

#4

MAR 27 2014



MEMORANDUM **Transportation & Development – CC Memo No. 14-022**

DATE: MARCH 27, 2014

TO: MAYOR AND COUNCIL

THRU: RICH DLUGAS, CITY MANAGER *RD*
 MARSHA REED, ASSISTANT CITY MANAGER *MR*
 R.J. ZEDER, TRANSPORTATION & DEVELOPMENT DIRECTOR
 JEFF KURTZ, PLANNING ADMINISTRATOR *KA* *JK*
 KEVIN MAYO, PLANNING MANAGER *KA*

FROM: JODIE M. NOVAK, MEP, SENIOR CITY PLANNER *KN* *JN*

SUBJECT: DVR14-0008 OPUS CHANDLER AIRPORT CENTER PHASE I
 Introduction and Tentative Adoption of Ordinance No. 4531

Request: Rezoning from Planned Area Development (PAD) for general office and adult education to PAD for general office, adult education, and medical office

Location: 1850 E. Northrop Blvd., west of Cooper Road and south of the Loop 202 Santan Freeway

Applicant: Earl, Curley, & Lagarde; Stephen Earl

RECOMMENDATION

Upon finding the request to be consistent with the General Plan and Airpark Area Plan, Planning Commission and Planning Staff recommend approval of the PAD zoning amendment to allow medical office.

BACKGROUND

This property is part of a 245-acre master planned employment center near the Chandler Municipal Airport. The master plan, Chandler Airport Center, is located at the intersection of Cooper and Germann Roads and includes industrial, retail, and office land uses. Chandler Airport Center received conceptual Planned Area Development (PAD) zoning in April 2005, and several office and light industrial projects have developed including Panattoni, Hewson, and Opus. In May 2008, the subject site's PAD zoning was amended to allow adult education, Ottawa University, in the eastern Opus building. The subject site is located west of the northwest

corner of Cooper Road and Northrop Boulevard. The site backs up to the Loop 202 Santan Freeway.

This application proposes to amend the existing PAD zoning for one of the two office buildings constructed by Opus. The site is zoned PAD to allow general office use and adult education. The amendment would allow the addition of medical office use within the eastern Opus building up to 23,000 square feet. Ottawa University and CDW, a technology provider, occupy the most eastern building. Mayo Clinic intends to open a medical office in that same building. The application does not propose any changes to the building or site as previously approved through a PDP.

The Mayo Clinic medical office will occupy approximately 5,000 square feet with the potential for expansion. The doctor's office hours are approximately 8 a.m. to 5 p.m. Monday through Friday. Doctor's office hours occur prior to classroom hours for Ottawa University which typically are from 5 to 10 p.m. weekdays and 9 a.m. to 5 p.m. on Saturdays. CDW operates as a telephone-oriented sales and support business Monday through Friday 8 a.m. to 5 p.m.

The site provides appropriate parking for general office use, adult education, and the addition of medical office up to 23,000 square feet. General office's parking ratio is 1 space for each 250 square feet of building area and adult education uses are parked at 1 space for each 200 square feet of building area. Medical office parking is 1 space for each 150 square feet of building area. With the addition of medical office, the site provides a parking surplus of 99 spaces.

Building signage and multi-tenant monument signs were approved through the original PAD zoning and Comprehensive Sign Plan for Chandler Airport Center. Any signage for medical office would need to comply with the sign plan.

AIRPORT COMMISSION

The Zoning Administrator waived the need for a new Airport Conflicts Evaluation finding the addition of medical office is similar to and not more intense than existing general office and adult education uses. In 2008, the Airport Commission reviewed a prior zoning amendment to allow adult education in accordance with the Airport Conflicts Evaluation. The Airport Manager issued a conflicts evaluation report indicating that the Airport Commission found that the development request to allow Ottawa University did not constitute a conflict with the existing or planned airport uses.

DISCUSSION

Planning Commission and Planning Staff are of the opinion that amending the PAD zoning to allow medical office in addition to the already permitted general office and adult education uses within a single building at Chandler Airport Center is appropriate and compatible with the existing development. The medical office use occurs opposite of the adult education's evening and Saturday hours. The site provides the required parking to accommodate general office, adult education, and medical office. The medical office use compliments the mix of office, retail, and light industrial within the Chandler Airport Center master plan.

March 27, 2014

This request is specific to medical office occupying Opus' eastern building and occupying up to 23,000 square feet in accordance with meeting parking requirements.

PUBLIC / NEIGHBORHOOD NOTIFICATION

- The request was noticed in accordance with the requirements of the Chandler Zoning Code.
- A neighborhood notice was mailed February 27, 2014, in lieu of a meeting due to no residential property in the surrounding area.
- There have been no phone calls or correspondence about this request.
- At the time of the memo, Planning Staff is not aware of any opposition to this request.

PLANNING COMMISSION VOTE REPORT

In Favor: 6 Opposed: 0 Absent: 1 (Wastchak)

RECOMMENDED ACTION

Upon finding the zoning amendment request to be consistent with the General Plan, Planning Commission and Planning Staff recommend approval of the Rezoning subject to the following conditions:

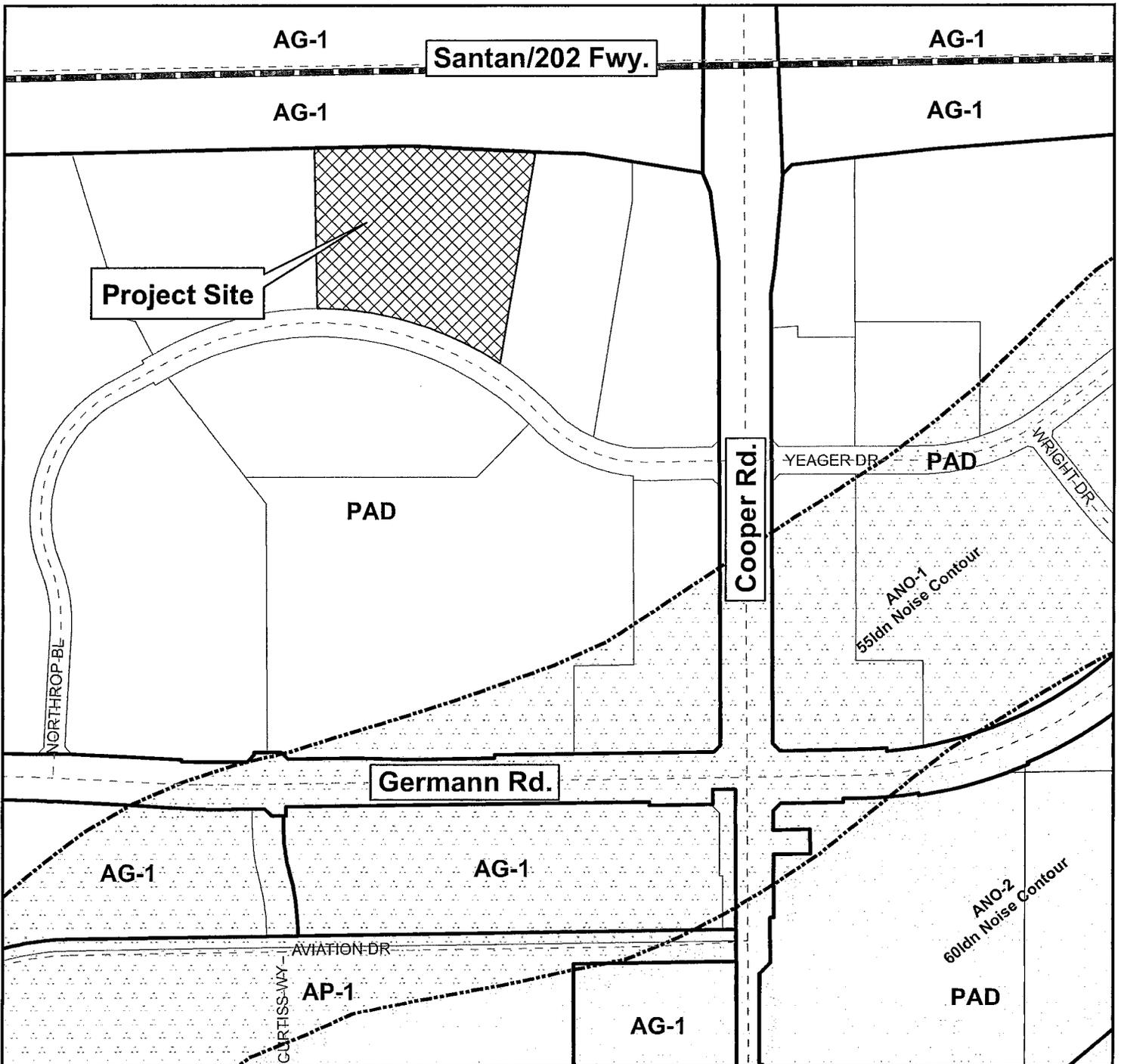
1. Development shall be in substantial conformance with Exhibit A, Narrative and Exhibit B, Site Plan entitled "OPUS Chandler Airport Center Phase I", kept on file in the City of Chandler Planning Division, in File No. DVR14-0008, except as modified by condition herein.
2. Compliance with the original stipulations adopted by the City Council as Ordinance 3673, in case DVR04-0037 Chandler Airport Center, except as modified by condition herein.

PROPOSED MOTION

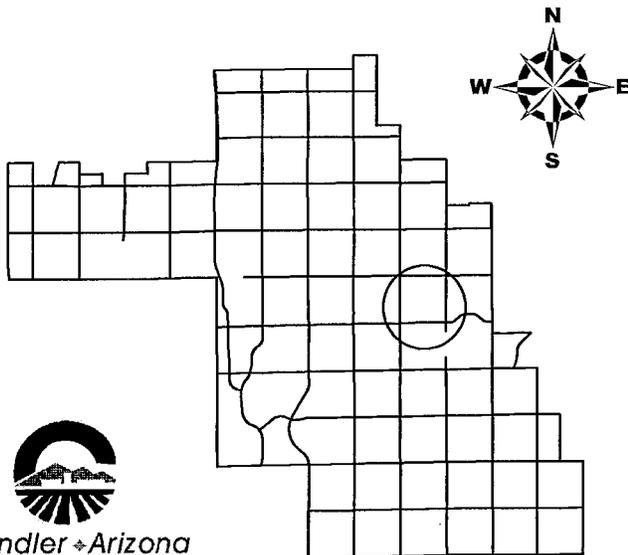
Move to introduce and tentatively adopt Ordinance No. 4531 approving Rezoning request DVR14-0008 OPUS CHANDLER AIRPORT CENTER PHASE I from Planned Area Development (PAD) for general office and adult education to PAD for general office, adult education, and medical office, subject to the conditions recommended by Planning Commission and Planning Staff.

Attachments

1. Vicinity Maps
2. Exhibit A, Narrative
3. Exhibit B, Site Plan
4. Original Ordinance No. 3673
5. Ordinance No. 4531



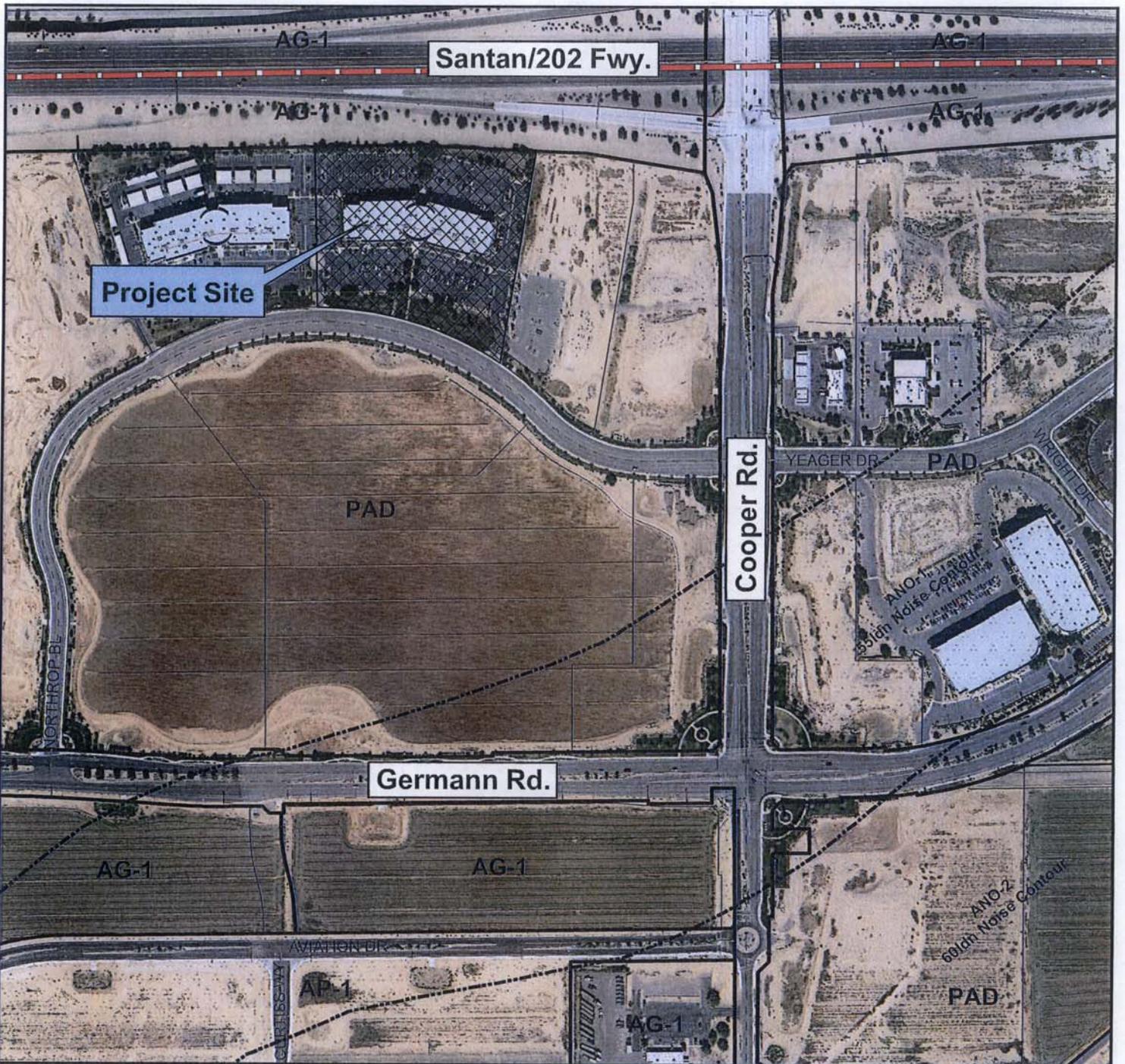
Vicinity Map



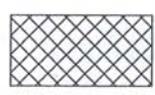
DVR14-0008

**OPUS Chandler Airport Center
Phase 1**





Vicinity Map



DVR14-0008

**OPUS Chandler Airport Center
Phase 1**



Proposed Amendment
to
Opus Chandler Airport Center Phase I
Request to Allow
Medical Offices
Within an
Existing Office Development

Application # DVR 14-0008



Prepared for:
Opus Real Estate AZ VII Chandler L.L.C.
10350 Bren Road West
Minnetonka, MN

Prepared by:
Earl Curley & Lagarde, P.C.
3101 North Central Avenue, Suite 1000
Phoenix, AZ 85012

February, 2014
Revised March 7, 2014

Ex. A

Chandler Airport Center PAD Amendment
Request to Medical Offices an Existing Office Development
Application # DVR 14-0008
February 2014
Revised March 7, 2014

Project Narrative

Introduction

The purpose of this Application is to add medical offices as a permitted use in the existing office building located at 1850 E. Northrop in Chandler Airport Center. This project was built and is owned by Opus Real Estate AZ VII Chandler L.L.C. and is located west of the southwest corner of Loop 202 and Cooper Road. Except for the addition of this single use, no other changes to any of the existing conditions, development standards, project description, architecture, site improvements or zoning stipulations are proposed or necessary. The owners simply have the opportunity to bring a satellite office for Mayo Clinic to the vacant space in the building and need to add medical offices to the allowed uses to accommodate this well-known tenant.

Nature of Amendment Being Requested:

Chandler Airport Center is composed of two mirror image Class A office buildings on separate parcels. This is the second amendment to the use list for this development. In 2008, an amendment was approved to add commercial schools and universities as a permitted use. In that application, Ottawa University (“Ottawa”) was the focus of the request. Ottawa is a non-profit liberal arts university level institution that specializes in the design and delivery of academic programs for adult learners and continues to be a tenant in the building.

This amendment would add medical offices as a permitted use and as noted above, Mayo Clinic is the focus of the request. Mayo Clinic currently has two satellite medical office locations; Glendale and Scottsdale and would like to add its third satellite office facility in Chandler. According to Mayo Clinic’s website, these satellite locations,

“...provide comprehensive care for individuals of all ages at facilities in Arrowhead (Glendale) and Thunderbird (Scottsdale). Family medicine specialists can take care of all of your family's health care needs, providing pediatric and adult/geriatric care.

Patients have one primary doctor, who provides the majority of their care and refers them to other Mayo medical and surgical specialists, as needed. Our doctors have expertise in all aspects of family-oriented care, including structure and dynamics, family development, family planning, pediatrics/child rearing, aging, end-of-life issues, counseling and education, nutrition and preventive care.

All members of a family are encouraged to have one Mayo family doctor coordinate all of their health care needs. When a patient wishes to be seen sooner than his or her doctor is available, an appointment can be scheduled with another doctor. Patients also have access to comprehensive laboratory testing and imaging (radiology) procedures on-site at Mayo facilities.”

Types of services and care would be similar to the other existing Mayo satellite clinics which include:

- Preventive care, health screenings and physical exams for people of all ages
 - Physical exams for sports, school and summer camp
 - Newborn and well-child care
 - Routine care for women, including Pap smears, pelvic and breast exams
 - Treatment of complex, long-term medical conditions, including diabetes and high blood pressure
 - Acute care for short-term illnesses
 - Treatment of minor injuries, such as lacerations, and casting and splinting for sprains and broken bones
 - Special procedures, minor surgery and exercise treadmill testing
 - Optometry
 - Anticoagulation Clinic
 - Lab services
 - X-ray, mammography and bone densitometry
 - Flu shots and other immunizations
- Two existing sites in Glendale and Scottsdale

The business environment of Chandler Airport Center, the high levels of education amongst adults throughout this general area and the convenient access to these freeway-oriented office buildings make this Mayo Clinic's preferred location for their medical office suite. Mayo Clinic will begin with approximately 5,000 sq. ft. but has plans to expand. No other family medicine practice would be allowed but specialty complimentary medical disciplines would be allowed.

Basis for Approval of Amendment

Chandler Airport Center has created a regional identity as a corporate office and business park, like the Cotton Center project in Phoenix or the Emerald Center project in Tempe. One of the fundamental goals of the initial zoning request was to maintain flexibility for uses in a quality mixed-use development driven by market demands and controlled by development standards. The narrative for the approved Chandler Airport Center PAD stated "initial development may target light industrial uses, which, as the employment base continues to expand in the southeast quadrant, will likely convert to office similar to use transitions in more central metropolitan parks." The overall master plan for this quadrant also includes office condominiums, industrial, and hotel uses.

Mayo Clinic's hours are slated to be 8:00 am to 5:00 pm Monday-Friday (except holidays). Ottawa conducts their education classes from 5 p.m. until 10 p.m. on weekdays and from 9 a.m. to 5 p.m. on Saturdays, to cater to working adults. Ottawa's hours of operation continue to be a perfect complement to the daytime activities of an office environment, including medical offices.

There is sufficient parking on-site for this level of medical uses. Currently, the City's parking requirement for office space is 1 sp./250 sq. ft which is less than the 1 sp./200 sq. ft. originally applied to the development when it was built. The amount of parking required for medical offices remains at 1 sp./150 sq. ft. (NOTE: The required parking for Ottawa remains at 1 sp./200 sq. ft.)

Overall, the parking required for this Phase 1 building is currently as follows:

- CDW (Office) 45,000 sq. ft. @ 1/250 sq. ft. = 180 sp.
- Ottawa (Office) 17,000 sq. ft. @ 1/200 sq. ft. = 85 sp.
- Mayo (Medical Office) 5,000 sq. ft. @ 1/150 sq. ft. = 33 sp.
- Remaining Vacant Space if devoted to Medical Office 23,000 sq. ft. @ 1/150 sq. ft. = 153 sp.
(worst case Pk. Req.) 90,000 sq. ft. Tot. Req. Pk. = 451 sp.
Tot. Prov. Pk. = 550 sp.
Pk.Surplus = 99 sp.

It is worth repeating here that in the PAD amendment to add the Ottawa use, we explained that the nature of Ottawa's parking demands were off-peak hours and therefore Ottawa's parking needs would be accommodated on-site without spilling over into adjacent properties or the public street. Moreover, since the 2008 PAD amendment to add commercial schools and universities, the Owner added a 95 space supplementary parking lot for another tenant who ended up not needing it.

In practice, parking is shared throughout the day so there is always sufficient parking on the site. Peak parking demand for office use is typically between 1 p.m. and 2 p.m. in the afternoon and diminishing significantly to its lowest point between 5 p.m. and 6 p.m. Ottawa University's office hours are from 7 a.m. to 6 p.m. and their hours of educational instruction begin at 5pm to 6:30pm and end at 10pm when the parking demand for office is at a low ebb.

No Changes to Existing PAD and PDP Stipulations

The approved Chandler Airport Center PAD (DVR04-0037) and the preliminary development plan for Opus Chandler Airport Center (Parcels 13A and 13B approved in Case PDP06-0018) set forth development design guidelines that establish criteria for controlling high quality appearances and of the project you see today. These guidelines also provide unifying elements for open space, retention, signage, lighting, landscaping, parking and design character. No changes are proposed to any of these elements or standards in conjunction with this Amendment.

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.

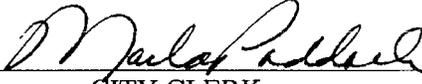
18. The developer acknowledges that the hangar portion of the buildings in the Airpark area will not be for aeronautical services to the public, and that a certificate of occupancy needs to be obtained before the hangar can be utilized. In addition, each development with intended aircraft hangar construction 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.

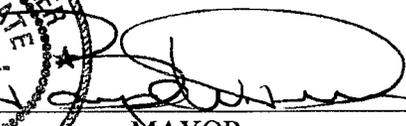
SECTION II. Except where provided, nothing contained herein shall be construed to be and abridgment of any other ordinance of the City of Chandler.

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

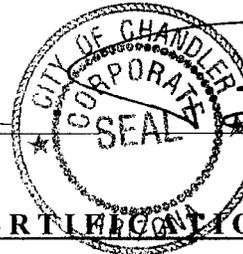


PASSED AND ADOPTED by the City Council this 28th day of April 2005.

ATTEST:


CITY CLERK


MAYOR

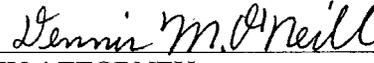


CERTIFICATION

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;

ORDINANCE NO. 4531

AN ORDINANCE OF THE CITY OF CHANDLER, ARIZONA, AMENDING THE ZONING CODE AND MAP ATTACHED THERETO, BY REZONING A PARCEL FROM PAD (GENERAL OFFICE AND ADULT EDUCATION) TO PAD (GENERAL OFFICE, ADULT EDUCATION, AND MEDICAL OFFICE) IN CASE (DVR14-0008 OPUS CHANDLER AIRPORT CENTER PHASE I) 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:

Lot 13B, Lot 13 of Chandler Airport Center – Phase 2 according to Bk 962 of Maps, Page 32, official records of Maricopa County, Arizona.

Said parcel is hereby rezoned from PAD (General Office and Adult Education) to PAD (General Office, Adult Education, and Medical Office), subject to the following conditions:

1. Development shall be in substantial conformance with Exhibit A, Narrative and Exhibit B, Site Plan entitled “OPUS Chandler Airport Center Phase I”, kept on file in the City of Chandler Planning Division, in File No. DVR14-0008, except as modified by condition herein.

