



PARKWAY 303 EAST

Planned Area Development
NWC & NEC Sarival Avenue & Olive Avenue

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Introduction

Suburban Land Reserve (“SLR”) proposes to develop approximately 276 acres located at the northwest and northeast corners of Sarival Avenue and Olive Avenue (the “Property”) as shown on the Aerial Map at **Exhibit 1**. This seeks to rezone the Property from RR-45 to Planned Area Development, in conjunction with an Major General Plan Amendment and annexation into the City of Glendale, to allow the development of a modern industrial, logistics, and commerce park known as Parkway 303 East.

Site Overview

As noted above, the Property is approximately 276 acres located in the unincorporated area of Maricopa County, but within the City of Glendale Planning Area. It is located approximately 1.5 miles northwest of Luke Air Force Base (“LAFB”), bounded by Loop 303 to the west, Olive Avenue and the AT & SF railway to the south, and bisected by Sarival Avenue from north to south. The Property is approximately 1/4 mile west of the 65 LDN noise contour of Luke Air Force Base.

The Property is currently zoned RU-43 in Maricopa County as shown on the Zoning Map at **Exhibit 2**. The Glendale General Plan identifies the Property as a mix of Regional Mixed Use (RMU), Medium Density Residential 3.5-5 du/ac, and Medium Density Residential 2.5-3.5 du.ac as shown on the General Plan Land Use Map at **Exhibit 3**. A concurrent Major General Plan Amendment application is being processed concurrently with this rezoning application.

Surrounding Land Uses		
Area	Existing Use	Zoning
North	Single Family Residential (Maricopa County), Agricultural Land (Maricopa County), Agricultural Land (Glendale)	R1-35, RU-43, PAD (Glendale 303 PAD)
East	Agricultural Land (Maricopa County)	R1-35
South	Agricultural Land (Glendale)	PAD (Woolf Crossing PAD)
West	Loop 303 and Agricultural Land (Glendale)	PAD (Parkway 303 West PAD)

Planned Area Development Plan

I. Purpose and Overview

The intent of Parkway 303 East is to allow manufacturing, assembly, employment, distribution, warehousing and other related industrial uses found in the M-2, M-1, 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 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. The conceptual site plan contemplates the development of approximately 4.3 million square feet of warehouse and distribution space divided among several buildings. See Conceptual Site Plan at **Exhibit 4**. Final building sizes and configurations will be dependent upon the needs of specific end users. 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.

II. Permitted Uses

Principal Permitted Uses: This PAD allows all uses permitted by right in the following zoning districts, as defined in the Glendale Zoning Ordinance, except as modified by the Prohibited Uses section below:

- M-1
- B-P

Other Permitted Uses: The uses listed below are permitted subject to the conditions and restrictions outlined in each referenced section in the Glendale Zoning Ordinance:

- Uses Subject to Conditions: Per section 5.813 and 5.843 of the Glendale Zoning Ordinance
- Uses Subject to Conditional Use Permits: Per section 5.814 and 5.844 of the Glendale Zoning Ordinance
- Accessory Uses: Per section 5.185 5.845 of the Glendale Zoning Ordinance
- Temporary Uses: Per section 3.920 of the Glendale Zoning Ordinance

Prohibited Uses: The following uses are prohibited on the Property, as defined by the Glendale Zoning Ordinance:

- Recycling Centers
- Adult Businesses
- Automotive Service Stations
- Thrift Stores
- Adult Live Entertainment
- Donation Centers
- Shelter Care Facilities
- Pawn Shops

III. Site Plan

The conceptual site plan enclosed with this application is intended to illustrate the potential layout of the site under current market conditions. As users have not yet been identified, the ultimate design may vary from the conceptual plan and will ultimately be finalized through the Design Review process. The proposed project is approximately 4.3 million square feet of warehouse and distribution facilities divided among four (4) large buildings, each approximately with 1.1 million square feet of gross floor area and 55 feet in height. Two buildings

are located on each side of Sarival Avenue with passenger vehicle parking areas on the east and west sides of the buildings and truck stalls and docks on the north and south sides of the buildings.

The overall development will have approximately 37% lot coverage and provide a total of 2,868 passenger vehicle parking spaces. In addition, a total of 957 truck trailer stalls will be provided.

The development will be accessed by a total of ten (10) driveways on Sarival Avenue – five on the west side of Sarival and five on the east side of Sarival. The various driveways are designed to separate car and truck traffic where possible. The driveways feed into a looped private drive that circulates around the perimeter of the entire development and each individual building, with multiple access points throughout to separate truck and passenger vehicle traffic as they reach their ultimate destinations within the site. Additionally, where possible the site will provide direct passenger vehicle access from Sarival Avenue as an alternative to the internal loop. The site layout and circulation design are intended to optimize the flow of passenger vehicle and truck traffic to move people, goods, and materials safely and efficiently to and from Loop 303 and Northern Parkway.

IV. Development Standards

As reflected through Table A below, the development standards for Parkway 303 East are created to facilitate the development. 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 A

M-1 Development Standards		
Regulation	Base Glendale Zoning District Regulation (M-1)	Modified Glendale Zoning District Regulation (M-1 PAD)
Max. Structure Height (Feet)	30	60*
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. Principal Building Setback Adjacent to Residential Zoning Districts** (Feet)	60	200
Min. Landscape Setback Adjacent to Residential Districts** (Feet)	30	30
Min. Street Side Landscape Setback (Feet)	20	20
Min. Landscape Coverage (Percentage)	5	10

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	0.5***
Max Lot Coverage (Percentage)	N/A	N/A
Parking Ratio <ul style="list-style-type: none"> • Warehouse/Distribution • Office 	<ul style="list-style-type: none"> • 1/2000 SF • 1/300 SF 	<ul style="list-style-type: none"> • 1/2000****
Parking Stall Dimensions (Feet)	10 x 20	9 x 20

*All heights measured from finished floor. Rooftop building appurtenances can exceed roof height up to a 100' 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 100' maximum. An FAA Form 7460-1 Determination of No Hazard will be completed as necessary depending upon the height of any proposed structure.

**Excludes rural residential districts (RR-45 and equivalent districts)

***Mezzanine SF area excluded from FAR

****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.

V. 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 100 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.

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.

VI. 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. Perimeter chain link fencing is prohibited.
- 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.

VII. Landscape, Screening, and 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. Perimeter chain link fencing shall be prohibited. 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 the Landscape Ordinance, Chapter 19, City of Glendale City Code.

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

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.

As illustrated in the Conceptual Site Plan at **Exhibit 4**, the development will incorporate enhanced building setbacks and landscape buffers around the perimeter to provide additional separation and spacing between the project and adjacent properties. In addition, enhanced landscape screening will be provided between the project and the single-family residential community to the north of Building C to further enhance compatibility.

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

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).

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 at grade (Sarival Avenue and Olive Avenue). 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. Roof drains shall be internally piped unless specifically presented and approved as an enhancement used to further articulate the building façade.

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Circulation and Access

I. Existing Conditions

Sarival Avenue is a north/south two-lane roadway that provides access to surrounding agricultural properties in the vicinity of the Property. Sarival Avenue is identified on the City of Glendale Roadway Classifications map as an arterial roadway, and the portion of Sarival Avenue along the Property's frontage is currently within the jurisdiction of Maricopa County but is in the process of being annexed into the City of Glendale.

Olive Avenue is an east/west two-lane roadway that similarly provides access to surrounding agricultural parcels. East of Sarival Avenue, Olive Avenue is entirely within the jurisdiction of Maricopa County. West of Sarival Avenue, the southern half-street is within the City of Glendale and the northern half-street is in the jurisdiction of Maricopa County. However, the City of Glendale is in the process of de-annexing its portions of Olive Avenue and will ultimately be entirely within the jurisdiction of Maricopa County.

II. Proposed Improvements

All vehicular circulation to and from the Property will be provided by driveways along Sarival Avenue as described above in the "Planned Area Development Plan" section of this narrative. No direct vehicular access to Olive Avenue is provided, nor is it possible, due to the AT & SF railway that runs east to west between the Property and Olive Avenue. Off-site improvements for Sarival Avenue will be completed per City of Glendale standards and Olive Avenue improvements will be completed per MCDOT standards.

A total of ten (10) driveways are proposed along Sarival Avenue as described above. The primary access point will be a full-access driveway at the approximate midpoint of the Sarival Avenue frontage, connecting to 40-foot-wide internal private roadway that bisects the site east to west. The proposed driveways at the approximate midpoints of Buildings A & C and Buildings B & D are proposed to be three-quarter turning movements with no left-out turning movement.

Because of the proximity to the AT & SF railway, the southernmost driveways on both sides of Sarival Avenue will be restricted to right-in/right-out turning movements. The northernmost driveways are currently proposed as full access driveways.

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 to maintain its historical drainage pattern.

Infrastructure and Utilities

Water and sewer services will both be provided by EPCOR. The development team is in preliminary discussions with EPCOR to determine what infrastructure improvements are necessary to extend water and sewer services to the Property.

Signage

This development will provide for functional and attractive signage that compliments the architecture of Parkway 303 East. This PAD application sets forth the general location, quantity, and maximum height of monument signage for the development. 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) total 20'-tall monument signs are proposed for the Property, distributed between the Sarival Avenue and Olive Avenue frontages. Four additional 10'-tall monument signs are proposed along Sarival Avenue frontage, with two signs for each side of the roadway. 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 East. 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	4	10 feet	100 SF

Phasing

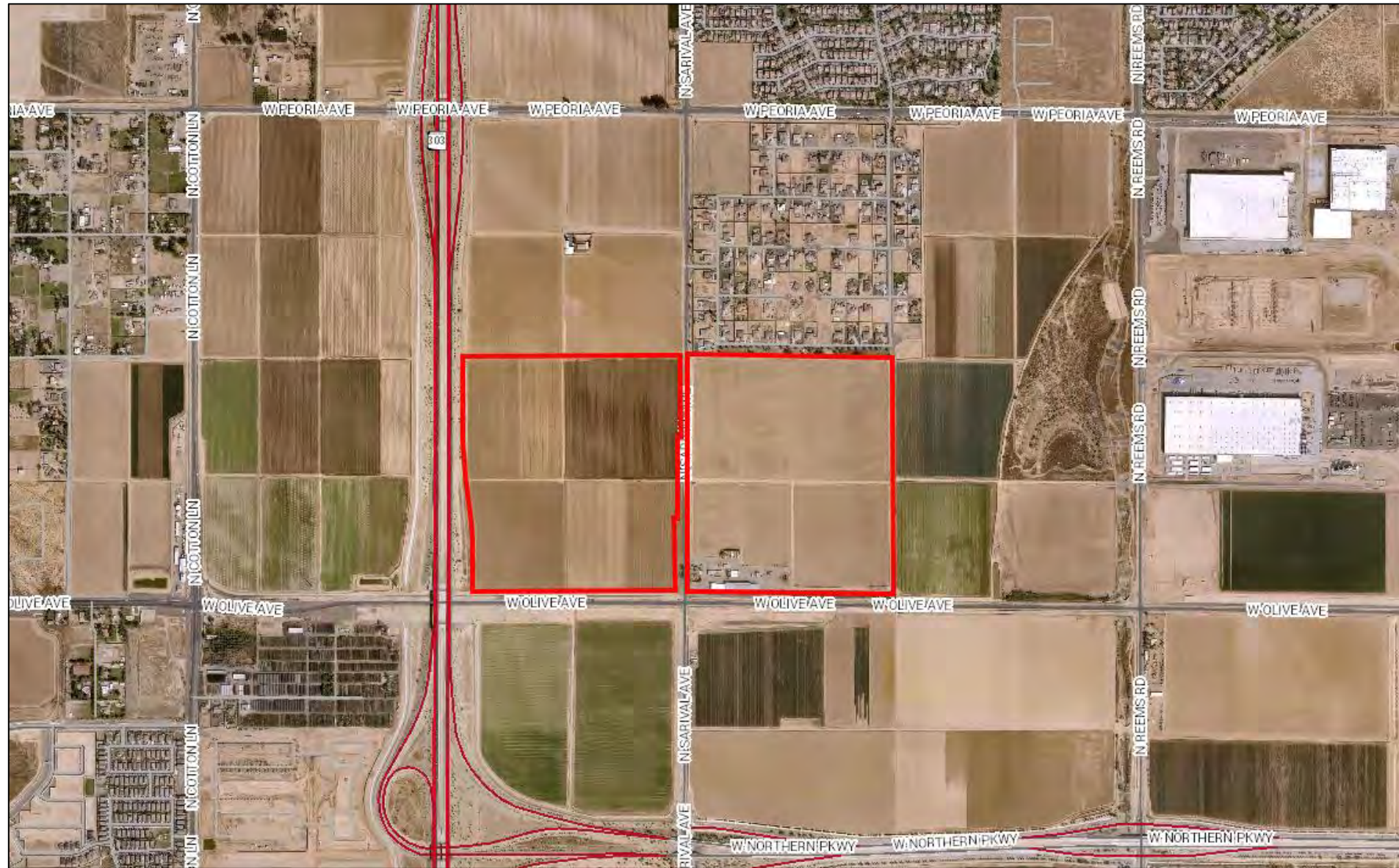
The proposed project may be developed in a single phase or in multiple phases depending upon market demand.

Summary

The proposed PAD will allow development of Parkway 303 East – 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

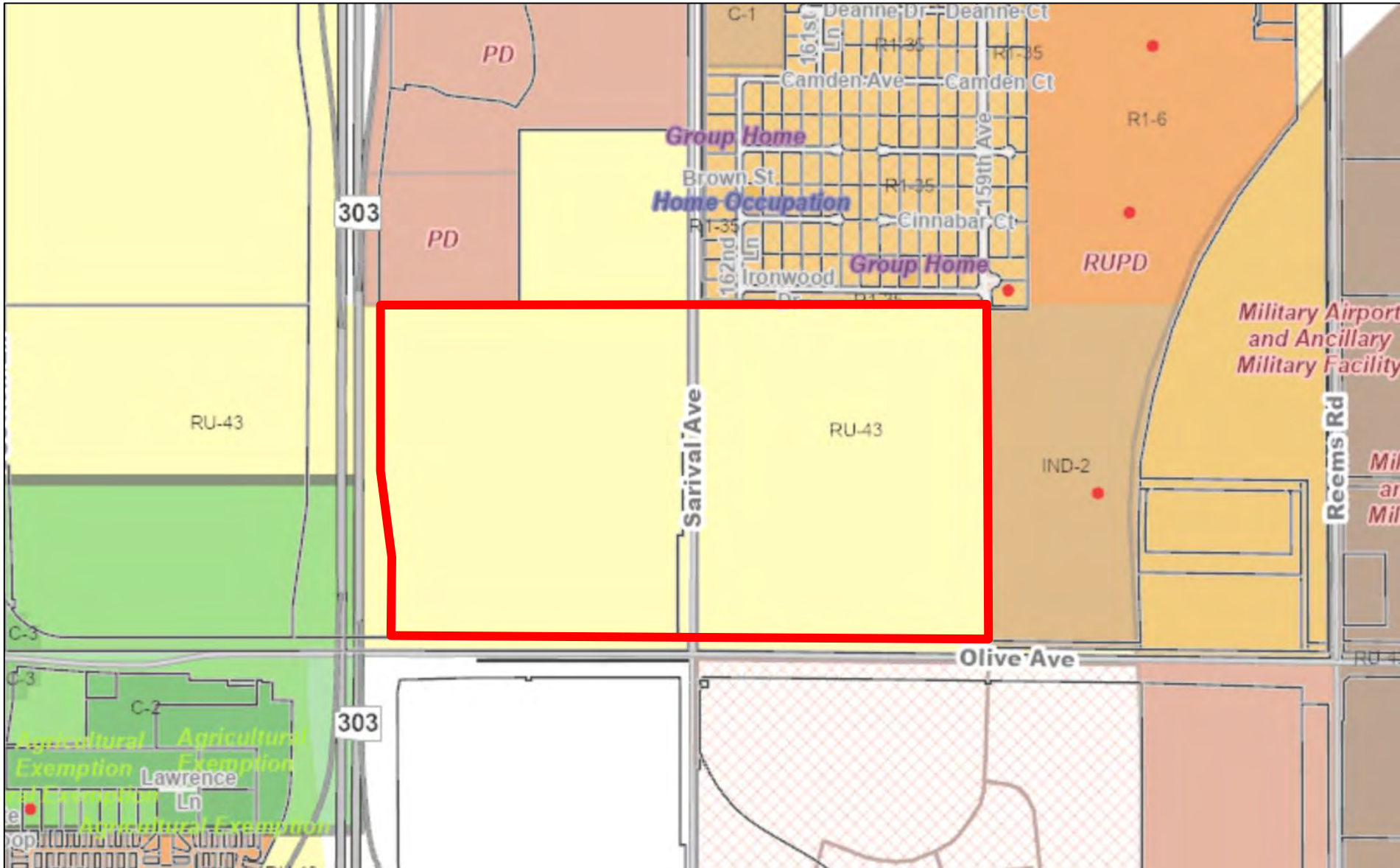


NEC & NWC Sarival Avenue and Olive Avenue – Glendale, AZ



EXHIBIT 2

Zoning Map

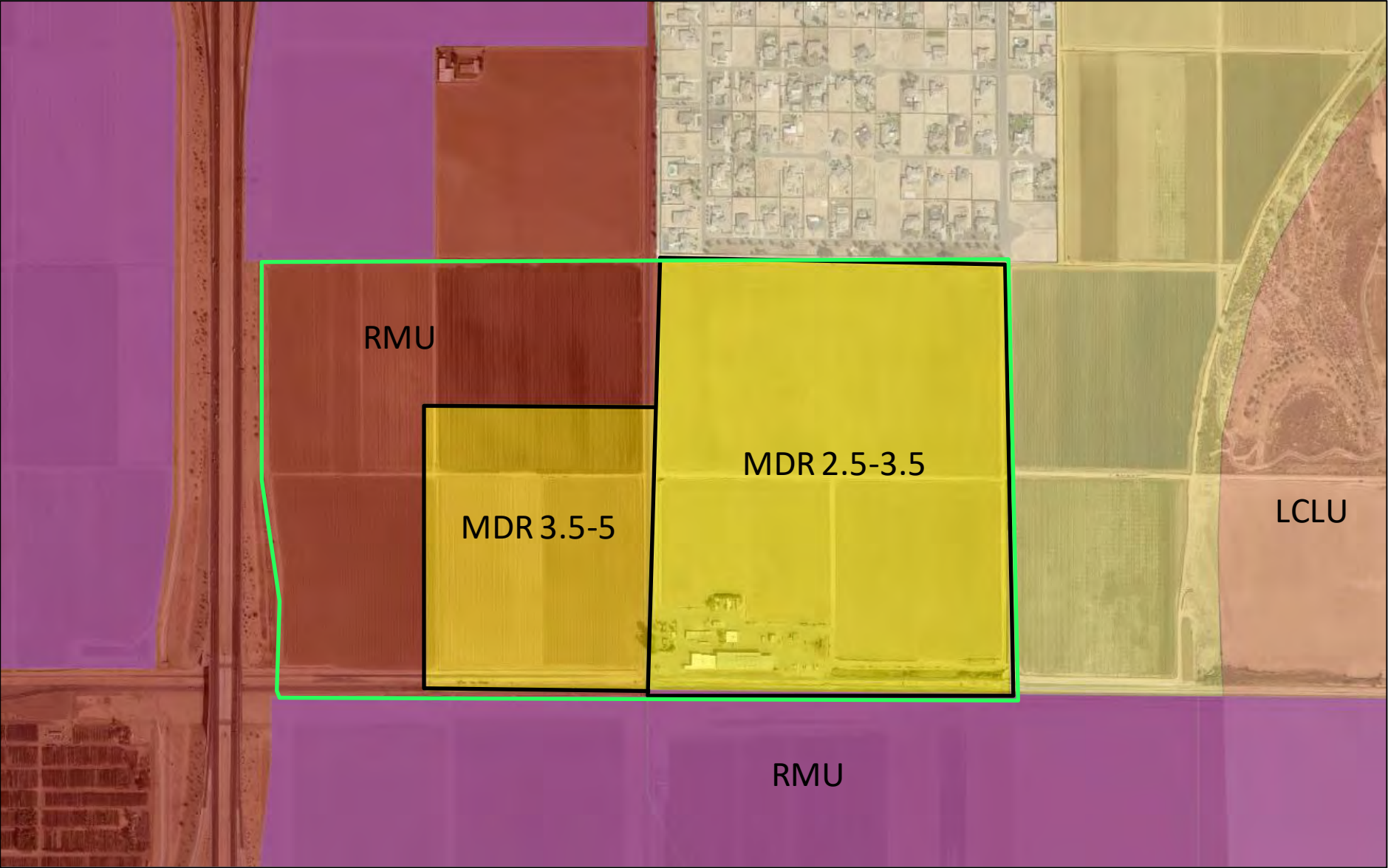


NEC & NWC Sarival Avenue and Olive Avenue – Glendale, AZ



EXHIBIT 3

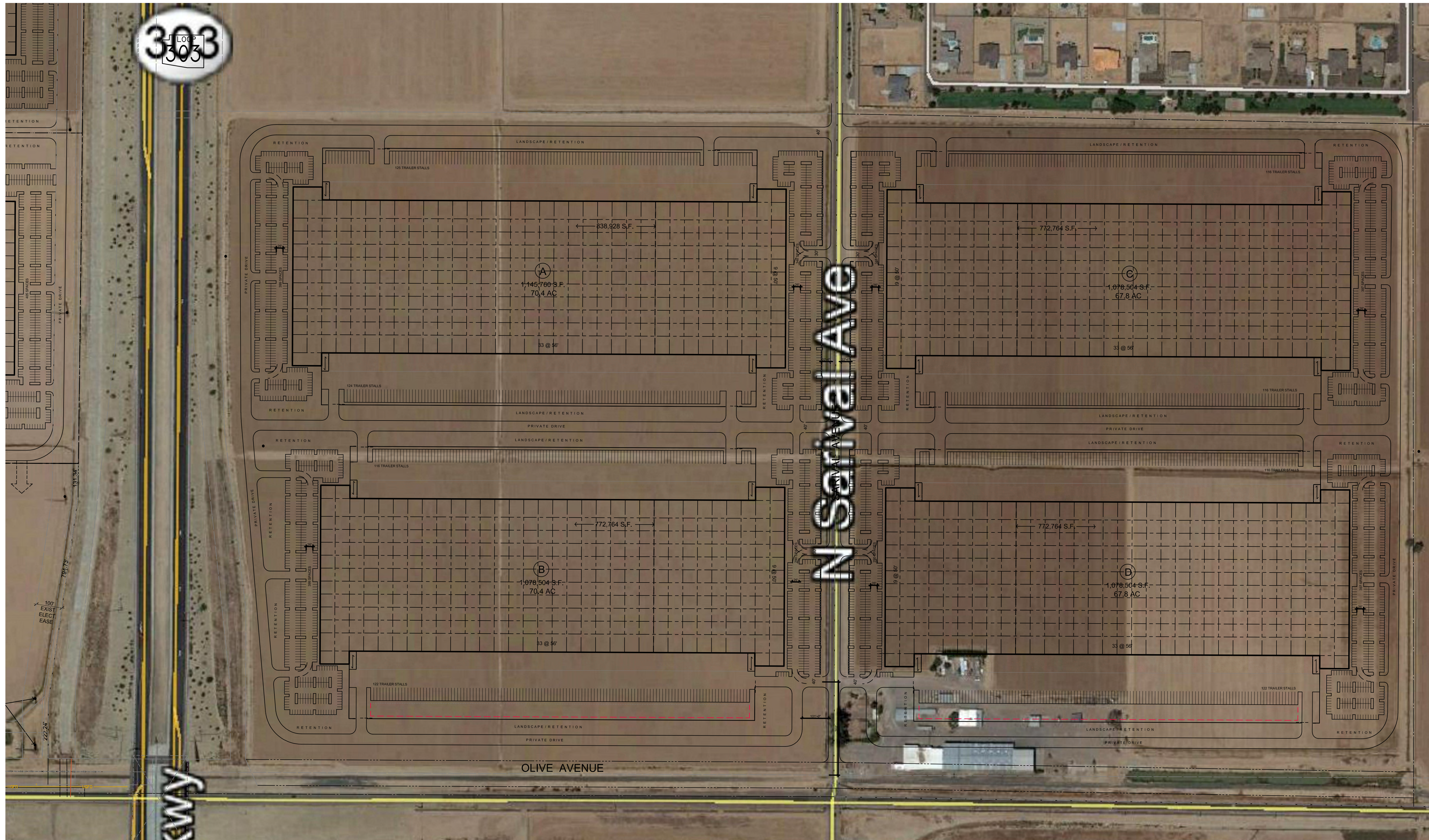
Existing General Plan Map



NEC & NWC Sarival Avenue and Olive Avenue – Glendale, AZ



EXHIBIT 4



SITE DATA	
Existing Zoning:	MDR 5 - MEDIUM RESIDENTIAL
Proposed Zoning:	L1 - INDUSTRIAL - PAD
Existing Site Area:	+/-12,041,465 S.F. (276.4 AC)
Proposed Net Site Area:	+/-12,041,465 S.F. (276.4 AC)
Total Building Area:	4,381,272 S.F.
Lot Coverage:	36.3%

INDUSTRIAL

BUILDING A	
Site Area:	3,066,423 S.F. (70.4 AC.)
Building Area:	1,145,760 S.F.
Building Coverage:	37.3%
Building Height:	55'
Parking Required (@ 1: 2000 S.F.):	573 SPACES
Parking Provided:	747 SPACES
Trailer Spaces Provided:	249 TRAILERS

BUILDING B	
Site Area:	3,066,423 S.F. (70.4 AC.)
Building Area:	1,078,504 S.F.
Building Coverage:	35.2%
Building Height:	55'
Parking Required (@ 1:2000 S.F.):	573 SPACES
Parking Provided:	689 SPACES
Trailer Spaces Provided:	238 TRAILERS (+122 OPT.)

BUILDING C	
Site Area:	2,954,310 S.F. (67.8 AC.)
Building Area:	1,078,504 S.F.
Building Coverage:	36.5%
Building Height:	55'
Parking Required (@ 1:2000 S.F.):	573 SPACES
Parking Provided:	745 SPACES
Trailer Spaces Provided:	232 TRAILERS

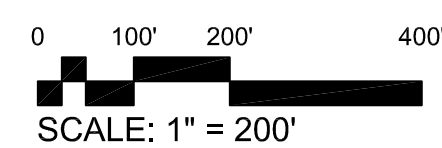
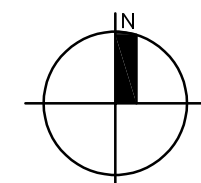
BUILDING D	
Site Area:	2,944,310 S.F. (67.8 AC.)
Building Area:	1,078,504 S.F.
Building Coverage:	36.5%
Building Height:	55'
Parking Required (@ 1: 2000 S.F.):	573 SPACES
Parking Provided:	687 SPACES
Trailer Spaces Provided:	238 TRAILERS (+122 OPT.)

OVERALL TOTAL PARKING PROVIDED:	2,868 Spaces
ADA Parking Required:	39 Spaces
ADA Parking Provided:	45 Spaces

MASTER SITE PLAN

PARKWAY 303 EAST

NEC Loop 303 and Olive Ave
GLENDALE, ARIZONA



5-22-2022
21018_ST22



Butler Design Group, Inc
architects & planners