



# NORTHERN PARKWAY COMMERCE CENTER

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Planned Area Development (ZON22-13)  
SWC Northern Parkway & Dysart Road

1<sup>st</sup> Submittal: April 25, 2022  
2<sup>nd</sup> Submittal: July 19, 2022

# Development Team

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# Introduction

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Clarion Partners proposes to develop approximately 134.6 gross acres located at the southwest corner of Northern Parkway and Dysart Road (the “Property”) as shown on the Aerial Map at **Exhibit 1**. This application requests approval of a Planned Area Development (“PAD”) District, in conjunction with a concurrent annexation into the City of Glendale, to allow the development of a modern industrial, logistics, and commerce park known as Northern Parkway Commerce Center.

The Applicant seeks to develop the Property in accordance with the Light Industrial (M-1) zoning district with modified development standards to meet the heightened level of expectation for industrial users within this expanding manufacturing and transportation corridor. The requested zoning is compliant with jurisdictional regulations governing property near a military installation with flight operations and within the Luke Air Force Base noise contours. The Property is currently within the unincorporated area of Maricopa County and is within the City of Glendale’s Planning Area.

The Northern Parkway Commerce Center PAD is intended to provide a superior land plan to what could be achieved in Maricopa County and facilitate the development of a modern industrial project that is compatible with the mission of Luke Air Force Base, the City of Glendale’s General Plan, and Arizona Revised Statutes for property near a military airport. Developing the Project will create opportunities to maximize the freeway access and synergy of other new manufacturing and industrial developments in the area. The Planned Area Development regulations are tailored to the proposed development and reflect today’s market for warehouse/distribution facilities.

## Site Overview

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As noted above, the Property is approximately 134.6 gross acres located in the unincorporated area of Maricopa County, but within the City of Glendale Planning Area. It is located approximately 1/2 mile east of Luke Air Force Base (“LAFB”), and bounded by Dysart Road to the east, Northern Parkway to the north, a plant nursery to the west, and military housing to the south. The Property is within the 75, 70, and 65 LDN noise contours of LAFB as shown on the Noise Contour Map at **Exhibit 2**.

The Property is currently zoned RU-43 with a Military Compatibility Permit for industrial uses in Maricopa County as shown on the Zoning Map at **Exhibit 3**. The Glendale General Plan identifies the Property as Luke Compatible Land Use Area (LCLU) as shown on the General Plan Land Use Map at **Exhibit 4**.

Surrounding Land Uses		
Area	Existing Use	Zoning
North	Agricultural Land (El Mirage)	EI
East	Salt Production Facility (Maricopa County)	RU-43
South	Military Housing	Luke AFB
West	Rural Residential (Maricopa County)	RU-43

# Planned Area Development Plan

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## I. Purpose and Overview

The intent of Northern Parkway Commerce Center is to allow manufacturing, assembly, employment, distribution, warehousing and other related industrial uses permitted by the LCLU General Plan Designation and ARS §28-8481. 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 industrial and employment uses that are compatible with the 303 Freeway Corridor and the flight operations of LAFB.

The proposed development consists of four large industrial buildings totaling approximately 2.1 million square feet of warehouse and distribution space as illustrated by the Conceptual Site Plan at **Exhibit 4**. As the site plan illustrates, the development has the built-in flexibility to combine Buildings 1 and 2 and/or Buildings 3 and 4 to increase to the total building area to approximately 2.36 million square feet if desired by a specific user. The parking layout for the site is capable of accommodating both the four-building and two-building configurations. A Design Review application with this proposed building layout is being submitted in conjunction with the PAD.

## II. Permitted Uses

This PAD and its permitted uses defined below are intended to accommodate the intent of the Northern Parkway Commerce Center PAD and facilitate industrial, manufacturing, e-commerce, distribution, office, and residential uses as well as development standards that ensure appropriate flexibility for such developments. The permitted uses will conform to Luke Compatible Land Use (LCLU) land use designation on the General Plan and ARS §28-8481. The Proposed Land Use Table (Table 1) is divided into various Luke AFB noise contours, which coincide with the Luke AFB noise contour areas shown on at Noise Contour Exhibit at **Exhibit 2**.

**Table 1**

LAND USE	Ldn 65-69	Ldn 70-74	Ldn 75-79
<b>Transportation, Communications, and Utilities</b>			
Railroad and rapid rail transit	Y	Y	Y
Highway and street right-of-way	Y	Y	Y
Motor vehicle parking	Y	Y	Y
Communications (noise sensitive)	Y	Y	Y
Utilities	Y	Y	Y
Other transportation, communications, and utilities	Y	Y	Y

<b>LAND USE</b>	<b>Ldn 65-69</b>	<b>Ldn 70-74</b>	<b>Ldn 75-79</b>
<b>Commercial/Retail Trade</b>			
Wholesale trade	Y	Y	Y
Building materials-retail	Y	Y	Y
General merchandise-retail	Y	Y	Y
Food retail	Y	Y	Y
Automotive and marine	Y	Y	Y
Apparel and accessories-retail	Y	Y	Y
Eating and drinking places	Y	Y	Y
Furniture and home furnishings-retail	Y	Y	Y
Other retail trade	Y	Y	Y
<b>Personal &amp; Business Services</b>			
Finance, insurance, real estate	Y	Y	Y
Personal services	Y	Y	Y
Business services	Y	Y	Y
Repair services	Y	Y	Y
Contract construction services	Y	Y	Y
Indoor recreation services	Y	Y	Y
Other services	Y	Y	Y
<b>Industrial/Manufacturing</b>			
Food and kindred products	Y	Y	Y
Textile mill products	Y	Y	Y
Apparel	Y	Y	Y
Lumber and wood products	Y	Y	Y
Furniture and fixtures	Y	Y	Y
Paper and allied products	Y	Y	Y
Printing and publishing	Y	Y	Y
Chemicals and allied products	Y	Y	Y
Petroleum refining, and related industries	Y	Y	Y
Rubber and miscellaneous plastic	Y	Y	Y
Stone, clay and glass products	Y	Y	Y
Primary metal industries	Y	Y	Y
Fabricated metal products	Y	Y	Y
Professional, scientific, and controlling instruments	Y	Y	Y
Miscellaneous manufacturing	Y	Y	Y

LAND USE	Ldn 65-69	Ldn 70-74	Ldn 75-79
<b>Public and Quasi-Public Services</b>			
Government services	Y	Y	Y
Cultural activities, including churches	Y	Y	N
Medical and other health services	Y	Y	N
Cemeteries	Y	Y	Y
Nonprofit organizations	Y	Y	N
Other public and quasi-public services	Y	Y	N
<b>Outdoor Recreation</b>			
Playgrounds and neighborhood parks	Y	Y	N
Community and regional	Y	Y	N
Nature exhibits	Y	N	N
Spectator sports, incl. arenas	Y	Y	N
Golf courses and riding stables	Y	Y	Y
Water based recreational areas	Y	Y	Y
Resort and group camps	Y	Y	N
Auditoriums and concert halls	Y	Y	N
Outdoor amphitheaters and music shells	Y	Y	Y
<b>Resource Production, Extraction and Open Space</b>			
Agriculture (except livestock)	Y	Y	Y
Livestock farming and animal breeding	Y	Y	Y
Forestry activities	Y	Y	Y
Fishing activities and related services	Y	Y	N
Permanent open space	Y	Y	Y
Water areas (not incidental to farming)	Y	Y	N

**Other Permitted Uses (Unless Otherwise Prohibited by Table 1 or Other Prohibited Uses)**

- Uses Subject to Conditions: Per section 5.843 and 5.863 of the Glendale Zoning Ordinance
- Uses Subject to Conditional Use Permits: Per section 5.844, and 5.864 of the Glendale Zoning Ordinance
- Accessory Uses: Per section 5.845 and 5.865 of the Glendale Zoning Ordinance
- Temporary Uses: Per section 3.920 of the Glendale Zoning Ordinance

**Other Prohibited Uses**

Adult Uses  
 Medical Marijuana Facilities  
 Casino

Inert Landfill  
 Landfill  
 Prison and/or Correctional Facility  
 Rendering plant  
 Solid waste transfer station  
 Slaughterhouse  
 Feed Lots

### III. Development Standards

As reflected through Table 2 below, the development standards for the Northern Parkway Commerce Center PAD are created to facilitate the development of a modern light industrial commerce park. More specifically, the permitted heights and intensity will permit the development of a highly attractive and superior industrial project at a scale appropriate for development near a military airfield. Should a conflict exist between any provision in this PAD and the Glendale Zoning Ordinance, the PAD shall apply.

**Table 2**

<b>M-1 Development Standards</b>		
<b>Regulation</b>	<b>Base Glendale Zoning District Regulation (M-1)</b>	<b>Modified Glendale Zoning District Regulation (M-1 PAD)</b>
Max. Structure Height (Feet)	30	<b>55*</b>
Min. Front Setback (Feet)	25	25
Min. Side Setback (Feet)	60	60
Min. Street-Side Setback (Feet)	25	25
Min. Rear Setback (Feet)	60	60
Min. Net Lot Area (Sq Ft)	6,000	6,000
Max Lot Area (Sq Ft)	N/A	N/A
Max F.A.R.	0.3	<b>0.5**</b>
Max Lot Coverage (Percent)	N/A	N/A
Min. Front/Side Landscape Setbacks (Feet)	15	<b>20</b>
Min. Landscape Coverage (Percent)	5	<b>15</b>
Parking Ratio <ul style="list-style-type: none"> <li>• Warehouse/Distribution</li> <li>• Office</li> </ul>	<ul style="list-style-type: none"> <li>• 1/2000 SF</li> <li>• 1/300 SF</li> </ul>	<ul style="list-style-type: none"> <li>• <b>1/2000***</b></li> </ul>
Parking Stall Dimensions (Feet)	10 x 20	9 x 20

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

\*\*Mezzanine sf area excluded from FAR ratio.

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

#### **IV. PAD Deviation Justification**

**Height:** The standard 30-foot maximum building height in the M-1 zoning district is insufficient to meet the market expectations and standards for large-scale modern warehouse, logistics, and light industrial development. The industry standard for a development of this type is a 40-foot interior ceiling clear height, which typically translates to an exterior building height between 50 and 55 feet depending upon parapet heights and rooftop mechanical equipment. Additionally, flexibility to allow up to 85 feet for rooftop appurtenances, materials silos, and other building support elements is necessary to attract and accommodate the broadest range of potential tenants and users. An FAA Form 7460-1 Determination of No Hazard will be completed as necessary depending upon the height of any proposed structure.

**FAR:** The proposed floor area ratio aligns with many of the other large-scale light industrial/employment developments in the Loop 303 Corridor. Given the composition of land uses in this area and the size of the Property, an increase in FAR will have no negative impact on surrounding properties or land uses. The additional flexibility provided by the proposed FAR is intended to simply place the proposed development on the same footing as similar projects in the area. Additionally, 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.

**Parking:** The City of Glendale's current parking ratios have not yet caught up with the rapid evolution of warehouse and distribution facility design and operations. Advancements in technology and facility operations have led to larger facilities that operate more efficiently. Consequently, fewer parking spaces are necessary for the proposed industrial facility than are otherwise required by the City of Glendale Zoning Ordinance. The applicant will utilize the standard 1/2000 SF parking ratio for the overall development to calculate total required parking and may satisfy the overall parking requirement by providing a mix of both standard vehicle parking spaces and transport trailer stalls. As the standard suggests, this is a minimum requirement. The developer will ultimately provide any additional parking above the minimum required by the parameters of the end user.

Similarly, a minor degree of relief is requested with respect to minimum parking stall dimensions for passenger vehicles. The City of Glendale's standard 10' x 20' stall dimensions with 1 ½' overhang is considerably larger than many surrounding municipalities for industrial developments. A 1-foot reduction in width has a significant positive impact on parking layout when extrapolated to a development of this

scale without compromising parked vehicle spacing or a driver's ability to maneuver in and out of a parking space.

## **V. Industrial 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 compliant with the Dark Sky Ordinance and shall be less than 1 foot candle at the property lines.
- 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.

## **VI. Landscape, Screening, and Walls**

Landscape buffer and screen wall requirements shall comply with Section 7.200 of the Glendale Zoning Ordinance and Chapter 19 of the Glendale Municipal Code. The design, materials and colors for all walls, fences and screening devices visible from public view will be uniform in appearance. Chain link fencing shall be prohibited along the Northern Parkway and Dysart Road frontages. A wall enclosing the truck courts shall be provided to help screen the truck loading and maneuvering area.

Screening will complement the buildings' architecture and blend with the perimeter landscaping. Screening used at the entrance to the properties should enhance the entry, complement the architectural design, and shall not impair traffic safety by obscuring site visibility. Long expanses of exposed wall

surfaces should be architecturally designed and/or landscaped to avoid monotony. Stormwater retention areas shall be landscaped per Chapter 19 City Code.

A 120-foot drainage tract owned and controlled by the federal government provides buffering and separation between the Property and the military residential housing to the south. As illustrated on the Conceptual Site Plan at **Exhibit 5**, an enhanced landscape buffer and building setback will be provided along the southern boundary of the development to provide additional separation.

Loading and unloading of goods is an integral function of the proposed development. 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 development. Loading docks and outdoor storage within 100 feet of a residential district along the perimeter of the site shall be screened by an 8-foot minimum CMU wall, or a combination of landscape berm and wall or landscape berm with a total height of 8 feet.

## Landscape Design

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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 use 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 large-canopy trees at City-required spacing to provide shading for the parking areas.

The plant palette will consist of a variety of drought-tolerant tree species and a colorful combination of shrubs and groundcover to enhance and complement the visual appearance of both the individual buildings and overall development. 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.

## Architectural Design

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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 tenants are 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). Conceptual elevations illustrating the general architectural style of Northern Parkway Commerce Center are attached as **Exhibit 6**.

Vertical and horizontal articulation will be used in conjunction with changes in color and building material to break down the mass of large/long building planes and provide visual interest on all four sides of the buildings. The color palette may include a range from warm to cool neutral colors 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. Glazing will be incorporated at entrances, 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 rights of way. Dock and outdoor storage areas will be screened with an 8' masonry wall with detail and color to complement the building architecture. A minimum 4-foot wall will screen parking along the adjacent streets.

## Circulation and Access

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### I. Existing Conditions

Northern Parkway is an east/west freeway controlled by the Arizona Department of Transportation that was recently constructed to replace Northern Avenue and provide more efficient traffic flow between Loop 101 and Loop 303. Eastbound and westbound off-ramps and on-ramps connect Northern Parkway to Dysart Road.

Dysart Road is a north/south roadway classified as a major arterial and is within the jurisdiction of the City of Glendale. It is currently constructed with two through lanes in each direction separated by a center turn lane.

Northern Avenue is the arterial street that was replaced by Northern Parkway as the primary east/west roadway connecting Loop 101 to Loop 303 north of Luke Air Force Base. Due to the construction of Northern Parkway, Northern Avenue now terminates at the northwest corner of the Property.

### II. Proposed Improvements

All vehicular circulation to and from the Property will be provided by driveways along Dysart Road. No direct vehicular access to Northern Parkway will be provided, and a gated emergency access only driveway will be provided at Northern Avenue in the northwest corner of the Property.

A total of four (4) driveways are proposed along Dysart Road. The primary access point will be a full-access driveway at the approximate midpoint of the Dysart Road frontage (Driveway B), connecting to 40-foot-wide internal private roadway that bisects the site east to west. A new traffic signal will be installed at this driveway to accommodate the anticipated volume of passenger vehicle and truck traffic coming to and from Property. The signal will be activated once the relevant signal warrant thresholds are met.

To the north the primary driveway, a right-in/right-out driveway (Driveway A) will provide direct access to both the surface parking area on the east side of the northern building(s) and the 36-foot-wide truck loop that surrounds the northern buildings and provides circulation between the truck bays. To the south of the primary driveway, a second right-in/right-out driveway (Driveway C) provides direct access to the parking area on the east side of the southern building. There is no direct access to the truck loop from Driveway C due to the provision of a full-access truck-only driveway (Driveway D) at the southern end of

the Dysart frontage in the southeast corner of the site. Right-turn deceleration lanes will be provided at all four driveways along Dysart Road.

Internal pedestrian circulation will be provided by a network of sidewalks around the building perimeters as illustrated on the Conceptual Site Plan at **Exhibit 5**. Crosswalks will be identified with differentiated paving materials to provide appropriate visual queueing for both pedestrians and motorists. ADA site and building access will be provided in conformance with municipal, state, and federal regulations.

## Grading and Drainage

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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 to maintain its historical drainage pattern.

## Infrastructure and Utilities

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Water will be provided to the site by Valley Utilities, and all necessary improvements to convey domestic and fire protection water services to the Property will be completed by the applicant.

Sewer will be provided by Liberty Utilities. The Property is within Liberty's MAG 208 area, but currently outside its Certificate of Convenience & Necessity (CCN) area. The applicant is working with Liberty Utilities to expand its CCN to include the Property. A sewer main extension will be completed by the applicant to bring wastewater services to the Property.

## Signage

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Signage shall be provided per Sections 7.101 through 7.110 of the City of Glendale Zoning Ordinance.

## Phasing

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The proposed project may be developed in a single phase or multiple phases based upon market demand.

## Summary

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The proposed PAD will allow development of the Northern Parkway Commerce Center – a commerce, logistics, and employment park that will help meet the extraordinary demand for modern, large-scale industrial space in the west valley. The proposed uses and land use designations will advance many of the goals and policies in the City of Glendale's General Plan and are compatible with the ongoing mission and flight operations of Luke Air Force Base. The development is consistent with prevailing land use and development patterns in the Loop 303 corridor and is compatible with the surrounding community.

# EXHIBIT 1

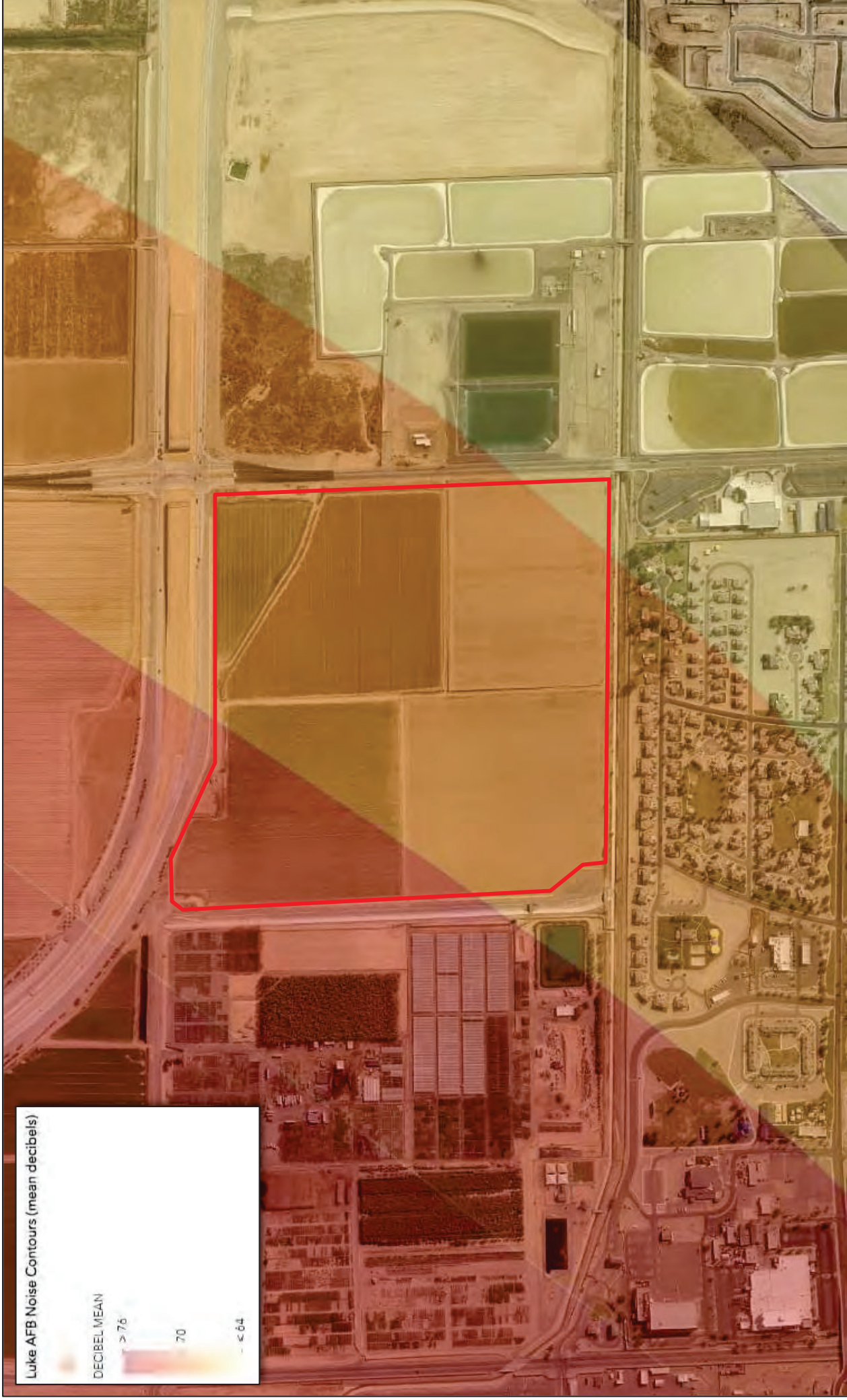
# Aerial Map



SWC Northern Parkway & Dysart Road – Glendale, AZ

# EXHIBIT 2

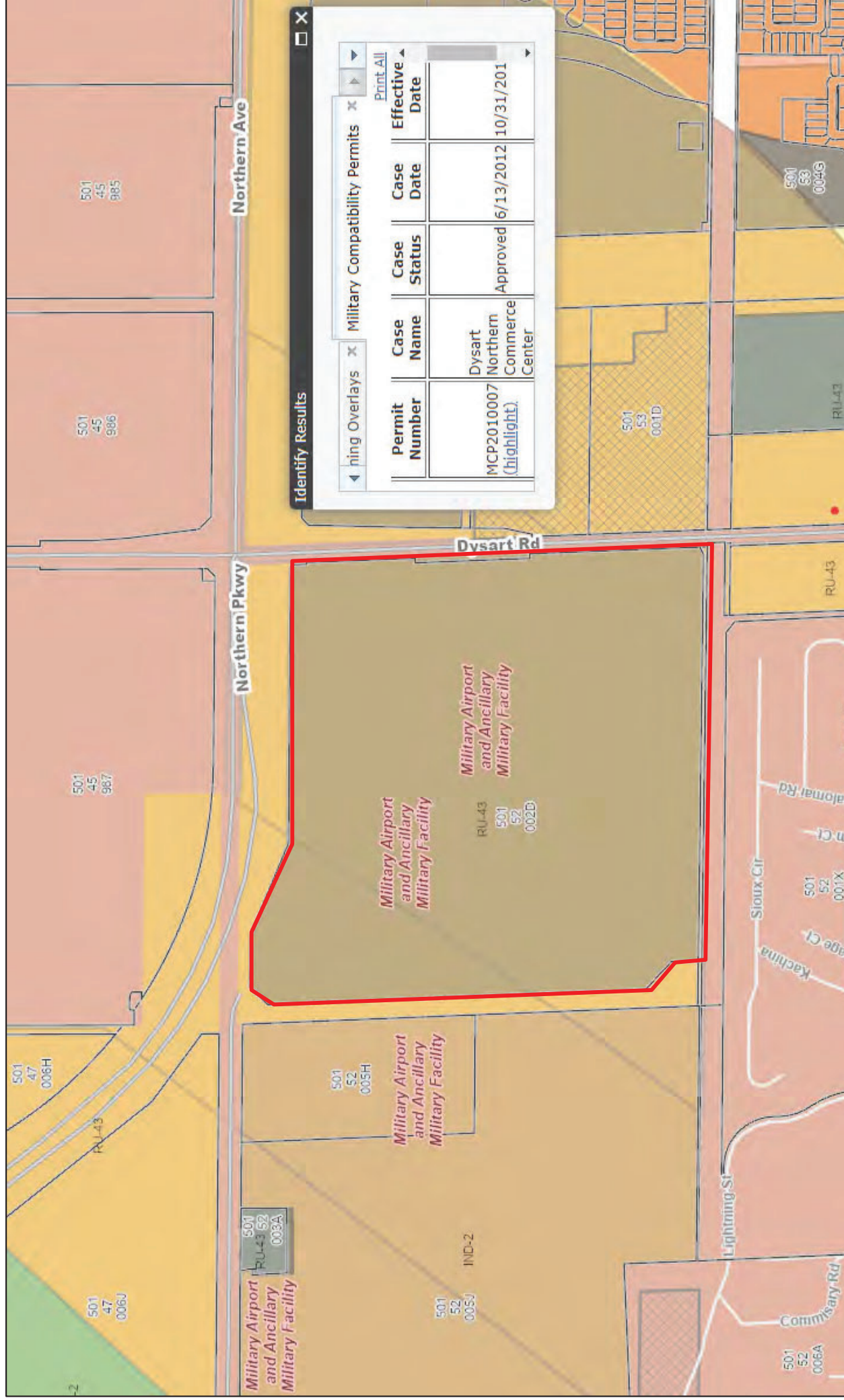
# LAFB Noise Contour Map



SWC Northern Parkway & Dysart Road – Glendale, AZ

# EXHIBIT 3

# Zoning Map



Identify Results

Print All

← Zoning Overlays Military Compatibility Permits ×

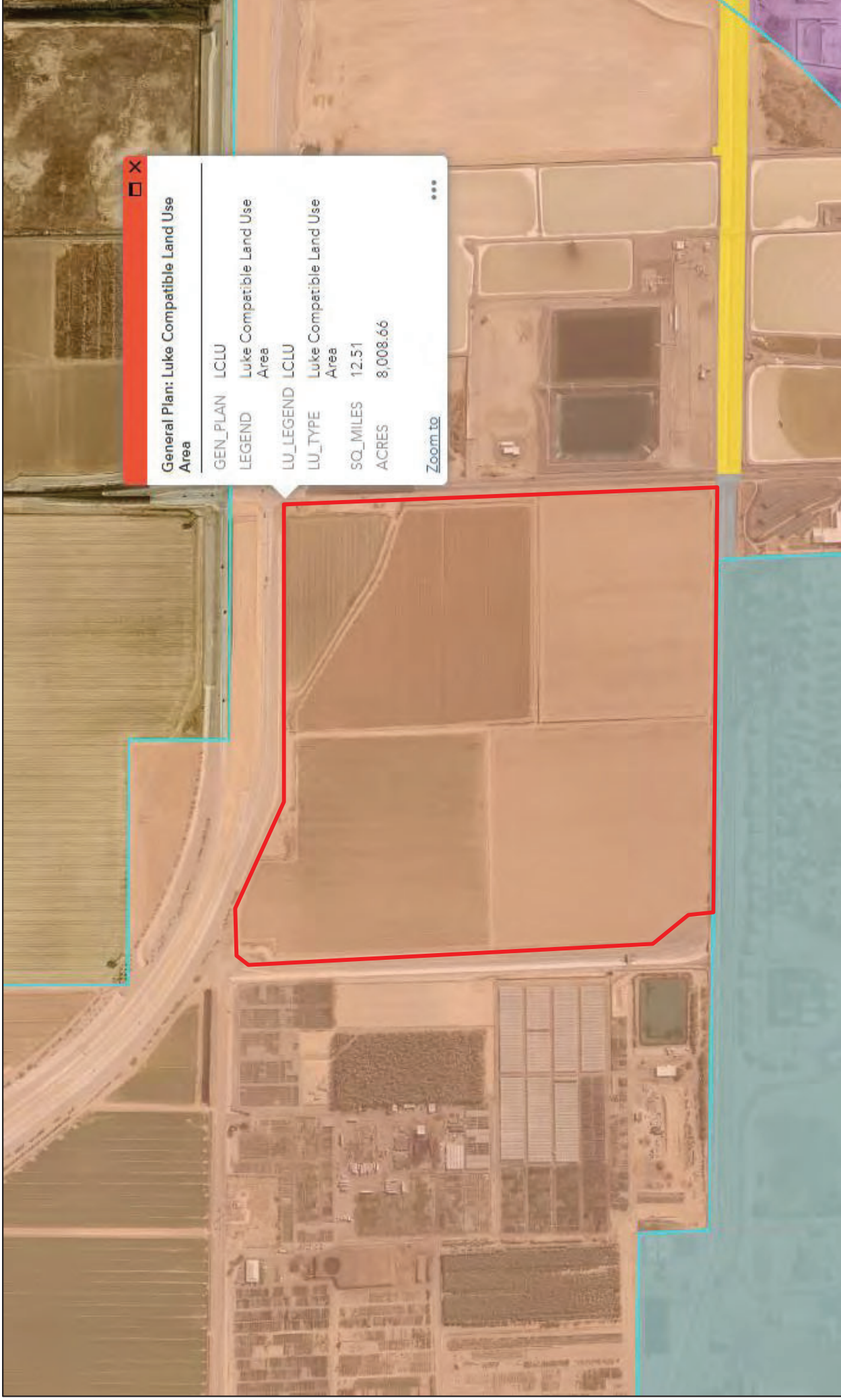
Permit Number	Case Name	Case Status	Case Date	Effective Date
MCP2010007 (highlight)	Dysart Northern Commerce Center	Approved	6/13/2012	10/31/201



SWC Northern Parkway & Dysart Road – Glendale, AZ

# EXHIBIT 4

# General Plan Map



SWC Northern Parkway & Dysart Road – Glendale, AZ

# EXHIBIT 5



**SITE DATA**

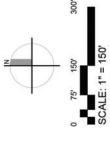
Parcel #: 501-52-002D  
 Existing Zoning: RU-43  
 Proposed Zoning: PAD M-1  
 Gross Site Area: +/- 5,864,988 S.F. (134.6 AC.)  
 Site Area: +/- 5,722,004 S.F. (131.4 AC.)  
 Total Building Area: (w/o expansion) 2,098,173 S.F. 36.7%  
 Bldg. Coverage: 41.3%  
 Total Building Area: (with expansion) 2,361,373 S.F.  
 F.A.R. : Max. Allowed: .5  
 Required Bldg. Setbacks: Street / Front Side: 25' Side & Rear: 60'  
 Required Landscape Setbacks: Street / Front Side: 20' Abutting Industrial: 0'  
 Total Landscape Area Provided: 1,251,528 S.F.  
 Landscape Coverage: Required: 5% Provided: 21.9%

**BUILDINGS 1 & 2 (PHASE 1)**

Site Area: 2,710,286 S.F. (62.2 AC.)  
 Building 1 Area: 680,465 S.F.  
 Building 2 Area: 370,044 S.F.  
 Total: 1,050,509 S.F.  
 Expansion: +131,600 S.F.  
 Bldg. Coverage (w/o expansion): 38.8%  
 Bldg. Coverage (with expansion): 43.6%  
 Parking Required: 1,050,509 SF@ 1:2000 SF= 526 SP  
 Parking Provided: 536 SPACES  
 Trailer Stalls: 202 SPACES + 30 PTL. TANDEM

**BUILDINGS 3 & 4 (PHASE 2)**

Site Area: 3,011,710 S.F. (69.1 AC.)  
 Building 3 Area: 541,654 S.F.  
 Building 4 Area: 506,010 S.F.  
 Total: 1,047,664 S.F.  
 Expansion: +131,600 S.F.  
 Bldg. Coverage (w/o expansion): 34.8%  
 Bldg. Coverage (with expansion): 39.2%  
 Parking Required: 1,047,664 SF@ 1:2000 SF= 524 SP.  
 Parking Provided: 921 SPACES  
 Trailer Stalls: 200 SPACES + 144 PTL. TANDEM



07-18-22  
 22008-ST11



Butler Design Group, Inc.  
 architects & planners

# Northern Parkway Commerce Center

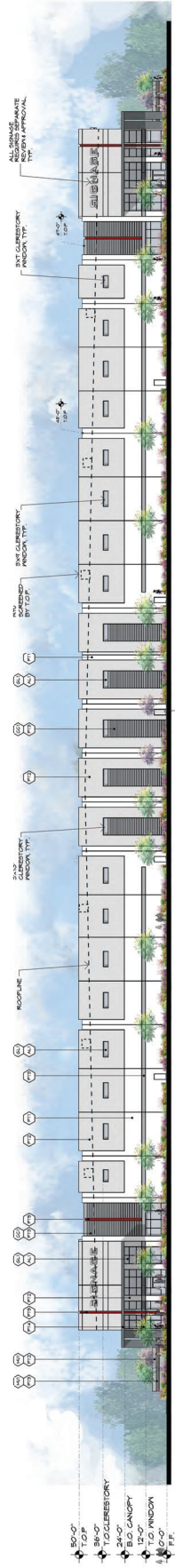
SWC Northern Pkwy & Dysart Road

Glendale, Arizona

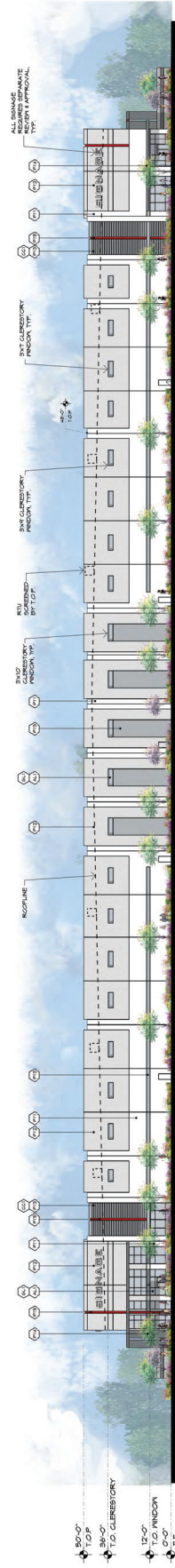


# EXHIBIT 6





3 BUILDING 1 - EAST ELEVATION  
Scale: 1/32" = 1'-0"



4 BUILDING 1 - WEST ELEVATION  
Scale: 1/32" = 1'-0"

COLOR / MATERIAL SCHEDULE			
MARK	MATERIAL DESCRIPTION	FINISH/COLOR	MODEL
P1	PAINTED TILT	GRAY GREEN	BU 5035
P2	PAINTED TILT	NETWORK GRAY	BU 5074
P3	PAINTED TILT	SOFTWARE	BU 5074
P4	CANOPES & STEEL	CUSTOM RED	PANTONE 1636 C
P5	PAINTED TILT	WHITE	TBD
P6	FACTORY FINISH ON DOOR	CLEAR	TBD
P7	INSULATED GLASS	CLEAR ANODIZED	TBD
A1	ALUMINUM STORMDOOR SYSTEM	PAINTED P2	808206
M1	200 BLOCK	PAINTED P2	808206
M2	800 FT FACED 808206 STANDARD CPU	PAINTED P3	808206



# Northern Parkway Commerce Center

SWC Northern Pkwy & Dysart Road  
Glendale, Arizona



CLF-1  
COLOR ELEVATIONS



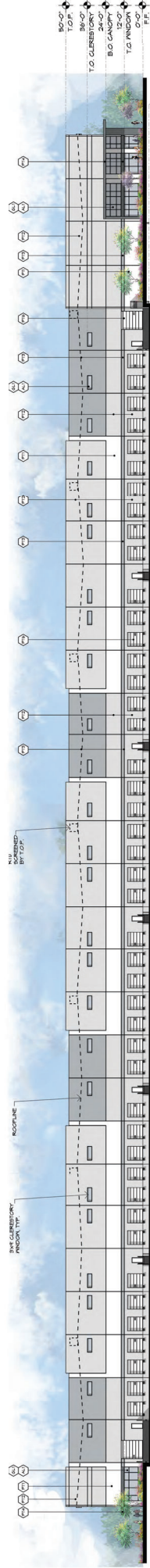
Butler Design Group, Inc.  
architects & planners

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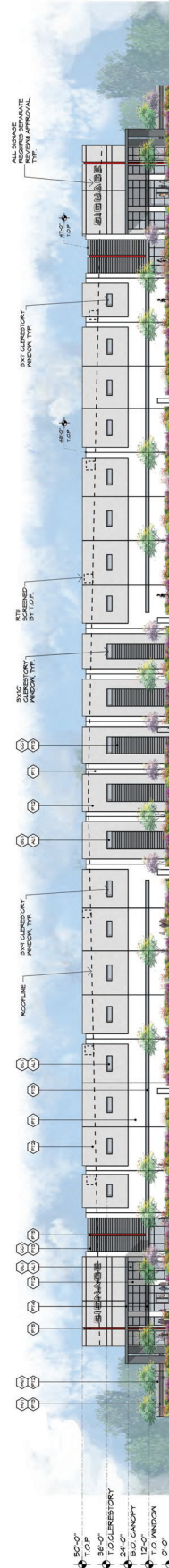




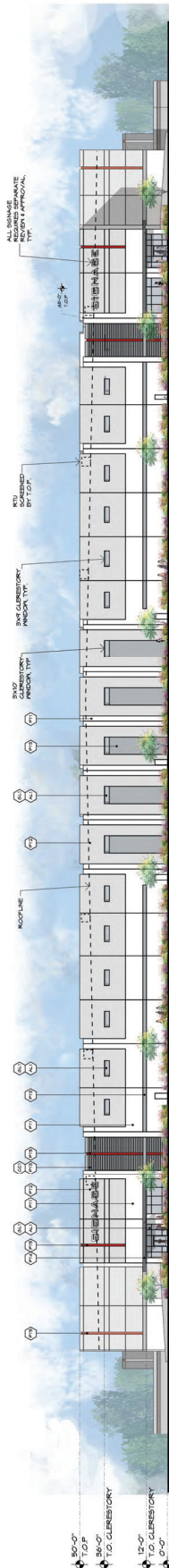
1 BUILDING 3 - NORTH ELEVATION  
Scale: 1/32" = 1'-0"



2 BUILDING 3 - SOUTH ELEVATION  
Scale: 1/32" = 1'-0"



3 BUILDING 3 - EAST ELEVATION  
Scale: 1/32" = 1'-0"



4 BUILDING 3 - WEST ELEVATION  
Scale: 1/32" = 1'-0"

MARK	MATERIAL	DESCRIPTION	FINISH/COLOR	MODEL	MANUFACTURER	COMMENTS
P11	PAINTED TILT	PAINTED TILT	GRAY PAREN	300 300	AMERICAN WILLIAMS	
P12	PAINTED TILT	PAINTED TILT	NETWORK GRAY	300 300	AMERICAN WILLIAMS	
P13	PAINTED TILT	PAINTED TILT	SOFTWARE	300 300	AMERICAN WILLIAMS	
P14	CANOPIES & STEEL	CANOPIES & STEEL	CUSTOM RED	300 300	AMERICAN WILLIAMS	
P15	PAINTED TILT	PAINTED TILT	WHITE	300 300	AMERICAN WILLIAMS	
P16	FACTORY FINISH ON DOOR	FACTORY FINISH ON DOOR	WHITE	TBD	TBD	
P17	INSULATED GLASS	INSULATED GLASS	CLEAR	TBD	TBD	
P18	ALUMINUM STORMDOOR SYSTEM	ALUMINUM STORMDOOR SYSTEM	CLEAR ANODIZED	TBD	TBD	
P19	ALUMINUM STORMDOOR SYSTEM	ALUMINUM STORMDOOR SYSTEM	PAINTED P73	300306	SUPERLITE	
P20	8'-0" TYP. FACED 8'-0" X 8'-0" STANDARD CON	8'-0" TYP. FACED 8'-0" X 8'-0" STANDARD CON	PAINTED P73	300306	SUPERLITE	



# Northern Parkway Commerce Center

SWC Northern Pkwy & Dysart Road  
Glendale, Arizona



CLF-1  
COLOR ELEVATIONS

Butler Design Group, Inc.  
architects & planners

07-11-22  
2206-S111

