



MEMORANDUM **Transportation & Development - CC Memo No. 12-124**

DATE: OCTOBER 8, 2012

TO: MAYOR AND CITY COUNCIL

THRU: RICH DLUGAS, CITY MANAGER *RD*
 PATRICK MCDERMOTT, ASSISTANT CITY MANAGER *PM*
 R.J. ZEDER, TRANSPORTATION & DEVELOPMENT DIRECTOR *RJ*
 JEFF KURTZ, PLANNING ADMINISTRATOR *JK*
 KEVIN MAYO, PLANNING MANAGER *KM*

FROM: ERIK SWANSON, CITY PLANNER *ES*

SUBJECT: DVR12-0033 ALLRED CHANDLER AIRPORT CENTER II
 Introduction and Tentative Adoption of Ordinance No. 4404

Request: Rezoning from Planned Area Development (PAD) to PAD Amended to allow for the additional uses of athletic training facilities and family recreational/instructional uses

Location: 2150 E. Germann Road,
 East of the northeast corner of Cooper and Germann roads

Applicant: Mike Curley; Earl, Curley & Lagarde, P.A.

RECOMMENDATION

The request is for Rezoning approval from Planned Area Development (PAD) to PAD Amended to allow for the additional uses of athletic training facilities and family recreational/instructional uses. Planning Commission and Staff, upon finding consistency with the General Plan and Planned Area Development zoning, recommend approval with conditions.

BACKGROUND

The subject site recently received approval for a Use Permit to allow the use within a single suite of the building; however, after further discussions between Staff and the applicant, the applicant is requesting the ability to allow the use, as well as family recreational/instructional uses, throughout the entire building; it was determined that rezoning was the appropriate method.

The subject site is located east of the northeast corner of Cooper and Germann roads, within the Allred Chandler Airport Center II (Allred CAC II) development (previously known as Panattoni). The request is to expand the allowed uses within the entire western building. The building is approximately 45,314 square feet and is currently unoccupied. Adjacent to the site's west is a vacant site planned for commercial retail development. East of the subject site is Wright Drive, with the Red Rock development located east of Wright Drive.

The subject site is part of a 245-acre master planned employment center, Chandler Airport Center, which flanks both sides of Cooper Road south of the Loop 202 Santan Freeway. The master plan established the land along Cooper Road for hotel, office, service retail, and freeway-related retail uses. The 11-acre Allred CAC II site allows office, showroom, adult education, and light industrial uses, including call center offices. The eastern building is fully occupied with an educational related call center.

In recent months, Staff has seen an increased interest in providing specialized sport/athletic training facilities. Historically, Staff has opposed these types of uses when located in larger industrial business parks where concerns in incorporating commercial type operations within industrial operations exist such as traffic, and land use conflicts. In this particular situation, Staff is comfortable with the request, citing that the industrial business park operates largely like a commercial business park allowing for showroom/warehousing and office uses; office uses being the predominant use of the site. Due to the nature of the business park, parking is addressed and can accommodate the additional uses; however, if parking is an issue in the future, a Preliminary Development Plan was approved in 2010 for a parking lot expansion area to the north of the subject suite.

DISCUSSION

Planning Commission and Staff support the request citing that previous experiences with specialized sport/athletic training facilities, as well as family recreational/instructional uses, have operated effectively without negative impacts when land use conflicts have been addressed. Additionally, Staff is comfortable with the request citing that one of the major concerns has been conflict between on-site traffic patterns, and underserved parking. As the site has been developed, on-site truck traffic is non-existent. If the subject building were to be completely occupied by the proposed uses, 151 parking stalls would be required. The site currently provides 451 parking stalls with the potential to expand the parking to include an additional 192 parking stalls. Further, typical operational hours of family recreational/instructional uses generally operate during evening hours and on weekends, when typical office related businesses are closed.

AIRPORT COMMISSION

The Airport Commission reviewed the zoning amendment request in accordance with the Airport Conflicts Evaluation Process at their September 12, 2012 meeting. The Airport Manager has issued a conflicts evaluation report indicating that the Airport Commission found that the development request to allow additionally uses does not constitute a conflict with the existing or planned airport uses.

PUBLIC/NEIGHBORHOOD NOTIFICATION

This request was noticed in accordance with the requirements of the Chandler Zoning Code.

- A neighborhood meeting was held on Thursday, September 6th at the Chandler Municipal Airport. No neighbors were in attendance.

At the time of this writing, Staff has received no telephone calls or letters opposed to this application.

PLANNING COMMISSION VOTE REPORT

Motion to Approve:

In Favor: 7 Opposed: 0

RECOMMENDED ACTION

Planning Commission and Staff, upon finding consistency with the General Plan, recommend approval of DVR12-0033 ALLRED CHANDLER AIRPORT CENTER II, subject to the following conditions:

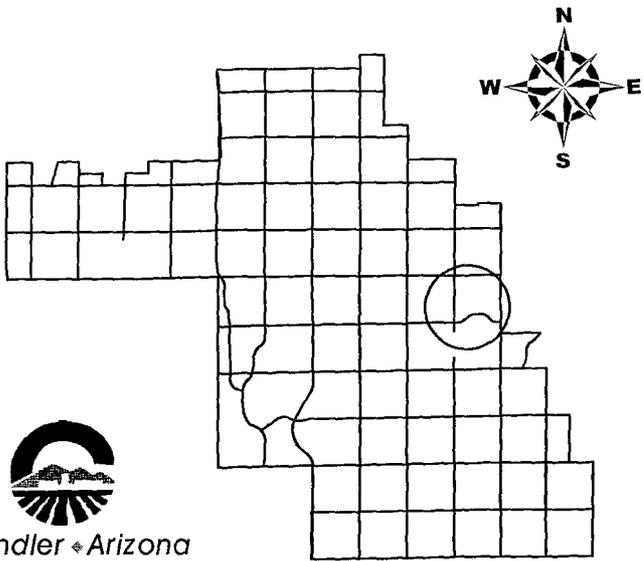
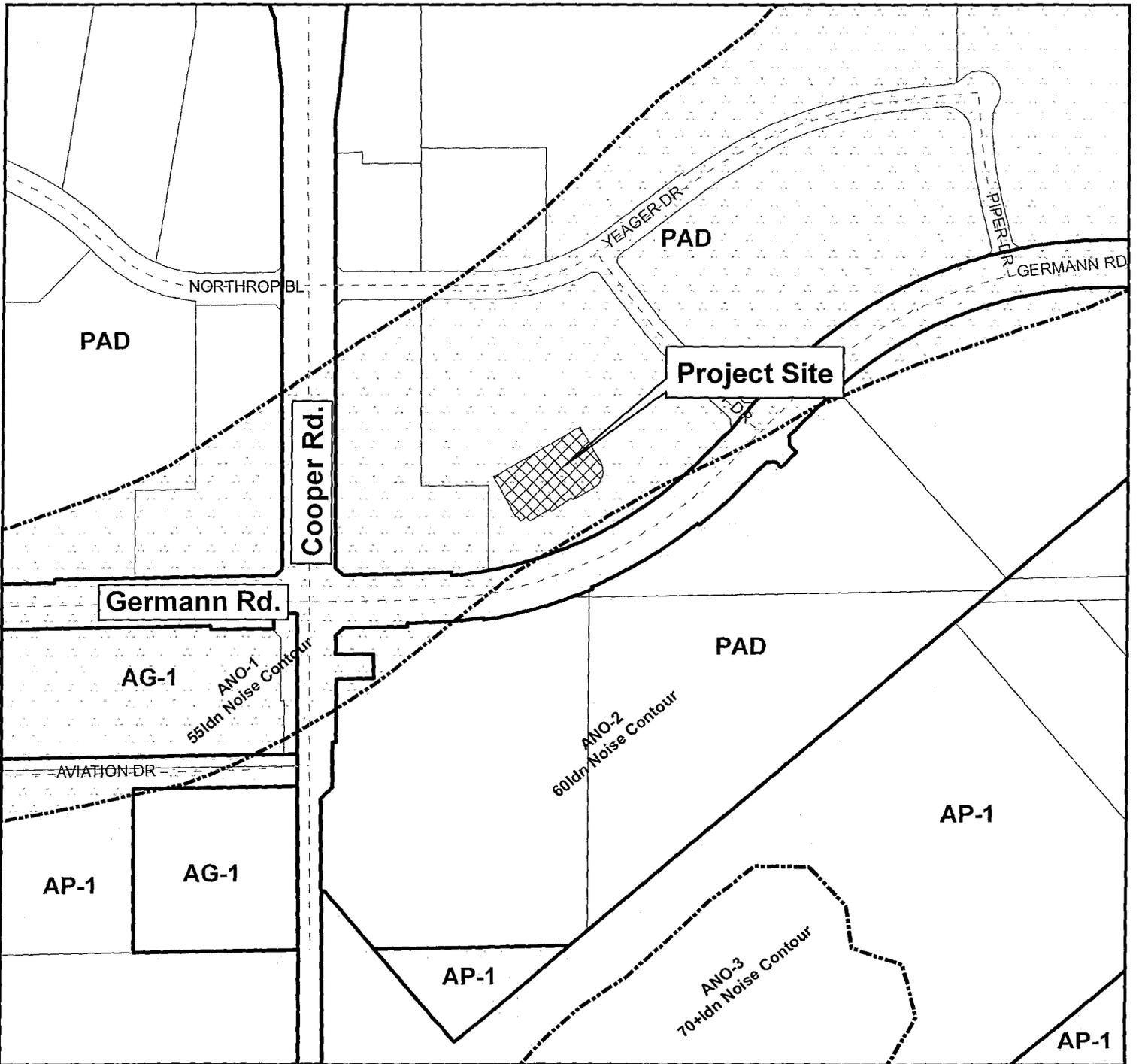
1. Development shall be in substantial conformance with Exhibit 7, Project Narrative, entitled “Allred Chandler Airport Center II”, and kept on file in the City of Chandler Planning Division, in File No. DVR12-0033, except as modified by condition herein.
2. Compliance with conditions adopted by the City Council as Ordinance No.3673 in case DVR04-0037 CHANDLER AIRPORT CENTER and with cases PDP10-0011, and PDP06-0057, except as modified by condition.
3. The site shall be maintained in a clean and orderly manner.
4. All fitness, family recreational, and instructional activities shall be restricted to indoors only.

PROPOSED MOTION

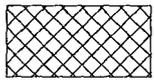
Move to Introduce and Tentatively Adopt Ordinance No. 4404, approving DVR12-0033 ALLRED CHANDLER AIRPORT CENTER II, Rezoning to allow for the additional uses of athletic training facilities and family recreational/instructional uses, subject to the conditions recommended by Planning Commission and Staff.

Attachments

1. Vicinity Maps
2. Previously approved site plan with additional parking
3. Ordinance No. 3637
4. PDP10-0011 Conditions of Approval
5. PDP06-0057 Conditions of Approval
6. Project Narrative
7. Ordinance No. 4404

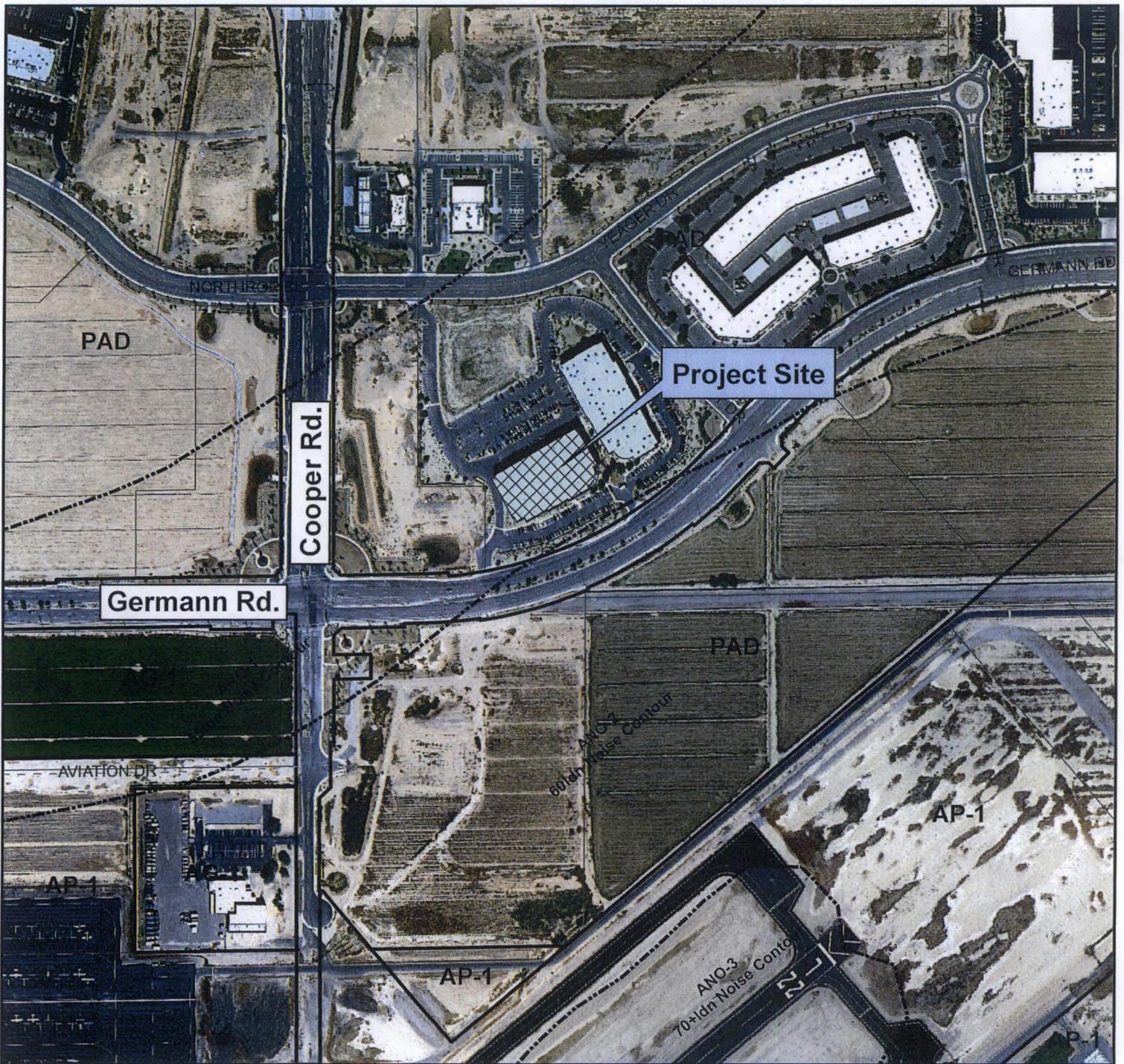


Vicinity Map

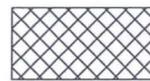
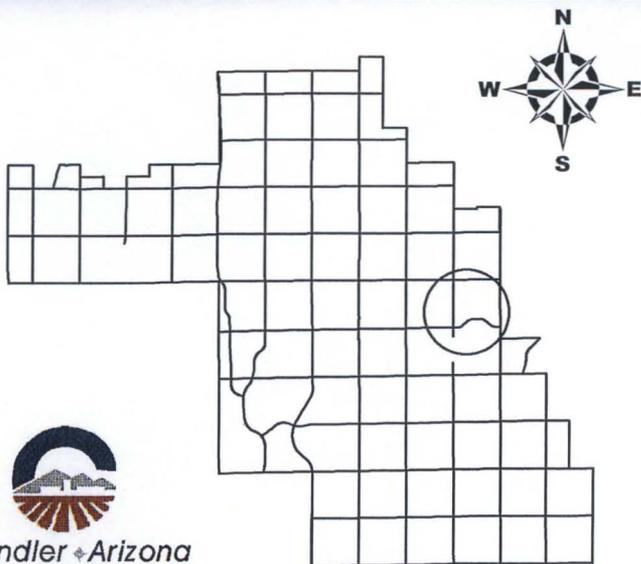


DVR12-0033

Allred Chandler Airport Center II

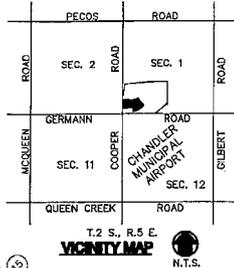
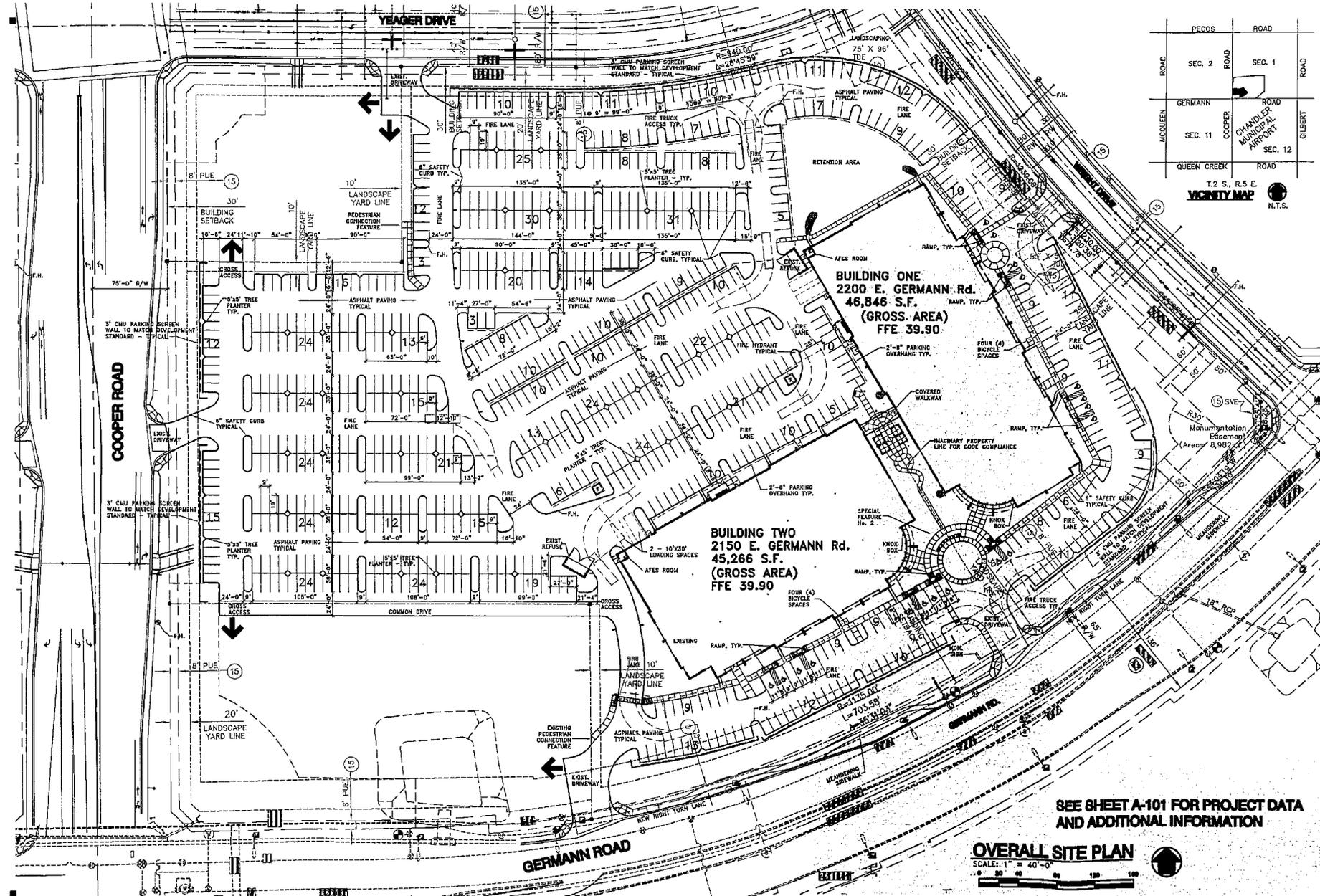


Vicinity Map



DVR12-0033

Allred Chandler Airport Center II



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SHAW ARCHITECTURAL GROUP INC.
 1000 WEST WASHINGTON AVENUE, SUITE 100
 PHOENIX, ARIZONA 85015
 P. 602.442.8888
 F. 602.442.8888

PANATTONI CAC - ADDITIONAL PARKING
 2150 & 2200 E. GERMANN Rd., CHANDLER, AZ
 OVERALL SITE PLAN (NEW + EXISTING)

A-100
 2150 & 2200 E. GERMANN Rd., CHANDLER, AZ
 OVERALL SITE PLAN (NEW + EXISTING)

SEE SHEET A-101 FOR PROJECT DATA AND ADDITIONAL INFORMATION

OVERALL SITE PLAN
 SCALE: 1" = 40'-0"

SITE PLAN WITH APPROVED ADDITIONAL PARKING

ORDINANCE NO. 3673

AN ORDINANCE OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE ZONING CODE AND MAP ATTACHED THERETO, BY REZONING A PARCEL FROM AGRICULTURAL DISTRICT (AG-1) AND PLANNED AREA DEVELOPMENT (PAD) MIXED USE COMMERCIAL AND INDUSTRIAL USES TO PLANNED AREA DEVELOPMENT (PAD) LIGHT INDUSTRIAL, OFFICE, COMMERCIAL AND AIRPORT USES WITH A MID-RISE BUILDING OVERLAY (DVR04-0037 CHANDLER AIRPORT CENTER) LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF CHANDLER, ARIZONA.

WHEREAS, application for rezoning involving certain property within the corporate limits of Chandler, Arizona, has been filed in accordance with Article XXVI of the Chandler Zoning Code; and

WHEREAS, the application has been published in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) days notice of time, place and date of public hearing; and

WHEREAS, a notice of such hearing was posted on the property at least seven (7) days prior to said public hearing; and

WHEREAS, a public hearing was held by the Planning and Zoning Commission as required by the Zoning Code

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, as follows:

SECTION I. Legal Description of Property:

SEE ATTACHMENT 'A'

Said parcel is hereby rezoned from AG-1 to PAD with a Mid-Rise Building Overlay, subject to the following conditions:

1. Right-of-way dedications to achieve full half-widths, including turn lanes and deceleration lanes, per the standards of the Chandler Transportation Plan.
2. Undergrounding of all overhead electric (less than 69kv), communication, and television lines and any open irrigation ditches or canals located on the site or within adjacent right-of-ways and/or easements. Any 69kv or larger electric lines that must stay overhead shall be located in accordance with the City's adopted design and engineering standards. The aboveground utility poles, boxes, cabinets, or similar appurtenances shall be located outside of the ultimate right-of-way and within a specific utility easement.
3. Future median openings shall be located and designed in compliance with City adopted design standards (Technical Design Manual # 4).

4. Completion of the construction of all required off-site street improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals.
5. The developer shall be required to install landscaping in the arterial street median(s) adjoining this project. In the event that the landscaping already exists within such median(s), the developer shall be required to upgrade such landscaping to meet current City standards.
6. The development shall provide additional landscaping to include one (1) 24-inch box tree and three (3) 5-gallon shrubs for every 20 feet of freeway frontage to be installed in the freeway right-of-way.
7. Construction shall commence above foundation walls within three (3) years of the effective date of the ordinance granting this rezoning or the City shall schedule a public hearing to take administrative action to extend, remove or determine compliance with the schedule for development or take legislative action to cause the property to revert to its former zoning classification.
8. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Chandler Airport Center Zoning Application", kept on file in the City of Chandler Planning Services Division, in File No. DVR04-0037 Chandler Airport Center, except as modified by condition herein.
9. The landscaping in all open-spaces and rights-of-way shall be maintained by the adjacent property owner or a Chandler Airpark Center property owners' association.
10. Approval by the Director of Planning and Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls and the Director of Public Works for arterial street median landscaping.
11. Sign packages, including free-standing signs as well as wall-mounted signs, shall be designed in coordination with landscape plans, planting materials, storm water retention requirements, and utility pedestals, so as not to create problems with sign visibility or prompt the removal of required landscape materials.
12. The source of water that shall be used on the open space, common areas, and landscape tracts shall be reclaimed water (effluent). If reclaimed water is not available at the time of construction, and the total landscapable area is 10 acres in size or greater, these areas will be irrigated and supplied with water, other than surface water from any irrigation district, by the owner of the development through sources consistent with the laws of the State of Arizona and the rules and regulations of the Arizona Department of Water Resources. If the total landscapable area is less than 10 acres in size, the open space common areas, and landscape tracts may be irrigated and supplied with water by or through the use of potable water provided by the City of Chandler or any other source that will not otherwise interfere with, impede, diminish, reduce, limit or otherwise adversely affect the City of Chandler's municipal water service area nor shall such provision of water cause a credit or charge to be made against the City of Chandler's gallons per capita per day (GPCD) allotment or

allocation. However, when the City of Chandler has effluent of sufficient quantity and quality which meets the requirements of the Arizona Department of Environmental Quality for the purposes intended available to the property to support the open space, common areas, and landscape tracts available, Chandler effluent shall be used to irrigate these areas.

In the event the owner sells or otherwise transfers the development to another person or entity, the owner will also sell or transfer to the buyer of the development, at the buyer's option, the water rights and permits then applicable to the development. The limitation that the water for the development is to be owner-provided and the restriction provided for in the preceding sentence shall be stated on the final plat governing the development, so as to provide notice to any future owners. The Public Report, Purchase Contracts, and Final Plats shall include a disclosure statement outlining that the development shall use treated effluent to maintain open space, common areas, and landscape tracts.

13. The development shall provide sound attenuation measures in accordance with ADOT standard details and requirements excepting any decibel reductions or sound attenuation credits for the use of a rubberized asphalt-paving surface. Any noise mitigation if required is the responsibility of the development.
14. Monument sign's sign panels shall have an integrated or decorative cover panel until a tenant name is added to the sign.
15. The uses within the Office/Light Industrial with Airport Access area shall be allowed under the following criteria. For the purposes of the stipulation, the following definitions are used:

Airpark – Those areas outside of the airport property being adjacent to and/or having direct access to paved taxi lanes and appropriate taxi lane safety areas which allow aircraft access to the airport runway/taxiway system through the crossing of the airport property line.

Airport – Those areas that are bordered by and are interior to the airport property line. Said property contains the runway/taxiway system.

Runway/Taxiway system – The areas within the airport property consisting of paved areas designated for the take-off, landing, parking, taxiing or other movement of fixed wing and rotary wing aircraft.

PROHIBITED USES

The uses prohibited within the airpark area include any activity that provides aeronautical services to the public in direct support of aircraft operations, maintenance, and service/repair.

PERMITTED USES

The uses permitted within the airpark area are those uses allowed under the I-1 zoning district, excepting those more airport intensive prohibited uses identified above. Permitted uses are generally described as transitional uses that are less airport intensive uses such as offices or businesses that use aircraft as part of the office or business. These businesses may self-fuel, maintain, or repair their own aircraft in accordance with the Airpark Rules and

Regulations. Uses which require access between the Airport and Airpark require an Airport access permit.

16. No television, communication towers or stand-alone antennas shall be constructed on the property. All structures on the property shall remain below the protective surfaces as defined in Federal Aviation Regulation Part 77 and detailed in the Airport Layout Plans.
17. Developer acknowledges that City does not guarantee the actual physical connection of the property from the Airpark area to the airport area. The Developer has the option to construct the on-airport taxiway connection subject to a Development Agreement.

Since zoning cannot guarantee or provide access to the airport, said access needs to be addressed through a development agreement. Developer understands and agrees that no right of access to any part of the Chandler Municipal Airport, including any of its taxiways or runways, accrues to or runs with any of the land that is subject to this zoning, including the airpark, as a consequence of this zoning. An owner or occupier of any portion of the airpark may apply to the City for permission to access and use the on-airport taxiways or runway. However, the decision to grant such permission shall be in the sole discretion of the City, and in no event, shall the granting of such permission constitute a right of access running with the permittee's property at the airpark.

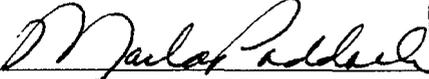
18. The developer acknowledges that the hangar portion of the buildings in the Airpark area will not be for aeronautical services to the public, and that a certificate of occupancy needs to be obtained before the hangar can be utilized. In addition, each development with intended aircraft hangar construction must provide a paved aircraft-parking apron adjacent to the hangar and the taxiway safety area. Said area must be of sufficient size to be equal to or less than the square footage of the aircraft hangar.
19. All development shall comply with the approved FAR Part 150 Noise Compatibility Study and specifically sound proofing the buildings to achieve a 25- to 30-db reduction within the applicable noise contours.
20. A separate comprehensive sign package for the buildings shall be required at the time the first Preliminary Development Plan (PDP) is submitted.
21. The trail connection from the Paseo Canal to the central portion of the site shall be integrated with the development as each PDP application is reviewed.

SECTION II. Except where provided, nothing contained herein shall be construed to be and abridgment of any other ordinance of the City of Chandler.

SECTION III. The Planning & Development Department of the City of Chandler is hereby directed to enter such changes and amendments as may be necessary upon the Zoning Map of said Zoning Code in compliance with this ordinance.

INTRODUCED AND TENTATIVELY APPROVED by the City Council this 14th day of April 2005.

ATTEST:


CITY CLERK


MAYOR

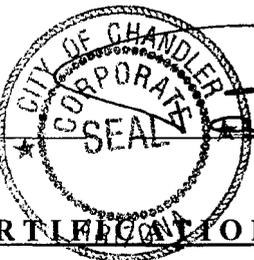


PASSED AND ADOPTED by the City Council this 28th day of April 2005.

ATTEST:


CITY CLERK


MAYOR



CERTIFICATION

I, HEREBY CERTIFY, that the above and foregoing Ordinance No. 3673 was duly passed and adopted by the City Council of the City of Chandler, Arizona, at a regular meeting held on the 28th day of April 2005, and that a quorum was present thereat.


CITY CLERK

APPROVED AS TO FORM:


CITY ATTORNEY

PUBLISHED in the Tribune on May 4 & 11, 2005

Legal Description Chandler Airport Center

Job No. 03-043

Revised March 22, 2005
May 22, 2004

PARCEL NO. 1:

That portion of the Southwest quarter of Section 1, Township 2 South, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa country, Arizona described as follows:

COMMENCING at the Southwest corner of Southwest quarter of said Section 1: thence North (an assumed bearing), along the West line of said Southwest quarter, 1759.72 feet to the POINT OF BEGINNING;

Thence N85°43'20"E, 1867.893 feet; thence N85°43'20"E, 601.33 feet; thence N89°32'11"E, 177.31 feet to a point on the East line of said Southwest quarter; thence S00°11'09"W, along said East line, 594.58 feet to the Southeast corner of the North half of said Southwest quarter; thence S89°21'14"W, along the South line of the North half of said Southwest Quarter, 2637.82 feet to the Southwest corner of the North half of said Southwest quarter; thence North, along the West line of said Southwest quarter, 438.60 feet to the POINT OF BEGINNING.

PARCEL NO. 2:

Farm Unit "E" or the Southwest quarter of the Southwest quarter of Section 1, Township 2 South, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona.

PARCEL NO. 3:

Farm Unit "F" or the Southwest quarter of the Southwest quarter of Section 1, Township 2 South, Range 5 East of the Gila and Salt River base and Meridian, Maricopa County, Arizona;

EXCEPT COMMENCING at the South quarter corner of said section 1; thence N0°05'11"W along the North-South midsection line of said Section 1, 33.00 feet to the POINT OF BEGINNING.

Thence S89°05'06"W along a line of 33.0 feet North of and parallel to the South line of the said Southwest quarter Section 1, 666.777 feet (record) 666.26 feet (calculated measured); thence N49°39'54"E, 834.73 feet (record), N49°56'20"E 834.72 feet (calculated measured); thence S40°20'06"E, 45.81 feet (record) 45.79 feet (calculated measured) to a point on the aforesaid North-South midsection line of said Section 1; thence S0°05'11"E along said North-South midsection line, 494.72 feet to the POINT OF BEGINNING.

PARCEL NO. 4:

The Northwest quarter of Section 12, Township 2 South, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;



NOTICE OF COUNCIL ACTION CITY OF CHANDLER, ARIZONA

APPLICANT:

WESLEY R. BALMER
BALMER ARCHITECTURAL GROUP INC.
2425 E. CAMELBACK RD., #775
PHOENIX, AZ 85016

CASE: PDP10-0011 PANATTONI CAC PARKING EXPANSION

MEETING DATE: THURSDAY, SEPTEMBER 16, 2010

APPROVAL:	<input checked="" type="checkbox"/>	REZONING:	<input type="checkbox"/>
DENIAL:	<input type="checkbox"/>	VARIANCE:	<input type="checkbox"/>
WITHDRAWAL:	<input type="checkbox"/>	USE PERMIT:	<input type="checkbox"/>
CONTINUED:	<input type="checkbox"/>	SUBDIVISION:	<input type="checkbox"/>
PRELIMINARY DEVELOPMENT PLAN	<input checked="" type="checkbox"/>	PRELIMINARY PLAT	<input type="checkbox"/>

SUBJECT TO THE FOLLOWING CONDITIONS:

1. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "Panattoni Chandler Airport Center", kept on file in the City of Chandler Planning Services Division, in File No. PDP10-0011 PANATTONI CAC PARKING EXPANSION, except as modified by condition herein.
2. Compliance with the original stipulations adopted by the City Council as Ordinance No. 3673 in case DVR04-0037 CHANDLER AIRPORT CENTER, except as modified by condition herein.



Chandler + Arizona
Where Values Make The Difference

APPLICANT:

WES BALMER
BALMER ARCHITECTURAL GROUP
2425 E. CAMELBACK RD., #775
PHOENIX, AZ 85016

**NOTICE OF
COUNCIL ACTION
CITY OF CHANDLER,
ARIZONA**

CASE: PDP06-0057 PANATTONI CHANDLER AIRPORT CENTER

MEETING DATE: THURSDAY, MARCH 22, 2007

APPROVAL:	<input checked="" type="checkbox"/>	REZONING:	<input type="checkbox"/>
DENIAL:	<input type="checkbox"/>	VARIANCE:	<input type="checkbox"/>
WITHDRAWAL:	<input type="checkbox"/>	USE PERMIT:	<input type="checkbox"/>
CONTINUED:	<input type="checkbox"/>	SUBDIVISION:	<input type="checkbox"/>
PRELIMINARY DEVELOPMENT PLAN		PRELIMINARY PLAT	
SITE LAYOUT, LANDSCAPING & BUILDING ARCHITECTURE		<input type="checkbox"/>	

SUBJECT TO THE FOLLOWING CONDITIONS:

1. Completion of the construction of all required off-site improvements including but not limited to paving, landscaping, curb, gutter and sidewalks, median improvements and street lighting to achieve conformance with City codes, standard details, and design manuals.
2. Development shall be in substantial conformance with Exhibit A, Development Booklet, entitled "PANATTONI C.A.C." kept on file in the City of Chandler Current Planning Division, in file No. PDP06-0057, except as modified by condition herein.
3. The landscaping in all open spaces and rights-of-way shall be maintained by the adjacent property owner or property owners association.

4. The landscaping shall be maintained at a level consistent with or better than at the time of planting. The site shall be maintained in a clean and orderly manner.
5. Approval by the Director of Planning and Development of plans for landscaping (open spaces and rights-of-way) and perimeter walls and the Director of Public Works for arterial street median landscaping.
6. All raceway signage shall be prohibited within the development.
7. Tree planters shall be added to achieve the design guideline of one tree planter minimum per 10 parking spaces.
8. If Building 3 is constructed, its architecture shall be consistent with that of Buildings 1 and 2.
9. The development shall contribute a proportionate amount to the design plus construction cost for a traffic signal at Germann Road/Wright Drive, as determined by Traffic Engineering staff. The second development to receive building permit approval at the north intersection corners will be required to design and install the traffic signal.
10. The development shall provide additional trees adjacent to the buildings.
11. All parking space canopies shall incorporate building materials, forms, and colors to match the development.
12. Pedestrian features shall be added along the north side of Building One.

PROJECT NARRATIVE
PAD Amendment

INTRODUCTION

Douglas Allred Company its managing member on behalf of CAZ 4 LLC, the property owners of the subject site, is seeking an amendment to the existing *Allred Chandler Airport Center II PAD* (Previously known as *Panattoni Chandler Airport Center PAD*) to slightly expand the list of permitted uses for this development. The request seeks to allow “athletic training facilities” and/or “family recreational/instructional” uses such as basketball, volleyball, baseball, gymnastics, rock climbing, performance training, cheering, bounce facilities, toddler gyms, and similar sports related training facility uses within only Building 2 on the property.



The subject property consists of two buildings totaling approximately 92,000 square feet on approximately 11 acres and located at the northwest corner of Germann Road and Wright Drive. The subject site received Preliminary Development Plan approval from the City in 2007. The original developer of the subject site constructed the two existing buildings on the property in

2008. The northwest corner of the overall property remains undeveloped but is planned for either a third building or a parking lot.

The property is zoned PAD which allows a mix of uses including office, showroom, and light industrial uses permitted as a matter of right in the I-1 zoning district. A previous PAD Zoning Amendment (DVR08-0039) added adult educational uses to the existing approved uses. This request seeks to add “athletic training facilities” and/or “family recreational/instructional” to the list of permitted uses for only Building 2. Except for the addition of “athletic training facilities” and/or “family recreational/instructional”, no other changes to any of the existing conditions, development standards, project description, architecture, site improvements or zoning stipulations are proposed or necessary.

Since the site is (1) located near the Loop 202 Freeway which provides two major freeway intersections access points (one at Cooper Road and one at Gilbert Road), (2) has Germann Road access, (3) is located adjacent to planned commercial uses and near a major commercial shopping center, (4) has sufficient building height (which is necessary to accommodate volleyball, gymnastics, cheering, and basketball), and (5) has ample parking, we believe that these characteristics make this site an ideal one for quiet, low impact uses that will be a good neighbor at this location and will accommodate a growing need in the community.

BACKGROUND

Douglas Allred Company is a full service, real estate firm with projects in residential, commercial, industrial and retail sectors. Douglas Allred entered real estate development, investment and asset management in 1970 to develop properties of lasting value that would enhance communities. Douglas Allred Company invests, constructs, develops and manages over 5 million square feet of retail, office, and industrial space in a number of states, and has several projects within the City of Chandler.

Douglas Allred Company as manager of CAZ 4 LLC purchased the property in 2010 and has been marketing the site for lease since its purchase. The property is approximately 11 acres and a totally self-contained site with frontage on Germann Road, Wright Drive, and Yeager Drive. The subject site received Preliminary Development Plan approval from the City in 2007 for two buildings totaling approximately 92,000 square feet.

The subject site is part of a 245-acre master plan near the Chandler Airport known as the Chandler Airport Center that was approved by the City Council in April 2005. The Chandler Airport Center Master Plan includes properties on both sides of Cooper Road south of the Loop 202 Santan Freeway. This master plan allows uses such as hotel, office, service retail, and freeway related retail uses.

Building 1 fronts onto Wright Drive and Building 2 fronts onto Germann Road. Building 1 is currently occupied by EDMC as South University and Building 2 remains completely vacant. The eastern facing building (Building 1) consists of approximately 46,846 s.f., and the southern

facing building (Building 2) consists of approximately 45,315 s.f. for a total of approximately 92,161 s.f.. Access to the subject property is provided via Germann Road along the south property line, Wright Drive along the east property line, and Yeager Drive along the north property line. Two rows of parking are provided in front of each building along the perimeter of the site with additional parking available behind each of the buildings. Building 1 has a north/south orientation and Building 2 has an east/west orientation. Both buildings are connected by a common courtyard area.

DETAILS OF THE PAD AMENDMENT REQUEST

As stated earlier, the site is fully improved and site work already existing. This request merely seeks to amend the existing Allred Chandler Airport Center II PAD to slightly expand the list of permitted uses to allow “athletic training facilities” and/or “family recreational/instructional” uses such as basketball, volleyball, baseball, gymnastics, rock climbing, cheering, bounce facilities, toddler gyms, and other similar uses for only Building 2. No other changes to any of the existing conditions, development standards, or zoning stipulations are being proposed.

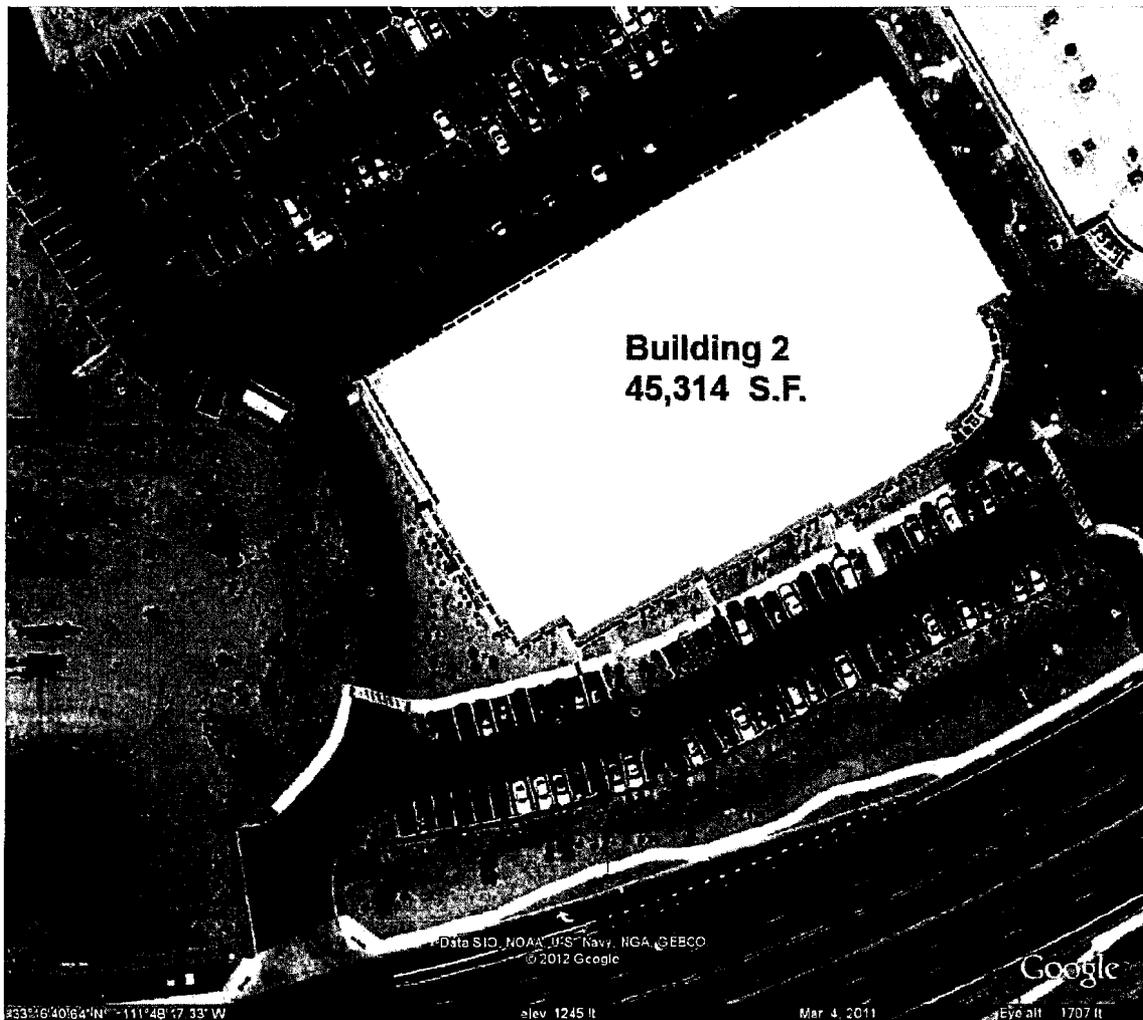
The purpose of this PAD amendment is to appropriately expand the list of permitted uses for the Allred property with uses that currently are not defined in the City’s Zoning Ordinance but which have been approved elsewhere in the City of Chandler with similar PAD zoning. Douglas Allred Company is requesting the additional uses to enhance the usability of the property and long term viability of this project. The uses proposed to be added to this PAD for this property are reasonable candidates for occupancy in this existing business park given its design, parking availability, the surrounding development character, and exposure to Germann Road and the Freeway.

The trend in Arizona and around the country has been to provide young athletes facilities where they can practice and improve their specific sport skill year round. Many of these athletes play high school sports and when that season is over they immediately enter into club sports or extensive training to hone their respective skills. Club sports are becoming an extremely important vehicle for young athletes who want to pursue their sport at a higher level including the collegiate level and beyond. For these reasons, clubs and specialty sport facilities have been looking for sites/buildings that provide nearby freeway access for convenient access, sites/buildings that are located in specific areas with high concentration of school children and buildings that provide additional height for operational characteristics. Volleyball, basketball, gymnastics, cheering and rock climbing uses all require specific additional building heights to accommodate the necessary equipment and large open floor area needed for that specific sport. In addition to extraordinary building height these type of uses also need wider column spans (or no columns) so that there is no column interference with the indoor courts, equipment/apparatus, and/or floor areas. The lack of building height and narrow column spacing make many vacant retail buildings non-candidates for these types of athletic endeavors.

One of the prospective tenants of the subject property, Performance Institute for Training & Therapy (“PITT”), is a sports performance training and rehab facility for sport injuries and will

Allred Chandler Airport Center II PAD Amendment

be leasing approximately 9,000 square feet within the Building 2 which faces Germann Road. The facility accommodates athletes of all ages and has been in existence in Chandler since 2008. PITT is a state of the art athletic performance training facility which focuses on helping individuals attain their fitness rehab goals. They are dedicated to providing the best performance/fitness training for all skill levels and ages to help in the developing of athletes, professional athletes, youth and adults. The training staff has certification in Strength and Conditioning areas. Attention is given to physical training and emotional development which is a requirement if an athlete is to achieve the highest level of competition. The individuals are taught: 1) sporting skills which are necessary to complete at the highest level; 2) the ability to strengthen their individual core; and 3) the nutritional requirements which are necessary for athletic excellence. This prospective tenant is attracted to this location because it provides good freeway access to draw from a larger area; has the necessary building height to accommodate the basketball and volleyball equipment; and is near approximately 28 schools in the surrounding area which will feed into this facility.



Relationship to Other Uses and Tenant/Owners in Allred Chandler Airport Center II

Based on the existing and anticipated uses in *Allred Chandler Airport Center II* and owing to the absence of facilities for large trucks, no traffic conflicts will result from this use. As indicated previously, the highest volumes of traffic generated by these uses occur during times when the other Center users are closed.

The proposed use for only Building 2 is reasonable in this existing commerce/business park given its general hours/days of operation, design, parking availability, the surrounding development character, and exposure to Germann Road and the Loop 202 Freeway. The existing uses in the area are accurately characterized as an eclectic mix of varied uses. These uses will add to and promote this diverse land use mix and offers opportunities to generate increased business opportunities for existing uses. Because *Allred Chandler Airport Center II* has access onto Germann Road the impacts to the surrounding area due to vehicular traffic will be indiscernible.

PARKING

The site currently provides 451 parking spaces (which is 4.9 parking spaces per 1,000 square feet of building) and is capable of expanding to 656 parking spaces based on previous approvals. The existing number of spaces on this site exceeds the number of spaces required for the existing and the proposed uses. The previous parking expansion (PDP10-0011) approval by the City Council in August 2012 allows for the vacant area in the site's northern portion for either a third building or additional parking. By developing the vacant area of the site with parking spaces an additional approximately 192 parking spaces (7.12 parking spaces per 1,000 square feet of building) can be provided. This supply of parking is more than sufficient for both the currently allowed uses and the proposed uses.

The City Code does not specifically address "Athlete Training Facility" or "Family Recreational/Instructional" uses. The applicant previously commissioned CivTech Traffic Engineers to analyze the parking demand of gymnastic/cheer facility and other similar uses to determine demand for their type of uses. The purpose of the study was to:

- Determine the parking required based on the City of Chandler *Code of Ordinances*;
- Determine the parking demand at similar existing facilities in order to develop actual parking rates for the desired land uses associated with the subject property;
- Complete an alternative parking analysis to estimate the parking demand of the proposed development utilizing the calculated parking rate for gymnastic/cheerleading facility and family recreational/instructional uses; and
- Discuss any discrepancies between the parking required and parking demand of the facility.

A previous parking study analyzed a gymnastic/cheer facility in addition to a broad range of family recreational/instructional uses on a number of days both during the week and on weekends. The key conclusion of the Civtech study was that none of the family recreational uses mentioned above needed parking higher than 2.4 spaces per 1,000 square feet during normal business hours between 8:00 a.m. and 5:00 p.m. The study found that these uses are primarily operational after five p.m. and on weekends i.e. when the typical business park uses are not on site. While weekday evenings, beginning at 6:00 p.m., certain uses require a higher parking ratio, when several of these uses are placed next to each other the peak parking required on a weekday they averages 3 spaces per 1,000 square feet which is below the current parking provided on site. As previously stated, the current site provides 4.9 parking spaces per 1,000 square feet of building and capable of expanding to 7.12 parking spaces per 1,000 square feet of building area. This peak demand occurs after 5:00 p.m. which allows additional parking surplus from adjacent warehouse uses which operate between the hours of 8:00 a.m. and 5:00 p.m.

The study was conducted in upscale business parks near Deer Valley Airport, Scottsdale Airpark and Falcon Field that were virtually identical to the one under consideration. In addition to the key finding that their recreational type uses generate low parking demand, the team from Civtech also observed several additional important points that address other previous issues raised by Staff:

- There were no children observed outside actual tenant suites without an adult present. No children were observed running through the business park and no children were unattended. The security of the children is one of the highest priorities of the owners of these types of facilities and for security and liability reasons the owner/operators of these recreational uses have strict internal controls which closely monitor the children and which require the parents to enter the facility and “sign out” the child before leaving the facility. Children are not allowed to leave the premises without a guardian.
- No long lines for drop-offs or pick-ups were observed. Parents coming to drop-off or pick-up children pulled into parking spaces and went into the tenant space rather than merely dropping off children in front of these premises.
- High utilization of the tenant suites did not produce high parking demand because parents and children often arrive together from several different families because of carpooling.
- Representatives of Phoenix, Scottsdale, Tempe & Mesa have all indicated that through actual experience that these family/recreational/instructional uses fit well into high quality, mixed use business parks like Red Rock Business Plaza.

The property is under single ownership and all building square footage will be or is leased. No portion of the development is subdivided nor is any part of it a condominium. There are no parking restrictions for tenants, customers, or guests. Tenants, customers and guests have the right to parking anywhere they choose unless specifically reserved parking spaces are assigned by the property owners as part of a lease agreement. Currently, no parking spaces are reserved.

There are 63 parking spaces immediately in front of Building 2 and 24 parking spaces immediately adjacent to the rear of Building 2. This is more than sufficient for the proposed use.

Since these use's peak times are in the early morning, evenings, and on weekends, when all the other businesses are closed, typically patrons will most probably park in front of the building. Due to the limited building square footage included in this request, the proposed use will not cause an imbalance in the amount of parking that has been provided for each building and therefore will not compromise the ability to lease any of the other spaces in the existing buildings.

USE OF RETAIL SPACE FOR THIS USE IS NOT PRACTICAL

This type of use cannot be accommodated in traditional shopping centers for a number of reasons. First of all, by its very nature, volleyball and basketball requires very high ceilings. Ceilings with a minimum of 25-feet in height are in fact required for volleyball. This ceiling height is not typically found in most retail shopping centers. Secondly, rents for a retail shopping center are virtually always too expensive for this type of use. Business parks such as the subject one are able to offer lower rental rates as compared to shopping centers rents. The expense of renting retail space could never be absorbed by the limited amount of clients. Lastly, retail centers have high parking demand at the same peak periods as this use and therefore parking might be problematic.

USES PROPOSED TO BE ADDED THROUGH PAD AMENDMENT

Athletic Training Facilities, including but not limited to uses such as basketball, volleyball, baseball, gymnastics, rock climbing, cheering and/or other sports related training facilities, and similar uses.

Family Recreational/Instructional, including but not limited to uses such as gymnastics, rock climbing, cheering, dance, karate, swimming, scuba, bounce facilities, toddler gyms, and other similar uses.

PROHIBITED USES

Uses that are not permitted continue to be any use that has unscreened outside storage of goods, materials and equipment, and/or outdoor processes including utility (public) storage yards.

NO CHANGES TO EXISTING PAD AND PDP STIPULATIONS

Except for the project name change and the proposed "athletic training facilities" and/or "family recreational/instructional" uses no other changes to any of the existing conditions, development

standards, project description, architecture, site improvements or zoning stipulations are proposed or necessary. The approved *Allred Chandler Airport Center II* PAD and the preliminary development plan for this property set forth development design guidelines that establish criteria for controlling quality and image levels and providing unifying elements for open space, retention, signage, lighting, landscaping, parking and design character.

CONCLUSION

Douglas Allred Company is merely seeking an amendment to slightly expand the list of permitted uses for this new development to allow “athletic training facilities” and/or “family recreational/instructional” uses such as basketball, volleyball, baseball, other sports related training facilities, gymnastics, rock climbing, cheering, bounce facilities, toddler gyms, and similar uses within only Building 2 on the property. For the reason listed in this narrative, there are very few options for user who need additional building height to accommodate these uses. These “athletic training facilities” and/or “family recreational/instructional” have certain operational requirements that are necessary to accommodate the respective sport. Locating these types of uses in shopping centers is not practical for the reasons enumerated herein. The additional proposed uses will take place entirely indoors. In sum, we believe that this is a proper land use which also has the enormous benefit of benefiting the City’s youth. Thank you for your consideration.

ORDINANCE NO. 4404

AN ORDINANCE OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE ZONING CODE AND MAP ATTACHED THERETO, BY REZONING A PARCEL FROM PAD TO PAD AMENDED (DVR12-0033 ALLRED CHANDLER AIRPORT CENTER II) LOCATED WITHIN THE CORPORATE LIMITS OF THE CITY OF CHANDLER, ARIZONA.

WHEREAS, application for rezoning involving certain property within the corporate limits of Chandler, Arizona, has been filed in accordance with Article XXVI of the Chandler Zoning Code; and

WHEREAS, the application has been published in a local newspaper with general circulation in the City of Chandler, giving fifteen (15) days notice of time, place and date of public hearing; and

WHEREAS, a notice of such hearing was posted on the property at least seven (7) days prior to said public hearing; and

WHEREAS, a public hearing was held by the Planning and Zoning Commission as required by the Zoning Code

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Chandler, Arizona, as follows:

SECTION I. Legal Description of Property:

See Attachment 'A'.

Said parcel is hereby rezoned from PAD to PAD Amended, subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit 7, Project Narrative, entitled "Allred Chandler Airport Center II", and kept on file in the City of Chandler Planning Division, in File No. DVR12-0033, except as modified by condition herein.
2. Compliance with conditions adopted by the City Council as Ordinance No.3673 in case DVR04-0037 CHANDLER AIRPORT CENTER and with cases PDP10-0011, and PDP06-0057, except as modified by condition.

LEGAL DESCRIPTION
CHANDLER AIRPORT CENTER, LOT 5A

LOT 5A, MINOR LAND DIVISION OF LOT 5A OF CHANDLER AIRPORT CENTER – PHASE 1,
ACCORDING TO BOOK 933 OF MAPS, PAGE 44, RECORDS OF MARICOPA COUNTY, ARIZONA