

Crow 303 AZ

PLANNED AREA DEVELOPMENT

Zoning Case: ZON21-26
SR21-0079

**SEC Glendale & Alsup Avenues
Glendale, Arizona**

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Prepared for
Crow Holdings Industrial

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I. Proposal Overview

Crow Holdings Industrial (the “Developer”) plan to develop an approximately 146-acre property located at the SEC of Glendale and Alsup Avenues (the “Property”). See **Aerial and Vicinity Map** attached as **Exhibit 1**. This application requests approval of a Planned Area Development (“PAD”) District to allow a combination of industrial distribution and warehouse uses in a development called Crow 303 AZ. The Applicant seeks to develop the Property in accordance with the Light Industrial (M-1) zoning and modify development standards to create a state-of-the-art industrial development nearby the expanding State Route 303 Loop transportation corridor.

The Property has been used for agricultural purposes for many years and is unimproved with no buildings. State Route 303 Loop is one mile to the west of the Glendale Avenue interchange. Glendale Avenue is the northern boundary of the site. The site bound by Alsup Road on the west and partially by Reems Road and Luke Air Force Base to the east. The southern boundary is the Claremont Street Alignment. Rezoning the property to PAD for industrial uses will permit the development of industrial and other uses which are compatible with the City of Glendale General Plan Land Use designation of Luke Compatible Land Use (LCLU). This land use designation complies with state statute 28-8481 concerning land uses within the vicinity of a military installation. Site design will provide further mitigations due to the unique proximity to the runway for the air force base.

Most of the site is located within the Luke Air Force Base noise contours of 75 DNL and 80 DNL, a small portion is within the 70 DNL. Industrial land uses for these properties are appropriate, considering the accident potential and noise impacts from daily activities conducted on the base and due to the proximity of the project to the runway.

As noted above, the property is 1-mile to the east of State Route 303 Loop, along Glendale Avenue. The property is bounded by farmland with a similar proposed Industrial warehouse development to the north and east of the property. The site surround approximately 10 residential lots on three sides, ranging in size from one to five acres. Farmland is to the west and south of the site along Alsup Road and the west edge of the air force base. To the West is also vacant farmland within Unincorporated Maricopa County. Luke Air Force Base is adjacent to the southern portion of the site.

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

II. Existing Zoning and General Plan

The property is currently outside of the City of Glendale and is within Unincorporated Maricopa County. The site is currently zoned as Rural 43 (RU-43) within the County. See **Zoning Map** attached at **Exhibit 2**. The site will be annexed into the City of Glendale as part of the entitlement process. The Crow 303 AZ partners propose to rezone the entire Property from RU-43 (County) to PAD for industrial and commercial uses within the City of Glendale. The **Legal Description** for the Project is attached as **Exhibit 10**.

The proposed PAD zoning is consistent with the industrial PAD zoning on nearby properties along the Loop 303 corridor. There are many other similar light industrial (M-1) zoned properties in the Loop 303 Freeway corridor. The corridor is experiencing rapid growth as a major industrial and distribution hub.

The proposed annexation into the City of Glendale will convert the current Maricopa County General Plan Land Use classification of Military Compatible to the closest City of Glendale General Plan Land Use category, which would be Luke Compatible Land Use (LCLU). As that the complimentary land use is LCLU a focus will be on uses that provide the safest compatibility with the adjacent Air Force Base. The proposed use is consistent with the Glendale General Plan Land Use designation of Luke Compatible Land Use (LCLU) and provides the safest compatible land uses such as light industrial distribution and warehouse. The Luke Compatible Land Use Area recommends non-residential uses as well as safe and compatible development, like the type proposed with this application. See the **General Plan Map** shown as **Exhibit 3**. Future industrial development is encouraged over other options. Constructing an industrial distribution and warehouse development, along with supporting commercial uses is in conformance with the existing City of Glendale General Plan for the Property.

III. Planned Area Development

a) Overview and Intent

The intent of the Crow 303 AZ PAD is to allow industrial; manufacturing, e-commerce, and office uses as well as development standards that ensure appropriate flexibility for such developments. The PAD will allow commercial, industrial and employment uses that are compatible with the nearby Loop 303 Freeway Corridor and are in conformance with state statute 28-8481, the underlying zoning, and recommended uses along the loop 303 freeway. Market conditions will determine the amount of commercial uses that will develop within this project.

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

b) Permitted Uses

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

Uses shall include all uses noted below in the Permitted Land Uses Table A, which is comprised of all uses allowed in the Light Industrial (M-1) and specific uses allowed in the General Commercial (C-2) zoning districts, such as related office uses 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; medical or dental clinics, financial institutions and personal services (not to exceed 10% of any contiguous 80 acres) to the primary use.

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

Table A – Permitted Land Uses

Use Category & Specific Use Type	Glendale Zoning Districts		
	M-1	C-2	Proposed PAD
INDUSTRIAL USE:			
Manufacturing/Assembly	P	-	P
Food Processing	P	-	P
Textile Mill	P	-	P
Leather	P	-	P
Stone, clay, and glass	P	-	P
Fabricated metal	P	-	P
Machinery	P	-	P
Electrical Machinery, equipment, and supplies	P	-	P
Transportation Equipment	P	-	P
Wood products, finished	P	-	P
Food and kindred products (except those with specific permit approval)	-	-	P
Plastics and plastic products	-	-	P
Primary metal industries	-	-	
Non-Manufacturing			
Wholesalers	P	-	P
Transportation, communication and other public utility storage and equipment yards	-	-	P
Lumber and building material yards	P	-	P
Contract Construction	P	-	P
Trucking and warehousing	P	-	P
Recycling Center or Automated Collection Center	P	-	P
Recreational Vehicle Storage	P	-	P
Laundry, dry cleaning and dyeing establishments retail or wholesale, including bulk storage	P	-	P
Vehicle repair, minor and major	P	-	P
Support Office			
Administrative offices directly related to a permitted use	P	-	P

Business Support Services-office supply, photocopy, and delivery services	P	-	P
Trade or business schools	P	-	P
Seasonal sales and special events	C	-	P
Wireless communication facilities	C	-	C
Lodges and fraternal associations within 300 feet from a residential use	C	-	C
Commercial aviation businesses	C	-	C

Commercial Kennels, animal shelters, and veterinary hospitals with outdoor boarding or exercise facilities	C	-	C
Manufacturing or processing of chemicals and allied products	-	-	C
Dyeing and finishing of textile products	-	-	C
Manufacturer of rubber products	-	-	C
Automobile wrecking and salvage yards	-	-	C
Manufacturer of fireworks, matches, or pyrotechnics or other potentially explosive processes	-	-	C
Central mixing plants for cement or concrete	-	-	C
Processing of fish, poultry, or meat products	-	-	C
Rendering or refining of fats and oils	-	-	C
Storage and processing of scrap metals	-	-	C
Incidental commercial retail sales other than those otherwise permitted	-	P	P
Asphalt and asphalt products processing	-	-	C
Fiberglass products manufacturing	-	-	C
COMMERCIAL USE:			
Medical and dental offices, excluding veterinarians	-	-	P
Financial institutions, real estate and insurance offices	-	-	P
Professional and administrative offices	-	P	P
Business support services	-	P	P
Seasonal sales and special events	-	P	P
Wireless communication facilities	-	P	P
Donation centers	-	C	P

Professional, administrative, and business offices	-	P	P
Mortuaries	-	P	P
Commercial parking lots	-	P	P
Medical or dental clinics	-	P	P
Business Schools	-	P	P
Financial Institutions	-	P	P

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

c) Site Plan

To maximize and attract potential users, the PAD introduces a conceptual site plan to help illustrate how the property could be designed. This ensures optimal flexibility while demonstrating potential development option areas of focus. The site plan shows how the site could possibly be developed but does not necessarily depict what will be constructed on the site. See **Site Plan Concept & Circulation** as **Exhibit 4**.

The conceptual site plan indicates layout areas; however, different configurations of M-1 and C-2 uses could be arranged based on market conditions, to attract the widest range of uses and allow maximum flexibility for future development. The largest building site could cover up to 51% of any of the parcels within the 146-acre development. The representative site plan is based on possible layout concepts shown but does not reflect an ultimate final site plan. Final site plans could be of different configurations and vary in size with additional square feet. Lot coverages would remain under 50% for most design scenarios.

The proposed site plan has a main access point from State Route 303 Loop at Glendale Avenue. Primary access will occur on Glendale Avenue and at multiple secondary access points along Alsup & Reems Road. The circulation shown on 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 during 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.

d) Development Standards

The development standards, below in Table B, are created specifically for the Crow 303 AZ PAD and mostly facilitate industrial warehouse development. More specifically, the permitted heights and intensity will permit the development of a highly attractive, state of the art, industrial warehouse, and distribution development representative of the types of projects throughout the 303 Freeway Corridor. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the PAD shall apply.

Table B: Comparative Development Standards Table

	M-1	PAD Proposal
Min. Lot Area	6,000	6,000
Max. Lot Area	N/A	N/A
Building Setbacks		
• Front	25'	25'
• Rear	60'	60'
• Side	60'	60'
• Street Side	25'	25'
Max. Building Height	30'	55' Rooftop building appurtenances can exceed roof height up to 60' 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 60' maximum.)
Max. FAR	.3	.5 (Mezzanine SF area excluded from FAR ratio)

Parking		
• Warehouse, Distribution & Data Center	1/600 sf	1/2000 sf (Mezzanine SF area excluded from parking calculations)
• Office	1/300 sf	1/500 sf
• Commercial Uses (C-2) - Automotive Services	1/250 sf	1/300 sf
Standard Signage Height*	10'	20'
Multi-Tenant Signage*	10'	50'

* Freestanding Signs

PAD Deviation Rationale

- i. Height:** Building height needs to be flexible to meet specific tenant needs. The typical anticipated industrial building in this market may suggest 40' of clear height inside, resulting in a building height in the 55' range. However, there is a potential for a unique distribution or manufacturing use that may include multiple levels of storage platforms or automated systems, resulting in the need for increased height. Site appurtenances, such as material silos or other building specific support equipment, may be required to exceed the building height. In such cases, location and treatment of such elements shall be considered and incorporated into the overall design solution, not to exceed 60'.

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

- iii. Parking:** Reduced parking ratios requested for the warehouse/distribution portion of the building consider the anticipated heavy storage/limited occupancy characteristics of

the potential tenant mix for the Development. As storage systems become more automated and based on historical ratios of warehouse employees to actual storage space, fewer employees are required. Therefore, parking standards have been reduced to accommodate demand. Mezzanine areas, due to their typical storage use, should not be included in parking calculations unless they are specifically occupied full time by employees as their primary workspace. Such calculations should be evaluated with specific tenant plans when submitted for entitlements. Based on the large open spaces available within the dock areas of these types of buildings, supplemental parking areas are available based on specific tenant needs, providing flexibility to increase parking ratios as required. In addition, consideration should be given to nearby retail parking that attracts fewer employees, less trips and fewer vehicle trips to nearby, supporting industrial, warehouse, and distribution uses.

- iv. **Signage:** Signage heights need to be flexible to meet specific tenant needs. Typically, the norm for an anticipated industrial development may suggest 20' for a single tenant. However, due to the size and uniqueness of this proposal, there is the potential for multiple tenants throughout the development that includes space that is not directly on the freeway. Typically, businesses that would be attracted this type of development would anticipate some type of proximity to the freeway. Taller multi-tenant freestanding monument signs would provide that "proximity" to those businesses and could potentially represent up to 5 major tenants and reach heights of up to 50'. Therefore, a deviation in the code is requested to be allowed for this unique freeway corridor development to encourage development.

e) **Performance Standards/Use Limitations**

- i. **Nuisances:** Uses shall be permitted within this district, unless such uses are or may become obnoxious or offensive by reason of odor, dust, smoke, noise, gas fumes, cinders, vibrations, glare, refuse, or air or water pollution emissions.
- ii. **Enclosures:** All uses permitted in this district shall be typically conducted within a fully enclosed building unless otherwise permitted. Outside storage of materials and equipment related to the primary activity is permitted provided that the outside storage area is screened by a wall. Design and height shall be approved by the approved authorizing administrative body.
- iii. **Hazards:** All explosive and hazardous materials and processes require approval by Glendale Fire Department. All

manufacturing, storage, and waste processes shall meet all safety and environmental standards as administered by the fire department.

- iv. **Dark Skies:** Lighting plans shall be submitted with each Design Review application illustrating that on-site lighting does not exceed one-foot candle at the property line. On-site lighting shall be dark sky compliant, and all lighting shall comply with the City of Glendale Outdoor Light Control Ordinance.

f) **Landscape Buffer and Dock Screens**

Landscape buffers and screen wall requirements shall conform to Section 7.200 of the Glendale Zoning Ordinance. The design, materials and colors for all walls, fences and screening devices visible from public view will be uniform in appearance. An 8' wall enclosing the truck courts shall be provided where appropriate within each parcel or project to help screen the truck loading and maneuvering area. An 8' wall shall also be placed on the property lines surrounding the residential portion of the site as per direction by the City and as shown on the updated site plan.

IV. Landscape Design

Landscaping will be designed to complement the building architecture overall design theme for the site. All materials will comply with the City of Glendale low water use plant palette. The Glendale Avenue and Alsup Road 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. A variety of tree species, combined with a colorful combination of shrubs and groundcovers, will provide an overall landscape composition at an 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 details regarding plantings, types, locations and quantities will be a part of future design review applications to address the proportion of landscape materials to specific building design and height. On-site landscape and parking lot landscape requirements shall conform with landscape requirements within the City of Glendale approved ordinance. Effort will be made to provide a landscape buffer of trees along the edge of the development adjacent to the existing residential uses. See **Representative Landscape Plan as Exhibit 9.**

V. Architecture Form and Character

Design requirements of large industrial facilities vary with specific uses and tenant requirements. 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 provide general guidance that will inform the design process for the architecture. Design palette must remain flexible as that specific future tenants are unknown at this time. The building may take on the characteristics of a specific tenant, if that tenant is identified prior to development, or may be more 'generic', designed to appeal to a broad range of potential tenants (particularly if development commences before a specific tenant is known). Examples of typical archetypes can be found along the nearby Loop 303 Corridor further to the south.

Scale is an important consideration when looking at the overall design. While the scale of development along the freeway should be appropriate for views at high speeds, this proposal will focus on the more distant views that surround the site. Elements should generally be larger and easier to identify from automobiles along both Loop 303 and Glendale Avenue. Similarly, the building(s) should be set back from Glendale Avenue, 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. Commercial corners will generally follow a similar industrial design and feel set by the nearby warehouse design precedent.

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

Building parapets will be extended above the roof line to provide screening of roof top equipment from view at adjacent public right of ways along Glendale and Alsup Avenues. Dock and outdoor storage areas will be

screened with an 8' masonry wall with detail and color to complement the building architecture. A similar 3' high wall will screen parking along Glendale and Alsup Avenues.

A representative architectural elevations image exhibit is included to convey a representative palette of building styles. The image shown in the elevation collage are consistent with similar approved nearby Planned Area Developments. Specific details regarding architecture, materials, colors, etc. will be a part of the future design review application. See **Typical Architectural Site Plan** as **Exhibit 5** and **Architectural Elevations** as **Exhibit 6**.

VI. Circulation and Access

The Property is well situated from a regional access perspective; it is within the immediate proximity of the 303 Freeway and is easily accessible from Glendale Avenue, which terminates at Reems Road. Alsup Avenue provides a north/south arterial access to collectors such as the Ocotillo Street, Maryland Avenue and Claremont Street alignments. The north/south Reems Road alignment ends at Luke Air Force Base and will likely terminate in a private access cul-de-sac that will serve this Project and the property to east when it develops.

a) Existing Conditions

In the immediate vicinity of the project, Alsup Avenue is a the primary north-south, two-way, two lane roadway that serves nearby farmland and provides access to surrounding commercial, industrial and residential parcels. Glendale Avenue provides east-west access to the State Route 303 Loop Freeway.

After discussions with City of Glendale transportation staff, the Projects Annexation will not include Alsup Avenue and that road will be within the jurisdiction of the County. A forty-foot half street right-of-way(row) has been requested by the county for Alsup Avenue.

b) Proposed Street Improvements

As part of the proposed Crow 303 AZ site, offsite improvements for the half street will occur along Alsup Avenue, immediately adjacent to the project site. Glendale Avenue will be widened from a two-lane roadway to a five-lane roadway (with a two-way center left turn lane) with curb, gutter, sidewalk, signing, striping, associated landscaping, and roadway lighting. Private access roads will be constructed internally to provide access to Alsup Avenue. These private drives will be connected to Alsup Avenue throughout the project, which will act as a spine for this development and other similar industrial sites recently approved along this corridor. A traffic study has been provided and will

be updated during the design review process for the entire development, to determine the final circulation plan for that project.

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

All projects adjacent to public streets shall provide retention for the adjacent half-street within on-site retention basins. The retention basins and storm drain inlets shall be sized for the 100-year storm event.

VIII. Infrastructure, Utilities & Public Services

Water will be provided to the site by Adaman Water District. Adaman has stated that they will allow domestic and fire water to be provided from a 16-inch waterline extension that runs along Glendale Avenue. This line will be extended mostly east along Glendale Avenue and south along Alsup Avenue to feed several proposed water loops throughout the project and to provide flow to fire hydrants along Alsup Avenue south of Glendale. See the **Crow 303 AZ Water Exhibit** attached as **Exhibit 7**.

Sewer will be provided by Epcor. Epcor has a treatment plant in the vicinity of the site that provides sewer service to this property. An existing 30" sewer main provides service along the west edge of Luke Air Force Base, near the Reems Road alignment and runs to the Claremont Street alignment. New sewer stubs will be provided from this existing main throughout the site. See the **Crow 303 AZ Sewer Exhibit** attached as **Exhibit 8**.

Public services will be expected for fire and police as a primary benefit of being annexed into the City of Glendale. As the City annexes new property into the City limits it is also obtaining a new revenue stream to further build and develop local public safety resources. The demand for services will typically be less with this development compared to other types of land uses such as retail and residential uses.

IX. Traffic Summary

Upon initial review of the site plan and the TIA, the City met to decide whether collector roads on the Ocotillo and Maryland alignment would be included with this development. It was determined that to best serve the residential community adjacent to the development that existing access to Alsup will remain in place through a network of internal existing dirt roads. An 8' fence will be located along the property lines surrounding the residential area and an internal private access drive will be provided setback from the fence with a landscape buffer. Glendale Avenue and Alsup Road will be improved as noted above. Reems road south of Glendale Avenue will become a shared private access road with cul-de-sac to provide access for the property to the east of this development.

X. Signage

This development will provide functional and attractive signage that compliments the architecture of the overall Crow 303 AZ site. This PAD application sets forth the general location, quantity, and maximum height of monument signage for Crow 303 AZ. Project Monument Signs will occur along Glendale and Alsup Avenues. On-site development identification signs will also occur along the projects interior collector roads to provide proper project identification. Directional signs may be located throughout the development to point users to their desired destination. These signs will utilize the established color and materials palette that is applied to the building(s) within the Crow 303 AZ site. A separate Comprehensive Sign Package shall be submitted during design review to obtain City of Glendale approval for all signs. Deviations from City approval may be obtained through an administrative process if the sign is in substantial conformance with the sign package approved through Design Review.

Twenty (20) foot-tall, double-sided project monument signs are proposed throughout the Project. Double-sided monument signs will provide identity for the overall development and may include single-tenant panels, or multi-panel depending upon the future tenant user(s) of the Property.

Once future tenants are identified, a Comprehensive Sign Package (CSP) will be provided during design review with consistent signage for tenants and users of Crow 303 AZ. 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.

XI. Development Phases

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

XII. Summary

The PAD and the proposed site plan will provide the required entitlements needed to develop the Crow 303 AZ. The Property will be zoned PAD and the site is within a General Plan land use designation that encourages development specifically for land parcels adjacent and close to Luke Air Force Base. The proposed development substantially conforms with the development objectives of the General Plan for this location. The development will complement the surrounding area and provide improved benefits and new employment opportunities to the City of Glendale and its residents, including associated office, commercial and employment related services.

XIII. Consistency with Surrounding PADs

Significant portions of this PAD were referenced from the proposed adjacent PAD, made public record for the Lincoln Logistic property located in what will now become the center of this site. This PAD has attempted to be consistent with Lincoln Logistic and other surrounding similar Industrial Planned Area Developments. This PAD maintains consistency with the direction and vision of development in the area along the Loop 303 corridor, as requested in discussions with City staff.

XIV. Conformance with Findings for a Rezoning Application per Section 3.809

The PAD is in conformance with the following findings required to amend the zoning ordinance and official zoning map of the City of Glendale.

First, this rezoning is consistent with the policies and objectives of the Glendale General Plan. The proposed use is consistent with the Glendale General Plan Land Use designation of Luke Compatible Land Use (LCLU) and provides the safest compatible land uses such as light industrial distribution and warehouse.

The Second finding states that the rezone furthers the public health, safety and general welfare of the citizens of Glendale. This project does further the public health safety and welfare of the citizens of Glendale by developing within the City of Glendale standards, which will improve roadways, add sidewalks landscape and lighting to areas currently underserved. In addition, the development will bring new revenue to the City in the form of taxes and provide employment opportunities for the City and its residents.

The third finding that has been met is that the proposed change will include any conditions necessary to mitigate any adverse impacts on businesses, persons, or properties adjacent to the rezoning for this development. There are no impacts to existing businesses, as that there the area is unincorporated farmland with no known business uses. The area will be developing the land surrounding the neighborhood to a higher and better use. Unpaved roadways are being improved, an 8' screen wall with landscape buffer will be provided on property lines adjacent to existing County residents. The project will feature an internal circulation pattern to minimize conflicts with existing local traffic.

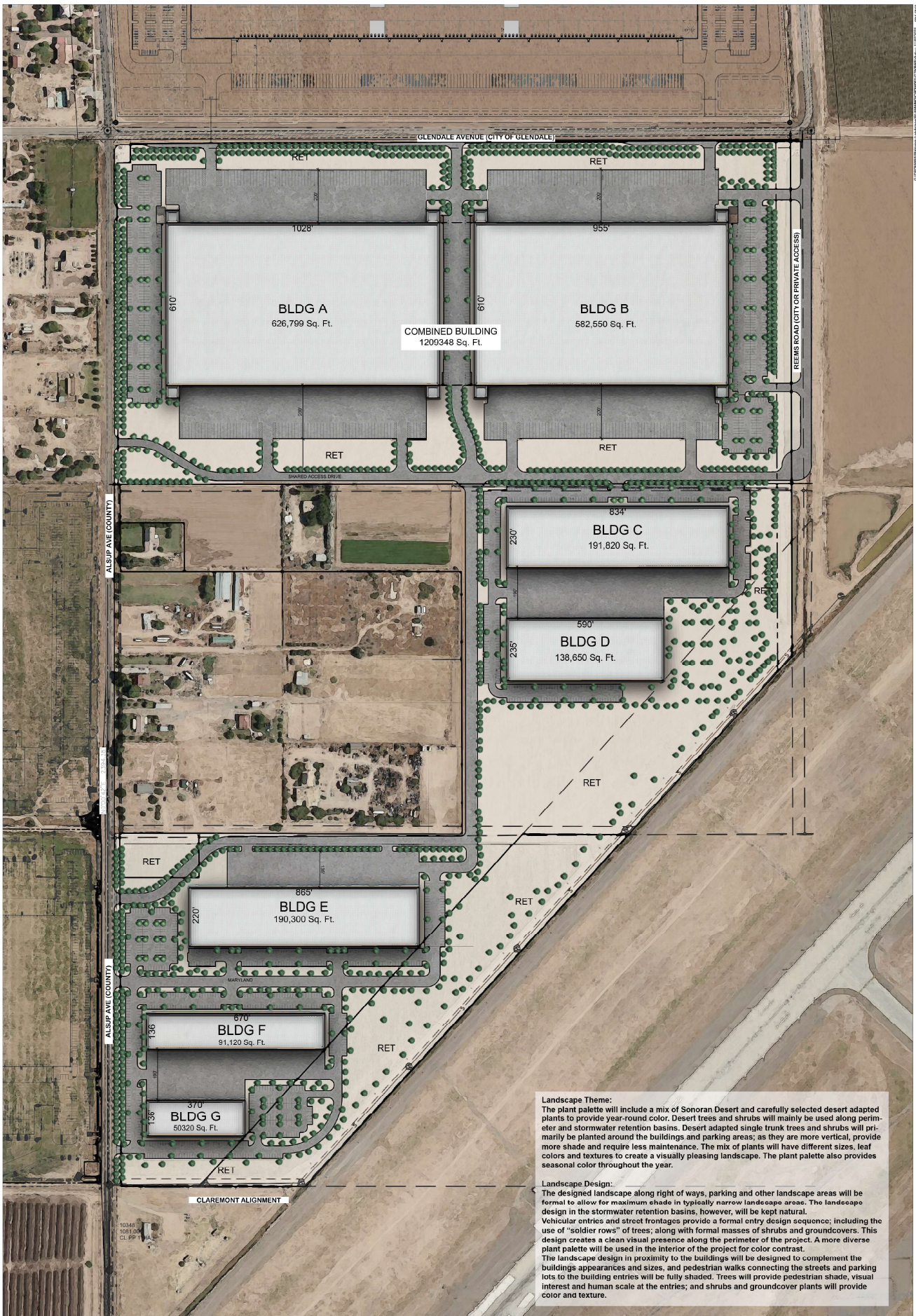
A fourth requirement per Section 3.908 is does not apply to this development as that residential is not allowed this close to Luke AFB. As that residence are no longer allowed there is no requirement to provide adequate school facilities, since the development will not impact the school system with any students.

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.

It should be noted that no structures or parking are allowed in the Luke Air Force Base "No Build Zone", as defined by existing easements notated in the ALTA that accompanies this PAD submittal.

LIST OF EXHIBITS

- 1. Aerial and Vicinity Map**
- 2. Zoning Map**
- 3. General Plan Map**
- 4. Site Plan Concept**
- 5. Landscape Plan Concept**
- 6. Architectural Elevations Exhibit**
- 7. Water Exhibit**
- 8. Sewer Exhibit**
- 9. Legal Description**



CROW AZ 303 - PAD
EXHIBIT 5: CONCEPTUAL LANDSCAPE PLAN

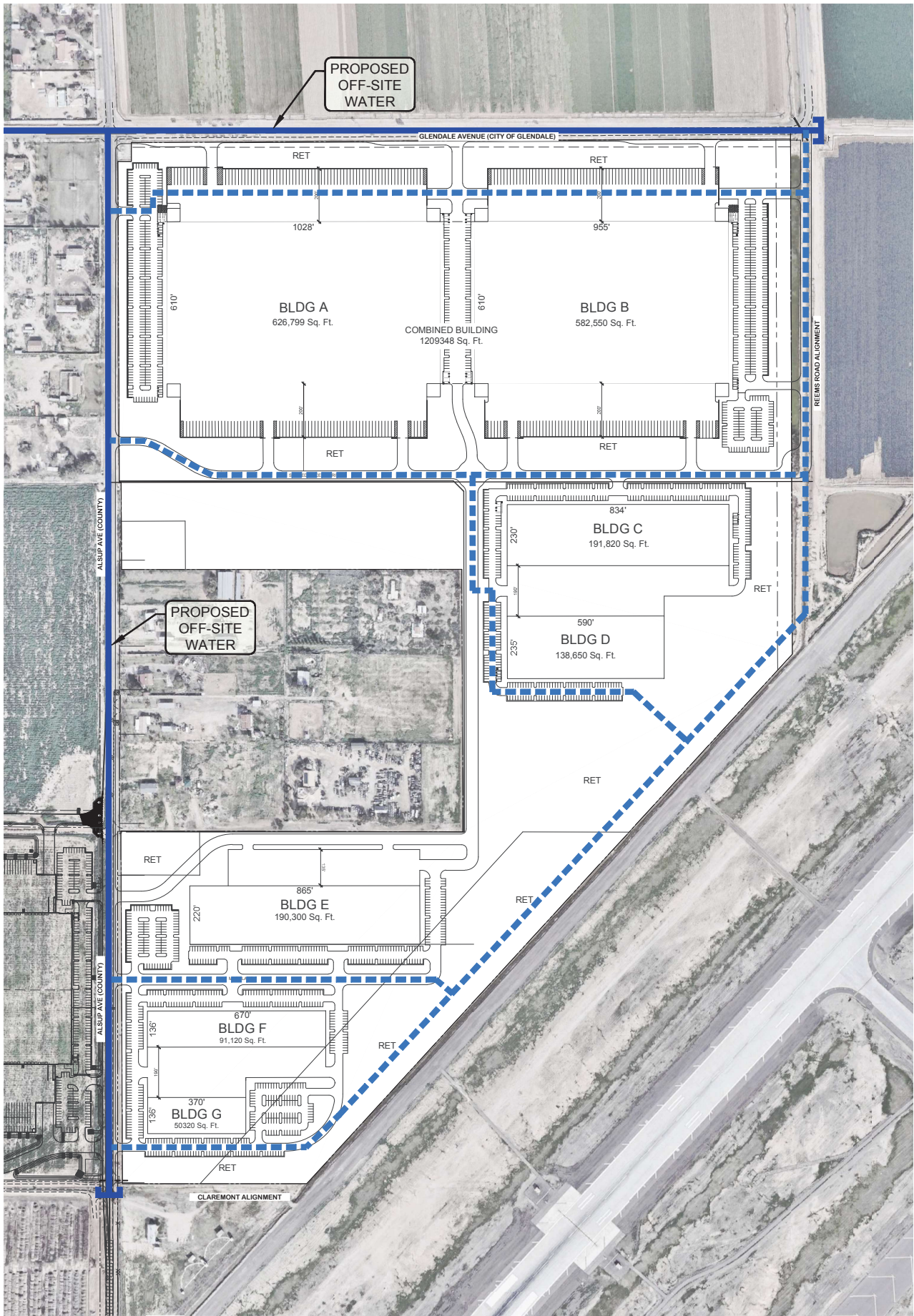
Landscape Theme:
 The plant palette will include a mix of Sonoran Desert and carefully selected desert adapted plants to provide year-round color. Desert trees and shrubs will mainly be used along perimeter and stormwater retention basins. Desert adapted single trunk trees and shrubs will primarily be planted around the buildings and parking areas; as they are more vertical, provide more shade and require less maintenance. The mix of plants will have different sizes, leaf colors and textures to create a visually pleasing landscape. The plant palette also provides seasonal color throughout the year.

Landscape Design:
 The designed landscape along right of ways, parking and other landscape areas will be formal to allow for maximum shade in typically narrow landscape areas. The landscape design in the stormwater retention basins, however, will be kept natural. Vehicular entries and street frontages provide a formal entry design sequence; including the use of "soldier rows" of trees; along with formal masses of shrubs and groundcovers. This design creates a clean visual presence along the perimeter of the project. A more diverse plant palette will be used in the interior of the project for color contrast. The landscape design in proximity to the buildings will be designed to complement the buildings appearances and sizes, and pedestrian walks connecting the streets and parking lots to the building entries will be fully shaded. Trees will provide pedestrian shade, visual interest and human scale at the entries; and shrubs and groundcover plants will provide color and texture.



ZON21-26





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 11/12/2021
 michael.burton@hunter-engineering.com

CROW AZ 303 PAD
EXHIBIT 7 - WATER MAP

ZON21-26

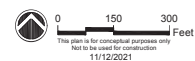


EXHIBIT 9 ZONING LEGAL DESCRIPTION

THAT PORTION OF THE EAST HALF OF SECTION 7, TOWNSHIP 2 NORTH, RANGE 1 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 7, BEING A BRASS CAP IN HANDHOLE STAMPED S6 S5 S7 S8 RLS 36563 2003, FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION 7, BEING AN ALUMINUM CAP IN HANDHOLE BEARS SOUTH 89°41'27" WEST, A DISTANCE OF 2641.47 FEET;

THENCE SOUTH 00°11'09" EAST, ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 00°11'09" EAST, ALONG SAID EAST LINE, A DISTANCE OF 1854.61 FEET;

THENCE SOUTH 42°30'11" WEST, A DISTANCE OF 2818.91 FEET;

THENCE NORTH 89°59'43" WEST, ALONG THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 685.65 FEET;

THENCE NORTH 00°15'08" WEST, ALONG A LINE PARALLEL WITH AND 40.00 FEET EAST OF THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 1328.04 FEET;

THENCE SOUTH 89°50'43" EAST, ALONG THE SOUTH LINE OF A 30.00 FOOT EASEMENT FOR HIGHWAY PURPOSES AS DEFINED IN DOCKET 8588, PAGE 963, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA, A DISTANCE OF 1279.26 FEET;

THENCE NORTH 00°13'08" WEST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 1317.04 FEET, TO A POINT ON THE NORTH LINE OF A 30.00 FOOT EASEMENT FOR HIGHWAY PURPOSES AS DEFINED IN DOCKET 8588, PAGE 963, OFFICIAL RECORDS OF MARICOPA COUNTY, ARIZONA;

THENCE SOUTH 89°55'22" WEST, ALONG THE NORTH LINE OF SAID 30 FOOT EASEMENT AND RIGHT OF WAY, A DISTANCE OF 1279.99 FEET;

THENCE NORTH 00°15'06" WEST, ALONG A LINE PARALLEL WITH AND 40.00 FEET EAST OF THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 1278.86 FEET;

THENCE NORTH 89°41'27" EAST, ALONG A LINE PARALLEL WITH AND 33.00 FEET SOUTH OF THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7, A DISTANCE OF 2601.44 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 150.04 ACRES±.