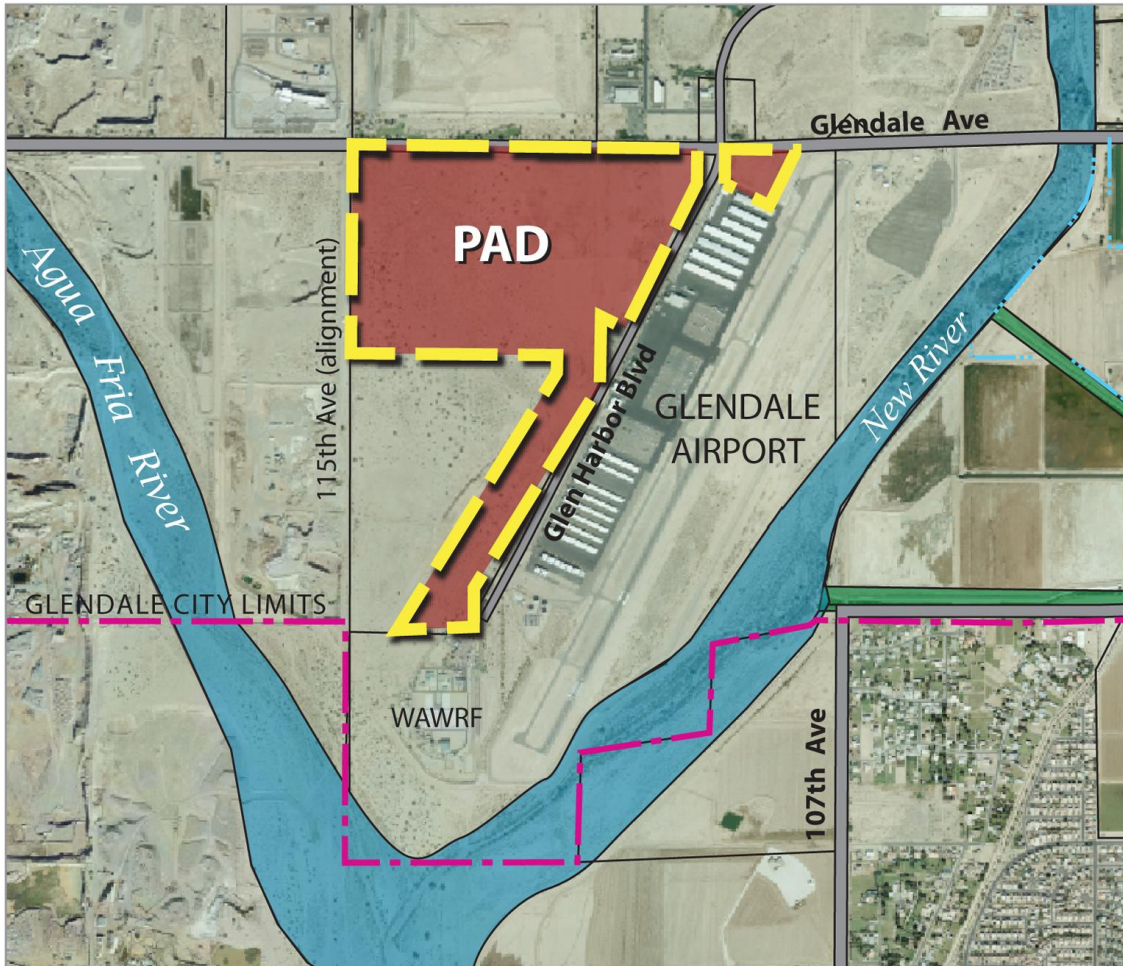




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AT GLENDALE AIRPORT
CITY OF GLENDALE, ARIZONA



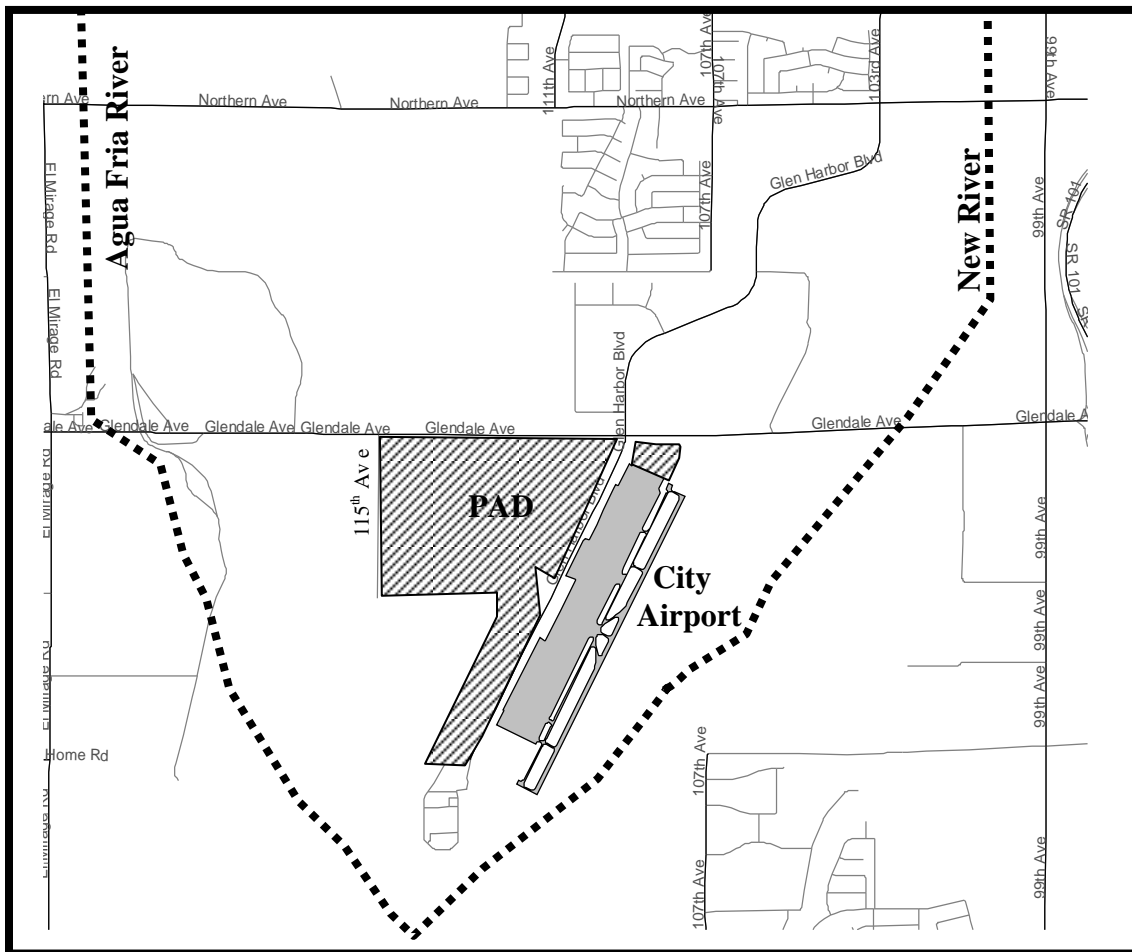
PLANNED AREA DEVELOPMENT

CASE # ZON08-14 & GPA 08-09, 11401 W. GLENDALE AVENUE

Submitted: June 27, 2008
Revised: September 5, 2008; November 19, 2008; December 31, 2008;
February 20, 2009; July 15, 2009
August 21, 2009 Final



JOHN F. LONG FAMILY REVOCABLE LIVING TRUST



PLANNED AREA DEVELOPMENT CITY OF GLENDALE, ARIZONA

11401 West Glendale Avenue
Yucca District
Case No. ZON08-14

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February 20, 2009, July 15, 2009, **Final August 21, 2009**

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Section 1 Introduction / Site Analysis

1.1 Request

The John F. Long Family Revocable Living Trust (the “Long family”) owns the undeveloped industrial property 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, 115th Avenue to the west, Glendale Avenue to the north, and the City West Area Water Reclamation Facility (the “WAWRF”) to the south. Attached is a vicinity map and legal description of the property (see **Exhibit A**). The property is within the incorporated limits of the City of Glendale (the “City”). However, the areas generally west of 115th Avenue and west of the property are within unincorporated Maricopa County. The site is approximately 316.8 acres and currently zoned M-1, Light Industrial as shown on the City Zoning Map (see **Exhibit B**).

The purpose of this application is to request a Planned Area Development Overlay on approximately 217.5 acres of the property pursuant to Section 5.900 of the City Zoning Ordinance to develop an airpark branded as Copperwing at Glendale Airport (the “PAD”). Included under a separate application, the Long family requests a concurrent request for a Minor General Plan Amendment from Light Industry to Business Park for the 217.5 acres of the PAD.

Copperwing at Glendale Airport will provide a master planned development that offers a variety of commercial, office, and light industrial uses, as well as an option for some specialty residential focused on occupants who have or operate aircraft. The PAD will include two distinct land use designations. The PAD Zoning Plan and initial Master Development Plan (see **Exhibit C**) provides 132.3 acres of Planned Business Park (the “Business Park”) located near Glendale Avenue and 79.5 acres of Planned Light Industrial (the “Light Industrial”) located along the southern portion of the site. Development will occur in multiple phases. As development occurs, parcels may be combined or reconfigured to accommodate different users.

1.2 Vision/Objective

The vision for this PAD began over 40 years ago when the Long family purchased this site adjoining the Airport. For the Long family, who has a long tradition and interest in the built-environment of the Glendale area, the challenge of this undeveloped land adjacent to the Airport is to transform it into a development that strengthens the economic impacts of the aviation activities at the Airport and the spin-off impacts in the form of jobs and spending that support the non-aviation businesses in a fiscally prudent manner, consistent with the Long family’s longstanding practices. That means identifying a reliable mechanism to finance the installation of necessary infrastructure without coming to the City for support or overwhelming the site with private debt.

The success in maximizing these economic impacts relies on development on and off the Airport. The City Airport focuses on aviation uses. These aviation uses include management, air charter services, training, aircraft rental, hangars for shading, and maintenance. Off the Airport, the City has its own vision. This includes designation to the west and around the Airport for employment-generating uses as industrial, manufacturing and business park developments that transition to more entertainment, corporate office and mixed use developments east of Loop 101. Development off the Airport began in 1989 with development of the 383-acres north of the Airport, the Glendale Business Park. However, it was not until after 1999 that the Glendale Business Park began to attract the attention of businesses like Serta Mattress and Coca Cola. More recently, entertainment and mixed use development has occurred east of Loop 101 with the University of Phoenix Stadium and mixed use development of West Gate leading the way. This success has seen areas between the Airport and Loop 101, originally envisioned for business park development, become planned for entertainment and mixed uses. This includes the Spring Training Facility and Main Street by Rightpath Limited Development Group.

The objective of this PAD is to provide a master planned development that because of its unique advantage adjoining the Airport and its large size can provide the light industrial employment envisioned along with aviation and non-aviation uses that will service the local business community and foster external economic revenue. The synergy is already in motion on the east side of Loop 101 between Northern Avenue and Camelback Road as an entertainment, retail, and urban residential hub. This PAD will provide the City the opportunity to foster the high quality commercial and industrial employment base envisioned on the west side of Loop 101. Some of the goals of this PAD to meet this objective include the following:

- Encourage development that is consistent with the Western Area Plan policies
- Create effective use of land and circulation systems.
- Encourage a mixture of commercial and office uses while enabling the use of light industrial uses.
- Encourage innovative development to ensure versatility.
- Conform to applicable building codes, including the 2006 IRC, IBC, IMC, UPC, 2005 NEC and 2003 IFC with City of Glendale amendments.
- Provide requirements and guidelines for development. Guidelines are statements that set forth general and not absolute expectations of the developer or the City, and supersede the City's Commercial Design Expectations.

1.3 General Plan and Other Area Plan Designations

The City General Plan designates the Site as Light Industry and it lies within the designated Western Growth Area (See **Exhibit D**). Bordering the property are predominately heavy industrial designations, including the sand and gravel operation on the west side of 115th Avenue designated Heavy Industry and the City Landfill and Airport designated as a Public Facility. North of the property along Glendale Avenue are areas designated Business Park, with portions of the intersection of Glen Harbor Boulevard and Glendale Avenue designated Planned Commercial. This PAD complies with the City General Plan in several ways.

- Consistency with the Light Industrial designation. At build-out, light industrial uses will cover approximately 178.8 acres and be the primary component of the 316.8-acre development. The PAD will provide the employment-generating uses proposed on this site.
- Minor General Plan Amendment. To address the business park development and commercial uses of the Business Park land use of the PAD, the Long family requests a Minor General Plan Amendment from Light Industry to Business Park for the 217.5 acres of the PAD. Details on the compliance to the General Plan and other Area Plan designations are available in the narrative for the Minor General Plan Amendment under a separate and concurrent application.

The City Western Area Plan is a specific plan for the area generally bounded by 83rd Avenue on the east, 115th Avenue on the west, Northern Avenue on the north, and Camelback Road on the south (see **Exhibit E**). The Long family site lies fully within this Area Plan along its western edge. The Future Land Use Plan identifies the site as Light Industry. This Area Plan identifies the west side of Loop 101 as an employment center called the “Airpark Character Area.” This PAD complies with this Area Plan in several ways.

- The target market for the Airpark Character Area includes a mix of business park development, office, airport, light manufacturing, and commercial land uses. This is exactly what the PAD will provide this area of the City.
- The Future 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 the Long property is not piecemeal and includes basic site guidelines that support the goals of the Western Area Plan.

- The Business Park designation at the intersection of Glen Harbor Boulevard and Glendale Avenue responds to the guideline of the Area Plan for development of high quality commercial near this intersection. Commercial and office uses near this intersection provide a better opportunity to incorporate pedestrian amenities and other design elements to create a strong corporate gateway.

1.4 Airport Master Plan

Except for the following, the ongoing City 2008 Airport Master Plan Study (the “Study”) does not directly address the site since it is not technically a part of the Airport. Under the Recommended Master Plan Concept, the Study shows hangar-related uses for the approximate 6.1 acres of the site east of Glen Harbor Boulevard. To best realize the employment and sales tax generating goals of the City, the PAD designates this property as Business Park for target uses of a commercial or office nature. This property has traditional prime frontage at the intersection of Glendale Avenue and Glen Harbor Boulevard leading into the adjoining Airport, providing optimal traffic flow for businesses to locate on this parcel. The Study indicates target uses at the Airport of aviation related services (such as corporate jet maintenance or instruction schools) and uses requiring access to airport users or facilities as a key element in their business (such as aircraft parts fabrication or custom distribution services). Although this PAD may include aviation-related uses, the target uses in the PAD will be manufacturing and assembly uses (such as precision component fabricators and food manufacturers) within the Light Industrial category. The target uses in the Business Park category will include research and product development, professional office, wholesale sales and distribution, and hospitality uses.

1.5 Existing Zoning

The existing zoning on the Long property is M-1, Light Industrial. With approximately 56-percent of the land area of the PAD designated for light industrial use, the majority of the Copperwing at Glendale Airport already complies with the entitled zoning. However, the Long family requests zoning for a PAD to develop a wider mix of generally less intensive industrial and commercial uses currently outside the M-1 permitted use categories. This PAD will encourage creative use of the site as an economic hub for both the City and national/global markets through the unique connection opportunities with the Airport.

1.6 Surrounding Properties

The proposed PAD is compatible to nearby existing and planned uses. The location of the Long property is in a highly industrialized and undeveloped area of the City (see **Exhibit F**).

The Airport adjoins the property to the east and southeast. The City owns approximately 407 acres of industrial land where the Airport sits. Access to the current facilities at the Airport is via Glen Harbor Boulevard. This street and approximate 120-

foot tall high voltage transmission lines run along the west side of the Airport property creating a man-made buffer between the Long property and the Airport. Except for a 100-space overflow parking lot and the 6.1-acre parcel at the intersection of Glendale Avenue and Glen Harbor Boulevard, all the existing and planned development on the Airport property will occur east and southeast of Glen Harbor Boulevard. This proximity to the Airport provides many opportunities for other uses in addition to the existing light industrial zoning on the property. In part, this is because the Airport has a limited amount of land to accommodate the direct aircraft-related capacity needs that may include, and is not limited to, extending the runway lengths using an Engineered Materials Arresting System, creating wider separation between the runway and taxiways, adding more taxiways, a replacement air traffic control tower, among other design elements related to the movement of aircraft that removes this land from employment and other revenue-producing uses.

The WAWRF exists to the south. It is on 80 acres, with the water treatment plant occupying approximately 15 acres. The proposed light industrial uses in the PAD that adjoin the WAWRF are compatible uses to the heavy industrial use of a public water treatment plant. Access to the WAWRF exists along Glen Harbor Boulevard. No disruption of this access will occur by approval of the PAD. The proximity to the WAWRF provides potential revenue opportunity for the City in providing reclaimed wastewater to certain industrial and business park users. Besides irrigation and aquifer recharge, reclaimed water opportunity exists in processes like plant wash down and operations requiring processing and cooling of water. The recent expansion of the WAWRF treatment capacity of 4.3 million gallons per day to 10 million gallons per day will accommodate the wastewater produced by this project.

Gravel Resources operates a sand and gravel operation on the 160 acres located to the west in unincorporated Maricopa County. This facility is a heavy industrial use with access via 115th Avenue. The City General Plan designates this use for Heavy Industry. With future operation and reclamation of the Gravel Resources site unknown, the PAD proposes to develop the land adjoining 115th Avenue at the south end of the PAD in later phases. This deferred development also relates to the projected ten year operation of the interim CEMEX sand and gravel facility the Long family proposes under the concurrent Special Use District application.

The City operates a landfill on approximately 388 acres north of the site across Glendale Avenue. It is the dominant visual feature of the area, taller and more massive than any other object in the area. Although no specific plans exist for reclamation of the landfill due to its long lifecycle, we envision no conflicts between the proposed PAD and the landfill or its future reuse. In addition, no conflicts are apparent between the PAD and the City's new Public Safety Training Facility west of the landfill. The Glendale Avenue right-of-way at 130 feet in width will amply buffer both uses from the Long property and potential nuisances.

In addition to the business park development on the Airport, two proposed developments are near the site. The Main Street PAD will be located on approximately 166 acres bounded by Glendale Avenue, New River, Bethany Home Road, and Loop 101. It is a mixed use project for retail, entertainment, golf course, residential and

lodging with allowable heights between 120 to 150 feet compared to this PAD's maximum height of 60 feet. At about a third of a mile and more away from the Site, no conflicts are apparent. If anything, this PAD will provide employment opportunities for residents and potential business services for this development. The Glendale Spring Training Facility will be located south of the Airport off Camelback Road approximately a third of a mile southeast of the Site. It will contain training facilities for the Los Angeles Dodgers and Chicago White Sox that will occupy a large percentage of the land area. However, future plans may include residential, hotel with 18-hole golf course, and retail development. Again, there are no apparent conflicts as the City sewer plant, New River, and the Airport buffer this training facility from the Long property.

Luke Air Force Base, at over 1200 acres, is approximately three miles to the west of the Long property. With Glendale Avenue being the main east route into the base and having a large amount of drive-by traffic as evidenced by the City traffic count data (see **Exhibit G**); this provides a strong customer base to support the commercial and office component of the PAD.

No homeowner associations or neighborhood groups are near the Long property. The large expanse of adjacent industrial uses and the confluence of the intermittent Agua Fria and New River further south of the property buffer this site from the existing residential uses. The nearest existing residential developments of Country Meadows Unit 9 to the northeast and Thoroughbred Farms to the southeast are each approximately one half of a mile or more away from the PAD site. Wigwam Creek North to the southwest is one mile from the PAD site. This isolation from residential uses is another key geographic advantage of this site.

Section 2 Land Use Categories

2.1 Purpose

The PAD will establish commercial and industrial employment areas to support the goals of the City's Western Area Plan. The Master Development Plan will encourage employment generating uses and promote opportunity for increased revenue generation for the airpark businesses and the Airport. Located west and east between Luke Air Force Base and the City Municipal Airport respectively, the design intent is to transition higher employment density uses north closer to Glendale Avenue. This PAD will allow for flexibility in the types of uses because, except for a small portion of the PAD located east of Glen Harbor Boulevard, the site is outside the 65 decibel and higher noise contours that restrict certain uses or require sound attenuation measures.

There are two land use categories proposed within the PAD: Business Park and Light Industrial. **Table 1**, Land Use Summary depicts the percentage of each land use category to the total area for the project.

Table 1: PAD Land Use Summary

Land Use Category	Gross Acreage	Percentage of total Area
Business Park	132.3	61%
Light Industrial	79.5	37%
Right-of-way	5.7	2%
Totals	217.5	100%

2.2 General Requirements

2.2.1 Health and Safety

- A. Uses or operations of products shall be permitted unless such uses are or may become obnoxious or offensive by reason of the emission of odor, dust, smoke, noise, gas fumes, cinders, vibrations, glare, refuse, or air or water pollution. Applicable mitigation measures will be taken to avoid any of the above nuisances which may negatively affect the safety of aircraft operation at the City Municipal Airport and Luke Air Force Base.
- B. No use shall result in the discharge of any waste materials to any water course, dry wells, storm sewers, or ditch.
- C. No use shall result in the creation of traffic hazards for undue congestion of any public street.

- D. No use shall create a physical hazard by reason of fire, explosions, or use of radioactive materials or any similar cause of property in the same or adjacent properties.
- E. Explosive or hazardous processes require approval by Glendale Fire Department that all manufacturing, storage, and waste processes meet all safety and environmental standards as administered by the department.

2.2.2 Visibility

- A. All uses shall be conducted within an enclosed building unless otherwise permitted. Outside storage of materials and equipment related to the primary activity is permitted provided that the outside storage area is screened by a wall pursuant to this PAD.

2.2.3 Other

- A. Any use or uses within the PAD are allowable on utility easements, including the 460-foot wide electric transmission line easement, within the PAD in accordance with applicable health and safety provisions.
- B. Dining, hospitality, or other related businesses within the PAD may obtain a liquor license pursuant to City of Glendale and State of Arizona requirements.

2.3 Business Park

2.3.1 Purpose

The Business Park category will target administrative and research industries; offices; light manufacturing; associated warehousing, distribution, and assembly uses; and a variety of commercial/office support services. It is anticipated that many of the types of businesses may relate to construction due to the large undeveloped residential and industrial designated areas west of Loop 101. These businesses may include wholesale and retail sales to contractors and the general public. Closer to Glendale Avenue, this category will target a spectrum of consumer needs, including supportive uses (i.e. restaurants, hotels, real estate offices, etc.). The uses within this category will primarily respond to the needs generated by the nearby Airport, Glen-Harbor Airpark, heavy industrial businesses, Luke Air Force Base, and commuting traffic along Glendale Avenue.

The intent of this category is to accommodate integrated or freestanding uses within an enclosed building. Uses related to consumer needs will be oriented to the major street frontages, primarily Glendale Avenue, Glen Harbor Boulevard, and major internal streets within the PAD.

2.3.2 Permitted Uses

- A. Offices for professional, administrative, clerical, financial, medical, or other business or professional services.
- B. Laboratories for research and product development.
- C. Medical and dental clinics and laboratories.
- D. Manufacturing or assembly of finished products, so long as the primary use of the property is not the basic processing and compounding of raw materials.
- E. Motion picture production, recording studios, radio and television broadcast studios, but not including transmitter towers.
- F. Health clubs, including gymnasiums, indoor pool, sauna, spa or hot tub facilities, racquetball, handball and other similar indoor sports activities.
- G. Commercial, trade, or business schools.
- H. Full service restaurants.
- I. Financial institutions.
- J. Business support services.
- K. Child care center.
- L. Hospitality Uses, including motels or hotels including conference or convention facilities, full service restaurants, bar or cocktail lounge, live entertainment, and related retail and service uses incidental thereto.
- M. Wholesale sales and distribution of finished goods.
- N. Outdoor sales and displays when the products and services are customary, accessory, and incidental to those sold and displayed in a primary business being conducted in a permanent building on the property. No outdoor sales or display shall interfere with pedestrian access ways, fire lanes, required parking spaces, driveways, landscape areas, or traffic visibility at driveway entries and street intersections.
- O. Manufacturing, compounding, processing or treatment of products incidental to a retail store or business, and where all such completed products are sold at retail on the premises.
- P. Retail stores:
 - 1. General merchandising, including variety and specialty stores.
 - 2. Food.

3. Apparel and accessories.
4. Home and office furnishings.
5. Hardware stores.

Q. Personal Services.

1. Small appliance repair shops for computer and office equipment.
2. Laundry, cleaning, and dry-cleaning establishments, limited as follows:
 - a. Maximum of one thousand (1,000) square feet of floor area to be occupied by or devoted to machinery to be used for laundry, cleaning, dyeing, and finishing work.
 - b. Retail service to individual customers only and no wholesaling of any commodity or service shall be permitted.

R. Automotive rental offices, including related on-site storage of rental cars.

2.3.3 Uses Subject to a Conditional Use Permit

- A. Self-storage facilities, for storage purposes only.
- B. Automobile, boat, motorcycle, and recreational vehicle dealerships.
- C. Single-user monopole wireless communication facilities.
- D. Wireless communication facilities-alternative design tower.
- E. Convenience uses.
 1. No more than five (5) convenience uses shall be allowed in the PAD.
 2. Convenience uses are commercial activities, which have relatively high traffic generation compared to other commercial uses. A use is designated as a "convenience use" if the method of operation includes one (1) or more of the following characteristics:
 - a. Retail gasoline is sold.
 - b. The primary business is the sale of food or drink for consumption, either on or off premises, over a counter, or from an outdoor service window or automobile drive-thru service window. Of the food or drink sold, at least 20 percent is in disposable, carry out, or edible containers.

- c. Stores less than seven thousand five hundred (7,500) square feet where food and drink is sold primarily for consumption off premises, as in fast food restaurants.
 - d. Car washes (self-service and/or automated).
 - e. Any commercial use with service designed to be accessed by occupants of a vehicle, including uses with a drive-thru window.
- 3. No stand alone retail gasoline sales or car washes shall be permitted. These uses are allowable only with convenience stores.
 - 4. Drive-thru service windows shall be on the internal side of convenience uses and architecturally integrated into the building.
 - 5. All site walls, screen walls or pump island canopies and other outdoor covered areas shall be architecturally integrated with the building by using similar material, color and detailing.
 - 6. Convenience uses shall share similar design elements to reflect the character of nearby buildings within the PAD. This may include landscaping, architectural features, form, material, and color.

2.3.4 Prohibited Uses

- A. Small appliance repair, except shops for the repair of computer or office equipment.
- B. Veterinary clinics.

2.4 Light Industrial

2.4.1 Purpose

The Light Industrial category will target industries involving light manufacturing, assembling, warehousing, distribution services, and wholesale activities of medium intensity compatible with adjacent properties. Uses may include aeronautical, agricultural, military, and other similar types of sales, manufacturing and services. Aeronautical uses may include manufacturing, whole aircraft and parts distributing, aircraft parts rebuilding/servicing, flight school offices, and similar operations. As in the Business Park category, this land use may include accessory wholesale and retail sales and commercial/office support services. The category allows manufacturing or assembly of finished products so long as the primary use of the property is not the basic processing and compounding of raw materials.

2.4.2 Permitted Uses

- A. Manufacturing and Assembly.
 - 1. Food processing and kindred products, except: fish canning and curing, meat products, and rendering or refining of fats and oils.
 - 2. Textile mill products not including dyeing or finishing.
 - 3. Leather and leather products.
 - 4. Stone, clay and glass products.
 - 5. Fabricated metal products.
 - 6. Machinery.
 - 7. Electrical machinery, equipment, and supplies.
 - 8. Transportation equipment.
 - 9. Wood products, finished.
- B. Non-Manufacturing.
 - 1. Wholesalers, except those involving explosives, fowl, fish, or seafood.
 - 2. Lumber and building material yards.
 - 3. Contract construction.
 - 4. Trucking and warehousing.
 - 5. Recycling centers or automated collection center.
 - 6. Recreational vehicle storage facilities.
 - 7. Laundry, dry cleaning, and dyeing establishments, retail or wholesale, including bulk storage.
- C. Support.
 - 1. Administrative offices directly related to a permitted use.
 - 2. Full service restaurants.
 - 3. Business Support Services- office supply, photocopy, and delivery services.
 - 4. Trade or business schools.
- D. Outdoor sales and displays when the products and services are customary, accessory, and incidental to those sold and displayed in a primary business being conducted in a permanent building on the property. No outdoor sales or display shall interfere with pedestrian access ways, fire lanes, required parking spaces, driveways, landscape areas, or traffic visibility at driveway entries and street intersections.

- E. Commercial aviation businesses such as aircraft repair, aircraft sales and service, and air charter services.
- F. Retail showrooms and design and furnishing centers.
- G. Commercial kennels, animal shelters, and veterinary hospitals with outdoor boarding or exercise facilities.

2.4.3 Uses Subject to a Conditional Use Permit

- A. Single-user monopole wireless communication facilities.
- B. Wireless communication facilities-alternative design tower.

2.5 Uses Subject to Conditions within all Districts

2.5.1 Live entertainment facilities which include music by more than one musician, or dancing included as part of a Hospitality or Restaurant Use within Business Park.

- A. The dance floor may not exceed one-eighth (1/8) of the total floor area.
- B. No adult entertainment uses permitted.
- C. The closing time of the dance floor shall be simultaneous with the closing of the bar or cocktail lounge.

2.5.2 Temporary office and construction trailers, subject to administrative review by the City of Glendale Planning Department.

2.5.3 Wireless Communication Facilities.

- A. General Provisions to all wireless communication facilities.
 1. The facility shall have an identification plaque no larger than twelve (12) inches by twelve (12) inches permanently affixed which clearly identifies the name, address, and emergency phone number of the provider.
 2. The minimum setbacks for the zoning district shall apply to all towers, equipment shelters, and accessory buildings. The dimensions of the entire lot or parcel shall apply and not the dimensions of the leased area.
 3. Adequate screening from off-site views shall be required at the time of Design Review
 4. Any monopole, tower, or alternative tower structure which is not used for six (6) months shall be removed by the property owner. The removal shall occur within ninety (90) days of the end of such six (6) month period. If the alternative tower structure includes an

extension or replacement of the original structure, the structure shall be returned to the original height and condition.

5. All monopoles and alternative design towers shall obtain a Conditional Use Permit from the City of Glendale.

B. Building mounted antennas.

1. Antennas shall not extend above the height of the wall on which they are located or integrated.
2. Antennas shall not project more than 12 inches from the existing building wall.
3. Equipment shelters may locate on the building roof if screened from view of surrounding properties.

C. Rooftop mounted antennas.

1. Antennas shall not extend above more than ten feet above the existing building height.
2. Antenna array scale and visibility shall be minimized.
3. Equipment shelters may locate on the building roof if screened from view of surrounding properties.

D. Alternative tower structure, including mounted antennas which utilize existing light pole or electric utility pole.

1. Maximum additional height permitted by extension of an existing pole or by replacement pole is 15 feet.
2. Maximum increase in pole diameter from the existing pole by the replacement pole is 50 percent.
3. Maximum width of the antenna array shall be four feet.
4. The related equipment shelter must be located on property developed for non-residential use or in public right-of-way subject to approval of the City of Glendale Engineer or designee.

E. Monopoles.

1. Monopoles must be separated by a minimum distance of one-quarter (1/4) mile from any other monopole.
2. Monopoles must be setback from Glendale Avenue a minimum of 150 feet.
3. Monopole towers and antennas shall not be illuminated or display warning lights unless required by the Federal Aviation Administration or other federal or state authority.

4. Any access road to a monopole site shall be paved.
5. One paved parking space shall be provided on site unless otherwise provided on adjacent property.
6. Unless otherwise approved, single user monopoles shall not exceed a height of 65 feet and monopoles designed for co-location shall not exceed a height of 80 feet.
7. All monopoles over 65 feet in height shall be constructed to allow for collocation by other wireless providers.

2.6 Allowable Accessory Uses within all Districts

- Uses which are customary and incidental to the principal use of the property.
- Amateur radio tower.
- Satellite earth station.
- Fences and walls, including screened outside storage.

2.7 Prohibited Uses within all Districts

- Billboards.
- Adult businesses.
- Tattoo parlors and piercing establishments.
- Check cashing or deferred presentment establishments.
- Pawn shops.
- Commercial parking lots or long term storage lots.
- Shelter-care facilities.
- Thrift stores.
- Lodges or fraternal organizations.
- Billiard halls.
- Private recreational clubs.
- Automotive maintenance or repair.
- Plant nurseries.
- Emergency medical care facility twenty-four (24) hour operations.
- Seasonal Sales.

- Churches.
- Nursing Homes.
- Any single retail use that is greater than seventy-five thousand (75,000) square feet of gross floor area.
- Appliance, furniture, and household equipment rentals.
- Bar or cocktail lounge, live entertainment, and barbershops and beauty salons not incidental with a hospitality use.
- Mortuaries.
- Residential.

Section 3 Development Standards

The development standards for each of the land use categories establish the best balance between the needs of the specific industries and the compatibility with adjacent properties, City Zoning Ordinance, and Western Area Plan. **Table 2** provides the development standards for the PAD.

Table 2: PAD Development Standards

Development Standards	Business Park	Light Industrial
Minimum Net Lot Area	half acre	half acre
Maximum Lot Area, Width, and Depth	Not Applicable	Not Applicable
Minimum Building Setback		
Front Setback	25 feet	25 feet
Rear Setback	15 feet	15 feet
Side Setback	15 feet	15 feet
Street Side Setback	25 feet	25 feet
Maximum Structure Height (1)(2)	60 feet 5 stories	60 feet 5 stories
Maximum Floor Area Ratio (FAR)	0.5	0.5
Minimum Distance Between Structures	Per City of Glendale Building and Fire Codes	Per City of Glendale Building and Fire Codes
Minimum Open Space/ On-Site Landscaping (3)	20%	10%(4)
Minimum Landscape Setback (5)	25' along Glendale Avenue; 20' along Glen Harbor Boulevard; 10' along all other streets	25' along Glendale Avenue; 20' along Glen Harbor Boulevard; 10' along all other streets

(1) Maximum height is the vertical distance measured from the finished grade level to the highest level of the building exclusive of elevator /stair penthouses when not on the perimeter face of the building, mechanical screening devices, vegetation, mechanical equipment, and portions of the structure related to identification of hazards to aircraft.

(2) As may be applicable by the Federal Aviation Administration (FAA) regulations, an FAA Determination of No Hazard related to the maximum height of a proposed structure shall be obtained prior to the City of Glendale issuing a building permit or construction of such structure. Nothing herein prohibits the developer from obtaining such FAA approval for all or part of the PAD. It is also understood that the FAA will not require approval for structures under a certain height.

(3) As a percentage of total net area.

- (4) For all development within the Light Industrial category, landscaped areas shall be provided on the site in an amount equal to or greater than 10% of the ground floor area of all buildings, or 5% of the net site area, whichever is greater.
- (5) Landscape setbacks shall be measured from the property line that may only be broken by driveways, project monument signage, project entry features, screen walls and other utility or traffic improvements customarily located adjacent to a street. No parking shall be permitted within this area.

Section 4 Parking

4.1 Purpose

The various uses within the PAD will provide adequate parking to meet the needs of the employees and business patrons. Parking lot design will follow traditional City approaches for the office or commercial businesses geared to consumer needs, including minimizing excess unused parking areas and reducing the scale of parking areas through landscaping and by breaking these areas into smaller areas. However, for the other uses within the PAD, parking lot design will factor in the unique operational characteristics for these uses. This may include the need for larger parking and drive areas to accommodate the wide turning radius for semi-trucks and related equipment, the greater spacing of landscaping or lighting within and along the perimeter of these areas to maintain safe clearances and visibility, among others.

4.2 General Requirements

- 4.2.1** Each parking space shall be at least ten feet wide and 20 feet deep, except that parking spaces at an angle of 60 degrees or less may be nine feet wide. Of the parking spaces ten feet wide and 20 feet deep, two feet maximum may overhang onto on-site landscaped areas or on-site sidewalks if bumper curbs are provided. The sidewalk should be wide enough to maintain a minimum four foot clear walkway. In addition, compact parking spaces measuring no smaller than 8.5 feet wide by 18 feet may be allowable provided these spaces are located in the lowest use areas of the site, as along the perimeter, and make up no more than five percent of the required number of parking spaces.
- 4.2.2** Unless otherwise noted in this PAD, all parking areas shall comply with the City Engineering Design Guidelines.
- 4.2.3** All parking spaces and driveway areas serving such parking spaces shall be surfaced with concrete, asphalt, paving blocks, or other approved surface by the City Engineer.
- 4.2.4** Required parking shall be provided on-site or on contiguous lots.
- 4.2.5** No part of any vehicle may overhang into a public sidewalk or within five feet of a street curb where no sidewalk exists.
- 4.2.6** Landscaping and screening of parking lots shall be in accordance to this PAD.
- 4.2.7** Parking lots shall be designed in groupings no larger than 200 spaces, with groupings up to 350 spaces if approved by the City Planning Director, or designee. Larger lots shall be divided by buildings, plazas, landscape features or pedestrian amenities.

- 4.2.8** Convenience uses having a vehicle pick up window shall provide a drive-thru lane with a minimum storage for six vehicles at 20 feet per vehicle. A pharmacy related drive-thru lane shall provide a drive-thru lane with a minimum storage for three vehicles at 20 feet per vehicle. The drive-thru lane shall not encroach upon or block driveways parking spaces.
- 4.2.9** Parking reductions related to transit, shared parking, or other similar circumstances may be allowable based on a professional parking study prepared by a registered engineer and approved by the City Planning Director or designee.
- 4.2.10** Canopy or shade-type parking structures are allowable. These structures shall be finished with colors that match or complement the buildings on the site.

4.3 Parking Requirements by Use

- 4.3.1** Manufacturing, assembly wholesale, warehouse uses shall require a minimum of one parking space per 600 square feet. Any associated office or retail for these uses shall require a minimum of one parking space per 250 square feet.
- 4.3.2** Hospitality uses shall require a minimum of one parking space per room, with associated uses as restaurant and meeting rooms at a minimum of one parking space per 200 square feet.
- 4.3.3** All other uses a minimum of one parking space per 250 square feet.

Section 5 Outdoor Lighting

5.1 Purpose

Outdoor lighting within the PAD is to incorporate lighting where it is essential for circulation and safety as in providing higher light structures for drives and lower structures near parking spaces and pedestrian areas, with thoughtful placement to maximize visual interest for more aesthetic purposes as in accenting architectural features and landscape.

5.2 Requirements

- 5.2.1** Parking lot light fixtures shall not exceed a height of 25 feet, including the pole and base.
- 5.2.2** Outdoor lighting fixtures shall be fully shielded, except for the following:
 - A. Fluorescent type lamp fixtures used to illuminate outdoor advertising signs mounted at the top of the sign structure may be partially shielded.
 - B. Low pressure sodium fixtures.
 - C. Incandescent fixtures of 150 watts or less, or other lamp sources 70 watts or less, excluding tungsten halogen lamps.
- 5.2.3** Lighting shall be directed downward to minimize glare onto adjoining properties, public streets, or potential interference with aircraft operation in the area, except indirect lighting used to illuminate landscaping, buildings and architectural features provided such lighting is properly shielded or of a low wattage.
- 5.2.4** Design of the outdoor lighting fixtures shall complement the architecture of the building.
- 5.2.5** Unless otherwise noted in this PAD, all lighting shall meet the City of Glendale Outdoor Light Control Ordinance.

Section 6 Screening, Walls and Fences

6.1 Purpose

The intent is to encourage visual openness without the use of walls or fences. However, based on the predominantly heavy commercial and industrial nature of the PAD, walls and fences will be necessary for safety, security and screening.

6.2 Requirements

- 6.2.1** Any wall or fence exceeding six feet in height requires approval of fence construction plans with the City to ensure structural stability.
- 6.2.2** Screening shall be established from primary lines of site (i.e. freeways, streets, primary entry drives and common amenity areas).
- 6.2.3** Unless designed as part of any designated outdoor storage or loading/unloading areas or service bays, perimeter walls are allowable to a height of six feet or less.
- 6.2.4** Mechanical and Related Equipment
 - A. All mechanical structures and appurtenances shall be screened from view by an earth berm, wall, landscaping, or any combination thereof.
 - B. Screening shall be provided for all exterior components of plumbing, processing, heat, cooling and ventilation systems preventing lines of site from adjacent buildings.
 - C. Roof mounted units shall be screened.
- 6.2.5** Refuse Collection
 - D. All refuse enclosures shall comply with the standard detail of this PAD (see **Exhibit H**) and be a minimum of six feet in height.
 - E. All refuse from any site shall be accumulated in an approved container provided by the City of Glendale or a licensed refuse company.
 - F. Refuse collection areas shall be located on the site where it is least visible to the public.
 - G. No refuse collection area shall be permitted between the street and respective setback line.
 - H. Enclosures shall meet the requirements of the City of Glendale.
 - I. All waste and refuse shall be frequently and regularly removed from the site and refuse collection areas properly maintained in a neat and clean manner.

6.2.6 Outdoor Storage

- J. All outdoor storage areas for materials, equipment, and related items shall be screened by a wall, landscaping, berms, or any combination thereof to a minimum height of eight feet.
- K. Outdoor storage areas shall be located on the site where it is least visible to the public.
- L. All outdoor enclosures shall be made of durable materials that are complimentary in finish and color to the adjacent main building.
- M. No outdoor storage area shall be permitted between the street and respective setback line.
- N. All material within the storage area shall not extend above the height of the screen wall.

6.2.7 Parking Area

- O. All on-site parking areas along a street frontage shall be screened from view by a wall, landscaping, berms, or any combination thereof to a minimum height of four feet.
- P. Intermittent landscaping shall be a permissible substitute for walls and berms described herein, so long as the parking lot frontage for which landscaping is used does not exceed 25 percent of the total parking lot frontage.

6.2.8 Loading/unloading areas or service bays (the "Loading Areas")

- All Loading Areas shall be screened by a wall, landscaping, berms, or any combination thereof to a minimum height of eight feet.
- Loading Areas shall be designed as an integral part of the structure.
- No loading or unloading shall occur on the street or in parking areas.
- Loading Areas shall be located on the least visible area of the structure.
- Q. Rear Loading Areas is preferred.
- R. Adequate space shall be provided for maneuvering so that trucks will only drive forward when entering or leaving the site.

6.3 Guidelines

- 6.3.1** Walls and fences should complement the finish and color of the primary building.
- 6.3.2** Enhanced design and construction is encouraged to complement the primary building. The design and construction may achieve this by matching the color and materials of the primary building.
- 6.3.3** Break up the lineal expanse of walls and fences and create variations along streets, which may be achieved by a variety of means, such as but not limited to staggered centerlines, pilasters, varying heights, extra plant materials, alternating materials, patterns, breaks, or other suitable means.

Section 7 Signs

7.1 Purpose

Signage within the PAD will be appropriately scaled, well-designed, and integrated into the surrounding buildings, streetscape and landscape of the development.

7.2 Requirements

- 4.3.4** Signage will comply with the City of Glendale Sign Code, with a Master Sign Plan submitted at the time of design review.

Section 8 Site and Architectural Design

8.1 Purpose

This PAD intends to create an attractive, quality appearance through a variety of design elements such as building forms, colors, architectural treatments and landscaping. Emphasis will be on building and site design that creates a balance between the necessary function and operation of the particular business and its various design elements to assure the PAD attracts employment generating uses as envisioned in the City Western Area Plan. These guidelines will allow for quality materials and construction and architecture and site design that will appropriately transition with the bordering uses outside the PAD to enhance the visual interest and experience at the site. Representative images have been provided (see **Exhibit I**) with the intent to communicate a general level of quality and design vocabulary. These images are for illustrative purposes only, and do not represent any specific building or buildings with the PAD.

8.2 Site Design Guidelines

- 8.2.1** Development of each lot and phase within the PAD will ensure adequate vehicular movement along with building layout, entrances, parking, open space, and retention compatible with adjacent development.
- 8.2.2** Minimize access points to arterial streets in accordance with the City Engineering Design Guidelines. This includes limiting curb cuts and access onto Glendale Avenue to three, including 115th Avenue, the proposed north/south collector within the PAD between 115th Avenue and Glen Harbor Boulevard, and Glen Harbor Boulevard.
- 8.2.3** Locate parking areas and driveways behind the required street setback line, except where necessary to access the site, thereby creating a more attractive street appearance by providing a view of landscaping and buildings, and minimizing the view of cars and parking areas.
- 8.2.4** Create a view of more substantial, permanent structures at intersections rather than of accessory structures, canopies, cars, and parking areas.
- 8.2.5** Where practical, place ground-mounted mechanical equipment, utility boxes, signal boxes, double check valves and other similar items in areas that minimize public visibility.

8.3 Architectural Guidelines

- 8.3.1** Each building will use high-quality and durable materials and will include discernible articulation on all sides to provide design continuity. This may include, and is not limited to, the use of

differing materials, architectural detailing or similar architectural treatments, and accent features.

- 8.3.2** Design freestanding buildings and accessory structures to conform to or complement the main buildings in color, materials, architecture, and building scale.
- 8.3.3** Create visual interest through articulation of wall planes, variation of roof forms and other similar methods such as angling buildings.
- 8.3.4** Finish building details, painting or anodizing of all exposed metal, and integration and screening of mechanical elements with the building architecture.

8.4 Material and Color Guidelines

- 8.4.1** A palette of proposed materials and colors will be provided during the City Design Review process with each development plan application. Below is a list of guidelines to assist in designing structures within Copperwing at Glendale Airport, including allowable and prohibited building materials and colors.
- 8.4.2** Selected materials and colors should be durable and appropriate for their intended use.
- 8.4.3** Colors should relate well to one another, to the proposed building and landscaping materials, and should be appropriate to the architecture and the surroundings.
- 8.4.4** Exterior building elevations should include details such as the use of accent materials, e.g., ornamental metal, tile, brick or decorative masonry.
- 8.4.5** Use quality materials in freestanding signs to match buildings. Use individual letters for wall signs.
- 8.4.6** Allowable Building Materials
 - ACM (Architectural Composite Metal) Panels
 - Architectural steel
 - Aluminum
 - Brick
 - Cast in place, tilt-up or pre-cast concrete
 - Ceramic tile
 - Concrete masonry units with architectural features, such as split face block
 - Corrugated metal
 - Fabric and other non-reflective material
 - Granite, marble or other natural stone

- Non-reflective glass
- Other similar materials approved by the City Planning Director or designee.

8.4.7 Prohibited Building Material and Colors

- Highly-reflective materials or glare inducing colors.
- Large expanses of reflective glass
- Wood, except for limited use as in architectural accents.
- Pre-engineered metal-sided buildings, except for aircraft hangars.

Section 9 Landscaping

9.1 Purpose

The intent of the landscaping is to unify the development through native vegetation, articulating site entrances, creation of shaded employee outdoor areas where feasible, screening service areas or structures, and providing visual interest. Landscaping along the streetscape will be emphasized along Glendale Avenue and Glen Harbor Boulevard. Landscaping along interior street frontages will be designed to minimize interference with commercial and industrial traffic. Attached is the Conceptual Landscape Plan (see **Exhibit J**).

9.2 Requirements

- 9.2.1** Unless otherwise noted in this PAD, all landscaping and buffering shall comply with the West Glendale Avenue Design Plan and City of Glendale Landscape Ordinance.
- 9.2.2** Landscape setbacks and open space shall comply with the requirements in Table 2 of this PAD.
- 9.2.3** Minimum quantity of trees, shrubs, and groundcover on development sites.
 - Landscaping within street frontages shall include trees, shrubs, and vegetative groundcover in an amount equal to or greater than one tree and three shrubs for each 30 feet of street frontage, and vegetative groundcover occupying a minimum of 60 percent of the total street frontage landscaped area. Unless otherwise permitted by the City Planning Director or designee, these minimum required numbers of plants shall be within the right-of-way and landscaped setback pursuant to Table 2 of this PAD.
 - On-site areas for all applicable development projects shall contain at least one landscape planter, not less than 200 square feet in area with a minimum width of five feet measured from back of curb, for every 12 parking spaces provided on site.
 - The area of the above requirements may be used to satisfy the minimum open space requirements in Table 2 of this PAD.

9.3 Guidelines

- 9.3.1** Where outdoor seating areas occur, provide with shade, trash receptacles and other features to encourage pedestrian use. Orient for winter sun and include seasonal color in plantings.
- 9.3.2** Provide for water conservation in landscape design. Locate any consumption vegetation and water features in pedestrian areas.

- 9.3.3** Select plant materials that are suited for the proposed use and compatible with proposed architecture in color, texture, scale and environmental requirements.
- 9.3.4** Within the Business Park category, provide planters with canopy trees between parking aisles for shade and visual relief of asphalt areas.
- 9.3.5** Use special paving materials for pedestrian areas and crossings. Coordinate paving materials with building materials.
- 9.3.6** Design retention areas to meet technical requirements while still providing attractive landscaped areas with a natural appearance.
- 9.3.7** Provide special accent planting around freestanding signs.
- 9.3.8** Provide a landscape design which will maintain site visibility adjacent to driveways and intersections.
- 9.3.9** Select streetscape plants that are native or adaptive species with year-round interest and minimal required maintenance. This PAD provides a list of species with a variety of forms, textures, and colors in order to have a broad and diverse palette (see **Exhibit K**).

Section 10 Circulation

10.1 Purpose

A key element of this PAD is providing an efficient circulation system to move traffic to and through the business park while establishing a high quality image and identity for the business park as a major center of commerce and employment.

10.2 Vehicular

The existing circulation to the Long Property is from Glendale Avenue, with access to the site from 115th Avenue. Glen Harbor Boulevard runs along the east side of the Long property, with no current driveway access directly to the site.

Glendale Avenue is currently designed with two travel lanes in each direction and a center turning lane west of Loop 101. It is the only west-east access to the property. It provides access from Loop 101 located approximately 1.5 miles to the east, with continued access further east to the east side of the City. It provides access west of the site for approximately three miles where at this point Glendale Avenue terminates at Litchfield Road due to Luke Air Force Base and picks up again continuing west to the Loop 303. Litchfield Road is a north-south road serving connection to Interstate 10 to the south and U.S. Highway 89/60 to the north, with traffic expected to take the shorter route to Interstate 10 via Loop 101. Glendale Avenue between Loop 101 and Litchfield Road is within City limits and designated as a Major Arterial. The City Arterial Street Section Map denotes Glendale Avenue between 67th Avenue and 115th Avenue for three lanes in each direction with a median (see **Exhibit L**). A Major Arterial in the City has an ultimate right-of-way width of 130 feet and 140 feet at the street intersection. The current half width of right-of-way adjoining the Long property is approximately 55 feet.

115th Avenue is currently designed with a travel lane in each direction at a total pavement width varying about 24 feet. 115th Avenue provides north-south access to the site. However, this roadway primarily serves the local needs of area. 115th Avenue provides direct access to the City landfill. It provides access to the Gravel Resources sand and gravel operation west of the PAD where the road terminates at the entrance to this facility. Constraints exist to extend 115th Avenue from Glendale Avenue south to Camelback Road due to the Agua Fria River and north to Northern Avenue due to the City landfill. 115th Avenue north of Glendale Avenue is within the City, while the roadway south adjoining the Long property is within unincorporated Maricopa County. The existing right-of-way width west and east of the centerline is 40 feet for an approximate distance of 1,265 feet south of Glendale Avenue. The width of the right-of-way south of this point for a distance of approximately 3,960 feet to the south property line of the Long property is 33 feet on each side of the centerline. There is a strip of land seven feet in width owned by the Long family located outside City limits east of the right-of-way. This seven-foot wide strip of land was created in 1983 when the City annexed

the Long family property and excluded the land 40 feet in width east of the centerline of 115th Avenue. The existing pavement is predominately located west of the centerline.

Glen Harbor Boulevard is currently designed with two travel lanes in each direction with median/turn lanes both south and north of Glendale Avenue. This road terminates at the WAWRF and Airport south of Glendale Avenue and lies within the Airport property, a City-owned parcel. The road meanders through the Glendale Business Park north of Glendale Avenue where it terminates at Northern Avenue. Northern Avenue continues to Loop 101 to the east and other regional connections to the west. These regional connections include Interstate 10 and the future Loop 303. The Western Area Plan designates Glen Harbor Boulevard north of Glendale Avenue as an Arterial. The Western Area Plan indicates a proposed collector connection through the Long property to be determined in conjunction with future development. This collector will provide secondary access to the Airport. Currently, Glen Harbor Boulevard is the only access. This access will benefit the City by relieving congestion at the Glen Harbor Boulevard and Glendale Avenue intersection and provide an alternate means of emergency access into the Airport and WAWRF.

Future circulation improvements will include fee title dedication of ten feet of right-of-way along Glendale Avenue to comply with the City's Major Arterial standard for a 65-foot half-width of right-of-way. As demonstrated by appropriate traffic studies and the City of Glendale's West Avenue Design Plan, additional lane, traffic signal and other off-site improvements may occur adjoining the Long property along Glendale Avenue, Glen Harbor Boulevard, and 115th Avenue. The dedications, specifications and standards of these right-of-way improvements will be in accordance with the future traffic study. In compliance to the Western Area Major Street System Plan, a new street will provide access from Glen Harbor Boulevard from the Airport to Glendale Avenue through the Long property. A Conceptual Circulation Plan is provided with this PAD (see **Exhibit M**). All streets shown on the Conceptual Circulation Plan are proposed public streets, excluding the private drive for emergency and maintenance purposes connecting the internal street system of the PAD with the southern portion of Glen Harbor Boulevard. Additional local streets and drives other than those illustrated on the Conceptual Circulation Plan may occur at such time individual parcels develop. At the developer's discretion, these streets and drives will be either public or private. All streets and drives will comply with appropriate City standards or outcome of the approved traffic study. Access will meet City of Glendale Fire Department standards.

10.3 Pedestrian

No pedestrian sidewalks currently exist along Glendale Avenue or Glen Harbor Boulevard adjacent to the Long property. Provision for sidewalk right-of-way along Glendale Avenue is included with the fee title dedication in Phase One of this PAD for a total right-of-way width from the Section line of 65 feet. Pedestrian improvements along Glendale Avenue or Glen Harbor Boulevard are unwarranted until the need arises. For example, the new Public Safety Training Facility northwest of the PAD constructed applicable internal sidewalks and no perimeter sidewalks along Glendale Avenue. Even when sidewalks may be warranted, the pedestrian connections between the PAD and

nearby uses as the Airport or future transit connection may not merit complete perimeter sidewalk and related improvements based on the type and location of uses in the area. Many of the existing and planned uses near the PAD are heavy industrial in nature or generate no off-site pedestrian activity. These uses have a long time horizon. The City landfill and sand and gravel operation adjoining the PAD to the west are two such examples. The Master Facility Plan approved by the Arizona Department of Environmental Quality for the City Landfill indicates an estimated life span to 2046 or beyond for operation of the landfill. The timing and specifications of any sidewalk and related off-site improvements will be based upon the outcome of the traffic study and West Glendale Avenue Design Plan.

10.4 Transit

Glendale Avenue west to Luke Air Force Base currently provides bus service. Future plans may include light rail service to the adjoining City Airport. Any bus shelter opportunities adjoining Glendale Avenue will be based upon the outcome of the future traffic study and West Glendale Avenue Design Plan. No provisions for improved bus shelter or pedestrian sidewalks are envisioned as part of this PAD during the initial and first phase of development.

Section 11 Dry Utilities and Services

11.1 Electric, Gas, Phone, Cable

Utilities services will include:

- Electrical service by APS, and
- Phone service by Qwest,

Utilities services may include:

- Natural gas service by Southwest Gas, and
- Cable television by Cox Communications

Above ground high voltage electric transmission lines at approximately 120 feet in height and an underground gas line cross the Long property (see **Exhibit N**). These utilities cross the Long property at Glendale Avenue approximately 1,200 feet west of Glen Harbor Boulevard. These transmission lines travel directly south to the Airport property where the lines travel southwesterly generally along the east property line of the Long site. Various electric utility easements occur along the above-described transmission line corridor. The total easement width is 460 feet. An underground natural gas line lies within the northern portion of the Long property within this 460-foot electric utility easement. However, the gas line travels directly south from Glendale Avenue through the Airport. Dry utility and services will be determined at the time of development.

11.2 School and Library

As the PAD will include no residential, there is no need to address school and library facilities.

11.3 Public Safety – Fire and Police

The nearest existing fire and police station is the Gateway Public Safety Facility located at 6261 N. 83rd Avenue near Maryland Avenue. Additionally, the City recently opened the Public Safety Training Facility at 11550 West Glendale Avenue a few feet northwest of the PAD which provides a public safety presence in the area. Also, this Facility and the amount of City-owned property along Glendale Avenue provides future opportunity for a station or sub-station should a need arise. The PAD provides for no public safety station or substation facilities as the Gateway Public Safety Facility is projected to handle the capacity needs for the area including the PAD.

Section 12 Grading and Drainage

The existing topography of the Long property is relatively flat with a slight southwesterly slope from the intersection of Glen Harbor Boulevard and Glendale Avenue toward the Agua Fria River (see **Exhibit O**). The elevation on the site ranges from 1060 feet to 1035 feet.

The site consists of undeveloped desert with scattered grass, shrubs and trees. Several dirt trails and some shallow drainage ways cross the site. The northwest portion of the site contains asphalt paved roadways, concrete slabs/foundations and utility stubs from a former use as a mobile home park as shown by the current aerial (see **Exhibit P**). The Long property is outside the 100-year floodplain (See **Exhibit Q**). Storm water occurs in a sheet flow pattern toward the confluence of the New and Agua Fria Rivers where it flows south to the Gila River. Storm water absorbed into the soil travels to the groundwater table located at an approximate depth of 100 feet below ground. A preliminary geotechnical investigation has been done on the property, the most recent in March 2008 prepared by Speedie and Associates (see **Exhibit R**).

The Site will be graded to provide storm water storage for the run off produced by the 100-year, 2 hour rainfall event or the first flush “first half inch” where applicable for the developed portions of the site. These storm water basins and drainage conveyance systems will be integrated into the development of open spaces, both active and passive, and the roadways of the development as described in the attached Conceptual Master Drainage Plan (see **Exhibit S**). Additional details of the grading and drainage will occur with the platting of the PAD and individual development of the lots. Future consideration may allow a drainage easement through the WAWRF property south of the PAD provided such an easement will not conflict with future sewer plant expansion projects.

Section 13 Subsidence, Fissures, and Seismic Activity

Groundwater depletion, due to groundwater pumping, has caused land subsidence and earth fissures in numerous alluvial basins in southern Arizona. The Speedie and Associates report found no evidence of subsidence or fissures on the Long property. The closest documented earth fissure to the site is approximately two miles west of the site near Luke Air Force Base.

The property lies within the Sonoran zone for seismic activity, a zone characterized by sparse seismicity and few faults. No faults were found on or adjacent to the property according to the Speedie and Associates report.

No additional structural improvements will be required based on the low presence of subsidence, fissures, and seismic activity in the area.

Section 14 Potable Water System

The water system design criterion for the PAD will be based on the City of Glendale *Design Guidelines for Site Development and Infrastructure Construction* and the *ADEQ Engineering Bulletin No. 10*. All public water line materials shall be per City of Glendale requirements and installed at a depth of 36-inches or greater. Onsite fire hydrants will have a maximum spacing of 300-feet with at least one hydrant per 100,000 square feet of coverage. The valves will have a maximum spacing of 300-feet. The site is located in one pressure zone with the water distribution and 100-year water supply provided by the City of Glendale. There is an existing 12-inch diameter water main in Glendale Avenue, along the north boundary. There is also an existing 12-inch diameter water main in Glen Harbor Boulevard, along the east boundary. Please refer to the attached Conceptual Master Water & Wastewater Plan for additional information (see **Exhibit T**)

Section 11 Wastewater System

The wastewater system design criterion for the PAD will be based on the City of Glendale *Design Guidelines for Site Development and Infrastructure Construction* and the *ADEQ Engineering Bulletin No. 11*. On-site sewer lines will be PVC SDR 35, installed typically at a depth of 5-feet or greater. Manholes shall have a maximum spacing of 400 feet for 8-inch or 10-inch sewers and 500 feet for 12-inch to 21 inch sewers. There is an existing 12-inch sanitary sewer line in Glen Harbor Boulevard that serves the Glendale Airport and properties to the north. A lift station may be necessary to serve the capacity needs of the businesses within the PAD. Please refer to the attached Conceptual Water & Wastewater Master Plan for additional information (see **Exhibit T**)

Section 12 Schedule for Development - Phasing

Table 3 shows the anticipated phasing schedule.

Table 3: PAD Phasing Schedule

Phase	Anticipated Start of Construction Date	Anticipated Build-Out Date
One	2010	2015
Two	2012	2015
Three	2015	2020
Four	2020	2025

Appropriate on-site improvements will be constructed at the time each lot is developed with a specific user. Phasing of off-site half-street improvements adjacent to the site will be determined at the time of development and as stipulated for this PAD as this is a market-driven project. Timing and design of such improvements will come later in the development process which may include an updated traffic study, master water and wastewater plans, platting, and other related documents. However, certain general statements about the phasing of particular off-site improvements are possible at this zoning stage as indicated in **Table 4**.

Table 4: Off-Site Phasing Schedule

Improvement	Anticipated Phase
Dedication of additional right-of-way and improvements along Glendale Avenue	One
Dedication of additional right-of-way along 115 th Avenue	One
Dedication of additional right-of-way and improvements along Glen Harbor Boulevard	Two and Four
Right-of-way improvements for 115 th Avenue	Three and Four

Section 13 Development Master Plan Process

The initial Master Development Plan with this PAD establishes the overall vision for this PAD. As specific businesses and uses are not known at this time, an additional administrative review process will be added to any review procedures established by Code, Covenants and Restrictions for the PAD established by the Long family and the normal City of Glendale review process (the "Design Review") outlined in Section 3.600, Design Review, of the City Zoning Ordinance (See **Exhibit V**). This additional administrative review process will ensure that the final land use mix and site plan are consistent with the quality, character and intent of this PAD. The additional process will be comprised of the following requirements:

1. Submittal of a separate Development Master Plan shall occur when a Design Review or Conditional Use Permit application is filed for a specific user, building or group of buildings. The applicant, without the filing of either a Design Review or Conditional Use Permit application, may file a Development Master Plan. If a Development Master Plan is filed without a Design Review or Conditional Use Permit application, the Plan shall be processed in the same manner as a Design Review application.
2. The area depicted within the Development Master Plan shall be limited to the site plan for the Design Review or Conditional Use Permit project, along with proposed land uses, representative building locations, circulation (vehicle, bicycle, pedestrian), open spaces, parking and landscaping of the parcels adjoining the subject project to the extent those parcels are undeveloped at the time the Design Review or Conditional Use Permit is filed.
3. The Development Master Plan shall illustrate how the specific land use that is the subject to the Design Review or Conditional Use Permit application can be successfully integrated with the planned land uses, circulation, open space and landscaping identified for the adjoining, undeveloped parcels.
4. At the time of application, the City Planning Director, or designee, has the authority to determine that the Development Master Plan can show less area of the adjoining undeveloped parcels provided this smaller area satisfies the intent of how the adjoining parcel(s) are integrated with the planned land uses, circulation, open space and landscaping identified for the adjoining, undeveloped parcels.
5. The Development Master Plan shall be approved simultaneously with the Design Review application or prior to the Conditional Use Permit going to public hearing.
6. A Development Master Plan may be amended as part of the review and approval of a Design Review application or Conditional Use

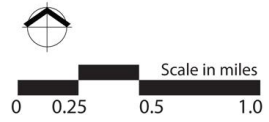
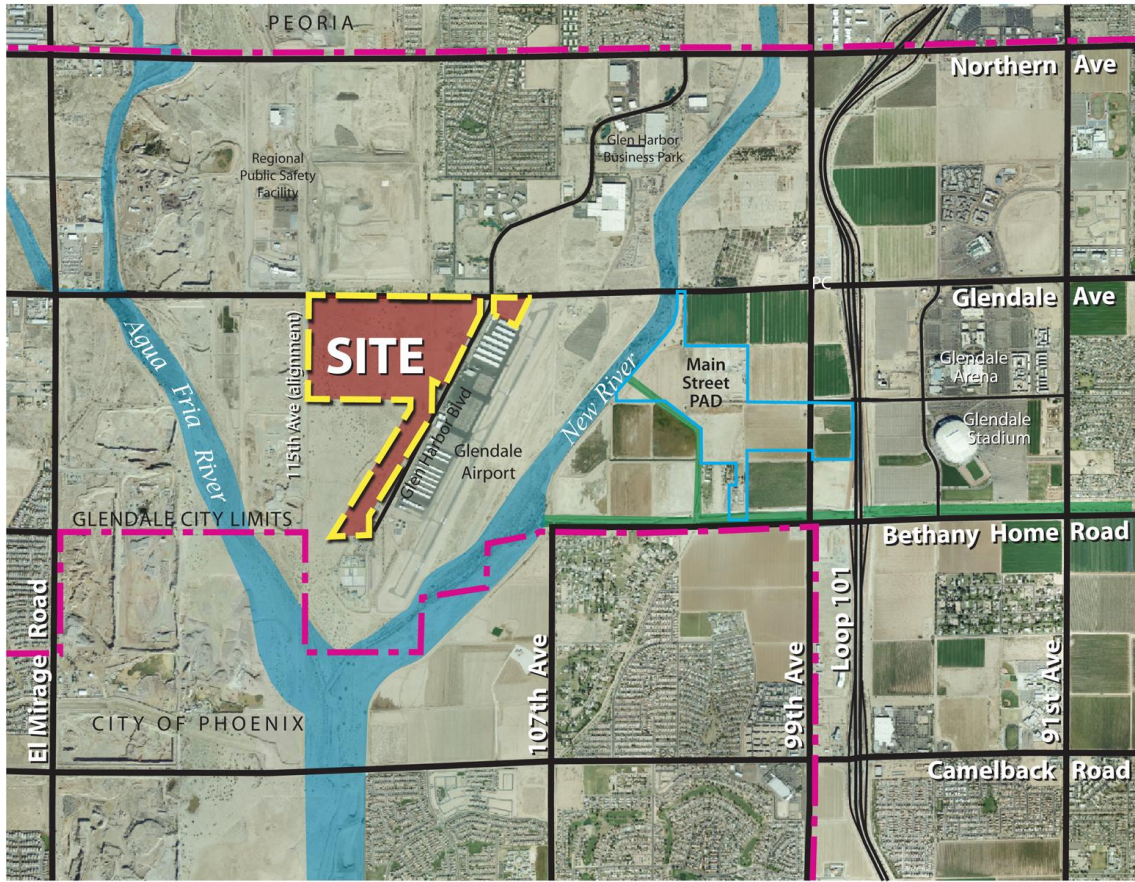
Permit. A Development Master Plan may be amended, if requested by the property owner, or designee, without the filing of either a Design Review or Conditional Use Permit application, and shall be processed in the same manner as a Design Review application.

7. The Development Master Plan requirement may be waived by the Planning Director, or designee, if sufficient portions of the PAD have been developed or have been approved through the Design Review or Conditional Use Permit process, thus establishing land uses and/or building patterns and negating the need for a Development Master Plan.

Section 14 PAD Amendments

Amendments to the PAD may be necessary from time to time to reflect changes in market conditions, development financing, specific requirements of a user, and other similar unknown circumstances. As changes or adjustments become necessary, such changes shall, unless otherwise required by applicable law, be effectuated as a minor change to the PAD through the administrative approval of the City's Planning Director, or designee, pursuant to the Development Master Plan Process described in this PAD which, after approval, shall be attached to the PAD as an addendum and become a part hereof. Minor changes shall not require notice or public hearings. Major changes shall be reviewed by the City Planning and Zoning Commission and approved by the City Council subject to City notice and hearing requirements.

A major change to the PAD includes substantial alterations to the list of permitted uses or circulation as set forth in this PAD. All other changes will be considered minor. Examples of minor changes may include a change in the types of uses provided it does not substantially increase intensity, a change in the boundaries of development phases, moving around the geographic location of any of the land use categories, and additions, deletions or modifications to the guidelines of the PAD provided these changes support the Vision/Objective of the PAD.



CASE # ZON08-14
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

THEALTERGROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT A
Vicinity Map

W R G
DESIGN INC.

Legal Description

A parcel of land located within the Northwest, Northeast, Southeast and Southwest Quarters of Section 7, Township 2 North, Range 1 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the Northwest Corner of said Section 7;

Thence S89°15'46"E, a distance of 2,583.32 feet, along the North line of the Northwest Quarter of said Section 7, to the North Quarter Corner thereof;

Thence S89°16'04"E, a distance of 1,151.29 feet, along the North line of the Northeast Quarter of said Section 7, to a point;

Thence leaving said North line, S00°43'56"W, a distance of 374.36 feet, to a point;

Thence S26°13'56"W, a distance of 1,755.60 feet, to a point;

Thence N63°46'04"W, a distance of 292.58 feet, to a point;

Thence S01°00'03"W, a distance of 743.76 feet, to a point;

Thence S31°51'48"W, a distance of 2,585.56 feet, to a point;

Thence S00°17'11"W, a distance of 421.26 feet, to a point on the South line of the Southwest Quarter of said Section 7;

Thence S87°39'23"W, a distance of 822.96 feet, along said South line, to a point;

Thence leaving said South line, N31°51'48"E, a distance of 3,280.14 feet, to a point;

Thence N01°00'04"E, a distance of 192.65 feet, to a point;

Thence N89°30'12"W, a distance of 2,210.60 feet, to a point on a line 33.00 feet easterly and parallel to the West Line of the Northwest Quarter of said Section 7 to a point;

Thence continuing along said line 33.00 feet easterly and parallel to the West Line of the Northwest Quarter of said Section 7, N00°30'02"E, a distance of 944.12 feet to a point on the South Line of the Northwest Quarter of the Northwest Quarter of said Section 7;

Thence continuing along the South Line of the Northwest Quarter of the Northwest Quarter of said Section 7, N89°07'23"E, a distance of 7.00 feet to a point on a line 40.00 feet easterly and parallel to the West Line of the Northwest Quarter of said Section 7;

Thence continuing along said line 40.00 feet easterly and parallel to the West Line of the Northwest Quarter of said Section 7, N00°30'02"E, a distance of 1219.96 feet to a point on the South Line of the North 100 feet of the Northwest Quarter of said Section 7;

Thence continuing along the South Line of the North 100 feet of the Northwest Quarter of said Section 7, N89°15'46"W, a distance of 40.00 feet to a point on the West Line of the Northwest Quarter of said Section 7;

Thence continuing along the said West Line; N00°30'02"E, a distance of 100.00 feet to the Northwest Corner of said Section 7 and the Point of Beginning;

Together with:

A parcel of land located within the Northeast Quarter of Section 7, Township 2 North, Range 1 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the North Quarter Corner of Section 7; Thence S89°16'04"E, a distance of 1,451.29 feet, along the North Line of the Northeast Quarter of said Section 7, to Point of Beginning;

Thence continuing along said North line, S89°16'04"E, a distance of 760.23 feet, to a point;

Thence leaving said North line, S00°43'56"W, a distance of 33.00 feet, to a point;

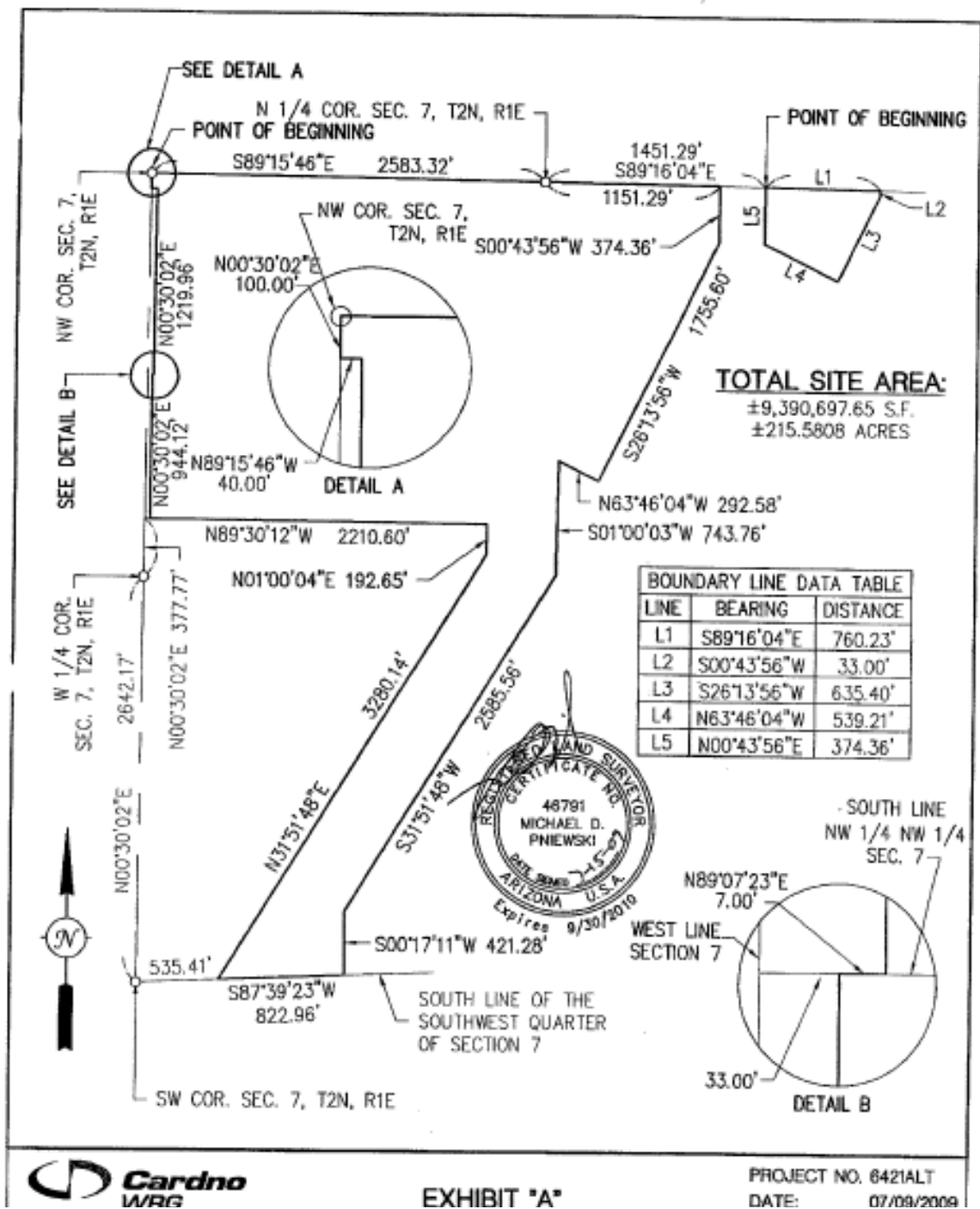
Thence S26°13'56"W, a distance of 635.40 feet, to a point;

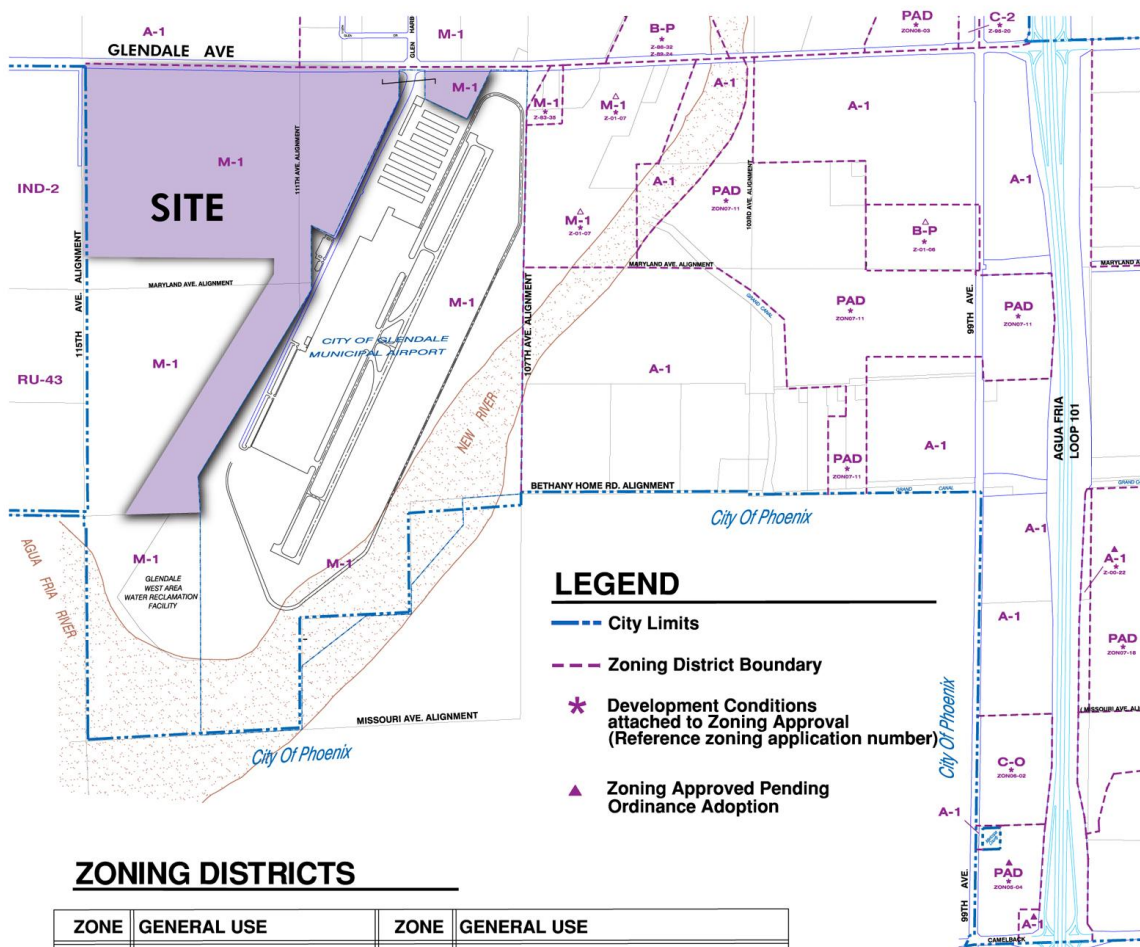
Thence N63°46'04"W, a distance of 539.21 feet, to a point;

Thence N00°43'56"E a distance of 374.36 feet, to a point on said North line and the Point of Beginning.

Total area of both parcels contains 9,390,698 square feet or 215.5808 acres, more or less.







CASE # ZON08-14
11401 W. GLENDALE AVENUE

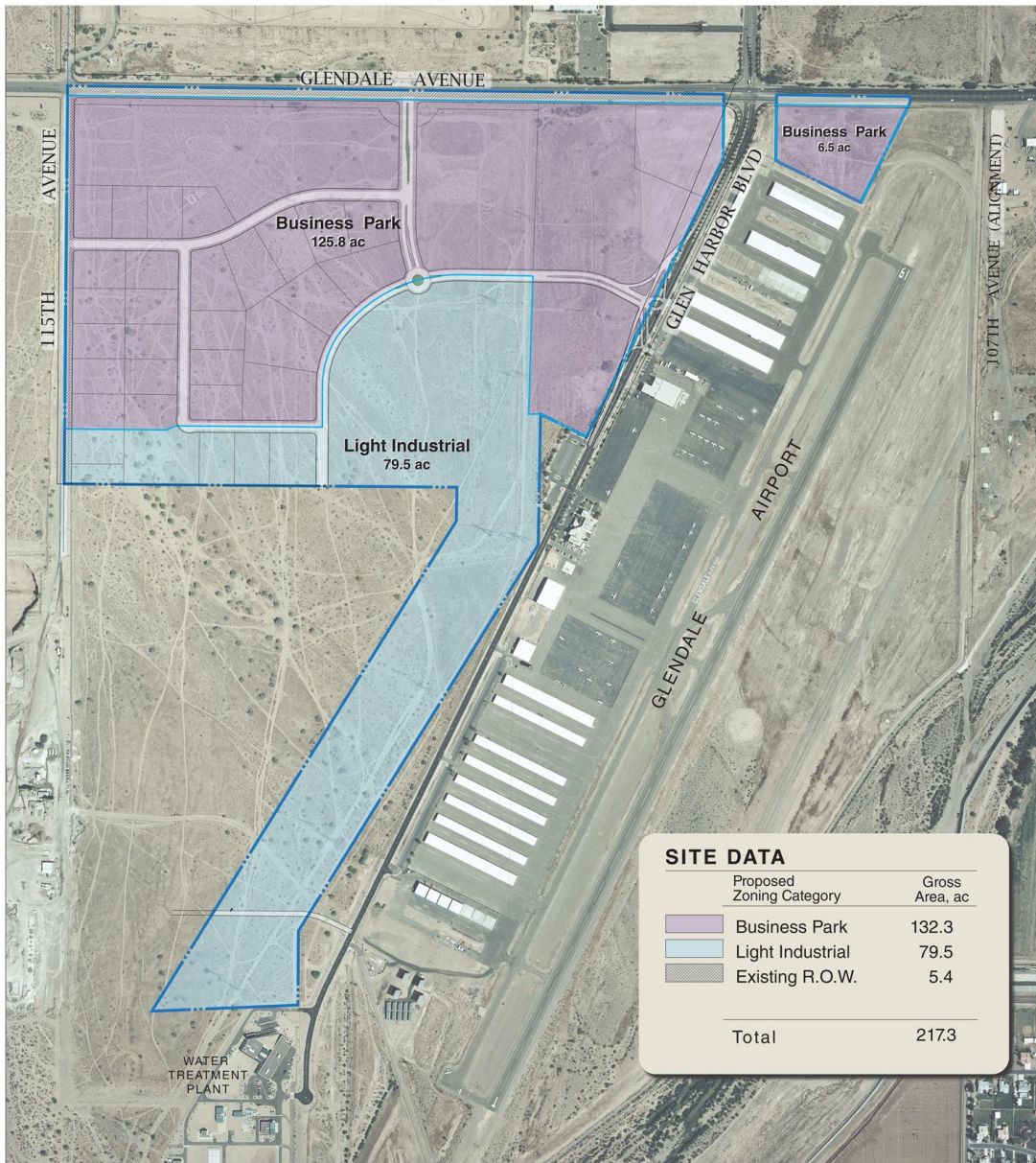
John F. Long
PROPERTIES

THEALTERGROUP

COPPERWING
AT GLENDALE AIRPORT

EXHIBIT B
Zoning Map

W R G
DESIGN INC.



Notes:

- The alignment and location of the parcels and roadways is conceptual and subject to change.

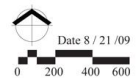


EXHIBIT C

CASE # ZON08-14
11401 W. GLENDALE AVENUE

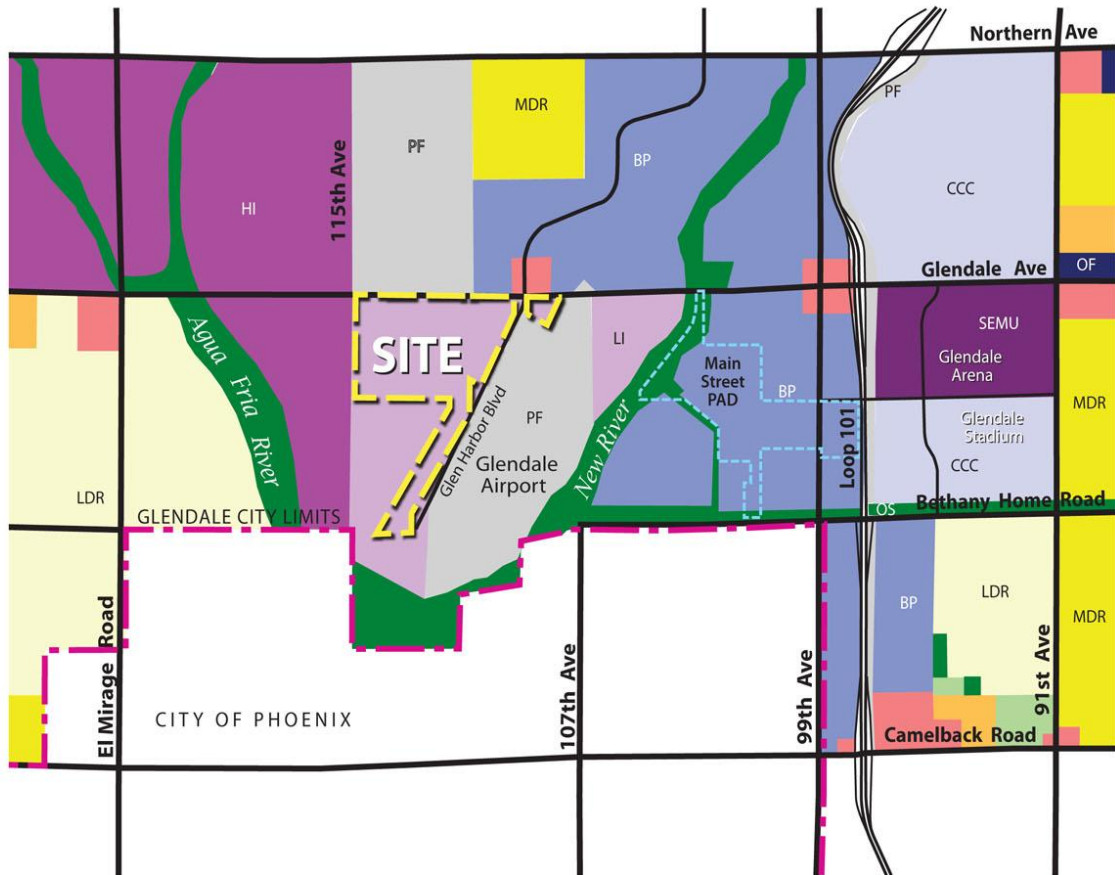
John F. Long
PROPERTIES

THE ALTER GROUP

COPPERWING
AT GLENDALE AIRPORT

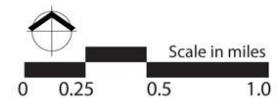
P.A.D. Zoning Plan

W R G
DESIGN INC.



LAND USE DESIGNATIONS

	Corporate Commerce		Light Residential
	Entertainment Mixed		Medium Residential
	Office		Medium-High Residential
	Business Park		High Density Residential
	Light Industrial		Planned Commercial
	Heavy Industrial		Parks and Open Space
	Public Facility		



CASE # ZON08-14
11401 W. GLENDALE AVENUE

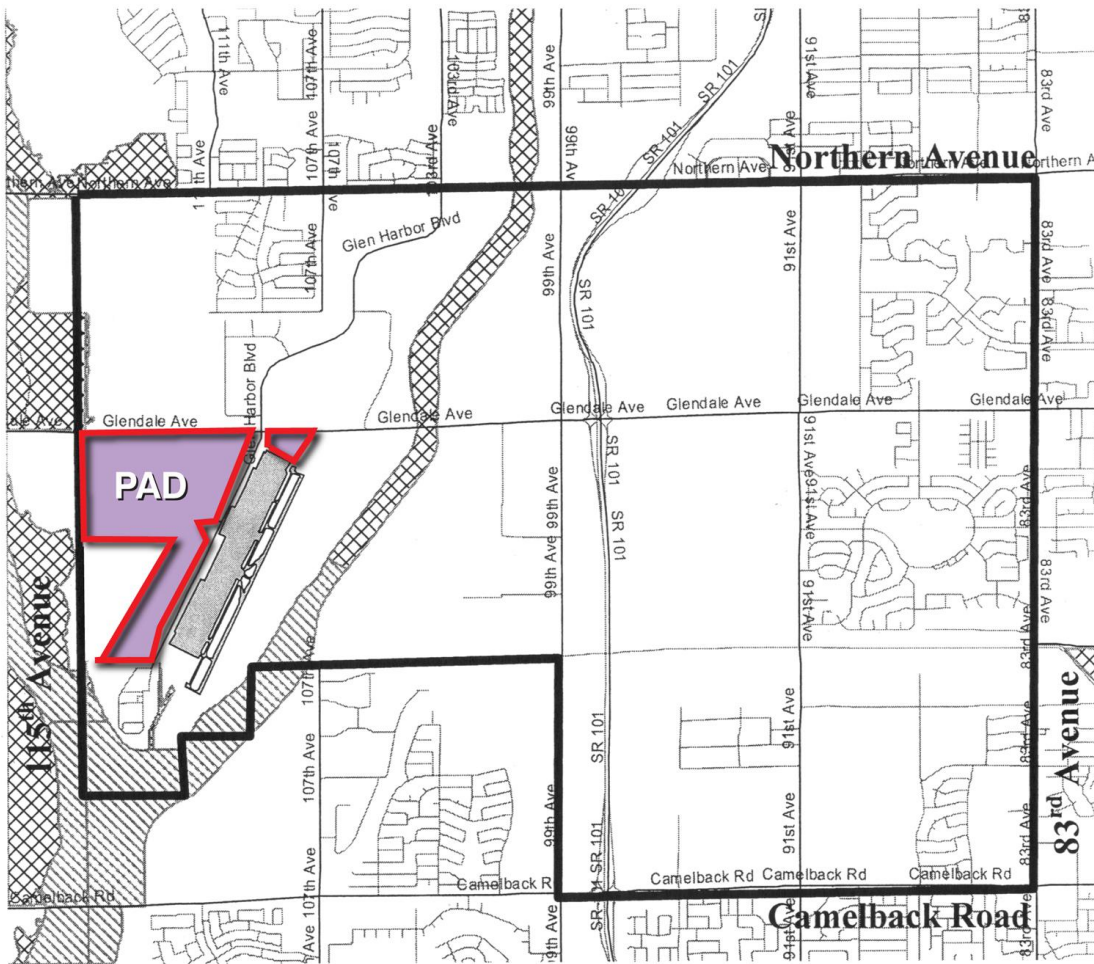
John F. Long
PROPERTIES

THEALTERGROUP

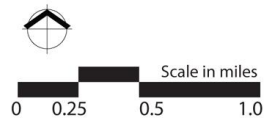

COPPERWING
AT GLENDALE AIRPORT

EXHIBIT D
General Plan Designation Map

W R G
DESIGN INC.



Western Area Boundary Map



CASE # ZON08-14
11401 W. GLENDALE AVENUE

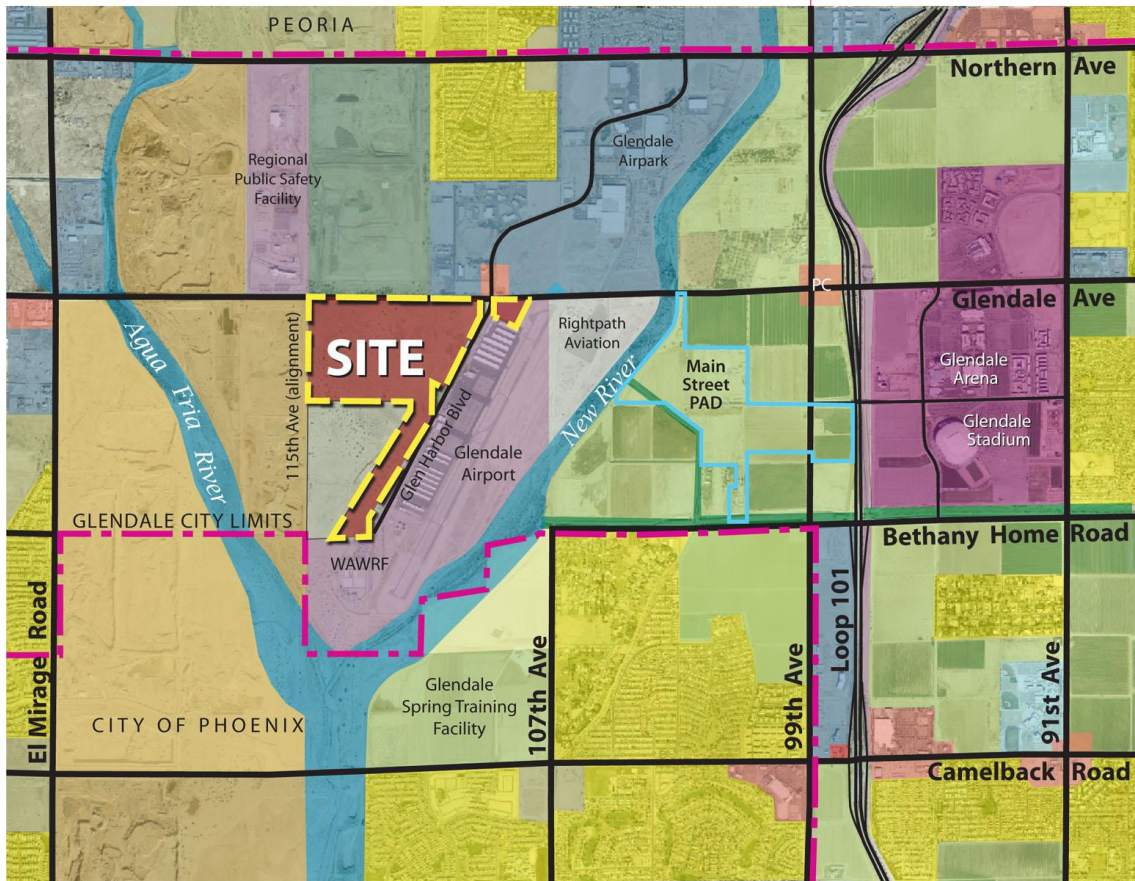
John F. Long
PROPERTIES

THEALTERGROUP


COPPERWING
AT GLENDALE AIRPORT

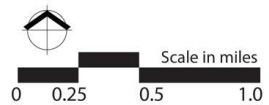
EXHIBIT E

W R G
DESIGN INC.



LEGEND

 Commercial	 Sand and Rock Excavation
 Business Park	 Agricultural
 Residential	 Landfill
 Entertainment/ Mixed Use	 Light Industrial
 Parks	 Vacant
 Schools	 River
 Airport, Public Facilities	



CASE # ZON08-14
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

THEALTERGROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT F

Surrounding Uses Map

W R G
DESIGN INC.



City of Glendale
Transportation Department
Traffic Count Program

2007
Arterial Road
Annual Average Daily Traffic

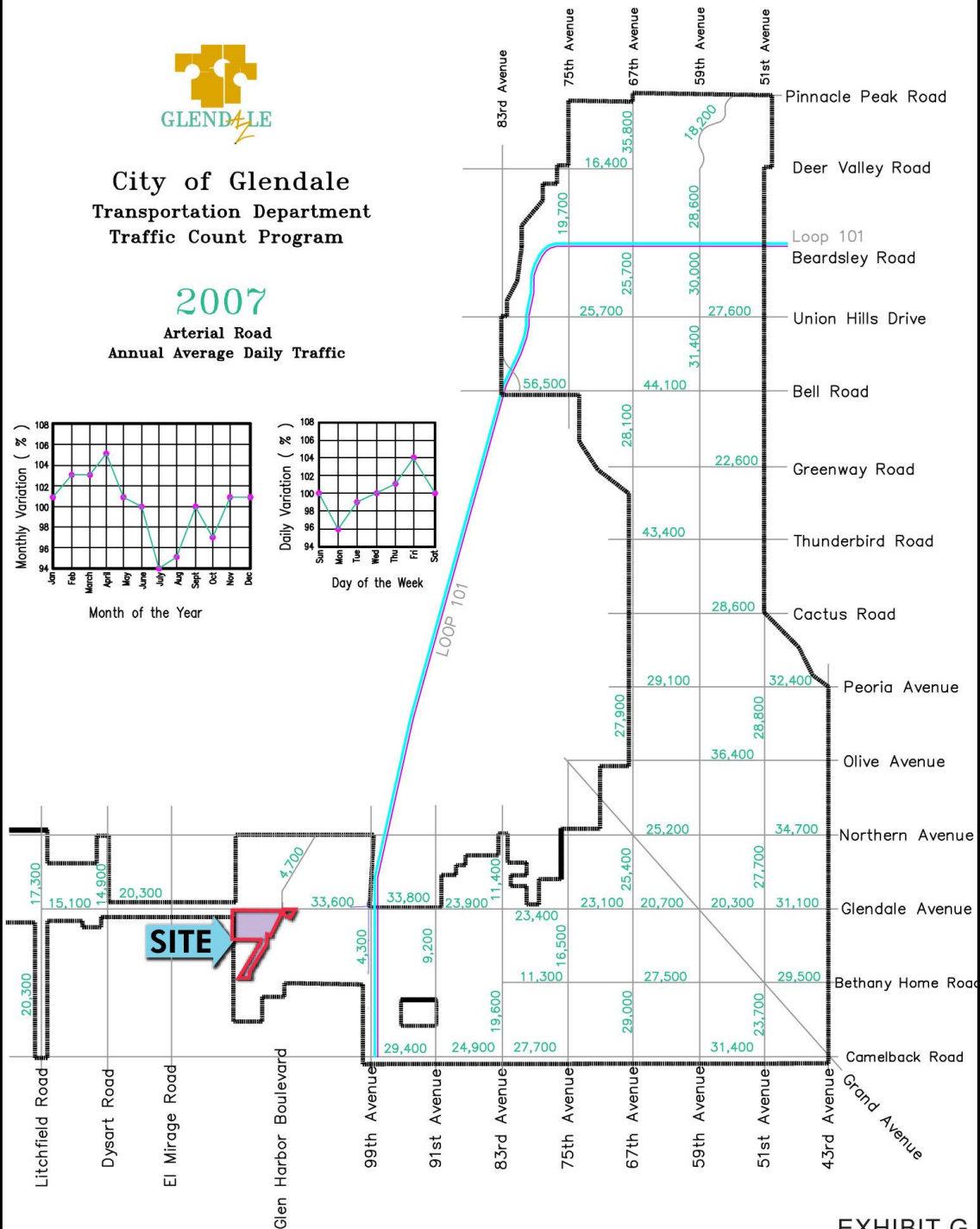
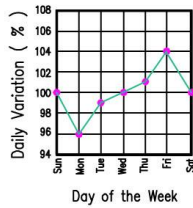
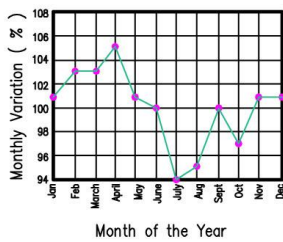
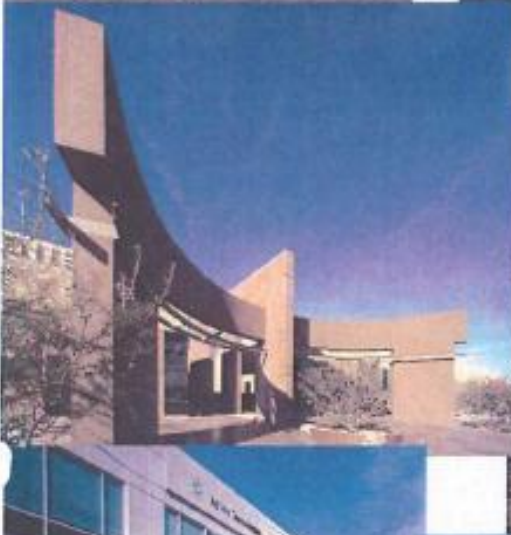


EXHIBIT G

Prepared, Oct. 2007

ADT2007.dwg



Business Park

CASE # ZON08-14 & ZON08-15
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

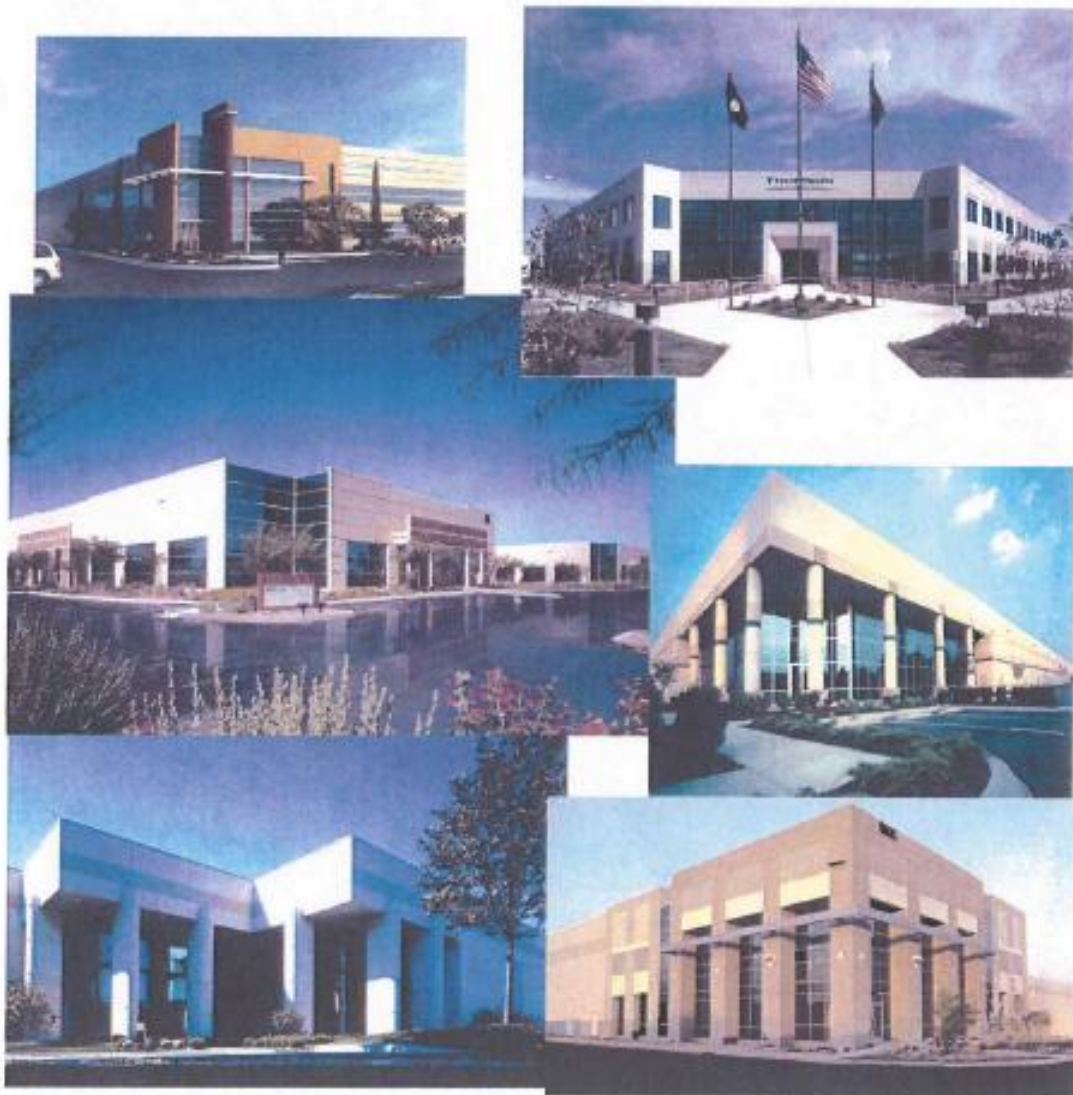
THEALTERGROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT I

Architectural Character

WE BUILD
BETTER IDEAS



Industrial Park

CASE # ZON08-14 & ZON08-15
11401 W. GLENDALE AVENUE

John F. Wong
PROPERTIES

THE ALT GROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT I
Architectural Character

WONG
DESIGN, INC.



Date 8/21/09
0 200 400 600

CASE # ZON08-14
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

THE **ALTER** GROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT J

Conceptual Landscaping Plan

W R G
DESIGN INC.
PLANNING • DESIGN • LANDSCAPE ARCHITECTURE • SURVEYING



Trees

1. *Cercidium floridum* (Blue Palo Verde)
2. *Cercidium* hybrid 'Desert Museum' (Desert Museum Hybrid Palo Verde)
3. *Cercidium microphyllum* (Foothills Palo Verde)
4. *Cercidium praecox* (Palo Brea)
5. *Dalbergia sissoo* (Sissoo Tree)
6. *Olneya tesota* (Ironwood)
7. *Prosopis* hybrid 'Phoenix' (Phoenix Mesquite)
8. *Quercus virginiana* (Live Oak)
9. *Ulmus parvifolia sempevirens* (Chinese Evergreen Elm)


COPPERWING
 AT GLENDALE AIRPORT

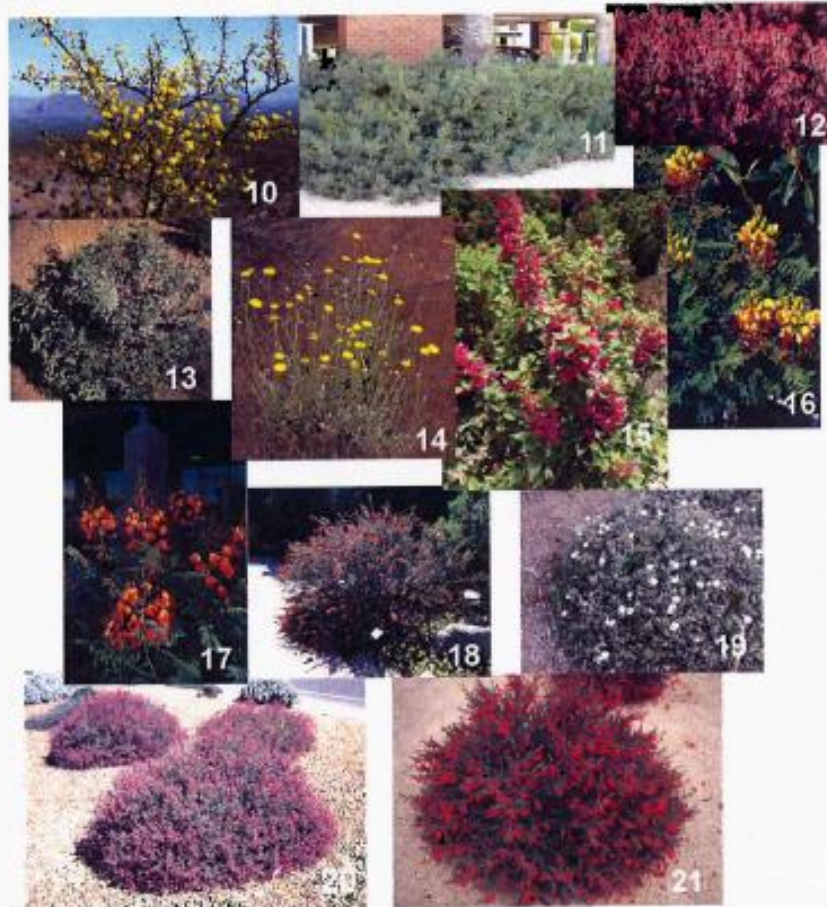
EXHIBIT K

Landscape Palette

Robert E. Long
ARCHITECT

THEALTERGROUP


EST. 1983



Shrubs and Groundcovers

10. *Acacia neovevnicosa* (Viscid Acacia)
11. *Acacia redolens* (Desert Carpet)
12. *Acalypha monostachya* (Red Fuzzies)
13. *Ambrosia deltoidea* (Bursage)
14. *Baileya multiradiata* (Desert Marigold)
15. *Bougainvillea* 'Torch Glow' (Torch Glow Bougainvillea)
16. *Caesalpinia gilliesii* (Yellow Bird of Paradise)
17. *Caesalpinia pulcherrima* (Red Bird of Paradise)
18. *Calliandra californica* (Baja Fairy Duster)
19. *Convolvulus cneorum* (Buch Morning Glory)
20. *Dalea frutescens* 'Sierra Negra' (Black Dalea)
21. *Eremophila maculata* 'Valentine' (Valentine Emu Bush)

EXHIBIT K

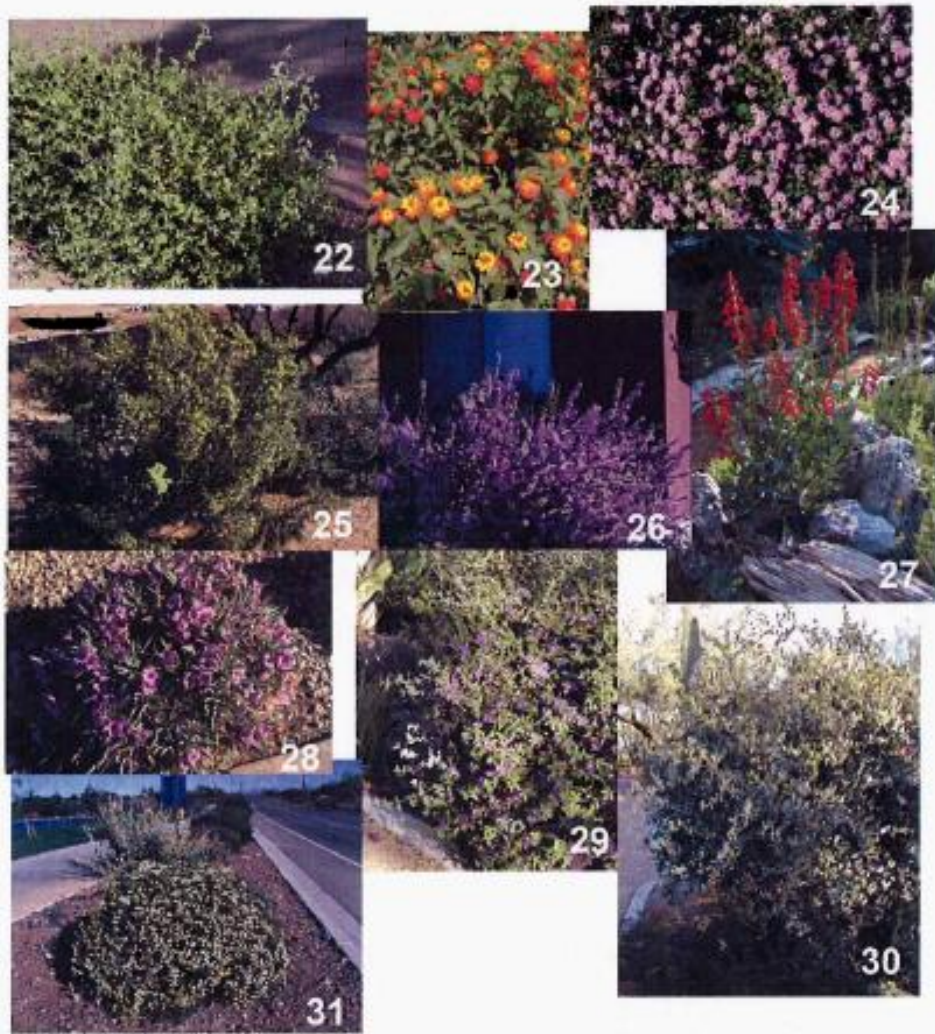

COPPERWING
AT GLENDALE AIRPORT

Landscape Palette

John F. Long
ARCHITECT

THEALTERGROUP


0 100 200 300 400 500 600 700 800 900 1000
CMYK 100 0 0 0



Shrubs and Groundcovers

- 22. *Justicia californica* (Chuparosa)
- 23. *Lantana camara* (Bush Lantana)
- 24. *Lantana montevidensis* (Trailing Lantana)
- 25. *Larrea tridentata* (Creosote Bush)
- 26. *Leucophyllum laevigatum* (Chihuahuan Sage)
- 27. *Penstemon eatonii* (Firecracker Penstemon)
- 28. *Ruellia brittoniana* 'Katie' (Kater Ruellia)
- 29. *Ruellia peninsularis* (Baja Ruellia)
- 30. *Simmondsia chinensis* (Jojaba)
- 31. *Trixis californica* (Trixis)



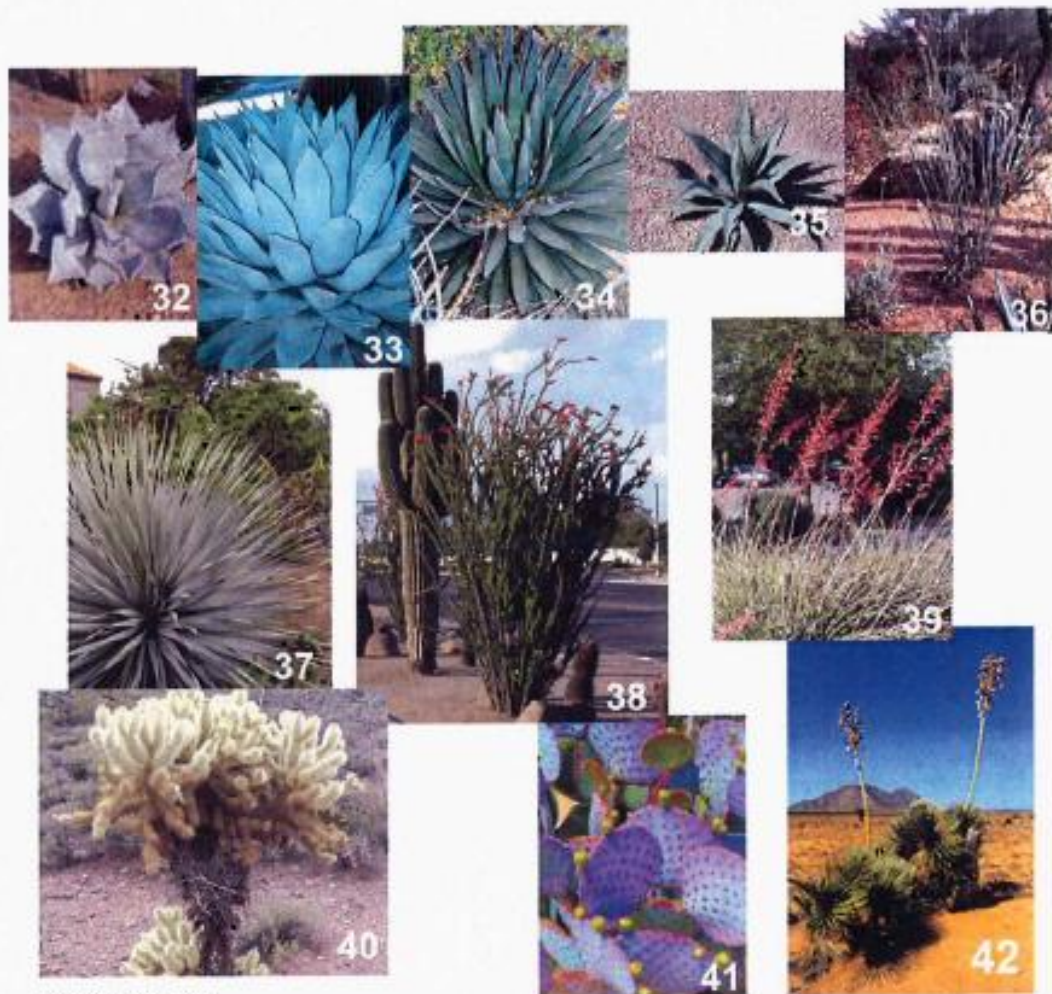
EXHIBIT K

Landscape Palette



THEALTERGROUP





Accent Plants

- 32. Agave colorata (Mescal Ceniza)
- 33. Agave havardiana (Harvard Agave)
- 34. Agave ocahui (Ocahui Agave)
- 35. Agave weberi (Weber Agave)
- 36. Asclepias subulata (Desert Milkweed)
- 37. Dasylium longissimum (Toothless Desert Sotol)
- 38. Fouquieria splendens (Ocotillo)
- 38. Hesperaloe parviflora (Red Hesperaloe)
- 40. Opuntia bigelovii (Teddy Bear Cholla)
- 41. Opuntia violacea santa-rita (Santa Rita Prickly-Pear)
- 42. Yucca elata (Soap-tree Yucca)

EXHIBIT K


COPPERWING
 AT GLENDALE AIRPORT

Landscape Palette

John F. Long
 PROPERTIES

THEALTERGROUP


 C.E.L.T.
 LANDSCAPE ARCHITECTS

STANDARD DETAIL G-300

CITY OF GLENDALE
TRANSPORTATION



ARTERIAL STREET SECTION AND RIGHT-OF-WAY MAP

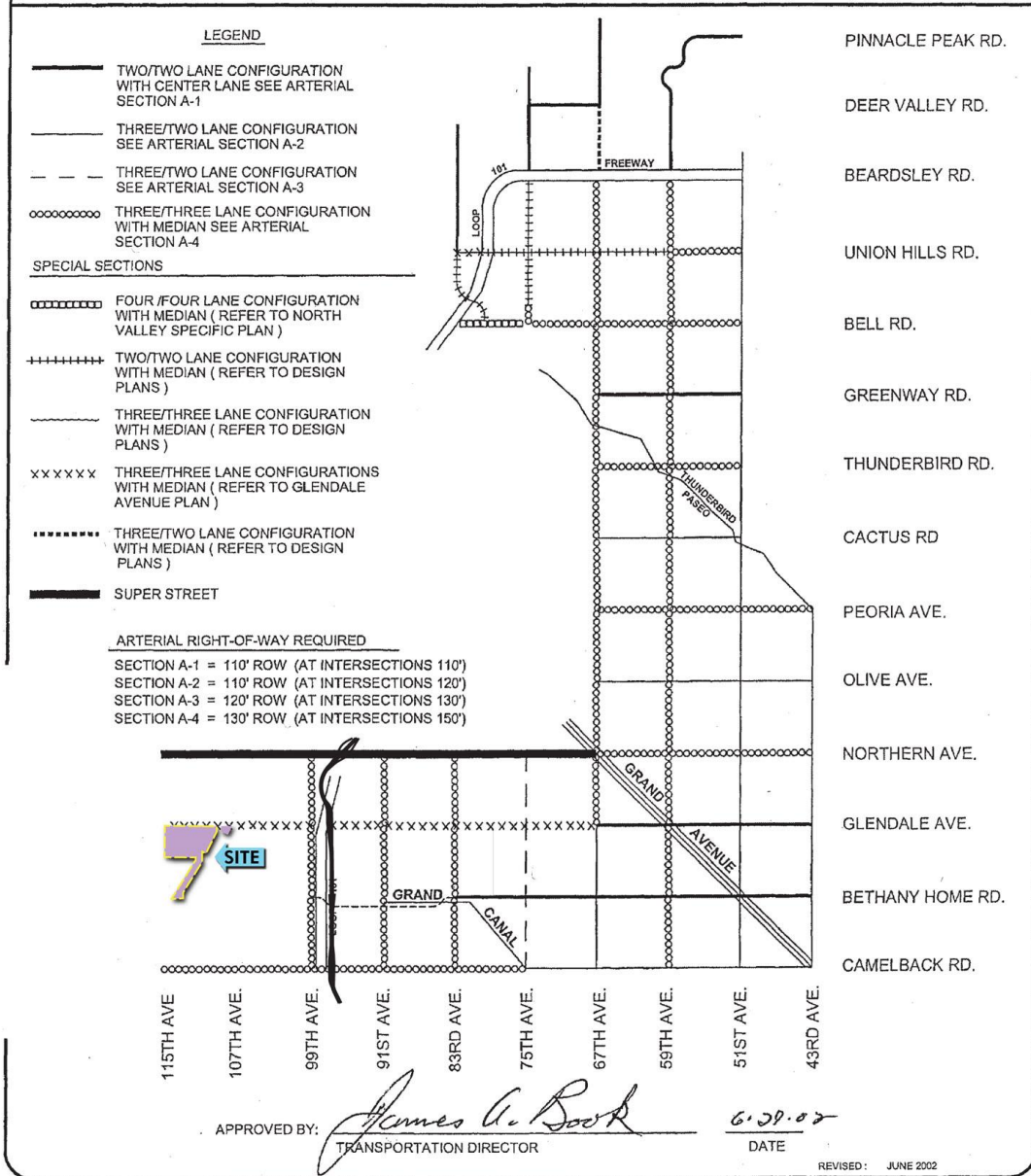
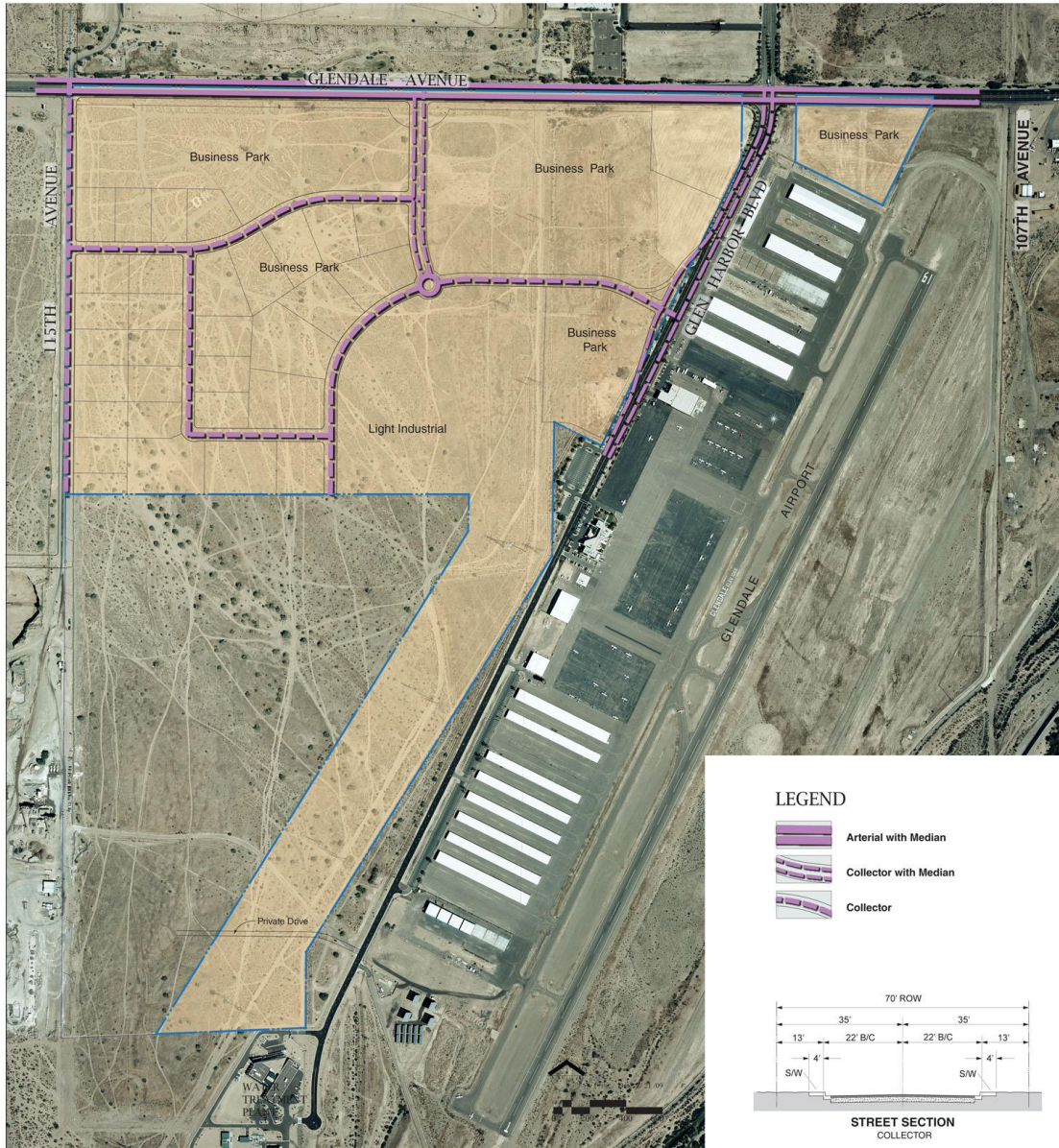
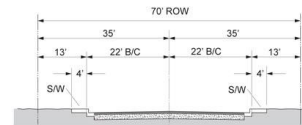
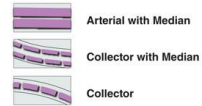


EXHIBIT L



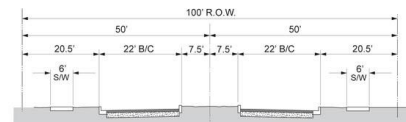
LEGEND



STREET SECTION
COLLECTOR



STREET SECTION
ARTERIAL - GLENDALE AVENUE



STREET SECTION
COLLECTOR WITH MEDIAN

CASE # ZON08-14
11401 W. GLENDALE AVENUE

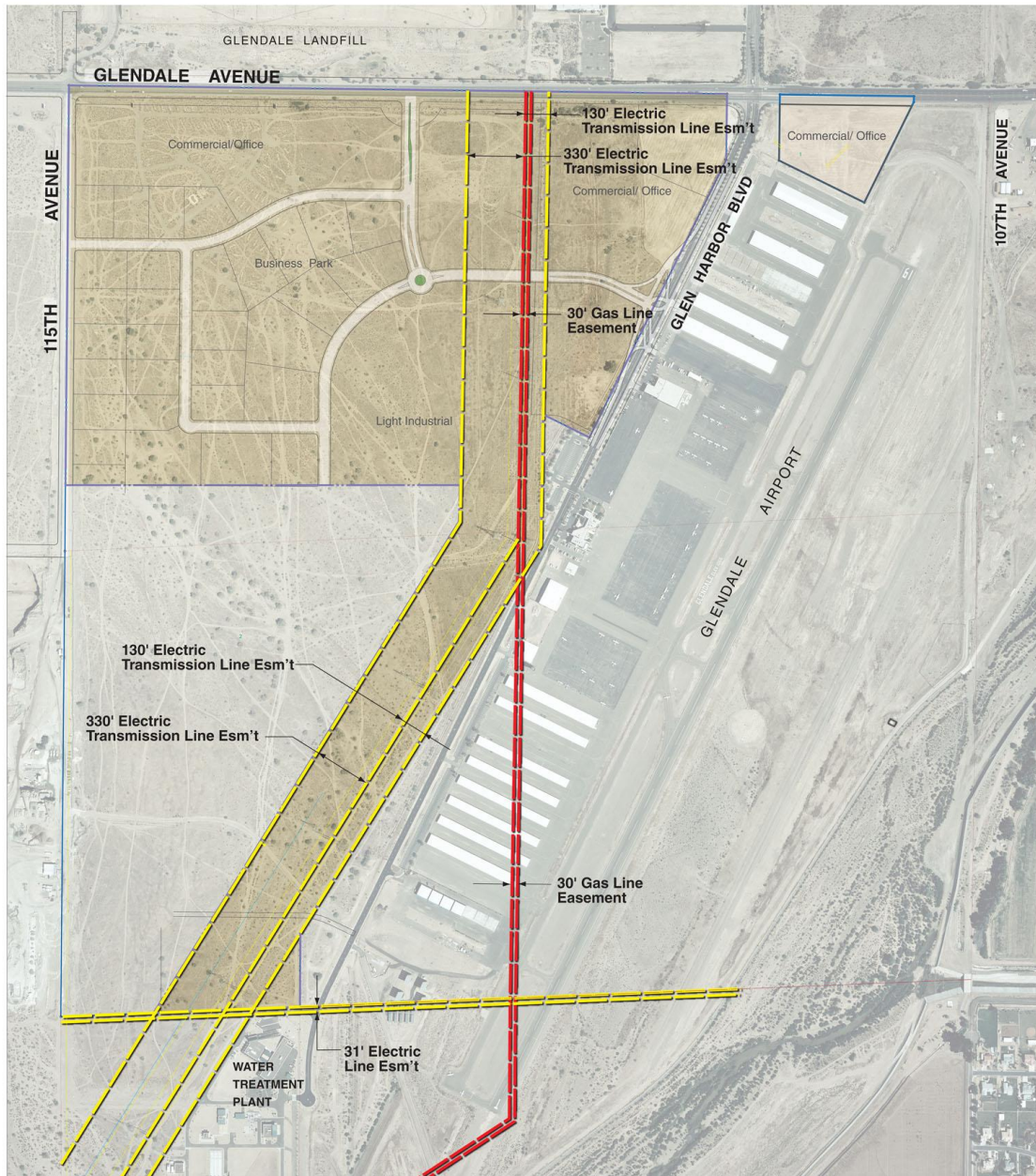
John F. Long
PROPERTIES

THE **ALTER** GROUP



COPPERWING
AT GLENDALE AIRPORT

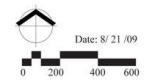
EXHIBIT M
Conceptual Circulation Plan

W R G
DESIGN INC.
ARCHITECTS - ENGINEERS - LANDSCAPE ARCHITECTS - INTERIORS



LEGEND

-  Existing Electric Easement
-  Existing Gas Easement



CASE # ZON08-14
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

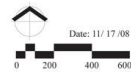
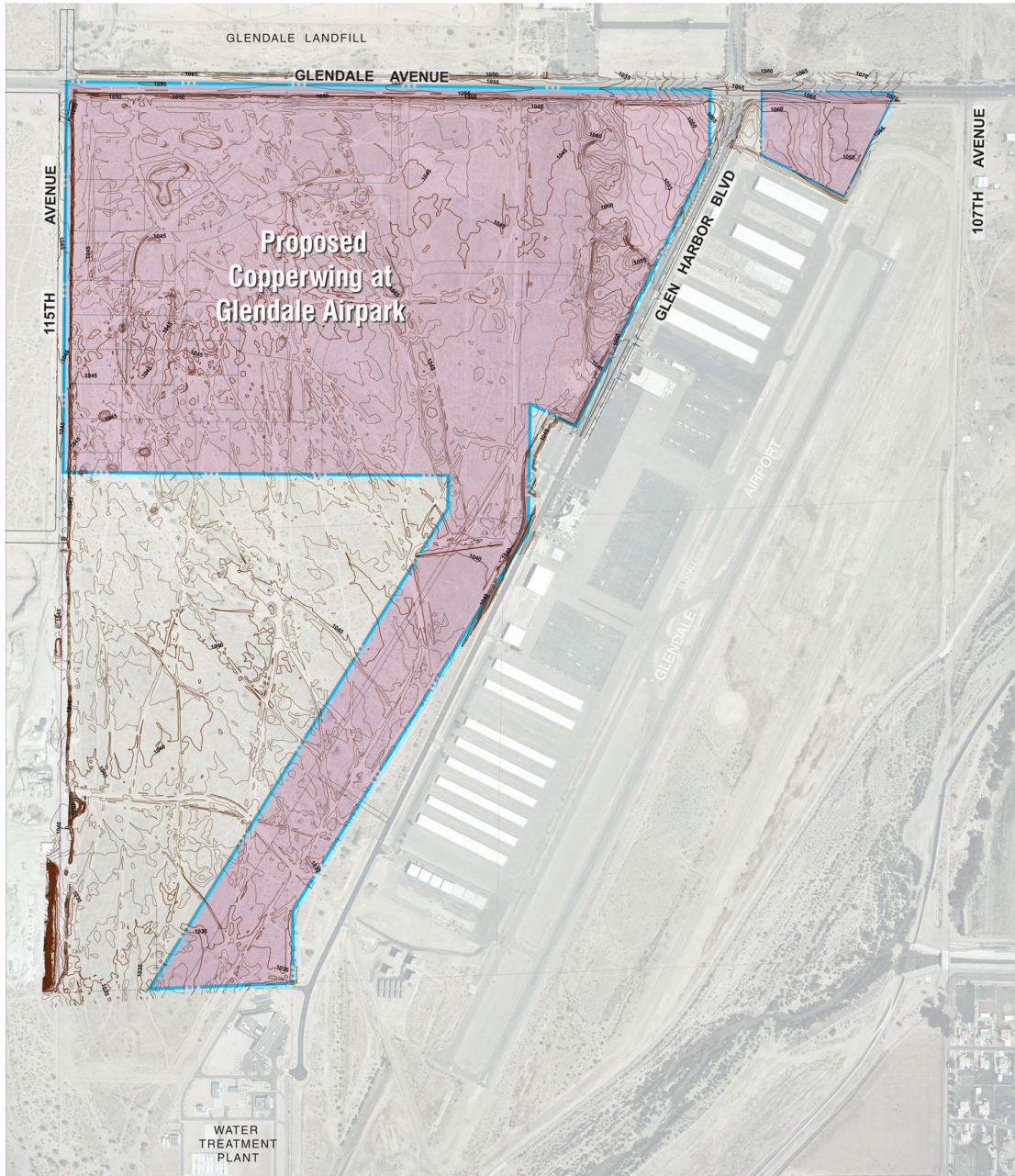
THE **ALTER** GROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT N

Existing Utility Easements

W R G
DESIGN INC.
PLANNING • ENGINEERING • LANDSCAPE ARCHITECTURE • INTERIOR DESIGN



CASE # ZON08-14
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

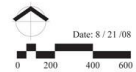
THE **ALTER** GROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT O

Topography Map

W R G
DESIGN INC.



CASE # ZON08-14
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

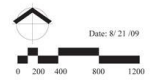
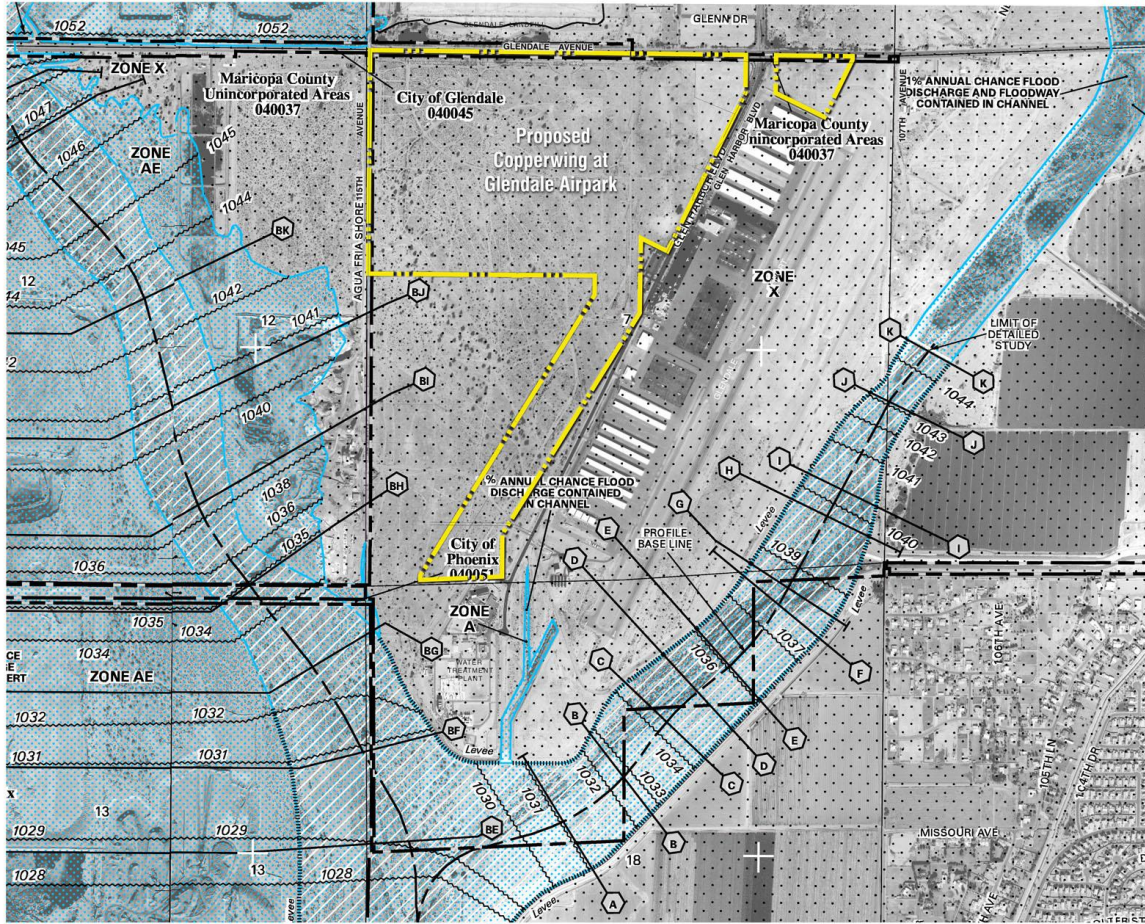
THE **ALTER** GROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT P

Aerial Map

W R G
DESIGN INC.



CASE # ZON08-14
11401 W. GLENDALE AVENUE

John F. Long
PROPERTIES

THEALTERGROUP


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT Q

Flood Map

W R G
DESIGN INC.

EXHIBIT R

Speedie & Associates Geotechnical Report

FULL DOCUMENT UNDER SEPARATE COVER



Gregg A. Crouser, P.E.
Brett P. Crouser, P.E.
Donald L. Conditson, P.E.
Steven A. Greiss, P.E.
Keith R. Gravel, P.E.
Jann C. Wells, P.E.
Brian E. Lingnau, Ph.D., P.E.
Timothy J. Rheinschmidt, R.G.
Todd R. Hinkle, P.E.

REPORT ON PRELIMINARY GEOTECHNICAL INVESTIGATION

DESIGNATION: Glendale Airport Business Park

LOCATION: SEC 115th Avenue & Glendale Avenue
Glendale, Arizona

CLIENT: John F. Long Properties

PROJECT NO: 080217SA

DATE: March 10, 2008



333 E. East Wood Street • Phoenix, AZ 85040 • Phone 602-957-6391 • Fax 602-943-5508 • www.speedie.net
PHOENIX TUCSON FLAGSTAFF SCOTTSDALE

EXHIBIT S

Conceptual Master Drainage Plan

FULL DOCUMENT UNDER SEPARATE COVER

Conceptual Drainage Plan
for

Copperwing at Glendale Airport Glendale, Arizona

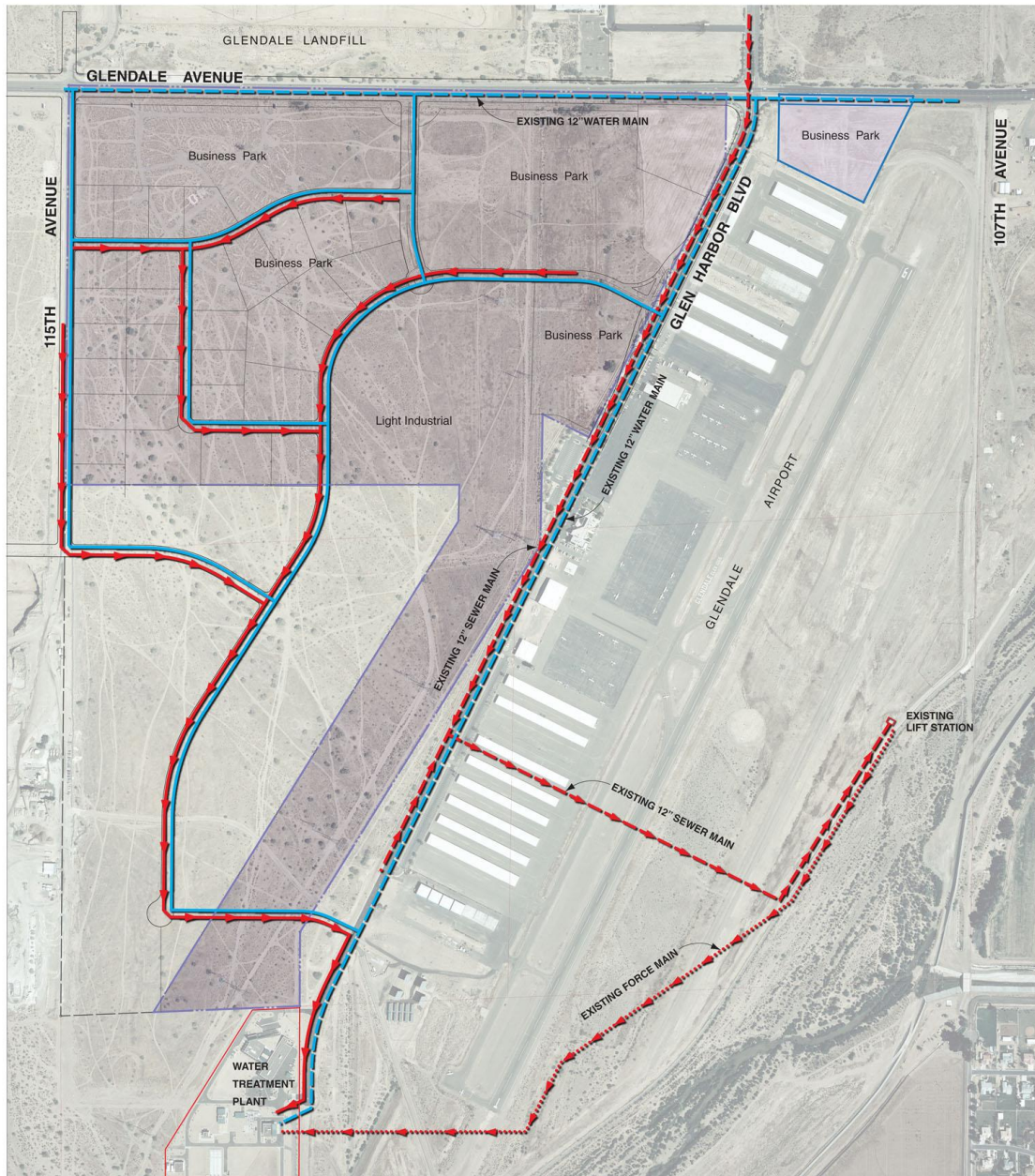


Prepared for:
John F. Long Properties
5035 West Camelback Road
Phoenix, Arizona 85063-4029

Submitted to:
City of Glendale
5850 West Glendale Avenue
Glendale, Arizona 85301

Prepared by:
WRG Design Inc.
9977 North 90th Street, Suite 350
Scottsdale, AZ 85258
Phone: (602) 977-8000

WRG Project # ALT5917



LEGEND

- Existing Water Main
- Proposed Water Main
- Existing Sewer Main
- Existing Force Main
- Proposed Sewer Main

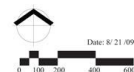


EXHIBIT T

CASE # ZON08-14
11401 W. GLENDALE AVENUE



THEALTERGROUP



Conceptual Master
Water & Wastewater Plan



EXHIBIT T

Conceptual Water & Wastewater Report

FULL DOCUMENT UNDER SEPARATE COVER

Conceptual
Water & Wastewater Report

September 5, 2008

Copperwing at Glendale Airport Glendale, Arizona



EXPIRES 9-30-10

Prepared For

John F. Long Properties
5035 W. Camelback Rd.
Phoenix, AZ 85063-4029

Prepared By

WRG Design, Inc.
9977 N. 90th Street, Suite 350
Scottsdale, Arizona 85258

WRG Project #ALT5917

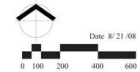
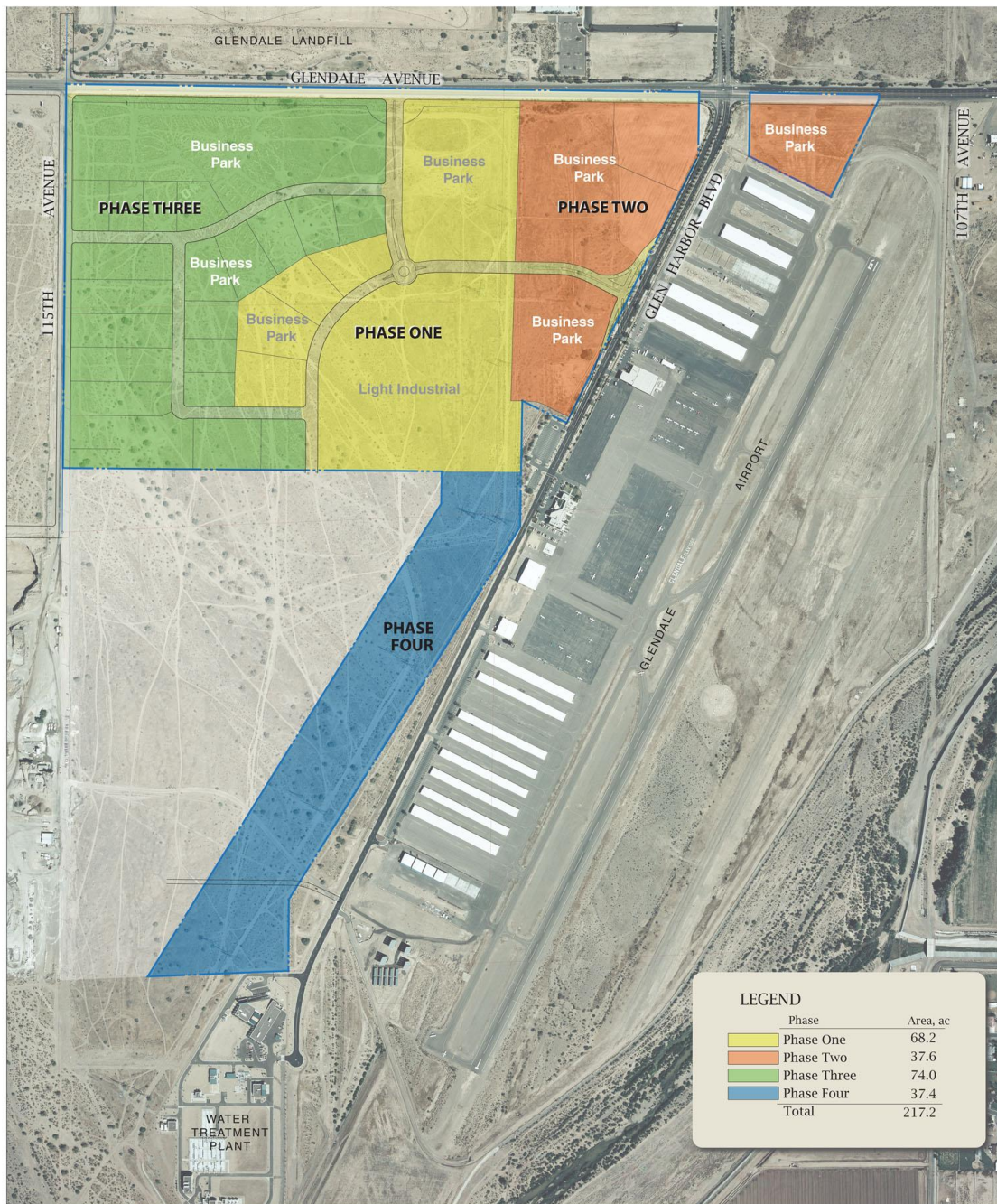


EXHIBIT U

CASE # ZON08-14
11401 W. GLENDALE AVENUE

COPPERWING
AT GLENDALE AIRPORT

Phasing Plan

John F. Long
PROPERTIES

THE **ALTER** GROUP

W R G
DESIGN INC.

City Design Review Process

Purpose.

- A. To promote development consistent with the City's goals of high quality.
- B. To ensure that development is compatible with the surrounding area.
- C. To ensure that on-site and off-site circulation is safe for both motorists and pedestrians.
- D. To ensure that all necessary public utilities and services are provided in an efficient and aesthetic manner.

When Review is Required.

Design Review is required for single residence, multi-residence, office, commercial, and industrial projects if any one (1) of the following requirements is met:

- A. Any new development or construction.
- B. Any change in occupancy as classified by the Uniform Building Code.
- C. Any expansion of an existing site or building.
- D. Any remodeling of an existing use that alters at least twenty (20) percent of the floor area or site area.
- E. Any remodeling or improvement valued at fifty (50) percent or more of the value of the existing improvements on the site.
- F. Prior to occupancy or use of any commercial or industrial building or site which has been vacant for one (1) year or more.
- G. Any amendment to an approved design review plan.

Minor Design Reviews and Waiver of Design Review.

Some projects such as single residences, may not need a complete review. The Planning Director may waive full Design Review if it is determined that such review will not further that purpose of this section.

Submittal Requirements.


A Design Review application shall contain:

- A. Completed application form and fee.
- B. A site plan.
- C. Building elevations.
- D. A conceptual landscape plan and grading and drainage plan.
- E. Materials and colors exhibit board.
- F. Proposed signage.

EXHIBIT V


COPPERWING
AT GLENDALE AIRPORT

City Design Review Process


Jester K. Strong
PROPERTIES


THE ALTER GROUP


CITY OF GLENDALE
PLANNING DEPARTMENT

The technical information to be included with these items along with the appropriate number of copies of each is described in the application guidelines provided by the Planning Department. Additional information may be required depending on the scale and scope of the project.

Review and Approval.

The City staff shall make the following findings in its evaluation of a project:

- A. The proposed development complies with all provisions of this ordinance and all other ordinances, master plans, general plans, goals, objectives and standards of the City of Glendale.
- B. The proposed site development plan's building heights, building locations, access points, and parking areas will not negatively impact adjacent properties or the surrounding neighborhood.
- C. The proposed development promotes a functional relationship of structures to one another, to open spaces, and to topography both on the site and in the surrounding neighborhood.
- D. The height, location, materials, color, texture, area, setbacks, and mass, as well as parts of any structure (buildings, walls, signs, lighting, etc.) and landscaping, is appropriate to the development, the neighborhood, and the community.
- E. Ingress, egress, internal and external traffic circulation, off-street parking facilities, loading and service areas, and pedestrian ways, is so designed as to promote safety and convenience.
- F. The architectural character of the proposed structures is in harmony with, and compatible to, structures in the neighboring environment and the architectural character desired for the city; avoiding excessive variety or monotonous repetition.
- G. All mechanical equipment, appurtenances and utility lines are concealed from view and integral to the building and site design.

Administrative Relief.

City development standards may be modified during the design review process by up to ten (10) percent of the required standard upon a finding that all of the following are met:

- A. The proposed improvement is compatible with the character of the property requesting relief and the adjacent property;
- B. The proposed improvement requiring relief will not be detrimental to the property requesting relief, any adjacent property or the City;
- C. The relief granted is the minimum required to meet the needs of the proposed improvement; and
- D. The relief shall not be contrary to the purpose and intent of this ordinance.


COPPERWING
AT GLENDALE AIRPORT

EXHIBIT V
City Design Review Process

John H. Silvey
PROPERTY

THEALTERGROUP

CITY OF GLENDALE
PLANNING DEPARTMENT

Denial and Appeal Procedure.

A. If the Planning Director or his designee finds that the proposed project has not properly addressed one (1) of the review criteria or there are other technical deficiencies identified by other City staff reviewers, and adequate resolution of the issue(s) can not be ensured by the applicant, the Planning Director or his designee shall deny the Design Review Application and state the reasons for the denial in a letter to the applicant.

B. The applicant may appeal the Planning Director's decision to the Planning Commission if that appeal, including appeal fee, is made in writing to the Planning Director within fifteen (15) days of the decision. The appeal letter shall describe the unresolved issues and describe what design solutions are proposed by the applicant. The applicant shall be notified of the date of the Planning Commission meeting to consider the appeal, a minimum of fifteen (15) days prior to the public meeting.

C. The decision of the Planning Commission shall be final unless an appeal to the City Council is made by the applicant in writing to the Planning Director within fifteen (15) days of the Planning Commission's decision. The appeal letter shall state the reasons for the appeal and be accompanied by the required fee. The applicant shall be notified of the date of the City Council meeting to consider the appeal a minimum of fifteen (15) days prior to the public meeting.

Period of Approval.

Design review approval shall be valid for a period of one (1) year from the date of approval and shall become invalid if a building permit has not been issued in that time. Up to an additional one (1) year may be granted by the Planning Director upon written request by the applicant. The Planning Director shall grant the extension only upon a finding that special circumstances prevented the applicant from obtaining a building permit, and that no changes in City ordinances have occurred which would significantly alter the previous design review approval.

