

WESTERN AREA PLAN

**ALSO KNOWN AS
“WESTERN AREA GENERAL PLAN UPDATE,
APPLICATION NO. GP-00-04”**

Adopted by Resolution No. 3580

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**PREPARED BY THE CITY OF GLENDALE
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PREAMBLE

The General Plan is required by State Statute and is the city's official policy regarding future land use and development. It represents the collective vision of the community, provides a foundation for the city's land use regulations, and serves as a guide for rezonings and other land use decisions. It also helps to coordinate more detailed planning for public infrastructure and facilities, creates a basis for long range cost and revenue projections, and provides a guideline for ongoing public and private investment.

The Glendale General Plan includes seven elements: Land Use, Circulation, Urban Design, Character Areas, Economic Development, Neighborhoods, and Public Facilities and Services. The Proposed Western Area Update will amend the Land Use, Circulation, Urban Design, and Character Area elements as they relate to the study area. It is not intended to be a specific area plan that shows a development concept for each and every parcel.

Unlike the General Plan, zoning is property specific and conveys property rights. The Zoning Ordinance is the City's primary tool for regulating land use. It governs not only the type of land use that is permitted, but also the height and bulk of buildings, yards and open space, onsite parking, signage, and basic design standards. All rezonings must be consistent with the General Plan.

The Zoning Ordinance groups general types of land uses with similar characteristics into separate districts based on the purpose of each district. The zoning regulations within each district are uniform for all properties within the district. The City Council does not have the zoning authority to restrict the use of private property to a specific owner, development or company, or to regulate the cost of housing.

**WESTERN AREA
GENERAL PLAN
AMENDMENTS**

LAND USE ELEMENT AMENDMENTS

The amendments to the Land Use Element include the Western Area Land Use Guidelines, Employment Centers, Floor Area Ratios, Building Heights and Future land Use Maps. Four new land use designations have also been added. The maps replace the current maps of the same name in the 2002 General Plan. The new land use guidelines and designations amend the text of the land use element.

WESTERN AREA LAND USE GUIDELINES

The City of Glendale is committed to ensuring that future development in the Western Area is of high quality and serves the fullest interests of the community. The following goals are intended to provide clear statements of the City Council's intent and provide a firm foundation for the policies and development guidelines that are part of this general plan amendment.

GOAL #1: EMPLOYMENT

“Build a strong employment base that provides a variety of high paying jobs for Glendale residents.”

The City of Glendale currently has a population-to-jobs ratio of one to 0.324. That means there is one job within the City for every 3.1 residents. It is important that additional employment opportunities be added so that Glendale does not become a “bedroom community” in the future. Every effort needs to be taken to encourage future development that will contribute to this goal and help to create an economically diverse community.

The Western Area is a key to fulfilling this goal. The Agua Fria Freeway (Loop 101) opened in 2000 and the large supply of developable land offers an excellent opportunity to attract employment generating land uses. This will benefit the Western Area and the City as a whole. A strong employment base in the Western Area will help reduce commute times and assist in reducing air pollution and traffic congestion. It will also make Glendale a more desirable place to live, work and do business as a full service city.

The land market is often focused on short term economic cycles rather than the long term interests of the community. Care must be taken so that prime land for employment uses is protected from other types of land uses that will offer little long-term benefit to the community.

GOAL #2: RETAIL SERVICES

“Expand major retail opportunities to serve residents of Glendale and the surrounding area.”

Local residents currently have limited access to goods and services within the Western area. Many shop in Phoenix or Peoria resulting in a loss of revenue for the City and extended vehicle trips. Additional population growth and the Agua Fria Freeway will greatly enhance the opportunity for future commercial development.

Two different types of commercial development are anticipated: community level and neighborhood level. Community level commercial includes “power centers”, “entertainment centers”, and “big box retailers”. These will attract shoppers from a wide area served by the freeway. Neighborhood centers will typically serve the local population within the study area and be located away from the freeway. Of course, there will be some overlap between the two types of development.

The amount and scale of community level uses within the area will depend on the level of competition within the region. The amount of neighborhood retail will depend on the population base within the local service area. Sufficient land needs to be provided for residential development in order to support the development of convenient neighborhood shopping and services.

GOAL #3: PUBLIC AMENITIES

“Provide public open space and recreational amenities that enhance the quality of life for Glendale residents.”

The City of Glendale is committed to providing a full range of active and passive recreational opportunities for all City residents. In the Western Area, a system of trails, parks, and other amenities must be provided to meet the future needs of local residents and enhance the character of the area. This will be coordinated through the City’s Parks and Recreation Master Plan.

The City will continue to work with private developers and homeowners associations to link privately owned common open space with city parks and multi-use trails whenever possible. The City coordinated with the Maricopa Association of Governments (MAG), the Maricopa County Flood Control District (MCFCD), and adjacent jurisdictions to develop a regional trail system along the New River, as well as the completion of the Bethany Home Outfall Channel.

GOAL #4: HIGH QUALITY DEVELOPMENT

“Encourage only high quality development that supports new employment opportunities and enhances the character of the area.”

A supply of labor is a key factor in the location decisions of many major employers. Consequently, a variety of high quality housing in attractive neighborhoods is needed to meet the needs of potential employees.

Future housing will continue to be provided primarily in traditional suburban subdivisions, but some multi-family and clustered housing concepts will also be appropriate in conjunction with master planned developments.

Commercial and employment related development is an intricate part of the character of the community. It is important that each and every new development make a positive contribution to the future character of the community. This mandates commercial development and design standards that reflect community values.

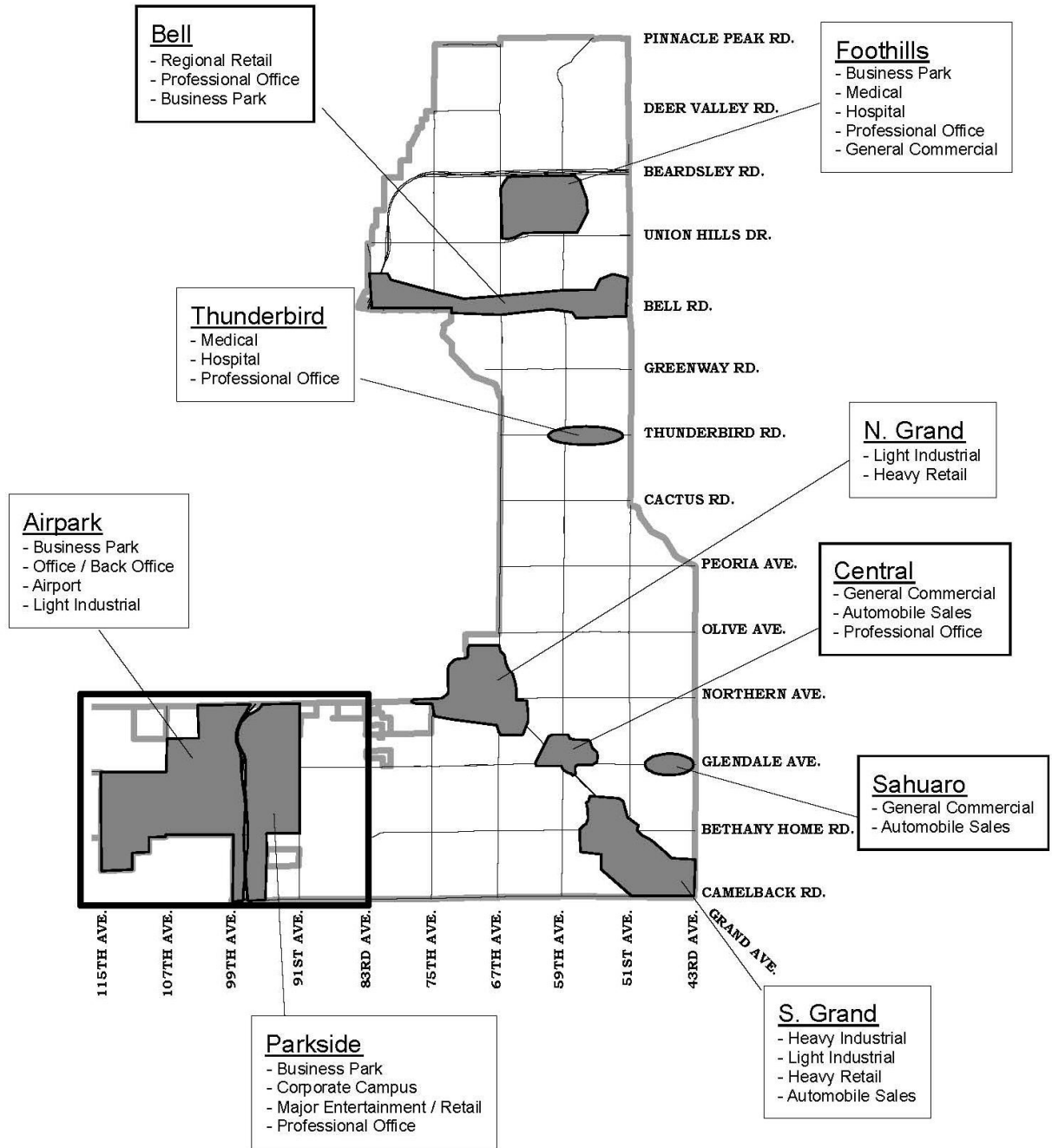
The Glendale Arena opened in 2003 and Cardinals Stadium opened in 2006. Both of these facilities represent substantial public investment in the Western Area and they both provide a destination location for visitors.

GOAL #5: MASTER PLANNED DEVELOPMENTS

“Encourage master planned developments that offer variety, a distinct character, and common amenities.”

The coordinated development of large parcels of land improves the character of the community and provides greater flexibility for the developer. Master plans help to ensure compatible land use, thoughtful site plan and building design, and integrated open space with common amenities. This concept is equally valid for employment areas, commercial areas, and residential areas as well as mixed-use developments.

None of the remaining parcels in the Western Area are large enough to develop a master planned community. Smaller master planned developments can still be achieved, however, through the assemblage of parcels, or the joint planning of several independent parcels. Every effort must be made to encourage this for the benefit of the community.



 Study Area Boundary

General Plan Map 1

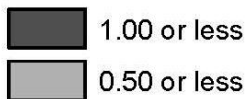
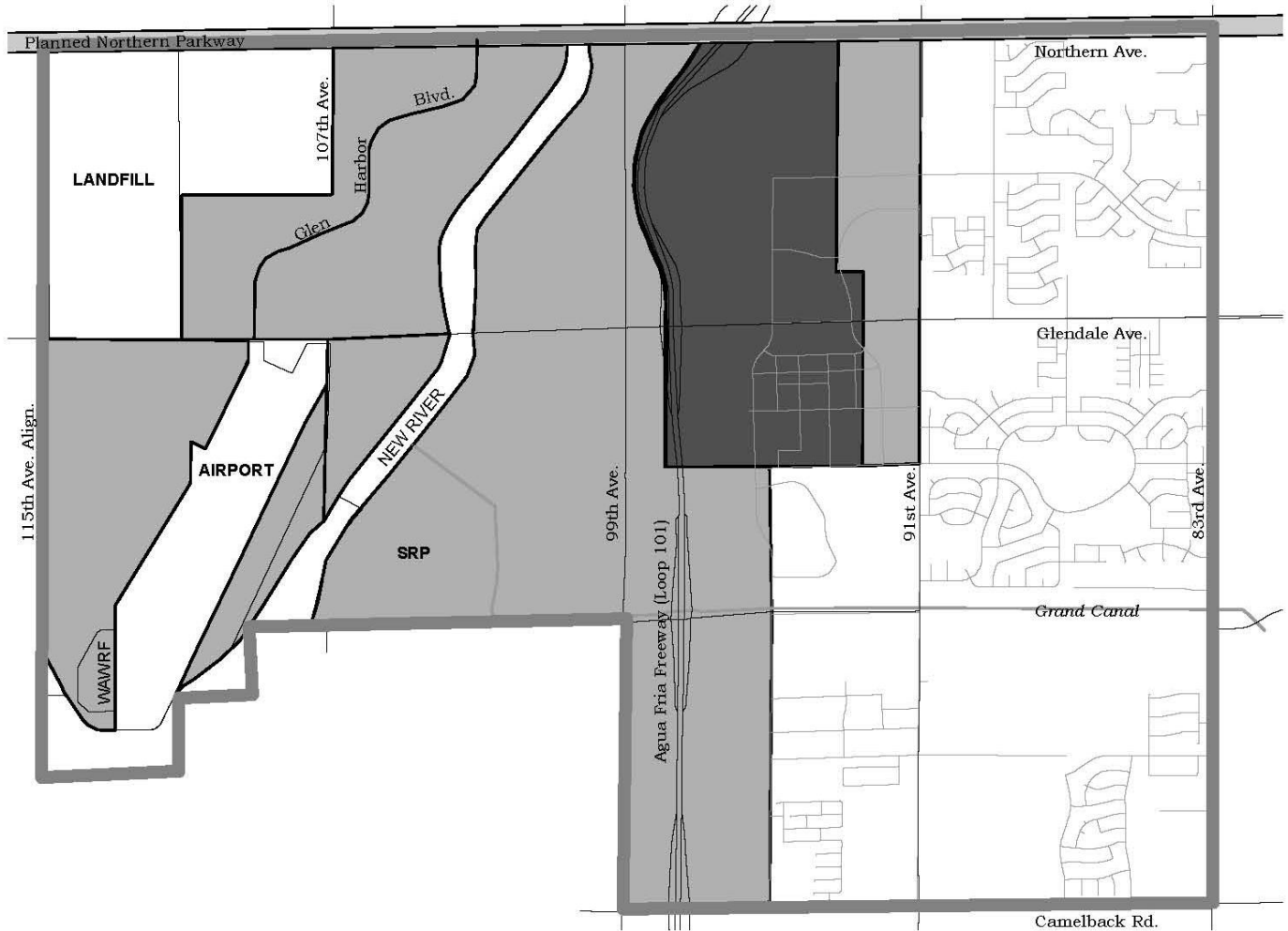


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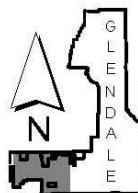
Employment Centers

02/12



The floor area ratios identified on this map apply only to planned commercial and industrial properties within each respective employment center as illustrated on the land use map. Any other nonresidential land use not identified on this map is limited to a floor area ratio of 0.30 or less. Most of those developments are not expected to reach the 0.30 intensity.

General Plan Map 2

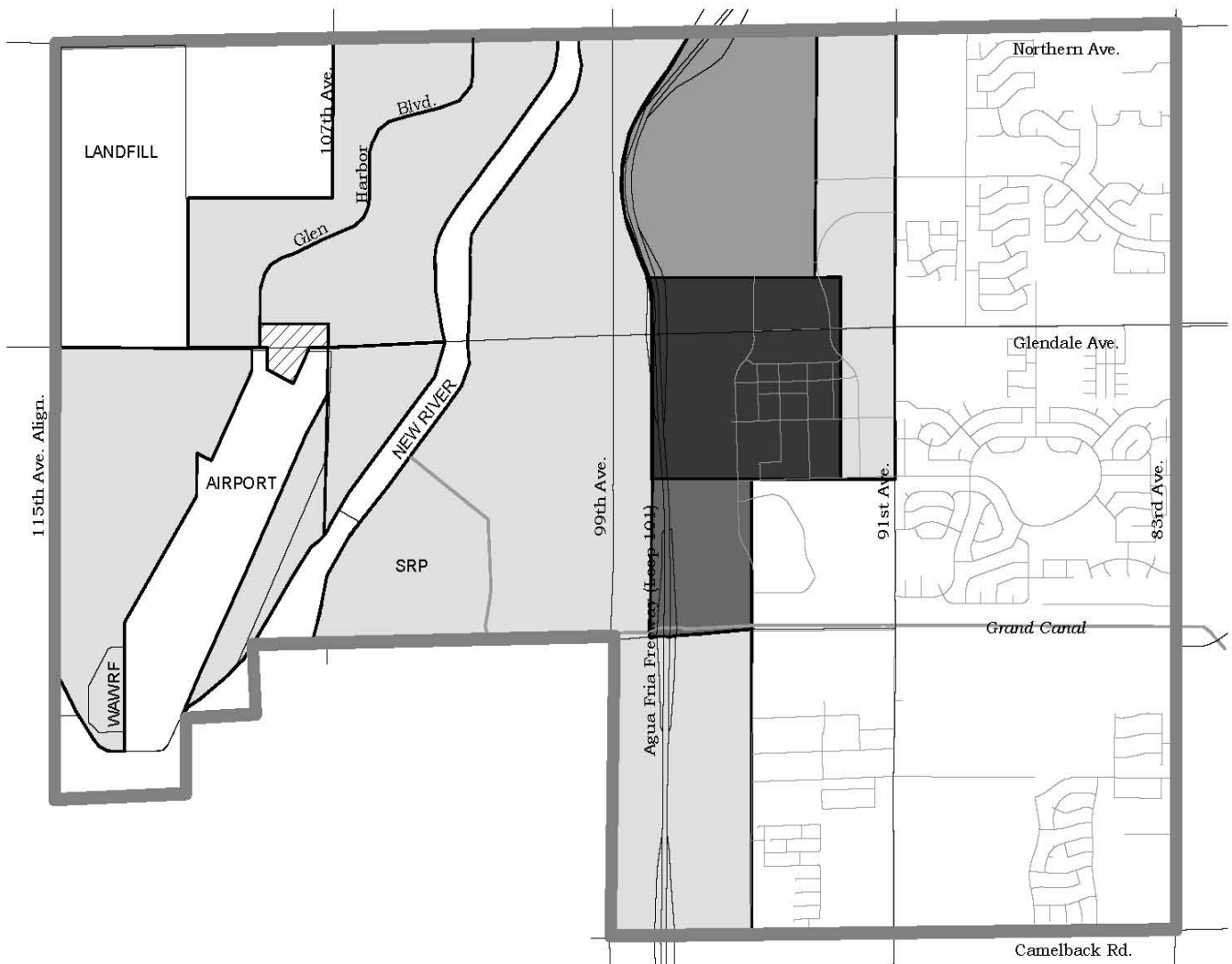








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Floor Area Ratio

02/12



-  150' Maximum
(60' within 200' of residential)
-  100' 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.



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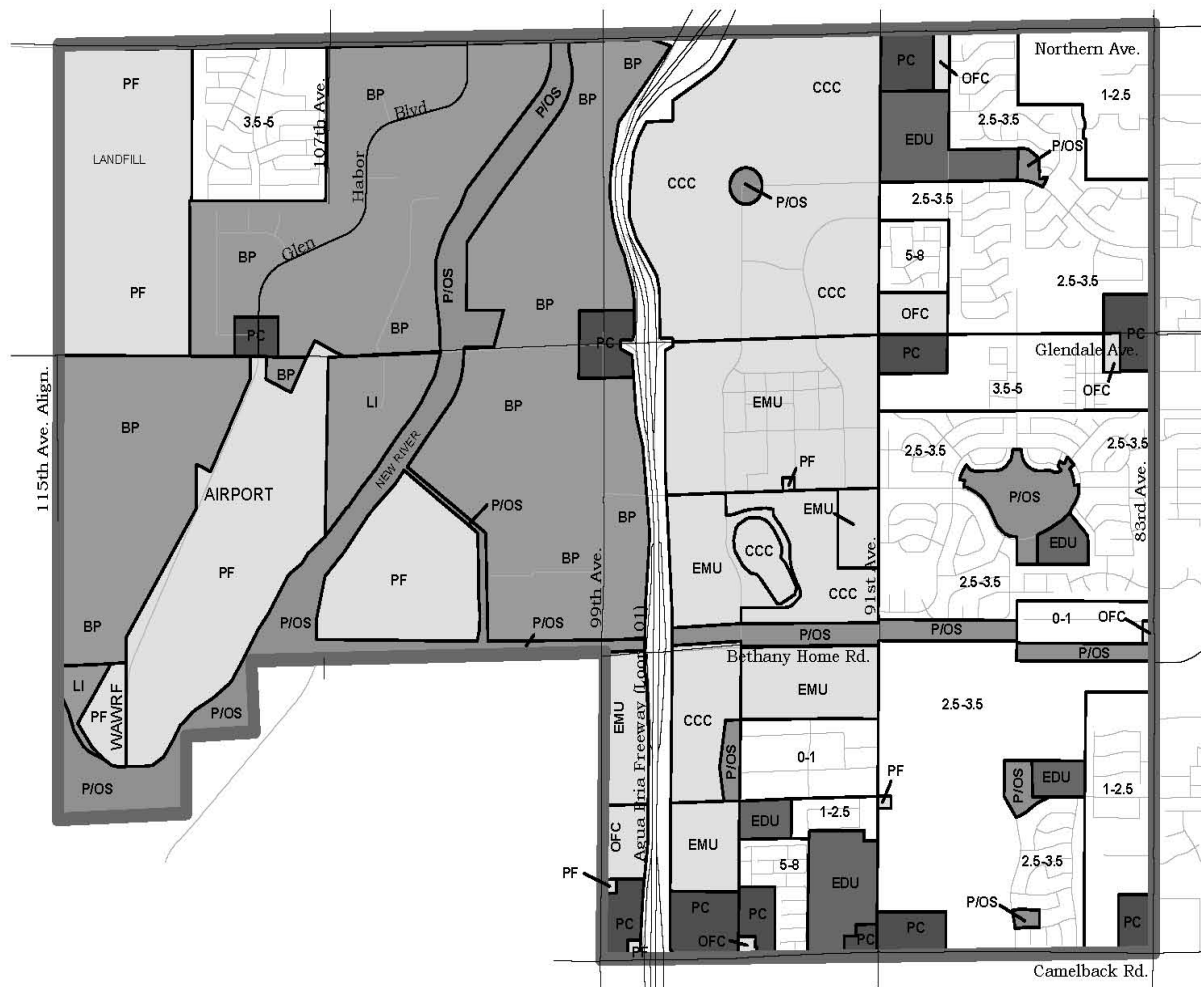
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General Plan Map 15

Building Heights

02/12



Note: Northwest corner of Camelback and 95th Avenue reflects existing Development Agreement

Legend

0-1 to 5-8 du/ac	Residential Units Per Gross Acres
PC	Planned Commercial
CCC/EMU/OFC	Corporate Commerce Center/ Entertainment Mixed-Use/ Office
BP/LI	Business Park/ Light Industrial
PF	Public Facility
EDU	Educational
P/OS	Parks and Open-Space



City of Glendale Western Area General Plan Update



Future Land Use

02/12

Additions to Land Use Map Designations

Neighborhood Shopping Center (NSC)

This is a planned commercial development that meets the daily demand for retail shopping and business services from residents in the surrounding neighborhood(s). A typical center includes an anchor tenant, such as a grocery store, and several smaller retail stores. The center is planned, built, and operated as a unit with shared access and parking as well as common architecture, landscaping, and signage. All uses are compatible with each other and the adjoining neighborhood(s). Large community scale retail and heavy retail uses are not appropriate. These centers typically range in size from 50,000 to 150,000 square feet of gross floor area.

Community Shopping Center (CSC)

This is a planned commercial development that meets the demand for comparison shopping and specialty shopping within the community. A typical center includes one or more anchor tenants, such as junior department stores, major discount stores, “big box retailers”, and entertainment uses as well as a wide variety of smaller specialty stores and restaurants. The center is planned, built, and operated as a unit with shared access and parking as well as common architecture, landscaping, and signage. Preferred locations are near freeways and major arterial streets away from residential neighborhoods. These centers typically range in size from 150,000 and 500,000 square feet of gross floor area.

Corporate Commerce Center (CCC)

This is a major mixed-use employment center that provides an attractive environment for corporate, business, and professional offices. Complimentary land uses include but are not limited to community level retail, specialty retail, hotels, restaurants, major medical, entertainment, and other destination uses serving the broader region. Carefully integrated housing development may be permitted in limited quantities. The desired mix of land use is 55% office; 30% retail, hotels, restaurants, major medical and other destination uses; and no more than 15% housing. A variety of housing products are to be provided. Desired land use acreages are calculated from the total number of acres contained within any single area designated as Corporate Commerce Center. Housing is restricted from starting until 30% of the gross floor area of the employment generating land use(s) has been developed in the area.

The Corporate Commerce Center is master planned; and developed in orderly phases under common design guidelines. Major amenities include common open space, water features, and public art. Structured parking and mixed-use buildings are encouraged. The intent is to create a high quality development environment with a unique character not found in other parts of the City or the West Valley.

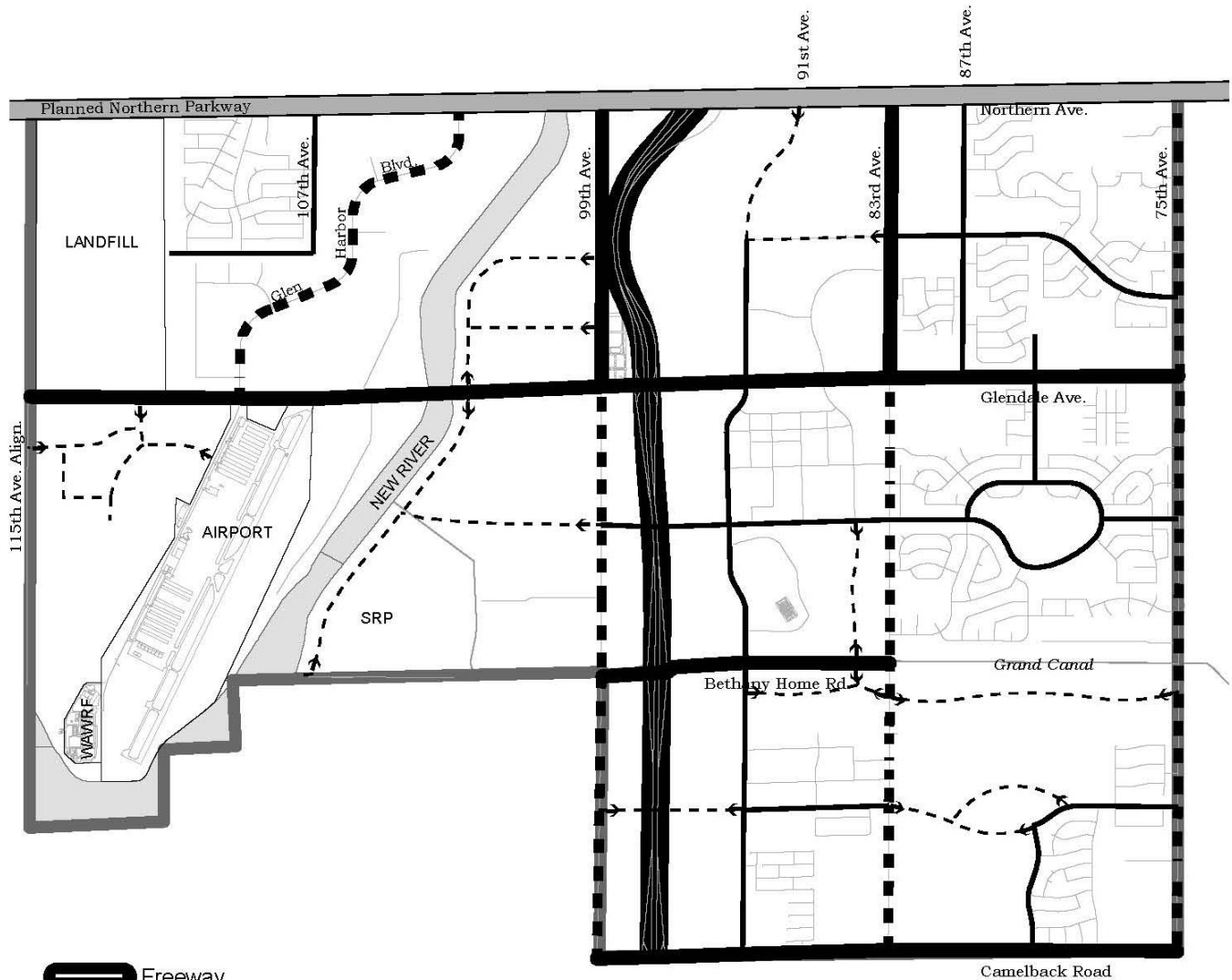
Sports/Entertainment Mixed Use (SEMU)

This is a regional level sports, entertainment and employment center. The following uses are allowed in any combination or quantity: multi-purpose arena, stadium, corporate/business/pro-

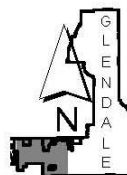
fessional office, restaurants, retail power center, entertainment, hotels, commercial, cultural and housing. Housing development is not allowed to exceed 15% of the total acreage of the area designated SEMU. A variety of housing products are to be provided. Housing is restricted from starting until 30% of the gross floor area of the employment generating land use(s) have been developed in the area. The mixed-use center is master planned and developed in orderly phases with common driveways, shared parking, unifying architecture, landscaping, plazas, courtyards, open spaces, streetscape, public art and lighting. The mixed-use center will be developed in phases consistent with high quality, common design standards. The intensity and height of mixed-use development is sensitive to proximity of low-density residential development.

CIRCULATION ELEMENT AMENDMENTS

The amendments to the Circulation Element consist of the Major Street System, Freeway System, Transit Facilities and Trails and Bikeways Maps. These maps replace the maps in the 2002 General Plan.



General Plan Map 6

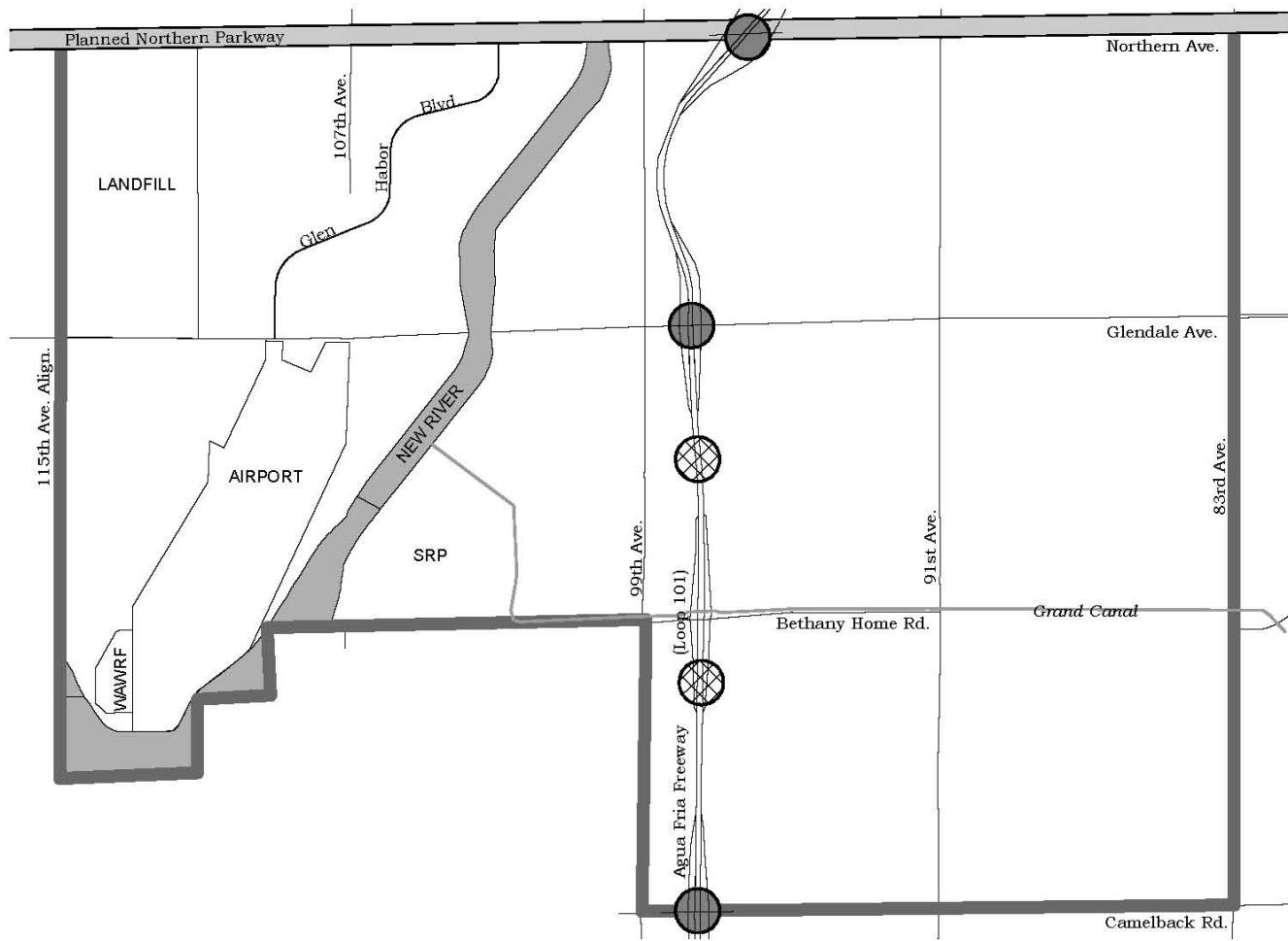


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Major Street System

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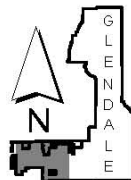


Note: Northwest corner of Camelback and 95th Avenue reflects existing Development Agreement

Planned Northern Parkway

New HOV TI's

TI Improvements



City of Glendale

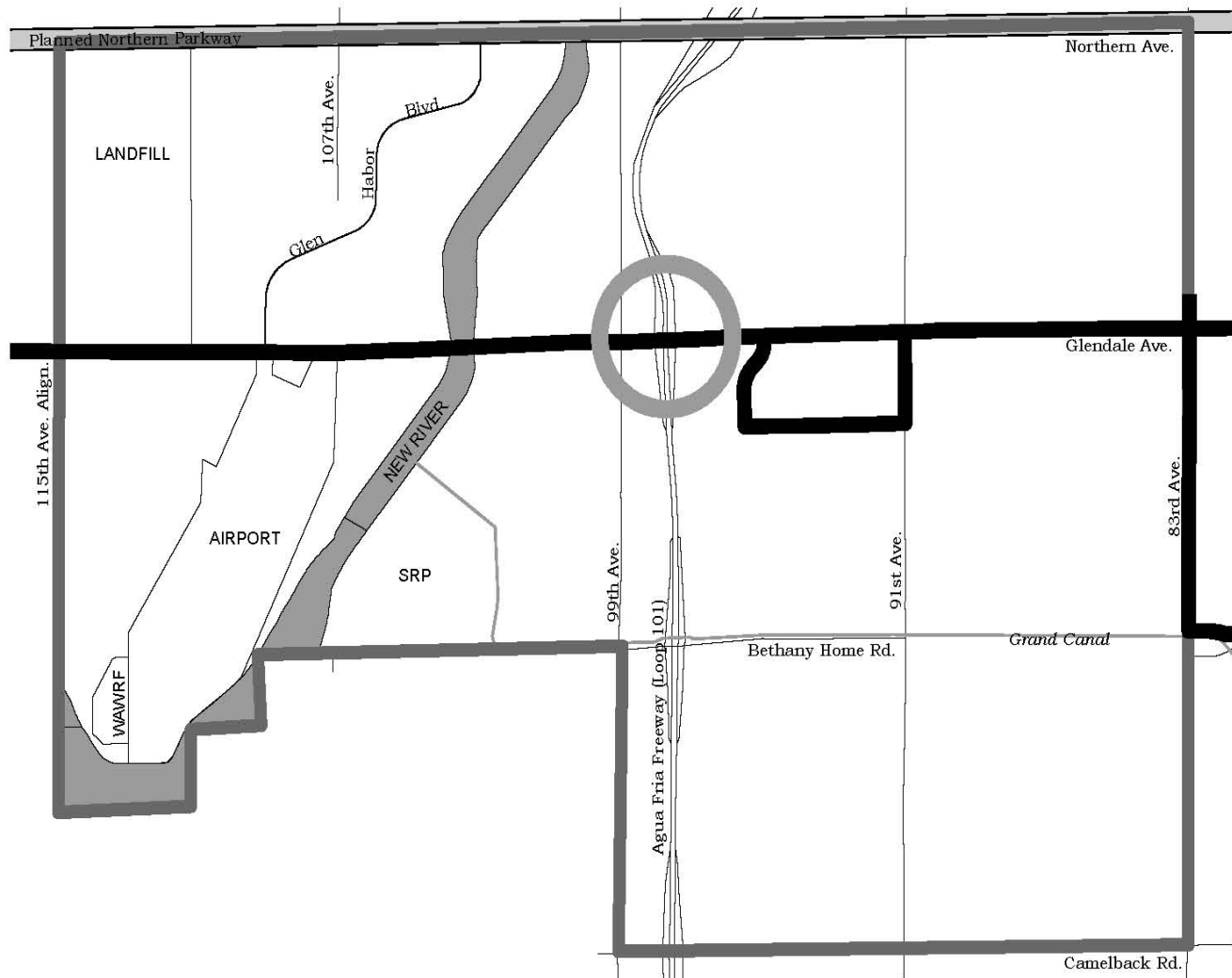
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0 0.25 0.5 1 Miles

Freeway System

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General Plan Map 7



-  Major Bus Transit Route
-  Potential Park-N-Ride Site(s)



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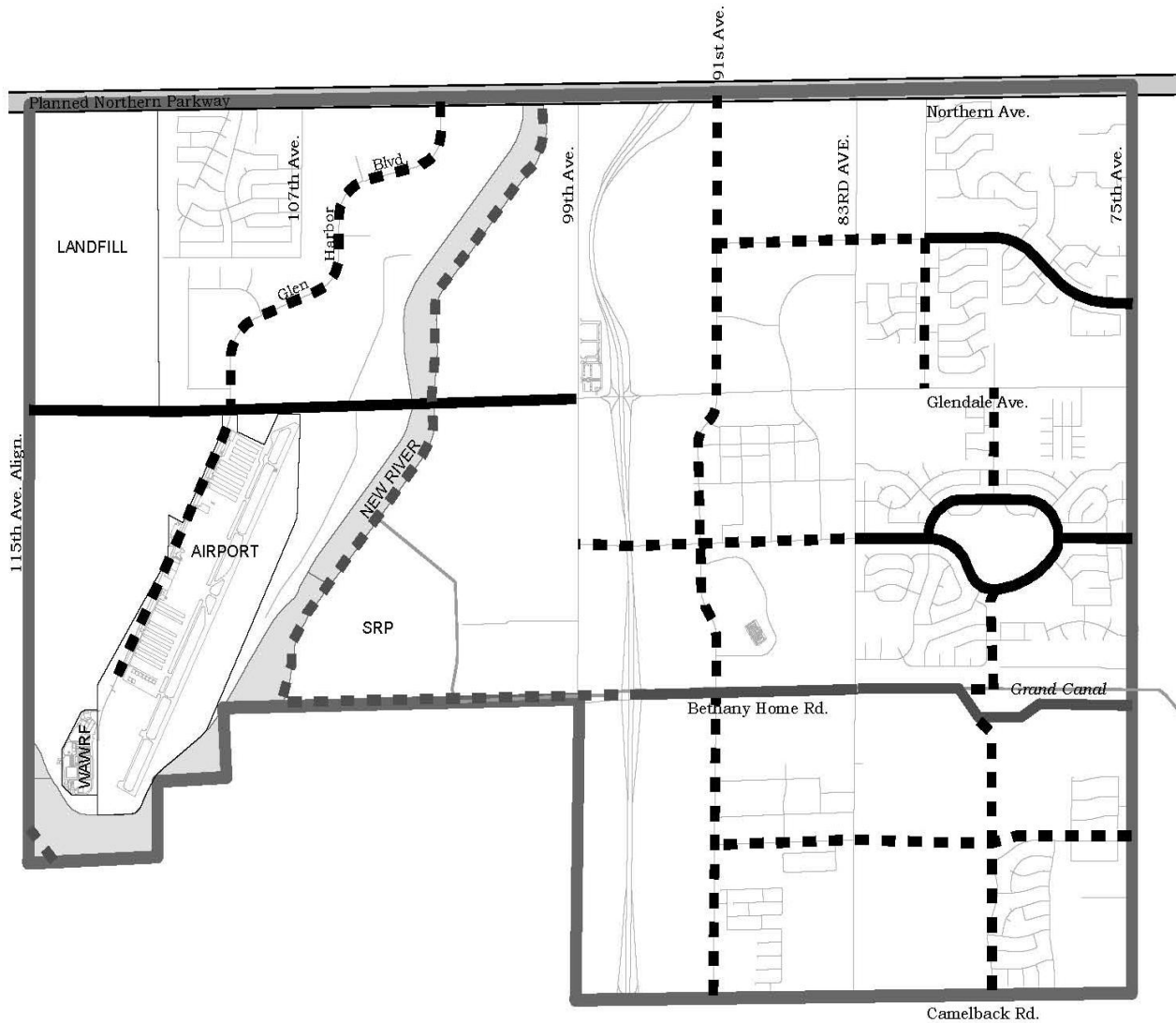
Western Area General Plan Update



General Plan Map 9

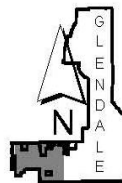
Transit Facilities

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- Existing On-Street Bikeway
- Existing Off-street Multi-use Pathway
- ■ ■ Future On-Street Bikeway
- ■ ■ Future Off-street Multi-use Pathway
- NORTHERN_PKW

General Plan Map 10



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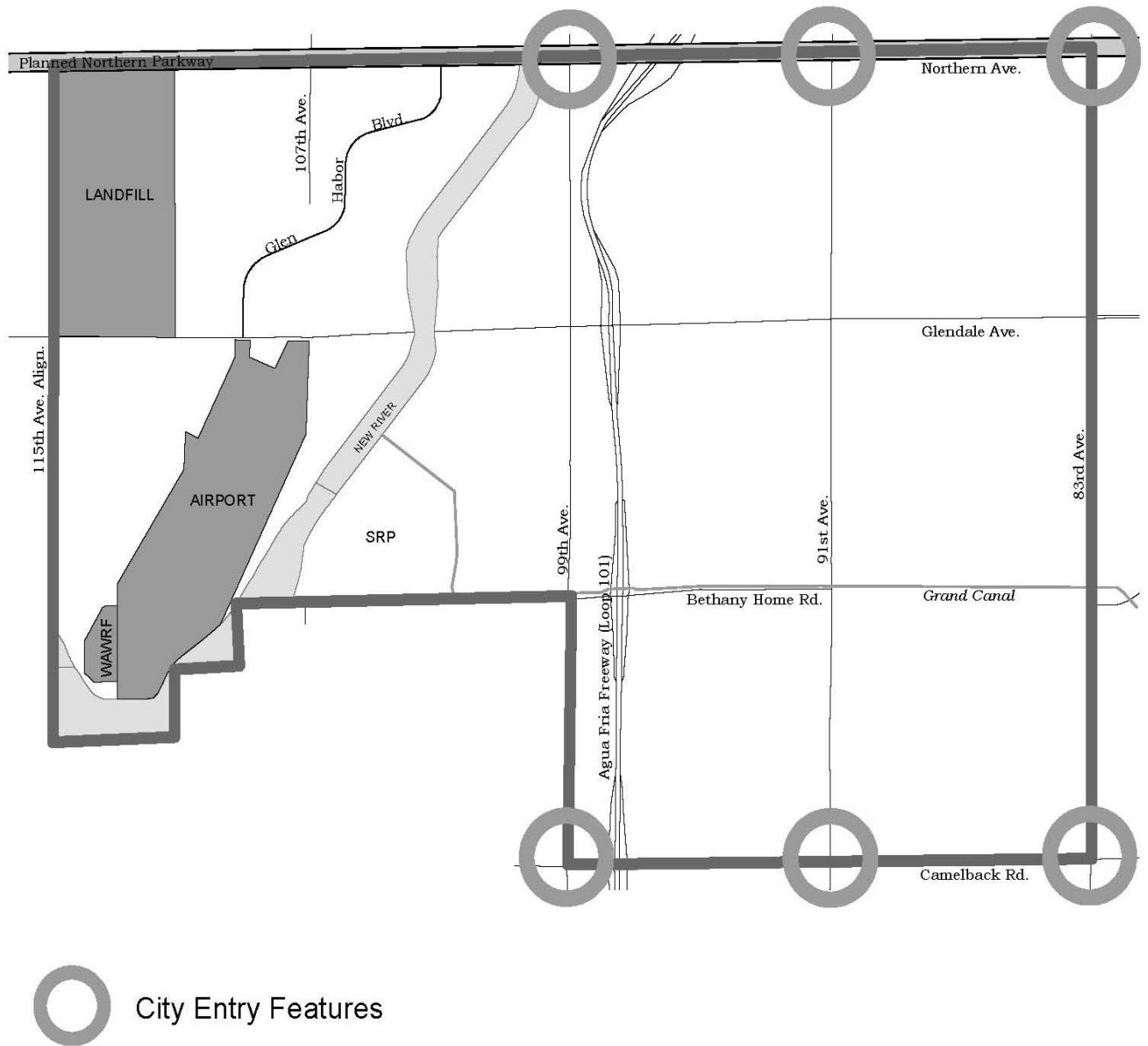


Bikeways & Multi-use Pathways

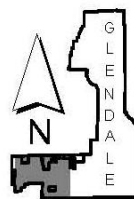
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URBAN DESIGN ELEMENT AMENDMENTS

The amendments to the Urban Design Element consist of the City Entry Features Map. These maps replace the maps in the 2002 General Plan.



General Plan Map 14



City of Glendale Western Area General Plan Update



City Entry Features

02/12

CHARACTER AREA ELEMENT AMENDMENTS

The following text is intended to replace, in its entirety, the Airpark (formerly Glenaire) and Parkside Character Areas contained in the 1989 General Plan. The Airpark and Parkside Character Area Maps replace the existing Character Area Maps.

AIRPARK CHARACTER AREA

Until the 1980s, the Glendale Municipal Landfill and small amounts of agriculture were the only land use activities in the Airpark Character Area. In 1984, 99th Avenue was expanded to a four-lane road to connect the newly opened Interstate-10 to Sun City. In 1985, Maricopa County voters approved a proposition, which provided local financing for a countywide freeway system that included the Loop 101 (Agua Fria) Freeway. Also in 1985, the City began construction of a new municipal airport. Construction of the first business park began in 1987 after the completion of the airport.

Transportation will continue to be the major factor that influences future land use in this area. The Glendale Municipal Airport will remain the focal point that sets the character for this area. The completion of the Loop 101 Freeway between Interstate-17 and Interstate-10 has improved access to and from the greater Phoenix area. This has increased development interest in this area for business park and other employment related land uses.

The importance of Glendale Avenue as the primary link between Luke Air Force Base, the Airpark Character Area, the Loop 101 Freeway, and Historic Downtown Glendale will increase. The interchange at Glendale Avenue and the Loop 101 Freeway is becoming a major gateway to the City.

The Airpark Character Area will continue to develop with a mix of business park, office, assembly, light manufacturing, and commercial land uses. All development will be compatible with the operations of the Glendale Municipal Airport. The emphasis is on employment generating land uses rather than warehousing and distribution centers.

The objective is to create a modern employment center that provides a high quality work environment, attractive to new business investment, and enhances the physical character of the community. New development will provide a positive identity that complements other development in the area. Planned developments with shared access and circulation, complementary architecture, landscaping, and signage and coordinated marketing are desired. Well-designed buildings with quality materials and construction, screened storage areas, and landscaped grounds will be required.

All of the land within the Airpark Character Area will not develop at once. In fact, the buildout of this employment reserve will take many years. As the local economy continues to grow, the development rate of this prime land will increase as it has near freeways in other parts of the region. It is vital that this land be available for employment related land uses when the market is ready.

Important issues that need to be considered in the Airpark Area include the following:

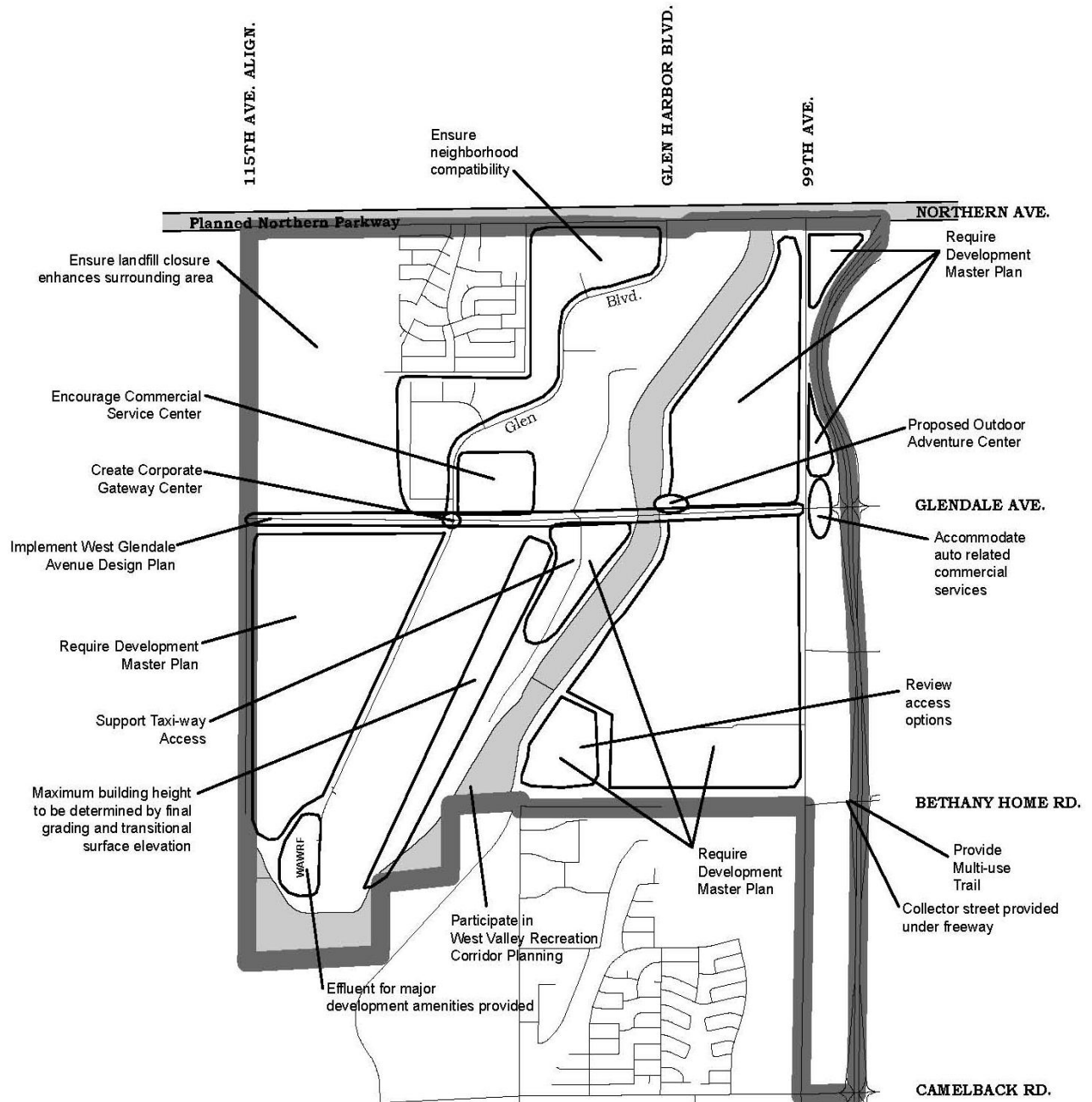
- What can be done to prevent piecemeal development and encourage the planned development of larger parcels of land?
- How much and what type of commercial land should be provided in this area?

- What can be done to ensure that only quality development occurs that is consistent with the desired character for this area?
- How can the positive effects of the Glendale Municipal Airport be maximized?
- What can the City do to encourage the development of business parks that have infrastructure and buildings readily available for future employers?

Airpark Development Guidelines

1. Ensure that future land use is compatible with the Glendale Municipal Airport.
2. Encourage business park, office, back office, light manufacturing, and support commercial land uses.
3. Require development master plans prior to rezoning to ensure coordinated development on larger parcels and assemblages of smaller parcels. These plans should at a minimum address basic land use, anticipated parcel size, access, circulation, water and sewer, drainage, common open space and amenities, master signage, and basic site design guidelines.
4. Encourage major developments that include common open space, multi-use trails, lakes, golf courses, and other local points and amenities to enhance the character of the area.
5. Review the M-1 (Light Industrial) and BP (Business Park) zoning districts to ensure that they will encourage the type of land use and character of development desired in the Airpark Character Area. Amend these districts or create new districts as needed.
6. Prevent strip commercial development along major arterial streets by stipulating the location, access, and development timing for any accessory commercial uses prior to approval of BP (Business Park) zoning.
7. Prepare and adopt new design guidelines for commercial, office, business park, and industrial development to ensure that the quality of future development meets the expectations for the Airpark Character Area.
8. Encourage the development of high quality commercial service center near Glendale Avenue and Glen Harbor Boulevard to meet the needs of businesses and employees in the Airpark Business Park and the Glendale Municipal Airport.
9. Accommodate general commercial land uses at the intersection of Glendale Avenue and 99th Avenue on the west side of the Loop 101 Freeway. This includes gas stations and convenience stores, hotels and motels, sit down and fast-food restaurants, minor auto repair, and similar service uses. Encourage coordinated development on larger parcels rather than fragmented development on small, scattered parcels with shared access points.
10. Encourage development immediately east of the Glendale Municipal Airport that can benefit from taxiway access. Maximum building height is determined by final grading and transitional surface elevation.
11. Review all new development in the Airpark Business Park for compatibility with nearby residences in the Country Meadows Subdivision, Units 9 and 10. Consider

- building orientation, setbacks, mechanical sound suppression, and additional screening as needed at the time of design review.
12. Review the access options for isolated parcels east of the New River on the north side of the Grand Canal. Consider tying these parcels into the future collector street system for the larger parcel to the north.
 13. Onsite development and streetscape improvements along Glendale Avenue will be guided by the West Glendale Avenue Design Plan. Review this plan and update it if necessary to ensure the desired character of development.
 14. Provide collector street access between the Airpark Character Area and the Parkside Character Area under the Loop 101 Freeway along the south side of the Grand Canal.
 15. Participate with the Maricopa County Flood Control District and other West Valley Cities in the planning and development of the West Valley Recreation Corridor along the New River.
 16. Provide a multi-use trail and open space along the Grand Canal to connect the future trail along the New River with the Grand Canal Linear Park in the Parkside Character Area.
 17. Provide reclaimed water at standard rates from the West Area Water Reclamation Facility for irrigation purposes. Encourage major projects to use reclaimed water for landscaping, golf courses, and other major open spaces. The City will install a limited distribution system. Developers may negotiate the design and construction costs of future extensions.
 18. Ensure that the long-term reuse plans for the Glendale Municipal Landfill complement the desired character of the area.
 19. Create a “corporate gateway” into the City of Glendale at the intersection of Glendale Avenue and Glen Harbor Boulevard.
 20. Encourage developers abutting Glendale Avenue to include one or more of the design amenities suggested along the Glendale Avenue frontage. Design amenities may include: a water feature, such as a lake or series of ponds, fountains, or waterfalls; a lushly landscaped common area providing shade, interconnecting pathways, ramadas and benches; or increase the required setback abutting Glendale Avenue to three (3) times the minimum required setback.
 21. Continue to annex county islands.



Airpark Character Area

02/12

PARKSIDE CHARACTER AREA

Portions of the Parkside Character Area have been in agricultural use since 1911 when Russian immigrants were brought into the area to grow sugar beets for Glendale's Beet Sugar Factory. Although the beet crop failed, the immigrants remained and engaged in dairy farming and the growing of cotton. Following decades of farming, the first conversion of agricultural land to urban uses was in 1973 when residential subdivisions were developed in the southeastern portion of the character area.

The Parkside Character area will continue to convert from agricultural to suburban land uses. The Loop 101 Freeway provides superior access from the Parkside Character Area to other locations in the Valley. Glendale Avenue will continue to be the major link between Luke Air Force Base, the Loop 101 Freeway, and Historic Downtown Glendale. The Glendale Avenue Loop 101 Freeway interchange will become a major gateway to the City.

This area will be developed with a mix of corporate office, high-end business park, community level commercial, neighborhood commercial, and high quality residential land uses. The objective is to create a balanced mix of land uses that will enhance this area and complement the rest of the community. It is important that each new development contributes to the desired character of the area and builds upon what is already there.

The proximity and accessibility of major recreational facilities and employment opportunities will make the Parkside Character Area a highly desirable location for housing. Residential development will consist primarily of detached single family units. Typical lot sizes will be larger than in other parts of the City. Areas for suburban estates and equestrian subdivisions will also be reserved.

The residential lifestyle in the Parkside Character Area will be enhanced by the development of a linear park and trail system along the length of the Grand Canal. A nine hole public golf course has already been built in the area. Additional neighborhood parks will also be provided.

Additional housing will create the population threshold necessary to support the desired level of neighborhood commercial services in the area. In addition, land near the freeway interchanges will be attractive for community level retail. The spacing of major retailers within the region and the availability of competing sites in nearby communities will influence the market and timing for this type of development.

The land along the Loop 101 Freeway provides opportunities for additional employment. The objective is to attract professional offices, major corporate campuses, high-end business parks, hotels and other related support services. Planned developments with shared access and circulation, complementary architecture, landscaping and signage and coordinated marketing are desired. Well-designed buildings with quality materials and construction, enclosed storage, and extensive landscaping will be required.

The section of land located between Glendale Avenue and Northern Avenue from 91st Avenue to the Loop 101 provides a unique opportunity within the City. It is the only remaining land served by two freeway interchanges and three arterial streets. The excellent access and visibility offered by this land will accommodate an intensity of development much greater than that found in other parts of the community.

The buildout for land designated for employment uses will take many years. It is important that this land be available for major employers when the market is ready.

Important issues that need to be considered in the Parkside Character Area include the following:

- Where should commercial services be located in this area?
- How much land should be reserved for future employment use and what affect will this have on the future character of the area?
- How can compatibility between existing neighborhoods and future development be ensured?
- What can be done to encourage redevelopment of the small parcels along the south side of Glendale Avenue between 91st Avenue and 83rd Avenue?
- What type of residential development should be encouraged? Is multi-residence housing needed to provide a mix of housing opportunities for future employees? How much land should be devoted to large lot subdivisions? What is the smallest lot size that should be provided?
- Will adequate public school capacity be available to serve the future student enrollment from the Parkside Character Area?

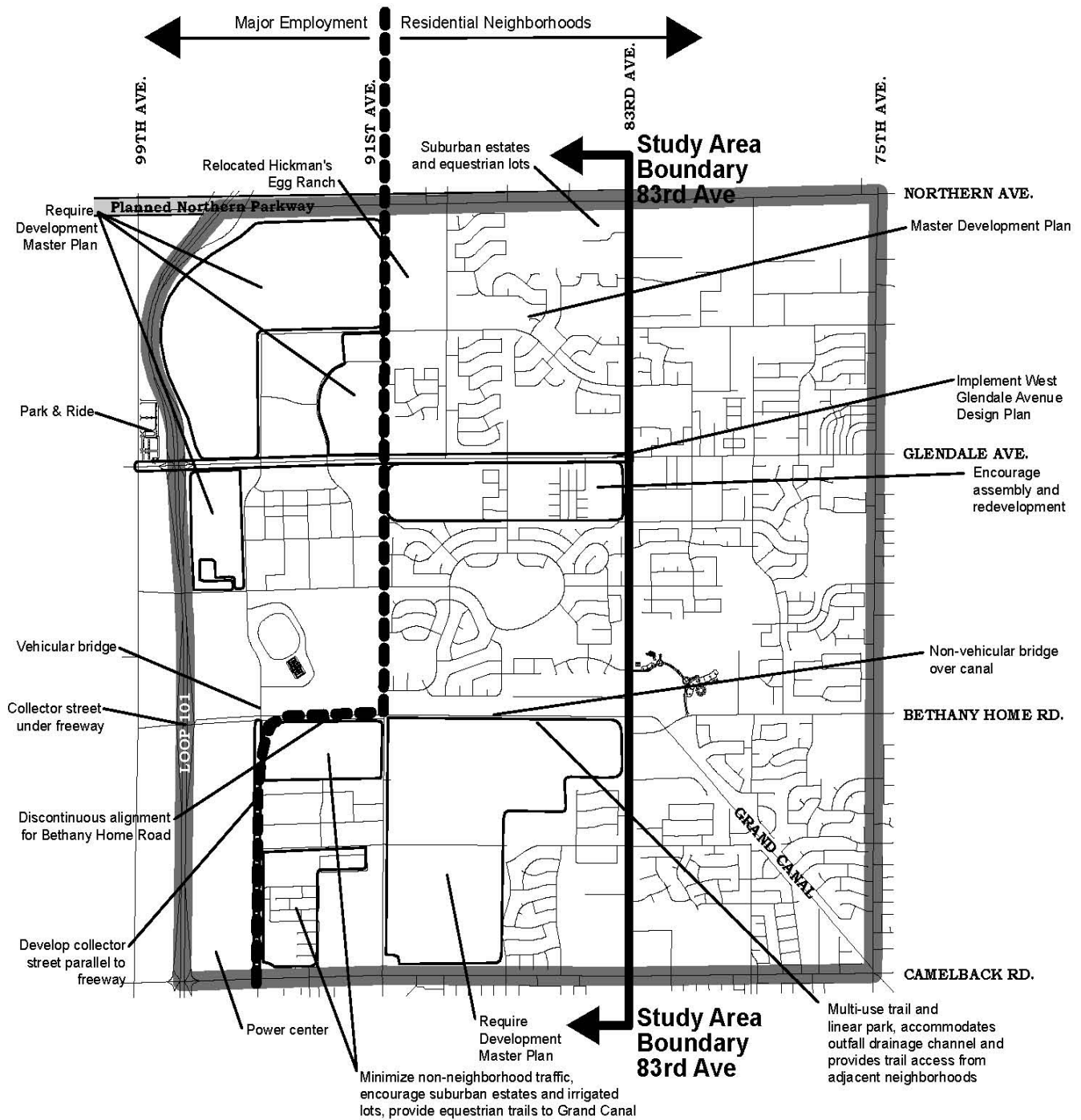
Parkside Development Guidelines

1. Ensure high quality residential neighborhoods by implementing the Residential Design & Development Manual.
2. Approve lots less than 7,000 square feet only where infill development on small parcels, redevelopment, or other special circumstances warrant in the 3.5 to 5.0 density range.
3. Require exterior sound attenuation measures for all noise sensitive land uses located within ¼ mile of the Loop 101 Freeway.
4. Require interior sound attenuation for all noise sensitive land uses located within ½ mile of the Loop 101 Freeway.

5. Require certification from the local school district that adequate school capacity exists or will exist prior to granting any rezoning that would potentially increase future student enrollment.
6. Reserve areas for equestrian and suburban estates subdivisions with flood irrigation near existing large lot subdivisions.
7. Provide equestrian trails from equestrian subdivisions to the Grand Canal Linear Park multi-use trail.
8. Onsite development and streetscape improvements along Glendale Avenue will be guided by the West Glendale Avenue Design Plan. Review this plan and update it if necessary to ensure the desired character of development.
9. Provide collector street access between the Parkside Character Area and the Airport Character Area under the Loop 101 Freeway along the south side of the Grand Canal.
10. Develop a linear park with a multi-use trail along the Grand Canal and connect this under the Loop 101 Freeway to the future trail system in the Airpark Character Area.
11. The Bethany Home Outfall Drainage Channel has been incorporated into the design of the Grand Canal Linear Park and the trail system. Minimize any impacts on existing residential neighborhoods.
12. Accommodate a community scale shopping center at Loop 101 interchanges subject to demonstrated marketing viability.
13. Encourage the development of a major sports/entertainment/corporate activity center on the east side of the Glendale Avenue/Loop 101 Freeway interchange. Encourage professional offices, corporate campuses, hotels, and related support retail, entertainment and sports uses.
14. Consider a variety of housing products in conjunction with the master planned Corporate Commerce Center. Restrict residential development until at least 30% of the gross floor area of the employment generating land use has been developed.
15. Acquire and develop land for future neighborhood parks according to the Parks and Recreation Master Plan.
16. Maintain the bridge over the Grand Canal at 79th Avenue and 87th Avenue to accommodate pedestrian, bicycle, and equestrian travel.
17. Require development master plans prior to rezoning to ensure coordinated development on larger parcels and assemblages of smaller parcels. These plans should address land use, anticipated parcel size, access, circulation, water and sewer, drainage, common open space and amenities, master signage, and site design guidelines.

18. Encourage developments that include common open space, multi-use trails, lakes, and other focal points and amenities to enhance the character of the area.
19. Review the BP (Business Park) zoning district to ensure that it will encourage the type of land use and character of development desired in the Parkside Character Area. Amend this district or create new districts as needed.
20. Adopt new design guidelines for commercial, office, and business park development to ensure that the quality of future development meets the expectations for the Parkside Character Area.
21. Maintain the “park and ride” site in the general vicinity of the Glendale Avenue/Loop 101 Freeway interchange to continue encouraging the use of mass transit.
22. Provide reclaimed water at standard rates from the West Area Water Reclamation Facility for irrigation purposes. Encourage major projects to use reclaimed water for landscaping, golf courses, and other major open spaces. The City will install a limited distribution system. Developments may negotiate the design and construction costs of future extensions.
23. Provide access to the Grand Canal Linear Park from adjacent neighborhoods.
24. Encourage employment related land uses between the Loop 101 Freeway and 95th Avenue.
25. Locate a neighborhood park as a buffer between the Pendergast Estates neighborhood and the future development along 95th Avenue.
26. Design a collector street system in the Pendergast Estates area that minimizes the potential for non-residential traffic between 95th Avenue and 91st Avenue.
27. Provide a collector street paralleling the Loop 101 Freeway along 95th Avenue between Camelback Road and Glendale Avenue. Include a substantial landscape buffer along the east side of 95th Avenue from Camelback Road to Glendale Avenue to separate future residential and employment land uses. Construct a bridge over the Grand Canal to accommodate vehicular and pedestrian travel.
28. Develop Bethany Home Road as a continuous collector street between 83rd Avenue and the Loop 101 Freeway.
29. Encourage the assembly and redevelopment of parcels along the south side of Glendale Avenue between 83rd Avenue and 91st Avenue.
30. Ensure adequate buffers between residential and commercial or employment land uses.

31. Encourage residential areas to be linked together with multi-use trails and common open space.
32. Encourage the dedication or acquisition of additional park land, along the Bethany Home Road alignment between 83rd Avenue and the Loop 101 Freeway, during the development master plan process.
33. Encourage 95th Avenue to be designed as a parkway from Northern Avenue to Camelback Road.
34. Encourage developers abutting Glendale Avenue to include one or more of the design amenities suggested along the Glendale Avenue frontage. Design amenities may include: a water feature, such as a lake or series of ponds, fountains, or waterfalls; a lushly landscaped common area providing shade, interconnecting pathways, ramadas and benches; or increase the required setback abutting Glendale Avenue to three (3) times the minimum required setback.
35. Continue to annex county islands.



Parkside Character Area

02/12