

**APPROVED**

Ord O21-78 11/23/21

**ZON21-21**

City of Glendale  
Planning Division

# Organics Loop 303

## PLANNED AREA DEVELOPMENT

Zoning Case: ZON21-21  
SR21-0057

**SWC Bethany Home and Sarival Roads  
Glendale, Arizona**

Submitted: July 1st, 2021

Re-submitted: October 22<sup>nd</sup>, 2021

Prepared for  
**Russell Organics, LLC &  
Roth Development Corp.**

## PROJECT TEAM

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### **I. Proposal Overview**

Roth Development Corp. and Russell Organics LLC (the "Developers") plan to develop an approximately 75-acre property located at the SWC of Bethany Home Road and Sarival Road (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 Organics Loop 303. 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 ¼ mile to the west and Bethany Home Road is the northern boundary of the site to Sarival Avenue, which is the eastern boundary of the site. The southern boundary is the Missouri Avenue 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 mitigation due to its proximity to the end of the runway for Luke.

The site is located within the Luke Air Force Base noise contours of 75 DNL and 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 ¼ mile to the east of State Route 303 Loop, and adjacent to Bethany Home Road. The property is bounded by similar proposed Industrial warehouses to the north. Farmland is to the east of the site along Sarival Avenue. The adjacent property to the south is also vacant farmland. To the West beyond SR 303 Loop is also vacant land within Unincorporated Maricopa County. Luke Airforce Base is located approximately ½ mile to the northeast of the site.

The Organics Loop 303 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 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 Organics Loop 303 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 and to the east of Sarival Avenue. There are many other similar industrial zoning designations that occur along the nearby Loop 303 Freeway corridor and in other jurisdictions as well. 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 the 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 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 Organics Loop 303 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. 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 allowed in the Light Industrial (M-1) and General Commercial (C-2) zoning districts of the Glendale Zoning Ordinance as well as offices for professional, administrative, clerical, financial, medical, business, or professional services; medical, dental and clinical laboratories / research facilities; business support services; data center, call centers and data recovery centers; wholesale sales and distribution of finished goods; commercial services, restaurants, retail stores, general merchandising, hardware stores, medical or dental clinics, financial institutions, automotive services, fueling stations and personal services as accessory to the primary use and not to exceed 5% of any contiguous 80 acres. Any use currently requiring a conditional use permit within the existing Glendale Zoning Ordinance shall be required to obtain a conditional use permit.

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

**c) Site Plan**

To maximize and attract potential users, the PAD introduces a conceptual site plan to help illustrate how the property could be designed. 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 75-acre parcels. These representative diagrams are based on possible layout concepts shown, but do not reflect an ultimate final site plan. Final site plans could be of different configurations and vary in size with additional square feet. Lot coverages would remain under 50% for most design scenarios.

The proposed site plan has a main access point from State Route 303 Loop at Bethany Home Road and multiple secondary access points along Sarival Avenue. 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 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 A, are created specifically for the Organics Loop 303 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 A: Comparative Development Standards Table**

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



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'. However, due to the size and uniqueness of this proposal, there is the potential for multiple tenants throughout the development that may include 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. These types of freeway 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' with the inclusion of electronic displays. 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 and 7.201 of the Glendale Zoning Ordinance. This includes landscape buffers for portion of the site that are adjacent to RU-43 zoning in the County. The design, materials and colors for all walls, fences and screening devices visible from public view will be uniform in appearance. A 4-foot decorative wall or landscape berm shall be used to screen on-site parking areas from street view. 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.

#### **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 Sarival and Bethany Avenue 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. See **Representative Landscape Plan** as **Exhibit 5**. A certification will be provided from our licensed Landscape Architect during Design Review stating that the landscape plan meets the requirements of this PAD.

#### **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 Sarival Avenue. Similarly, the building(s) should be set back from Sarival 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 Sarival Avenue and Bethany Home Road. Dock and outdoor storage areas will be screened with an 8' masonry wall with detail and color to complement the building architecture. A similar 4' high wall will screen parking along Sarival Avenue, Glendale Avenue and Bethany Home Road.

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 4** and **Architectural Elevations** as **Exhibit 6**.

## **VI. Circulation and Access**

The Property is well situated from a regional access perspective; it is in immediate proximity of the 303 Freeway and is easily accessible from Bethany Home Road.

Alternative access routes may be determined by the City as needed to provide legal access to properties to the south and west of this site. Any form of roadway in this area will be built to standards as directed by federal rules that guide developments within accident potential zones and no build areas associated with Luke AFB.

The Missouri Avenue alignment will either be a shared access/utility easement or a dedicated ROW for a local collector for the two parcels to the west

adjacent to the Loop 303. This will be determined at a later point as the development progresses. An easement is preferred to minimize maintenance by the City.

Sarival Avenue will be the primary north-south access for the project and will be built to Maricopa County(MCDOT) standards with a 65-foot half street right-of-way. It is anticipated that truck traffic will make right turns onto Sarival before traveling either north to the intersection at Bethany Home Road or head south to Camelback Road to access the Loop 303. Bethany Home will be designed to the City of Glendale, A-1 Arterial Section for the half street adjacent to the project. Access points along Bethany Home will likely be used for trucks and cars to enter into the project.

A traffic report is recommended during the Design Review phase of the project as the site plan is further refined and exact building locations are determined based on appropriate circulation and market conditions.

#### **a) Existing Conditions**

In the immediate vicinity of the project, Sarival Avenue is a the primary north-south, two-way, two lane roadway that serves nearby farmland and provides access to surrounding commercial and institutional parcels. Bethany Home Road provide east-west access to the State Route 303 Loop Freeway. After discussions with City of Glendale transportation staff, the projects Annexation will not include the west side of Sarival Avenue to the centerline of the road. Rather this road will remain in the county and the half street shall be built to MCDOT standards. This City of Glendale will not annex any portion of Sarival south of Bethany Home Road.

#### **b) Proposed Street Improvements**

As part of the proposed Organics Loop 303 site, offsite improvements for the half street will occur along Sarival Avenue, immediately adjacent to the project site. Bethany Home Road will be a 55-foot right-of-way and be widened from a two-lane roadway to a five-lane roadway (with a two-way center left turn lane) with curb, gutter, sidewalk, and associated roadway lighting. Existing paving shall be removed and replaced to the centerline of Bethany Home Road directly north of the site. Shared private access roads will be constructed internally to the west of the site to provide access from Bethany Home Road to properties south and west of this project. This shared private access drive will be terminated in a cul-de-sac approximately ¼ of a mile south of Bethany Home Road. A traffic study will be provided during the design review process for the project, to determine the final circulation plans for the project. The overall project circulation shall be guided by the

culmination of these traffic studies.

## **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 and Utilities**

Water will be provided to the site by Adaman Water District. Adaman has stated that they will allow domestic and sufficient water volume to be provided from a 16-inch waterline extension that runs along Sarival Avenue. This proposed waterline will be looped into smaller a smaller existing extension to avoid a dead-end water service. See the **Organics Loop 303 Water Exhibit** attached as **Exhibit 7**.

Sewer will be provided by Epcor. Epcor has a treatment plant south of the site that provides sewer service to this property. A 30" sewer main has been constructed along Sarival Avenue to Bethany Home Road. From that point a new 15" sewer line will extend from the 30" main along Sarival just north of Bethany Home Avenue. See the **Organics Loop 303 Sewer Exhibit** attached as **Exhibit 8**.

## **IX. Signage**

This development will provide functional and attractive signage that compliments the architecture of the overall Organics Loop 303 site. This PAD application sets forth the general location, quantity, and maximum height of monument signage for Organics Loop 303. One multi-tenant sign, up to 50-feet in height, will occur along Bethany Home Road and two multi-tenant signs will occur on Sarival Avenue. On-site development identification signs, up to 20-feet in height will also occur along the private access drive to provide proper project identification on the west side of the site. Directional wayfinding may be located throughout the development to point users to their desired destination. All signs will utilize the established color and materials palette that is applied to the building(s) within the Organics Loop 303 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.

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

## **X. Development Phases**

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

## **XI. Summary**

The PAD and the proposed site plan will provide the required entitlements needed to develop the Organics Loop 303. The Property will be zoned PAD and the site is within a General Plan land use designation that encourages development specifically for land parcels 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 and to the surrounding unincorporated areas within the County.

## **XII. 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 This PAD to maintain consistency with the direction and vision of development in the area along the Loop 303 corridor, as requested in discussions with City staff.

**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.

Additional efforts are already underway and will continue to be made to work with Luke AFB to determine which areas are allowed to have structures and those that will need to remain clear of all objects to remain in compliance with Air Force regulations pertaining to the base and its runway. Building heights will be kept under the 60-foot height limit needed for the base RADAR coverage. It should also be noted that the area will be subject to approximately 170 over flights per day, any potential tenants shall be notified about Luke AFB operations.


## **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**



ORGANICS LOOP 303  
EXHIBIT 1 - AERIAL AND VICINITY MAP

SR21-0057



0300600

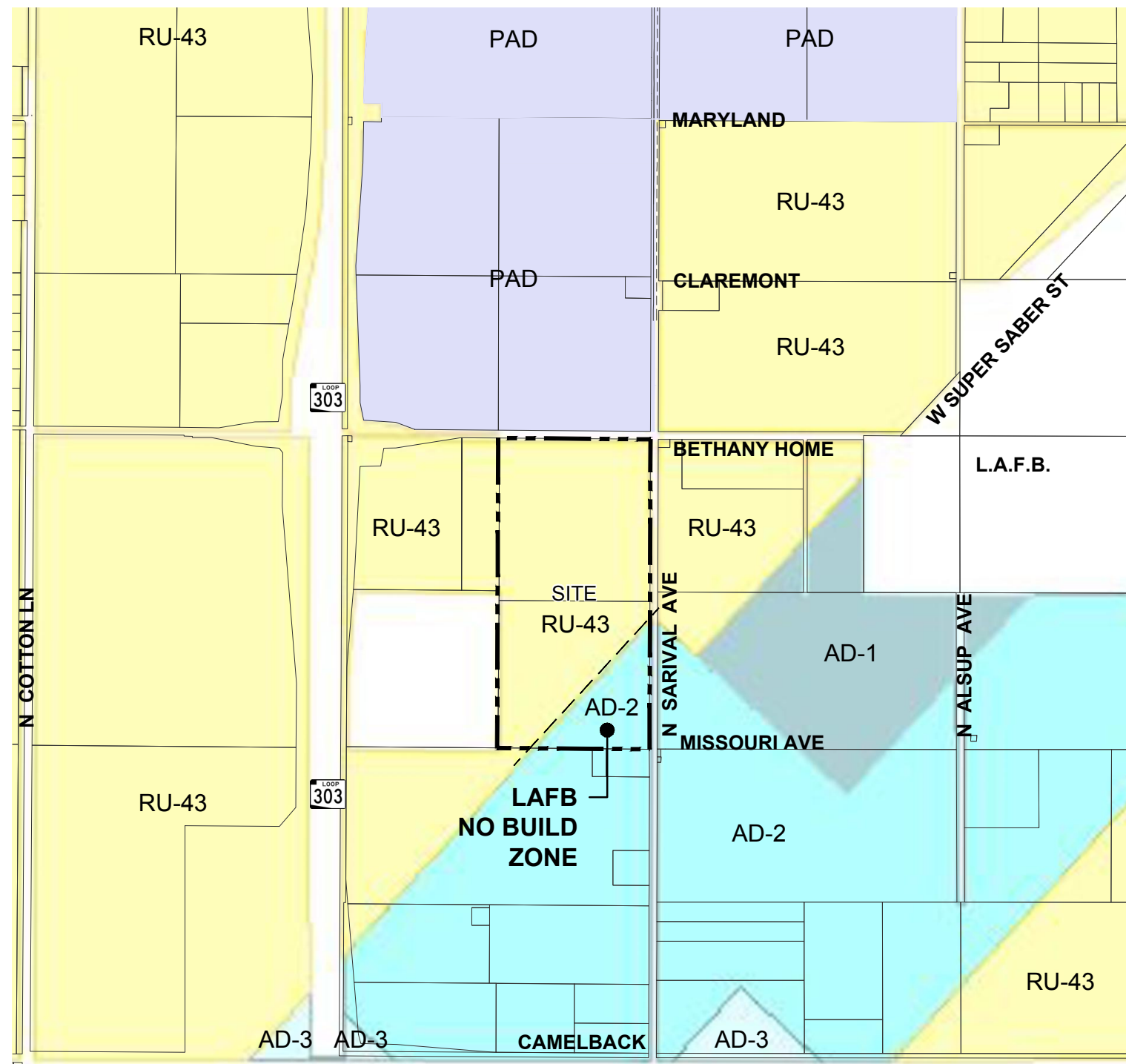
Feet

This plan is for conceptual purposes only  
Not to be used for construction  
10/21/2021  
RO10  
Glendale, Arizona

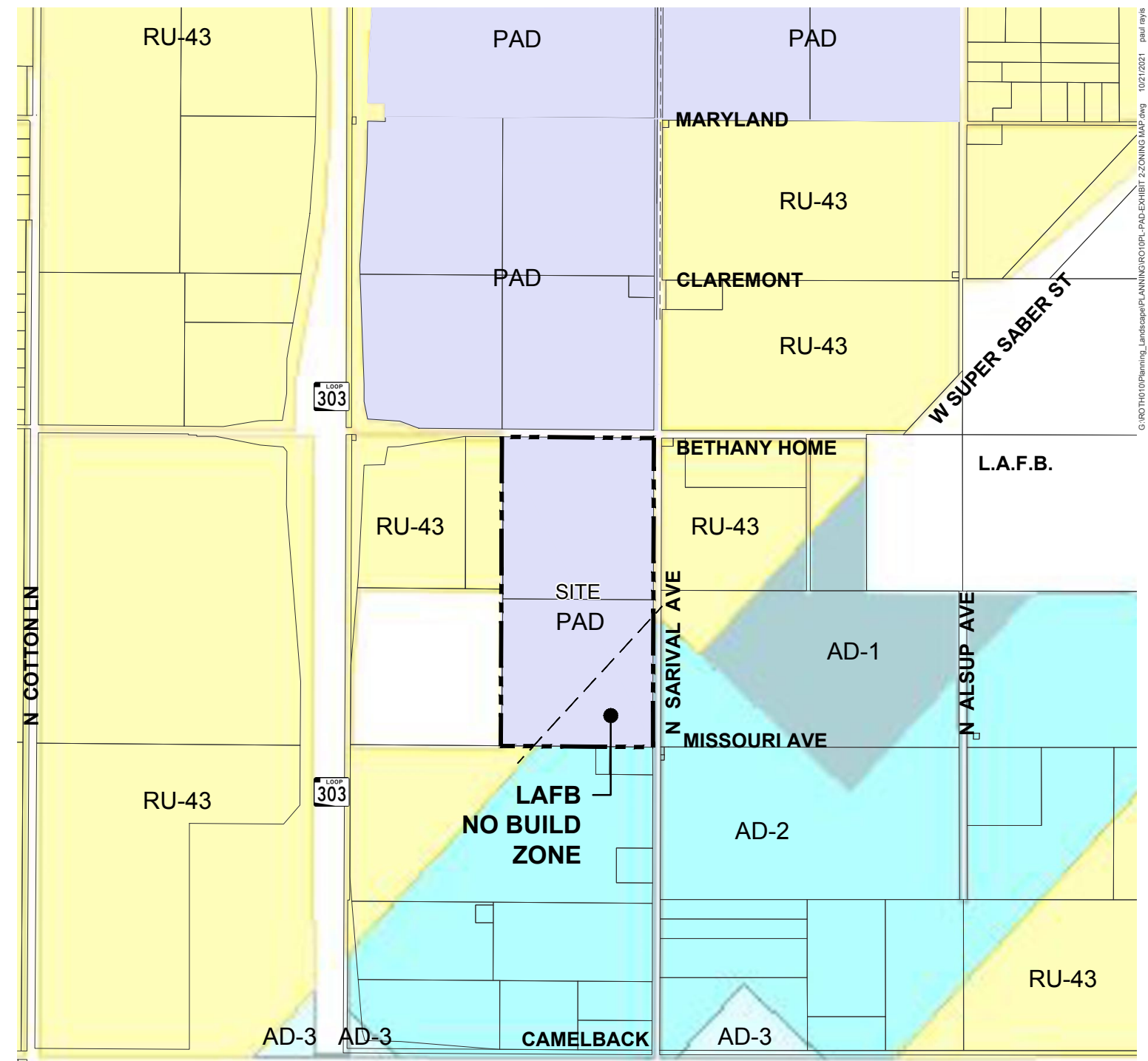
HUNTER

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*Existing Zoning*



*Proposed Zoning*

MARICOPA COUNTY

- RU-43
- AD-3
- AD-1
- AD-2

CITY OF GLENDALE

- PAD

# **ORGANICS LOOP 303 PAD** **EXHIBIT 2 - ZONING MAP**

SR21-0057

0 600 1200 Feet

This plan is for conceptual purposes only  
Not to be used for construction

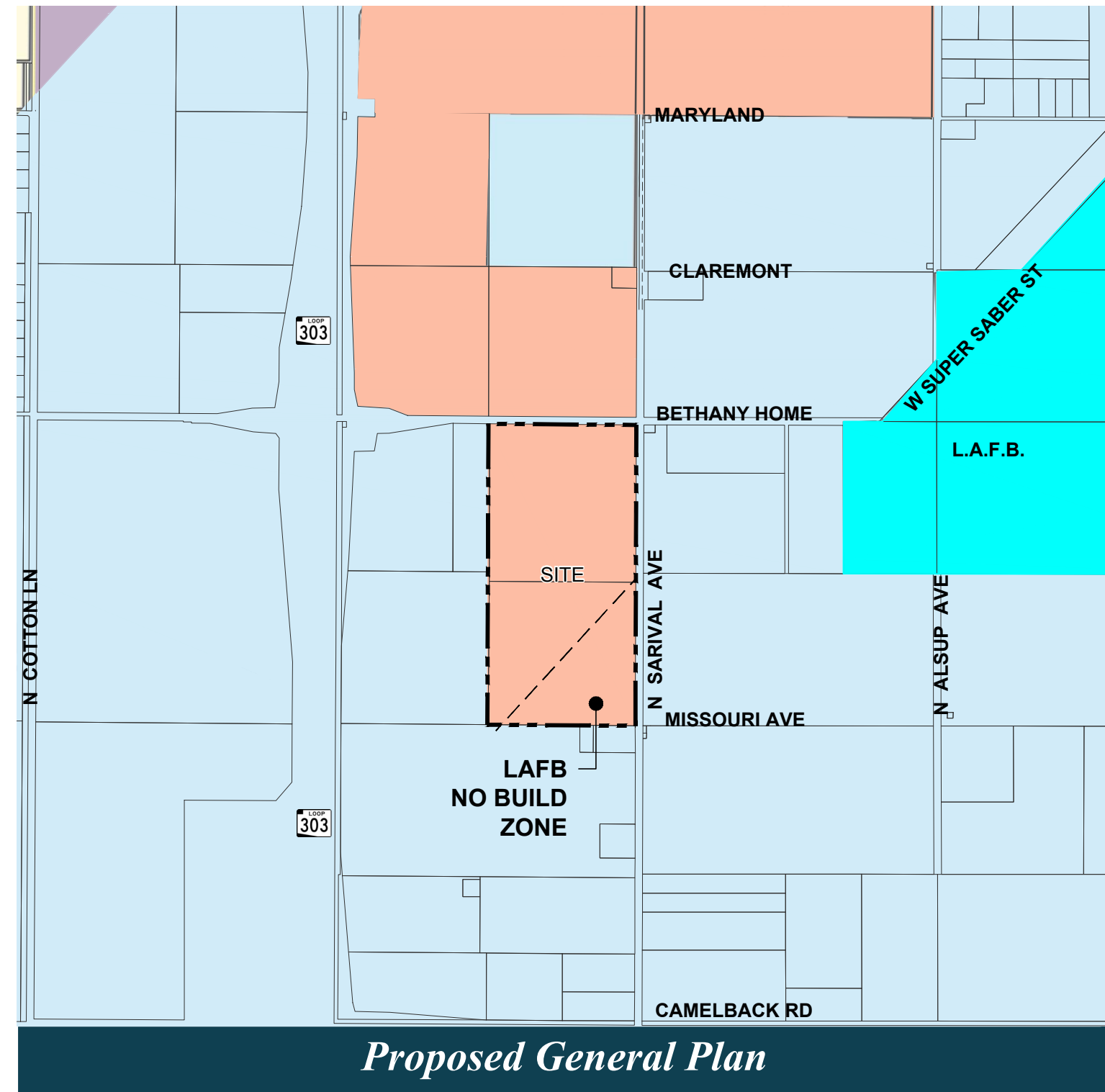
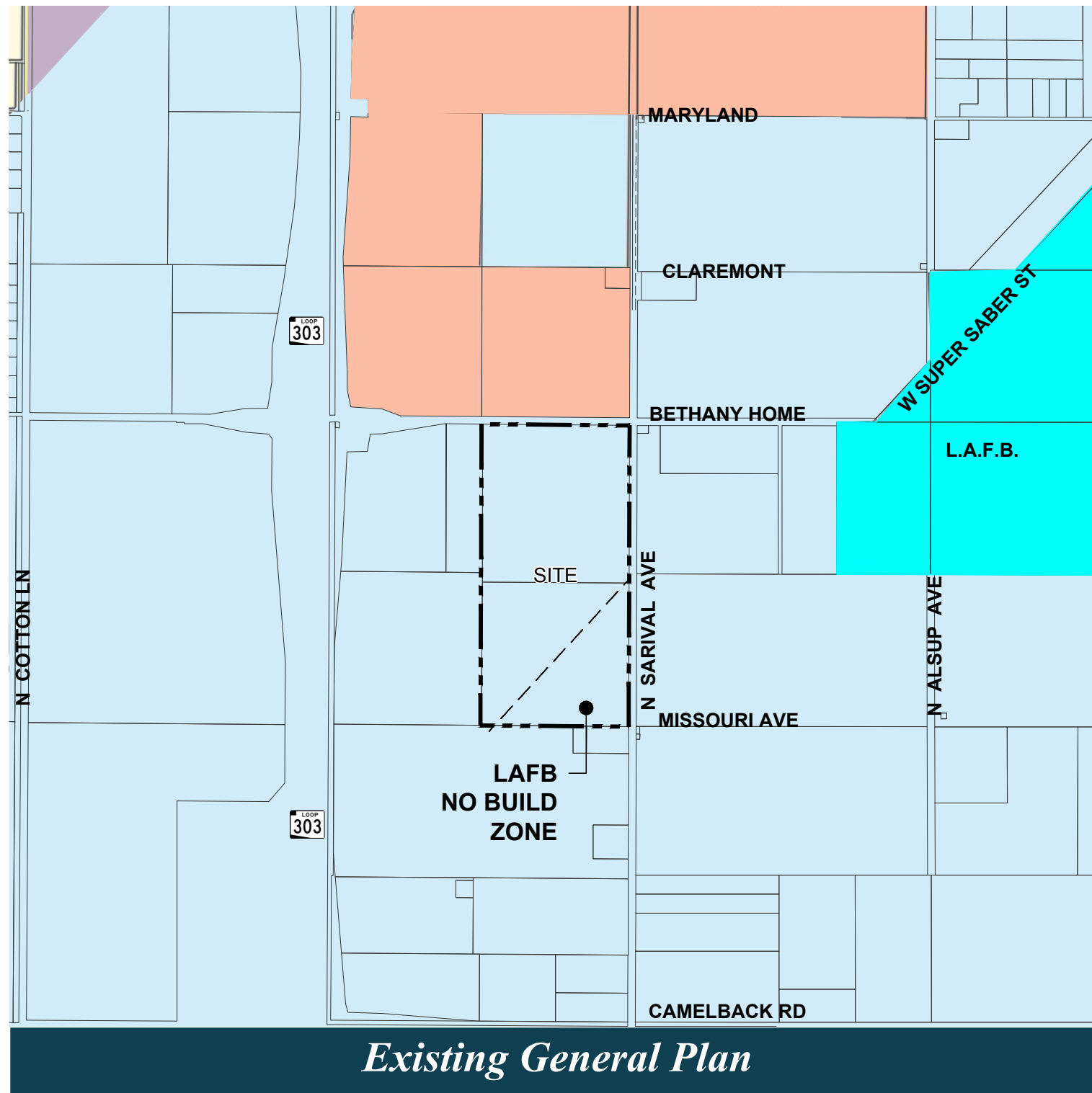
10/21/2021  
RO10  
Glendale, Arizona







**HUNTER**

**ENGINEERING**

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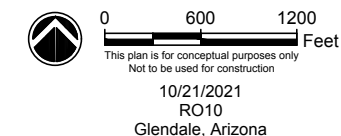
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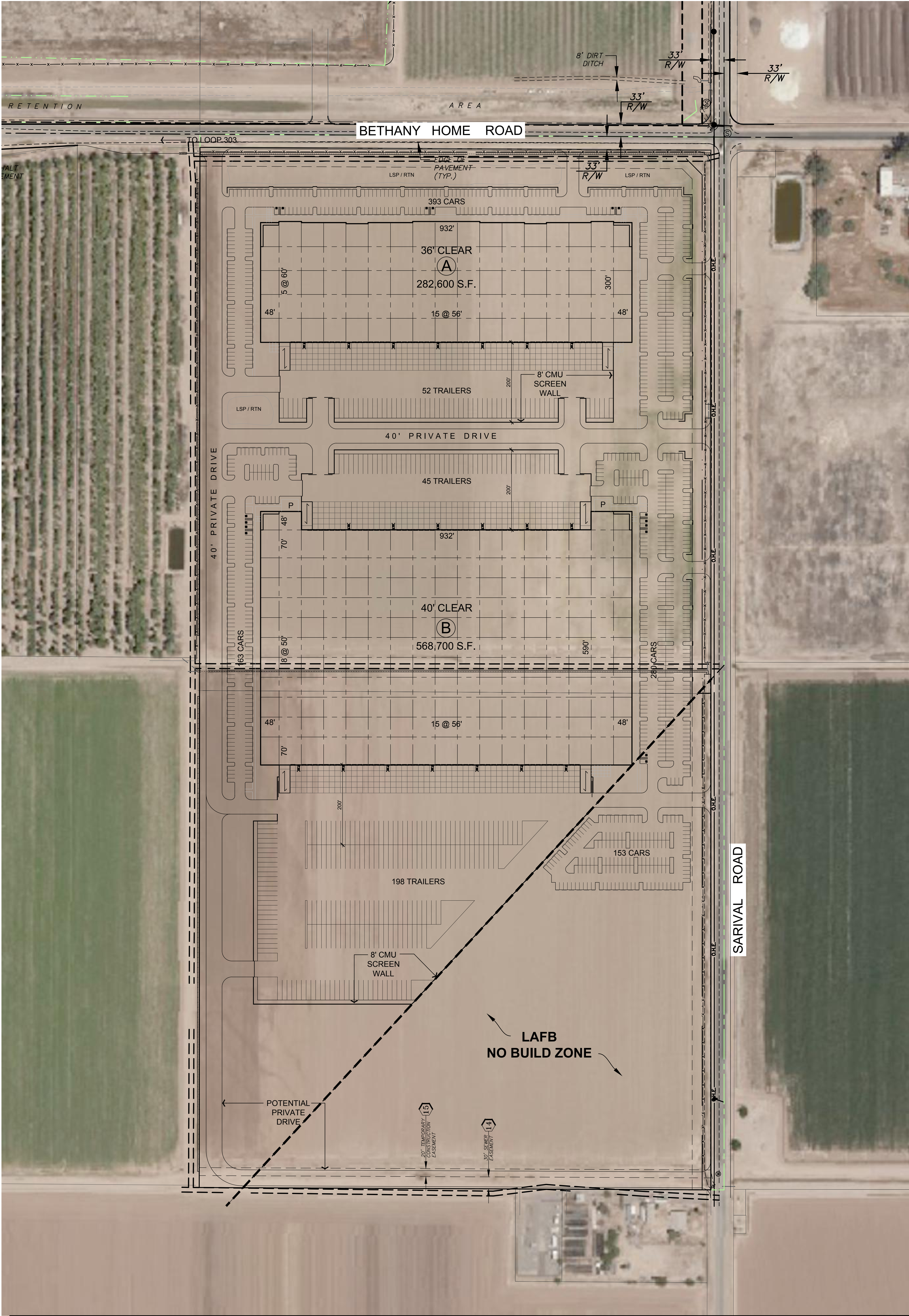


MARICOPA COUNTY		CITY OF GLENDALE	
	MILITARY COMPATIBLE		LCLU - LUKE COMPATIBLE LAND USE AREA
	RURAL DENSITIES (0-1 DU/AC)		PF - PUBLIC FACILITIES
	MIXED-USE EMPLOYMENT		LDR 1 - LOW DENSITY RESIDENTIAL 0-1 DU/AC

# **ORGANICS LOOP 303 PAD** **EXHIBIT 3 - GENERAL PLAN MAP**

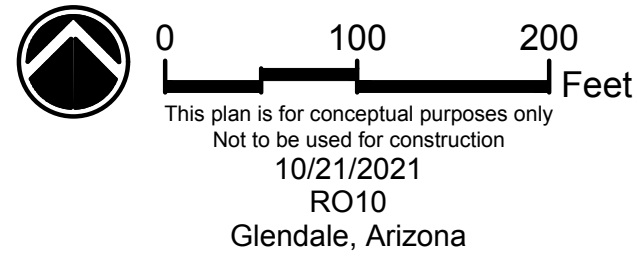
SR21-0057





ORGANICS LOOP 303  
EXHIBIT 4 - SITE PLAN

SR21-0057





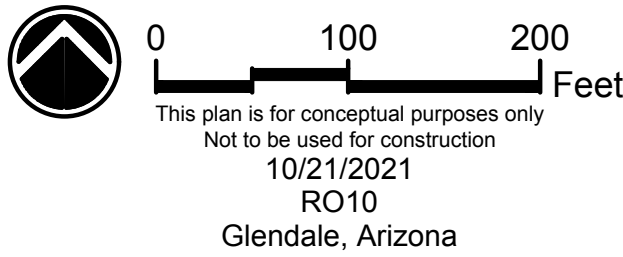
NOTE: MINIMUM OF 5% OF SITE BUILDABLE AREA IS REQUIRED TO BE LANDSCAPED.  
SITE LANDSCAPE IS APPROXIMATELY 12% AS SHOWN.



Butler Design Group, Inc  
architects & planners

ORGANICS LOOP 303  
EXHIBIT 5 - LANDSCAPE PLAN

SR21-0057





This artistic rendering is for conceptual design only and should not be referred to as a construction document.

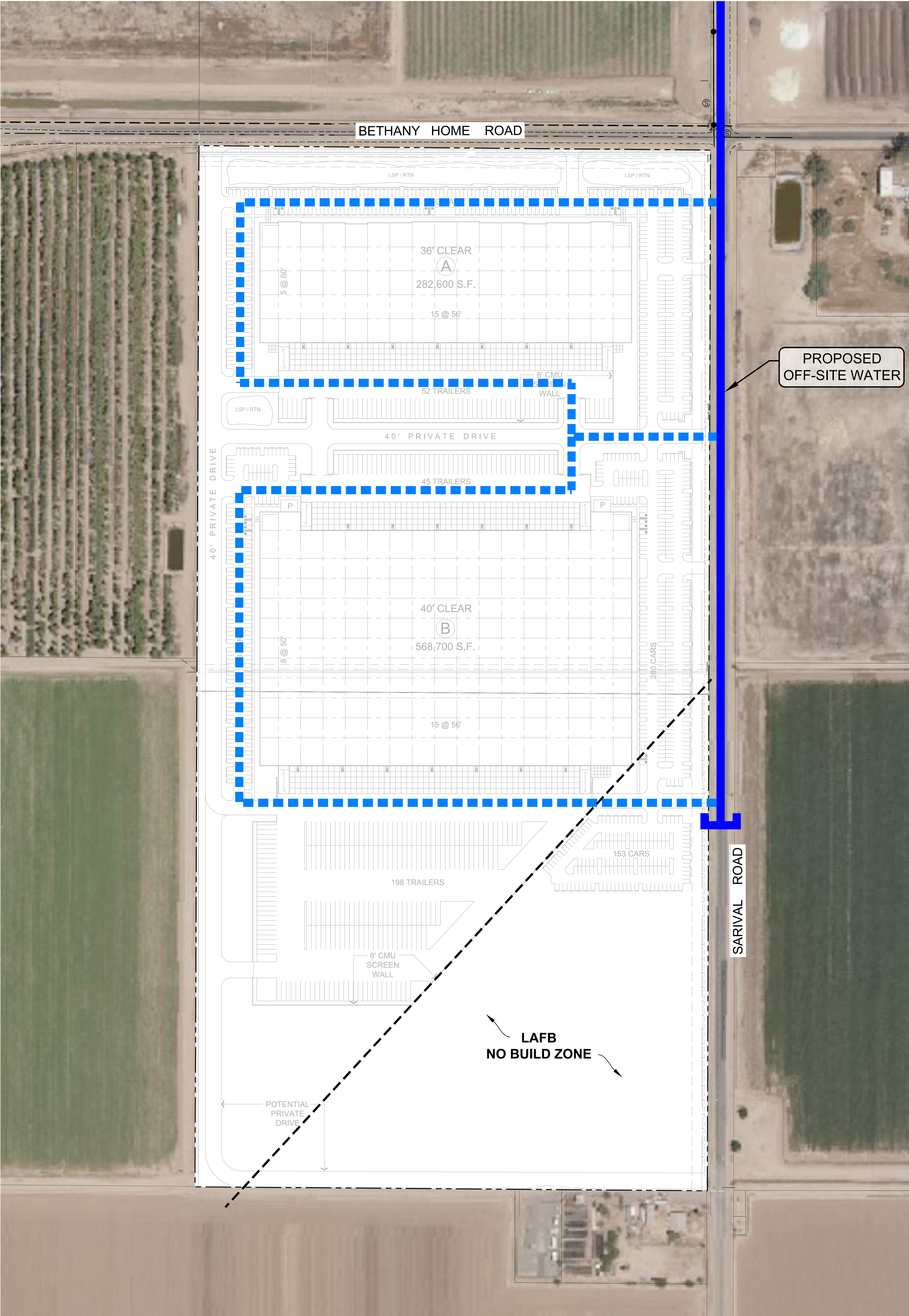
# ORGANICS LOOP 303 PAD

## EXHIBIT 6 - ARCHITECTURAL ELEVATIONS EXHIBIT

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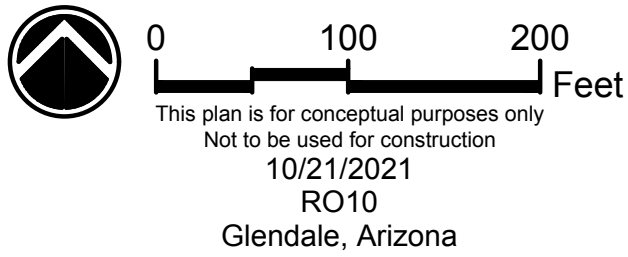
This plan is for conceptual purposes only  
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06/22/2021  
RO10  
Glendale, Arizona

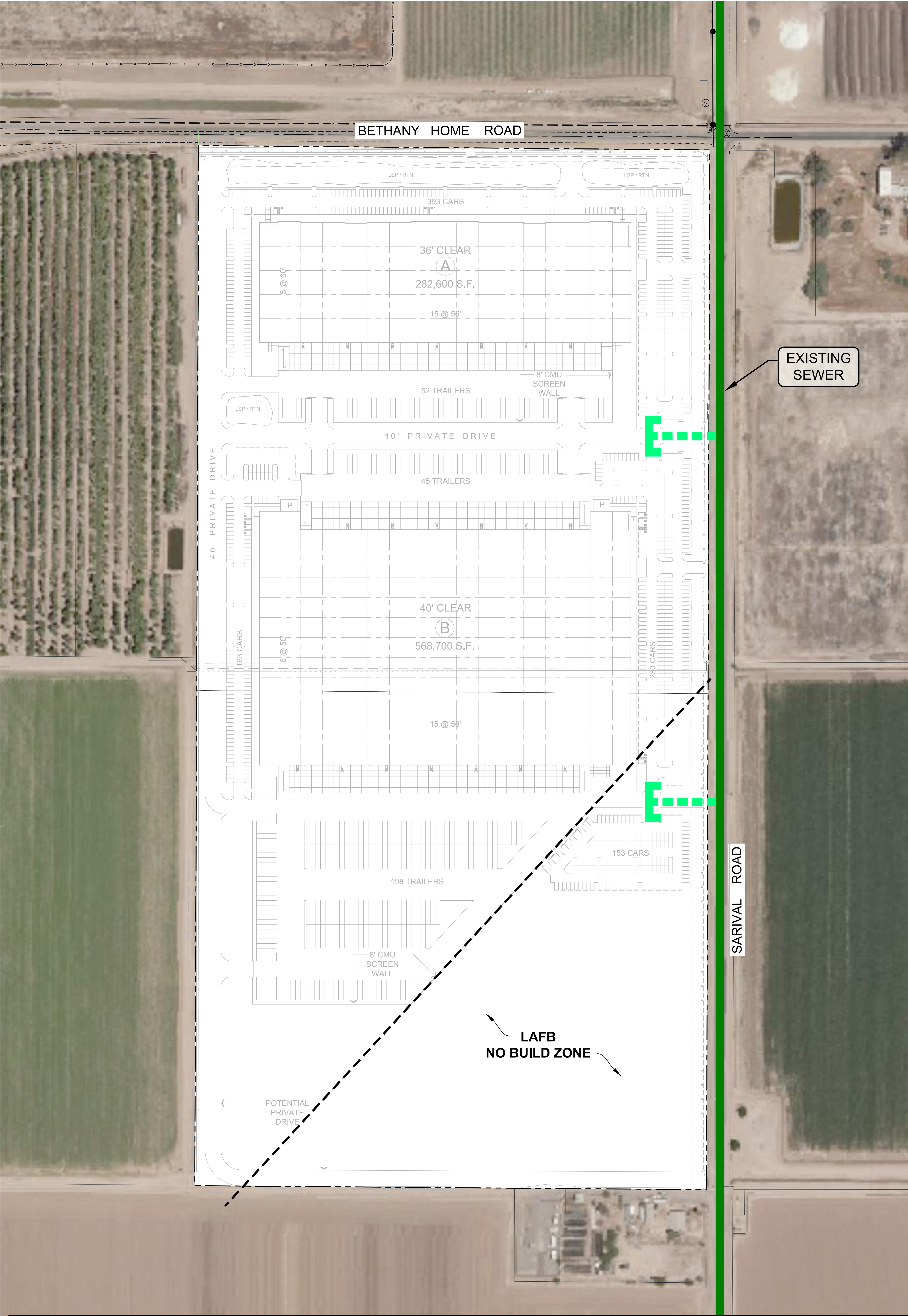




ORGANICS LOOP 303  
EXHIBIT 7 - WATER MAP


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ORGANICS LOOP 303  
EXHIBIT 8 - SEWER MAP

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0100200

Feet

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**RE-ZONE  
LEGAL DESCRIPTION  
FOR SOUTHEAST CORNER BETHANY HOME RD & SARIVAL AVE.  
A.P.N. 501-02-005A & 501-02-005B**

A PORTION OF THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 2 NORTH, RANGE 2 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 13, MARKED BY A BRASS CAP IN HANDHOLE, FROM WHICH THE NORTH QUARTER CORNER OF SAID SECTION 13, MARKED BY A BRASS CAP FLUSH STAMPED "A.Z.D.O.T. 2014 SEC 12-13 N 1/4 PT 108, BEARS NORTH 89°30'27" WEST, A DISTANCE OF 2632.86 FEET;

THENCE NORTH 89°30'27" WEST, ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 13, A DISTANCE OF 65.00 FEET;

THENCE SOUTH 00°10'42" WEST, ALONG A LINE PARALLEL WITH AND 65.00 FEET WEST OF THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 13, A DISTANCE OF 33.00 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 00°10'42" WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 2611.31 FEET;

THENCE NORTH 89°33'23" WEST, ALONG THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 13, A DISTANCE OF 1253.30 FEET;

THENCE NORTH 00°13'04" EAST, A DISTANCE OF 2612.37 FEET;

THENCE SOUTH 89°30'27" EAST, ALONG A LINE PARALLEL WITH AND 33.00 FEET SOUTH ON THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 13, A DISTANCE OF 1251.51 FEET TO THE POINT OF BEGINNING.

SAID DESCRIPTION CONTAINING 75.093 ACRES±.