

PARKWAY 303 WEST

SWC Loop 303 & Peoria Avenue

Glendale, Arizona



ZON21-21

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PROJECT TEAM

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TABLE OF CONTENTS

I.	Introduction.....	2
II.	General Plan Conformance	2
III.	Planned Area Development Plan.....	3
	1. Purpose and Overview.....	3
	2. Permitted Uses	3
	3. Site Plan	4
	4. Development Standards	5
	5. PAD Deviations.....	5
	6. Performance Standards	6
	7. Landscaping, Screening, Walls.....	7
IV.	Landscape Design.....	8
V.	Architectural Design	8
VI.	Circulation & Access.....	9
	1. Existing Conditions.	9
	2. Proposed Improvements.....	10
VII.	Grading and Drainage	10
VIII.	Infrastructure/Utilities.....	11
IX.	Signage	11
X.	Phasing	12
XI.	Summary	12

I. Introduction

Suburban Land Reserve, Inc. (“SLR”) plans to develop 262.6 gross acres located at the southeast corner of Cotton Lane and Peoria Avenue (the “Property”). See Vicinity Map and Aerial Map attached at **Tab 1**. The Property is currently within Maricopa County and will be annexed into Glendale. The Property is zoned RU-43 in Maricopa County. See Zoning Map at **Tab 2**.

Upon annexation, the Property’s initial zoning designation will be Agriculture (A-1). The City is initiating this rezoning from A-1 to Planned Area Development (“PAD”) to allow development of a new railroad served industrial park and commercial center called “Parkway 303 West” that will utilize existing and future railroad infrastructure and meet demand in the area for rail-served industrial uses.

This property has frontage along the Loop 303, from Peoria Avenue to Olive Avenue. The Property is currently vacant land utilized for agricultural purposes. The Property is within the unincorporated area of Maricopa County, and falls within the City of Glendale’s municipal planning boundaries. The property is bounded by Cotton Lane and rural residential/agricultural uses to the west, Peoria Avenue and vacant farmland to the north, the Loop 303 Freeway and vacant farmland to the east, and Olive Avenue and a large plant nursery to the south.

The Applicant seeks to develop the Property in accordance with the commercial and industrial zoning districts and modified development standards to create a superior level of expectation along this expanding transportation corridor.

This Parkway 303 West PAD will allow commercial, industrial manufacturing, assembly, employment, distribution, warehousing and other related industrial uses. Rezoning the property to PAD will permit the development of industrial and commercial uses which are compatible with land use trends along the 303 corridor and comply with state statutes concerning territory in the vicinity of a military installation.

Parkway 303 West PAD proposes approximately 3.4 million square feet of building facilities. The development plan, which is conceptually only and subject to change, presently shows seventeen (17) buildings ranging in size from 2,000 square feet to 1.08 million square feet to accommodate a broad range of industrial tenants and commercial users. Twenty (20) acres in the southeast corner of the site is reserved for a future APS substation. Commercial uses are also designated along Peoria Avenue. Overall, the use is compatible with the 303 Freeway Corridor and the PAD regulations are tailored for the intended development.

II. General Plan Conformance

Per the Glendale General Plan 2040, the Property has a land use designation of RMU (Regional Mixed Use). See General Plan Map at **Tab 3**. The RMU land use

designation permits a cohesive, large-scale, mixed-use planned development fostering urban, multi-modal opportunities. Per the General Plan, “RMU developments accommodate a variety of complementary uses, both physically and functionally integrated, including commercial, employment, residential, open space, and other supportive land uses.”

In this instance, the proposed development includes commercial and industrial uses with arterial frontage and freeway access. This precisely fits the definition and intent of the RMU and hence, the proposed mix use development is in conformance with the RMU designation.

III. Planned Area Development Plan

1. Purpose and Overview

The intent of the Parkway 303 West is to allow commercial, manufacturing, assembly, employment, distribution, warehousing and other related industrial uses found in the C-2, C-3, M-1, M-2 and B-P zoning districts. Related uses such as e-commerce, office and commercial uses shall also be permitted with development standards that ensure appropriate flexibility to attract future employers and uses. The PAD will allow commercial, industrial and employment uses that are compatible with the 303 Freeway Corridor and are in conformance with the underlying zoning and uses along this freeway.

Specific users have not been identified at this time. The plans, exhibits, and images presented herein are conceptual only and intending to convey the type, intensity, and quality of development expected at this location. Once specific users are identified, a design review application (site plan, building architecture, landscaping, signage, grading, etc.) will be submitted for administrative review by Glendale staff.

2. Permitted Uses

All uses permitted in the C-2, C-3, M-1, M-2 and B-P zoning districts.

Other Permitted Uses

- Uses Subject to Conditions: Per section 5.753, 5.773, 5.813, 5.843, and 5.863 of the Glendale Zoning Ordinance
- Uses Subject to Conditional Use Permits: Per section 5.754, 5.774, 5.814, 5.844 and 5.864 of the Glendale Zoning Ordinance
- Accessory Uses: Per section 5.756, 5.776, 5.185, 5.845, and 5.865 of the Glendale Zoning Ordinance
- Temporary Uses: Per section 3.920 of the Glendale Zoning Ordinance

3. Site Plan

To maximize and attract potential users, the conceptual plan helps illustrate how the property could be designed for multiple building arrangements. This plan is conceptual and will be finalized at a later Design Review phase, but this general illustration ensures optimal flexibility while demonstrating potential development options. See Conceptual Plan at **Tab 4**.

The Plan proposes approximately 3.42 million square feet of warehouse and distribution facilities. The proposed development is conceptually shown with six (6) industrial buildings ranging in size from 176,000 square feet to 1.08 million square feet to accommodate a broad range of industrial tenants and users. Thirteen (13) acres of commercial uses are planned along Peoria Avenue. The commercial area is conceptual only and will be subject to a future design review as the market and users refine a play layout. Twenty (20) acres in the southeast corner of the site is reserved for a future APS substation.

This plan option is conceptual and subject to change based on market demand. A future design review application will establish the future site layout for each individual building layout.

The development will be accessed via a series of private primary driveways that feed into an internal roadway network that circulates around the development: four (4) on Cotton Lane, two (2) on Peoria Avenue, and zero on Olive Avenue. Additionally, there are four (4) secondary driveways on Cotton Lane and four (4) secondary driveways on Peoria Avenue.

The circulation design provides separation of cars and trucks where possible and transport trucks can access various points of the buildings. Sufficient employee parking is provided along Cotton Lane, Peoria Avenue, and within close proximity of the other buildings within the site.

4. Development Standards

Commercial development standards shall comply with C-2 or C-3 zoning district development standards of the Glendale Zoning Ordinance.

As reflected through Table A below, the industrial development standards for the Parkway 303 West are created to facilitate the development. More specifically, the permitted heights and intensity will permit the development of a highly attractive and superior industrial development representative of the types of development along the 303 Freeway Corridor. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the PAD shall apply.

Table A: Comparative Development Standards Table

	M-1	PAD Proposal
Min. Lot Area	6,000	6,000
Max. Lot Area	N/A	N/A
Building Setbacks <ul style="list-style-type: none"> • Front • Rear • Side • Street Side 	<ul style="list-style-type: none"> • 25' • 60' • 60' • 25' 	<ul style="list-style-type: none"> • 25' • 60' • 60' • 25'
Max. Building Height	30'	85' (Rooftop building appurtenances can exceed roof height up to 105' maximum provided they are more than 20' from the building's roof edge. Roof mounted equipment shall be fully screened from the adjacent public street line of sight. Material silos or other similar building specific support, ground, or platform mounted elements may exceed roof height up to 120' maximum.)
Max. FAR	.3	.5 (Mezzanine sf area excluded from FAR ratio)
Parking <ul style="list-style-type: none"> • Warehouse/Distribution • Office • Commercial uses 	<ul style="list-style-type: none"> • 1/2000 sf • 1/300 sf • 1/250sf 	<ul style="list-style-type: none"> • 1/2000 sf • 1/300 sf • 1/250 sf (Mezzanine sf area excluded from parking calculations)

PAD Deviation Justification

- a. Height: Building height needs to be flexible to meet future tenant needs. Typically, the norm for an anticipated industrial building in this market may suggest 40' of clear height inside, resulting in a building height in the 50' range. However, in this case, there is the potential for a unique distribution or

manufacturing use that may include multiple levels of storage platforms or automated systems, resulting in the need for increased height. Site appurtenances, such as material silos or other building specific support equipment, may be required to exceed the building height. In such cases, location and treatment of such elements shall be considered and incorporated into the overall design solution.

- b. FAR: A distinction should be made between additional building floors and storage mezzanines. Often, storage mezzanines or multi-level automated storage platforms are incorporated into the tall clear height of a large distribution facility. Mezzanines fall within a portion of the already defined volume and footprint of the building and do not impact the visual appearance or height of the exterior of the building, thus not impacting the perceived density addressed by FAR. They are often limited in actual employee population and used for a different type of storage or processing that does not require the otherwise high bay volume of the space.

5. Performance Standards

- a. Uses or operations of products within this district shall be permitted unless such uses are or may become obnoxious or offensive by reason of the emission of odor, dust, smoke, noise, gas fumes, cinders, vibrations, glare, refuse, or air or water pollution.
- b. All uses permitted in this district shall be primarily conducted within a fully enclosed building unless otherwise permitted. Outside storage of materials and equipment related to the primary activity is permitted provided that the outside storage area is screened by a wall with the design and height to be approved by the Community Development Group.
- c. Explosive or hazardous processes require approval by Glendale Fire Department that all manufacturing, storage, and waste processes meet all safety and environmental standards as administered by the department.
- d. The development shall comply with the City of Glendale Outdoor Light Control Ordinance. Lighting plans shall be submitted with each Design Review application illustrating that on-site lighting does not exceed one-foot candle at the property line. On-sight lighting shall be dark sky compliant.
- e. No use shall be established, maintained, or conducted within the development which may cause the dissemination of smoke, gas, dust, odor, or any other atmospheric pollutant outside the building in which the use is conducted.
- f. No use shall result in noise perceptible beyond the boundaries of the immediate site of the use.

- g. No use shall result in the discharge of any waste materials to any water course, dry wells, storm sewers, or ditch.
- h. No use shall result in the dissemination of glare or vibration beyond immediate site of the use.
- i. No use shall create a physical hazard by reason of fire, explosions, or use of radioactive materials or any similar cause of property in the same or adjacent districts.

6. Landscape, Screening, Walls

Landscape buffer and screen wall requirements shall comply with Section 7.200 of the Glendale Zoning Ordinance. The design, materials and colors for all walls, fences and screening devices visible from public view will be uniform in appearance. A wall enclosing the truck courts shall be provided to help screen the truck loading and maneuvering area.

Screening is intended to be a positive element of the Site which complements the building's architecture and blends with the perimeter landscaping. Screening used at the entrance to the properties should enhance the entry, complement the building's architecture and shall not impair traffic safety by obscuring views.

For a building that provides a secured visitor parking area adjacent to the building's publicly accessible street frontage, chain link fencing should not typically be located along the street frontage adjacent to such building's visitor parking area; provided, however, that when and where chain link fencing along the street frontage of a secured visitor parking area would be appropriate under the particular circumstances of a given development's building design, ingress and egress, vehicular and pedestrian circulation, loading and unloading, operations, security and other pertinent circumstances, chain link fencing will be allowed if/as appropriate along all or a portion of the publicly accessible street frontage that is adjacent to such secured visitor parking area with final determination and approval of the chain link fencing being part of the design review application submittal.

Long expanses of exposed wall surfaces should be architecturally designed and/or landscaped to prevent monotony. Further, decorative monuments, gates and/or fences in combination with landscaping should be used to provide continuity at the street where openings occur due to driveways or other breaks in the sidewalk or building wall.

Loading and unloading of goods is an integral function of this industrial Site. Loading is traditionally associated with outdoor storage of goods and truck parking. Loading docks should be located where they can function efficiently without detracting from the aesthetics of the industrial structure. Loading docks and outdoor storage within 100 feet of a residential district along the perimeter of the site shall be screened by

an 8 feet (min.) high CMU wall, or a combination of landscape berm and wall or landscape berm and screened chain link fence with a total height of 8 feet (min.).

IV. Landscape Design

Landscaping shall be designed to complement the building architecture overall design theme for the site. All materials will comply with the City's low water plant palette. The street frontage landscaping will provide an attractive public edge to the property. Perimeter site boundaries will define the parcel and provide a pleasing common boundary with adjacent sites. Enhanced landscaping will further define potential building entries with canopy trees at City-required spacing to provide shading for the parking areas. A variety of tree species, combined with a colorful combination of shrubs and groundcovers, will provide an overall landscape composition of appropriate scale to enhance the overall development and its visual impact on its surroundings. More specific details regarding plantings, types, locations and quantities will be a part of the future design review application where they will address the actual size and building design.

Onsite landscaping will occur concurrently with development of individual parcels. Offsite landscaping will be installed along individual parcel frontages as each individual parcel is developed. A Conceptual Lot Layout showing an example of how individual parcels may be developed is provided at **Exhibit 4**.

V. Architectural Design

The design of large industrial facilities requires a specific response to anticipated tenant requirements combined with careful aesthetic consideration of dealing with such a large building mass. Since the future tenant is unknown at this time, the design palette must remain flexible. The building may take on the characteristics of a specific tenant, if that tenant is identified prior to development, or may be more 'generic', designed to appeal to a broad range of potential tenants (particularly if development commences before a specific tenant is known). Both examples can be found along the adjacent 303 Corridor.

Scale is an important consideration when looking at the overall design. Freeway scale addresses the higher speed, more distant views of the development from the adjacent Loop 303. Elements should be larger and easier to appreciate from automobiles on the freeway. Similarly, but to a lesser degree, the building will be set back considerably from Cotton Lane so the scale should be addressed accordingly. The level of detail increases adjacent to potential building entries where pedestrian scale elements should then be introduced.

Color and pattern will be used to 'break down the mass' and develop visual interest that creates an overall pleasing aesthetic on all sides of the building. The color palette may include a range from warm to cool neutrals that respect the surrounding desert hues and may include limited color accents to provide additional interest or

address corporate imaging. The primary building material will be painted, articulated concrete wall panels and may feature accent materials that provide additional texture or colors where areas of enhancement are appropriate. Glass will be incorporated at anticipated office areas or to provide additional daylighting at workspaces. Metal canopies will provide further shade, shadow, and accent at specific points of entry.

Building parapets will be extended above the roof line to provide screening of roof top equipment from view at adjacent public right of ways along Cotton Lane and Loop 303. Dock and outdoor storage areas will be screened with an 8' masonry wall with detail and color to complement the building architecture. A similar 3' high wall will screen parking along the adjacent streets. Roof drains shall be internally piped unless specifically presented and approved as an enhancement used to further articulate the building façade.

A representative architectural collage exhibit is included to convey a representative palette of design ideas. Specific details regarding architecture, materials, colors, etc. will be a part of the future design review application. See Architectural Collage Exhibit attached at **Tab 5**.

VI. Circulation and Access

The Property is well situated from a regional access perspective; it is visible from the 303 Freeway and is easily accessible from the surrounding arterial street network.

1. Existing Conditions

Peoria Avenue is an east-west, two-way, two-lane roadway on the along the northern boundary of the Property that is jointly controlled by the City of Surprise and MCDOT. Olive Avenue is similarly an east-west, two-way, two-lane roadway bordering the south side of the Property, and is controlled by MCDOT. Cotton Lane is currently an unimproved two-way, two-lane roadway bounding the west side of the Property and is also controlled by MCDOT.

To the east of the Property is the Loop 303 freeway. ADOT controls 50% of the right-of-way to the east of the Property. Olive Avenue does not have any access to the 303 Freeway. There is also a BNSF rail line along the north side of the road that limits direct vehicular access to Olive Avenue. Peoria Avenue has full access to the 303 Freeway.

The surrounding roadway half-streets will be improved along the frontage of the project in phases as needed to support each phase of the project. The City of Surprise and MCDOT currently have a joint project to improve Peoria Avenue (TT0576 Peoria Avenue Citrus to Cotton to SR303). The developer will need to coordinate with all agencies and the MCDOT project for requirements on Peoria Avenue.

2. Proposed Street Improvements

As part of the proposed Parkway 303 West PAD, offsite improvements will occur along the adjoining streets. Cotton Lane will be widened from a two-lane roadway to a 5-lane roadway with curb, gutter, sidewalk, landscaping, and roadway lighting on the east side of the street. Five (5) proposed driveways along the east side of Cotton Lane will serve the project site.

Peoria Avenue will be widened from a two-lane roadway to a five-lane roadway with curb, gutter, sidewalk, landscaping, and roadway lighting on the south side of the street. The developer will need to coordinate with MCDOT Project TT0576 Peoria Avenue Citrus to Cotton to SR303. Improvements on Peoria Avenue will be governed by that plan. Three (3) proposed driveways along the south side of Peoria Avenue will serve the project site.

All driveway locations and spacing shall be approved by MCDOT.

VII. Grading and Drainage

The grading and drainage for the site will be designed to retain the 100 year, 2-hour storm event in accordance with the City of Glendale drainage design guidelines. Storm drainage will be conveyed via internal drain or downspouts and overland flow across the parking lots and truck dock areas into either catch basins or curb openings which will outfall to a combination of surface and/or underground retention areas. The required storage volume will dissipate within 36 hours via a combination of natural percolation and drywells. Any off-site drainage impacts to the site will be routed through the site in order to maintain its historical drainage pattern.

Until the channel improvements proposed by the TT0576 project are in place, it is anticipated that significant offsite flows will overtop the intersection of Peoria Avenue and Cotton Lane and continue across the subject project as sheet flow. Please note that if this development occurs prior to the channel improvements on the north side of Peoria Avenue, interim measures will need to be provided.

Drainage patterns and flows in this area are covered by the following reports:

- *Loop 303/White Tanks Area Drainage Master Plan Update Hydrologic Analysis (ADMPU). HDR Engineering, Inc. August 20, 2009.*
- *Loop 303/White Tanks Area Drainage Master Plan Update: Phase I - Update the Existing Hydrology Model - Final Hydrology Report, Parson Brinckerhoff, July 2015.*
- *Peoria Avenue Citrus Road to SR303 Scoping Assessment Initial Drainage Report. TY LIN International, July 14, 2021.*

VIII. Infrastructure/Utilities

1. Water

Water will be provided to the site by EPCOR. EPCOR has stated that they will allow domestic and fire protection water from their existing waterline located northwest Cotton and Peoria Avenue. An off-site water main extension will be completed in accordance with EPCOR and city requirements.

2. Sewer

Sewer will be provided by EPCOR. EPCOR has stated that the residential development west of Cotton Lane is currently extending a sewer line from south of the Nursery to Olive Avenue and to the west side of Cotton Lane. It is anticipated that this project will connect to this proposed sewer main.

3. Irrigation

There are several existing Maricopa Water District (MWD) facilities on site, including an open irrigation ditch and underground irrigation pipe along Peoria Avenue and an open irrigation ditch along Cotton Lane. The developer will need to work with the MWD to relocate existing irrigation infrastructure as necessary. MWD also owns a narrow strip of land between Cotton Lane and the Property that will require an agreement between the parties to complete the necessary roadway improvements.

4. Power

There is a 100-foot utility easement with large APS transmission lines and towers running along the east side of the Property that will eventually feed into the future substation planned for the southeast corner of the Property. No vertical structures may be built within the utility easement in order for APS to maintain unobstructed access to the lines and towers.

IX. Signage

This development will provide for functional and attractive signage that compliments the architecture of the overall SLR Logistics 303. This PAD application sets forth the general location, quantity, and maximum height of monument signage for Parkway 303 West. Monument signs along the streets and the 303 freeway, as well as on-site development identification signs will provide proper identification. Directional signs may be located throughout the development to point users to their desired destination. These signs will utilize the established color and materials palette that is applied to the building's constructed on the Property.

Two (2) 60'-tall freeway pylon signs are proposed along the 303 Freeway frontage of the Property. Pylon signs will provide identity for the overall development and may include single-tenant panels, or multi-panel depending upon the future tenant user(s) of the Property. Four (4) 20'-tall monument signs are proposed along Cotton Lane at various access drives. Two (2) 10'-tall monument signs are proposed along each

street frontage for Olive and Peoria Avenues. Monument signs will provide identity for the overall development and may include single-tenant panels, or multi-panel depending upon the future tenant user(s) of the Property.

Once future tenants are identified, the applicant may consider a Comprehensive Sign Plan (CSP) to provide for attractive and consistent signage for tenants and users of Parkway 303 West. The future CSP will contain guidelines with regard to color, materials, location of wall signage, allowable areas, illumination, and configuration of logo and copy presentations. Conceptually, proposed signage standards include:

Sign Type	Max Quantity	Max Height	Max Area
Freeway Pylon Sign	2	60 feet	627 SF
Primary Monument Sign	4	20 feet	200 SF
Secondary Monument Sign	2	10 feet	100 SF

X. Phasing

The Property will develop in multiple phases as market conditions warrant. The intent is to install infrastructure and improve the street frontage and access way adjacent to each industrial phase. It is anticipated that the initial phase will include at least one building, street frontage improvements, and retention basins. Plans for individual buildings/phases will be submitted to the City of Glendale to ensure proper and orderly development. Timing of the commercial development, and its associated offsite improvements along Peoria Avenue will occur as market conditions warrant and as user’s finalize future plans.

XI. Summary

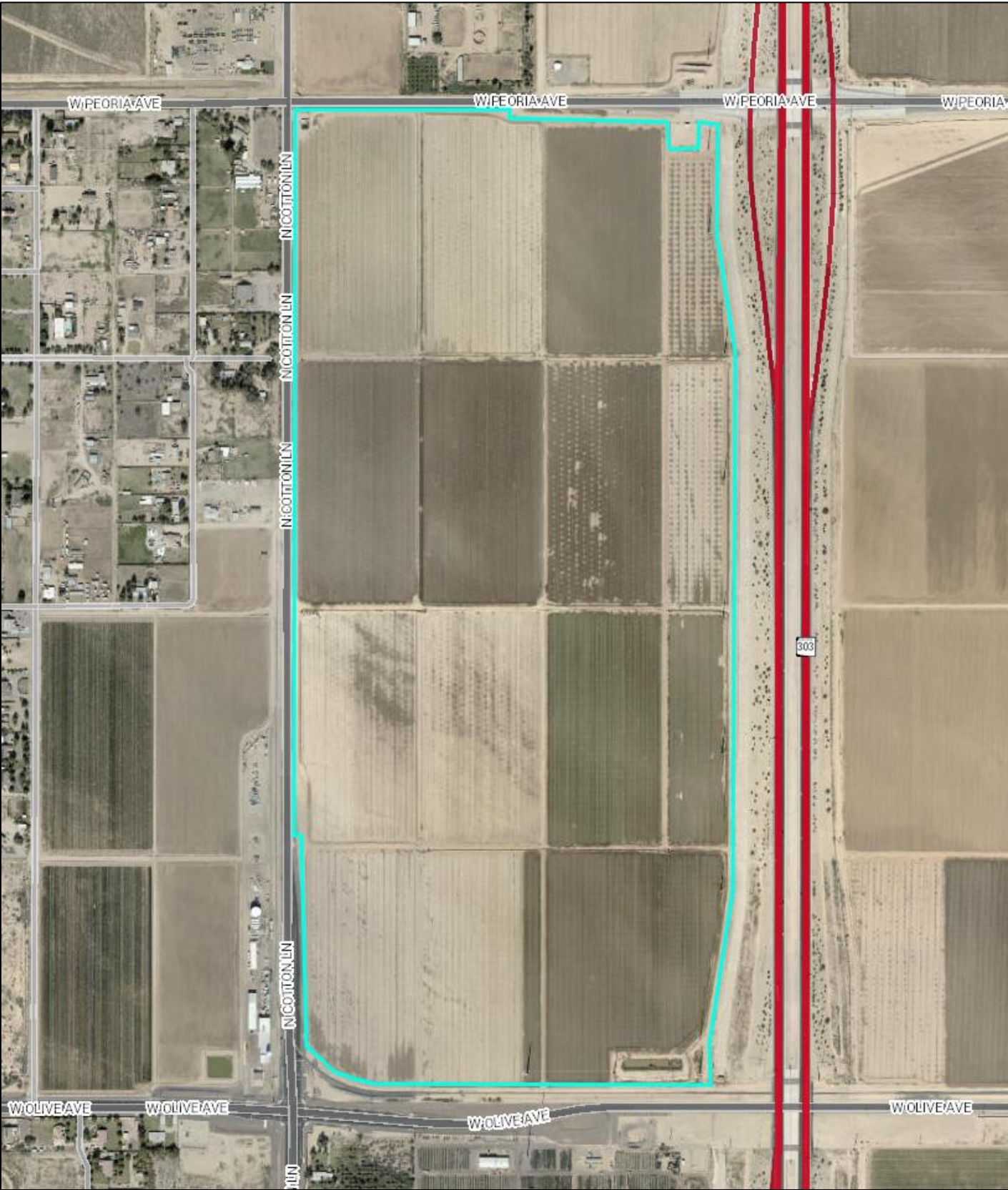
The PAD and the proposed site plan will allow development of the Parkway 303 West industrial and commercial center. The proposed development is an new retail shopping center and modern industrial park designed to meet soaring demand for high quality warehouse, distribution, and manufacturing facilities adjacent to Loop 303. This project supports Glendale’s long-term goals for the region and will provide a robust, sustained contribution to the City’s economic growth. The development will complement the surrounding area and provide substantial benefits and employment opportunities to the City of Glendale.

LIST OF EXHIBITS

- 1. Aerial and Vicinity Map**
- 2. Zoning Map: Current vs. Proposed**
- 3. General Plan Map**
- 4. Conceptual Site Plan**
- 5. Architectural Collage Exhibit**
- 6. Legal Description**

TAB 1

Aerial Map

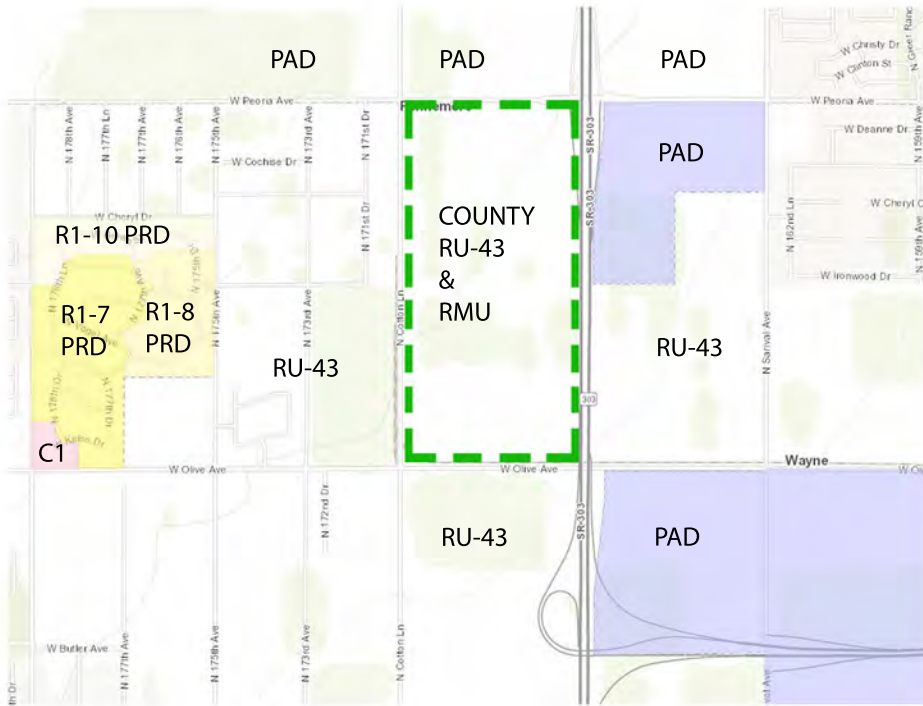


SWC Loop 303 & Peoria – Glendale, AZ

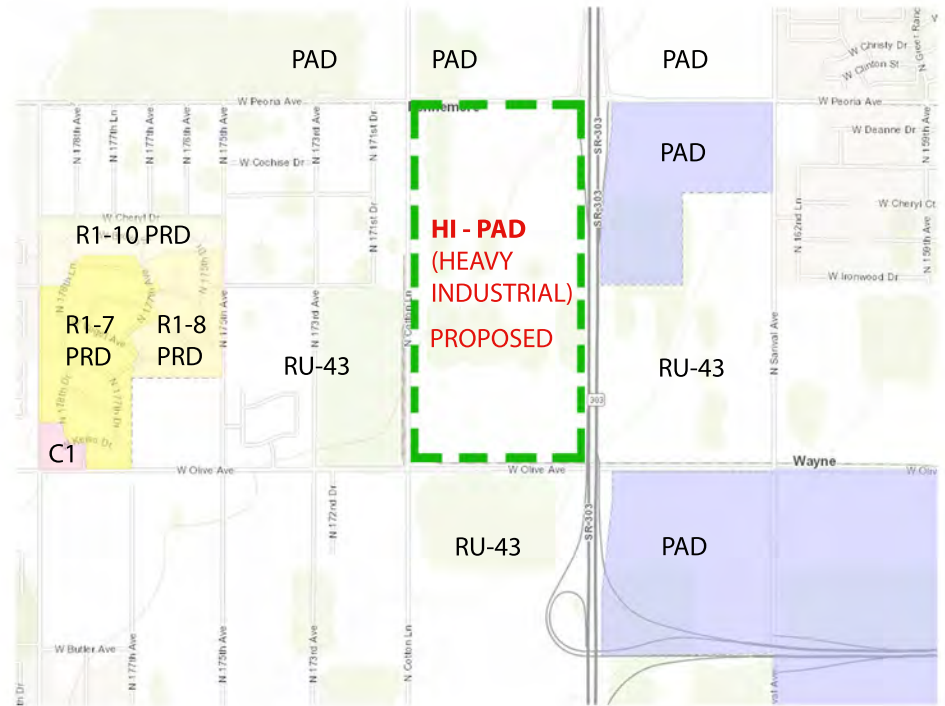


TAB 2

MARICOPA COUNTY & CITY OF GLENDALE ZONING



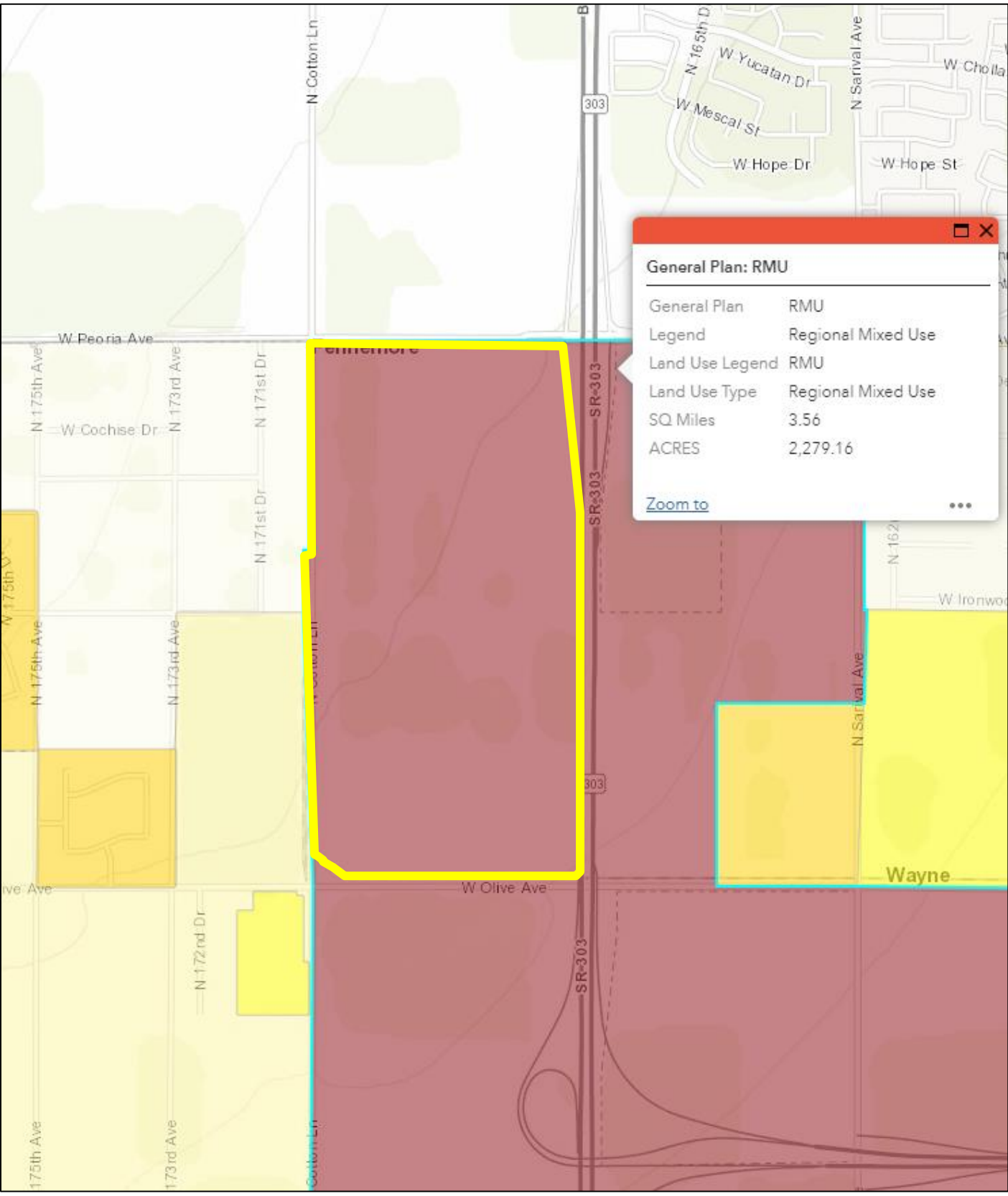
EXISTING ZONING
N.T.S.



PROPOSED ZONING
N.T.S.

TAB 3

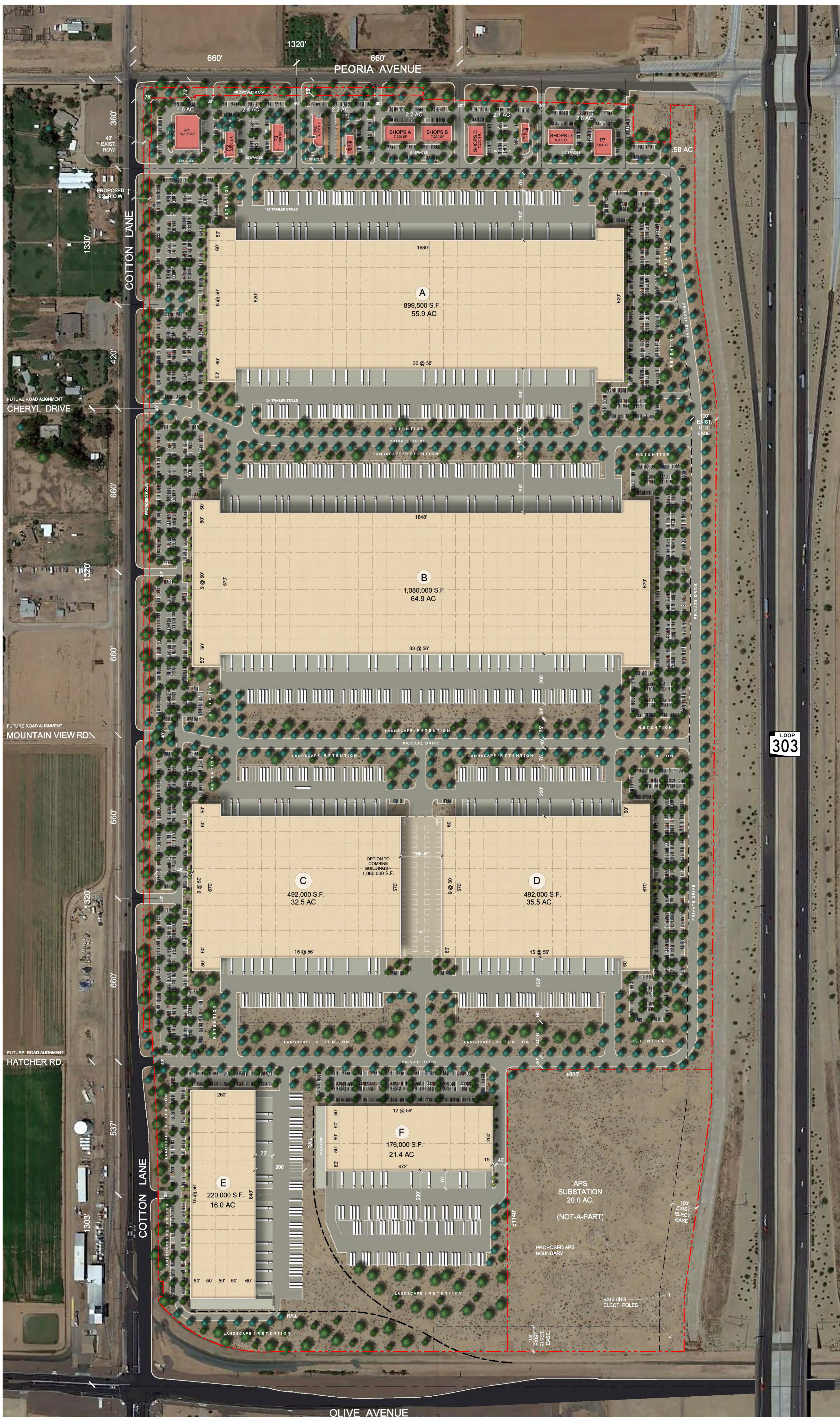
General Plan Map



SWC Loop 303 & Peoria Avenue – Glendale, AZ



TAB 4



SITE DATA

Existing Zoning:	MARICOPA COUNTY RU-43
Proposed Zoning:	HI - PAD
Existing Site Area:	11,439,161 S.F. (262.6 AC)
Additional ROW Dedication:	123,248 S.F. (2.8 AC)
Proposed Net Site Area:	11,315,913 S.F. (259.8 AC)
Total Building Area:	3,425,350 S.F.
Lot Coverage:	30.3%

COMMERCIAL

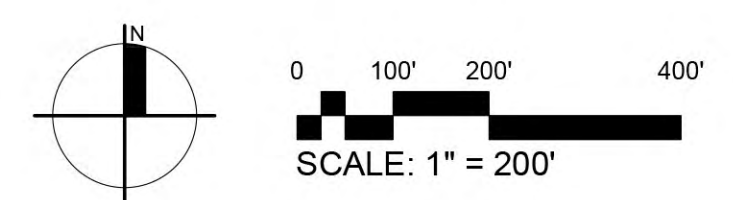
Building Area:	Parking Required:
PAD 1 13,100 S.F.	@ 1:250 S.F. 53 SP.
PAD 2 3,500 S.F.	@ 1:100 S.F. 35 SP.
PAD 3 5,000 S.F.	@ 1:100 S.F. 50 SP.
PAD 4 4,150 S.F.	@ 1:250 S.F. 17 SP.
PAD 5 2,000 S.F.	@ 1:100 S.F. 20 SP.
SHOPS A 7,200 S.F.	@ 1:250 S.F. 29 SP.
SHOPS B 7,200 S.F.	@ 1:250 S.F. 29 SP.
SHOPS C 7,200 S.F.	@ 1:250 S.F. 29 SP.
PAD 6 3,000 S.F.	@ 1:100 S.F. 30 SP.
SHOPS D 6,000 S.F.	@ 1:250 S.F. 24 SP.
PAD 7 7,500 S.F.	@ 1:100 S.F. 75 SP.
Total Area: 65,850 S.F.	391 SPACES
Commercial Parking Provided:	485 SPACES

INDUSTRIAL

Building A	
Site Area:	2,433,049 S.F. (55.9 AC.)
Building Area:	899,500 S.F.
Building Height:	49'
Parking Required (@ 1: 2000 S.F.):	450 SPACES
Parking Provided:	802 SPACES
Building B	
Site Area:	2,824,880 S.F. (64.9 AC.)
Building Area:	1,080,000 S.F.
Building Height:	50'
Parking Required (@ 1:2000 S.F.):	540 SPACES
Parking Provided:	842 SPACES
Building C	
Site Area:	1,417,694 S.F. (32.5 AC.)
Building Area:	492,000 S.F.
Building Height:	50'
Parking Required (@ 1:2000 S.F.):	246 SPACES
Parking Provided:	540 SPACES
Building D	
Site Area:	1,544,336 S.F. (35.5 AC.)
Building Area:	492,000 S.F.
Building Height:	50'
Parking Required (@ 1: 2000 S.F.):	246 SPACES
Parking Provided:	493 SPACES
Building E	
Site Area:	696,038 S.F. (16.0 AC.)
Building Area:	220,000 S.F.
Building Height:	48'
Parking Required (@ 1: 2000 S.F.):	110 SPACES
Parking Provided:	215 SPACES
Building F	
Site Area:	933,994 S.F. (21.4 AC.)
Building Area:	176,000 S.F.
Building Height:	48'
Parking Required (@ 1:2000 S.F.):	88 SPACES
Parking Provided:	233 SPACES
Industrial Site Area:	9,849,990 S.F. (226.1 AC.)
Total Building Area:	3,359,500 S.F.
Parking Required (@ 1:2000 S.F.):	1,680 SPACES
Parking Provided:	3,125 SPACES
Total Trailer Spaces Provided:	851 Trailer Spaces

OVERALL TOTAL PARKING PROVIDED:	3,610 SPACES
ADA Parking Required:	47 SPACES
ADA Parking Provided:	70 SPACES

CONCEPTUAL MASTER SITE PLAN
OPTION 'A'



PARKWAY 303 WEST
SWC Loop 303 & Peoria Ave.
Glendale, Arizona



Butler Design Group, Inc
architects & planners

06.25.21
21018_ST12

TAB 5



PARKWAY 303 WEST
 SWC Loop 303 & Peoria Ave.
 Glendale, Arizona



Butler Design Group, Inc
 architects & planners

04.28.21
 21018_ST06



PARKWAY 303 WEST

SWC Loop 303 & Peoria Ave.
Glendale, Arizona



Butler Design Group, Inc
architects & planners

04.28.21
21018_ST06

TAB 6

**LEGAL DESCRIPTION
ZONING PARCEL**

THAT PORTION OF SECTION 25, TOWNSHIP 3 NORTH, RANGE 2 WEST OF THE GILA AND SALT RIVER BASE AND MERIDIAN, MARICOPA COUNTY, ARIZONA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE WEST QUARTER CORNER OF SAID SECTION 25, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION," FROM WHICH THE NORTHWEST CORNER OF SAID SECTION 25, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION 2015 23/24/25/26 T3N-R2W RLS," BEARS NORTH 00°15'55" EAST, AS MEASURED AND RECORDED IN CORRECTIVE SPECIAL WARRANTY DEED IN INSTRUMENT NO. 20190983423, OF OFFICIAL RECORDS, MARICOPA COUNTY, ARIZONA, FOR A DISTANCE OF 2636.60 FEET;

THENCE NORTH 00°15'55" EAST, ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 25, FOR A DISTANCE OF 2636.60 FEET TO THE NORTHWEST CORNER OF SAID SECTION 25, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION 2015 23/24/25/26 T3N-R2W RLS;"

THENCE SOUTH 89°47'45" EAST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 25, FOR A DISTANCE OF 1172.06 FEET;

THENCE SOUTH 00°12'37" WEST, FOR A DISTANCE OF 81.48 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. RLS;"

THE FOLLOWING FIVE COURSES ARE ALONG THE SOUTH RIGHT OF WAY LINE OF PEORIA AVENUE;

THENCE SOUTH 88°21'55" EAST, FOR A DISTANCE OF 848.41 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. RLS;"

THENCE SOUTH 00°10'40" WEST, FOR A DISTANCE OF 150.10 FEET;

THENCE SOUTH 88°22'39" EAST, FOR A DISTANCE OF 150.05 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. RLS;"

THENCE NORTH 00°11'25" EAST, FOR A DISTANCE OF 149.99 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. 2016;"

THENCE SOUTH 88°26'39" EAST, FOR A DISTANCE OF 100.04 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. 2016;"

THE FOLLOWING SIX COURSES ARE ALONG THE WEST RIGHT OF WAY LINE OF STATE ROUTE 303;

THENCE SOUTH 00°12'35" WEST, FOR A DISTANCE OF 573.02 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. 2016;"

THENCE SOUTH 07°39'46" EAST, FOR A DISTANCE OF 632.40 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. 2016;"

THENCE SOUTH 00°40'35" WEST, FOR A DISTANCE OF 1330.22 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. 2016;"

THENCE SOUTH 00°40'46" WEST, FOR A DISTANCE OF 1495.38 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. 2016;"

THENCE SOUTH 08°17'40" WEST, FOR A DISTANCE OF 794.73 FEET TO AN ALUMINUM CAP FLUSH STAMPED "A.D.O.T R.O.W. 2016;"

THENCE SOUTH 00°16'50" WEST, FOR A DISTANCE OF 355.21 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 25;

THENCE NORTH 89°43'49" WEST, ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 25, FOR A DISTANCE OF 2227.05 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 25, MARKED BY A BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION 2019 T3N-R2W 26/25/35/26 RLS,"

THENCE NORTH 00°16'23" EAST, ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 25, FOR A DISTANCE OF 2636.71 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 12,089,730 SQUARE FEET, OR 277.542 ACRES, MORE OR LESS.



EXHIBIT "B" ZONING PARCEL

N. LINE, N.W. 1/4 SEC. 25, T.3N., R.2W.
S89°47'45"E 2632.36' W. PEORIA AVE.

W. LINE, N.W. 1/4
SEC. 25, T.3N., R.2W.
(BASIS OF BEARING)
N0°15'55"E 2636.60'
N. COTTON LANE

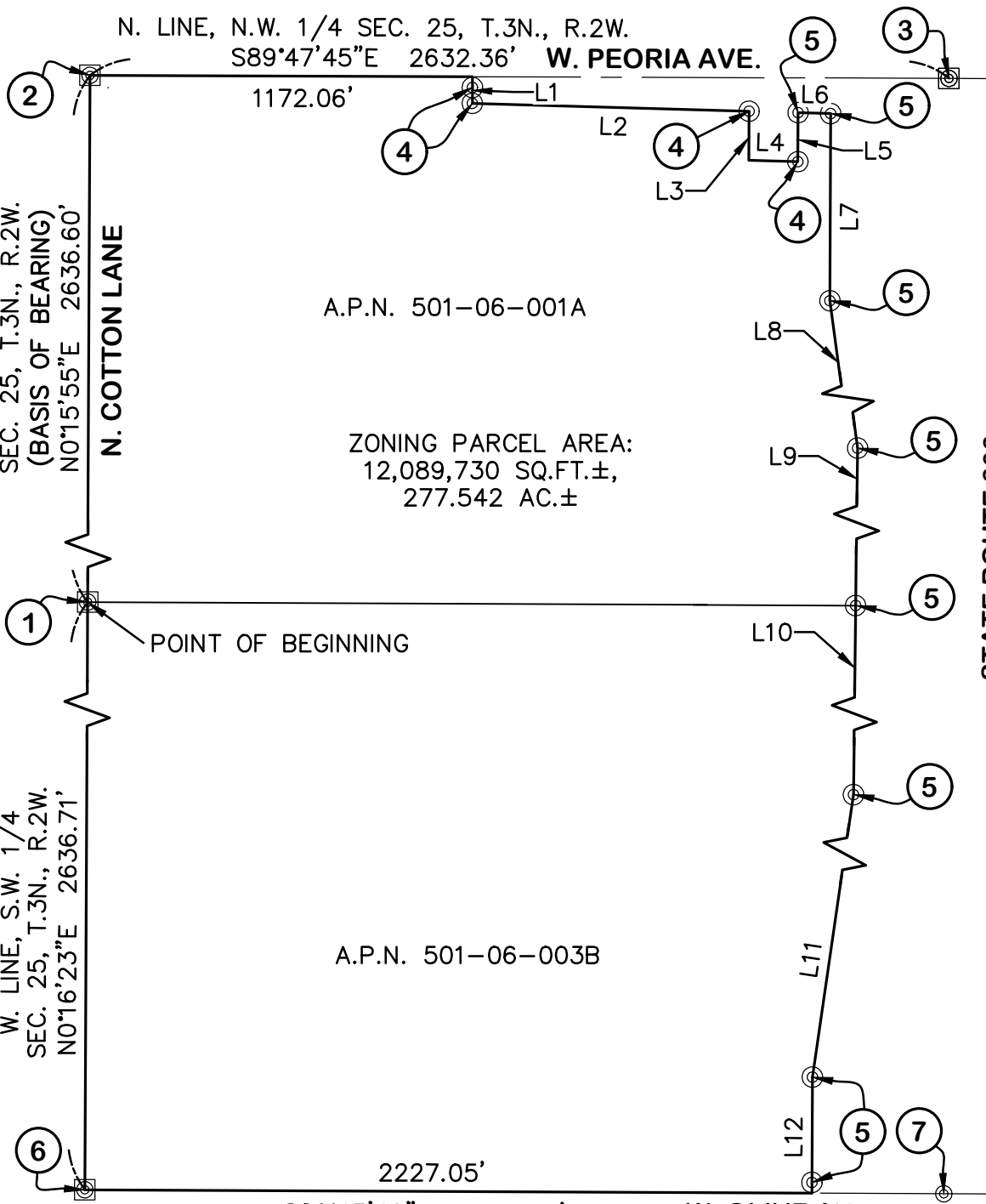
A.P.N. 501-06-001A

ZONING PARCEL AREA:
12,089,730 SQ.FT.±,
277.542 AC.±

STATE ROUTE 303

W. LINE, S.W. 1/4
SEC. 25, T.3N., R.2W.
N0°16'23"E 2636.71'

A.P.N. 501-06-003B

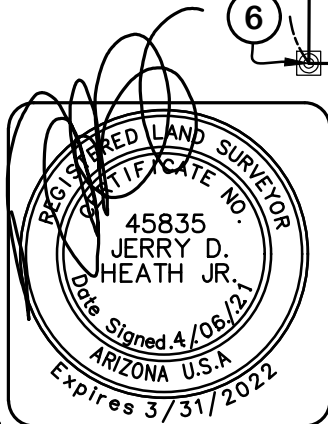


S89°43'49"E 2631.27'
S. LINE, S.W. 1/4 SEC. 25, T.3N., R.2W.

W. OLIVE AVE.

2227.05'

PAGE 3 OF 4



TITLE: **XB01**
SCALE: N.T.S.
DATE: 04/06/21
DESC: ZONING EXHIBIT

<p>HUNTER ENGINEERING</p> <p>10450 N. 74TH ST., SUITE 200 SCOTTSDALE, AZ 85258 T 480 991 3985 F 480 991 3986</p>	<p>CIVIL AND SURVEY</p> <p>DWG.NO.XB01 PROJ.NO.CCR1001</p>
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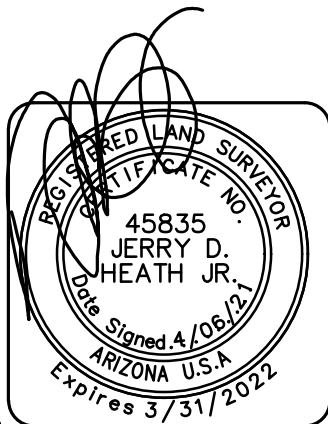
EXHIBIT "B"

ZONING PARCEL

MONUMENT LEGEND:

- ① ☐ WEST QUARTER CORNER SEC. 25, T.3N., R.2W. FOUND BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY DEPT. OF TRANSPORTATION"
- ② ☐ NORTHWEST CORNER SEC. 25, T.3N., R.2W. FOUND BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY DEPT. OF TRANSPORTATION 2015 23/24/25/26 T3N-R2W RLS"
- ③ ☐ NORTH QUARTER CORNER SEC. 25, T.3N., R.2W. FOUND BRASS CAP IN HANDHOLE STAMPED "ARIZONA DEPT. OF TRANSPORTATION"
- ④ ☉ FOUND ALUMINUM CAP FLUSH STAMPED "ARIZONA DEPT. OF TRANSPORTATION RIGHT OF WAY RLS"
- ⑤ ☉ FOUND ALUMINUM CAP FLUSH STAMPED "ARIZONA DEPT. OF TRANSPORTATION RIGHT OF WAY 2016"
- ⑥ ☐ SOUTHWEST CORNER SEC. 25, T.3N., R.2W. FOUND BRASS CAP IN HANDHOLE STAMPED "MARICOPA COUNTY DEPT. OF TRANSPORTATION 2019 T3N-R2W 26/25/35/26 RLS"
- ⑦ ☉ SOUTH QUARTER CORNER SEC. 25, T.3N., R.2W. FOUND BRASS CAP FLUSH STAMPED "ARIZONA DEPT. OF TRANSPORTATION"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S00°12'37"W	81.48'
L2	S88°21'55"E	848.41'
L3	S00°10'40"W	150.10'
L4	S88°22'39"E	150.05'
L5	N00°11'25"E	149.99'
L6	S88°26'39"E	100.04'
L7	S00°12'35"W	573.02'
L8	S07°39'46"E	632.40'
L9	S00°40'35"W	1330.22'
L10	S00°40'46"W	1495.38'
L11	S08°17'40"W	794.73'
L12	S00°16'50"W	355.21'



PAGE 4 OF 4

TITLE: **XB01**
 SCALE: N.T.S.
 DATE: 04/06/21
 DESC: ZONING EXHIBIT

HUNTER
 ENGINEERING

10450 N. 74TH ST., SUITE 200
 SCOTTSDALE, AZ 85258
 T 480 991 3985
 F 480 991 3986

CIVIL AND SURVEY

DWG.NO.XB01
 PROJ.NO.CCR1001