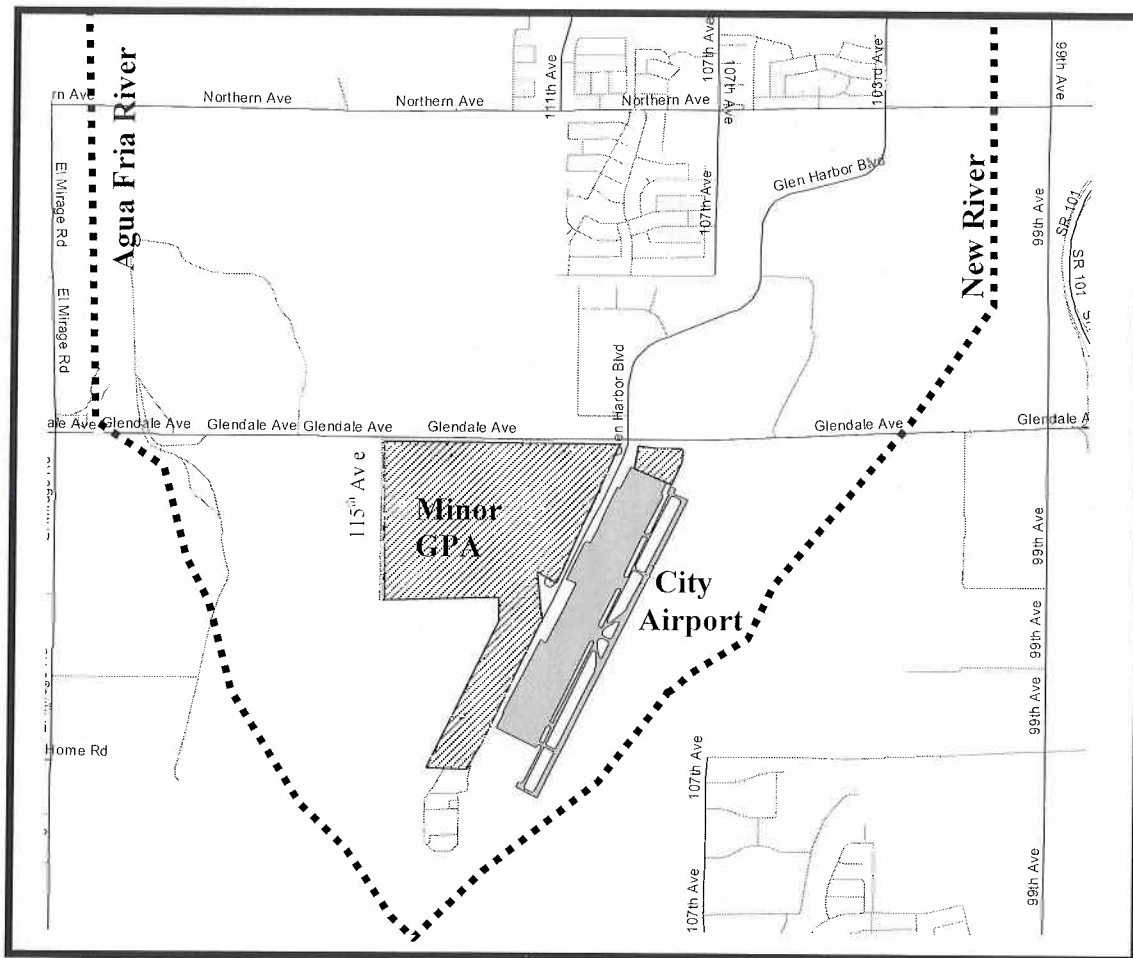


## JOHN F. LONG FAMILY REVOCABLE LIVING TRUST



### MINOR GENERAL PLAN AMENDMENT CITY OF GLENDALE, ARIZONA

11401 West Glendale Avenue  
Yucca District  
Case No. GPA08-09

Prepared by:  
Gammage & Burnham  
Two North Central Avenue, Floor 18  
Phoenix, AZ 85004  
Tel: 602-256-4422  
Fax: 602-256-4475

Contact: Stephen Anderson  
Job No. 2773-11

Submitted: November 17, 2008  
Revised: December 31, 2008; February 20, 2009 July 17, 2009, **Final August 21, 2009**

**PROJECT NARRATIVE  
COPPERWING AT GLENDALE AIRPORT PAD  
MINOR GENERAL PLAN AMENDMENT**

**Request:**

The purpose of this application is to request a Minor General Plan Amendment from Light Industry to Business Park for the approximate 217.5 acres of the master planned development called Copperwing at Glendale Airport (the "PAD").

**Location:**

The John F. Long Family Revocable Living Trust (the "Long family") owns 316.8 acres of undeveloped industrial property (the "Site") located at the southwest and southeast corner of Glendale Avenue and Glen Harbor Boulevard bounded by the Glendale Municipal Airport (the "Airport") to the east, 115<sup>th</sup> Avenue to the west, Glendale Avenue to the north, and the City West Area Reclamation Facility (the "WAWRF") to the south (see **Exhibit A**). The property is within the incorporated limits of the City of Glendale (the "City"). The areas generally west of 115<sup>th</sup> Avenue are within unincorporated Maricopa County.

**Existing Zoning and General Plan Designation:**

The Site has M-1, Light Industrial, zoning. It is designated Light Industry on both the City General Plan (see **Exhibit B**) and City Western Area Plan. The City Western Area Plan is a specific plan of the City General Plan for the area generally bounded by 83<sup>rd</sup> Avenue on the east, 115<sup>th</sup> Avenue on the west, Northern Avenue on the north, and Camelback Road on the south. The Site lies fully within this Western Area Plan along its western edge, and identifies the west side of Loop 101 as an employment center called the "Airpark Character Area." The target market for the Airpark Character Area includes a mix of business park development, office, airport, light manufacturing, and commercial land uses which is exactly what Copperwing at Glendale Airport will provide this area of the City. Also, the Future Western Area Land Use Plan categorizes Business Park and Light Industry as one type of use. This is likely because both uses complement one another. The Western Area Plan recognizes that to foster desired economic growth the City needs to encourage flexibility and variation in uses and design. This is precisely the reason the Western Area Plan requires approval of a Development Master Plan. Approval of the Development Master Plan with this PAD will ensure development of Copperwing at Glendale Airport is not piecemeal and includes basic site guidelines that support the goals of the Western Area Plan.

### **Vision/Objective:**

The Long family has owned the Site for over 40 years. It has been their vision for a master planned development of the entire Site with aviation-related uses and other non-aviation businesses that will benefit from the close proximity to the Airport. With the new development along the Loop 101 corridor and recent entitlement activity around the Airport and Loop 303 corridor, the Long family finds this an appropriate time to realize their vision for this Site. To that end, the Long family under a concurrent application is proposing a master planned development called Copperwing at Glendale Airport (the "PAD").

To respond to market conditions, the Long family requests to rezone 217.5 acres of the Site to PAD. Development of the 217.5 acres will occur in phases. The PAD will include approximately 79.5 acres of Planned Light Industrial development. Also, the PAD with 132.3 acres of Planned Business Park development will include commercial and retail. A concurrent application request, ZON08-14, was submitted in June 2008 to the City for this PAD. The remaining 99.3 acres will retain its Light Industry General Plan designation until such time there is a market for developing this property as a part of the PAD.

As part of the application process for Copperwing at Glendale Airport, the Long family proposes annexation for portions of the right-of-way along 115<sup>th</sup> Avenue and portions of Glendale Avenue west of 115<sup>th</sup> Avenue on behalf of the City. A concurrent application request for annexation accompanies this Minor General Plan Amendment for Copperwing at Glendale Airport.

### **Consistency with Existing Light Industry Designation:**

The City General Plan describes the Light Industry designation as one which will "provide areas for the development and perpetuation of light industrial activity involving light manufacturing, assembling, warehousing, and wholesale activities and the associated office space and support uses." It further states that the Industrial designations "are typically characterized as development that due to noise, smell, or some other special consideration are not appropriate for a Business Park." Except for a few minor clarifications, the Planned Light Industrial category of the PAD allows most of the traditional uses of the City M-1, Light Industrial, zoning district. These clarifications include allowing commercial aviation businesses, commercial kennels, animal shelters, and veterinary hospitals with outdoor boarding and exercise facilities. Although the Planned Light Industrial category is compatible to the Light Industry General Plan designation, at 79.5 acres, it makes up a smaller portion of the 219.5-acre PAD, requiring a Minor General Plan Amendment over the entire PAD.

## **Requested Change from Light Industry to Business Park Designation:**

The City General Plan describes the Business Park designation as one which will “provide for the development and accommodation of administrative and research industries, offices, and limited manufacturing and support services.” The Planned Business Park category of the PAD is a blend of the traditional uses of the City B-P, Business Park, zoning district together with some of the traditional uses of the City C-2, General Commercial, zoning district.

The Business Park designation is appropriate for the uses proposed in the PAD for several reasons. The allowable uses are traditional uses one finds in a business park zoning development. The mix of proposed uses will allow for varying scale and intensity of employment uses within a planned setting regulated by the PAD architectural and design standards. The City General Plan indicates that “Business Parks are intended to provide an efficient circulation system and reduce trip generation/vehicular traffic off-site by development and perpetuation of mixed-use activity within the project.” The inclusion of the service and retail uses typically found in the City C-2 District will achieve this desired mixed-use activity.

The Minor General Plan Amendment responds to a change in conditions from those that existed in 2002 or earlier when the City designated this Site as Light Industry. The Site adjoins 115<sup>th</sup> Avenue, which according to the City General Plan and City policies acted as the western reaches of the City as far as development planning for many years. However, not unlike the General Plan and rezoning changes along the Loop 101 corridor and the 2005 Major General Plan Amendment changing tracts of land along the Loop 303 corridor for Entertainment Mixed Use, the Site no longer falls under the conditions of that time or its anticipated development assumptions. Besides the long-standing sand and gravel, salt production, landfill, Airport, and other heavy industrial uses, development interest for the land between Luke Air Force base and Loop 101 is starting to take shape. Among these developments are:

1. The Glendale Public Safety Training Facility built in 2007. This use with its outdoor training activities is consistent with its Heavy Industry designation. However, the office component along Glendale Avenue is similar to a business park development. The proposed Planned Business Park uses of the PAD on the south side of Glendale Avenue will complement this Training Facility and the existing Glendale Airpark on the north side of Glendale Avenue. The proposed Business Park designation will provide a similar transition of business parks and commercial uses close to Glendale Avenue with light to heavy industrial uses further away from Glendale Avenue.
2. Rightpath Main Street approved in 2007. The General Plan designation of this 166-acre development located between Glendale Avenue and Maryland Avenue west of Loop 101 has a Business Park

