

Bethany Home 303

PLANNED AREA DEVELOPMENT

Zoning Case: ZON22-14
SR22-0081

**1/4 Mile South and West of the
SWC Bethany Home and Sarival Roads
Glendale, Arizona**

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PREPARED BY



3101 N. CENTRAL AVE., SUITE 1000
PHOENIX, AZ 85012
(602) 265-0094

PROJECT TEAM

Developer(s):

McKinney Investments
Jason Chapman and Jack McKinney
7705 Myrtle
Tempe, AZ 85284
(480)276-4136

Planning:

Earl & Curley, PC
Michael S. Buschbacher II, AICP
3101 N. Central Avenue #1000
Phoenix, AZ 85012
(602) 265-0094

Civil Engineer:

Hunter Engineering Inc.
Jake Earley, PE
10450 N. 74th Street, Suite 200
Scottsdale, AZ 85258
(480) 991-3985

Architect:

Cawley Architects
Kevin Fawcett, Architect
730 North 52nd Street, Suite 203
Phoenix, AZ 85008
(602)393-5060

Landscape Architect:

Hunter Engineering, Inc.
Audie Hennington, RLA
10450 N. 74th Street, Suite 200
Scottsdale, AZ 85258
(480) 991-3985

Traffic Engineer:

Southwest Traffic Engineering, LLC
Andrew Smigielski, PE, PTOE, PTP
3838 N. Central Avenue, Suite 1810
Phoenix, AZ 85012
(602) 266-7983

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1. Project Introduction and Overview

McKinney Investments plans to develop an approximately 38.4-acre property located ¼ Mile South and West of the SWC of Bethany Home Road and Sarival Road, see **Aerial and Vicinity Map** attached as **Exhibit 1**. This application requests approval of a Planned Area Development ("PAD") to allow for deviation from development standards in the M-1 Light Industrial district to include distribution, industrial and warehouse uses in a development called Bethany Home 303. The Applicant seeks to develop the Property as per the City of Glendale's PAD process for the site following the light industrial 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 is adjacent to the west and Bethany Home Road is a quarter mile to the north of the site, Sarival Avenue is located a quarter mile to the east of the site. The southern boundary is the Missouri Avenue Alignment. The existing condition of agriculture will continue until development of the site.

This project seeks to further refine the PAD to modify development standards to resemble more closely 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 Luke Compatible Land Use (LCLU) for this property. LCLU allows light industrial uses and complies with state statute 28-8481 concerning land uses within the vicinity of a military installation. No residential uses will be proposed for this project.

The site is located in near proximity to the Luke Air Force Base and is within the noise contour of 70 DNL and 75 DNL. Thus, industrial land uses are encouraged by the City and appropriate, considering the proximity to Luke Air Force Base. The site will be subjected to approximately 165 over flights a day. The developer should make aware that the proposed development is underneath Luke AFB's flight pattern.

The property is adjacent to State Route 303 Loop and is south of Bethany Home Road. The property is bounded by similar proposed Industrial warehouses to the east and northeast. Farmland is to the north of the site. 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. Portions of the accident potential zone are adjacent to the south end of the runway for Luke Air Force Base.

2. Regional Context

A regional freeway with local arterial access from Bethany Home Road serves the site via a private access easement. Water is provided to the property from Adaman Water District; Sewer will be provided by EPCOR, both regional wet utilities providers. The development of Bethany Home 303 will contribute to this growing regional industrial corridor.

The general area was originally mostly agriculture and large lot residential. Residential 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 overall 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 and noise contours surrounding the runway.

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 White Claw, Red Bull and others locating along this new industrial corridor.

By developing warehouse and other light industrial uses, adjacent to and around Luke Air Force Base that do not limit flight operations, Luke AFB is able to continue its mission and continue to function as a mission critical service to the region, state and country.

3. Site Analysis

The site plan is for the development of an approximately 38.4-acre property located ¼ Mile South and West of the SWC of Bethany Home Road and Sarival Road. This application requests approval of a Planned Area Development ("PAD") to allow for industrial, distribution, warehouse and general commercial uses in a development called Bethany Home 303.

3.1 Existing Zoning Classification

The Property is currently zoned (M-1) Light Industrial. This rezoning action is to provide a PAD zoning classification with modified development standards that will align with other similar light industrial, planned area developments in the corridor. See **Zoning Map** Attached as **Exhibit 2**.

The proposed PAD, which includes all uses from the M-1 zoning designation, 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 9**.

3.2 Existing Permitted Land Uses & General Plan Designation

The M-1 zoning allows a mix of light industrial uses. The proposed use of warehouse/commercial for this site is consistent with both the zoning designation and the City of Glendale General Plan land use designations of Luke Compatible Land Use (LCLU). This Luke Compatible Land Use designation recommends non-residential uses as well as safe and compatible associated supporting commercial development. See the **General Plan Map** shown as **Exhibit 3**. 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-feet 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 in turn promote development in the area.

3.4 Existing Roadway Network

The site is bound by private access road on the south and east sides of the property. The western edge of the property is bound by State Route Loop 303. The closest Arterial roads include Bethany Home Road to the north and Sarival Avenue to the east. Sarival 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 by the development directly to

the northeast. This project will expand the intersection of Sarival Avenue and shared private access road along the Missouri Avenue alignment. 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 during the design review phase. Additionally, access points onto Sarival and Bethany Home Road will need to be negotiated with the developer to the northeast and will need to be approved by MCDOT for Sarival Avenue. Any phasing of Sarival will need to be coordinated with and approved by MCDOT. Two shared private access roads will be dedicated via an easement along the eastern edge of the property from the Missouri Avenue alignment to Bethany Home Road and along the Missouri Avenue alignment from the property to Sarival Avenue.

3.5 Existing Easements & Planned Utilities

There is a 40' Adaman easement for right-of-way (ROW) access that run along the west side of the site from north to south. As mentioned above, Epcor Utilities serves the site and has a 30' sewer easement on the south boundary of the property, An electric easement with unspecified width is also located along the south boundary of the property, along the Missouri Road alignment.

3.6 Previous Annexation

The subject property was previously annexed into the City of Glendale, through ordinance number 2917 on November 24th, 2014. Based on other similar projects in the Loop 303 Corridor, the site could potentially 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 for the City of Glendale.

Over the long term, Bethany Home 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 will 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 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 industries and businesses for the City.

4. Modified Regulatory Development Standards

The intent of the Bethany Home 303 PAD is to allow industrial, manufacturing, commerce, general commercial and office uses as well as development standards that ensure appropriate flexibility for such developments. The PAD allows industrial, 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 and intend 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, concurrent with this PAD application.

4.2 Permitted Uses

This PAD and its permitted uses defined below are intended to accommodate supporting associated commercial uses, office, light manufacturing, assembling, warehousing, e-commerce, and wholesale activities. The manufacturing or assembly of finished products is also allowed, so long as the primary use of the property is not for the basic processing and compounding of raw materials.

Uses currently permitted, conditional use permits, accessory and temporary use permits in the Industrial (M-1) 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 has been compiled below for reference as Table A.

Table A – Permitted Land Uses

(P-Permitted by Right, C-Conditional Use Permit, NP-Not Permitted)

Use Category & Specific Use Type	Glendale Zoning Districts	
	M-1	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	-	P
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
Asphalt and asphalt products processing	-	C
Fiberglass products manufacturing	-	C
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
Lodges and fraternal associations within 300 feet from a residential use	C	C
Commercial aviation businesses	C	C
Drive-in Theater	C	C

Commercial retail sales and services	C	P
COMMERCIAL USE:		
Commercial Kennels, animal shelters, and veterinary hospitals/clinics with outdoor boarding or exercise facilities or with activities within an enclosed building	C	C
Retail stores. General merchandising including food stores, apparel, variety, specialty, and accessory stores	-	P
Barber shops and beauty salons	-	P
Laundry, cleaning, and dry-cleaning establishments (wholesale)	-	P
Laundry, cleaning, and dry-cleaning establishments (retail)	-	P
Medical and dental offices and clinics, excluding veterinarians	-	P
Childcare center	-	P
Music or dance schools	-	P
Financial institutions, real estate and insurance offices	-	P
Restaurants-full service	-	P
Repair services for small appliances, bicycles, watches, musical instruments, and similar items	-	P
Churches	-	P
Professional, administrative and business offices	-	P
Business support services	-	P
Seasonal sales and special events	-	P
Wireless communication facilities	-	P
Convenience Store	-	P
Automotive service stations with minor auto repair, not to include body repair, motor repair, or painting	-	P

Any single retail use that is greater than seventy-five thousand (75,000) square feet of gross floor area	-	C
Donation centers	-	P
Retail stores -Food	-	P
Retail stores -Apparel and accessories	-	P
Retail stores – Hardware stores	-	P
Mortuaries	-	P
Commercial parking lots	-	P
Indoor recreational facilities	-	P
Appliance, furniture, and household equipment rentals	-	P
Business Schools	-	P
Financial Institutions	-	P
Bar or cocktail lounge	-	P
Live entertainment facilities which include music by more than one (1) musician	-	P

4.3 Uses Subject to Conditional Use Permits

Uses denoted with a **C** will require a conditional use permit.

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 two 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 4**.

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. Floor Area Ratio (FAR) would typically remain at or under 50% for most design scenarios, with the exception of Mezzanine space, which should be excluded when calculating the FAR.

The proposed site plan has a primary point of access from State Route 303 Loop from either Bethany Home Road or Camelback Road via Sarival Avenue. 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 may be required during the 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 Bethany Home 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 proposed PAD permitted heights, setbacks and parking requirements will encourage the development of high quality, advanced, cutting-edge, industrial warehouse developments typical of those recently approved in this area for development in Glendale, along the 303 Freeway Corridor.

Table 1: M-1 PAD Development Standards Table

	M-1 Standard	PAD Proposed
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 <ul style="list-style-type: none"> • Front • Rear • Street Side • West 	20-feet 20-feet 20-feet 10-feet	15-feet 10-feet 20-feet 10-feet
Max. Building Height	30-feet	60' Rooftop building appurtenances and material silos or other similar building specific support elements can exceed roof height of 60' maximum provided they are more than 20' from the building's roof edge and approved by LUKE AFB and the FAA. Roof mounted equipment shall be fully screened.
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/Medical • 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'x18'₃

Signage Height Standards: <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'. Existing Billboards will remain in place.</p>	<p>N/A</p> <p>10 feet</p>	<p>Max. Height 50 feet 450 SF₁</p> <p>30 feet 450 SF₁</p>
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1 – Sign area includes up to 2 multi-tenant signs.

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

3 - The reduction in parking stall length will not include the overhang as part of the length (A parking stall cannot be striped at 16.5' long with a 1.5' overhang).

4.7 Revision Justifications

Height – Flexible building heights are provided to meet specific tenant needs. Recent market trends for industrial buildings include 50' clear height inside the building and multiple levels of storage racking systems and robotic picking systems. Exterior tanks and towers are sometimes needed with heights over 60'. Any structures over 60' will require special approval from both Luke AFB and the Federal Aviation Administration. 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, these elements shall be considered and incorporated into the overall design solution after consulting with Luke AFB and the FAA. Placement of these items shall consider their relationship to the building size and mass. Building setback 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.

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 20 feet, taller free-standing signage and multi-tenant signage are needed to meet the demand of projects with top of building parapet heights of 60 feet plus and potentially with tanks and towers also up to 60 feet of height, unless otherwise approved.

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. Adjacent to this site are two existing billboards that are owned by the previous property owner of this site. 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 shall be approved by the authorized administrative body.

Hazards - All hazardous and explosive materials, along with any processing of these materials, 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. A mitigation plan shall be developed and maintained on site for any associated hazardous processing

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-site 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. Due to the adjacency of Luke AFB, all efforts shall be made to limit any lighting that may potentially affect operations of the base.

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 therefore external pilaster columns shall not be used. Walls shall not be covered in stucco. Parking lot screen wall shall be an average of 4' 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.

The site is adjacent with Luke Air Force Base and as such the project has several unique conditions that should be considered in relationship to the design and operations of the site. Retention ponds that attract wildlife are incompatible with flying operations and should be located outside of accident potential zones along with efforts to deter wildlife. Light interference at night and or light that produces glint/glare during the day could interfere or distract pilots and should be minimized. Spectrum utilization and radio frequency interference from buildings or structures that would cause a loss of RADAR coverage is not allowed. Buildings under 60' in height will have no impact to RADAR at Luke AFB as per comments received from the Director of Community Initiatives at Luke. Developers and or end users should not use radio equipment that would interfere with Luke's frequency or operate on any military frequency. Substances shall not be released into the air that would impair the visibility or interfere with operating aircraft. Parcels that surround Luke AFB require special attention to ensure end users activities do not pose national security threats. If future tenants are of foreign origins, Luke

AFB requests immediate notification. Additionally, personnel standing on the top of buildings could potentially surveil base activities. Cameras placed on top of building structures shall comply with Section 889 of the 2019 National Defense Authorization Act (NDAA). Lastly, while portions of the Missouri Road alignment are within APZ1, Luke AFB supports street improvements and streetlights between Sarival and Loop 303, as long as they are standard streetlights, and not over 75' tall.

5. Landscape Design

Landscape elements will be arranged and designed in concert with the building architecture and site theme. All plant materials will comply with the City of Glendale drought tolerant and drought resistant, low water use plant list. The private access road frontage landscaping provides an engaging thematic edge to the property. Enhanced landscaping will further define building entries with canopy trees to provide shading for the parking areas. 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 drought-tolerant shrubs and groundcovers, will provide an appropriate mix of form and mass to help offset the scale of these larger buildings and will enhance the overall visual appearance of the development. On-site parking areas shall provide landscaped planter islands not less than 162 sf, based on a 9'x18' parking stall standard. Landscape planter islands shall be required for every 10 parking stalls. Permanent signs shall be allowed within these landscape buffer areas. Future building pads shall be maintained weed-free until development occurs. Trees shall not be allowed to block traffic signage and therefore must be a minimum of 35-feet from any proposed traffic signage. All other landscape standards within Chapter 19 of the City of Glendale Zoning Ordinance, for M-1 zoning, shall remain in effect for this PAD, except as noted here above and in Table 1. See **Conceptual Landscape Plan** as **Exhibit 5**.

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 aesthetic considerations for large building masses will direct 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 for encompassing views surrounding the site on other roadways. 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 Sarival Avenue, while being setback and buffered from adjacent properties, so the scale of the buildings does not dominate the views in the area. The level of architectural design and detail will increase adjacent to building entries where pedestrian scaled elements should be included in the facades to emphasize human scale.

The use of light colors assists in making the building mass blend into the distant view and helps visually minimize building mass. The use of patterns, relief and accents provide visual interest for building elevations. The color palette may include warm to cool neutral colors that embrace the colors of the Sonoran Desert. The primary building material will be painted, concrete, tilt-up 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 or recessed windows help the architecture respond to the climate by providing shade to window openings and also provide relief accents to the building.

Where appropriate, building parapets will be extended above the roof line to provide line of sight screening of roof top equipment from views adjacent to public right-of-ways and private access drives. 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 to complement the building architecture. A similar 4'-0" maximum average high wall will screen parking, where required by the City.

A representative architectural elevation exhibit is included to show the typical architectural styles anticipated for design of this site. 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 6**.

7. Signage

This development will provide signage that complements the site and architecture of the overall Bethany Home 303 site. This PAD document establishes the general location, quantity, and maximum height of monument signage for Bethany Home 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 private access drives to provide proper project identification and wayfinding to and from and throughout the site. These signs will utilize colors and materials that complement the building architecture. Conceptual elevations of signage have been provided below. See **Sign Elevations** as **Exhibit 10**. A separate submittal for signs will be required during Design Review to obtain City of Glendale approval for all signs.

Up to a total of (2) 50-foot tall double-sided, freeway pylon sign is proposed along the 303 Freeway frontage of the development with 330' spacing. Up to thirty (30) foot-tall, double-sided multi-tenant pylon signs are proposed throughout the Project at significant corner and intersections.

A Comprehensive Sign Package (CSP) will be provided with consistent signage for tenants and users of Bethany Home 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, Circulation & Access

Water will be provided to the site by the Adaman Water District and will be available within both the private access easement that runs north and south and from an extension along Sarival Avenue. Adaman has stated that they will provide water service to the site via a proposed 12-inch water main. See the **Water Exhibit** Attached as **Exhibit 7**. Sewer will be provided to the site by Epcor and is available within the existing sewer easement that runs east and west along the property's southern boundary. Epcor has stated that they will provide sewer service to the site via an existing sewer main. See the **Sewer Exhibit** attached as **Exhibit 8**.

The site will be served primarily by two shared private access roadways easements. The primary private shared access will be a north-south route that provides direct access to Bethany Home Road. This will run along the east edge of the site from the Missouri alignment to Bethany Home Road. The secondary access will along the other private shared access roadway , which

will occur along the Missouri Avenue Alignment as an east-west route to Sarival Avenue. This roadway along with a portion of Sarival Avenue will occur within the no-build zone for Luke AFB. Coordination with Luke AFB will be required to design the road to their standards for this zone.

Roadway improvements for the west half of Sarival Avenue will be improved within the existing 65' right-of-way to Maricopa County standards. The Sarival Avenue extension will be coordinated with MCDOT for final design, as that, this portion of Sarival Avenue is currently within the county and not a part of the City of Glendale. It is anticipated that Sarival Road will only be improved to the east-west private access road along the Missouri Avenue alignment. Coordination and review will also occur with ADOT as that the site is adjacent to property for State Route Loop 303.

It is anticipated that truck traffic exiting this subject property will make left and right turns onto Sarival Avenue from the east-west private access road, along the Missouri Avenue alignment before travelling either north or south along Sarival Avenue to access traffic interchanges for State Route Loop 303 at both Bethany Home Road and Camelback Road. It is also anticipated that truck traffic will be able to proceed north along the private shared access road adjacent to the east portion of the site to access Bethany Home Road for a left and right turn out and a right turn into the north-south private access road.

The grading and drainage for the site will be designed to retain the 100-year, 2-hour storm event in accordance with City of Glendale drainage design guidelines. Storm drainage will be conveyed via roof drains, downspouts and overland flow across parking lots and truck dock areas into either a catch basin or curb openings which will outfall to a combination of surface retention areas. A significant retention basin will be designed south of the buildings and will be fenced for security purposes. The retention basins and storm drain inlets shall be sized for the 100-year storm event.

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. As a previously annexed property 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 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 may 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 of the two buildings, associated 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 Sarival Avenue will be coordinated with MCDOT.

10. Purpose and Intent of the PAD district

The purpose of this district is to accommodate mixed use development which combines the requested uses through common design elements. The PAD district promotes flexibility and encourages variation in design standards, circulation patterns, building design and land uses. Furthermore, this PAD specifically encourages the following development pattern as described below as defined in section 5.901 A, C, D, E and F of the zoning ordinance. There is no residential component to this PAD and therefore Purpose B has been excluded.

A. Encourage creative and effective use of land and circulation systems to accommodate changes in land development technologies.

The PAD includes a creative mix of light industrial and commercial uses offering state-of-the-art warehouse building with the services needed by the new workforce who will staff these facilities. These new systems utilize automated and robotic picking equipment. This concept has been implemented in other tech hubs throughout the country and is quickly becoming the standard in the industry. Using deviations from the development standards, newer technologies will be able to be employed in the use of warehousing and distribution, like other state of the art facilities throughout the country in newer tech hubs. Commercial uses that provide critical services to employees have been included to reduce trips outside of the warehouse district along the 303 and make the workers daily life easier.

C. Encourages innovative development concepts for all land use types to provide greater variety and intensity of uses.

The PAD encourages innovative development concepts that provide a greater variety and intensity of uses associated with light industrial developments. These commercial uses have the potential to accommodate commercial services needed by warehouse workers in the area, where there is a lack of associated commercial services for workers in the Loop 303 Corridor. The modified development standards in this PAD relate to the urban design and feel of a more complete loop 303 corridor, which is unique to this project and maybe to one or two other projects in the corridor.

D. Provide a process which relates the urban design and scale of project to the unique characteristics of the site.

Due to the proximity of the project to State Route Loop 303 at the southern end of the corridor, this site provides a unique front door entrance to the corridor. The site fronts onto Loop 303 along the west and is one of the first industrial warehouse developments in Glendale, as you approach the corridor from the south after existing Interstate 10, a primary corridor for the Phoenix metro area.

The site also sits at the southern edge of the Luke Air Force Base runway, which terminates just to the east of the site, creating a pinch point that has previously made access difficult. As such the building location and access easements for the site provide design solutions to allow this disconnected portion of frontage to be effectively utilized. The cohesive coordination between building, signage and landscape creates an attractive and desirable location for businesses seeking distribution and warehouse space in the region and corridor.

The proposed architectural and site design concepts, while conceptual in nature, take advantage of the use of cool, light colors that reflect heat and light, which is critical to structures in the southwest deserts. The use of drought tolerant, heat resistant, desert plant material takes advantage of the natural environment to provide a landscape that takes advantage of the site's natural characteristics

E. Require the nature and intensity of development to be supported by adequate utilities, transportation, drainage, and common open space to server the development and minimize impact on existing or future adjacent development.

Utilities are planned to be provided for the site that are adequate for the type, nature, and intensity of the proposed development. The proposed development has provided adequate transportation, drainage, and common open spaces to minimize impact on future adjacent development. The site is in harmony with the adjacent PAD to the northeast due to varied setbacks, façade treatments and orderly arrangement of buildings. As that this PAD mixes light industrial with commercial, the requirements for open spaces and recreation facilities do not apply as they would to residential subdivision, yet landscaped sidewalks are provided on private access easements, outdoor break areas are provided, and landscaped walkways provide shade for employees that will use the site daily.

F. Encourage development that is consistent with the policies and guidelines established in any specific plan and the General Plan.

The PAD encourages development that is consistent with the policies and guidelines of the General Plan. The general plan calls for uses that specifically support and address immediate proximity to an active military base. These types of uses are limited to minimize the number of overnight stays and residences that occur near and around the runway for Luke Air Force Base, where there is a higher potential for accidents. This site is within the Luke Compatible Land Use (LCLU) land use designation designed to protect the base by accommodating uses such as warehouses and distribution.

11. Summary

This PAD and the proposed site plan provide the required entitlements to develop the Bethany Home 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 new employment opportunities to the City of Glendale, its residents, and the area in general. See the **Site Plan** as **Exhibit 4**.

12. 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.

13. Amendments to this PAD

Requests for interpretation and/or an amendment to this PAD shall be submitted to the City of Glendale Planning Administrator, or their designee for consideration. Requests for amendment(s) shall be considered either a Major or Minor Amendment based on the criteria hereinbelow.

Major Amendments – A major amendment is a substantial change to the approved PAD, as directed by the Planning Administrator or their designee. Major Amendments shall comply the same process as prescribed for the original PAD approval and as such will require notification and a public hearing before Planning Commission and City Council.

Minor Amendments – A Minor Amendment to this PAD shall be administratively approved by the Planning Administrator or their designee if they do not rise to the level of a Major Amendment. Unless otherwise required by law, those amendments determined to be Minor by the City shall not require public hearings, but a notification may be required. The following types of requests shall serve as guidance for the Planning Administrator, in determining a Minor Amendment:

- A. Alterations to the PAD narrative which do not directly impact the health, safety, and welfare for any adjacent property owner or that of the general public.
- B. Changes or modifications of development standards by less than 10%, to accommodate unique circumstances, that are not in conflict with the currently adopted City of Glendale Building Code.
- C. A change, or interpretation of the List of Uses in Table A, as determined by the Planning Administrator or their designee.
- D. Minor modifications to driveways, parking lots, private access roads, and other circulation elements, if the proposed modification does not change the overall intent of the PAD.

Other changes not identified above but determined to be appropriate by the Planning Administrator or their designee, that do not adversely affect health, safety, or welfare of City of Glendale residents, or change the overall intent of the PAD shall be considered Minor in nature as determined by the Planning Administrator.

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.

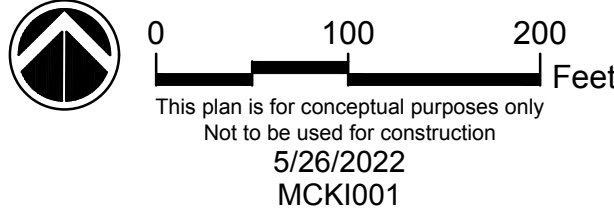
LIST OF EXHIBITS

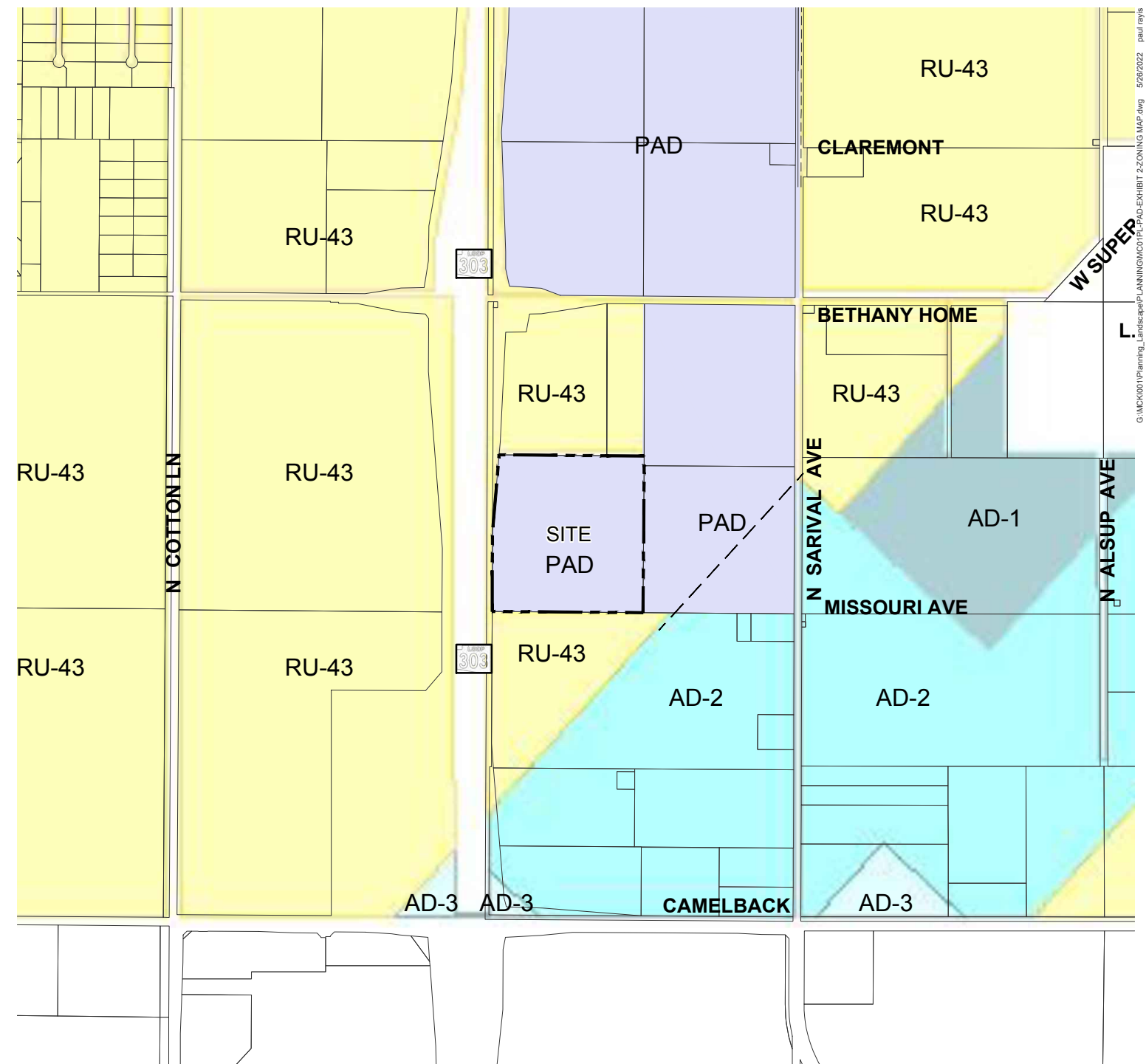
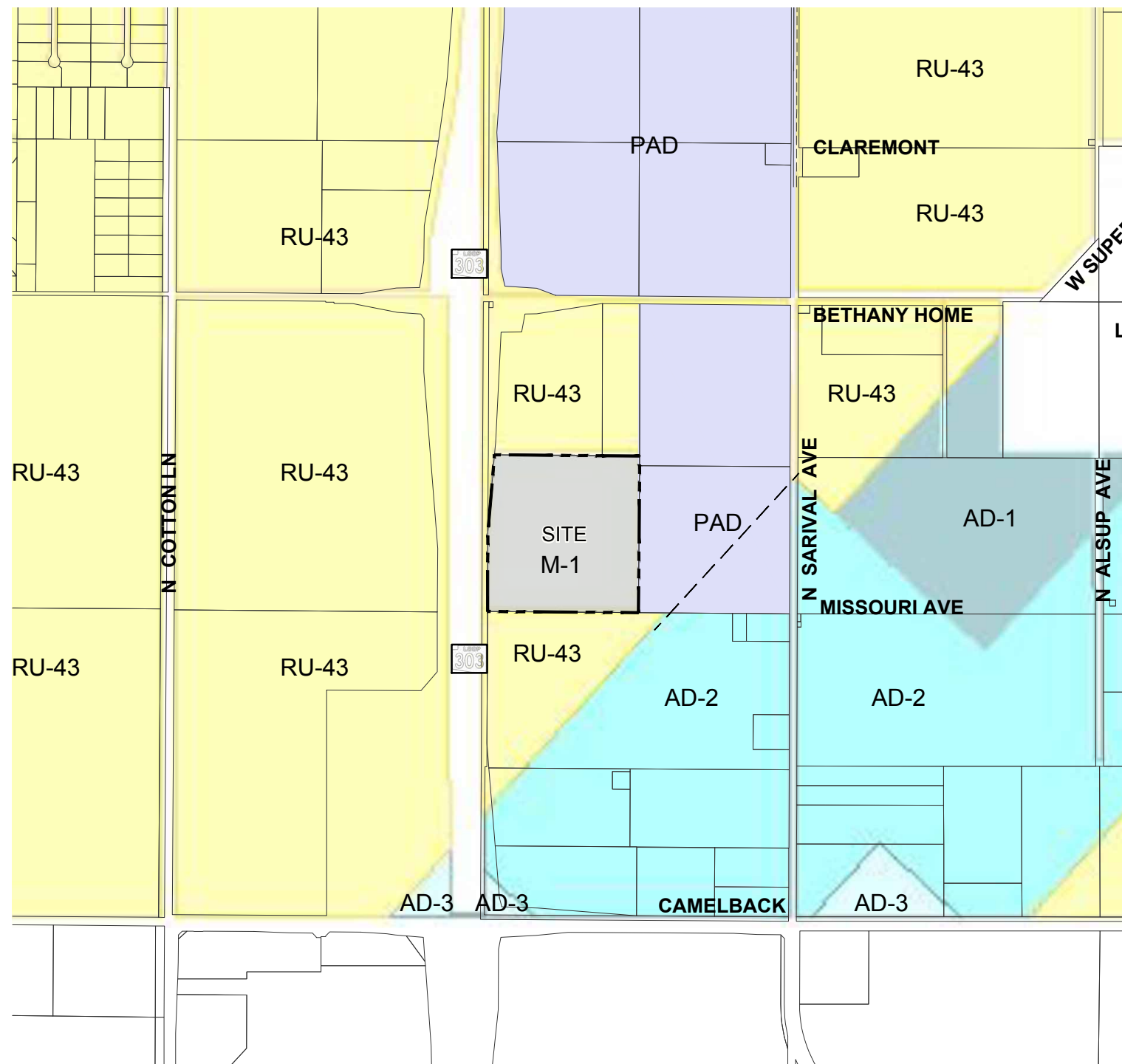
- 1. Aerial and Vicinity Map**
- 2. Zoning Map**
- 3. General Plan Map**
- 4. Conceptual Site Plan**
- 5. Conceptual Landscape Plan**
- 6. Architectural Elevation Rendering Exhibit**
- 7. Water Exhibit**
- 8. Sewer Exhibit**
- 9. Legal Description**
- 10. Sign Elevations**



BETHANY HOME 303
EXHIBIT 1 - AERIAL AND VICINITY MAP

SR 22-0081





Existing Zoning

Proposed Zoning

- | | | |
|--|--|---|
| <u>MARICOPA COUNTY</u> | | <u>CITY OF GLENDALE</u> |
| RU-43 | AD-3 | PAD |
| AD-1 | | M-1 |
| AD-2 | | |

BETHANY HOME 303 PAD

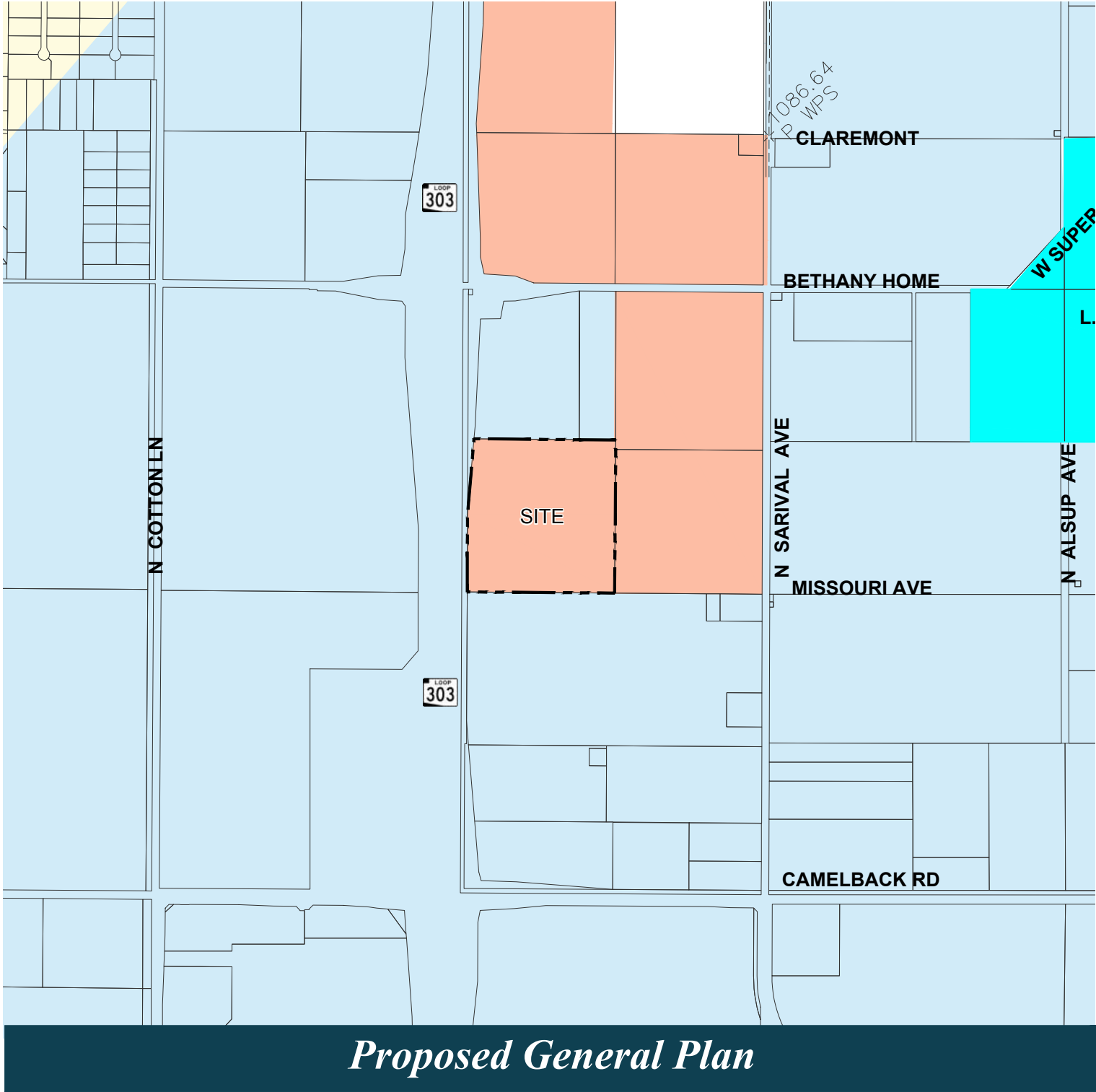
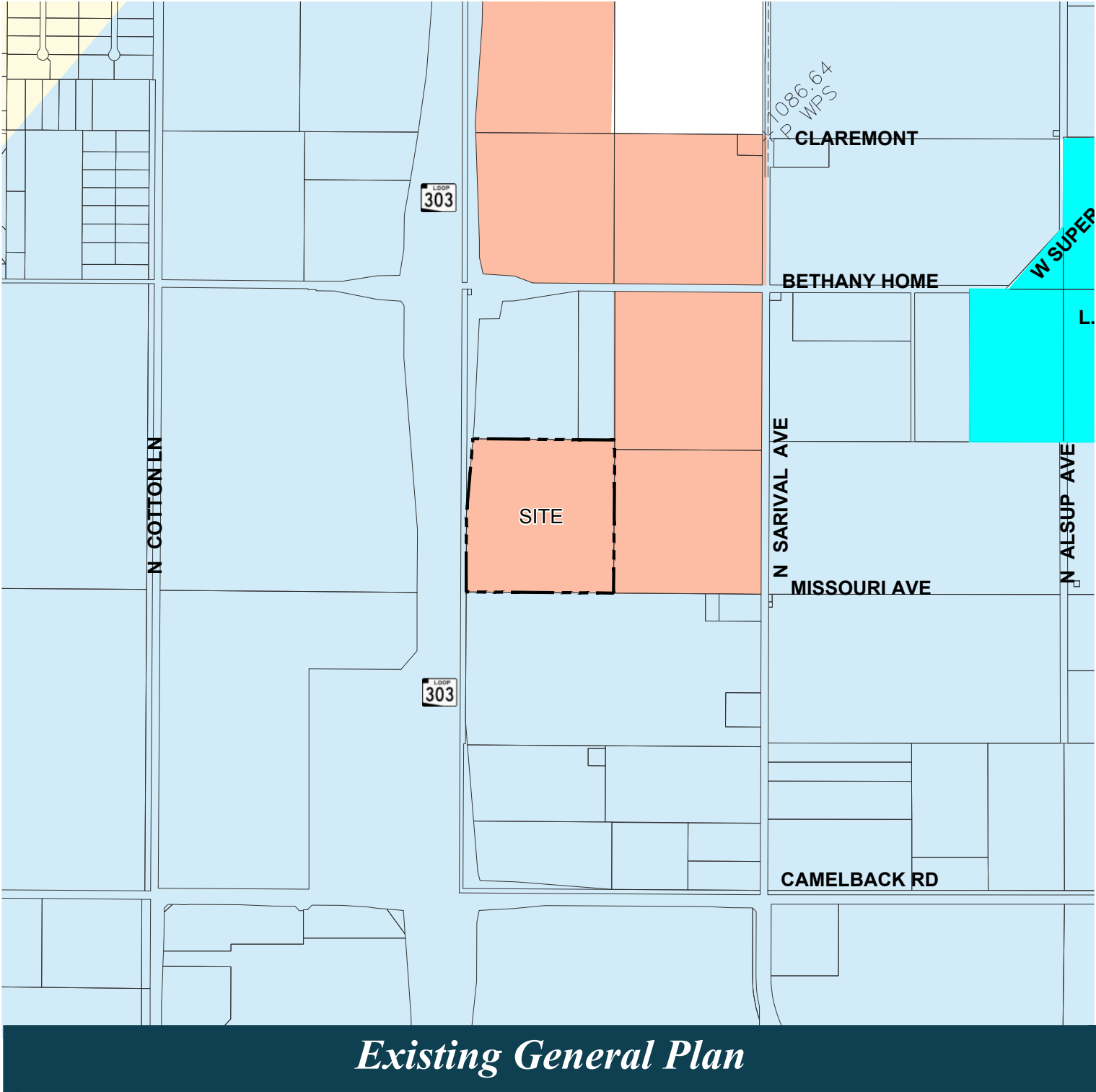
EXHIBIT 2 - ZONING MAP

SR 22-0081

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

5/26/2022
MC01
Glendale, Arizona

10459 N 74th St • Ste 200 • Scottsdale, AZ 85258
Office: 480.991.3985 • www.hunterengineeringpc.com



MARICOPA COUNTY

MILITARY COMPATIBLE

RURAL DENSITIES (0-1 DU/AC)

MIXED-USE EMPLOYMENT

CITY OF GLENDALE

LCLU - LUKE COMPATIBLE LAND USE AREA

PF - PUBLIC FACILITIES

BETHANY HOME 303 PAD

EXHIBIT 3 - GENERAL PLAN MAP

SR 22-0081

06001200

Feet

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5/26/2022

MC01

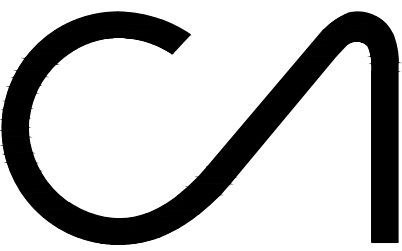
Glendale, Arizona

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10450 N 74th St • Ste 200 • Scottsdale, AZ 85258

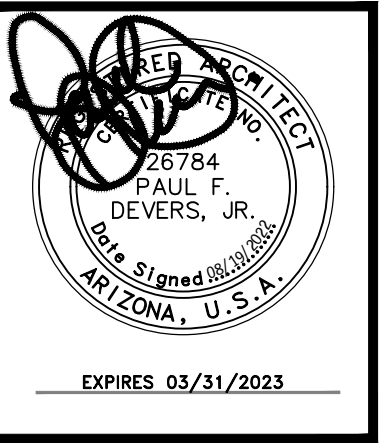
Office: 480.991.3985 • www.hunterengineeringpc.com



Cawley
Architects

730 N. 52nd St. Ste. 203
Phoenix, Arizona 85008
P 602.393.5060

CawleyArchitects.com



McKinney
Investments

Bethany Home
Road & Hwy 303
Glendale, AZ

DATE

PRE-APP SUBMITTAL
04-21-2022

PRELIMINARY DESIGN
06-27-2022

PRE-APP/ZONING REV'S
2ND SUBMITTAL
08.19.2022

DRAWN BY: CA

OWNERSHIP OF DOCUMENTS:
This drawing, including the architectural
concept, design, and data, is an instrument
of service and shall remain the property of
Cawley Architects Inc. This drawing is for use
at the location described herein and shall
not be used in other locations. Any other use
or release of these drawings may result in
civil damages.

DISCREPANCIES AND CONFLICTS:
All discrepancies found in these documents
or conflicts between these documents and
field conditions shall be reported to Cawley
Architects Inc. for resolution before the
commencement of the work.

CONCEPTUAL SITE PLAN

Project: 22041
A1.1

SITE DATA

PROJECT:	BETHANY HOME RD / HWY 303
ADDRESS:	SOUTH AND WEST OF THE SWC OF W. BETHANY HOME & N. SARIVAL
OWNER:	EXODYNE INC
DEVELOPER:	MCKINNEY INVESTMENTS
SCOPE:	2 NEW COMMERCIAL BUILDINGS
LEGAL DESCRIPTION:	SEE CIVIL
ASSESSOR PARCEL NO.:	501-02-007J
ZONING:	EXISTING: M-1 / PROPOSED: PAD
SITE AREA:	±1,584,739 S.F. ±36.38 AC
BUILDING AREA:	695,520 S.F. GROSS
STORIES:	SINGLE STORY
LOT COVERAGE:	43.8%
OCCUPANCY:	B / S-1 / F-1
CONSTRUCTION TYPE:	III-B w/ A.F.E.S.
BUILDING HEIGHT:	57'-0"
ALLOWED HEIGHT:	60'-0" (PROPOSED)

PARKING CALCULATIONS

BUILDING AREA CALCULATIONS BUILDING 1			
OCCUPANCY	1ST FLOOR		TOTALS
OFFICE (10%)	24,720 S.F.		24,720 S.F.
WAREHOUSE (90%)	222,480 S.F.		222,480 S.F.
TOTAL:	247,200 S.F.		247,200 S.F.

REQUIRED PARKING CALCULATIONS BUILDING 1			
OCCUPANCY	S.F.	FACTOR	TOTAL
OFFICE	24,720 S.F.	1/500	50
WAREHOUSE	222,480 S.F.	1/2000	112
TOTAL:			162

BUILDING AREA CALCULATIONS BUILDING 2			
OCCUPANCY	1ST FLOOR		TOTALS
OFFICE (10%)	44,832 S.F.		44,832 S.F.
WAREHOUSE (90%)	403,488 S.F.		403,488 S.F.
TOTAL:	448,320 S.F.		448,320 S.F.

REQUIRED PARKING CALCULATIONS BUILDING 2			
OCCUPANCY	S.F.	FACTOR	TOTAL
OFFICE	44,832 S.F.	1/500	90
WAREHOUSE	403,488 S.F.	1/2000	202
TOTAL:			292
REQUIRED PARKING SITE TOTAL BLDG 1 AND 2:			454

PARKING PROVIDED	
TOTAL REGULAR SPACES	722
TOTAL ACCESSIBLE SPACES	15
TOTAL SPACES ON SITE	737

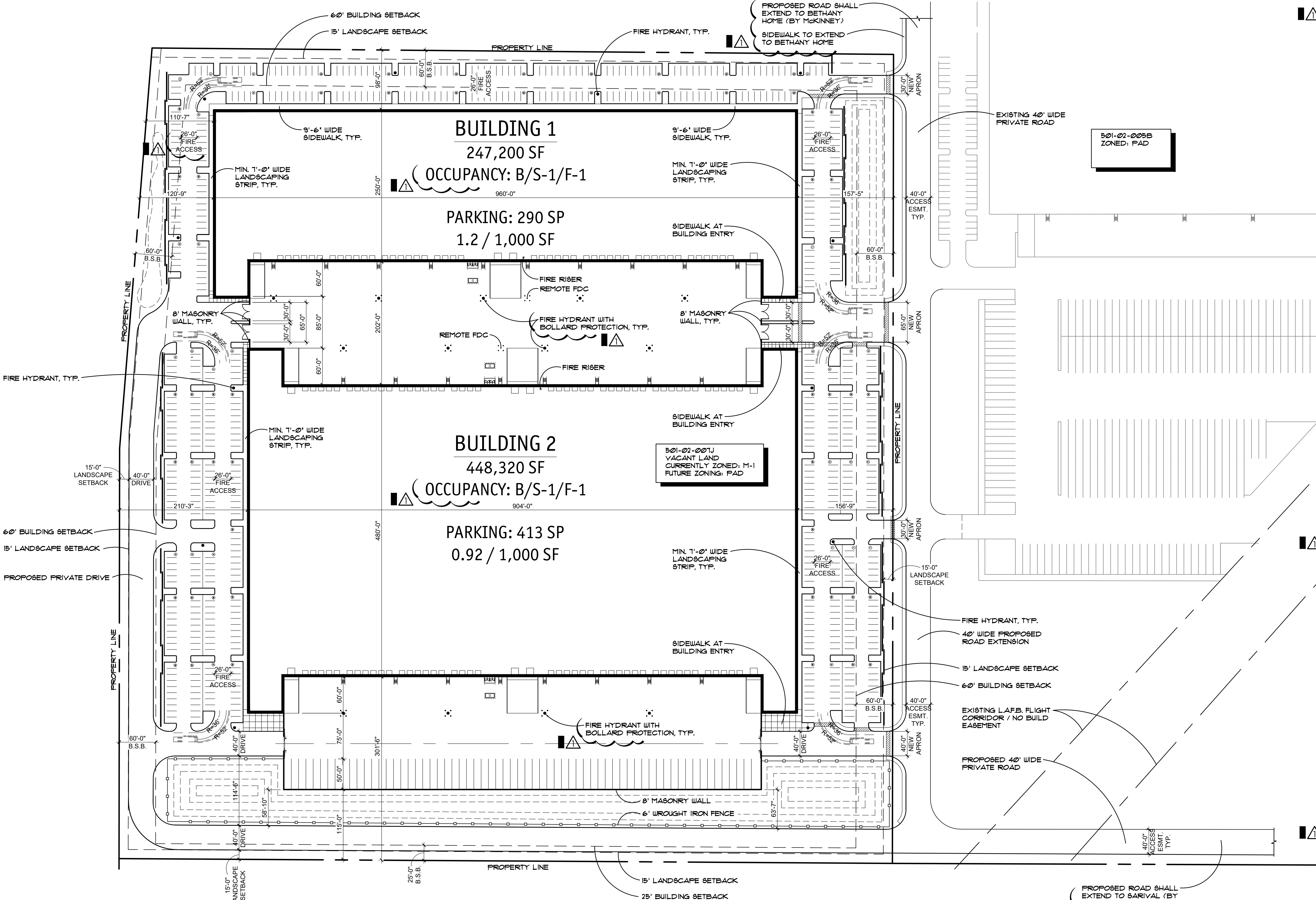
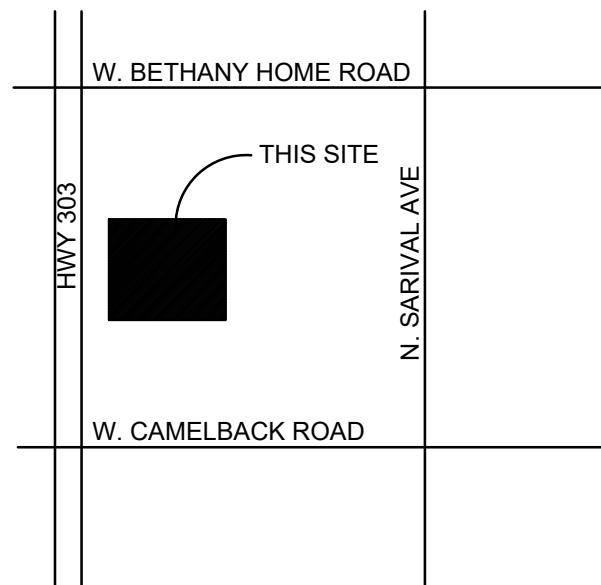
SITE PLAN NOTES

- ALL EXTERIOR LIGHTING SHALL BE FULLY SHIELDED AND COMPLIANT WITH ALL LOCAL "DARK SKY" ORDINANCES, TYP.

CITY REFERENCE NUMBERS

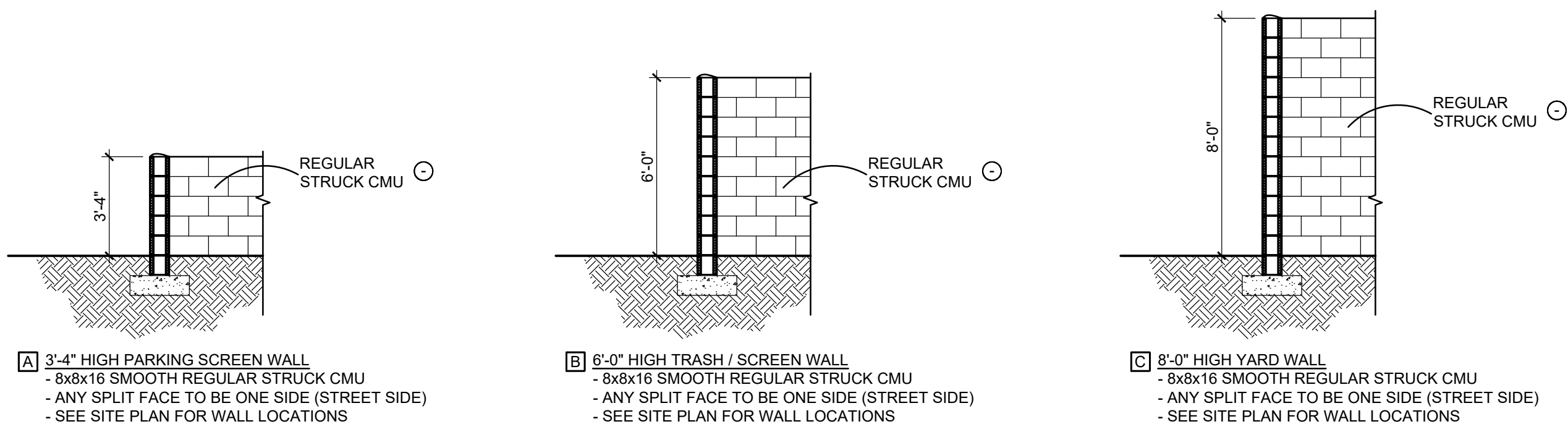
PRE-APPLICATION #:	SR22-0081
ZONING CASE #:	ZON22-14

VICINITY MAP



SITE WALLS

SCALE: 1/4" = 1'-0"

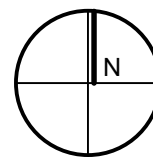


SITE WALL NOTES

- PARKING SCREEN WALLS ARE TO BE A MINIMUM OF THREE FEET AND A MAXIMUM OF FOUR FEET ABOVE THE HIGHEST FINISHED GRADE OF THE PARKING AREA OR STREET CURB, WHICHEVER IS HIGHER.
- PROVIDE STEPPED FOOTINGS PER THE STRUCTURAL DRAWINGS AT SCREEN WALLS IN RETENTION AREAS AS REQUIRED BY THE CIVIL GRADING AND DRAINAGE PLANS.
- GROUT SOLID ALL CELLS BELOW GRADE.
- SEE STRUCTURAL DRAWINGS, SC-1, FOR ALL FOOTING AND REINFORCING INFORMATION.
- COORDINATE OPENINGS AND WEEPS IN BOTTOM OF WALLS WITH CIVIL DRAWINGS.

CONCEPTUAL SITE PLAN

The site plan has been prepared without the benefit of a survey. Depictions may not be accurate or fully reflect all dimensions, data, etc. which may affect the design and usability of this site. All design shown here is strictly conceptual and subject to change.






NOTE: MINIMUM OF 5% OF SITE BUILDABLE AREA IS REQUIRED TO BE LANDSCAPED.

BETHANY HOME 303 PAD
EXHIBIT 5 - LANDSCAPE PLAN

SR 22-0081



0

100

200

Feet

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6/1/2022
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Glendale, Arizona

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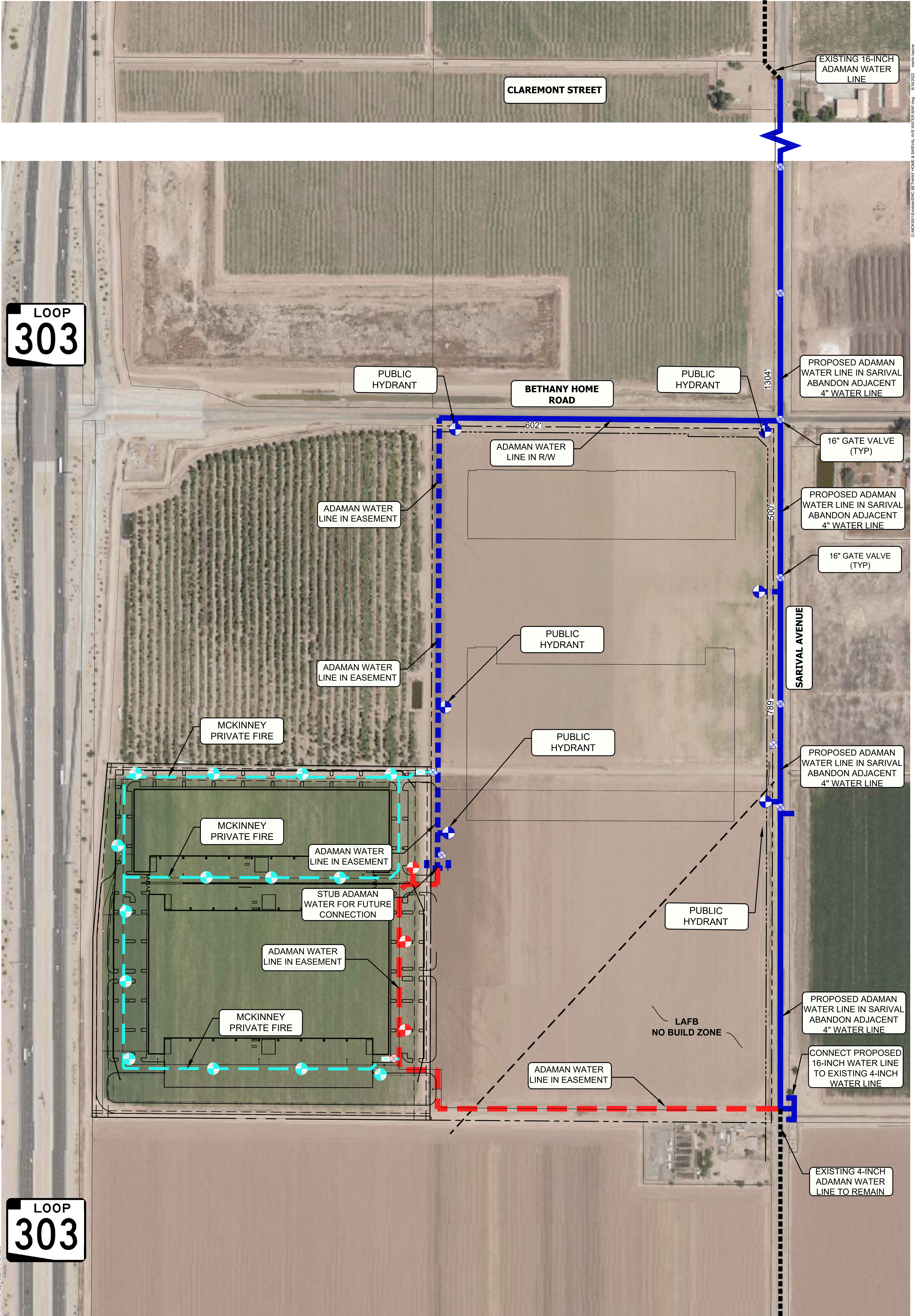
BETHANY HOME 303 PAD

EXHIBIT 6 - ARCHITECTURAL ELEVATIONS EXHIBIT

SR 22-0081

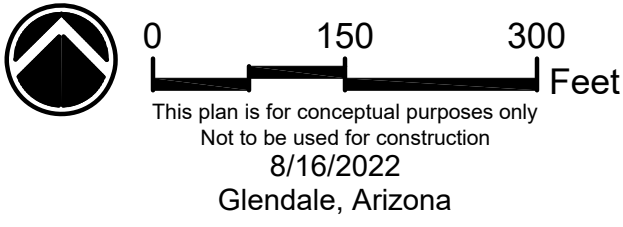
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05/31/2021
MC01
Glendale, Arizona

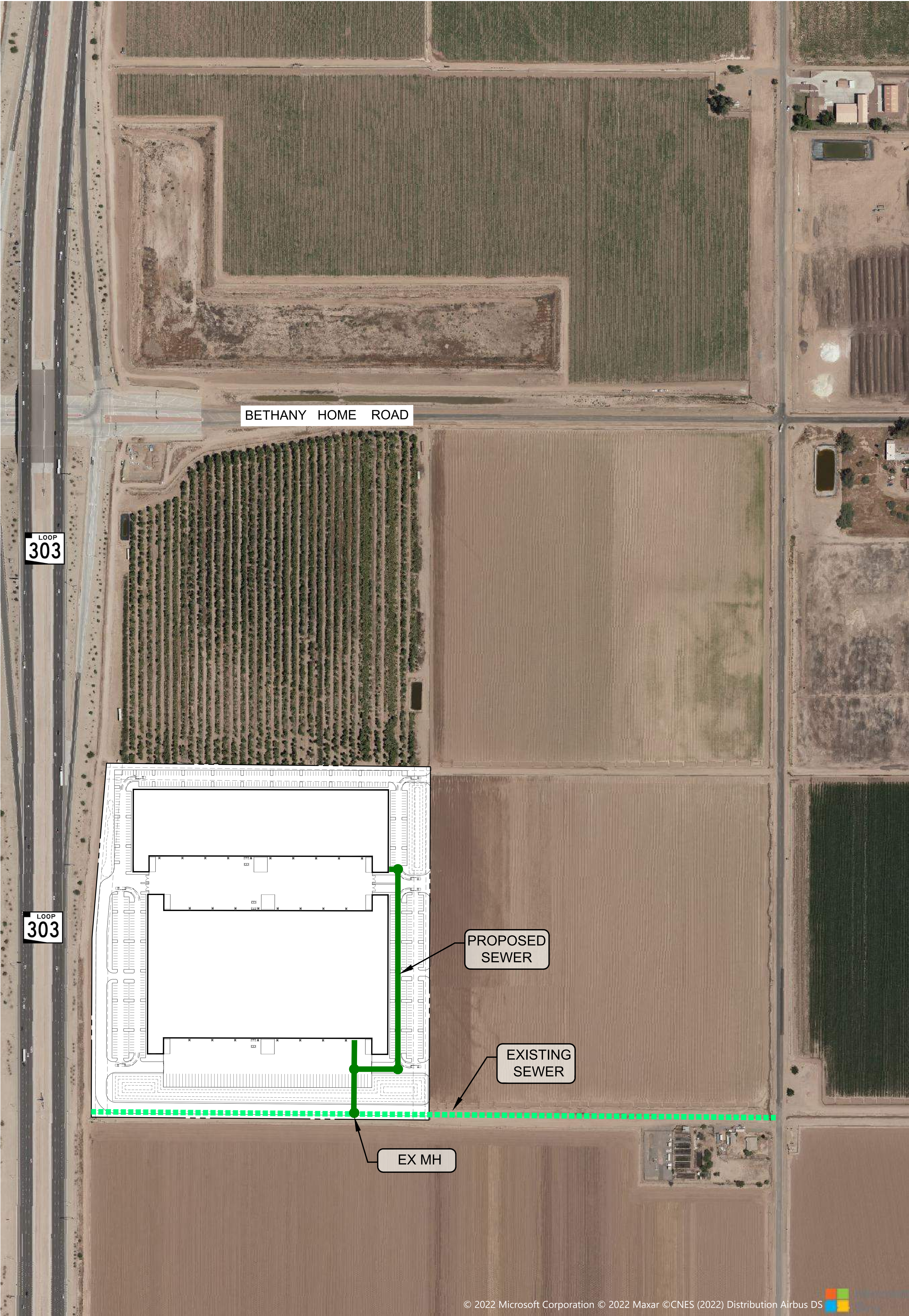




SWC BETHANY HOME ROAD AND SARIVAL AVENUE WATER MAP

SR21-0252





SWC BETHANY HOME ROAD AND SARIVAL AVENUE
SEWER MAP

SR21-0252

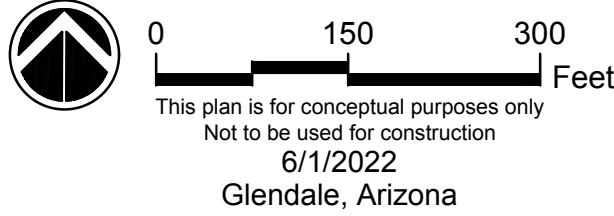


EXHIBIT "A"

LEGAL DESCRIPTION

REZONING PARCEL

THAT PORTION OF THE SOUTHWEST QUARTER 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 NORTH QUARTER CORNER OF SAID SECTION 13, MARKED BY A FOUND BRASS CAP FLUSH STAMPED ARIZONA DEPT. OF TRANSPORTATION," FROM WHICH THE NORTHEAST QUARTER OF SAID SECTION 13, MARKED BY AN ALUMINUM CAP FLUSH BEARS SOUTH 89°30'21" EAST, FOR A DISTANCE OF 2633.02 FEET;

THENCE SOUTH 00°15'27" WEST, ALONG THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 13, FOR A DISTANCE OF 1323.32 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 13;

THENCE SOUTH 89°31'56" EAST, ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 13, FOR A DISTANCE OF 101.09 FEET, TO A POINT ON THE EAST RIGHT OF WAY LINE OF SR 303, SAID POINT BEING THE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 89°31'56" EAST, ALONG SAID NORTH LINE, FOR A DISTANCE OF 1216.34 FEET, TO THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 13;

THENCE SOUTH 0°13'07" WEST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 13, FOR A DISTANCE OF 1322.73 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 13;

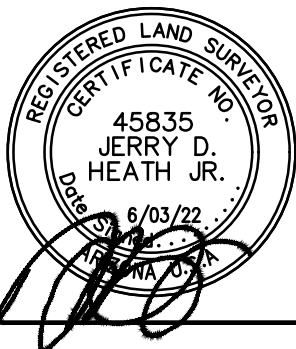
THENCE NORTH 89°33'30" WEST, ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 13, FOR A DISTANCE OF 1270.10 FEET, TO A POINT ON THE EAST RIGHT OF WAY LINE OF SAID SR 303;

THENCE NORTH 0°13'54" EAST, ALONG SAID EAST RIGHT OF WAY LINE, FOR A DISTANCE OF 670.58 FEET;

THENCE NORTH 4°54'56" EAST, CONTINUING ALONG SAID EAST RIGHT OF WAY LINE, FOR A DISTANCE OF 654.69 FEET, TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 38.170 ACRES (1,662,685 SQUARE FEET) MORE OR LESS.

PAGE 1 OF 3



TITLE: **XB06**
SCALE: N.T.S.
DATE: 6/3/22
DESC: REZONING
PARCEL

HUNTER
ENGINEERING

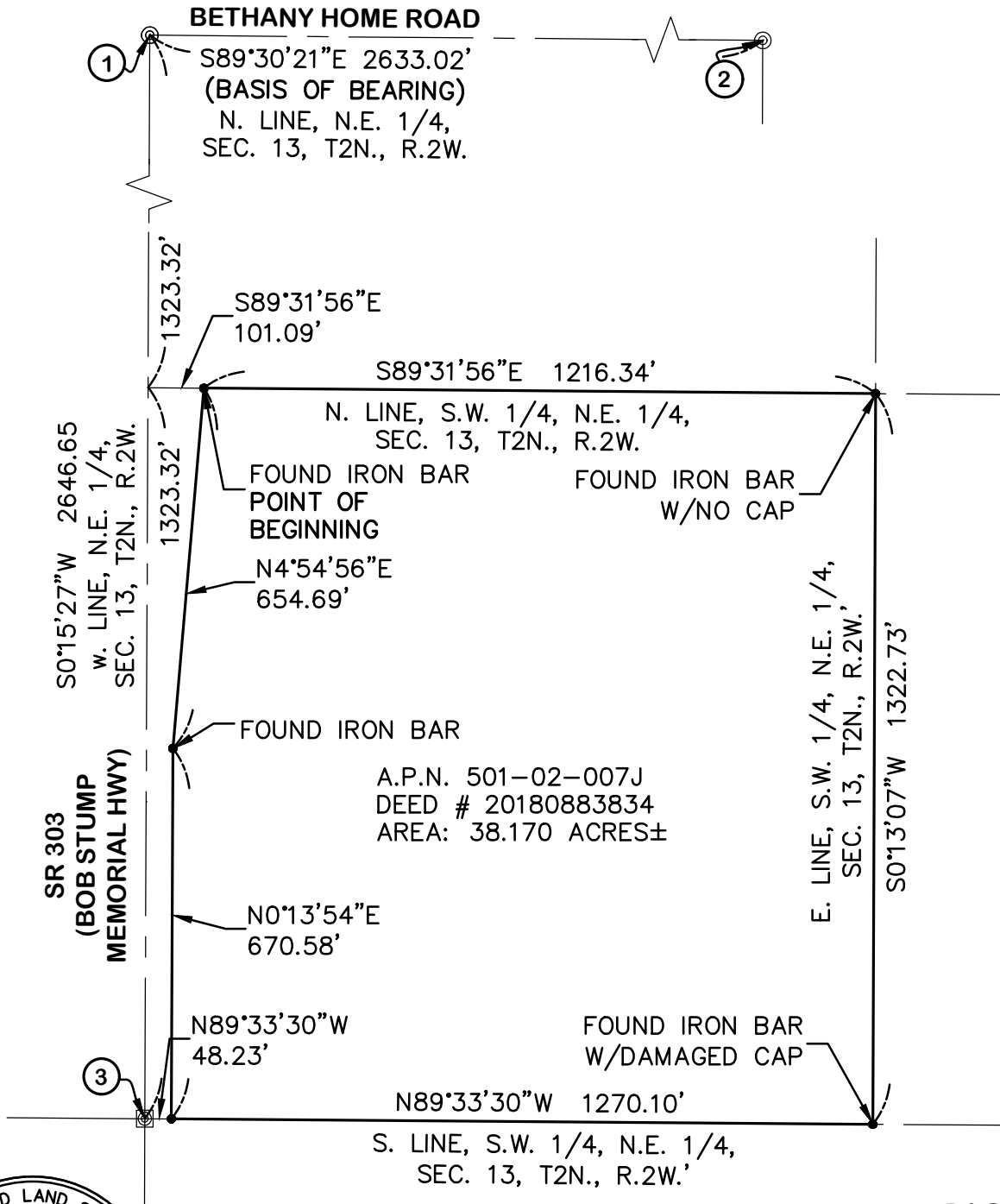
10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

CIVIL AND SURVEY

PROJ.NO.MCK1001-S

EXHIBIT "B"

REZONING PARCEL



PAGE 2 OF 3



TITLE: **XB06**
SCALE: N.T.S.
DATE: 6/3/22
DESC: REZONING
PARCEL

HUNTER
ENGINEERING

10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

CIVIL AND SURVEY

PROJ.NO.MCK1001-S

EXHIBIT "B"

REZONING PARCEL

LEGEND:

- ① Ⓞ NORTH QUARTER CORNER SECTION 13, T.2N., R.2W. FOUND ADOT BRASS CAP FLUSH POINT OF COMMENCEMENT
- ② Ⓞ NORTHEAST QUARTER OF SECTION 13, T.2N., R.2W. FOUND ALUMINUM CAP FLUSH
- ③ Ⓞ CENTER OF SECTION 13, T.2N., R.2W. FOUND ADOT BRASS CAP IN HANDHOLE



TITLE: **XB06**
SCALE: N.T.S.
DATE: 6/3/22
DESC: REZONING
PARCEL

HUNTER
ENGINEERING

10450 N. 74TH ST., SUITE 200
SCOTTSDALE, AZ 85258
T 480 991 3985
F 480 991 3986

CIVIL AND SURVEY

PROJ.NO.MCK1001-S

FREESTANDING SIGN NOTES

Freestanding signs to be double-sided, internally illuminated aluminum cabinets with accent lighting.

Colors, materials and lighting of the freestanding signage to match or be complimentary to the colors, materials and lighting of the final building architecture.

A Comprehensive Sign Package (CSP) with consistent signage for tenants and users of Bethany Home 303 will be provided 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. The final determination of sign locations will be identified in the CSP submittal.

* 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.

BUILDING MOUNTED SIGN NOTES

Building signs to consist of internally illuminated channel letters and logos.

Colors, materials and lighting of the freestanding signage to match or be complimentary to the colors, materials and lighting of the final building architecture.

A Comprehensive Sign Package (CSP) with consistent signage for tenants and users of Bethany Home 303 will be provided 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. The final determination of sign locations will be identified in the CSP submittal.



project number
22003

project name
BETHANY HOME
303

type
FS

description
FREEWAY
PYLON SIGN

scale
NTS

date
8.18.22
revised date

10212 south 43rd st
phoenix, arizona 85044
phone: 480.706.6189
www.designfarmstudio.net
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