



## PLANNING COMMISSION REPORT

CASE: ZON22-13 - Northern Parkway Commerce Center Rezone  
CASE #: ZON22-13  
MEETING DATE: 08/25/2022  
FROM: Christina Lavelle, Senior Planning Project Manager,  
Planning, CLavelle@glendaleaz.com, 623-930-2553

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### **SUBJECT**

ZON22-13 Northern Parkway Commerce Center- A request by Benjamin Tate, representing Withey Morris, PLC, on behalf of Desert Leasing LLC, to rezone approximately 134 gross acres from RR-45 (Rural Residence) to PAD (Planned Area Development) to allow for the development of an industrial, logistics, and commerce complex. The site is located west of the southwest corner of Northern Parkway and Dysart Road and is in the Yucca District. Staff Contact: Christina LaVelle, 623-930-2553, [clavelle@glendaleaz.com](mailto:clavelle@glendaleaz.com).

### **REQUEST**

Rezoning of approximately 134 gross acres from RR-45 to PAD Overlay District titled "Northern Parkway Commerce Center" to allow for a cohesive industrial complex.

### **APPLICANT/OWNER**

Benjamin Tate, Withey Morris/ Desert Leasing LLC

### **REQUIRED ACTION**

The Planning Commission must conduct a public hearing and make a recommendation to the City Council whether this request is in the best long-term interest of the community and consistent with the General Plan and the Zoning Ordinance.

### **SUMMARY**

Request to rezone approximately 134 gross acres of vacant land to PAD is intended to accommodate the future construction of an industrial complex that will include manufacturing, assembly, employment, distribution, warehousing, e-commerce, office, and limited commercial uses. The PAD will support economic growth through employment opportunities.

### **BACKGROUND INFORMATION**

**General Plan Designation:**

LCLU (Luke Compatible Land Use)

**Zoning:**

RR-45 (Rural Residential-45).

**Property Location and Size:**

The property is located west of the southwest corner of Northern Parkway and Dysart Road.

**Adjacent Uses and Zoning**

Area	Existing Use	Zoning	Jurisdiction
North	Agricultural Land	EI	EI Mirage
East	Salt Production Facility	RU-43	Maricopa County
South	Military Housing		Luke Air Force Base
West	Rural Residential	RU-43	Maricopa County

**History:**

The site is being annexed into the City of Glendale (AN-241). The site is currently vacant farmland within Maricopa County jurisdiction. Maricopa County zoning for this site is RU-43. Once the property is annexed into Glendale jurisdiction, the zoning assigned will be RR-45 which is the most compatible zoning designation the City has in comparison to the County's RU-43. The next step is to rezone the property from RR-45 to PAD.

**Project Details:**

The applicant proposes to rezone the property from RR-45 to PAD to allow for a large scale industrial complex known as, "Northern Parkway Commerce Center". The PAD is proposed as modern industrial, logistics, and commerce center consisting of approximately 2.36 million square feet in four buildings. The PAD allows for permitted land uses that are compatible with and conform to the Luke Air Force Base operations and the M-1 (Light Industrial) and M-2 (Heavy Industrial) standards of the City of Glendale Zoning Ordinance. Furthermore, the PAD proposes permitted uses, uses that require a conditional use permit, accessory uses and temporary uses that are permitted in the M-1 and M-2 zoning district.

The following table provides the proposed development standards for the PAD. It shows the current regulation and where the PAD deviates from the standard.

Regulation	Development Regulation	Proposed PAD Regulation
Max. Building Height (ft)	30	<b>55*</b>
Min. Front Setback (ft)	25	25
Min. Side Setback (ft)	60	60
Min. Street Side Setback (ft)	25	25
Min. Rear Setback (ft)	60	60
Net Lot Area (Sq ft)	6,000	6,000

Max. F.A.R	.3	<b>.5**</b>
Max. Lot Coverage (Percent)	N/A	N/A
Min. Front/ Side Landscape Setbacks (ft)	15	<b>20</b>
Min. Landscape Coverage (Percent)	5	<b>15</b>
Parking Ratio: Warehouse/ Distribution Office	1/2000 1/300	<b>1/2000***</b>
Parking Space Dimension (ft)	10 x 20	9 x 20

\* Rooftop building appurtenances can exceed rooftop height up to an 85' maximum height provided they are more than 20' from the building's rooftop edge. Roof mounted equipment shall be fully screened from the adjacent public street views. Material silos or other similar building specific support elements may exceed roof height up to 85' maximum.

\*\*Mezzanine sf area excluded from F.A.R. ratio.

\*\* For the purposes of meeting the minimum parking requirement based on this ratio, the developer may include both standard parking spaces and transport stalls.

The project proposes an increase in building heights, from the standard to accommodate the market needs for large scale industrial complexes. The main building structures are proposed at a maximum of 55 feet. The maximum height of 85 feet for appurtenances is proposed to allow for accessory structures such silos, generators and/or construction equipment (cranes). The proposed F.A.R. for the site is increased to .5 from .3. Parking has been proposed at an overall one space per two thousand square feet.

The various complementary uses and conceptual buildings are proposed to be unified with thematic architectural features, colors, building materials, and common area elements. The PAD proposes a muted, desert hue color palate with metal accents and canopies. The entrance to each building provides an architectural focal point and lush landscaping to create a sense of arrival and way-finding for employees and customers visiting the site. Industrial standards have been incorporated into the PAD to ensure mitigation of any nuisances from the proposed uses.

Landscape buffers and open space, with drought resistant, desert plants, are provided along Dysart Road, Northern Parkway, and a federally owned drainage ditch along the southern property-line, to provide necessary stormwater retention and to soften the massing of the buildings near adjacent properties. On-site landscaping is provided throughout the development to provide shade within the parking lots and to enhance the over-all site. Landscaping and screen walls are proposed to comply with all City requirements.

Access is provided through four access points off Dysart Road. The mid-point access off Dysart Road provides a traffic signal. Off site improvements provided by the applicant include curb, gutter, sidewalks, and dedication of 65-foot half street right-of-way improvements. In addition, all R.O.W. (right-of-way) improvements will be coordinated between the City of Glendale Transportation Department and Maricopa

County Department of Transportation (MCDOT) to ensure compliance with all traffic requirements.

#### CITIZEN PARTICIPATION TO DATE:

##### **Applicant's Citizen Participation Process:**

On June 13, 2022, the applicant mailed notification letters regarding the proposal to adjacent property owners and interested parties to attend a virtual neighborhood meeting on June 23, 2022. The applicant did not receive any response regarding the request. Three participants attended the meeting along with staff and the applicant. Participants had questions on the process and the applicant provided information. No other comments were received by staff or the applicant. The applicant's Citizen Participation Final Report is attached.

##### **Planning Commission Public Hearing:**

A Notice of Public Hearing was published in *The Arizona Republic* on August 3, 2020. Notification postcards of the public hearing were mailed to adjacent property owners and interested parties on August 5, 2020. The property was posted by August 5, 2022. No comments were received regarding the application prior to the meeting.

#### **STAFF FINDINGS AND ANALYSIS**

##### **PLANNED AREA DEVELOPMENT (PAD) DISTRICT REQUIREMENTS**

Purpose:

Section 5.901 of the Zoning Ordinance states that the purpose of the PAD (Planned Area Development) district is to:

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

**Staff Analysis:** The subject area is considered a prime location for new development opportunities in the city and the development optimizes land that is constrained by the noise contours of the Luke Air Force Base. The overall project concept is to create a large-scale, industrial and distribution complex which is centrally located between the Loop 101 and the Loop 303 corridors. This provides optimal positioning for an industrial complex. Future development of the site will provide access from Dysart Road which will include four access points, a traffic signal at the mid-access point, installation of curb, gutter, sidewalks, and dedication of 65-foot half street right-of-way improvements. These improvements will support effective internal circulation while assisting in traffic relief along Northern Avenue and Dysart Road in relation to the new development.

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

**Staff Analysis:** No residential units are proposed or permitted with this zoning action.

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

**Staff Analysis:** The permitted land uses are reasonable and appropriate given the

location of this site. The proposed mix of industrial, office, and limited commercial uses provide an opportunity for a variety of use types and intensities on an integrated planned development. The permitted uses are compatible with existing and future developments surrounding the site and the operations of the Luke Air Force Base while taking advantage of the site's proximity Northern Avenue, Loop 303, and the Loop 101 corridors.

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

**Staff Analysis:** The proposed architectural theme will unify all parcels and uses with a common design throughout the PAD. The conceptual buildings utilize a color pallet of neutral desert colors consisting of grays, blues, and tans. The color pallet and materials are meant to enhance and compliment the surrounding area. In addition, the PAD has provided increased landscaping and buffers to respond to the request for an increase in building heights and F.A.R. The intent is to lessen the visual impact from the large buildings to adjacent properties. The layout and orientation of the buildings have been designed to showcase the proposed buildings from the street.

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.

**Staff Analysis:** Landscaping requirements will create an inviting environment for pedestrian and non-pedestrian users alike. Landscape buffering along Northern Parkway, Dysart Road, and the drainage ditch along the southern property-line, double as stormwater retention and mitigation to the visual impact of the buildings near adjacent properties. The PAD proposes to increase the minimum open space from five percent to fifteen percent to provide an adequate separation between adjacent properties and uses. Pedestrian walkways, which are ADA compliant, are provided on-site and off-site. Transportation has reviewed the Traffic Impact Assessment and has provided stipulations to address all transportation related issues.

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

**Staff Analysis:** The proposed uses within the PAD are consistent and compatible with the General Plan Designation of LCLU. The proposed uses within the PAD are consistent with State Statute and the Luke Air Force Base operations. In addition, Luke Air Force Base has evaluated the proposal and has determined that the request, will not negatively impact the flying operations at Luke Air Force Base and that any risks to the Base could be mitigated. The applicant will be required to submit for an FAA Obstruction Analysis Evaluation at building permit submittal for permanent structures.

**Required Findings:**

Section 5.913 of the Zoning Ordinance requires the following finding to be met prior to approval of a PAD (Planned Area Development) district:

- The PAD application is consistent with the purpose of the district. The evaluation shall include land use mixture, land use categories, land use intensities, and the proposed development standards.
- **Staff Analysis:** The proposed development plan meets the purpose of the PAD

zoning district to create a mixed-use development that combines industrial, office, and limited commercial land uses. The PAD zoning request is appropriate for developing a mixed-use development unified by architecture, landscaping, signage, and lighting with complementary land uses such as manufacturing, distribution, e-commerce and warehousing. The PAD proposal provides appropriate development standards to accommodate various types of land uses while ensuring quality of design in a master planned development.

## **RECOMMENDATION**

Staff recommends the approval of ZON22-13 subject to the following stipulations:

1. Development shall be in substantial conformance with the Planned Area Development project narrative entitled, "Northern Parkway Commerce Center" date stamped July 26, 2022.
2. An FAA form 7460-1 shall be submitted, reviewed and approved by the FAA prior to issuance of any building permits.
3. Access from Northern Ave shall be coordinated with the MCDOT (Maricopa County Department of Transportation) for compliance with MCDOT requirements. Written documentation from MCDOT shall be required attesting to compliance prior to design review approval.
4. Developer shall provide 65 feet half street right-of-way improvements to include curb, gutter and sidewalks along Dysart Road.
5. Developer shall provide 75 feet of right-of-way improvements for a distance of at least 500 feet from arterial intersections to be in accordance with Glendale Engineering Standard Detail G-323.
6. All sidewalks on public roadways shall be placed within public right-of-way. If additional right of way is required to accommodate sidewalk within turn lanes, it will need to be dedicated as public right of way.
7. Right turn deceleration lanes shall be required in advance of all driveways along Dysart Road.
8. A left turn lanes will be required at all driveways on Dysart Road.
9. Signal foundations and structures shall be in place and ready for operation upon ultimate build-out of the development and signal warrants are met.

## **PROPOSED MOTION**

Move to recommend approval of ZON22-13, subject to the stipulations contained in the staff report.

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## **Attachments**

PAD Narrative

Site Plan

Traffic Report

Citizen Participation Plan Final Report

Zoning Vicinity Map

Aerial Map

Presentation

