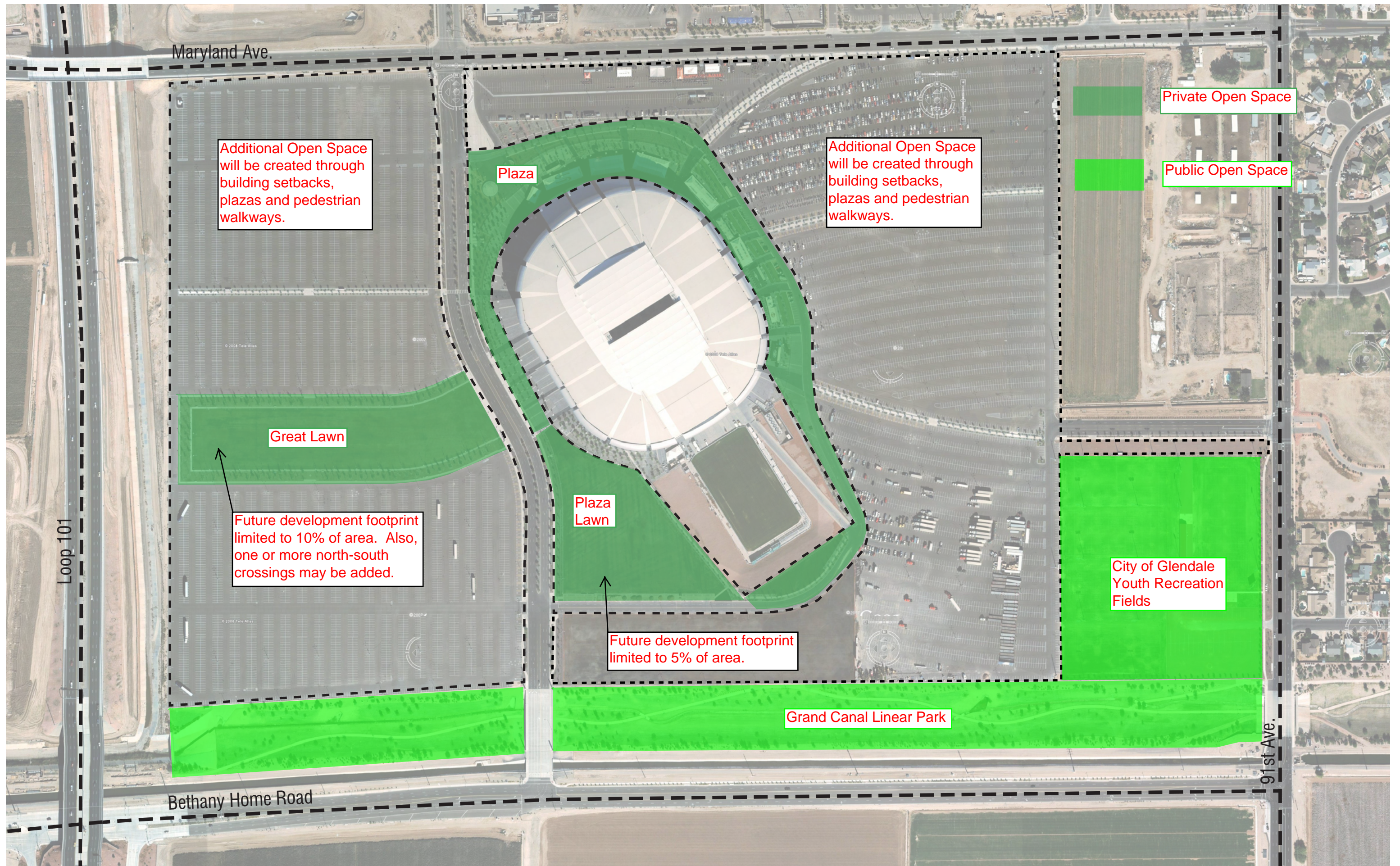


key

- 20'
height limit
- 50'
height limit
- 100'
height limit
- 100'
height limit
(3 buildings permitted to 200')

* see PAD narrative for building setbacks and building step backs

*sportsman's park west
exhibit 5.C - building height*



Maryland Ave.

Additional Open Space will be created through building setbacks, plazas and pedestrian walkways.

Plaza

Additional Open Space will be created through building setbacks, plazas and pedestrian walkways.

Private Open Space

Public Open Space

Great Lawn

Future development footprint limited to 10% of area. Also, one or more north-south crossings may be added.

Plaza Lawn

Future development footprint limited to 5% of area.

City of Glendale Youth Recreation Fields

Grand Canal Linear Park

Loop 101

Bethany Home Road

91st Ave.

Note: All Open Space shown is suitable for active recreation, such as, walking, running, bicycling and team sports.

Open Space

Sportsman's Park West and East Exhibit 5.D.1



Grand Canal Linear Park



Grand Canal Linear Park



Plaza Lawn



Great Lawn



Great Lawn



Grand Canal Linear Park



Grand Canal Linear Park



Glendale Recreation Fields

Sportsman's Park West & East
Exhibit 5.D.2. – Open Space

Sportsman’s Park West PAD Section 6 - Design Guidelines

It is acknowledged that Design Review is required as outlined in Section 3.600 of the Zoning Ordinance; provided, however, that development standards set forth in this PAD application and all information included in the PAD application (e.g., building height, building use, etc.) will be deemed finally approved for the purposes of Design Review. It is also understood that all wireless communication facilities are subject to Design Review and must be consistent with wireless communication facilities design guidelines.

Guiding Site Design Principles

The Landowner will be guided by the following series of site and design principles throughout the development of the project.

- Provide development that is compatible with the existing Stadium.
- Plan for eventual transit linkages to nearby projects and to the region as a whole.
- Develop internal circulation ways to create pedestrian friendly building pads and locate parking to minimize internal vehicular travel.
- Use the best current thinking on sustainability in order to create an environmentally responsible development.
- Maximize opportunities to take advantage of the technical and operational synergies that can occur with the existing Stadium.
- Ensure that the entire development functions as a cohesive place during each phase of an anticipated several decades long build out period.
- Maximize the use of the existing connections to the public streets and maintain the existing traffic patterns as much as possible.

Guiding Building Design Principles

The Landowner will be guided by the following series of building design principles throughout the development of the project.

- Maintain the standard of building design excellence established by the City of Glendale and the University of Phoenix Stadium.
- Design buildings with a modern, contemporary and forward-looking approach.
- Design buildings that are environmentally responsible and have long term sustainability.
- The highest density and tallest buildings are located on the west side of the Stadium Parcel. More specifically, the land along the site “edges” on the north, west and south will be maximized. This will further enhance the Loop 101 corridor as the premier business address in the West Valley.
- The Great Lawn and Plaza Lawn will be preserved to serve as a significant private open space amenity for employees, visitors, residents and event-day patrons of Sportsman’s Park West. This will also preserve the primary view of the Stadium from Loop 101.

All of the above site and building design strategies are intended to ensure that Sportsman’s Park West is a good neighbor to current and future land uses and provides a template that can be used by future development.

Parking

The development of the University of Phoenix Stadium and surrounding Sportsman's Park West and East is made possible by the nature of the existing parking use on the site and will be governed by existing contractual agreements among the Arizona Cardinals, City of Glendale and AZSTA regarding parking for the Stadium. These obligations predate this PAD application and are not addressed in the application because the need for such spaces arises from use of the Stadium. Nothing in the PAD application can or will affect the continuing obligations of all the parties to the parking agreements that ensure sufficient parking is always available for the full range of Stadium events.

All current parking spaces are deemed to be acceptable in terms of location, access and size. The vast majority of the 14,000 Stadium parking spaces located on the Stadium Parcel are only required to be provided under the existing agreements when a major event is held. Those events are almost always scheduled for evenings, weekends and holidays, but not during normal weekday business hours (8 am – 5 pm). This means that at all other times these spaces can be used by office and retail tenants since the use pattern is perfectly complementary. The required number of spaces will be added to serve the needs of residential and hotel development, as well as, limited 24 / 7 office and retail needs.

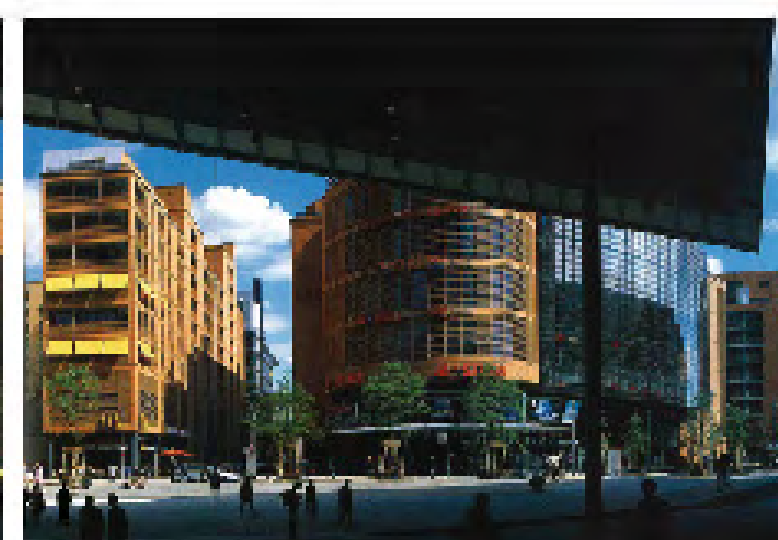
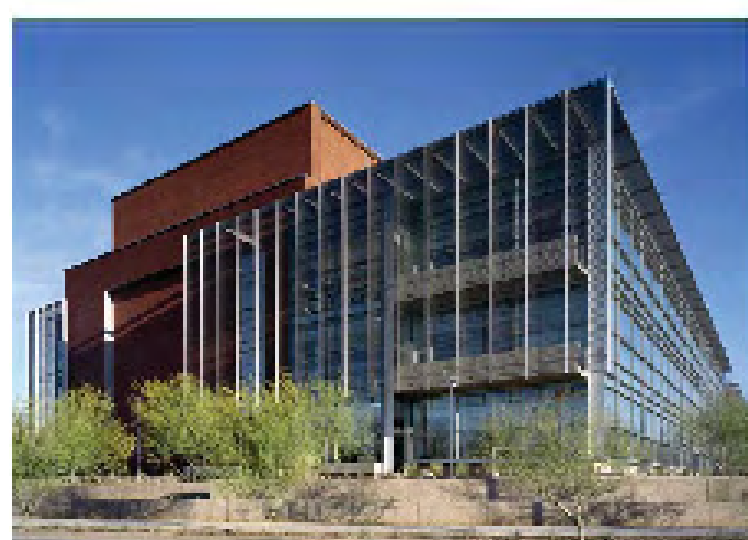
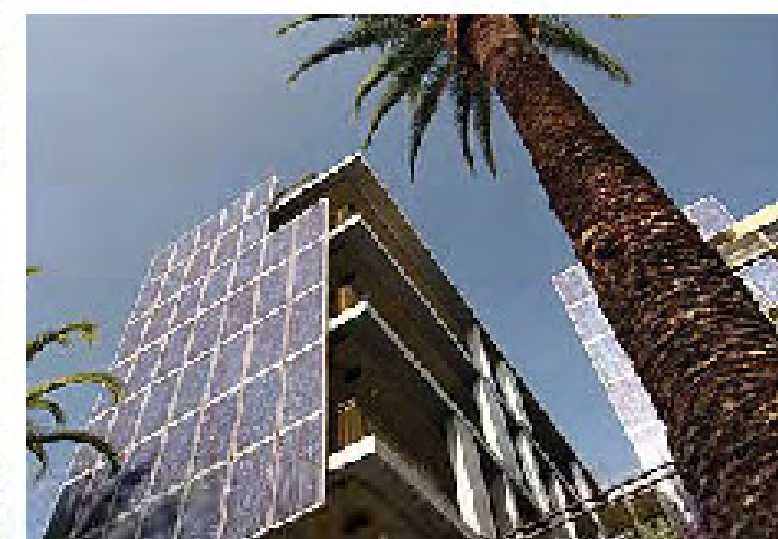
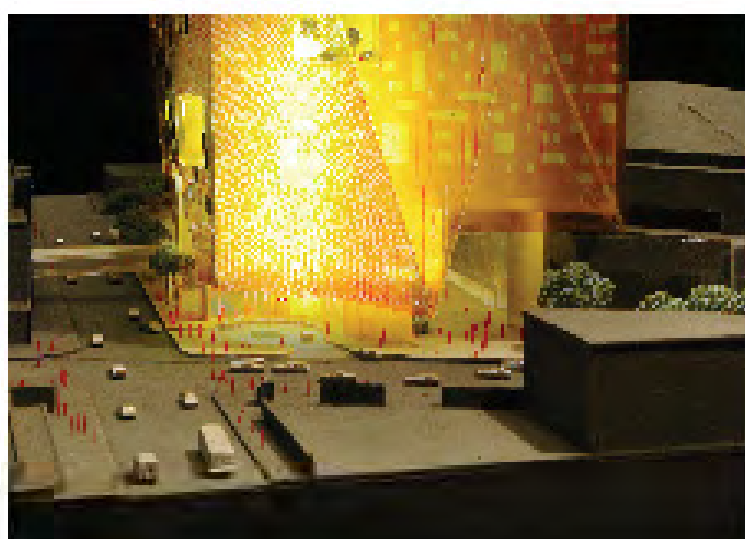
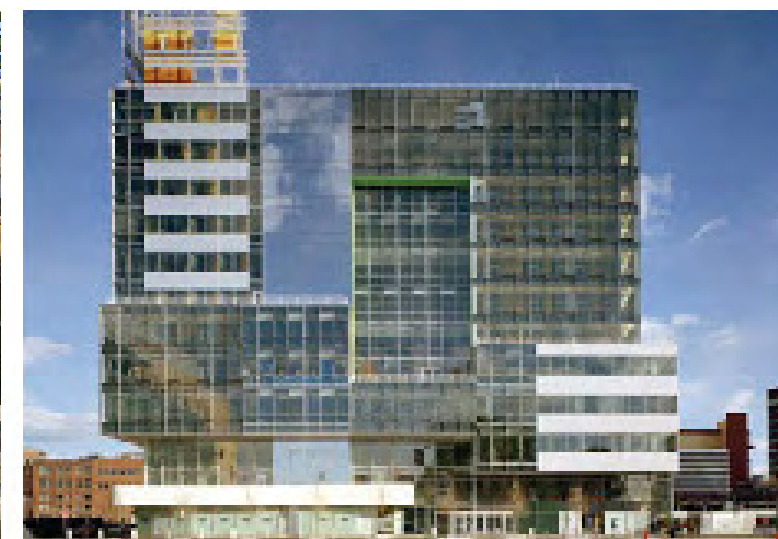
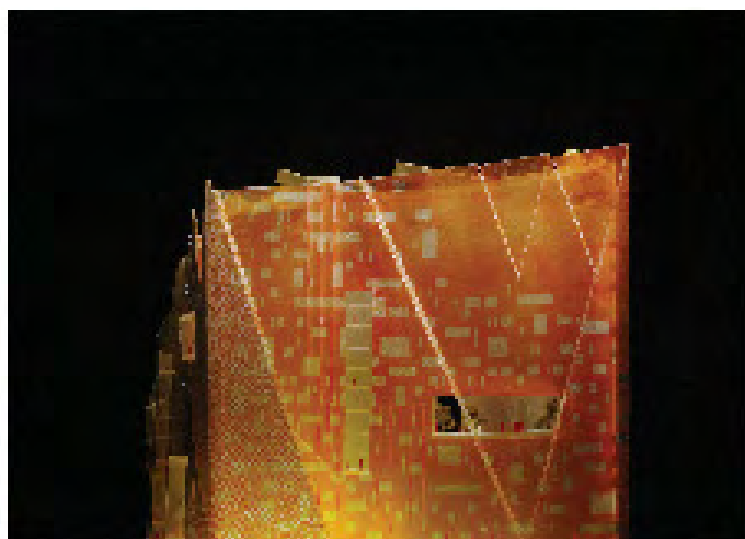
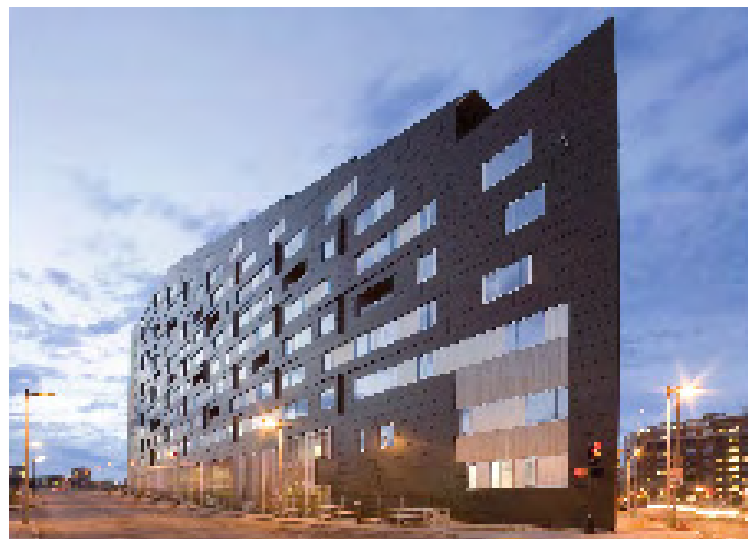
The Landowner must make 2,200 parking spaces available to AZSTA at all times pursuant to the parking agreements. These spaces will likely be provided in surface parking lots on the Sportsman's Park East site.

Parking requirements for Sportsman's Park West and East will be accommodated as follows:

- Short term, on-street parking for retail customers and visitors to residential units;
- Off-street parking on building parcels for office employees and visitors and hotel guests and residential residents;
- Surface parking adjacent to buildings for office employees and visitors during business hours and Stadium and retail patrons during all other hours; and
- Off-street parking in parking commons structures for office employees during business hours and Stadium and retail patrons during all other hours.
- Residential guest parking does not need to be accommodated on the residential building pad.
- Parking accommodations do not need to be fulfilled by single ownership land or by a contiguous parcel.

Parking details for Sportsman's Park West and East are as follows:

- Residential parking provided at 1.5 spaces per unit. This parking will remain exclusive to the residential units.
- Hotel parking provided at 0.9 spaces per room. This parking will remain exclusive to the hotel rooms.
- Retail parking provided at 1.0 space per 250 sf. A portion (15%) of this parking will remain exclusive to the retail tenants. The remainder (85%) will be used for Stadium mega-events.
- Office parking provided at 1.0 space per 300 sf. A portion (15%) of this parking will remain exclusive to the office tenants. The remainder (85%) will be used for Stadium mega-events.
- This approach is supported by numerous parking situations around the country and the ITE Trip Generation manual that reports that weekend office trips are less than 10% of the weekday trips.
- As specific buildings are submitted for Design Review the parking quantities will also be submitted based on the actual building area, use and parking demand.



Note: These images depict the architectural character, style, materiality, and theme of the buildings that will be developed sportsman's park west. Individual buildings have not yet been designed; when each one is, plans will be submitted to the City for review and approval as required under the Zoning Ordinance.

These images reflect the contemporary and contextually appropriate possibilities of **sportsman's park west** architecture. Designing with masonry, metal and glass, as well as color and light, the architecture will be artfully proportioned and scaled to relate to the pedestrian.

**sportsman's park west
exhibit 6.A - architectural character**

Sportsman's Park West PAD

Section 7 - Landscaping and Screening

Background

Sportsman's Park West and East already have a significant investment in landscaping to support the current activities as depicted on Exhibit 7.A. It is the Landowner's intent to retain as much of this investment as possible as development proceeds. The added development will inevitably add more pedestrian focused areas at internal streets and building entrances that will provide additional opportunities for landscaping.

Tree Selection

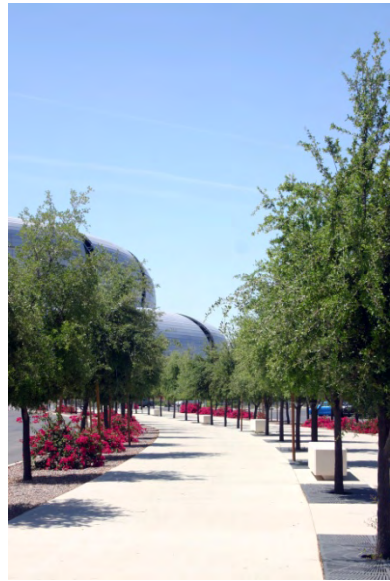
Sportsman's Park West obviously has a large number of significant existing trees. The future development is specifically designed to maintain the vast majority of these trees. As development proceeds the existing tree palette and the opportunity to introduce other species will guide tree selection.

Pedestrian Features

In addition to the landscaping extension, future development will provide opportunities to enhance the pedestrian experience. These opportunities will include shade structures and canopies, hardscape variation, seating locations and setback areas available to pedestrians.

Screening

There is virtually no existing development that is immediately adjacent to Sportsman's Park West. This will minimize the amount of architectural screening that may be required. More importantly though these same boundaries result in a number of "public" facades that will be significant factors in the design of individual buildings and will result in a significant level of attention to all building facades.



Sportsman's Park West & East
Exhibit 7.A – Landscaping

Sportsman's Park PAD

Section 8 - Signage

Background

Sportsman's Park West already has a significant investment in site signage and graphics to support the Stadium. All of these signage and graphics elements will remain to continue to provide the needed wayfinding and site identification information. The added development will require additional wayfinding signage and new building and site identification signage. The overall signage design will be driven by the existing elements, but will be modified to fit the new requirements.

A phased approach will be required to align with the various phases of development. Specific signage criteria for individual buildings and final signage locations will be addressed as the phases are developed and will be submitted for review and approval with each individual building and/or phase. These criteria will include sign height, sign area and illumination.

General Criteria

The general criteria to be used in future signage designs include:

- Support and enhance the existing site signage and graphic elements.
- Support the mixed use nature of the development.
- Balance public and private objectives by allowing adequate signage for business identification and advertising.
- Promote the safe flow of vehicular and pedestrian traffic, including during periods of major events at the Stadium.
- Enhance overall property values and the quality of the development by maintaining the general appearance and quality of all visible signage and graphic elements.
- All signs will be structurally designed, constructed and installed in accordance with the requirements of the City of Glendale Building Code.

Permitted Signs

As noted above a specific plan and design for signage elements will be part of future design submittals. Although a complete list of permitted signs will be part of this submittal, the following items are considered to be permitted signs for Sportsman's Park West:

- Existing Signage and Graphics: All existing signage and graphic elements shall be deemed to be Permitted. A representative sample of these items is shown on Exhibit 8.A.
- Billboards: These will be subject to Arizona Department of Transportation (ADOT) standards and will be located within 200 feet of the western site boundary. They can have fixed or variable messages, including advertising, be internally illuminated, be two-sided, have a maximum height of 65 feet, a maximum width of 50 feet and have a maximum message area of 675 square feet per side. These will be subject to the City's adopted Zoning Ordinance Update (ZTA09-01) provided that at least one Billboard or Freeway Pylon sign is permitted.
- Freeway Pylons: These will be subject to Arizona Department of Transportation (ADOT) standards and will be located within 200 feet of the western site boundary. They can have fixed or variable messages, be internally illuminated, be two-sided, have a maximum height of 55 feet, a maximum width of 24 feet and have a maximum message area of 550 square feet per side. These will be subject to the City's adopted Zoning Ordinance Update (ZTA09-01) provided that at least one Billboard or Freeway Pylon sign is permitted.

- Site Identification: These will be located at primary entrances to the project. They will have fixed messages, be illuminated internally or with ground-mounted fixtures and have a maximum height of 30 feet.
- Garage Graphics and Displays: These are intended to enhance the external appearance of the garage. They will have fixed messages or graphics and will be indirectly illuminated. There can be multiple items on any one façade.

Additional permitted signs include the following with details to be developed in future submittals:

- Vehicular and Pedestrian wayfinding.
- Pedestrian Directory.
- Building mounted and elevated building identification for all commercial buildings.
- Entry Level identification for all buildings.
- Building mounted “flag” signs to identify specific businesses (restaurant, for example) or addresses.
- Ground mounted identification signs where building setbacks allow this design.
- Streetscape signage (permanent and temporary) mounted on light fixtures or separate poles to identify site locations or special events.

Specific Criteria

Some of the specific criteria that will be part of future signage designs include:

- All signs will comply with sight visibility requirements of the City of Glendale.
- Signs will not interfere with pedestrian travel.
- The source of illumination for signs shall be oriented or shielded so that it is not visible from residential units or public streets.
- No flashing, blinking or rotating lights shall be permitted to illuminate signs.
- All sign illumination shall satisfy the Glendale dark Sky Ordinance.

Prohibited Signs

The following signs are prohibited in Sportsman’s Park West:

- Signs located within or projecting over any public street or public right-of-way.
- Any sign which interferes with vehicular traffic.
- Roof mounted signs.
- Signs mounted on or attached to trailers or motor vehicles that are displayed in a manner to attract attention for advertising purposes. Note that this does not apply to signage that advertises Special Events so long as this signage is less than 100 square feet.



Sportsman's Park West & East
Exhibit 8.A – Existing Signage

Sportsman's Park West PAD

Section 9 - Circulation

Introduction

The development of the University of Phoenix Stadium and surrounding Sportsman's Park has created an existing circulation network. This on-site network and the surrounding municipal street networks have been designed and have proven to function properly during mega events at the Stadium. These events result in over 14,000 vehicles entering and leaving the Sportsman's Park site during relatively short defined periods. The future development of Sportsman's Park will result in a more even and longer period of traffic ingress and egress than which the Stadium generates. The submitted traffic study will demonstrate if any changes are needed to the existing circulation network.

Public Streets

The only public street that crosses through Sportsman's Park is 95th Avenue and this will remain. Additional access points will likely be added on the west side to serve the new development (see Exhibit 9.C) opposite the Cardinals Drive access points on the east. Future updated traffic studies will confirm the design of these access point intersections and will determine the timing for required traffic signals. Future pedestrian crossings will also likely be needed.

The existing access from 91st Avenue has been designed and constructed as a public street. While this has not yet been dedicated, it has always been the intent of the City and the developer to dedicate this as a public street. This access will likely be extended into the site as development proceeds.

There is an existing agreement with the City that allows for and locates a future 93rd Avenue connection with Maryland Avenue. However, based on several discussions with the City a revised alignment has been developed and approved by the City (see Exhibit 9.C for Sportsman's Park East). This street will be extended into the site as development proceeds. A future updated traffic study will determine the design of the intersection and the timing for a traffic signal at this intersection.

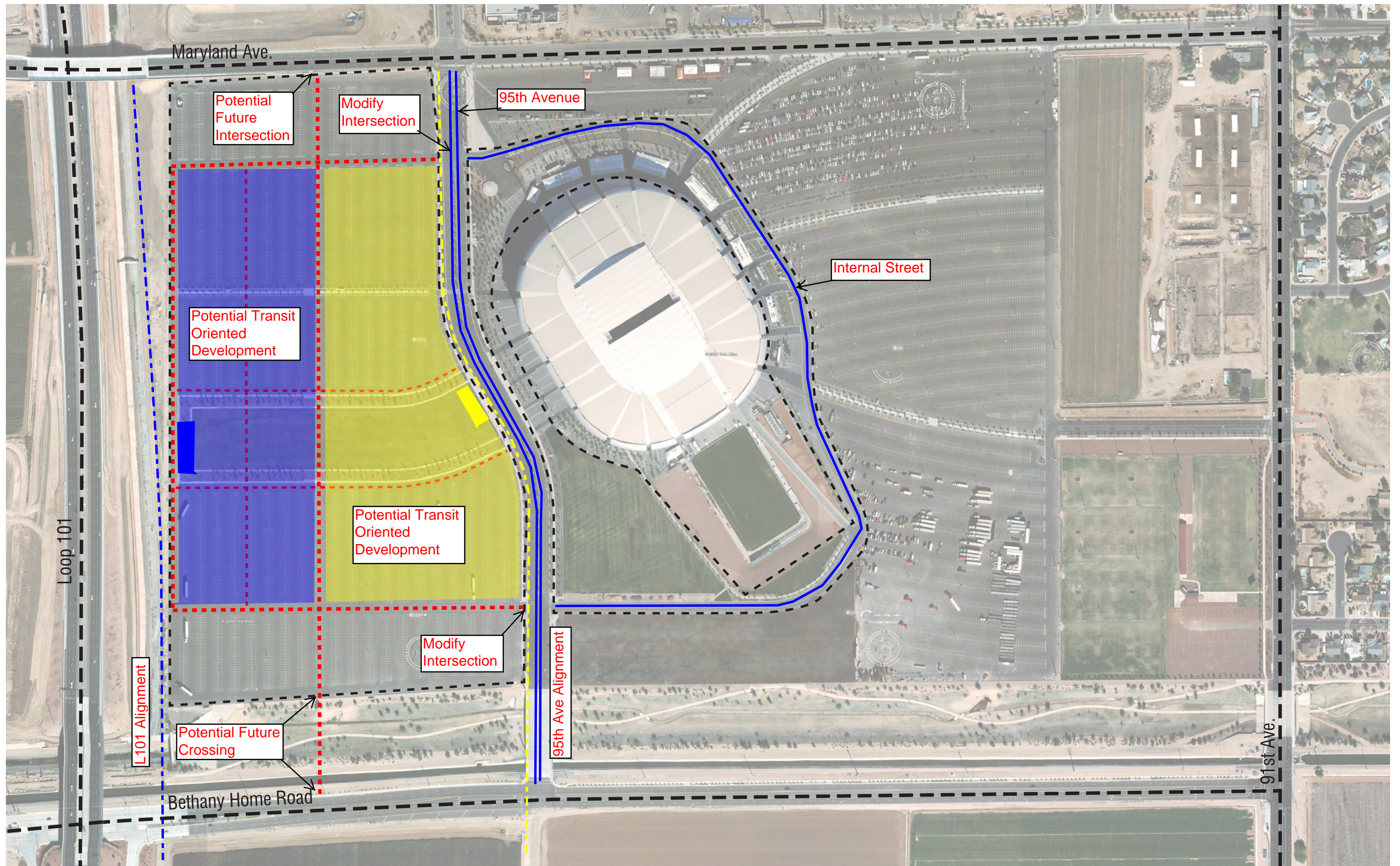
Internal Street Layout

An internal street network will be implemented as the individual buildings and parcels are developed. These parcels will likely continue to be relatively small to promote a pedestrian friendly and walkable environment. The initial concept for pedestrian access is shown on Exhibit 9.D.

The existing Loop Road around the east side of the Stadium will be maintained. As the development on the east side is suburban in nature, the other internal streets serve the surface parking and parking garages and do not carry significant traffic.

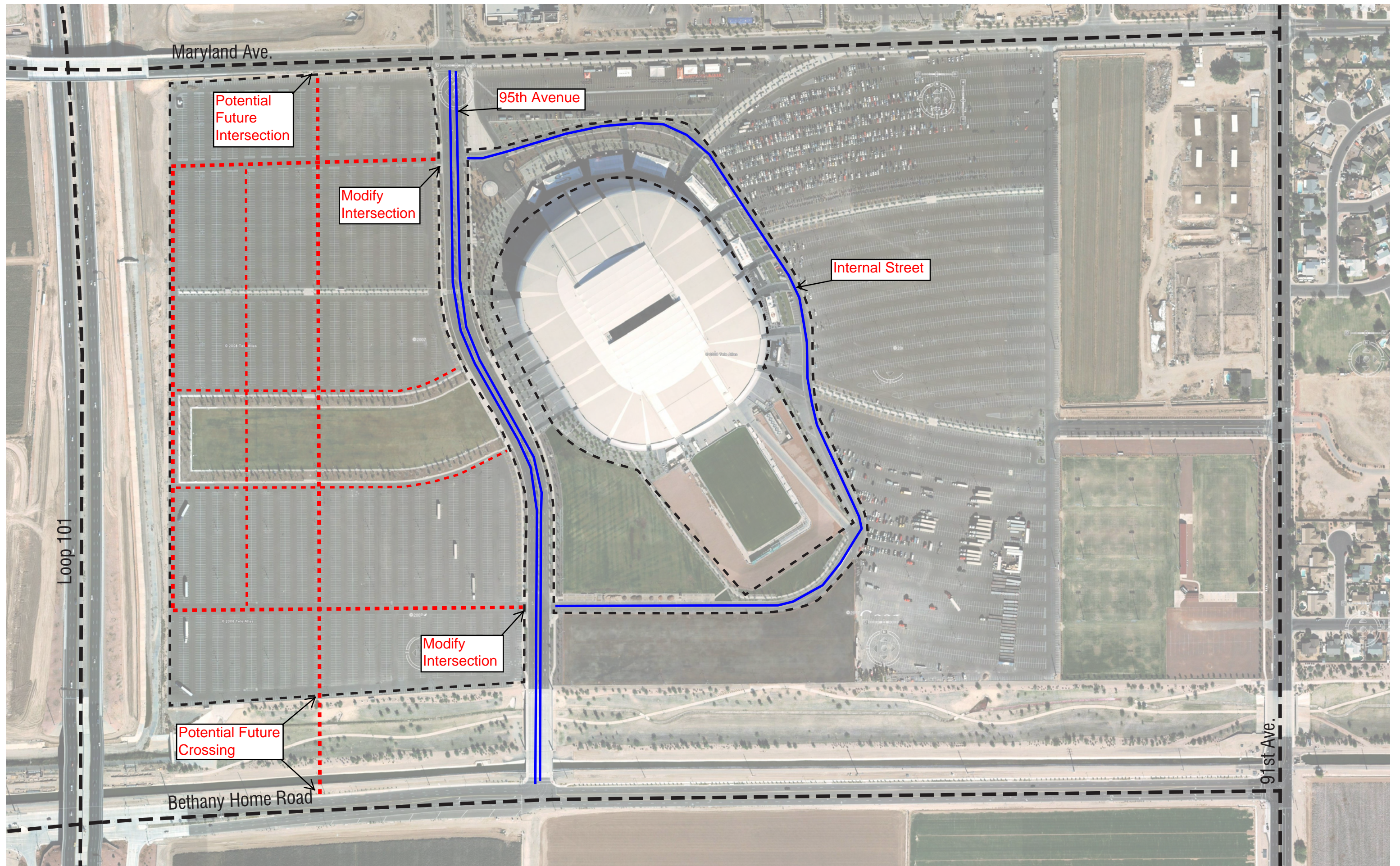
Analysis

A proposed traffic study approach has previously been presented to and accepted by the City. This calls for establishing an initial level of development that might occur by the study year of 2020. The City has determined that the study area will consist of the area bounded by 91st Avenue to 99th Avenue and Camelback Road to Northern Avenue. This area and the key intersections are shown on Exhibit 9.F. The current and projected traffic will be developed based on current and projected development within the study area. Key intersections will be analyzed to verify that adequate capacity exists. The results of this Traffic Study have confirmed that these intersections operate with an acceptable Level of Service for the initial phase of development. The Landowner will have to submit updated traffic information to the City for review and approval by the Transportation Director before proceeding with development in excess of that forecast for the initial phase.



Street alignment is conceptual.

Transit Oriented Development Areas



Maryland Ave.

Potential Future Intersection

95th Avenue

Modify Intersection

Internal Street

Loop 101

Modify Intersection

Potential Future Crossing

Bethany Home Road

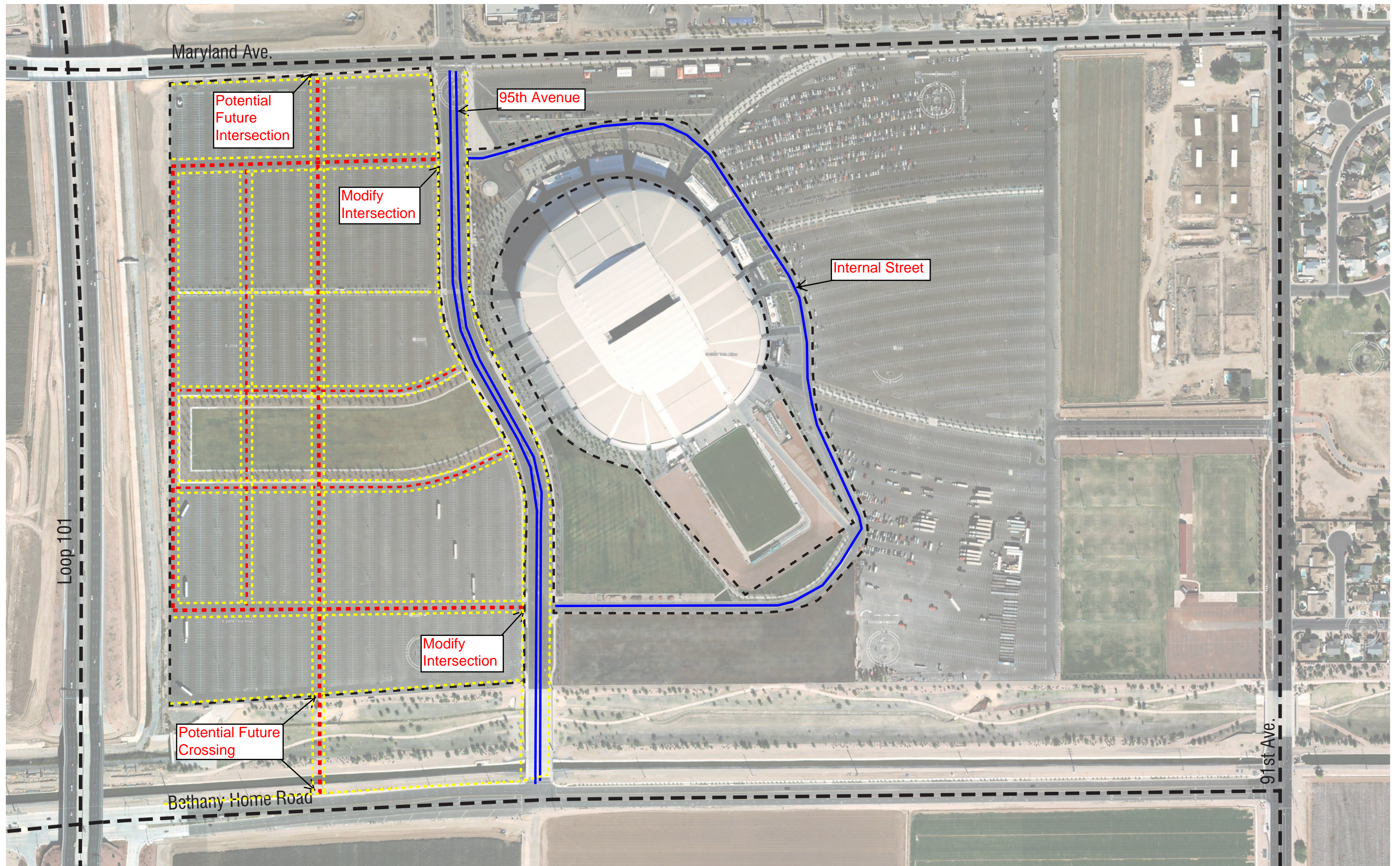
91st Ave.

Street alignment is conceptual.

Circulation

sportsman's park west

Exhibit 9.C



Maryland Ave.

Potential Future Intersection

95th Avenue

Modify Intersection

Internal Street

Loop 101

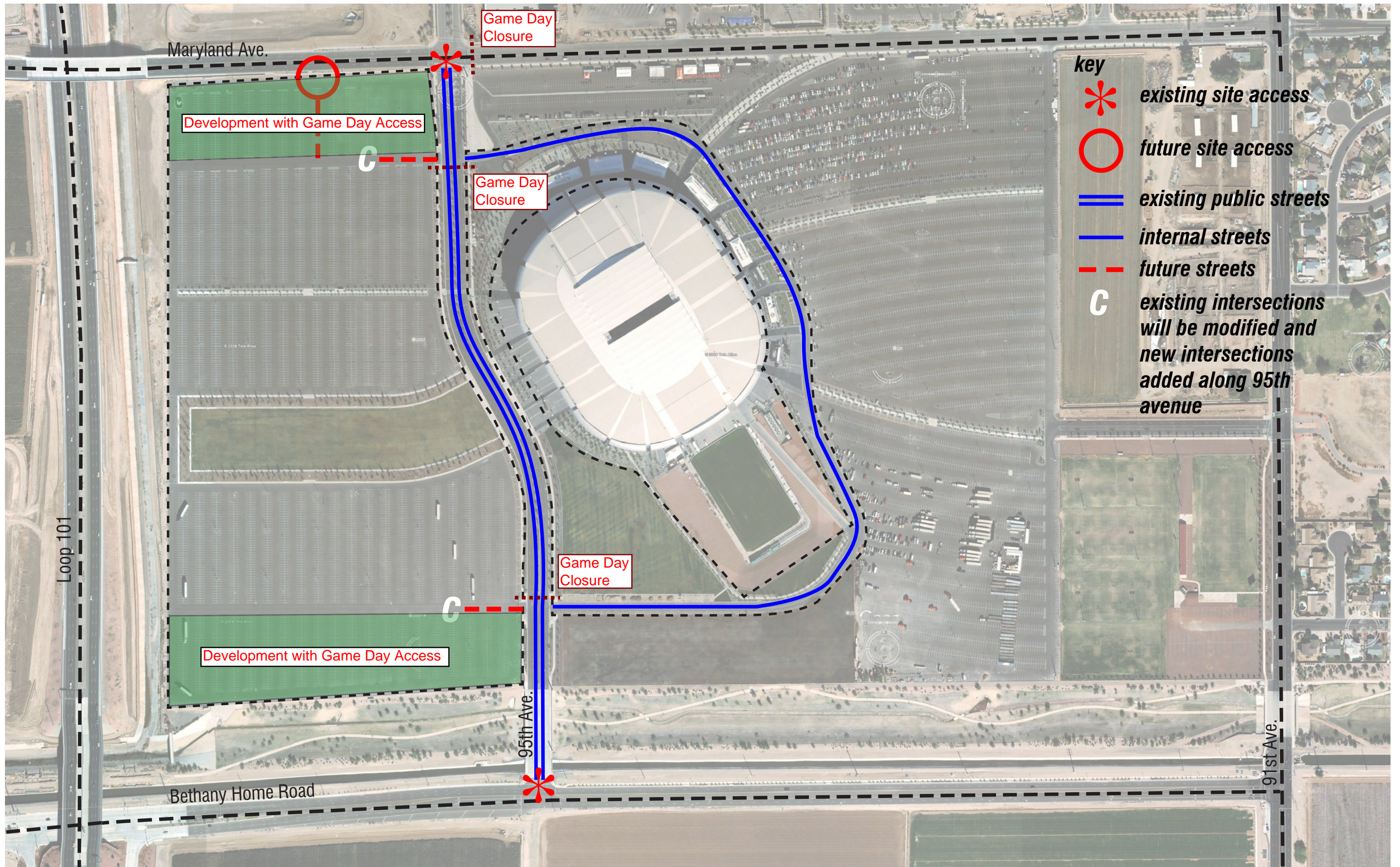
Modify Intersection







Potential Future Crossing

Bethany Home Road

91st Ave.

----- Pedestrian Access -----



- key**
-  *existing site access*
 -  *future site access*
 -  *existing public streets*
 -  *internal streets*
 -  *future streets*
 -  *existing intersections will be modified and new intersections added along 95th avenue*

Development with Game Day Access

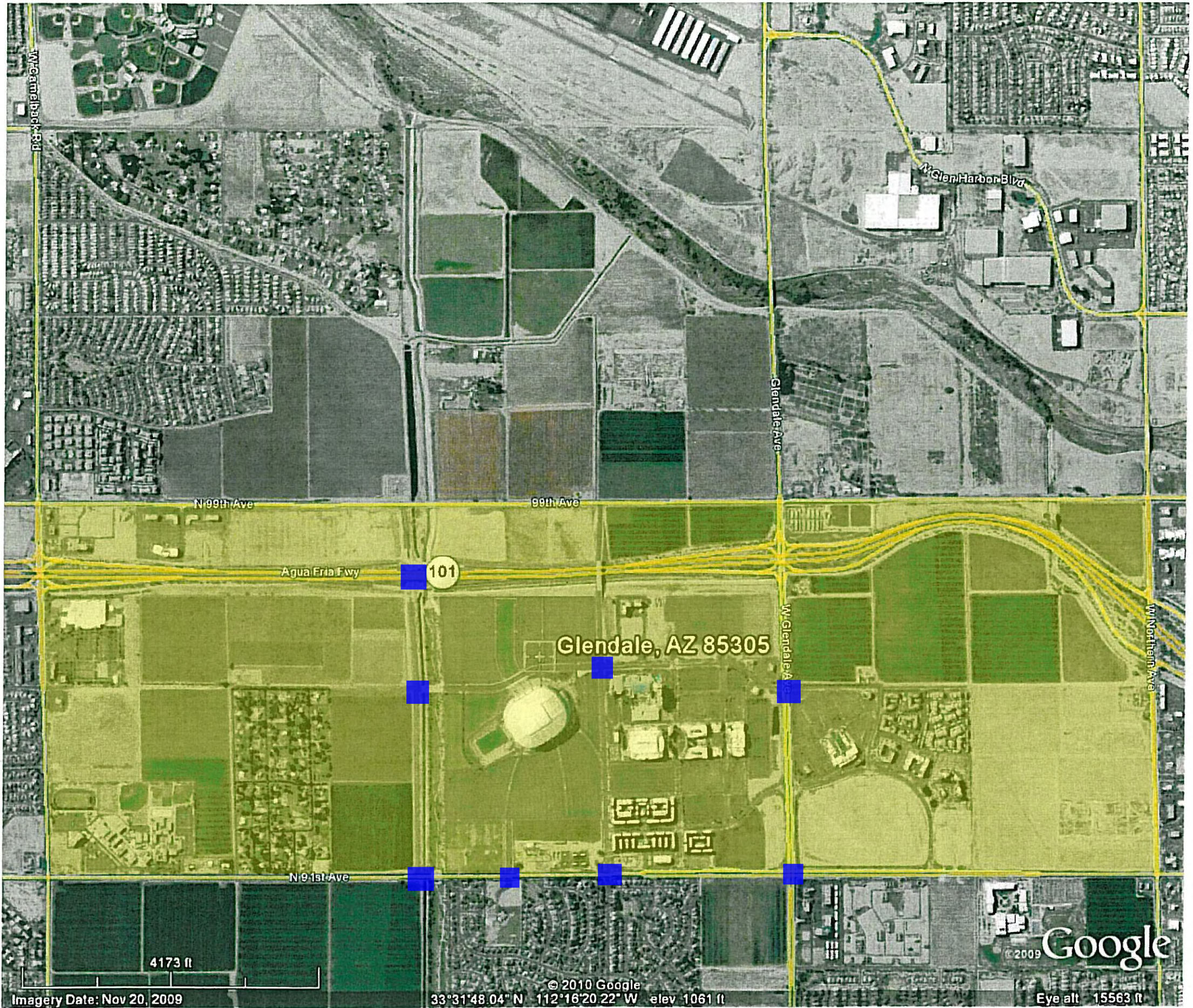
Development with Game Day Access

Game Day Closure

Game Day Closure

Game Day Closure

Game Day Access



Traffic Study Area



Key Intersections

Sportsman's Park West & East
Exhibit 9.F

Sportsman's Park West PAD

Section 10 - Utilities and Services

General

As an existing developed site there are a number of existing utilities and related easements that will support future development. These are depicted on Exhibit 10.A.

Drainage

Sportsman's Park is situated on land that is currently being used for parking for the Stadium. There are no offsite flows that enter the site. Generally, Sportsman's Park site drains to the south. There are adequate and approved existing stormwater control measures.

As development proceeds the stormwater run-off will actually be reduced due to two factors. Some of the surface parking will be converted to landscaped areas. Green building designs may also capture some rain water for on-site uses. Calculations for each building will be provided as part of the normal submittal process to ensure that the overall site stormwater measures remain adequate.

Water

The City of Glendale has existing 12 inch or 16 inch diameter water mains in Maryland Avenue, 91st Avenue, 95th Avenue and Bethany Home Road. The development of the Stadium and the resulting intense demand has proven that there is adequate pressure and flow in these mains. A future water study will need to be performed to verify the adequacy of the existing mains to support the fire flow and peak hour demand requirements. However, the proposed uses of Sportsman's Park will not compete with the Stadium and, therefore, the total demand will not be significantly higher than the current demand.

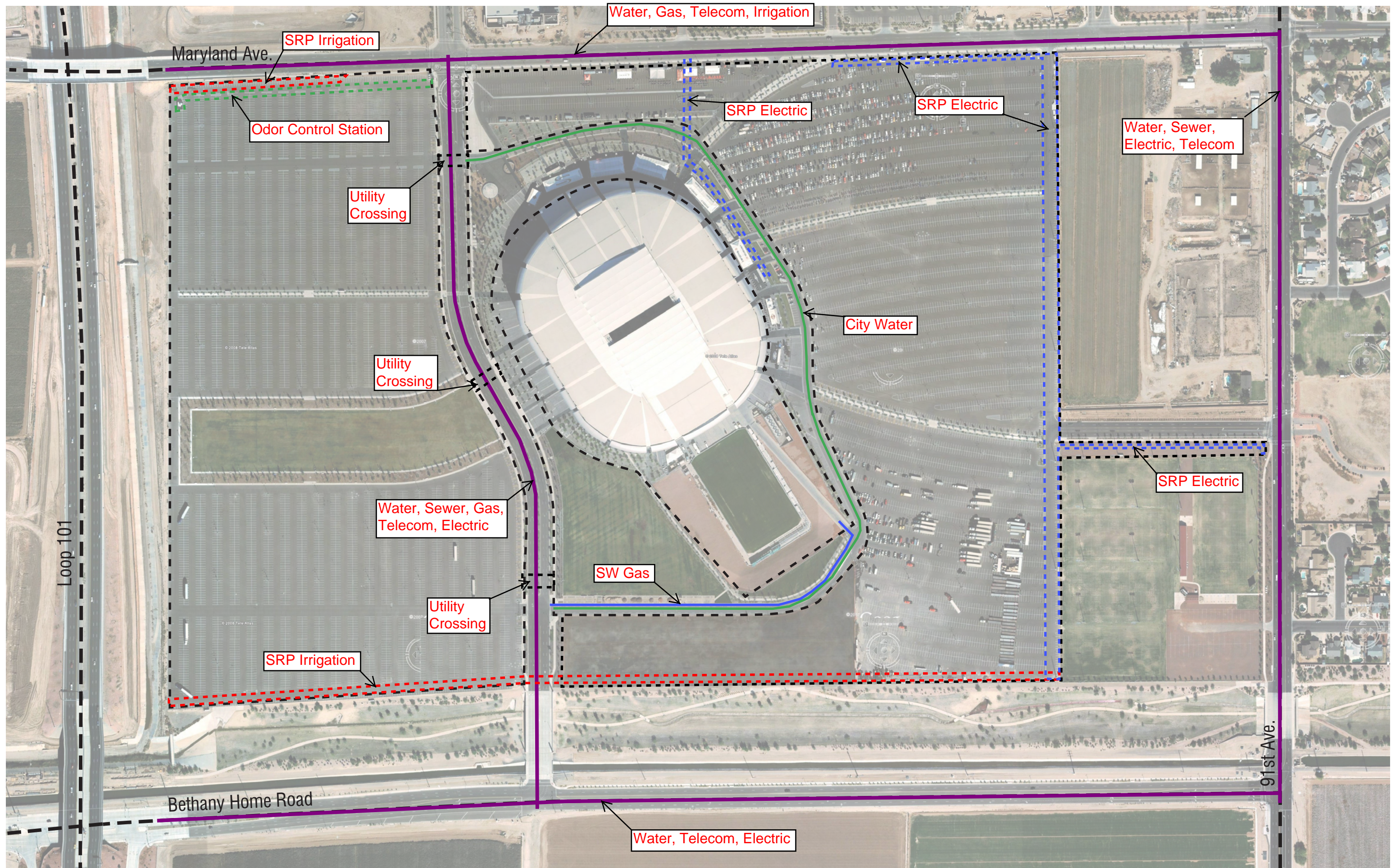
The on-site system will be required to meet the City of Glendale fire flow requirements for the commercial and residential sections of the site. Internal collector streets or utility easements will be used to tie the various building sites together and to the off-site water lines.

Wastewater

The City of Glendale has existing wastewater sewer mains in 91st Avenue and 95th Avenue that flow north to south. The main in 95th Avenue was designed based on future development within its service area. All on-site wastewater lines will be designed in accordance with City of Glendale and Maricopa County Environmental Services requirements. Structures, line sizes, slopes and design flows will meet these criteria. A future wastewater study will determine the final line sizes. As the proposed uses of Sportsman's Park will not compete with the Stadium, the total impact on the existing system should be minimal.

Public Utilities

Sportsman's Park is currently served by all required utilities, including electrical service from SRP, natural gas from Southwest Gas, and telephone and cable TV from Cox Communications. The specific extension of these utilities from Maryland Avenue, 91st Avenue or 95th Avenue will be designed and installed to align with the development needs. The City of Glendale will provide fire and police service and per Ordinance may provide refuse collection.



Sportsman's Park West & East
Exhibit 10.A

Sportsman's Park West PAD

Section 11 - Time Schedule for Development

As with any project of this size, Sportsman's Park West will be constructed on a phased basis over an extended period of time and depending upon market demand. It is anticipated that full build-out will not occur for 25 – 40 years. The Landowner recognizes that the success of the project will depend on its ability to deliver a project that works for both the new Sportsman's Park West users and the existing needs of the Stadium during each phase of development. In order to achieve this objective the Landowner will work closely with the owner, operator and primary user of the Stadium to minimize any conflicts as the development proceeds.

The City and the Landowner acknowledge that amendments to the PAD may be needed from time to time to reflect changes in market conditions and/or to meet the new requirements of one or more of the potential users. When the parties find that changes or adjustments are needed they shall, unless otherwise required by applicable law, make minor changes or adjustments through administrative amendments. These changes may be approved by the Planning Director, which, after execution, shall be attached to the PAD as an addendum and become a part thereof. All major changes or amendments shall be reviewed and approved by the Planning Commission and by the City Council. The following shall be major changes:

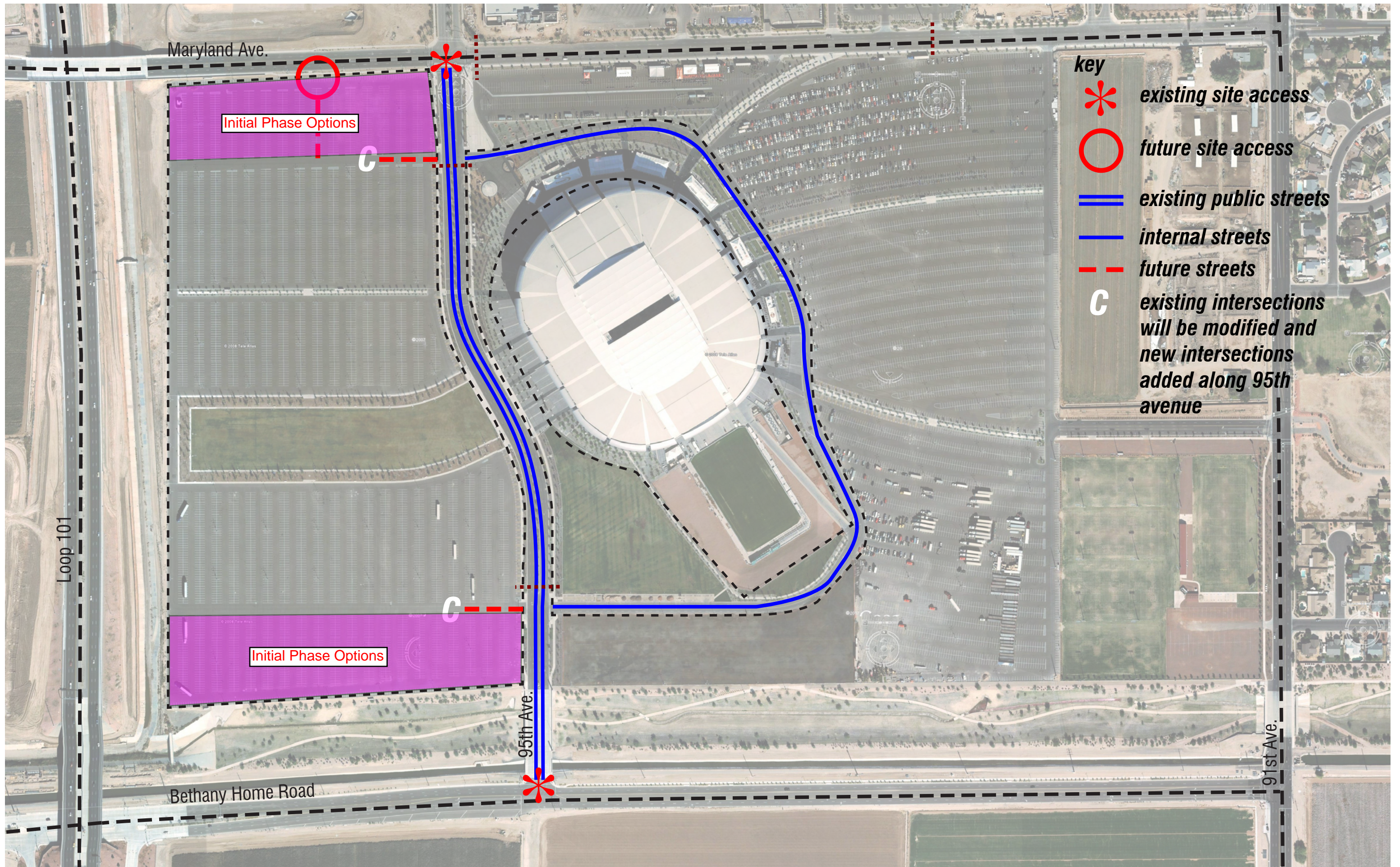
- Any substantial addition to the list of permitted uses of the property set forth in the PAD, as deemed to be substantial by the Planning Director; and
- An overall increase of more than 15% in either the number of residential units or the square footage of commercial / mixed-use for the property, except as otherwise allowed by the PAD.







The following are examples of minor changes:

- Any minor alteration to the list of permitted uses of the property set forth in this PAD, as deemed to be minor by the Planning Director.
- Changes in projected Phasing.

The parties shall cooperate in good faith to agree upon and use reasonable best efforts to process any minor or major amendments to the PAD.

Approval of this PAD application will not start the design and construction process. The initiation of these activities will be strictly driven by market demand.



- key**
-  *existing site access*
 -  *future site access*
 -  *existing public streets*
 -  *internal streets*
 -  *future streets*
 -  *existing intersections will be modified and new intersections added along 95th avenue*

Initial Phase Options

Initial Phase Options

Initial Phasing Options