for the site is also the property owner for the two adjacent parcels with existing billboards. An easement shall be included to provide access for these billboard sites through any proposed development.

9. Development Phases

The Property will be developed in 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 to two buildings, 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. Please note that any phasing of Cotton Lane will be coordinated with MCDOT.

10. Summary

This PAD and the proposed site plan provide the required entitlements to develop the Ergas 303 site. The Property will be zoned PAD and the site is within a General Plan land use designation that encourages development for parcels within the vicinity of 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 some new employment opportunities to the

City of Glendale, its residents, and the area in general. See the **Site Plan** as **Exhibit 5**.

11. Consistency with Surrounding PADs

Significant portions of this PAD were referenced from several relevant PAD documents to provide continuity in development along the State Route Loop 303 corridor. This PAD has attempted to be consistent with the direction and vision of development in the area along the Loop 303 corridor, as requested in discussions with City staff to plan for a cohesive corridor solution.

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. Parcel Map**
- 3. Zoning Map**

- 4. General Plan Map**
- 5. Conceptual Site Plan**
- 6. Conceptual Landscape Plan**
- 7. Architectural Elevation Exhibit**
- 8. Water Exhibit**
- 9. Sewer Exhibit**
- 10. Legal Description**