

ZON21-29

Woolf Crossing

Planned Area Development Amendment Narrative

North and East of the NEC of Loop 303 and Northern Ave
Glendale, AZ

1st Submittal: October 20, 2021
2nd Submittal: December 21, 2021

PLANNING DIVISION
Received
[22 DEC 2021]


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1.0 Introduction

Woolf Crossing PAD (hereinafter referred to as “Project,” or “Property”) is an approximately 612-gross acre development owned by Woolf Family Enterprises Limited Partnership and Huron LLC (“Landowner”). The Project is located within the City of Glendale (the “City”) bound by Olive Avenue to the north, Northern Avenue to the South, Reems Road to the east, and the Loop 303 to the west, see enclosed **Figure 1, Vicinity Map**.

The originally approved 2006 Woolf Crossing PAD proposed a 738-acre planned community. At that time, the General Plan land use designations were Luke Compatible Land Use (LCLU), EMU (Entertainment Mixed Use), and Low Density Residential (LOR, 1-2.5 dwelling units per acre), and deemed consistent with the proposed PAD. The PAD zoning district created a mixed-use development for residential and non-residential land uses.

Since the approval of the original Woolf Crossing PAD, the Loop 303 Corridor has energized the market for employment and industrial development, primarily for warehouse and distribution developments. These types of developments have eliminated the need for a single-family subdivision within the existing PAD. In June of 2021, the City of Glendale amended the Woolf Crossing PAD in order to remove the residential land use planned for approximately 657 single family residential lots and associated park and elementary school uses, and allow commercial and Luke Compatible Land Uses, including warehouses and distribution, as permitted uses, Case Number ZON21-11. Development Standards on Parcels C through J were amended as well.

This PAD amendment is requested to amend the Development Standards on Parcels K, L and M (“Amendment Property” or “Subject Property”), approved for Luke Compatible Land Uses, in order to be consistent with the Development Standards for Parcels C through J approved in June 2021. The Amendment Property is approximately 166.4-acres. The amendment will allow for cohesiveness between buildings within the Woolf Crossing PAD that is expected of master planned developments and compatibility with similar developments. The approval of the amendment and the development of the Property will allow for industrial/employment opportunities that will benefit the City of Glendale and are compatible with existing and pending surrounding development.

2.0 Existing Conditions

The following section details the existing conditions surrounding the Woolf Crossing PAD.

2.1 PHYSICAL SITE LOCATION

The Project is located approximately at the southeast corner of Olive Avenue and the Loop. Northern Parkway, a regional transportation facility, bisects the Project at the midpoint. Presently the Project is undeveloped and used for agricultural purposes.

2.2 EXISTING ZONING AND GENERAL PLAN

The Property is designated as RMU (Regional Mix Use) and LCLU (Luke Compatible Land Use Area) per the Envision Glendale 2040 General Plan. The Amendment Property is designated LCLU. The existing zoning on the Property is PAD, (Planned Area Development). The Project PAD Zoning District was originally approved in 2006.

2.3 SURROUNDING PROPERTIES

The Subject Property is undeveloped agricultural land. Adjacent properties consist of primarily residential and agricultural land uses. More specific information is provided in the following table.

Location	General Plan	Zoning	Current Land Use
Subject Property	LCLU	PAD	Agricultural
North	RMU, MDR 5, MDR 3.5, LDR 2.5, LCLU	RU-43 (Maricopa County) R1-35 (Maricopa County)	Agricultural
East	LCLU, PF	PAD A-1	Golf course, agricultural
South	LCLU, LDR 1, RMU	RU-43 (Maricopa County)	Zoo, large lot residential, agricultural
West	RMU	RU-43 (Maricopa County) R1-6 (Maricopa County)	Loop 303

2.4 LUKE AIR FORCE BASE

The Project is located within the “territory in the vicinity of a military airport” defined by A.R.S. §28-8461. The Subject Property is located within the 65 LDN noise contour line and the balance of the Woolf Crossing PAD is located outside the 65 LDN contour line.

2.5 ACCESSIBILITY

Regional transportation to the Project is via Loop 303, Northern Parkway, Olive Avenue and Northern Avenue.

3.0 PAD Amendment

The 2006 Woolf Crossing PAD zoning district created a mixed-use development for residential and non-residential land uses in conformance with the General Plan and planned development. In 2014 Northern Parkway was constructed which reduced the acreage of the PAD from 738-acres to approximately 670-acres. Since then the Loop 303 Corridor has been constructed, further changing the character of the area and reducing the PAD acreage to approximately 612-acres. Loop 303 has capitalized on the demand for employment and industrial development in the region, primarily for warehouse and distribution developments.

A June 2021 Woolf Crossing PAD Amendment, Case ZON21-11, removed the residential and supporting land uses on 287-acres of the remaining 612-acres. The enclosed **Figure 2, Woolf Crossing Land Use Plan** (Figure 9) from the 2006 Woolf Crossing PAD identifies the original parcel locations and land uses. The enclosed **Figure 3, Woolf Crossing PAD Land Use Plan** identifies the current Project parcel locations and land uses, subsequent to the June 2021 amendment.

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Parcels C through J in the existing Woolf Crossing PAD were amended in Case ZON21-11 to remove the residential and supporting land uses and to allow for Employment and Luke Compatible Land Uses, to include warehouse and distribution, as permitted land uses. The permitted land uses are as described in Sub-Section B. Commercial Land Use Category identified as 1 a.(1) Employment Uses and a.(2) Retail Uses in the original PAD narrative. Also approved were permitted land uses as described in Sub-Section C. Luke Compatible Land Use (LCLU) Category in the original PAD, (pages 25 through 27). In conjunction with amending the land uses, the Development Standards for Parcels C through J were amended and approved in Case ZON21-11 as shown in **Table 1, Development Standards for Parcels C through J** below.

Table 1

Development Standards for Parcels C through J, ZON21-11

Minimum Lot Size	35,000 square feet	
Parking Space	1/2,000 square feet If a developer believes that a project requires a reduction in the required parking spaces, a parking study may be submitted as part of the Design Review Application for review and approval by the City's Development Team.	
Minimum Building Setback		
Front Setback	30 feet	
Side Setback	15 feet	
Rear Setback	15 feet	
Street Setback	30 feet-Arterial Streets 20 feet-All other streets	
Maximum Structure Height	100 feet	Prior to the City's issuance of permit(s) for vertical construction of building(s) or other improvements, Developer shall submit FAA Form 7460 to the FAA Regional Office for the FAA's determination of whether such building(s) or other improvements (as designed) would be a hazard to aviation and what additional conditions (if any) are recommended by the FAA.

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Maximum Lot Coverage	60% for individual parcels
Minimum On-site Landscaping/Open Space	10% of the net site area or the ground floor area of all buildings, whichever is greater Note -The above statement represents the minimum requirements. The final determination will be made during the Design Review Application process.
Landscape Setback-Refer to Section 6.8.A.1 of the original PAD for additional landscape requirements.	
Adjacent to Arterial Streets	25 feet
Adjacent to all other public streets	15 feet
Screen Walls (Olive Avenue and Northern Avenue)	Screen walls for development are limited to the parking lot screen wall not less than three (3) feet six (6) inches in height as required for any adjacent parking areas; and a truck loading dock screen wall, constructed at or near the building limited to a maximum height of 14 feet, to screen any truck loading dock or outside storage area visible from Olive Avenue or Northern Avenue.

This PAD amendment request will amend the Development Standards on Parcels K, L and M, approved for Luke Compatible Land Uses, in order to be consistent with the Development Standards for Parcels C through J as approved in Case ZON21-11, June 2021. All other development standards will comply with the existing LCLU standards as regulated in the original PAD such as performance standards, walls & monumentation, and landscaping buffers & screening.

This amendment will allow for cohesiveness between buildings within the Woolf Crossing PAD and the adjacent Woolf Logistics PAD which has the same landowner. The approval of the amendment and the development of the Property will allow for industrial/employment opportunities that will benefit the City of Glendale.

3.1 PROPOSED DEVELOPMENT STANDARDS

The 2021 Woolf Crossing PAD amendment removed the residential land use and allowed commercial and Luke Compatible Land Uses as permitted land uses which benefited the community by alleviating potential residential residents' concerns due to aircraft noise and providing additional industrial/employment opportunities in the City.

This PAD Amendment modifies development standards for the LCLU parcels (Parcels K, L, and M) to ensure consistency with the development standards approved in ZON21-11, and similar employment and industrial developments. The proposed increased building height and floor area ratio meet the needs of current industrial users and

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should have no significant impact on adjacent property. Reems Road lies on the eastern limits of the Subject Property. The property east of Reems Road south of Northern Parkway is a golf course and the property north of Northern Parkway is included in the Woolf Logistics PAD, approved for similar employment and industrial uses with similar development standards. Property to the north of the Subject Property is undeveloped land used for agricultural purposes zoned RU-43 in Maricopa County. The property abutting on the west is Parcels C through J in this PAD and the property south of Northern Avenue is primarily undeveloped land used for agricultural purposes zoned RU-43 in Maricopa County with existing large lot residential to the west and southwest. Increased setbacks are required adjacent to residential property to minimize impacts between the land uses. **Table 2** below provides a summary of **Existing and Proposed Development Standards for LCLU Parcels (Parcels K, L & M)**.

Table 2

Existing and Proposed Development Standards for LCLU Parcels (Parcels K, L & M)

(Deviations from existing standards are denoted in **bold**)

DEVELOPMENT STANDARD	EXISTING PAD (2006)	PROPOSED PAD AMENDMENT
Minimum Net Lot Area	43,000 Square Feet	43,000 Square Feet
Maximum Lot Area	N/A	N/A
Minimum Building Setback ¹		
Front Setback	25 feet ²	30 feet
Side Setback	60 feet ²	60 feet ²
Rear Setback	60 feet ²	15 feet
Street Side Setback	60 feet ²	30 feet - arterial street 20 feet - all other streets
Maximum Structure Height	30 feet ³	100 feet 100 feet of height is permitted except where Staff administratively approves up to an additional 10% of building height for accessory structures, architectural embellishments, mechanical screening, and other purposes determined by the Planning Director and/or the Planning Director's designee to be appropriate. The Planning Director and the Planning Director's designee are hereby authorized to administratively approve such height between 100 feet and 110 feet. Prior to the City's issuance of permit(s) for vertical construction of building(s) or other improvements, Developer shall submit FAA Form 7460-1 to the FAA Regional Office for the FAA's determination of whether such

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		building(s) or other improvements (as designed) would be a hazard to aviation and what additional conditions (if any) are recommended by the FAA.
Maximum FAR	0.30	1.0
Minimum On-site Landscaping / Open Space	5% of the net site area or 10% of the ground floor area of all buildings, whichever is greater	5% of the net site area or 10% of the ground floor area of all buildings, whichever is greater
Landscape Setback ⁴		
Olive Avenue, Northern Avenue, and Reems Road	20 feet	20 feet
Northern Parkway and all other public streets	10 feet	10 feet

¹Building setback for arterial streets shall be a minimum of one foot for each foot of building height.

²60 feet to residential uses. 15 feet to non-residential uses.

³Maximum height of accessory structures is 15 feet.

⁴Refer to Section 6.8.A.1 for additional landscaping requirements.

Note: Development standards denoted by footnotes 1 & 3 are being removed. Only footnotes 2 & 4 will remain with amended development standards.

This PAD Amendment proposes to modify the existing Parking Standards for the LCLU parcels to be consistent with the parking standard approved in ZON21-11 as shown below in **Table 3, LCLU Parking Standard**.

Table 3

LCLU Parking Standard

(Deviations from existing standards are denoted in **bold**)

PARKING STANDARD	EXISTING PAD (2006)	PROPOSED PAD AMENDMENT
Section 6.11(C) - LCLU Parking Standards (Original PAD)	Parking will be in compliance with Section 7.400 of the Glendale Zoning Ordinance	1 space per 2,000 Square Feet. If a Developer believes a project requires a reduction in the required parking spaces, a parking study may be submitted as part of the Design Review Application for review and approval by the City's Development Team.

Unless otherwise stated within the PAD amendment, all LCLU standards as regulated in the existing PAD will apply to each project development within Parcels K, L and M.

Each development within Parcels K, L and M will require a Design Review Application submittal and approval by the Planning Division. During the Design Review process, the Development Team may require additional landscaping to ensure a cohesive development.

3.2 DEVELOPMENT PHASING

The Project is anticipated to be developed in multiple phases based on market demand. Phasing will be based on market conditions, industry factors, and/or business considerations, as determined by the developer. The associated infrastructure, including two points of access, will be in place with each phase of development.

3.3 PAD PURPOSE

PAD zoning allows for an integrated project with a variety of land uses and development products. This master plan approach to development has a positive impact on the surrounding area by creating communities with retail goods and services, employment opportunities, industrial and manufacturing facilities, and regional infrastructure improvements.

This PAD Amendment abides with the intent of PAD zoning per Section 5.901 of the Zoning Ordinance as outlined:

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

This Amendment maximizes the employment and circulation opportunities created by the development of Northern Parkway, a regional transportation corridor that connects Loop 303, Loop 101 and ultimately Grand Avenue/US60. The construction of Loop 303 and Loop 101 provide additional circulation opportunities to serve new employment uses. The area is also experiencing strong market demand for industrial and manufacturing sites to capitalize on the rail access and power generating facilities.

- B. Encourage residential development to provide a mixture of housing types and designs.

Not applicable within the Project PAD, however this Amendment will maximize employment opportunities for the many new residential communities being developed in the area, supporting a range of future residential housing options.

- C. Encourage innovative development or redevelopment concepts for all land use types to provide a greater variety and intensity of uses.

Through the proposed Development Standards, this amendment allows for the development of a wider range of industrial and manufacturing projects than allowed under the current Development Standards and further supports the size and type of buildings being constructed for warehouse and distribution uses today. The proposed Development Standards create compatibility with adjacent employment facilities in Woolf Logistics Park abutting on the east.

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

The development of the Amendment Property shall be in compliance with existing LCLU performance standards in the original PAD. Each Property development will require a Design Review Application submittal and approval to ensure that all applicable standards and regulations are met and the use minimizes potential impact on adjacent property.

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

The Subject Property's unique location with its access to key transportation corridors, rail access, and industrial scale infrastructure while being compatible with adjacent employment and industrial uses will support development of a range of employment opportunities.

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

The Amendment Property lies within the LCLU land use category of the Envision Glendale 2040 General Plan. The Luke Compatible Land Use Area designation is applied to lands surrounding Luke AFB that are delineated by the 1988 Air Installation Compatible Use Zone (AICUZ) 65 Ldn noise contour. The General Plan recognizes and supports the state legislation related to the continued, viable operations of military installations. Permitted uses shall follow the Arizona land use compatibility requirements and Arizona Revised Statute 28-8481. Permitted uses are not being amended by this proposed Amendment and are in compliance with Arizona revised statutes.

4.0 Infrastructure

This Amendment will have no impact on planned infrastructure as the permitted land uses are not being amended.

4.1 PUBLIC SERVICES AND UTILITIES

UTILITIES

Utilities and services will be provided for the Subject Project as shown below.

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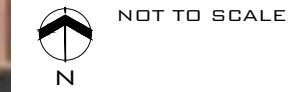
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Water and Wastewater	EPCOR
Refuse	City of Glendale
Gas	Southwest Gas
Electric	APS
Police, Fire and Emergency	City of Glendale
Telephone	CenturyLink
Cable	Cox Communications

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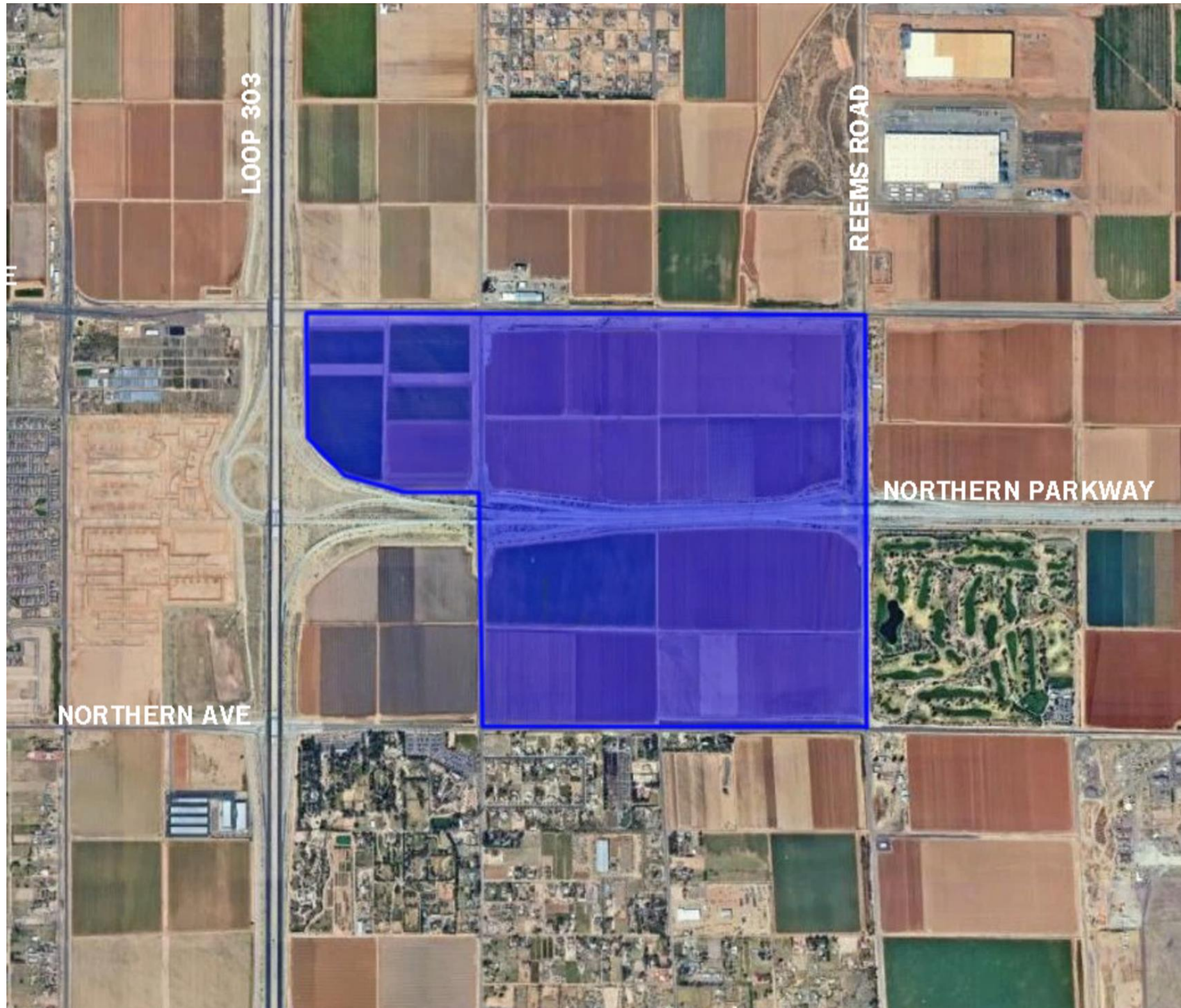
FIGURE 1

VICINITY MAP



LEGEND

 PAD Boundary

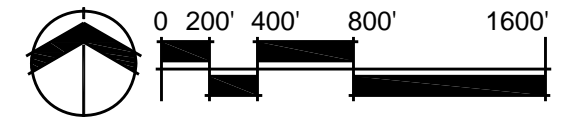


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Figure 2

Proposed Land Use



North Scale: 1" = 800'

Legend

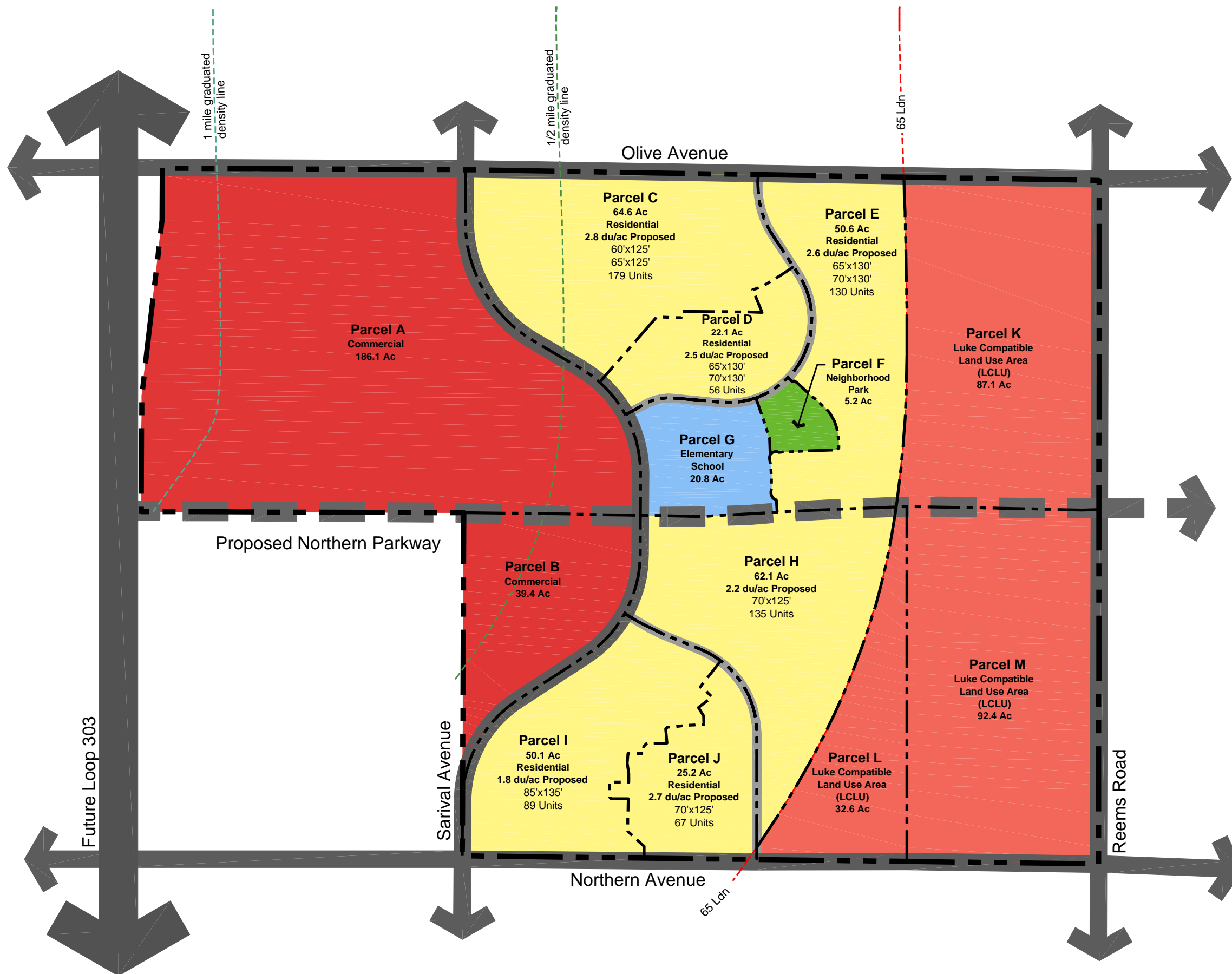
- Project Boundary
- Parcel Boundary

Site Data

Parcel	Gross Ac	Land Use Category	Proposed Units	Proposed Gross Density (du/ac)
A	186.1	Commercial	-	-
B	39.4	Commercial	-	-
C	64.6	Residential	179	2.8
D	22.1	Residential	56	2.5
E	50.6	Residential	130	2.6
F	5.2	Neighborhood Park	-	-
G	20.8	Elementary School	-	-
H	62.1	Residential	135	2.2
I	50.1	Residential	89	1.8
J	25.2	Residential	67	2.7
K	87.1	Luke Compatible Land Use Area (LCLU)	-	-
L	32.6	Luke Compatible Land Use Area (LCLU)	-	-
M	92.4	Luke Compatible Land Use Area (LCLU)	-	-
Totals	738.3		656	0.9

Notes

- Residential densities will not exceed 2 du/ac within the 1/2 mile graduated density line and 4 du/ac within the 1 mile graduated density line.
- There will be no homes within the 65 Ldn line.



CMX Project #: 7074.01

March 2006

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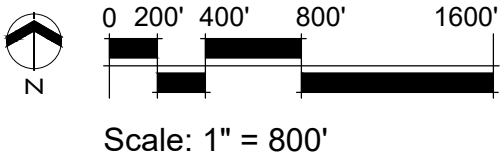


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GLENDALE, ARIZONA

Figure 3

Land Use

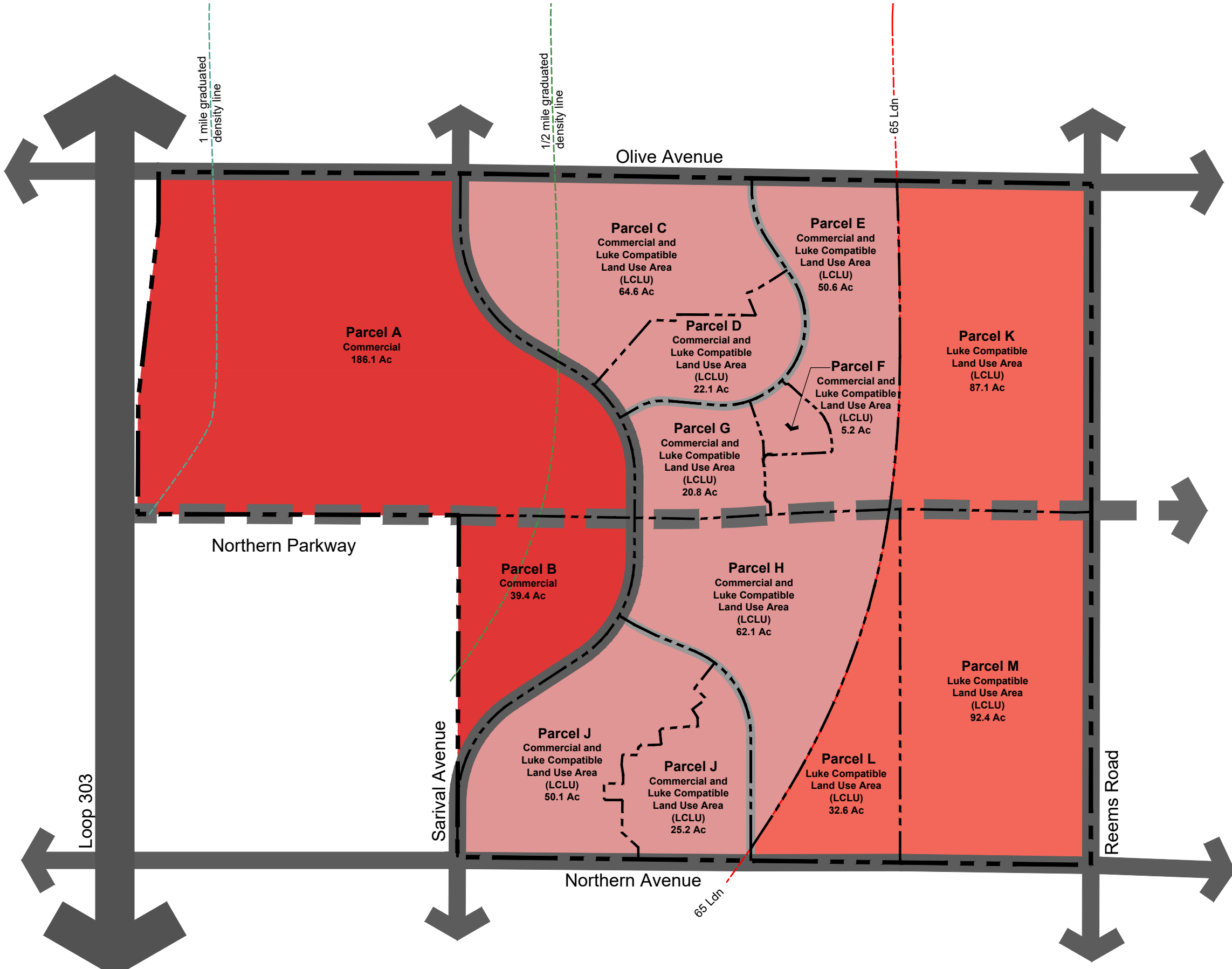


Legend

- Project Boundary
- Parcel Boundary

Site Data

Parcel	Gross Ac.	Land Use Category	Proposed Units	Proposed Gross Density (du/ac)
A	186.1	Commercial	-	-
B	39.4	Commercial	-	-
C	64.6	Commercial and Luke Compatible Land use Area (LCLU)	179	2.8
D	22.1	Commercial and Luke Compatible Land use Area (LCLU)	56	2.5
E	50.6	Commercial and Luke Compatible Land use Area (LCLU)	130	2.6
F	5.2	Commercial and Luke Compatible Land use Area (LCLU)	-	-
G	20.8	Commercial and Luke Compatible Land use Area (LCLU)	-	-
H	62.1	Commercial and Luke Compatible Land use Area (LCLU)	135	2.2
I	50.1	Commercial and Luke Compatible Land use Area (LCLU)	89	1.8
J	25.2	Commercial and Luke Compatible Land use Area (LCLU)	67	2.7
K	87.1	Luke Compatible Land use Area (LCLU)	-	-
L	32.6	Luke Compatible Land use Area (LCLU)	-	-
M	92.4	Luke Compatible Land use Area (LCLU)	-	-
Totals	738.3		656	0.9



ZON21-11, ZON05-20 & PP05-11

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 SEPTEMBER 2021

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