



# Planning Commission Workshop Agenda

CITY HALL  
CONFERENCE ROOM 2A  
OCTOBER 3, 2013  
5:00PM

---

One or more members of the Planning Commission may be unable to attend the Meeting in person and may participate telephonically, pursuant to A.R.S. § 38-431(4).

I. CALL TO ORDER

II. ROLL CALL

III. ITEMS

1. **GLENDALÉ'S NATIONAL PREPAREDNESS MONTH CAMPAIGN**

Since the tragic events of 9/11/01, America has recognized September as National Preparedness Month to remind Americans of the importance to take steps to prepare for emergencies in their homes, businesses, schools, and communities. This year, Glendale Citizen Corps proposes that the best strategy for our "Whole Community Approach to Emergency Preparedness" mission must begin with existing leaders who represent all six City Districts – our City Boards and Commissions.

2. **CONDITIONAL USE PERMIT (CUP) APPLICATION CUP13-06: SALON IMPERIAL – 5939 WEST BETHANY HOME ROAD**

Staff will discuss the request by Delfina Amarillas, representing Eliseo Gomez Castillo, for a conditional use permit to allow live entertainment and patron dancing in the C-2 (General Commercial) zoning district. The applicant proposes a banquet hall in an existing 5,176 square foot building with an outdoor patio. The property owner has made upgrades to the site following the approval of a Design Review application in October 2012. The site is located in the Ocotillo District. Staff Contact: Karen Stovall, Senior Planner.

3. **REZONING (ZON) APPLICATION ZON13-05: COPPERWING SUD – 11401 WEST GLENDALE AVENUE**

Staff will discuss a request by Gammage and Burnham, representing John F. Long Family Properties, to establish a SUD (Special Use District) overlay to a M-1 (Light Industrial) zoning district. The property is located 2,000 feet south of the southeast corner of Glendale Avenue and the 115<sup>th</sup> Avenue alignment. The SUD proposes a temporary sand and gravel extraction, crushing, and processing operation on 99.3 acres of property. The site is located in the Yucca District. Staff Contact: Remigio Cordero, Planner.

IV. OTHER BUSINESS

V. ADJOURNMENT

**FOR SPECIAL ACCOMMODATIONS**



Please contact Diana Figueroa at (623) 930-2808 or [dfigueroa@glendaleaz.com](mailto:dfigueroa@glendaleaz.com) at least three working days prior to the meeting if you require special accommodations due to a disability. Hearing impaired persons should call (623) 930-2197.



# Planning Division Workshop Staff Report

**DATE:** October 3, 2013 **AGENDA ITEM:** 2

**TO:** Planning Commission

**FROM:** Jon M. Froke, M.Ed., AICP, Planning Director

**PRESENTED BY:** Karen Stovall, Senior Planner

**SUBJECT:** **CONDITIONAL USE PERMIT (CUP) APPLICATION CUP13-06:  
SALON IMPERIAL – 5939 WEST BETHANY HOME ROAD**

**DISCUSSION:** Staff will discuss the request by Delfina Amarillas, representing Eliseo Gomez Castillo, for a conditional use permit to allow live entertainment and patron dancing in the C-2 (General Commercial) zoning district. The applicant proposes a banquet hall in an existing 5,176 square foot building with an outdoor patio. The property owner has made upgrades to the site following the approval of a Design Review application in October 2012.

The proposed hours of operation are Sunday through Thursday from 8:00 am to 10:00 pm and Friday and Saturday from 6:00 pm to 2:00 am. Indoor live music and dancing is proposed on Fridays and Saturdays only. Use of the outdoor patio for event activities would cease at 8:00 pm.

**REQUIRED ACTION:** Review the request in preparation for a future public hearing. No Planning Commission action is required at this time.

**ATTACHMENTS:**

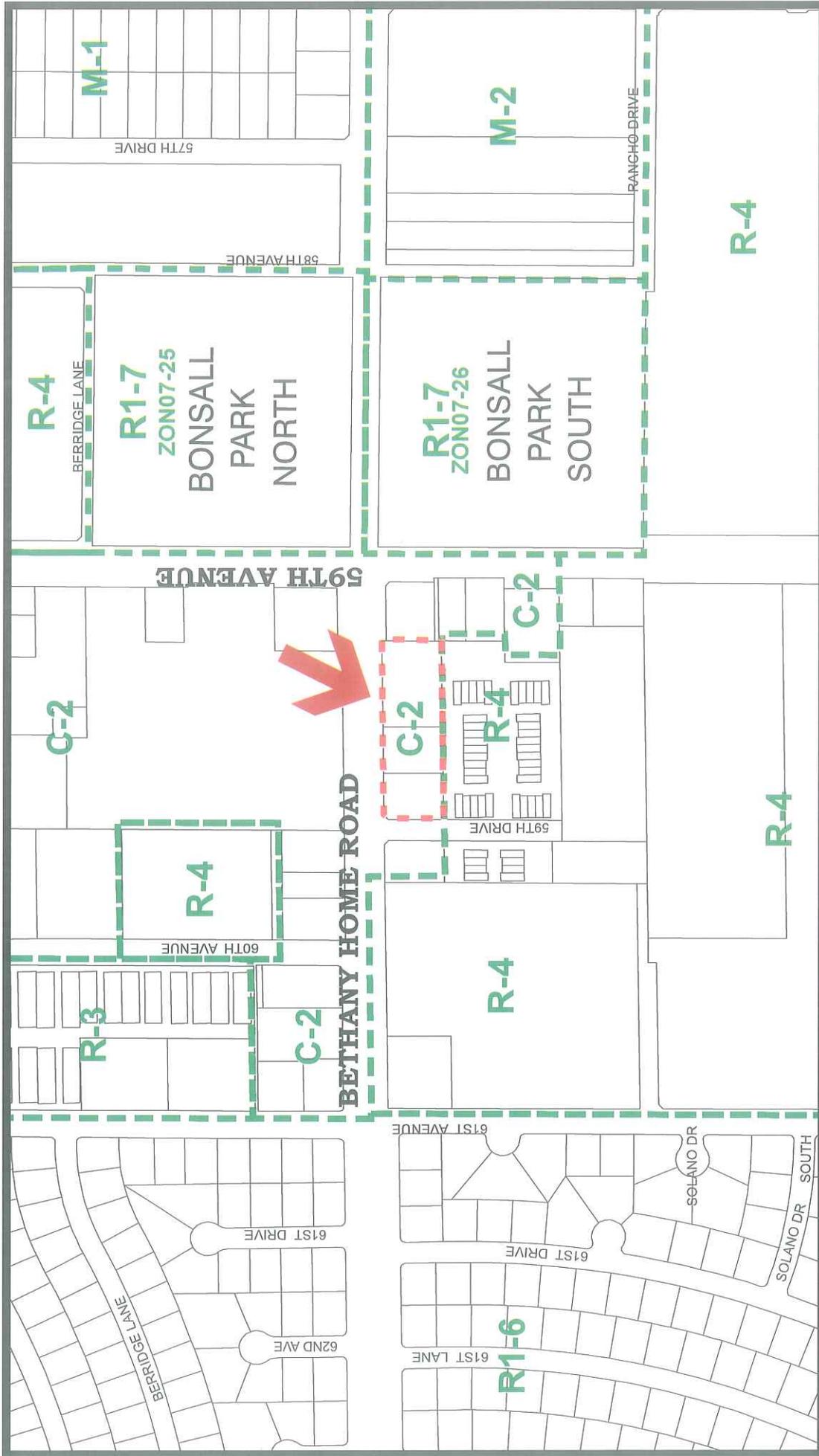
1. Vicinity Zoning Map.
2. Aerial Photograph, dated November 2012.
3. Project Narrative, dated August 22, 2013.
4. Site Plan, dated August 22, 2013.
5. Floor Plan, dated August 22, 2013.

**PROJECT MANAGER:** Karen Stovall, Senior Planner (623) 930-2553  
[kstovall@glendaleaz.com](mailto:kstovall@glendaleaz.com)

**REVIEWED BY:**

  
\_\_\_\_\_  
Planning Director

  
\_\_\_\_\_  
Executive Director

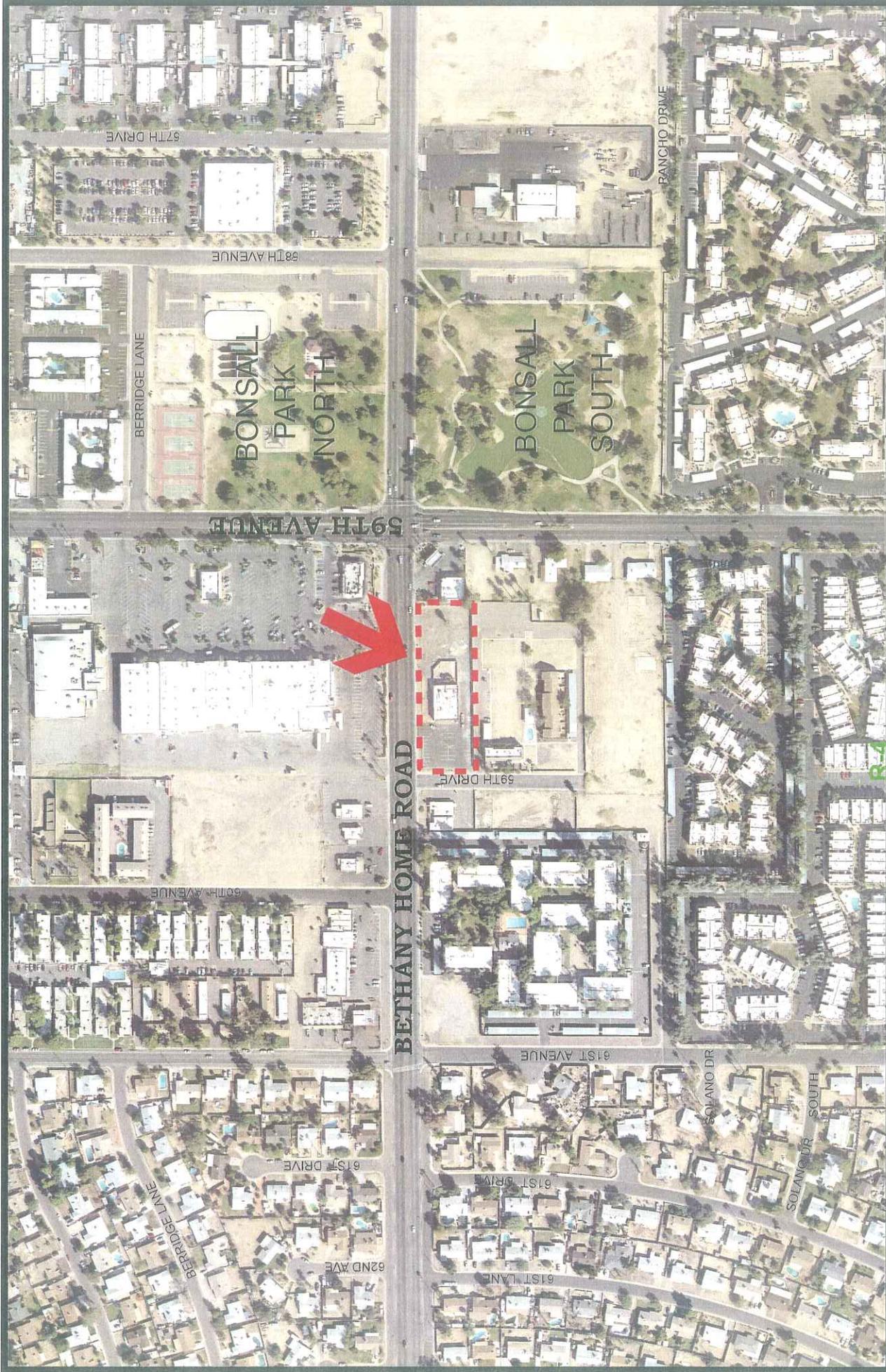


**CASE NUMBER**  
CUP13-06



**REQUEST**  
CONDITIONAL USE PERMIT FOR LIVE ENTERTAINMENT AND DANCING IN THE C-2 (GENERAL COMMERCIAL) ZONING DISTRICT.

**LOCATION**  
5939 W. Bethany Home Road



Aerial Date: November 2012



**CASE NUMBER**  
**CUP13-06**



CUP13-06  
PROJECT NARRATIVE

SALON IMPERIAL  
CONDITIONAL USE PERMIT  
5939 W. BETHANY HOME ROAD  
GLENDALE, AZ 85301

PREPARED BY:  
Delfina Amarillas  
Last Revised  
August 19, 2013

We are applying for a Conditional Use Permit for the Salon Imperial, a Mexican Style Banquet Hall, to have Live Musical Performers and dancing. Eliseo Gomez Castillo is the owner of the Salon Imperial, a building which is located at 5939 W. Bethany Home Rd, Glendale, AZ, 85301, with a current zoning of C-2. Salon Imperial has a net lot size of 54,600 sq. ft. and the inside of the banquet hall 5,176 sq. ft. with a max occupancy of 323

We are requesting to have live music and dancing on Friday - Saturday from 6:00 pm – 2:00 am. Mr. Castillo has provided an area in his establishment for 2 -10 musicians to perform on a 210 sq. ft. stage in the southeast corner of his banquet hall. Mr. Castillo has also provided a 689 sq. ft. dance floor. Mr. Castillo has made his banquet hall available for rental Sunday – Thursday 8:00am – 10:00pm for meetings and conferences. The patio on the eastside of the banquet hall is to be used for daytime events only for renters to have entertainment amenities such as but not limited to mechanical bulls, bounce houses, or inflatable slides. There will not be any tables or chairs set up after 8:00 pm. In the evening during events the area would be monitored by security to be used as a smoking area only and to ensure doors are not propped open.

The applicant is not requesting a liquor license, nor have any plans to request in the future. The people renting the facility are allowed to bring alcohol into the facility, but the banquet hall will provide the bartender/s to serve the alcohol to avoid over drinking or alcohol served to minors. There will be security during the events by either off duty Glendale Police or a private security company. A contract has not been made yet.

All of our findings for the Conditional Use Permit are as followed

- A. The request for the Salon Imperial to have the permit is consistent with policies, objectives and use of the land according to the Glendale General Plan map “GC” and is located in the proper zone district C-2
- B. The request for the conditional use permit will be a good addition to the neighborhood and community.
  - a. During the evening events the bartending employees and security on duty will help to ensure the safety of those attending events and the surrounding neighboring residents and businesses.
  - b. A minimum of two outdoor security lights (location to be determined) will be added to the south side of the building to deter loitering and improve security. Lights will comply with the Glendale’s Dark Sky Ordinance so the lights will not disturb adjacent property owners.
  - c. If the CUP is approved noise abatement structures will be installed to provide a minimum sound transmission class (STC) of 50 before the first live performance.

- d. The doors to the patio and the rear of the building will have self-closing hinges with sound seals.
  
- C. The banquet hall is adequate in size and shape for the events intended for rental and all the requirements for the zone district including but not limited to such as setbacks, walls, landscaping, and buffer yards have been met.
  
- D. The site has adequate access to the public streets and highways to handle the type of traffic that will be generated by the events held at the banquet hall. The banquet has plenty of space for the driveways, loading zones, and parking lot required to allow safe and efficient maneuvering.
  
- E. We have worked diligently with the City of Glendale to meet all requirements necessary for the conditional use permit. And we are willing to work as a Team with the community and the City of Glendale to help the community in whole a better place.

site plan notes

- All on-site utility boxes are to be painted to match building.
- All signage will be reviewed through a separate permit.
- Fire Department access and water supply requirements shall be in place prior to combustible materials being brought on site.
- Building 1" thick to be topped with decomposed granite, see site plan for landscape area.
- All utility boxes, vaults and backflow prevention devices shall be painted to match the building and screened from public view by a masonry wall or round-topped wire mesh enclosure, painted to match the adjacent wall.
- Light distance requirements of COG detail G-447 (Local Streets) or G-448 (Arterial and Collector Streets) are met for all driveways.
- Streetslights installed by the developer may be required for construction plan approval.
- On-site lighting will be placed so as to direct the light away from residential uses and must not exceed one-foot candle at the property line. The height of the parking lot lights within 150' of a residential use to be 15'. High Pressure Sodium (HPS) lighting required adjacent to residence.
- On-site lighting shall meet outdoor Light Control Ordinance.
- Maximum noise level 55 decibels (normal speaking voice) at property line.
- Convenience uses shall be subject to a separate Citizen Participation and Conditional Use Permit Process.
- The property owner is responsible for maintaining landscaping in all public rights-of-way adjacent to the project.
- All traffic control signs and or devices shall meet all standards of the most current edition of the MUTCD.

site data

OWNER: ELISE GOMEZ  
 ADDRESS: 5339 W. BETHANY HOME RD., GLENDALE, AZ 85351  
 LEGAL DESCRIPTION: SEE ATTACHED  
 PARCEL #: 144-30-007L, 144-30-007M, 144-30-007K  
 ZONING: C-2  
 REZONING CASES:  
 CONSTRUCTION TYPE: VB  
 OCCUPANCY: A-2  
 SPRINKLERED: YES  
 ALARM: YES  
 HOOD SYSTEM APPROVED PER PERMIT # 121619-1

project description

THIS IS THE SITE PLAN FOR THE APPLICATION FOR CONDITIONAL USE PERMIT FOR THE SALON IMPERIAL, A MEDIUM STYLE BARRET WALL IN A BUILDING LOCATED AT 5339 W. BETHANY HOME RD., GLENDALE, AZ 85351. EXTENDED DESCRIPTION ON PROJECT NUMBER ATTACHED.

building setbacks

25' IN FRONT (REAR)  
 25' WEST SIDE, 15' EAST SIDE  
 60' REAR(SOUTH), SETBACK IS LEGALLY NON CONFORMING)

building height

ALLOWED: 2 STORIES OR 30'  
 PROVIDED: 22'

lot area

GROSS: 75,538 SF OR 1.73 AC  
 NET: 54,600 SF OR 1.25 AC  
 LOT COVERAGE:  
 ALLOWED: PAR 0.3  
 BUILDING: 5,176 SF  
 PROVIDED: 5,176 / 54,600 = 0.09

required parking

1 SPACE 100 SF OF ASSEMBLY AREA  
 BUILDING SF: 5,176 SF  
 DINING AREA: 3,296 SF  
 TOTAL ASSEMBLY SF: 3,296 SF  
 REQUIRED PARKING: 5,176 / 100 = 52 SPACES  
 PROVIDED PARKING: 54 SPACES PROVIDED INCLUDING 4 ACCESSIBLE

OCCUPANT LOAD

EXISTING OCCUPANT LOAD SCHEDULE (IBC2006 TABLE 1004.1.1)

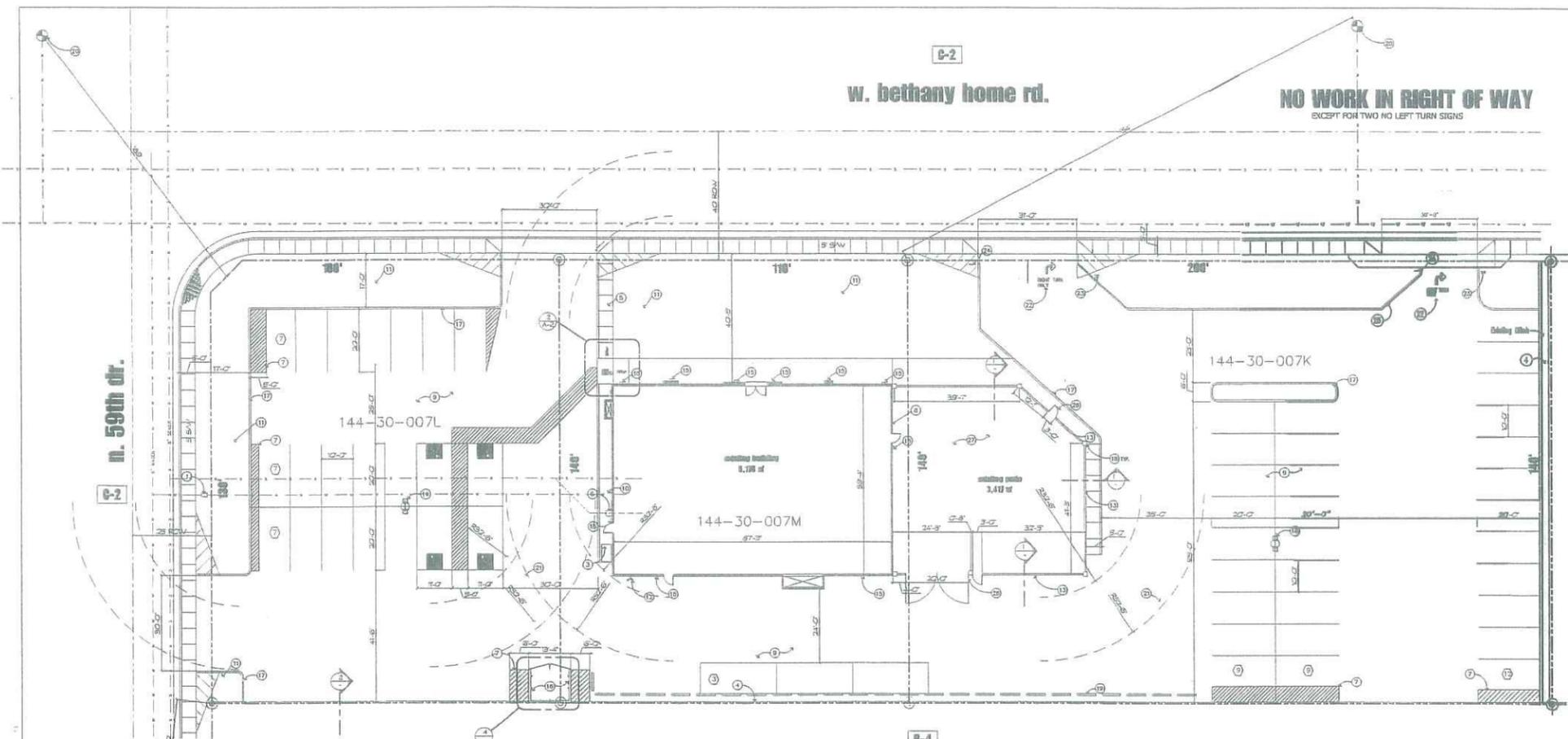
NAME	AREA/OCCUPANCY FACTOR	OCCUPANCY LOAD
ASSEMBLY (TABLES AND CHAIRS)	2,789SF/15	186
BAR-SERVING FRONT DESK	573SF/200	3
KITCHEN	238SF/200	2
MECHANICAL	132SF/100	1
OFFICE	198SF/100	2
RESTROOMS	198SF/100	2
STORAGE	155SF/500	1
DANCE FLOOR	628SF/5	124
GRAND TOTAL		323

key notes

- EX. WATER METER WITH NEW 2" R/RP PER CITY OF GLENDALE DETAILS G-669 & G-673 ON SHEET A-2
- EX. 2 WAY CLEAN CUT
- EX. 600 AMP SEIS
- EX. 4" SUMP BLOCK WALL, TO BE INCREASE TO 8"
- ACCESSIBLE ROUTE
- EX. 250 GAL GREASE INTERCEPTOR
- 4" REFLECTIVE YELLOW STRIPPING
- EX. CMU BLOCK BUILDING
- EX. ASPHALT PARKING LOT TO BE SLURRY SEALED
- EX. 2" REDUCED PRESSURE BACKFLOW PREVENTER
- NEW LANDSCAPING SEE LANDSCAPING PLAN
- EX. FIRE DEPT. CONNECTION
- NEW 6" DECORATIVE CMU WALL PER DETAIL 1 THIS SHEET
- EX. 20" TALL LITHONIA KAD LIGHT POLE PER DETAIL 3 THIS SHEET - NO NEW WORK
- EX. LITHONIA TWS WALL PACK AT 12" PER DETAIL 17 A-2
- NEW 10'-8" X 13'-4" TRASH ENCLOSURE PER DETAIL 4 THIS SHEET
- NEW 6" VERTICAL CURB
- NEW 8"X8"X16 SPLIT FACE CMU COLUMN PER DETAIL 5
- EX. SAFETY CURB
- EX. FIRE HYDRANT
- NEW FIRE DEPT. TURNING RADIT
- NEW "RIGHT TURN ONLY" SIGNAGE AND STRIPING PER DETAIL 15 A-2 AT DRIVEWAY PER STRIPING PLAN AND M.U.T.C.D.
- "DO NOT ENTER" SIGNAGE ON NORTH SIDE OF POLE AND "RIGHT TURN ONLY" ON SOUTH SIDE OF POLE. SIGN PER DETAIL 15 A-2 STRIPING PLAN AND M.U.T.C.D.
- "DO NOT ENTER" SIGNAGE PER DETAIL 16 A-2 AND "NO LEFT TURN" PER DETAIL 14 A-2 STRIPING PLAN AND M.U.T.C.D.
- NEW 6" EXTRUDED CURB TO DIVERT TRAFFIC PER NEW EGRESS DOOR WITH PANIC HARDWARE PER IBC 1008.1.9
- PROVIDE ILLUMINATION AT PATIO MINIMUM OF 1FC FOR MEANS OF EGRESS AT ALL TIME THE PATIO IS OCCUPIED PER IBC 1006.5 AND EMERGENCY LIGHTING PER IBC 1006.3

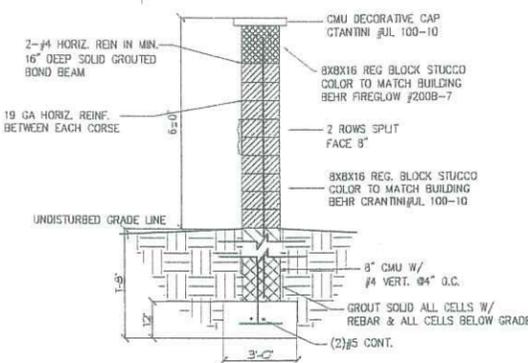
BUILDING CODES

- 2012 IBC (INTERNATIONAL BUILDING CODE)
- 2012 IFC (INTERNATIONAL MECHANICAL CODE)
- 2012 UPC (UNIFORM PLUMBING CODE)
- 2012 IECC (INTERNATIONAL ENERGY CODE)
- 2011 NEC (NATIONAL ELECTRICAL CODE)
- 2009 IFC (INTERNATIONAL FIRE CODE)
- 2009 IFC AMENDMENTS (PDF)
- CITY OF GLENDALE AMENDMENT AND TECHNICAL BULLETINS

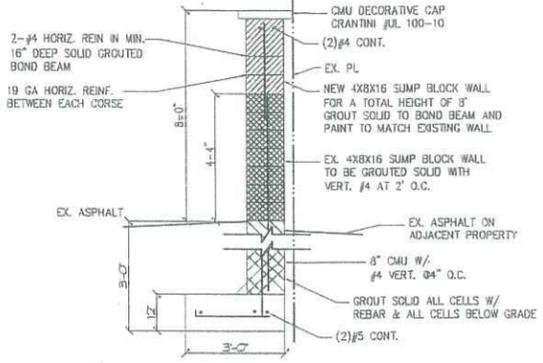


site plan

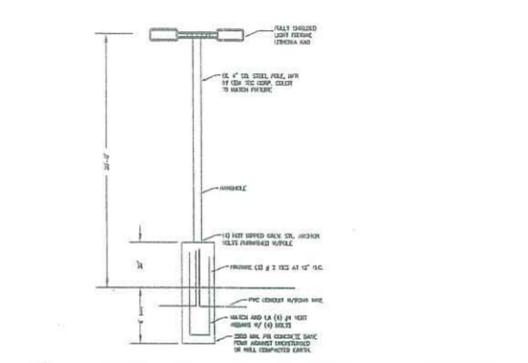
scale: 1" = 20'



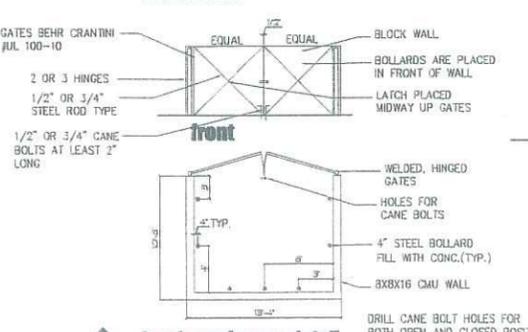
1 new 6' fence around patio



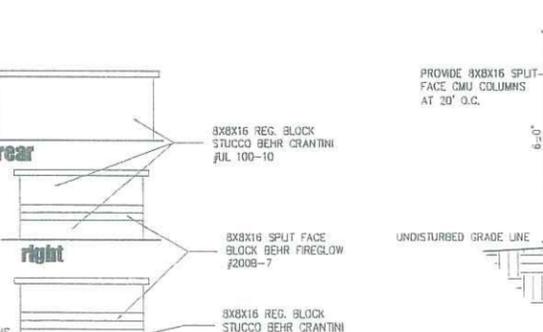
2 existing cmu wall at south property line



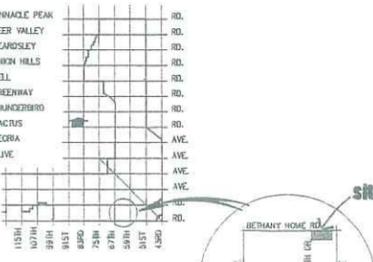
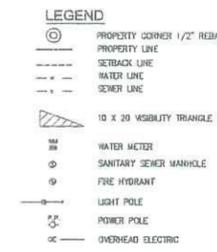
3 existing non-conforming light pole - NO WORK



4 trash enclosure detail



5 patio wall elevation view



CUP13-06  
 salon imperial  
 5339 w. bethany home rd.  
 glendale, az 85351



REVISIONS

NO.	DATE	DESCRIPTION
1	MAY-30-2013	
2		
3		
4		

DRAWN

CHECKED

JUL-11-2013

PROJECT NO.

JUL-11-2013

DATE

salon imperial  
 5339 w. bethany home rd.  
 glendale, az 85351

PROJECT

site plan for  
 salon imperial  
 conditional use permit

TITLE

Site Plan

SHEET

S-1



J.F. Design Group, Inc.  
2804 W. Pearce Rd., Avondale, AZ  
602.373.6563 jfdesign@jfdesign.com

MY-30-2013  
REVISIONS

REVISIONS

DRAWN  
CHECKED  
JUL-11-2013  
PROJECT NO.  
JUL-11-2013  
DATE

salon imperial  
5939 W. Bethany home rd.  
glendale, az 85301

PROJECT

floor plan for  
salon imperial  
conditional use permit

TITLE

Floor Plan

PROJECT

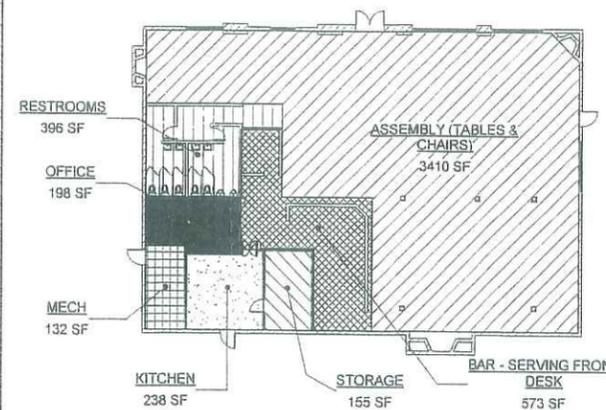
FP

FLOOR PLAN LEGEND

- EXISTING 2" CMU WALL TO REMAIN
- EXISTING INTERIOR STUDS WALL TO REMAIN
- EXISTING DOOR TO REMAIN
- EXISTING DOUBLE DOOR TO REMAIN
- EXITS TO COMPLY WITH TRAVEL DISTANCE ON IBC TABLE 1014.1, 250 FT MAX ON B OCCUPANCY AND 300 FT MAX ON M OCCUPANCY
- FIRE EXTINGUISHER NOT TO EXCEED DISTANCE OF 75 FT PER IFC 906, NFPA 10, TO BE MIN. RATING OF 2A/10BC.
- EXIT SIGN

OCCUPANCY LEGEND

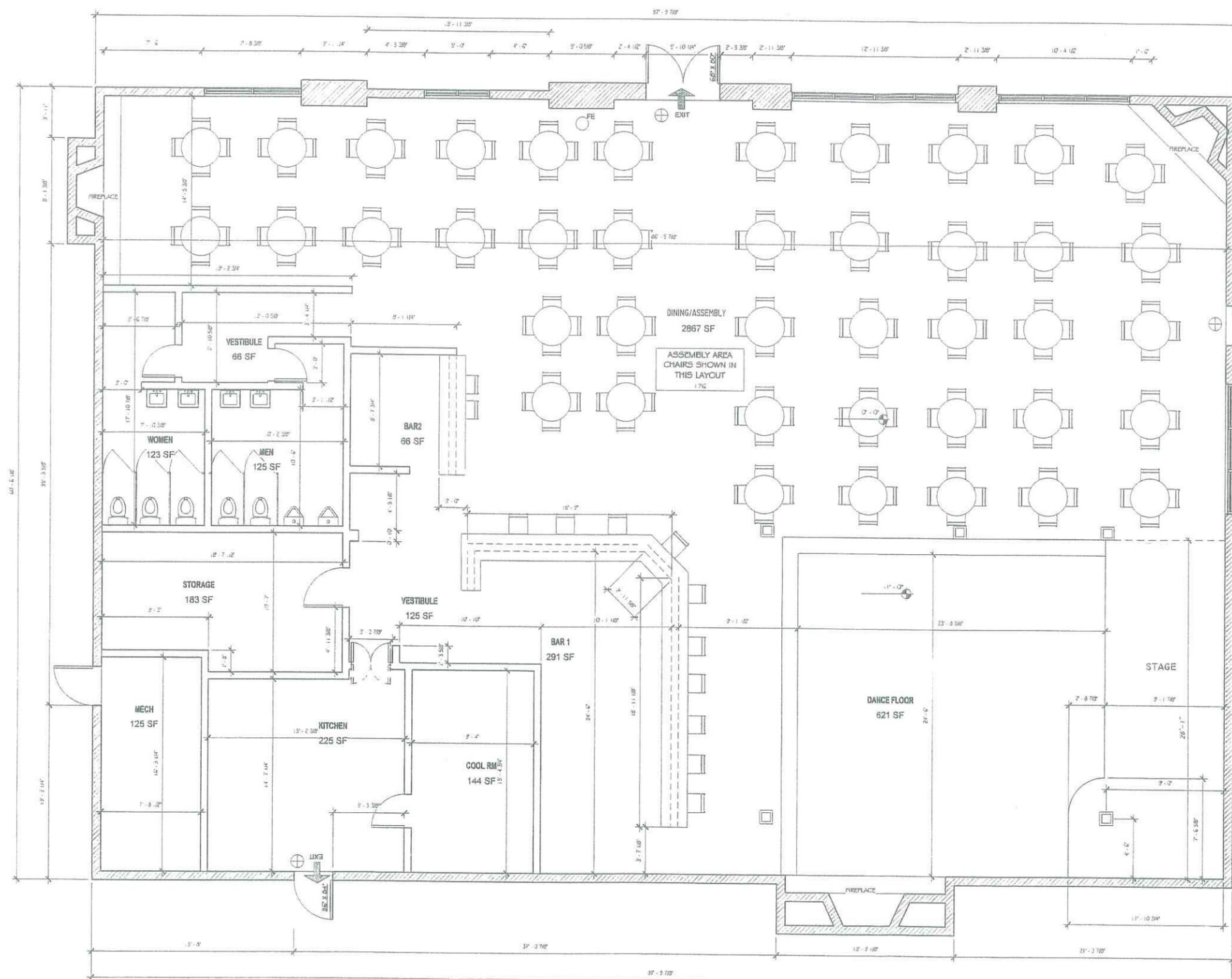
- ASSEMBLY (TABLES & CHAIRS)
- BAR - SERVING FRONT DESK
- KITCHEN
- MECH
- OFFICE
- RESTROOMS
- STORAGE



2 OCCUPANCY PLAN  
1/16" = 1'-0"

EXISTING OCCUPANT LOAD SCHEDULE (IBC 2006 TABLE 1004.1.1)

NAME	USE GROUP	AREA	OCCUPANCY FACTOR	OCCUPANCY LOAD
ASSEMBLY (TABLES & CHAIRS)	A2	2789 SF	15	186
BAR-SERVING FRONT DESK	A2	573 SF	200	3
KITCHEN	A2	238 SF	200	2
MECH	S-1	132 SF	300	1
OFFICE	B	198 SF	100	2
RESTROOMS	B	396 SF	100	4
STORAGE	S-1	155 SF	300	1
DANCE FLOOR	A2	621 SF	5	124
<b>GRAND TOTAL</b>				<b>323</b>



1 EXISTING FLOOR PLAN  
1/4" = 1'-0"



# Planning Division Workshop Staff Report

**DATE:** October 3, 2013 **AGENDA ITEM:** 3

**TO:** Planning Commission

**FROM:** Jon M. Froke, M.Ed., AICP, Planning Director

**PRESENTED BY:** Remigio Cordero, Planner

**SUBJECT:** **REZONING APPLICATION ZON13-05: COPPERWING SUD – 11401 WEST GLENDALE AVENUE**

**DISCUSSION:** Staff will discuss a request by Gammage and Burnham, representing John F. Long Family Properties, to establish a SUD (Special Use District) overlay to a M-1 (Light Industrial) zoning district. The property is located 2,000 feet south of the southeast corner of Glendale Avenue and the 115<sup>th</sup> Avenue alignment. The SUD proposes a temporary sand and gravel extraction, crushing, and processing operation on 99.3 acres of property.

The proposed sand and gravel operation will be operated by a third party. The location of this operation is more than 2,000 feet from Glendale Avenue, 460 feet west of the Glendale Municipal Airport, and 50 feet from the 115<sup>th</sup> Avenue Alignment. Operation will be subterranean and will include a 10 foot earthen berm which will provide additional screening from the surrounding uses. The proposed sand and gravel operator is proposing to phase the operation in 39 acre increments; a total time frame for this operation not to exceed 15 years at this location.

A sand and gravel operation exists west of this site in Maricopa County. High capacity electrical lines exist east of the proposed SUD. A sewage treatment plant exists nearby south of the proposed SUD.

**REQUIRED ACTION:** Review the request in preparation for a future public hearing. No Planning Commission action is required at this time.

**ATTACHMENTS:**

1. Vicinity Zoning Map.
2. Aerial Photograph, dated November 2012.
3. Project Narrative, dated August 23, 2013.

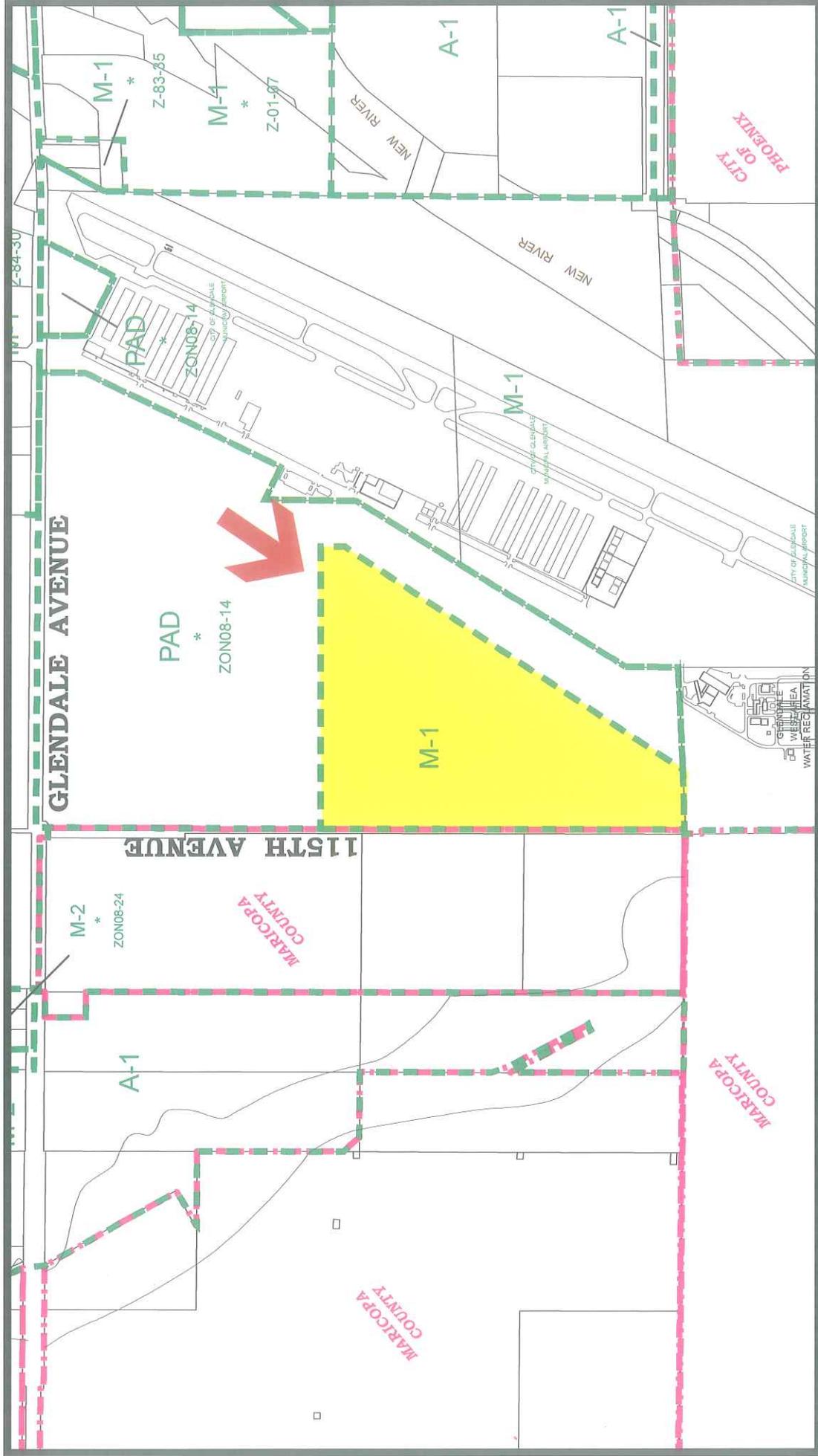
**PROJECT MANAGER:** Remigio Cordero, Planner (623) 930-2597  
[rcordero@glendaleaz.com](mailto:rcordero@glendaleaz.com)

**REVIEWED BY:**

  
\_\_\_\_\_  
Planning Director

  
\_\_\_\_\_  
Executive Director

RC/df



**CASE NUMBER**  
ZON13-05

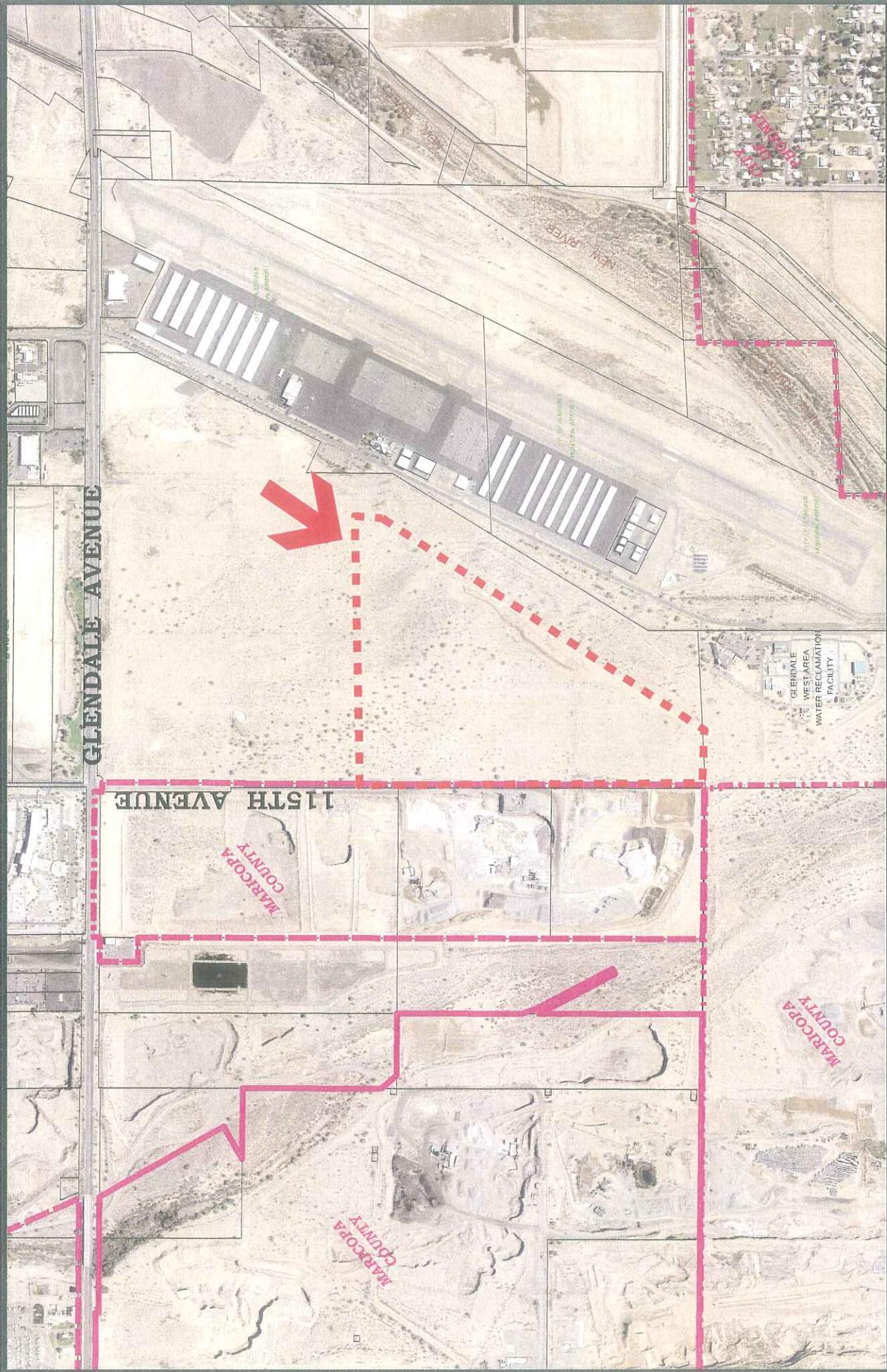


**REQUEST**

A REQUEST TO ESTABLISH A SUD (SPECIAL USE DISTRICT) OVERLAY TO A M-1 (LIGHT INDUSTRIAL) ZONING DISTRICT PROPERTY.

**LOCATION**

11401 W. GLENDALE AVENUE



Aerial Date: November 2012



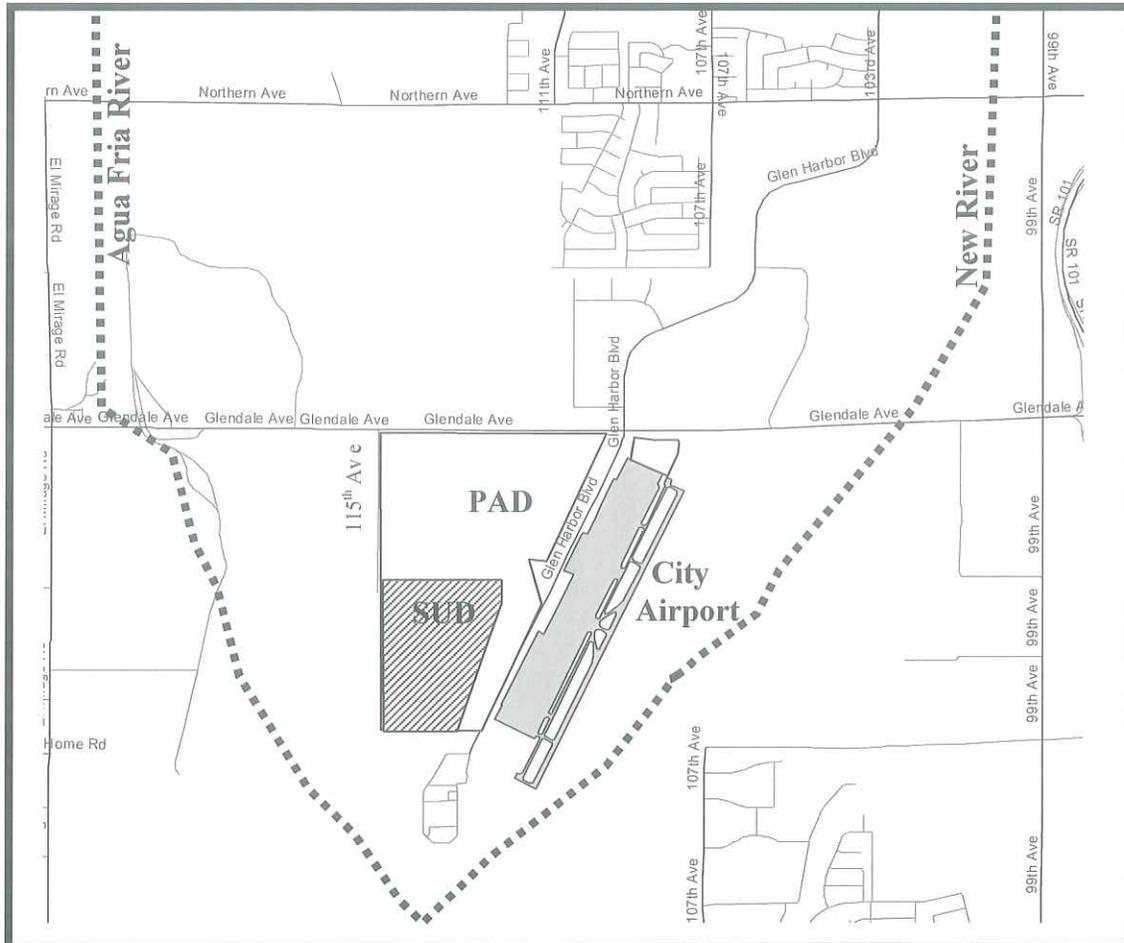
**CASE NUMBER**  
**ZON13-05**



# COPPERWING



AT GLENDALE AIRPORT



**JOHN F. LONG FAMILY REVOCABLE LIVING TRUST U/A  
dated 2/26/2008**

## **SPECIAL USE DISTRICT OVERLAY**

11401 West Glendale Avenue  
Yucca District  
Case No. ZON13-05

Prepared by:  
Gammage & Burnham  
Two North Central Avenue, Floor 15  
Phoenix, AZ 85004  
Tel: 602-256-4422  
Fax: 602-256-4475  
Contact: Stephen Anderson  
June 21, 2013 August 23, 2013(revised)

## TABLE OF CONTENTS

	<u>Page</u>
<b>STATEMENT OF REQUEST .....</b>	<b>1</b>
<b>STATEMENT OF FINDINGS.....</b>	<b>2</b>
Consistency with the General Plan .....	2
Compatibility to Existing/Planned Uses.....	2
<b>SPECIAL USE DISTRICT REQUIRED FINDINGS .....</b>	<b>4</b>
<b>STATEMENT OF EXPLANATION .....</b>	<b>7</b>
Overview of Facility Location and Phasing.....	7
Facility Operations .....	9
Phasing.....	9
Hours of Operation.....	10
Reclamation .....	10
Noise .....	11
Scale/Height.....	12
Light Emission .....	13
Air Quality .....	13
Traffic .....	13
FAA Regulations .....	14
Water.....	15
<b>STATEMENT OF BENEFITS .....</b>	<b>16</b>
<b>CONCLUSION .....</b>	<b>17</b>

## LIST OF EXHIBITS

Exhibit A	Vicinity Map .....	1
Exhibit B	General Plan Map Excerpt .....	2
Exhibit C	Aerial Map Showing Site & Surrounding Uses.....	2
Exhibit D	Boundary Area of Special Use District Overlay .....	4
Exhibit E	Western Area General Plan Height Map .....	5
Exhibit F	Phasing Plan .....	6

## STATEMENT OF REQUEST

The Long family (the "Owner") owns the industrial property located at the southeast corner of Glendale Avenue and 115<sup>th</sup> Avenue bounded by the Glendale Municipal Airport (the "Airport") to the east, 115<sup>th</sup> Avenue to the west, Glendale Avenue to the north, and the City West Area Water Reclamation Facility to the south (see **Exhibit A**). The property is within the incorporated limits of the City of Glendale (the "City"). It is approximately 316.8 acres. Most of the property, 217 acres, was zoned PAD for the Copperwing project, which the City Council approved on August 25, 2009 (ZON08-14). However, the 99.3 acre balance is zoned M-1, Light Industrial. The Owner has agreed to lease the 99.3 acre balance of their property to mine and extract sand and gravel (the "Sand & Gravel Site"). The purpose of this application is to request a Special Use District Overlay for the Sand & Gravel Site pursuant to Section 6.505 of the City Zoning Ordinance.

This proposal represents a novel approach to both business park development and sand and gravel mining operations, and is a result of careful planning by the Long family. For the Long family, the challenge of this vacant land adjacent to the Airport is to transform it into a business park 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. By partnering with a reputable sand and gravel company (the "Operator"), the Long family has identified the income stream that can pay for that infrastructure, allowing development "to pay for itself."

At the same time, the Long family wants to be sure that this Sand & Gravel Site will be managed in a responsible way. That means significantly buffering the site, both by locating it on the south end of the larger property, away from Glendale Avenue, as well as then berming the site. That means requiring the Operator to phase its mining of the site so that the area of open activity would be limited and so that the Operator could reclaim each mined out phase at its completion. Not only will this control the amount of open activity on the Sand & Gravel Site, but it will also allow the Long family to phase the expansion of their business park incrementally as these finished, reclaimed parcels became available. Phasing for the Sand & Gravel Site includes continuous mining and filling between designated phases not to exceed a disturbance of 39 +/- acres at any one time. That means asking the Operator to agree to eliminate tall structures and equipment by initially locating its batch plant off site.

For the Operator, the requests of the Long family must all be met. The Operator will need to recognize the business opportunity here to mine a prime infill site that allows it to shorten transport distances to the numerous construction projects along the Loop 101 and 303 corridors, many of them in the City of Glendale. The Operator will need to recognize that mining an infill site within a municipality, as opposed to a more traditional County site, requires extra efforts to reflect the unique nature of the opportunity.

## STATEMENT OF FINDINGS

### Consistency with the General Plan

The General Plan designates the Sand & Gravel Site for Business Park (see **Exhibit B**). Although the Sand & Gravel Site is more of a Heavy Industry, its operation is temporary. Through reclamation the Owner will require on the site, this operation will speed up future construction of light industrial and office uses on the overall property west of the Airport within the designated Western Growth Area. The leasing of the land to the Operator allows the Long family the financing mechanism to develop the light industrial airpark. Unlike other developers, the Long family finances their projects with cash.

The opportunity of the Operator to mine the site provides immediate economic development within the Western Growth Area in advance of the future desired business and industrial uses envisioned near the Airport. Approval of the Sand & Gravel Site will support the City planning goal to emphasize business retention, municipal revenue generation and job creation. This operation will provide high paying trade and equipment operator jobs. It will have a multiplier effect due to expenditures for personnel, materials, supplies, equipment, fuel, utilities, leases, services and payments to government agencies.

The General Plan encourages uses that support the nearby Luke Air Force and Airport operation and uses which do not require extension of municipal services into the western portions of the City Planning Area. The Sand & Gravel Site is a use which has a low employee density. Low employee density uses make a good fit near airports for safety reasons. The operation will require no extension of municipal services. Temporary electrical power needs are available by nearby power lines. Water is available via a well on the Owner's property and portable storage. Wastewater needs will be minimal due to the low employment density at the site compared to other types of non-residential uses.

### Compatibility to Existing/Planned Uses

The 99.3-acre Sand & Gravel Site is compatible to nearby existing and planned uses. The location of the Sand & Gravel Site is in a highly industrialized and undeveloped area of the City, with it being considerably smaller in area than many of these other sites (see **Exhibit C**).

The Airport adjoins the Sand & Gravel Site to the east and southeast. The City owns approximately 407 acres of industrial land where the airport sits. As has been detailed previously, the Long Family is pursuing this opportunity to allow it to finance infrastructure for the Copperwing Planned Area Development. In other words, the mining proposal set forth here is the financial foundation for the transformation of now

vacant lands into a thriving business center that will complement and significantly enhance the long-term health of the Airport.

The City West Area Water Reclamation Facility exists to the south. It is on 80 acres, with the plant occupying approximately 15 acres. The Water Reclamation Facility and the Sand & Gravel Site are actually neighbors for the same geographical reason, the confluence of the New and Agua Fria Rivers. Both facilities attempt to take advantage of unique opportunities created by the confluence.

The property immediately to the west is an existing sand and gravel facility on 160 acres located within unincorporated Maricopa County operated by Gravel Resources. This facility is a heavy industrial use, and it is responsibly operated and maintained. For example, the traffic generated by this existing facility has had no disproportionate or inappropriate impact on Glendale Avenue. That facility has generally operated in compliance with relevant air quality and employee safety requirements. Nevertheless, that facility does not have berming, nor does it have a phased reclamation plan. That facility does not have a lifespan managed and limited by the long term, end user landowner. That facility is not obligated to locate batch processing below grade. In other words, the Sand & Gravel Site proposed here will be better than its neighbor to the west.

The City operates a landfill on approximately 388 acres north of the site across Glendale Avenue. The landfill is another absolutely essential component of urban infrastructure. Just as we need rock products to build our schools, shops, roads and communities, we need landfills to dispose of our waste in a centralized, properly managed location. The City's landfill provides precisely that service to its citizens. The City landfill is the dominant visual feature of the area, taller and more massive than any other object in the area. In addition, while this proposed Sand & Gravel Site can and will be simultaneously reclaimed for use as an airport business park, the landfill has an estimated life span to 2046 or beyond and is much more restricted in how it can be reclaimed. The landfill produces methane and has to be lined to protect the water table below. By contrast, at completion, the Sand & Gravel Site will be a growing business park.

Luke Air Force Base, at over 1200 acres, is approximately three miles to the west of the Sand & Gravel Site. The proposed mixed use development of Main Street is approximately one-third of a mile to the east of the Sand & Gravel Site. The City Spring Training Facility for the Los Angeles Dodgers and Chicago White Sox is approximately one-third of a mile to the southeast of the Sand & Gravel Site. The large distance to these developments will adequately buffer these developments from the Sand & Gravel Site.

No homeowner associations or neighborhood groups are near the Sand & Gravel Site. The large expanse of adjacent industrial uses and the confluence of the intermittent Agua Fria and New River further south of the proposed Special Use District Overlay buffer this site from the existing residential uses. The nearest existing

residential developments of Country Meadows Unit 9 to the northeast and Wigwam Creek North to the southwest are each one mile from the boundary of the proposed Sand & Gravel Site. Thoroughbred Farms to the southeast is at least one-half of a mile from the boundary of the proposed Sand & Gravel Site. This isolation from residential uses is another key geographic advantage of this site.

As with the existing uses, the Sand & Gravel Site will be compatible with the continued industrial character of the area. These include the approved Copperwing industrial airpark under a Planned Area Development by the Long family on their 200 acres west of the Airport, the continued construction of light industrial businesses at the Glendale Airpark located on the north side of Glendale Avenue east of the landfill, and the future development planned by the City of similar industrial and aviation-related uses at the Airport. The Sand & Gravel Site will provide necessary construction material for these uses. As discussed later, the operation of the mine will include buffers and create no substantial nuisance to disrupt the character of these adjacent properties.

### **SPECIAL USE DISTRICT REQUIRED FINDINGS**

Section 6.505 of the Glendale Zoning Ordinance requires that a Special Use cannot be granted unless the following conditions exist:

- A. The use shall be compatible with existing and planned land uses and shall not be detrimental due to:
  - 1. Increased automobile traffic or impact on the circulation system of the adjacent neighborhood;
  - 2. Excessive noise or light generated from within the site;
  - 3. Excessive scale or height in relationship to surrounding properties;
  - 4. Hours of operation
  - 5. Inadequate parcel size to provide appropriate buffers or mitigation measures to surrounding properties;
  - 6. Disruption of the development character of the adjacent properties.
- B. The use is consistent with the General Plan.

**A: The use shall be compatible with existing and planned land uses.** As detailed above, the Sand & Gravel Site will be compatible with the existing and planned industrial character of the area.

The surrounding area includes several other uses which are compatible with the proposed Sand & Gravel Site. To the south is the 80 acre West Area Water Reclamation Facility which was donated to the City by the Applicant. The City also operates a landfill on approximately 80 acres north of the site across Glendale Avenue. The property immediately to the west is an existing sand and gravel facility on 160 acres located within unincorporated Maricopa County operated by Gravel Resources, which

the City of Glendale has strip annexed around. The proposed Sand & Gravel Site will have virtually no impact on any of these existing industrial users.

This Site is adequately buffered from nearby residential areas by the confluence of the Agua Fria and New River south of the proposed Special Use District. No residential uses are located adjacent to or closer than one-half a mile. Thoroughbred Farms to the southeast is at least one-half of a mile, and Country Meadows Unit 9 to the northeast and Wigwam Creek North to the southwest are each one mile away, at least five times the City Code distance of 500 feet.

As for future business park uses, the applicant is better suited than anyone to evaluate that impact, since the applicant owns the immediately adjacent 200 acre business park. The Long family views this proposal not only as compatible, but as a critical part of their plans for future development of the Copperwing project.

**A.1: The use shall not be detrimental due to increased automobile traffic or impact on the circulation system of the adjacent neighborhood.** The proposed use is in heavily industrial area, and will have no adverse impact on any residential traffic at all. The "adjacent neighborhood" is Gravel Resources and their existing sand and gravel pit. These are the only two businesses that utilize 115<sup>th</sup> Avenue south of Glendale Avenue. As for Glendale Avenue itself, the intersection of 115<sup>th</sup> Avenue and Glendale serves the City landfill. In other words, this intersection, isolated from any residential use, serves existing industrial uses. There will be no detrimental traffic impacts.

**A.2: The use shall not be detrimental due to excessive noise or light generated from within the site.** The isolation of this site below grade in an existing industrial area means that there will be no adverse noise or light impacts. The facility will require no access driveways onto Glendale Avenue or Glen Harbor Boulevard. The signalized intersection of 115<sup>th</sup> Avenue and Glendale Avenue will continue to operate efficiently with the addition of the Sand & Gravel Site. Glendale Avenue is currently designed with two travel lanes in each direction and a center turning lane. The center turning lane provides ample stacking capacity for vehicles entering the sand and gravel operations from the east and vehicles entering the landfill from the west. The dual lanes in each direction on Glendale Avenue provide a safe passing lane from traffic entering the landfill from the east and entering the sand and gravel operations from the west

Noise from the Sand & Gravel Site will pose no nuisance due to the large setback from nearby uses, the noise attenuation of the proposed perimeter berms, the existing ambient noise in the area, and the acceptable levels of noise in the City Code. While a sand and gravel operation does create noise, any noise will be less than that already generated by Gravel Resources, with the major difference of work at grade versus the work proposed here, which will be almost entirely below grade.

Surrounding uses generate their own noise as well. The City landfill would be the largest noise generator in the area on a regular basis, but the two airports, Glendale

Airport and Luke Air Force Base, generate the most noticeable noise for the general area.

The isolation of the site also mitigates any noise impacts. In addition to the below grade work area and the berm, the Site is setback 460 feet from the City Airport and the Water Reclamation Facility to the South. The Site is greater than 2000 feet south of Glendale Avenue. The nearest residential users are more than one-half mile away in the City of Phoenix.

The same is true of lighting. While sand and gravel operations do sometimes operate into night time or early morning hours, work here will be below grade and behind berms, versus work at the adjacent Gravel Resources site, where work is performed by necessity at grade (due to the proximity to the flood plain). The applicant will require any and all nighttime lighting to be directed downward and shielded. Again, the closest residences are over a half mile away.

There will be no detrimental impacts from noise or light.

**A.3: The use shall not be detrimental due to excessive scale or height in relationship to surrounding properties.** The largest feature in this area is the City's landfill, which towers 130 feet into the sky. This mountain is almost matched by the 120 foot tall power lines that run down the east side of the subject property, separating it from the Airport. By contrast, the applicant here is proposing one building, a scale building, at grade, with a maximum height of 30 feet. Every other piece of equipment with any vertical mass is going to be entirely below grade, at the bottom of a fifty foot pit. There will be no detriment due to excessive scale or height.

**A.4: The use shall not be detrimental due to hours of operation.** As detailed above, the extreme isolation of this site, both horizontally and vertically, means that the hours of operation will not be detrimental to anyone. The Sand & Gravel Site will be capable of operations 24 hours a day, as customer and project requirements demand. Actual operation times will vary with the season, sales orders, and other factors. Since the concrete used in construction is the primary use of the sand and gravel mined at the Site, it is essential that the pours be able to take place at night, during the coolest part of the 24 hour day. In addition, by allowing mining 24 hours a day, this allows mining to happen as quickly as possible, thereby moving the site toward reclamation and redevelopment. As such, the land becomes available for Copperwing business park expansion more quickly. Because the site is so isolated, with work taking place below grade, these hours of operation will be of no bother to anyone.

**A.5: The use shall not be detrimental due to inadequate parcel size to provide appropriate buffers or mitigation measures to surrounding properties.** The Site fully complies with the underlying zoning district (M-1) district standards. No deviations or variances will be required. The proposed 10 foot high buffers along the north, east and southeast sides provide ample visual buffers from the industrial park and the airport to the east. The use is situated adjacent to another sand & gravel site to

the west. There are substantial setbacks proposed which will provide additional visual mitigation to the surrounding industrial users.

As previously stated, the closest neighbor with the most ambitious plans is the applicant, the Long family. The applicant is best positioned to report that the mitigation measures proposed here, the below grade work and the berms, provides appropriate buffers to the balance of their land and their development of their PAD zoned property.

**A.6: The use shall not be detrimental due to disruption of the development character of the adjacent properties.** The Sand & Gravel Site will aid in allowing the adjacent property, Copperwing, to develop by creating a financing mechanism without resorting to the public purse or crippling private debt. This allows development to occur on a “pay as you go” basis within the private sector. The development of the Planned Area Development adjacent to the Airport will transform this area from the heavy industrial uses that now dominate to a cleaner, more productive economic engine. The Sand & Gravel Site is the key to opening that door of economic opportunity.

**B: The use is consistent with the General Plan.** The General Plan designates the Sand & Gravel Site for Business Park. Although the Sand & Gravel Site is more of a Heavy Industry, its operation is temporary. Through reclamation the Owner will require on the site, this operation will speed up future construction of light industrial and office uses on the overall property west of the Airport within the designated Western Growth Area.

The General Plan encourages uses that support the nearby Luke Air Force and Airport operation and uses which do not require extension of municipal services into the western portions of the City Planning Area. The Sand & Gravel Site is a use which has a low employee density. Low employee density uses make a good fit near airports for safety reasons. The operation will require no extension of municipal services. Temporary electrical power needs are available by nearby power lines. Water is available via a well on the Owner’s property and portable storage. Wastewater needs will be minimal due to the low employment density at the site compared to other types of non-residential uses.

## STATEMENT OF EXPLANATION

### Overview of Facility Location and Phasing

The Sand & Gravel Site will comprise approximately 99.3 acres. The Sand & Gravel Site will be the limits of the proposed Special Use District Overlay and will occupy the southern portion of the overall site (see **Exhibit D**). The intent is to use the most remote part of the Owner’s overall property. The facility will include phasing of the mining pit areas. As explained above, the Long family intends to use the balance of the overall property for the Copperwing industrial airpark, and the City already approved that Planned Area Development.

The north and east perimeters of the Sand & Gravel Site will be bermed to a minimum height of ten feet from existing grade. Mining areas will have an estimated pit depth of 50 feet, with the approximate top ten feet of soil and topsoil (collectively the "overburden") stripped and stored on site as part of the minimum ten foot high berms used to screen the mining area.

Only mining areas in active use will be excavated, while those already mined will be restored for later reuse as a future part of the Copperwing project on the Owner's property. Active use includes land disturbance associated with the start of a new mining area phase and the closing of a prior mining area phase. Reclamation of sand and gravel pits is a normal part of doing business for the sand and gravel industry, although in this case the reclamation will be phased more narrowly to allow the Long family to expand incrementally, while simultaneously reducing the impact of the active mine.

### Buffering

Several aspects of the site will buffer the proposed mining and processing from neighboring uses. This includes providing large setbacks, creating a perimeter earth berm, and locating structures, with the exception of a one story scale house, in the bottom of the excavated pit.

The proposal includes a large setback from the outside boundary of the mining area to the property boundary of the adjacent uses. This is particularly evident on the setback from Glendale Avenue at over 2,000 feet. Glendale Avenue is the main roadway servicing this area. Access to and from the Sand & Gravel Site will occur only off 115<sup>th</sup> Avenue. The mining area will be separated from the Airport and City Water Treatment Reclamation Facility by the existing 460-foot wide power line easement. This setback is further increased by the circumstance that Glen Harbor Boulevard, the access road into the Airport, runs along the west property line of the Airport. Glen Harbor Boulevard has a setback of some 30 feet or more from the Long property. The Sand & Gravel Site will maintain a setback of 50 feet from 115<sup>th</sup> Avenue to the west. This smaller setback is appropriate given the Gravel Resources sand and gravel operation that runs along the other side of 115<sup>th</sup> Avenue the full length of the Sand & Gravel Site and up to Glendale Avenue. No activity associated with the day-to-day operation of the Sand & Gravel Site will occur within the 2,000-foot and 460-foot setback areas.

In addition to the large setbacks, the Operator will construct an earthen berm along the north and east/southeast perimeter of the mining area to remain throughout excavation. This berm will have an approximate height of ten feet. The height of the berm together with the large setbacks to the nearest public access ways will adequately screen truck and other activity within the mining area.

In addition to the berm, the Operator will only perform batch and washing operations some 53 feet below the bermed pit. This will eliminate the impact of tall structures and equipment at the Sand & Gravel Site. These eliminated tall structures will

be replaced by “low profile” equipment that will be lower than berm height. After the first mining cell all stock piles of material will be stored within the pit, and not visible from adjoining properties. The Sand & Gravel Site will include the necessary equipment to excavate and mine. This will require a variety of equipment to dig, drill, rip, blade, and move the soil. It will be possible to locate much of this equipment within the mining area. Other equipment like pick-up trucks and watering trucks will remain at grade located behind the earth berm. Also at grade, the Sand & Gravel Site will include a construction trailer and area to weigh vehicles. Heights will not exceed 30 feet. This is well under the allowable 60-foot height of the Western Area General Plan (see **Exhibit E**). Also, it poses no obstruction to impair flight safety or decrease the operational capability of the Airport since approximately 120-foot tall high-voltage electric transmission lines currently exist between the Sand & Gravel Site and the Airport. The low height will mitigate visual impact of the Sand & Gravel Site in addition to the generous buffering by the setback of 2,000 feet.

### Facility Operations

The typical equipment and activity at a sand and gravel operation requires excavating/drilling equipment to get the material out of the ground, loading equipment to transfer the material short distances, hauling devices to move the material longer distances and processing equipment to prepare the material in a form suitable for its use as aggregate and storage in stockpiles. Processing generally involves preparing the material to a particular particle size or shape through crushing and grinding. A common processing operation associated with sand and gravel operations is a batch plant for the production of concrete. Most of the above-grade equipment at a sand and gravel operation relates to processing. This processing, as aforementioned, will take place in the pit after Phase 1 excavation is complete. Stockpiling of material may occur during the preparation of the initial mining for phase one and throughout the mining operation for activities including reclamation. The process of excavating is a similar activity to the excavation of below-grade parking structures and other foundation work for commercial and residential projects which can reach depths of, or greater than, 50 feet. The sand and gravel operation follows similar mandatory safety and operation requirements as other construction sites, with the added rules and regulations of the State Department of Mines and Mineral Resources and the Federal Mine Safety and Health Administration.

### Phasing

The mining area will be broken into five phases of approximately 20 acres each (see **Exhibit F**). The estimated total volume of mining material for the Sand & Gravel Site is 6,680,000 cubic yards and an average of 1,312,000 cubic yards for each phase. The Sand & Gravel mining operation will not exceed fifteen years for all phases, pursuant to the terms imposed by the owner and applicant, which requires the land for the continued development of the Copperwing project. As the Operator prepares to open a phase and close another phase, it will be necessary for continuous mining and filling between these designated phases. However, the area of disturbance will not exceed 39 +/- acres at any one time.

The start of mining of a new phase will occur concurrently with placement of inert backfill of the prior phase. It is critical to note that if concurrent reclamation is not feasible, mining operations will cease until backfill activities are on schedule. In this project reclamation will be a priority equal to mining.

### Hours of Operation

The Operator requires the ability to operate the facility at least six days a week and 24 hours a day as customer and project requirements demand. Actual operation times will vary with the season, sales orders, and other factors.

Continuous operations are important for two reasons. First, concrete used in construction will be the primary use for the sand and gravel mined at the Sand & Gravel Site. In the Valley's extreme weather, concrete pours in the summer must take place at night, during the coolest part of the 24 hour day. There will be times that the Operator will need to be operating in response to this physical reality of our climate.

Second, 24 hour operations are most efficient both for the Operator and for the community. In a mining operation, no matter how well managed and planned, the goal is to complete the mining activity as quickly as possible and begin the reclamation process. Operating 24 hours a day allows the mine to be complete much more quickly. In this case, that makes the land available to the Long family more quickly, allowing expansion of the Copperwing business park.

### Reclamation

Several circumstances exist to assure reclamation will occur over the area occupied by the Sand & Gravel Site. The City will review and approve the Special Use District Overlay. The State will require a reclamation plan. The Operator will lease the property from the Owner who has insisted on reclamation to allow them to redevelop the site for light industrial and business park uses.

Backfill will be used to reclaim the mining pits. Backfill will be comprised of inert material and overburden excavated on and off site. Arizona Revised Statutes (A.R.S. 49-701.15.a) define an inert material as a material which is not flammable, will not decompose, and will not leach substances in concentrations above prescribed standards. Inert material used at the site will meet or exceed these minimum guidelines. For outside suppliers of backfill material, the Operator will require the supplier to complete a materials survey, to provide geotechnical and analytical test results of the material, to allow the Operator's trained personnel to review the survey and test results, and to require a visual inspection of the material prior to accepting it for backfill. The Operator will maintain associated records. Appropriate protocols will occur to ensure the backfill and final reclamation for each phase is safe for future commercial/industrial development. Below are some of these protocols that will assure no subsidence in the reclaimed area.

- Backfill material will occur in moisture-conditioned and compact lifts or layers.
- The larger sized particles between 12 to 24 inches in height will not occur in consecutive layers.
- Sand-sized soil will be placed over the layers with larger particles to fill any potential voids.
- Layers will have a relative minimum compaction of 95 percent.

Roadways within the Sand & Gravel Site used to excavate and process the mined material will be ripped and scarified to match surface drainage patterns of surrounding reclaimed land. This reclamation of compacted road surfaces will eliminate the concentrated and erosive flow patterns associated with typical road runoff. The uneven and loosened surfaces created by re-contouring, scarifying, and ripping will facilitate infiltration and generate relatively non-erosive sheet flow under heavy precipitation events.

### Noise

The standard unit of measurement of the loudness of sound is the decibel (dBA). The decibel measurement is logarithmic; meaning each increase in one decibel is a tenfold increase in the level of noise. Typically, the quietest environmental conditions (extreme rural areas with extensive shielding) yield sound levels of approximately 20 dBA. Normal speech has a sound level of approximately 60 dBA. Sound levels above 120 dBA roughly correspond to the threshold of pain and would be associated with sources such as jet engine noise. The minimum change in sound level that the human ear can detect is approximately 3 dBA. A change in sound level of 10 dBA is usually perceived by the average person as a doubling (or halving) of the sound's loudness. The standard reference distance for sound levels at the source is 50 feet. The standard reduction for noise over distance ranges between 3 to 6 dBA per doubling of distance from the source depending on factors like topography and weather, among others.

A sand and gravel operation creates noise during extraction, hauling, and processing activities. These noise levels are similar to many activities found at the nearby Airport, Luke Air Force Base, City landfill, and other industrial and construction sites within the City. At a distance of 50 feet, the following activities have the respective decibel levels. Large 18 wheel trucks and vehicle movements backing up and slamming doors generate a maximum noise level of 86 dBA. Trash pickup and compacting have noise levels ranging from 80 to 85 dBA associated with raising, lowering and compacting operations. Earth moving and impact equipment like front end loaders, jack hammers, and rock drills have a noise level between 70 to 100 dBA.

Noise from the Sand & Gravel Site will pose no nuisance due to the large setback from nearby uses, the noise attenuation of the proposed perimeter berms, the existing ambient noise in the area, and the acceptable levels of noise in the City Code. With the existing 460-foot wide power line easement separating the Airport and City

Water Treatment Reclamation Facility, and the setback of 2000 feet to Glendale Avenue, this distance alone will reduce noise levels nine to 40 times from the point of origin. A high end noise at 100 dBA will degrade to 46 to 73 dBA at a setback of 460 feet and will not be perceivable at a setback of 2,000 feet. Much like the sound attenuation walls along the freeway, the ten-foot high perimeter berm will mitigate the level of noise someone may hear off the property by absorbing sound. The Federal Highway Administration estimates earth berms can provide noise attenuation up to 15 dBA. The proposed perimeter earth berm will lower the highest noise levels to approximately 60 dBA. The existing ambient level of noise in the area is already at high levels due to the operation of the adjoining sand and gravel operator and the known yearly average decibel contour from the Airport over the Sand & Gravel Site of at least 55 dBA. The City Code includes limitations limiting activities 500 feet or closer to residential uses. As noted previously, the Sand & Gravel Site is one-half a mile or more from the nearest residential home, at least five times the City Code distance of 500 feet.

### Scale/Height

The nature of mining is predominately a below-grade activity. The height of equipment is predominately less than ten feet. As previously noted, heights will not exceed 30 feet. The limited pieces of equipment above ten feet will not exceed a typical two-story building. These heights are comparable to heights found at the adjoining Airport and other nearby heavy industrial uses. The height of the equipment at the Sand & Gravel Site will not interfere with visibility of the air traffic control tower. The equipment will fall below the elevation of the floor of the tower which measures 45 feet in height from grade. Also, the Sand & Gravel Site naturally sits at an elevation up to ten feet lower than the tower. Another circumstance which supports the proposed heights at the Sand & Gravel Site is the operating procedure by the Airport of a traffic pattern to avoid the approximately 120-foot tall high-voltage power lines located along Glen Harbor Boulevard and to prevent civilian aircraft from overflying Luke Air Force Base. This operating procedure results in moving air traffic to the east, away from the Sand & Gravel Site. The City Western Area Plan supports a maximum height of 60 feet on the Long property. The scale of the mining operation is at a size far less than the adjoining sand and gravel operator to the west and the landfill to the north. According to the Arizona Department of Environmental Quality Master Facility Plan for the City landfill, it can reach an eventual elevation of 1185.77 feet. This is approximately 130 feet above Glendale Avenue. The large setback from neighboring uses and the buffering of the Sand & Gravel Site mentioned above will further the compatibility related to its scale and height.

### Light Emission

The use of flood light and other lighting devices will be necessary during non-daylight hours. All lighting and material used at the facility will not impair visibility or otherwise interfere with operating aircraft by direct or indirect light emissions. All lighting will be directed downward and shielded.

### Air Quality

Air quality is an increasing concern within the Valley. For sand and gravel operators, air emissions are from drilling, crushing, conveying, screening, and stockpiling materials. Control of dust from this source is through wet dust suppression, dry dust collection techniques or a combination of the two. Fugitive dust is generated from haul roads, and is typically caused by natural occurrences like wind in addition to mining activities like truck hauling. For sand and gravel mining operations, fugitive dust typically is the largest contributor to overall dust at a site. The Operator will control fugitive dust by a variety of means. These may include any combination of spraying the ground by water trucks, windbreaks from the perimeter earth berm, enforcement of on-site speed limits, strategic placement of stockpiles, and the use of protective vegetative cover in open areas. The Operator will secure an applicable Maricopa County and/or Arizona Department of Environmental Quality (ADEQ) Air Quality Permit prior to operation.

### Traffic

115<sup>th</sup> Avenue is the sole point of ingress and egress to the proposed facility. 115<sup>th</sup> Avenue already provides access to the active sand and gravel operation south of Glendale Avenue west from the proposed Sand & Gravel Site. South of Glendale Avenue, 115<sup>th</sup> Avenue is a County road. The applicant expects 115<sup>th</sup> Avenue to remain a County road prior to the development of Copperwing. Thus, there are no plans to annex the County portion of 115<sup>th</sup> Avenue into the City as part of this SUD proposal.

At Glendale Avenue, 115<sup>th</sup> Avenue is already signalized. The signal primarily serves the City landfill north of Glendale Avenue and the public employee training facility. The facility will require no access driveways onto Glendale Avenue or Glen Harbor Boulevard. The signalized intersection of 115<sup>th</sup> Avenue and Glendale Avenue will continue to operate efficiently with the addition of the Sand & Gravel Site. Glendale Avenue is currently designed with two travel lanes in each direction and a center turning lane. The center turning lane provides ample stacking capacity for vehicles entering the sand and gravel operations from the east and vehicles entering the landfill from the west. The dual lanes in each direction on Glendale Avenue provide a safe passing lane from traffic entering the landfill from the east and entering the sand and gravel operations from the west.

The development of this project will result in some improvement obligations for the applicant. First, the applicant will pay for its one quarter share of the existing

signalization at 115<sup>th</sup> Avenue as part of the development of this SUD project. Second, the applicant will also pave the south leg of the intersection of 115<sup>th</sup> Avenue and Glendale Avenue and will cooperate with the City with respect to the installation of loop detectors. Finally, the applicant will ensure adequate fire access from Glendale Avenue down 115<sup>th</sup> Avenue, including a compliant turnaround space for fire and emergency vehicles at the end of 115<sup>th</sup> Avenue.

The Operator expects to employ five to ten employees on site, with a varying number of truck drivers on site at any one time. Estimated traffic associated with the Sand & Gravel operation is an average of 74 trips per day. This amount of traffic for a sand and gravel operation is low compared to trip generations for airports, light industrial and commercial uses. According to the Institute of Traffic Engineers, heavy industrial uses generate an average of 0.82 trips per employee. This average 74 daily trips per day is far less than the nearby general aviation airport and typical commercial uses.

### FAA Regulations

Title 14 of the Code of Federal Regulations (14 CRF) Part 77 requires that the FAA promote air safety and provide an efficient use of navigable airspace. To accomplish these objectives, all proposed construction which could potentially affect airspace must file a Notice of Proposed Construction (FAA Form 7460-1) with the FAA.

Letters of Determination were issued by the FAA in 2009 with respect to a prior application for a similar use on the property. Copies of these approvals are attached as **Exhibit G**. We have recently filed updated Form 7460 forms with the FAA as part of the zoning application, and anticipate an approval prior to Planning Commission consideration.

Glendale Airport operates with an unusual flight pattern, designed to protect the viability of Luke AFB to the west. All traffic into and out of the Glendale Airport is to turn east. Thus, there is no flight activity over the subject Property. In addition, because of the presence of 120 foot tall electrical lines, it would be dangerous for Glendale Airport flights to turn west toward the subject.

The proposed Sand & Gravel operation will have heights lower than adjacent users which will not impact the navigable airspace. The proposed 30 feet at grade scale house will be the tallest structure on property, with the remaining buildings and equipment all located below grade.

The proposed Sand & Gravel operation will not attract wildlife. Currently, the Gravel Resources operation on the west side of 115<sup>th</sup> Avenue has open ponds with standing water in them. Apparently, despite the open water, these ponds do not attract birds or other wildlife, and have had no impact on Airport operations. By contrast, the applicant's proposed operations will not have standing water ponds. Water will be used

or recycled, not held in the open. Thus, regardless of the experience next door, there will be no risk of wildlife gathering at the subject property.

### Water

The applicant will not require potable water or effluent for the Sand & Gravel operation. (The nearest potable line is in Glen Harbor Boulevard.) The applicant anticipates meeting its processing and dust control needs using well water from a well already on site. The applicant will import bottled potable water for the small on-site staff.

It should be noted that there is an existing effluent line in the project vicinity. The applicant will work with the City to properly document the existence of this City infrastructure.

Based on well data from the Arizona Department of Water Resources, the approximate depth of groundwater over the Sand & Gravel Site is at least 100 feet below ground. Groundwater is not expected to be a constraint to the operation in that the excavation will be approximately to a depth of 50 feet.

The Operator will take all appropriate measures as required by law to safely handle fueling and operational-related repairs of vehicles and equipment at the site. These standard measures will be no different than the measures taken at other numerous industrial and commercial sites within the Phoenix metropolitan area. The extent of the fuel and related equipment repairs will be far less intensive than the adjoining Airport aircraft operations, and similar to the sand and gravel operator to the west and the landfill to the north. The limited exposure of such potential pollutants poses no more a risk to water quality than the Airport which is closer to the confluence of the intermittent water course of the Agua Fria and New River.

Water usage at a sand and gravel operation is nominal when compared to most industrial uses. Water will be used to perform critical operations such as drilling and dust control. Issues related to runoff are negligible. The Operator will secure an applicable Storm Water Pollution Prevention Plan (SWPPP) and a Spill Prevention Control and Countermeasures Plan (SPCC) prior to operation.

## STATEMENT OF BENEFITS

The primary benefit of the Sand & Gravel Site is the creation of a financing mechanism for development of the Copperwing industrial airpark around the Airport without resort to the public purse or crippling private debt. This allows development to occur on a “pay as you go” basis within the private sector. The development of the Planned Area Development adjacent to the Airport will transform this area from the heavy industrial uses that now dominate to a cleaner, more productive economic engine. The Sand & Gravel Site is the key to opening that door of economic opportunity.

In addition, the Sand & Gravel Site will be beneficial to the City and neighboring uses for the more traditionally expected reasons, such as the availability of source material the mine will produce, the financial savings the mine will afford developers and the City on existing and future construction projects, additional revenue the mine will provide the City, and the new employment opportunities it will offer City residents.

Material from the mine has multiple uses in all types of construction and manufacturing. These uses may include heavy construction, street and highway construction like Loop 303, Northern Parkway, airport expansion, commercial construction like the University of Phoenix stadium area, and residential construction. Manufacturing uses may include industrial cast mold, glass and ceramic, among many other uses the West Glendale Planning Area and the General Plan designate as targets.

The industrial and commercial nature of the West Glendale Planning Area makes the proximity of required commodities like sand and gravel operations a positive economic driver. Because of its heavy weight and high transportation costs, sand and gravel operations are typically near their point of use. The proposed Sand & Gravel Site is at an ideal location to supply product to business and construction customers at reasonable haul costs. It is halfway between Perryville Road and 43<sup>rd</sup> Avenue, the respective west and east boundary of the City.

Approval of the Special Use District Overlay will provide immediate high paying trade and equipment operator jobs available to City residents. It will also afford the Long family financing to begin development of infrastructure for the Copperwing industrial airpark bringing desired long-term commercial and industrial to the City, at no infrastructure expense to the City.

## CONCLUSION

The Long family has planned this proposal and the adjacent Copperwing Planned Area Development in a careful and thoughtful manner. The Sand & Gravel Site is a good fit to the existing and planned uses in the area and consistent with the General Plan. The facility is near similar large scale heavy industrial uses like the Airport, City landfill, and an adjoining sand and gravel operation. The mining area is more than a half mile away from the nearest existing residential uses, posing virtually no nuisance risk. The characteristics of the facility include large setbacks, screening berms, low equipment heights, dust control measures, and relatively low vehicle trips, among the other factors discussed in this narrative which make this facility beneficial to the area. The life expectancy of the mining is estimated at ten to fifteen years along with the reclamation of the mined area back to a restored state for future commercial and industrial development offers economic benefits to the City both today and in the future. For these reasons, we respectfully request your approval of the Special Use District Overlay.

# ***EXHIBIT A***

---

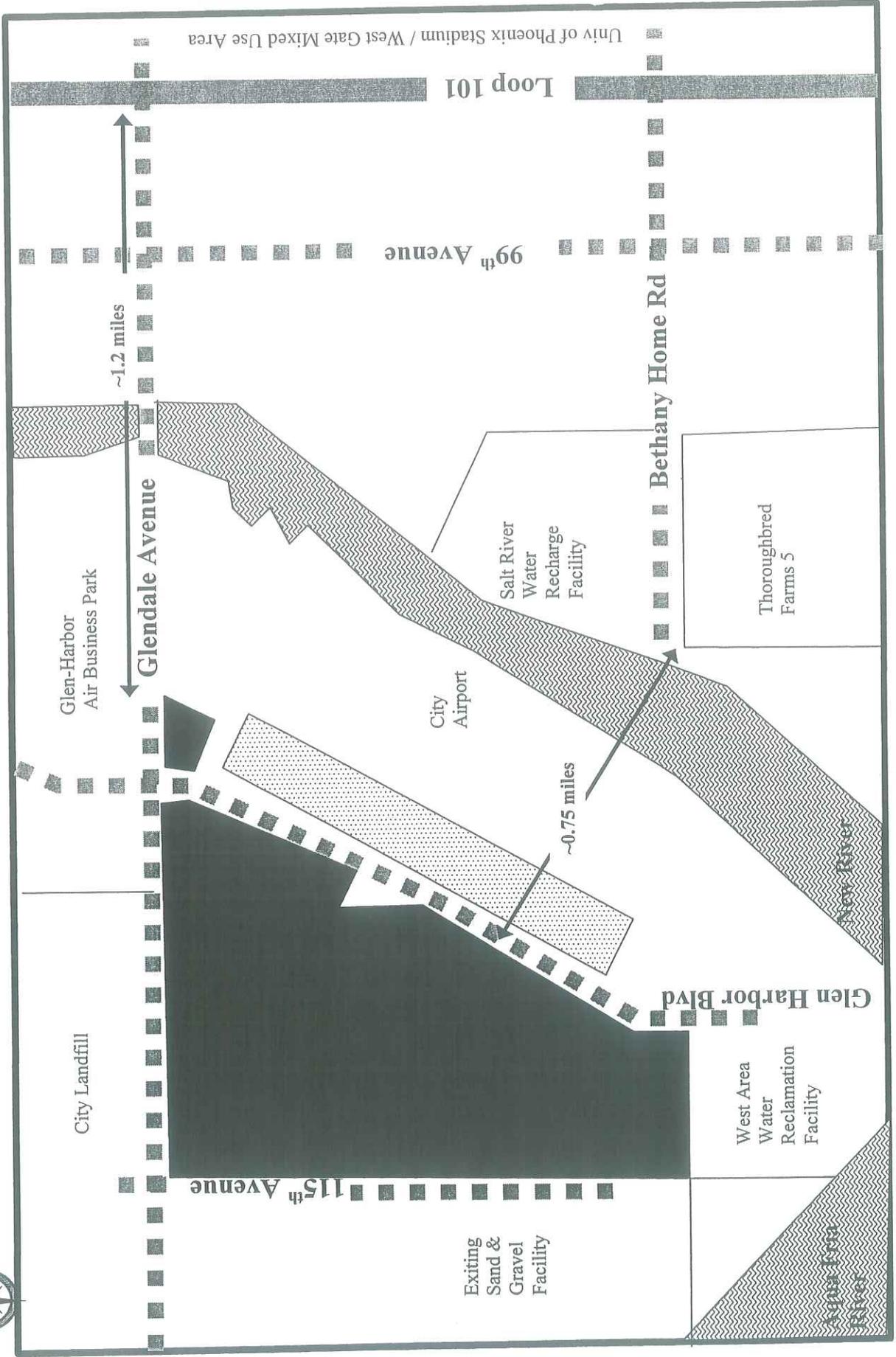
---

# VICINITY MAP

Glendale Airpark PAD/SUD

John F. Long Family Property

Southeast Corner 115<sup>th</sup> Ave & Glendale Ave



# ***EXHIBIT B***

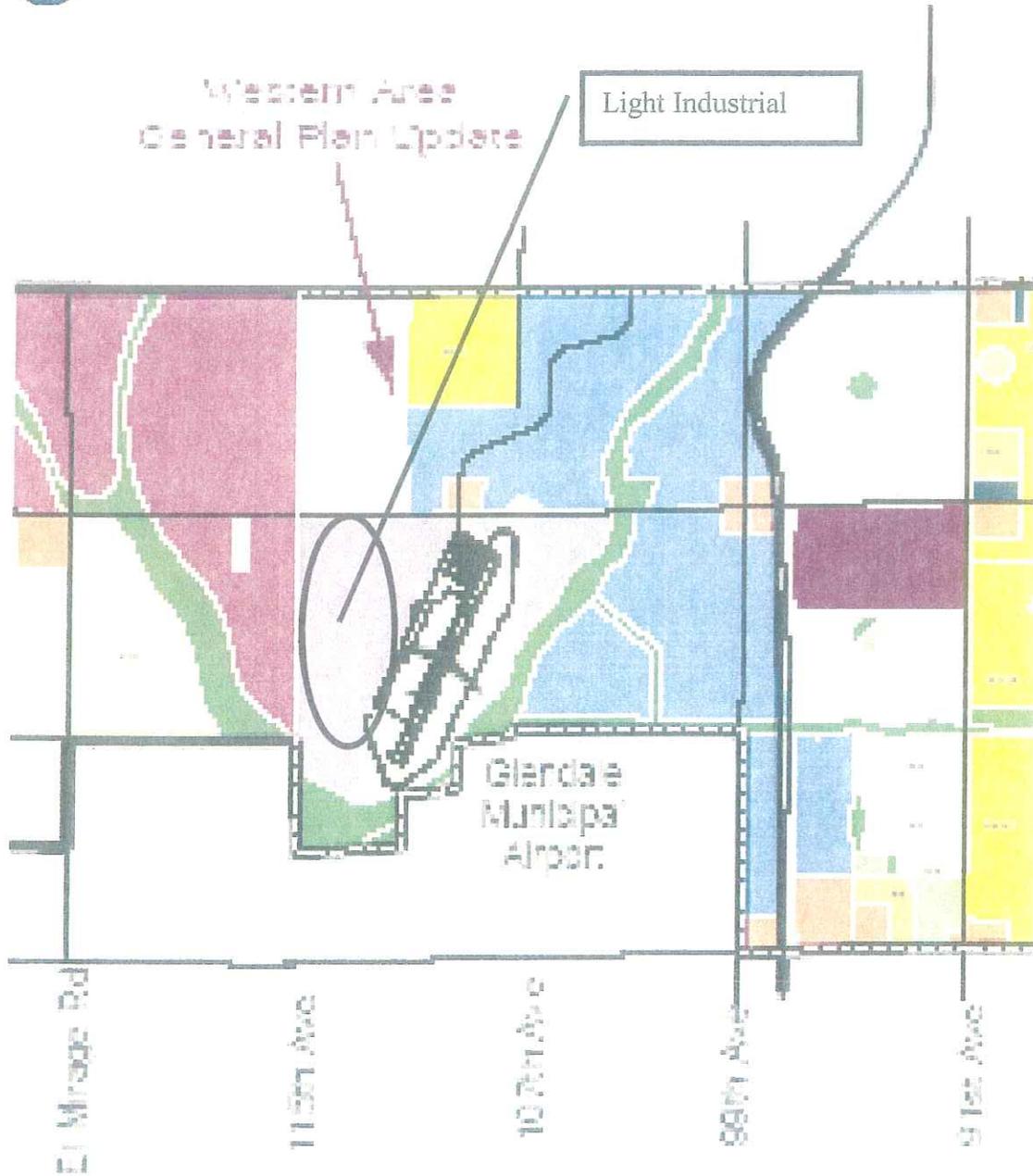
---

---

# GENERAL PLAN MAP



Glendale Airpark PAD/SUD  
 John F. Long Family Property  
 Southeast corner of 115<sup>th</sup> Ave & Glendale Ave



## LAND USE DESIGNATIONS

- |                                 |                           |
|---------------------------------|---------------------------|
| Low Density Residential         | Planned Commercial        |
| Medium Density Residential      | General Commercial        |
| Medium-High Density Residential | Entertainment Mixed Use   |
| High Density Residential        | Light Industry            |
| Corporate Commerce Center       | Heavy Industry            |
| Business Park                   | Education                 |
| Office                          | Parks and Open Space      |
| Public Facility                 | Luke Comparable Land Uses |
| Institutional                   |                           |

# ***EXHIBIT C***

---

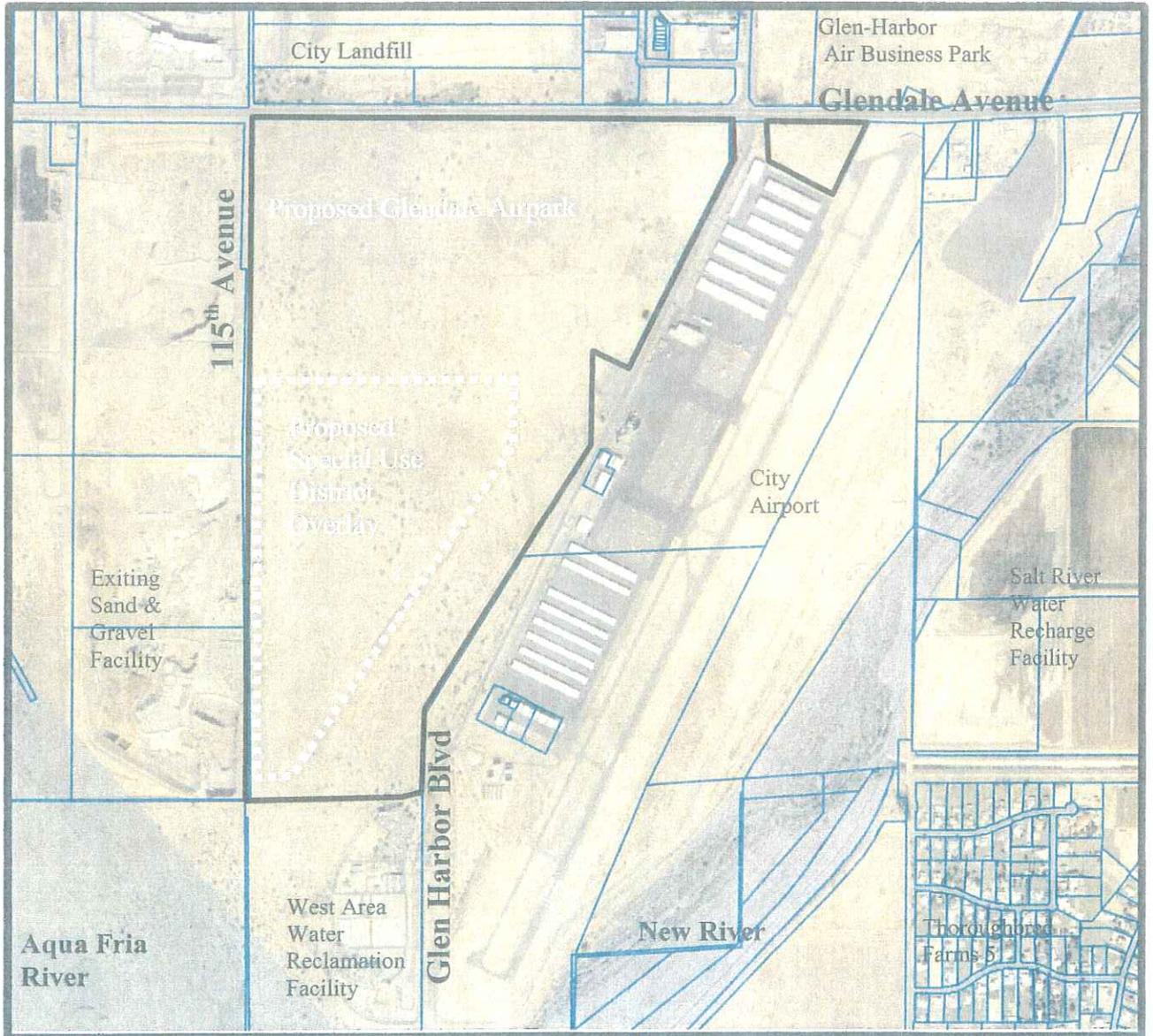
---

# AERIAL MAP

Glendale Airpark PAD/SUD



John F. Long Family Property  
Southeast Corner 115<sup>th</sup> Ave & Glendale Ave

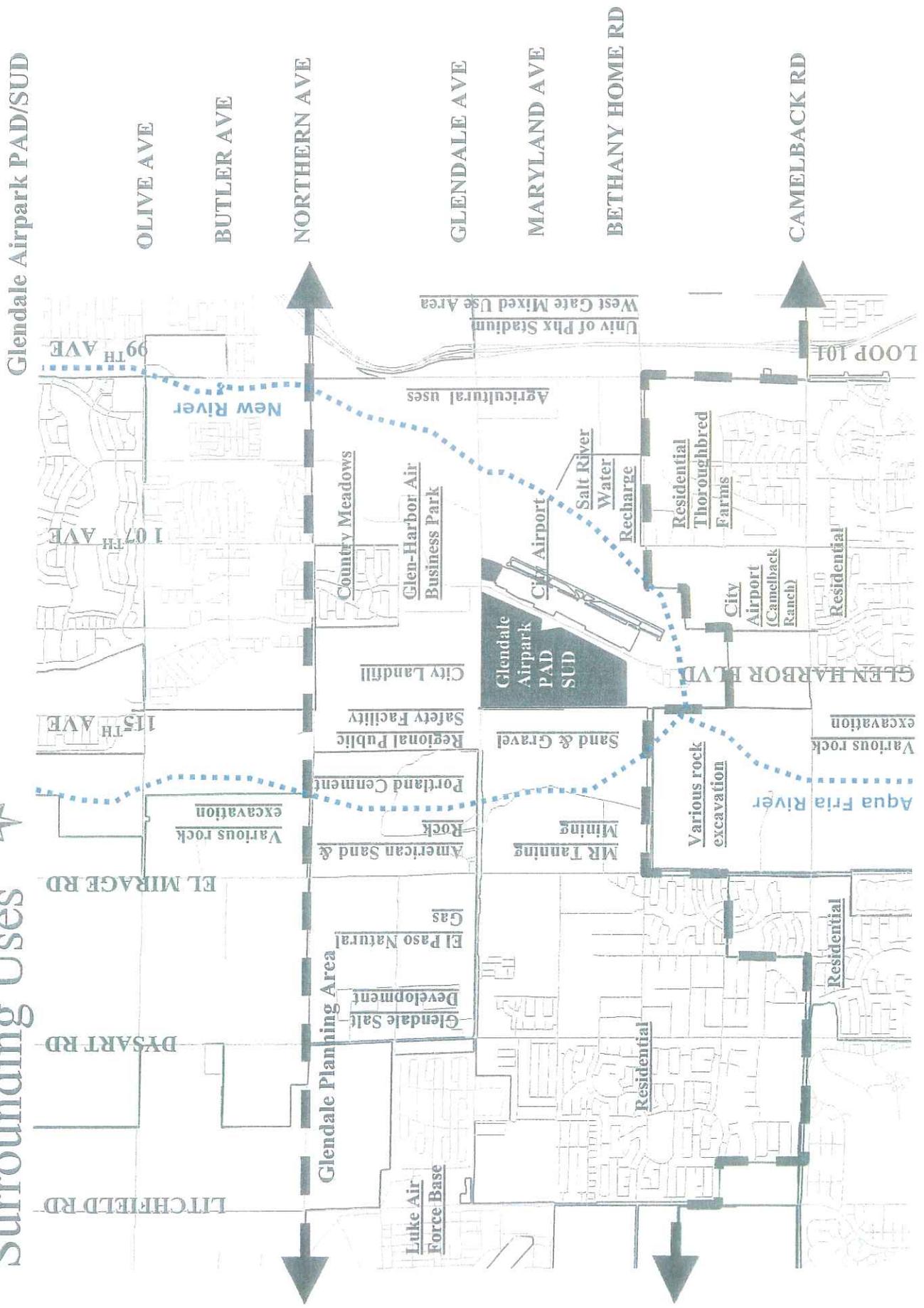


# ***EXHIBIT D***

---

---

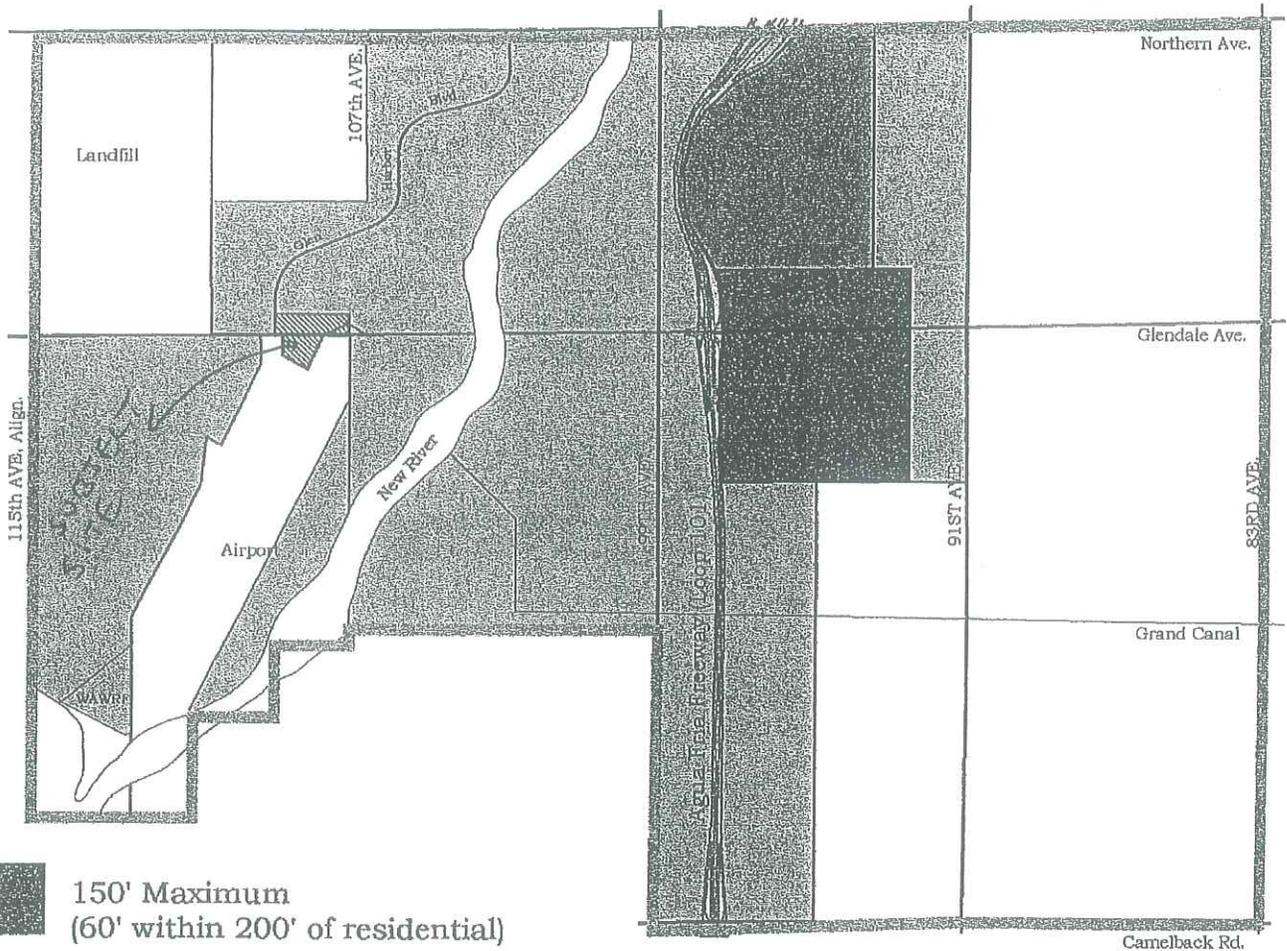
# Surrounding Uses



# ***EXHIBIT E***

---

---



-  150' Maximum  
(60' within 200' of residential)
-  96' Maximum  
(60' within 200' of residential)
-  60' Maximum  
(30' within 200' of residential)
-  30' Maximum
-  20' Maximum  
(restricted due to air traffic)

Note: The building heights identified on this map apply only to planned commercial and industrial properties within each respective employment center as illustrated on the land use map. The heights of the buildings are further controlled when near residential developments. This control is exercised through the development plan review ordinance.



**City Of Glendale**  
**Western Area General Plan Update**

0 1/2 1 Miles

**Building Heights**

08/01

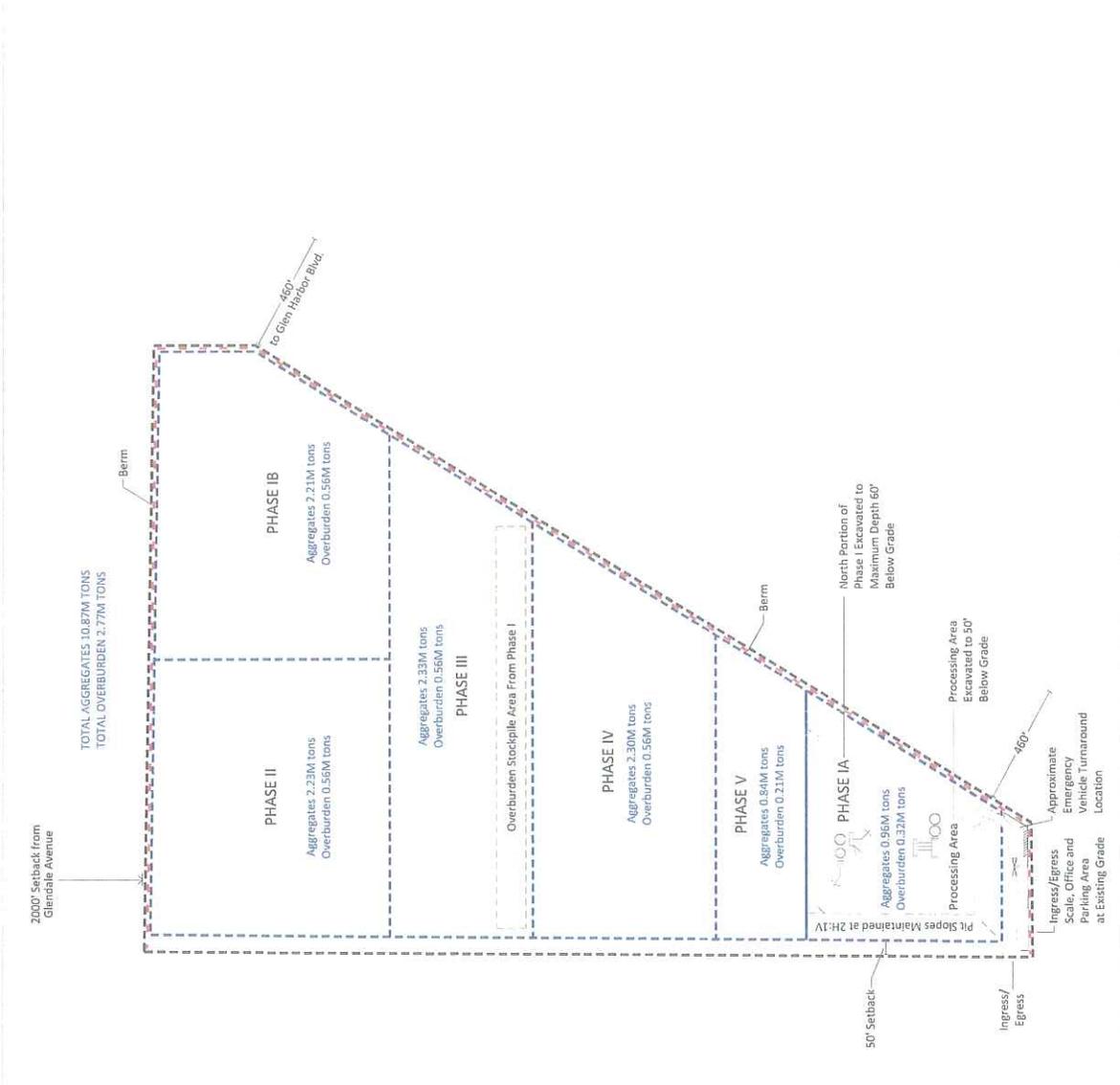
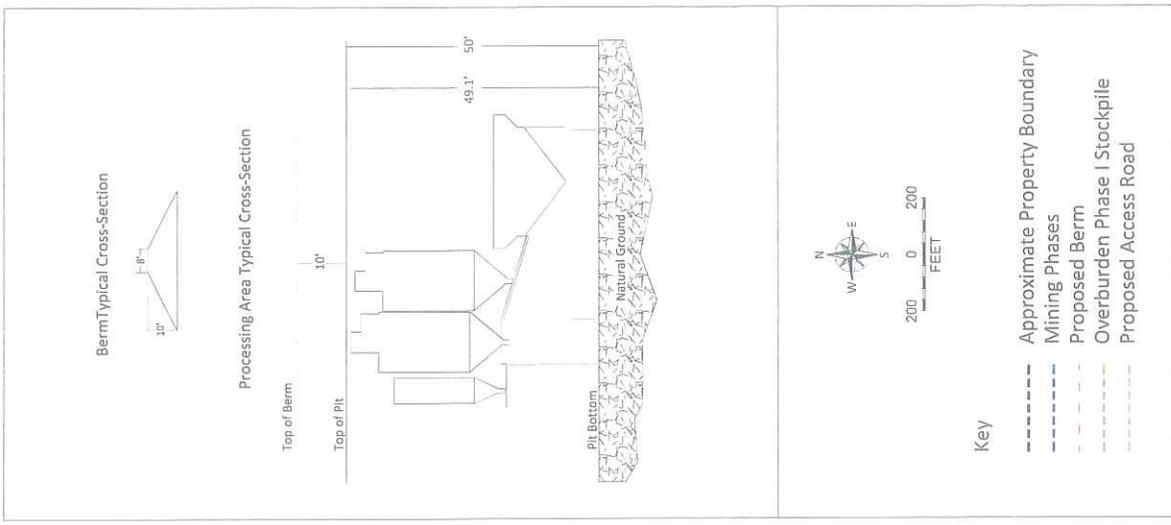
**General Plan Map 15**

# ***EXHIBIT F***

---

---





- Approximate Property Boundary
- Mining Phases
- Proposed Berm
- Overburden Phase I Stockpile
- Proposed Access Road



Prepared For:



John F. Long Family Revocable Living Trust U/A Dated 2/26/08 - ZON13-05

Glendale, AZ

John F Long Proposed Property Layout

Date: 8/12/13

Figure: 2

Prepared For:



## Glendale Airpark Special Use District Overlay (S.U.D.) Legal Description

A Parcel of land located within the northwest and southwest quarters of Section 7, Township 2 North, Range 1 East, of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, more particularly described as follows:

**Beginning** at the southwest corner of Section 7;

**Thence** N00°30'02"E 2,642.17 feet, along the West line of the southwest quarter of said Section 7, to the West quarter corner thereof;

**Thence** continuing N00°30'02"E 377.77 feet, along the West line of the northwest quarter of said Section 7, to a point;

**Thence** leaving said West line, S89°30'12"E 2,243.60 feet, to a point;

**Thence** S01°00'04"W 192.65 feet, to a point;

**Thence** S31°51'48"W 3,280.14 feet, to a point on the South line of the southwest quarter of said Section 7;

**Thence** S87°39'23"W 535.41 feet, along said South line, to the **Point of Beginning**.

Described parcel contains ±4,327,543 square feet or ±99.3467 acres, more or less.

See attached exhibit "A".



WEST LINE OF THE NORTHWEST  
QUARTER OF SECTION 7

S89°30'12"E 2243.60'

S01°00'04"W  
192.65'

N00°30'02"E 377.77'

W 1/4 COR.  
SEC. 7, T2N, R1E

2642.17'

N00°30'02"E

3280.14'

S31°51'48"W

**SITE AREA:**

±4,327,543 S.F.  
±99.3467 ACRES



POINT OF BEGINNING  
SW COR. SEC. 7,  
T2N, R1E

S87°39'23"W  
535.41'

SOUTH LINE OF THE SOUTHWEST  
QUARTER OF SECTION 7



9977 N. 90th Street Suite #360 Scottsdale, AZ 85258  
Tel. 602.977.8000 Fax. 602.977.8099

PLANNING • DESIGN • LANDSCAPE ARCHITECTURE • SURVEYING

**EXHIBIT "A"**

**GLENDALE AIRPORT BUSINESS PARK  
GLENDALE, ARIZONA**

PROJECT NO. 6421ALT

DATE: 06/12/2008

BY: BK2

SCALE: 1" = 500'

SHEET NO. 1 OF 1