



Mesa - Falcon Field Airport

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# PROJECT NARRATIVE PLANNED AREA DEVELOPMENT DESIGN STANDARDS

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FALCON FIELD AIRPORT  
MESA, ARIZONA

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FEBRUARY 1, 2022



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**Introduction**

Falcon Field Airport is pleased to submit this project narrative and related documents in support of an update/revision to the Falcon Field Airport Planned Area Development (PAD) Design Standards. The request to update the PAD Design Standards applies to new construction and hangar exterior remodels on the 784-acre Falcon Field Airport located in the square mile bounded by McDowell Road on the north, Higley Road on the east, McKellips Road on the south, and Greenfield Road on the west. It is shown in the aerial photograph below. The PAD Design Standards do not apply to the Airport property west of Greenfield Road except as specified.



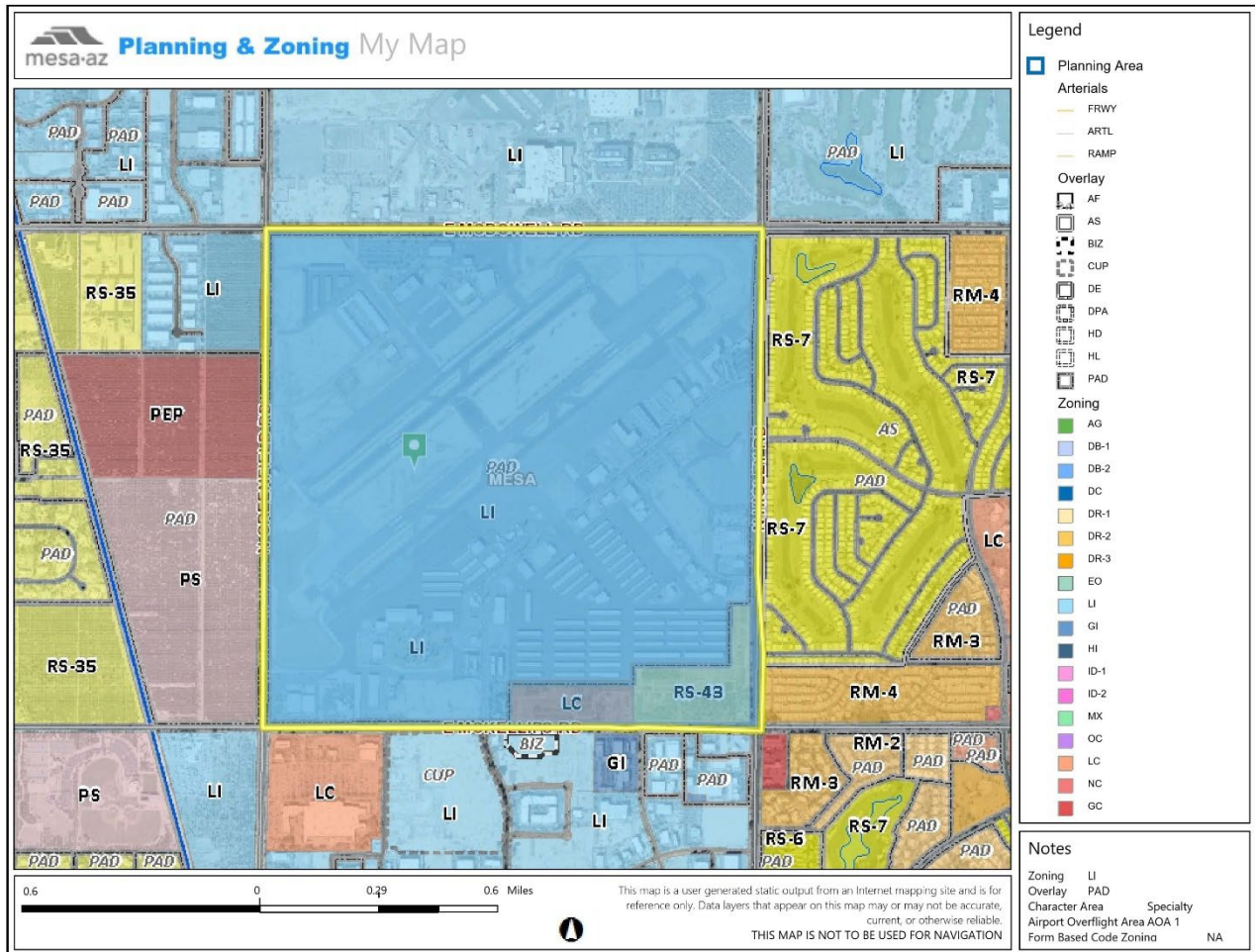
## About Falcon Field Airport

Falcon Field is a general aviation airport owned and operated by the City of Mesa. It serves as a reliever to Phoenix Sky Harbor International and Phoenix-Mesa Gateway airports, the region's two commercial service hubs. Falcon Field provides the public a valuable air transportation resource and enhances the aeronautical industry in the community. It is known as a safe, friendly airport and takes pride in its unique history. With more than 300,000 operations annually, in addition to more than 115 businesses and 800 based aircraft, Falcon Field consistently ranks among the top five most active general aviation airports in the United States.



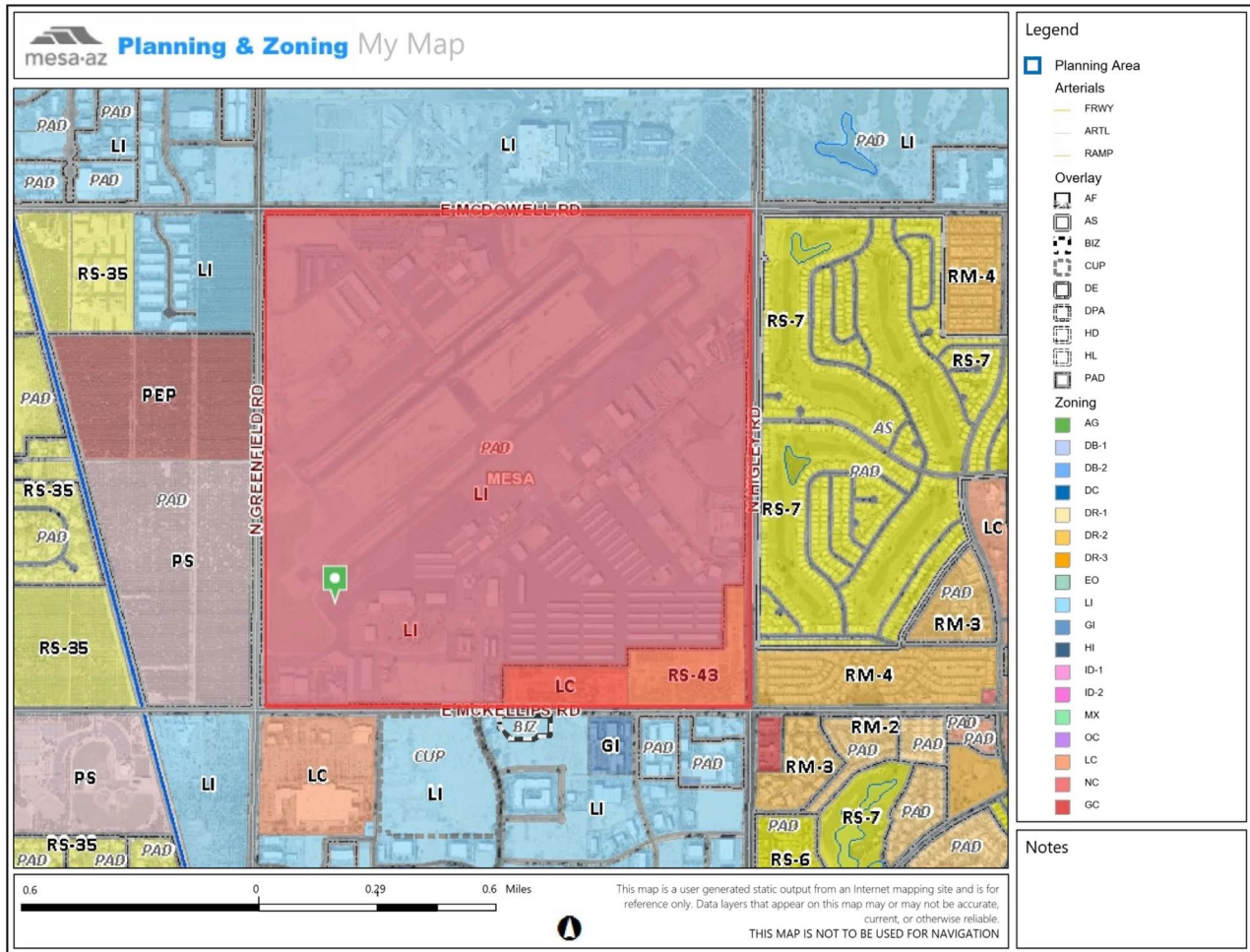
## Existing General Plan Land Use Designation

The Mesa 2040 General Plan designates this property as “Specialty”, as is shown in the graph below.



## Existing Zoning

The Zoning for Falcon Field Airport (560.5781 acres) was established as Light Industrial effective July 16, 1979.



## Purpose of Request

The request to the City of Mesa is to revise the Falcon Field Airport Planned Area Development (PAD) Design Standards that were approved by the Mesa City Council in June 2011. The PAD Design Standards were initially developed to provide business owners and developers with objectives and specific standards for development of airport properties. The City of Mesa wished to ensure that new development and improvements to existing properties are consistent quality design principles. The standards were intended to help create a welcoming aviation business environment, enhance the Airport appearance, and complement the surrounding area.

Since initial implementation of the PAD Design Standards, the exterior appearance of numerous existing and newly constructed buildings at Falcon Field Airport has been enhanced through their application. The City has concluded that minor revisions are needed to enhance effectiveness, align with modern design practices and support enforcement.

The proposed revisions to the PAD Design Standards require processing through Design Review Board, Planning & Zoning Board and City Council similar to the original approval. Approval of these revisions will allow for continued quality, aesthetically pleasing development at Falcon Field Airport.



## Proposed PAD Revisions and Justification

In June 2011 the Mesa City Council approved the Falcon Field Airport Planned Area Development Design Standards (PAD) to enhance and standardize the quality of exterior improvements on buildings located at Falcon Field Airport.

Since then, several privately funded projects have been constructed at the airport, and the exterior appearance of numerous existing buildings have been enhanced through the application of the standards. The City has learned from administration and enforcement of the standards and has concluded that some minor revisions are warranted due to the unique environment of the airport.



In cooperation with the City of Mesa Development Services Department, the decision was made to review the existing PAD Standards and modify them to better meet the City's intent and purpose for the airport. The proposed revisions will not compromise the high standards for quality.

The proposed revisions include the addition of new FAA required approvals as well as updated Zoning Ordinance requirements for new construction.

## Conclusion

Falcon Field Airport eagerly anticipates continued new, quality development and expansion of businesses that will enhance services available to the aviation community. The airport appreciates working with owners and developers to produce building designs that will foster pride and a sense of adventure for airport users as we guide the airport into the future!



***CITY OF MESA - FALCON FIELD AIRPORT  
PLANNED AREA DEVELOPMENT DESIGN STANDARDS***

***JUNE 2011***

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



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**FALCON FIELD AIRPORT, Mesa, Arizona**

**Approach from NE August 2006**

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**I. INTRODUCTION**

**A. Guiding Principles**

The City of Mesa (City) is committed to making Falcon Field Airport (Airport) a premier general aviation airport. The Airport's guiding principles are:

- Provide a safe and operationally efficient facility.
- Provide a diversity of aviation businesses and services for its customers.
- Provide a facility that is environmentally responsible and sensitive to the community.
- Remain financially self-sustaining.

Any development at the airport must demonstrate adherence to these principles.

**B. Purpose**

The purpose of the Falcon Field Airport Planned Area Development (PAD) overlay is to provide business owners and developers with development objectives and specific standards for the development of Airport properties to ensure that new development and improvements to existing property will be consistent with the guiding principles and following goals of the City:

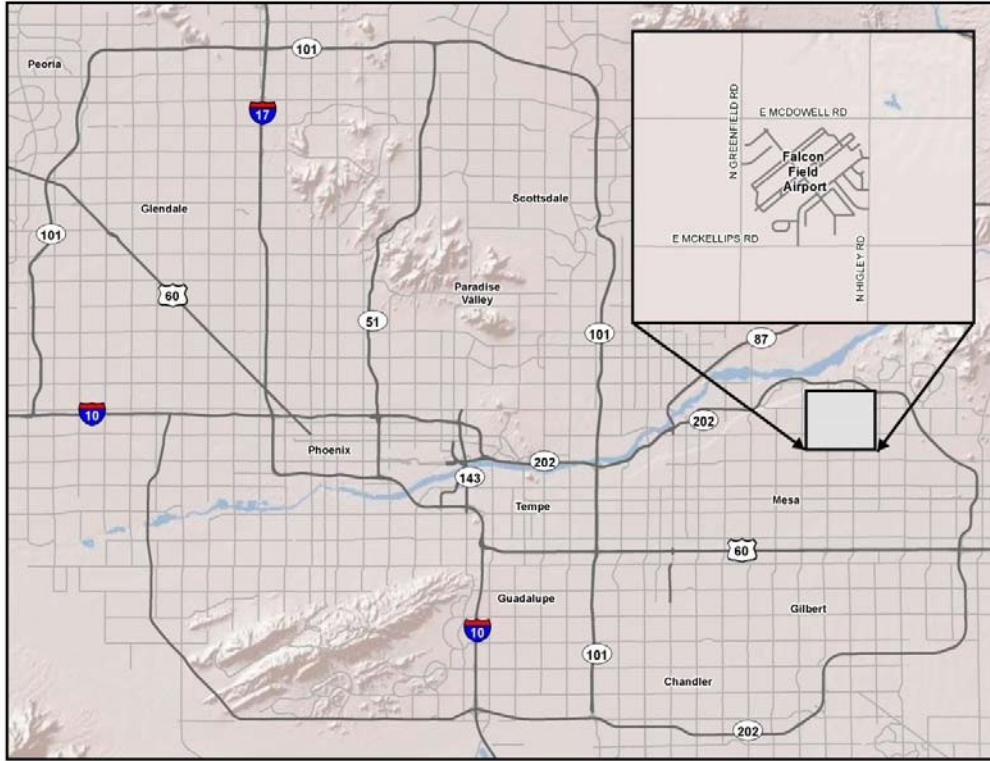
- Provide a positive aviation business environment.
- Enhance the appearance of the Airport by defining the unique character of three zones and by encouraging complementary development through landscape, signage, lighting, architectural details, amenities, street furniture, art/sculpture and other elements.
- Enhance the Airport's character by incorporating high quality building materials and aviation themed building forms and details.
- Promote a harmonious environment in which individual buildings can incorporate creative design elements and maintain their identity.
- Encourage development that complements the surrounding area.
- Provide a welcoming feel for airport tenants and visitors.
- Ensure the safety and efficiency of airport operations and compliance with all applicable Federal Aviation Administration (FAA) requirements.

**C. Applicability.** The PAD establishes the Airport's unique development standards. The PAD requirements apply to all future development located within the legal boundaries of Falcon Field Airport, except for Airport property owned west of Greenfield Road, and except as outlined below. No land shall be used, and no structure shall be constructed, occupied, enlarged, altered, demolished or moved, except in accordance with the provisions of this PAD. The PAD will be used for new construction and exterior renovations, including façade modifications and

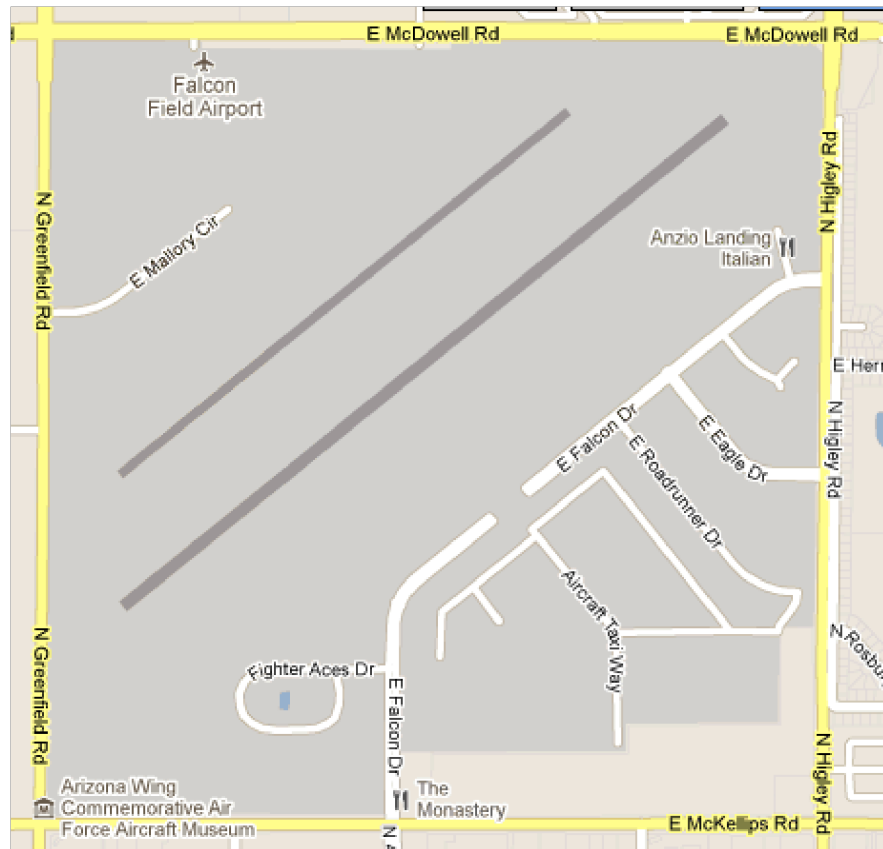
landscaping changes. For previously approved projects and projects in progress, refer to the Zoning Code, Chapter 36.

# FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

## D. Vicinity Map



## Airport Map



# FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

## E. Definitions, Abbreviations and Acronyms

**Air Operations Area (AOA):** That portion of the Airport that encompasses the landing, takeoff, taxiing, aprons and parking areas for aircraft.

**Aircraft:** A device that is used or intended to be used for flight in the air.

**Airport:** Falcon Field Airport owned and operated by the City of Mesa.

**Airside:** That portion of the Airport that is located on the side of the Safety Fence that includes the runways, taxiways, taxilanes, and aircraft parking ramps. Public access to the airside is restricted.

**FAA:** Federal Aviation Administration

**Foundation Base:** The area adjacent to the exterior walls of a building containing hardscape, (entry plazas, covered walkways, sidewalks), ground cover, or landscaping.

**Landside:** That portion of the Airport that is located outside the Safety Fence. This area is accessible to the general public.

**Lease Area:** That portion of the Airport that is leased to another party on an exclusive basis.

**Object Free Area (OFA):** An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

**Ramp:** A defined paved area intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, maintenance or parking of airworthy aircraft.

**Runway:** A defined area on an airport prepared for landing and takeoff of aircraft along its length.

**Safety Fence:** Fence separating the AOA (airside) from non-AOA (landside) areas of the Airport.

**Safety Fence Clear Zone:** An area adjacent to the Safety Fence of 15' on the landside and 5' on the airside in which no objects over 18" in height can be located or stored.

**Taxilane:** The portion of the aircraft ramp that is used for aircraft access between taxiways and aircraft parking positions.

**Taxiway:** A defined path established for the taxiing of aircraft from one part of the Airport to another.

**TSA:** Transportation Security Administration

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**F. Minimum Requirements and Referenced Standards.** All development within the Airport must comply with applicable codes and regulations of the City, except Zoning Code requirements amended through this PAD. All development must comply with applicable requirements of Maricopa County, the State of Arizona, FAA, Transportation Security Administration (TSA), the Airport Master Plan, and the Falcon Field Airport PAD approved by the City Council. The most stringent requirements shall apply. Applicants are encouraged to consult FAA documents for design criteria. The Falcon Field Sub-Area Plan and Design Inspiration documents provide guidance for development within and around the airport.

### **G. Administration and Authority**

1. **Review Process.** The Airport Director and City Planning Director oversee compliance with these development standards. Review by both the Airport Director and Planning Director, or their designated representative(s), is a mandatory prerequisite to submitting any and all project plans and specifications to the City for final review and permitting. Projects that have frontage on an arterial (specifically, Greenfield Road, McDowell Road, Higley Road, or McKellips Road) or projects that have or will have greater than 20,000 square feet of gross floor area shall be reviewed administratively by the Planning Director after presentation to the Design Review Board. All other projects will be reviewed administratively by the Planning Director.
2. **Appeals.** If an applicant chooses to appeal a decision made by either the Airport Director or Planning Director, site plan decisions will be heard by Mesa's Planning and Zoning Board, and aesthetic decisions will be heard by Mesa's Design Review Board.
3. **Amendments to PAD.** Amendments to the PAD will be reviewed by Mesa's Planning & Zoning Board and must be approved by City Council before implementation.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



### II. DEVELOPMENT OBJECTIVES

The following development objectives have been established to guide the Airport into becoming an oasis of aviation businesses with high quality employment for professionals, technical experts and highly skilled labor; a regional attraction that draws distant visitors, local employees and area residents; and a place possessing scenic vistas, quality architecture and natural desert landscaping. To accomplish this, the City has established the following development objectives to ensure that the Airport continues to evolve into a place that provides a positive business environment and that it is open and welcoming to the community. The City will be investing in improved landscaping, roadways, sidewalks, signage and lighting along the streets and in the park on the landside. Private development located on the Airport shall include improvements such as themed landscaping, enhanced building design constructed of “high quality” building materials, and specialty lighting to accomplish the following objectives.

- A. Background.** As Mesa’s general aviation reliever airport for Sky Harbor International Airport, the Airport manages a large number of flights, visitors, and businesses. The environment is suitable for a variety of aviation businesses and activities. Established as a training facility for World War II pilots, the Airport has served pilots for seven decades. The Airport supports the region’s economic prosperity, nostalgically described by the five C’s - cattle, copper, cotton, citrus and climate. The Airport also has a strong connection to the community with a nationally recognized hands-on, active aviation museum and busy City park. Aviation businesses and recreational aviation thrive. The Fly Friendly Program voluntary noise abatement program has reduced aircraft operations’ effect on the surrounding community. Looking ahead, the Airport Master Plan envisions a new

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

terminal building, construction of a new taxilane to open up new development opportunities and improved airfield access for aviation businesses and aircraft operators.

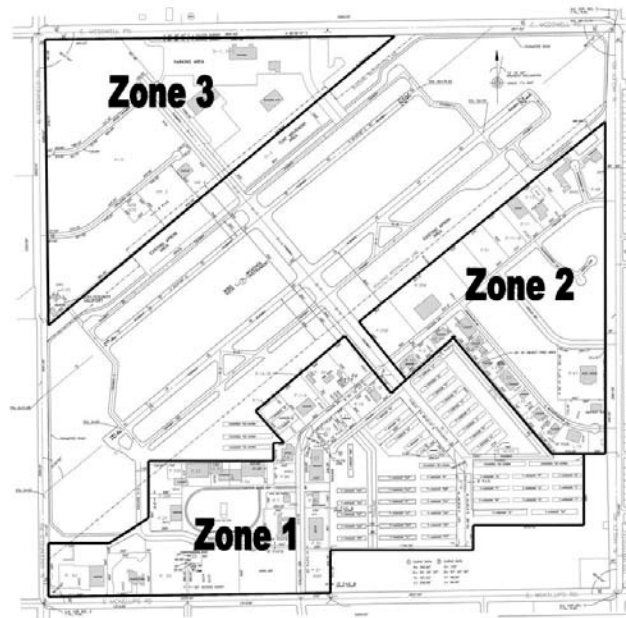


**B. Development Pattern.** Runways and existing street configurations define the shape of developable land within the Airport. The system of runways, taxiways, and taxilanes has been laid out to maximize developable areas with access to the AOA. All hangars are located adjacent to the AOA on at least one side or may be totally surrounded by the AOA. Office space is typically located closer to the street, however, due to the unusual shape of some lease areas this may not be the case. Thoughtful design of new development shall preserve and enhance the economic value and history of this area.

**C. Character Areas.** The evolution of the Airport has created identifiable areas within the airport.

1. **Zone 1** - the Historic District. This zone is bordered by Greenfield and McKellips Roads and includes Falcon Field Park, West Falcon Drive, the City-owned aircraft storage hangars, the historic World War II hangars, the terminal building, the FAA air traffic control tower, and privately-owned businesses. The theme of the area is focused on the Airport's history with a retro look of airport architecture reminiscent of the 1940's and 50's. As the Airport evolves, this will become a more inviting place where families can enjoy the public amenities that the Airport has to offer.
2. **Zone 2** - the Eastside District. This district is bordered by Higley Road, privately-owned property adjacent to McKellips Road, and Zone 1. East Falcon Drive, Roadrunner Drive, and Eagle Drive are located in this zone. This zone contains existing business development with space for new aviation business development built around future construction of a taxilane across Roadrunner Drive. Currently a mixture of architectural themes, this zone will transform to a more modern theme as new buildings are constructed and existing ones are renovated. It is anticipated that this area will be more traditional in appearance with some modern, artistic enhancements added.
3. **Zone 3** – the Leading Edge (Northwest) District. Located in the northwest quadrant of the Airport, this zone is bordered by Greenfield Road, McDowell Road, aircraft parking ramp, and taxiways. This zone contains MD Helicopters, privately-owned aircraft storage hangars, and vacant land for new aviation business development. New development will have modern, contemporary architectural design.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



Falcon Field Airport

- D. Connectivity.** Aircraft, vehicles, and people should be able to move safely and efficiently throughout the Airport. Aircraft require large maneuvering areas and have the priority for connectivity and access. Because of this, vehicles and pedestrians circumnavigate aircraft taxilanes to avoid conflict. Pedestrian movement between buildings is desired. Landside areas will have a high degree of connectivity within the lease area and to the surrounding community. Entry monuments and signage will be installed to improve internal and external connectivity.
- E. Open Space Qualities.** There are two types of open space provided on the Airport: Public use open space and private use open space. Public use open space provides recreational and cultural amenities for the community, airport tenants, and visitors, which include a City park and a terminal building. Public use open space exists along the landside street network. Consistent landscaping, lighting, shaded seating areas and signage throughout the public areas of the Airport will enhance its character. These spaces encourage social interaction. Private use open space is furnished to meet the needs of individual tenants.
- F. Site Development.** Efficient site layout ensures functional aviation needs are met and guides placement of site improvements and buildings. Lease areas are efficiently arranged to maximize aircraft access to the runways and taxiways. Hangars are adjacent to AOA with vehicle parking, public space, and offices adjacent to streets. Development of each site contributes to the character of the zone it is located in and its relationship to adjacent development so that the public space is enhanced and functions as a whole.
- G. Built Environment.** Architecture and built structures are compatible with the Airport environment, incorporate high quality building materials, aviation themed forms, and do not reflect one particular style. Building facades facing public areas on the landside are enhanced, and building facades facing the AOA may be functional and

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## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

basic. Site design, building placement, architecture, landscaping, exterior lighting, signage, and freestanding walls blend harmoniously with the Airport and are appropriate for the given zone.



**H. Sustainability.** High quality development, defined by these standards, preserves the economic viability and value of the Airport, responds to the unique environment of Falcon Field, Mesa and the desert southwest, and provides opportunities for social interactions and an appreciation of aviation.

### III. CITY IMPROVEMENTS

The City will be investing in infrastructure improvements to ensure the airport remains competitive. Specific details are attached in the appendix and are subject to change. Planned improvements:

1. Gateways create a sense of arrival at the Airport. Entry monuments with lush landscaping will identify public entrances to the Airport and inform and direct visitors to public areas. The City will construct a new Entrance Feature at Falcon Drive and McKellips Road. The new feature will clearly identify the public entrance to the Airport and may span the roadway. Conceptually the gateway will respect the history of the Airport and identify it as a successful, forward-thinking place. Entrances at Greenfield Road & Mallory Circle, Higley Road & Falcon Drive, and Higley Road & Eagle Drive will be simplified versions of the main entrance at Falcon Drive and McKellips Road. An entrance feature is also planned for the future entrance at Higley Road & Roadrunner Drive.
2. Falcon Field Park will be maintained and enhanced to celebrate the history of Falcon Field and the cadets who trained here during World War II.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

3. Two original World War II hangars are located just north of Falcon Field Park. The Airport plans to keep these iconic buildings and relocate the terminal building in this area.
4. The Falcon Field water tower is a landmark and will remain an identifier for the Airport. It will be repainted to match the new hangars just to the west of it, and identifying descriptors will be added to the side of the tank.
5. The City-owned hangars will be painted more consistent, complementary, earth-tone colors and will be enhanced to commemorate World War II cadets who trained at the Airport.
6. The City will create an attractive, cohesive streetscape that enhances the sense that the Airport is a welcoming, friendly, accessible airport and successful business center. Contemplated improvements include a convenient network of safe and shaded curvilinear walkways for pedestrians throughout the public use areas of the Airport. Alternate modes of transportation will be planned for and clearly marked bike paths and linkages to public transit systems will be incorporated into the layout of public use spaces and individual lease areas, wherever possible and as applicable.
7. Streets will be enhanced with new light fixtures consistent with the theme of each zone. Street furniture may be added to Zone 1 to encourage visitors to stay and watch airplanes take off and land.



## IV. DEVELOPMENT STANDARDS FOR LEASE AREAS

A. **Lease Area Site Development.** Lease areas shall be designed to ensure safe maneuvering of aircraft and contribute to the attractive, business-friendly character of the Airport.

1. **Land Use.** All sites shall be designed for aviation businesses that require hangar space and direct access to taxilanes and taxiways. All projects shall be designed to accommodate ancillary office uses related directly to aviation businesses only. Office space may be located in a different structure from the hangar.
2. **Development Phasing.** The Airport Director and Planning Director may approve phased improvements.

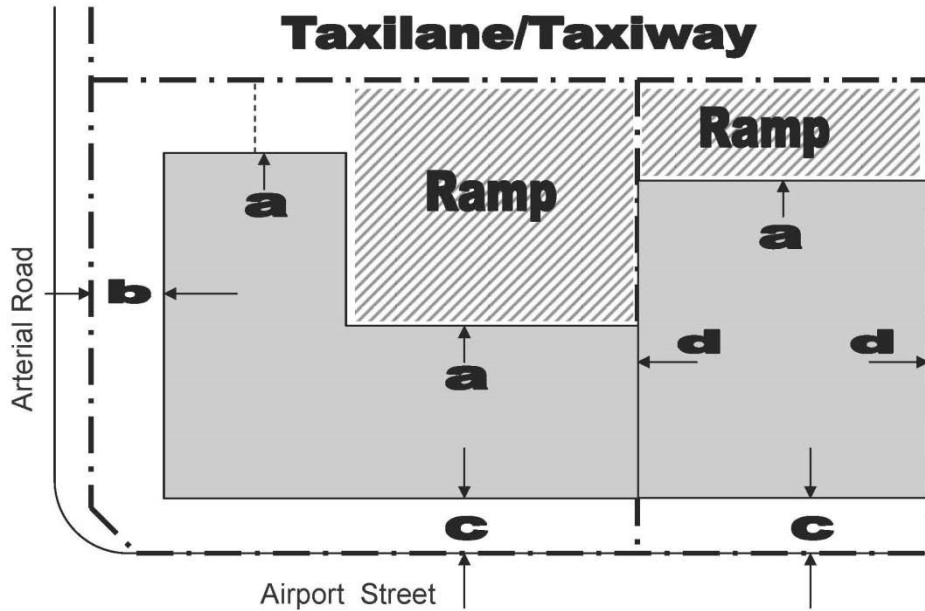
## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

3. **FAA OFA requirements.** All buildings, structures, site improvements and storage shall comply with FAA Object Free Area requirements.
  
4. **Lease Area Types.** There are two lease area types: Type A with Street Access and Type B with AOA access only. All lease areas shall have direct access to taxilanes or taxiways. The following tables specify the dimensional requirements for development within lease areas.

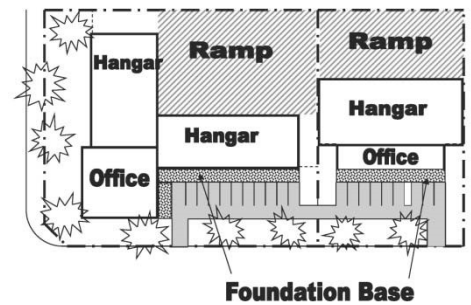


FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

Lease Area Type A – Street Access



Site Development Example:



**Minimum Lease Area Size** None, however, ramp shall be equal to or greater than hangar area

**Building and Structure Height** Comply with FAA requirements

**Building, Structure, and Parking Distance from Property Line or Lease Line** (minimum setback requirements)

**a** - Adjacent to AOA (taxiway, taxilane) ..... FAA Object Free Area requirements  
**b** - Adjacent to Arterial (Public) Streets<sup>1</sup> ..... 20' (measured from right of way)  
**c** - Adjacent to streets within the Airport<sup>2</sup> .... 15' (measured from lease line)  
**d** - Adjacent to another Lease area:<sup>3</sup>

Airside ..... FAA OFA requirements

Landside ..... 10'

Arterial street intersections<sup>4</sup> (not shown) ..... Zoning Code

Adjacent to AOA service road (not shown) ..... 20' minimum and FAA OFA requirements

<sup>1</sup> McKellips, Higley, Greenfield and McDowell <sup>2</sup>

Examples: Falcon Drive, Roadrunner Drive, Mallory Circle, and Eagle Drive <sup>3</sup> Awnings, eaves, overhangs, light shelves and basement window wells may encroach up to 3 feet into any required setback, but shall not be closer than 2 feet to any property line or lease line. <sup>4</sup>

All structures, fences and walls must comply with City codes related to visibility at intersections.

**Side Yard Landscaping Area**

Landside - Maintain 15 feet minimum clear area, free of any obstructions, along the Safety Fence. Landscape with plant material with a mature height of 18 inches or less, pave, or cover with decorative decomposed granite or rock. Trees shall be placed 15 feet away from fence.

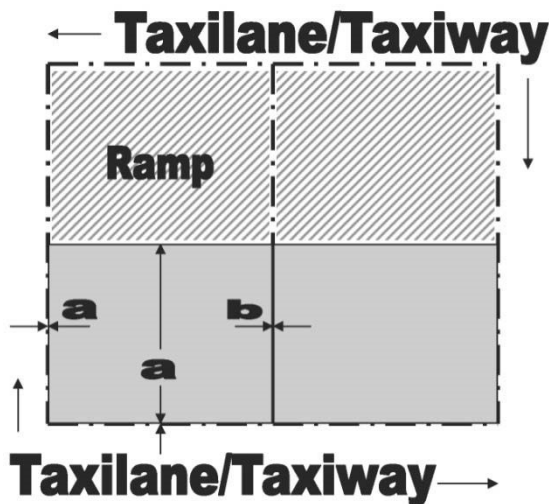
Airside - Pave or cover with large rock, as approved by Airport Director. Maintain 5' minimum clear area, free from any obstruction, along the Safety Fence.

**Foundation Base Area**

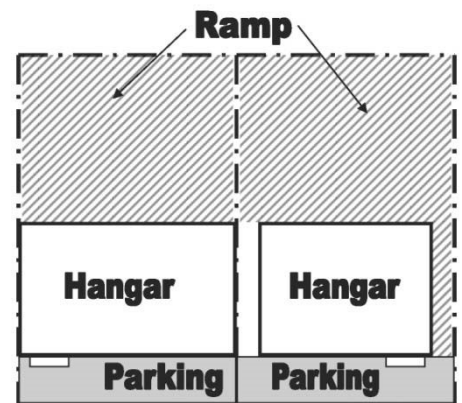
Landside adjacent to parking spaces .....	10'
Landside adjacent to drive aisles .....	10'
Airside .....	0'

**FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)**

**Lease Area Type B – No Street Access**



Site Development Examples:



**Minimum Lease Area Size** ..... None, however, ramp area shall equal or be greater than hangar area

**Note:** Lease areas surrounded by apron, taxilane, and taxiway are exempt from requirement to have frontage on a dedicated public street.

**Building and Structure Height** Comply with FAA requirements

**Building, Structure and Parking Distance from Lease Line** (minimum setback requirements)

**a** – Adjacent to AOA (taxilane, taxiway) ..... FAA OFA requirements

**b** – Adjacent to another lease area<sup>1</sup> ..... 0'

Adjacent to AOA service road (not shown) ..... 20' minimum and FAA OFA requirements

<sup>1</sup> Structures, such as awnings, eaves, overhangs, light shelves and basement window wells, and shall not extend over lease line.

**Side Yard Landscaping** ..... Paved or large rock, no plant material required

Foundation Base ..... 0', except 5' in front of customer entrance

**5. Site Safety**

- a. All lease areas shall maintain an approved Safety Fence between the landside and airside where a building does not already serve as a safety barrier to the airside.
- b. Portions of lease areas located on the landside shall be considered public use areas.
- c. Portions of lease areas located on the airside of the Safety Fence shall be considered restricted access areas for only those individuals who have a specific need to be in the AOA.
- d. Fence clear zones shall be provided on the landside that facilitate surveillance and deny cover to vandals and trespassers. There shall be no climbable objects, trees, utilities poles, or areas for stackable crates, pallets, storage containers, or other materials within 15' of the Safety Fence on the landside and 5' on the airside. Parking of vehicles is prohibited. Landscaping within 5 feet of the Safety Fence shall have a mature height of no greater than of 18 inches.
- e. Lighting shall be provided on both sides of Safety Fence gates. It shall provide visibility to assure that fence/gate signage is readable and card readers, keypads, phones, intercoms and/or other devices at the gate are visible and usable.

- f. See Section 13 for additional Safety Fence requirements.



## 6. Aircraft Ramp

- a. An adequate amount of paved surface area shall be constructed to accommodate aircraft that will be parked on the lease area and that will accommodate maneuvering of aircraft.
- b. The ramp shall not be used for storage of non-airworthy aircraft, materials, or equipment.
- c. Ramp area shall be equal to or greater in square footage than hangar space on the lease area.



**7. Hangars**

- a. All projects shall include hangar space large enough to store, at a minimum, one (1) single engine propeller aircraft.
- b. Hangars shall be located and designed to allow safe maneuvering of aircraft and to limit conflicts between aircraft and other activities.
- c. Hangar design shall comply with the specific design standards for the zone in which it is located.
- d. See Section IV.B. for additional building design requirements.



- 8. **Office space** – Create an attractive environment that can accommodate office uses on the landside, airside or within a hangar(s).
  - a. All developments shall provide ancillary space for office uses. Office space and space for ancillary uses shall be no greater than 25% of the hangar square footage, unless approved by the Airport Director.
  - b. Office space may be located in a separate structure from a hangar(s).
  - c. **Lease Area Type A.** If office space is constructed facing towards a street, it shall be expressed on the exterior of the building with three dimensional features visible from street. Use placement, building layout, projections, finish material, and orientation to differentiate office space from hangar space if they are located in the same building and there is a public entrance to the office.
  - d. See Section IV B for additional building design requirements.



- e. **Lease Area Type B.** With the exception of hangar doors, shaded public entrances should be expressed with distinct materials and shall be located near vehicle parking areas.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

9. **Vehicle Parking (Parking)** – Sites shall conform to the Zoning Code parking standards, unless a shared parking plan is approved by the Airport Director and City Zoning Administrator.
  - a. All off-lease area parking locations shall be approved by the Airport Director.
  - b. Since buildings must include more than one type of use (i.e. hangar space and office space), parking requirements for all use types within the building must be met.
  - c. All parking in **Lease Area Type A** shall be provided on the landside.
  - d. Cross access easements and shared driveways are encouraged on sites with access to McKellips, Greenfield, McDowell and Higley Roads.
  - e. A sidewalk shall connect off-lease area parking area to the primary building entrance.
  - f. All parking and circulation areas shall be paved.
  - g. Covered parking spaces are encouraged but not required.
  - h. Zone 2 parking for Roadrunner Drive and Falcon Drive tenants and visitors may be separate from the lease area.
  - i. **Screening of Parking.** Parking areas and drive aisles shall be screened from street(s) with a screening device, such as a masonry wall, berm or combination of walls/berms and densely planted landscaping or ‘vertical wire trellis panels’.
    - i. All screen walls shall match approved screen wall design, unless alternative approved by Airport Director.
    - ii. Screen devices shall be at least 32 inches high and shall not exceed 40 inches in height. See Appendix B for photographs of approved screen walls.
    - iii. Berm side slopes shall not exceed 4:1 (horizontal to vertical) and shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite.
    - iv. Screening devices height shall be measured from the finish grade of the parking lot in the lease area.
    - v. When using a screen wall or dense vegetation there shall be a landscaped setback of at least 5 feet between the screen wall and the edge of the parking area when adjacent to the public right of way and 3 feet when adjacent to a private street.
    - vi. Screen walls located adjacent to public right of way shall comply with Zoning Code requirements.
    - vii. See Section IV. A. 13. for additional screening requirements.
10. **Pedestrian Connections.** Encourage people to walk by providing safe, convenient, comfortable, and efficient sidewalks.
  - a. Sidewalks shall be designed to serve internal pedestrian circulation needs, including links to sidewalks within the development, along the street and transit stops.
  - b. Sidewalks adjacent to streets shall comply with applicable City Standards.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

- c. Sidewalks shall be installed along all streets located within the Airport. Sidewalks should be curvilinear, paved and have a minimum width of 5 feet. Sidewalks within the lease area shall be at least 4 feet in width and paved with a hard, durable surface. Where a sidewalk is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or other physical barrier.
- d. Sidewalks within the lease area shall connect the primary entrance of each building or each public entrance to a sidewalk adjacent to the street. Such walkway shall be provided along the shortest practical distance between the main building entry and public/private sidewalk.
- e. When crossing a drive aisle, a pedestrian path or sidewalk should be designated through use of a decorative material.
- f. At public entrances, pedestrian walkways shall be provided with weather protection such as canopies, awnings, arcades and trellises.
- g. Sidewalks shall be designed to be convenient and attractive. Sidewalks should be easily found by first-time visitors.



### 11. Vehicular Circulation

- a. Unless approved by the Airport Director, City Engineer and City Traffic Engineer, all construction on the Airport shall comply with all applicable City standards for construction in a public right of way.
- b. Curb and gutter shall be installed on all streets, vehicular driveways and parking areas located within the Airport.
- c. Driveways should be functional, attractive and should seamlessly connect public use areas. Private, secure areas should be clearly marked.
- d. Driveways should be sized to accommodate anticipated commercial traffic that requires a larger turning radius.

12. **Outside Storage Areas.** Maintain an attractive environment for the community and adjacent businesses while allowing the open storage of airworthy aircraft.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

- a. Any open storage must be accessory to the business located in hangar space.
- b. No airside open storage is allowed, except storage of airworthy aircraft, unless screened from landside public view by an 8' high masonry wall, unless otherwise approved by the Airport Director.

See Section IV. A. 13. for additional screening requirements.

- c. No landside outdoor storage is allowed.

**13. Fences, Screen Walls, and Freestanding Walls.** Attractive physical barriers shall be provided where appropriate or required. Fences and walls should be an attractive and integral design component of the development that identify public use areas, define areas intended for private use, and allow natural surveillance.

a. **Safety Fence.**

- i. Fence shall be 8' high, masonry or black vinyl coated chain link that matches Safety Fence installed by the City.
- ii. Fence shall be located no closer to the street than the building face, unless the fence is masonry and is screening accessory outdoor storage.

b. Fences and walls are not required along boundaries of the lease area unless required as part of the Safety Fence.

c. **Height.** Fences and walls within required landside setbacks shall not exceed 8' feet in height, unless enhanced and approved by the Airport Director and Planning Director. d. **Prohibited Materials.**

- i. Chain link fencing is not permitted unless it is part of the Safety Fence that delineates the landside from the airside and meets the requirements set forth above in Section IV. A. 13.
- ii. The use of wood, barbed wire, razor wire, embedded glass shards, electrified and other hazardous fencing is prohibited.

e. **Intersection Visibility.** All fences, walls, and structures must comply with City codes related to Visibility at Intersections.



**14. Utility and Mechanical Equipment**

- a. All utility equipment boxes located on the landside shall be enhanced with a decorative “wrap”.
- b. Placement and height of equipment shall comply with FAA requirements.
- c. Equipment that requires access for service shall be located on the landside.
- d. Screening for Mechanical Equipment. All exterior mechanical equipment, shall comply with the requirements of the Zoning Code unless noted below.
  - i. Roof mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e., multiple equipment screens, or “hats,” surrounding individual elements are not permitted). The height of the screening element shall equal or exceed the height of the structure’s tallest piece of installed equipment. Creative alternatives may be considered for approval by the Airport Director and Planning Director.
  - ii. Ground-mounted equipment facing a street or not otherwise separated from the street by intervening building(s) shall comply with Zoning Code screening requirements.
  - iii. Wall-mounted equipment, including but not limited to electrical meters, electrical distribution cabinets, service entry section (SES), fire sprinkler equipment and similar valves and cabinets that face a street or public parking and are not recessed and/or separated from the street by intervening building(s) or solid masonry wall shall comply with Zoning Code screening requirements.



- 15. Service Areas (Hangar Doors, Loading Docks, and Bay Doors).** Service Areas should be designed to function efficiently. With the exception of aircraft hangar doors and pedestrian

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

doors, minimize the impact on adjacent development and limit the view from public use areas by providing screening. See Section IV. 12. for additional requirements.

- a. Hangar doors and pedestrian doors do not require screening. All others should be screened from public view.
- b. **Lease Area Type A:** Service Areas shall not be located on street-facing facades unless screened from public view with a solid 6 foot high masonry wall. If a gate is provided, the gate shall be constructed of durable, opaque material. If a masonry wall exceeds 8' in height, it must be enhanced and approved by the Airport Director and Planning Director.
- c. Service areas located on the airside do not require screening.
- d. Off-street loading spaces shall be paved and shall not encroach into fire lanes.



## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

16. **Trash and Refuse Collection Areas** must be enclosed and should be an integral component of the development. They should be safe, attractive and located on the landside, whenever possible. The location should not be visually prominent.

- a. The refuse collection enclosures shall not be located in front yard setback, landside side yard setbacks, any required parking spaces, required landscape area or any other area that is required to be left clear by City Codes.
- b. Trash and refuse collection areas shall be screened so as to not be visible except when in use. Orient openings away from public view, where possible.
- c. Latching gates shall be provided for all trash enclosures. Gates visible from public areas shall be attractive, consistent with the design theme of the zone and complimentary to buildings and screen walls. Enclosures located on the landside shall have decorative metal gates, and enclosures located on the airside shall have metal gates.



### 17. Telecommunication Equipment

- a. Telecommunication equipment is a permitted use in accordance with the terms of the ground lease.
- b. The location, design and screening of any equipment shall be subject to approval by the Airport Director.
- c. Equipment shall not be located within the front setback area. Rooftop locations should be avoided.
- d. The total height of the equipment shall not exceed a height of 12 feet above natural grade. Where greater height is required due to restrictions for the signal reception, the City will consider increased heights pursuant to Airport Director approval and pursuant to FAA regulations.
- e. Where possible, all equipment shall be screened from view with landscaping, architectural materials or a combination thereof.
- f. Telecommunications equipment must not interfere with any aircraft operations, landing aids, or navigational aids located on the Airport.
- g. Wireless Communication Facilities shall comply with Zoning Code requirements.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

- 18. Fire Protection Equipment Screening Requirements.** Roof-access ladders and fire sprinkler risers shall be located within the interior of the structure.
- 19. Solar Equipment Screening Requirements.** Roof-mounted solar equipment and solar panels do not require screening.
- 20. Stormwater Retention.** All stormwater retention areas shall conform to the Falcon Field Master Drainage Plan and all requirements of the City codes. Rainwater harvesting techniques, such as permeable pavers and diverting rainwater to landscape areas, are encouraged. Retention areas outside the Safety Fence (i.e. landside) shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite. Retention areas inside the Safety Fence (i.e. airside) shall be covered with inert ground cover only, no vegetative ground cover.
- 21. Lighting and Illumination.**
- All lighting and illumination shall comply with FAA requirements and shall comply with Mesa Zoning Code Section 11-30-5.
  - Light standards located adjacent to streets shall reflect the theme of the zone they are located in.
  - Zone 1** – Lights and fixtures located in this zone shall be consistent and shall reflect an ‘Old Town Main Street’ theme.
  - Zones 2 and 3** – Lights and fixtures located in these zones shall be more modern and contemporary than in Zone 1 but shall be non-standard.
  - All lights and fixtures shall be sized and located to accommodate large commercial trucks.



- B. Landscaping.** Landscaping should be appropriate for the region and should play a key role in site aesthetics, the development of places where people congregate, and energy and water conservation. Plant material selections should be either native desert plants or plants that adapt well to desert climates.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

1. Plant Lists in Appendix A identify appropriate plants for each zone. The plant lists are not all inclusive and some latitude may be exercised as approved by the Airport Director and Planning Director.
2. **Maintenance of Landscaping.** Lease holders shall comply with maintenance requirements of the City Code. The City shall be responsible for maintenance of all landscaping outside lease lines.
3. **Landscaping along arterial roads and Airport streets** shall comply with the following:
  - a. **Number of Plants:** At least 1 tree and 5 shrubs per 30 linear feet of street frontage. All fractional amounts shall be rounded up to the next whole number (Example 2.15 trees rounds up to 3 trees). Provide vegetative ground cover that will cover at least 50% of the area at maturity.
  - b. **Trees:** All required trees shall be at least 24-inch box size. When located in front of buildings that could contain commercial signage, install trees that branch at sufficient height and width to allow people to see the signage beyond the tree.
  - c. **Shrubs:** A minimum of 50 percent of the total required shrubs shall be 5-gallon size or larger. No shrubs shall be less than 1-gallon size.
  - d. **Ground Treatment:** The entire landscaped yard shall be either covered with decorative, colored decomposed granite, boulders, large rock, 'desert varnish or cobble', desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers. The use of turf should be limited to places used by pedestrians.
4. Landscaping along lease lines adjacent to other lease areas shall comply with the following requirements:
  - a. **Lease Area Type A:** The side yard landscaping on the landside shall be no closer than 15' feet from the Safety Fence unless it is less than 18" in height. Side yard landscaping on the airside shall be no closer than 5' to the Safety Fence unless it is less than 18" in height.
  - b. **Lease Area Types A and B:** The side yard area located on the airside shall be either paved or have large rock cover. Large rocks shall be placed no closer than 5' from the Safety Fence. Landscaping on the airside is not required except at customer entrances and shall not exceed 18" in height when mature.
5. Lease areas adjacent to undeveloped areas are not required to install extruded concrete curbing along lease area lines.
6. Parking area landscaping shall comply with the Zoning Code requirements and shall meet the criteria established for the zone in which it is located.
7. Foundation Base.
  - a. **Lease Area Type A Landside Only**
    1. Buildings shall have a foundation base of plant materials such as trees, shrubs, ground covers, accent plants and/or hardscape, such as decorative pavement and pavers, adjacent to exterior building walls on the landside.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

2. Pedestrian areas and building entrance plazas should be shaded with trees and shade structures.
3. **Number of Foundation Base Trees.** A minimum of 1 tree per 30 linear feet or less of exterior wall length of a building adjacent to foundation base shall be provided. Any calculation resulting in a percentage of a whole tree shall be rounded up to the nearest whole. At least 2 trees shall be provided for every building with a street facing façade.
4. **Size of Foundation Base Trees.** The required trees shall be 24-inch box size.
5. The Foundation Base landscape area shall be at least equal in length to 50 percent (minimum) of adjacent exterior wall.
6. Foundation Base trees shall be in planters that are at least 8 feet by 8 feet in size. Other plant material shall be in planters that are at least 3 feet by 3 feet in size.
7. **Ground treatment** shall be either covered with decorative, colored decomposed granite, boulders, large rock, 'desert varnish or cobble', desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers.
8. If the Foundation Base contains expansive soils (as determined by a certified engineer) the plant material shall be placed away from the building.



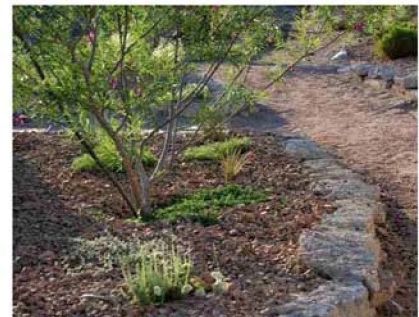
b. **Lease Area Types A and B** office entrances located on the airside shall provide a minimum 5' wide concrete Foundation Base which may include shrubs and/or flowers that do not exceed 18" in height and decorative de-composed granite. All other airside areas do not require Foundation Base.

8. Alternative Landscape Plans may be considered for approval pursuant to Zoning Code Section 11-33-7.
9. **Zone 1 Landscaping** will have a welcoming, 'Old Town Main Street' feel with shady, lush, and colorful landscaping. Strategically placed shaded plazas and turf areas will be provided for visitors. Deciduous shade trees and trees similar in form to citrus will line the streets.

# FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



Zones 2  
and 3



**Landscaping** will be similar to a lush desert garden with a variety of plants, forms, color and textures. Landscaping will be sensitive to the region and consist of native desert plants or plants adapted to the desert. Plants should be allowed to grow naturally, as they would in the desert, without excessive pruning.

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



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- C. **Building Design.** New buildings and renovations of existing buildings should convey a positive, progressive image, respecting the historical significance of Falcon Field, accommodating the present, and capable of responding to future opportunities. Desirable, functional and attractive developments will be achieved by allowing flexibility in implementing the architectural standards listed below.

# FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

## 1. Lease Area Type A - General Architectural Standards:

- a. **Primary Public Entrances.** Building materials, architectural composition and/or detailing shall focus the public's attention on the primary public pedestrian entrance to the building or tenant space(s). **b. Form, Materials and Color.**

- i. Massing and/or rooflines shall be used to create attractive building façades facing the street.
- ii. Buildings that occupy sites with frontage on arterial roads shall include a signature statement for the Airport.
- iii. Regional building materials, such as masonry, stone, concrete, and copper should be used in creative ways.
- iv. Materials used for walls that define interior office spaces shall project from face of hangar walls. Use at least 3 different "high quality" durable, low-maintenance materials, such as pre-cast concrete panels, stucco, copper, corten steel and masonry on street facing office facades. Small amounts of hangar metal may be displayed as an accent.
- v. When hangars are located adjacent to the front setback line, the façade facing the street shall have an articulated durable finish, such as stucco, pre-cast concrete or masonry block.
- vi. Colors should be desert tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.

### c. Architectural Detailing.

- i. Arrange profiles, finishes, textures and materials in a well-designed attractive composition.
- ii. Canopies, entrances, windows, accents, vents, roof edges, control joints, panel edges and site walls shall provide architectural interest on the building façade facing the street.
- iii. Each building shall include a curvilinear design or accent that is reflective of the curved roof design of the original World War II hangars located at the Airport.



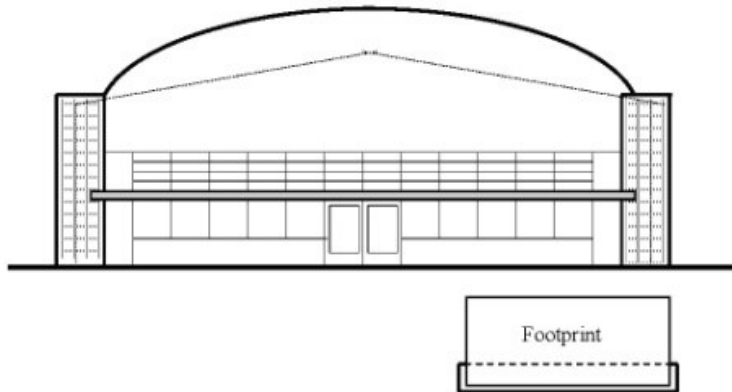
## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

2. **Lease Area Type A Specific Building Design Considerations.** Photographs and examples of Building Elevations have been provided to assist developers and architects. Creative alternatives are encouraged and shall contain the same or greater degree of interest as the examples given.
- a. **Zone 1 – Historic District.** Building designs should be responsive to the historical context and imagery of the Airport and should be reminiscent of vintage 1940's airport architecture.
- i. Appropriate architectural forms include arched rooflines or accents, stepped massing, horizontal canopies, round accent windows, windows with horizontal divided lights and simple storefronts.
  - ii. Windows and storefronts should reflect the pattern of historic structures or should be a creative interpretation of them.



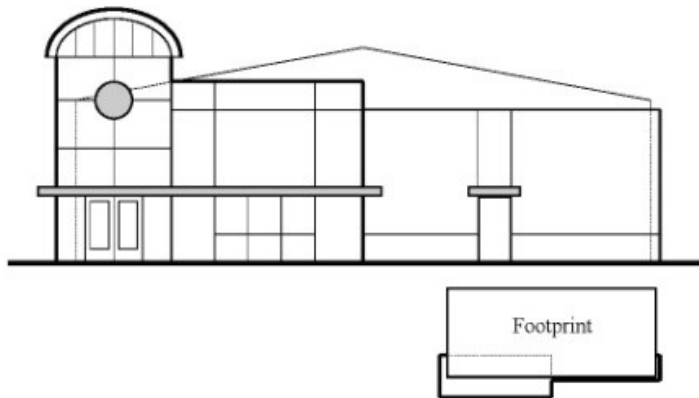


**Zone 1 Building Elevation Examples**



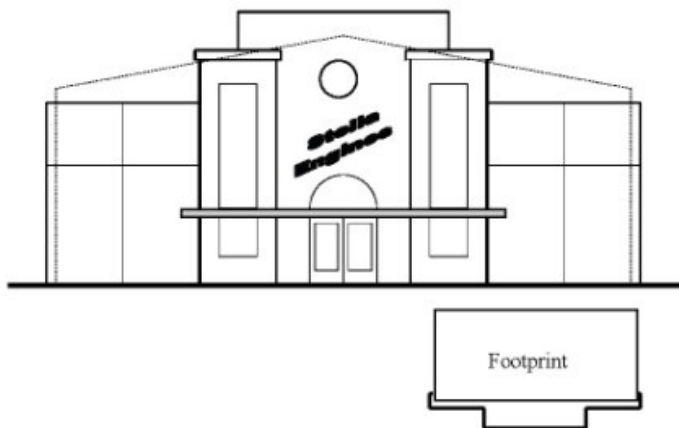
Building Elements

- Creative building form—curved parapeit reminiscent of 1940’s hangar
- Quality, durable materials—Stucco finish and masonry
- Clearstory windows reminiscent of 1940’s hangars
- Horizontal shade canopy
- Centered identifiable entrance



Building Elements

- Creative design element—Tower element reminiscent of air traffic control tower over entrance
- Curved accent element
- Quality, durable material—Pre-cast concrete panels
- Round window—historic detail
- Horizontal shade canopy reflects historic detail



Building Elements

- Creative stepped massing reminiscent of 1940’s airport terminal architecture
- Quality durable materials—stucco with textured accents
- Round window accent
- Entrance with curved accent element is focal point of facade
- Horizontal canopy shades windows and doors

- b. **Zone 2 – Eastside District.** New and renovated buildings should express a contemporary aviation architectural theme. Improvements to existing buildings should be consistent with this theme.
- i. Buildings should have attractive contemporary design forms with building materials used in creative and interesting ways, such as arched rooflines or accents, aviation-themed accents, stepped massing, horizontal canopies, curved canopies, and round accent windows.

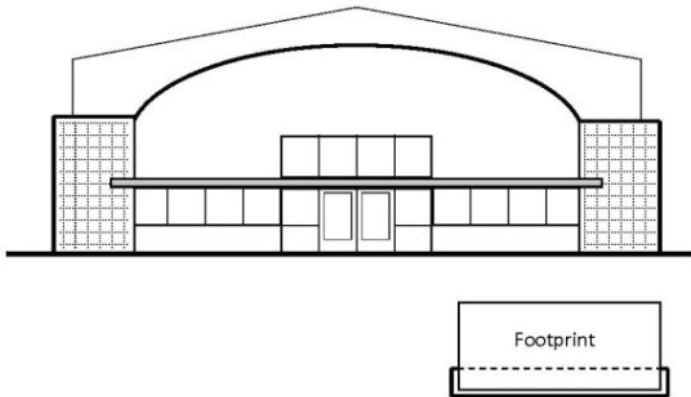
## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

- ii. Renovated buildings should incorporate decorative features and aviation-themed accents, such as curved canopies, round accent windows and windows with horizontal divided lights.
- iii. Copper accents and corten steel features are encouraged.



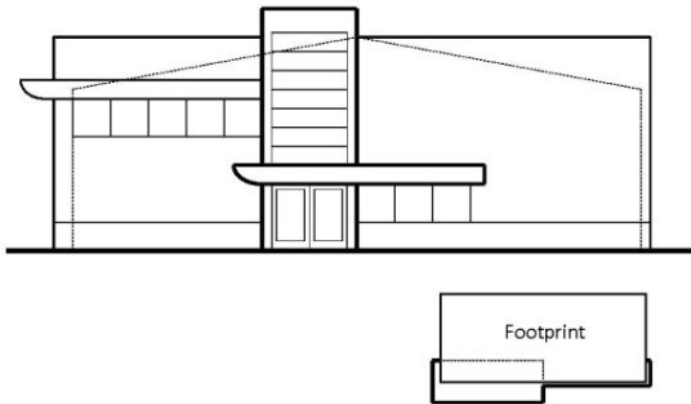


**Zone 2 Building Elevation Examples**



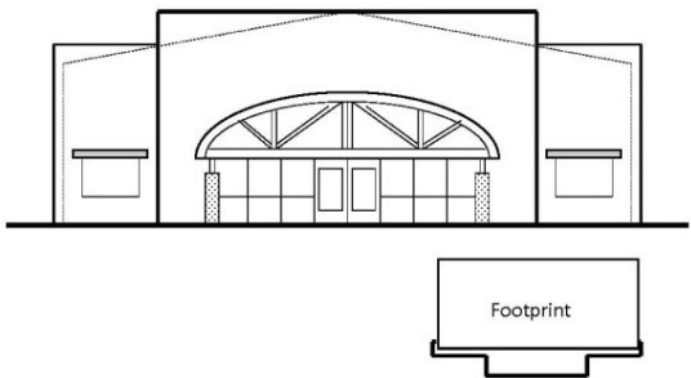
Building Elements

- Curved stucco panel with hangar backdrop
- Quality, durable stucco finish with masonry
- Entrance is identified with Clearstory windows over entrance
- Horizontal shade canopy adds interest to building facade
- Color enhances the simple form



Building Elements

- Contemporary design expressed by stepped form, massing and transparency
- Decorative canopy over entrance
- Contemporary finish materials—Stucco and copper or corten steel
- Horizontal shade canopy over windows
- Horizontal bands add interest above entrance



Building Elements

- Architectural massing conceals metal hangar
- Stepped form adds interest
- Decorative curved entrance feature
- Quality durable materials—stucco finish, concrete or corten steel columns, metal bowstring truss
- Unique arrangement of typical building features
- Shade canopies over windows
- Concrete columns

c. **Zone 3 – “The Leading Edge” Northwest District.** Buildings should express a modern contemporary aviation architectural theme that reflects the innovative character of hi-tech, aviation based businesses.

i. Buildings shall have contemporary design forms utilizing building materials in innovative, creative ways. Facades should incorporate creative interpretations of arched rooflines,

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

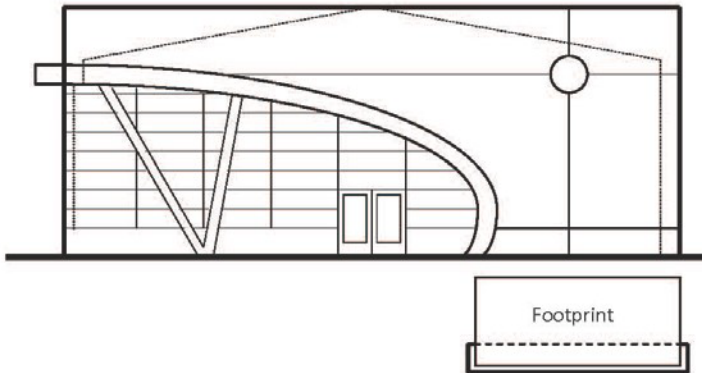
aviation-themed accents, stepped massing, wide horizontal canopies, curved canopies, round accent windows, windows with horizontal divided lights and simple storefronts.

- ii. Glass and aluminum frames should be used in creative ways. Copper accents and corten steel features are encouraged.



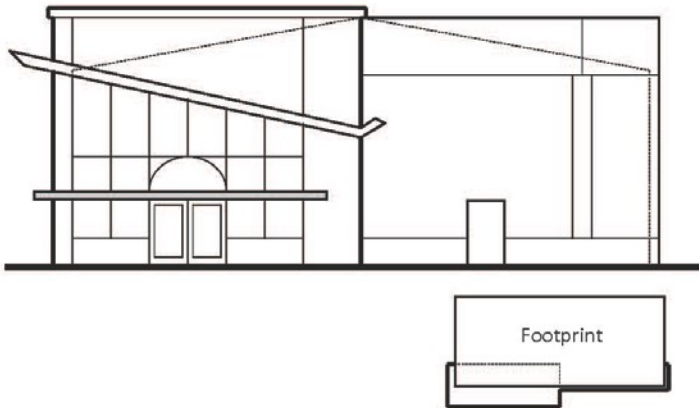


Zone 3 Building Elevation Examples



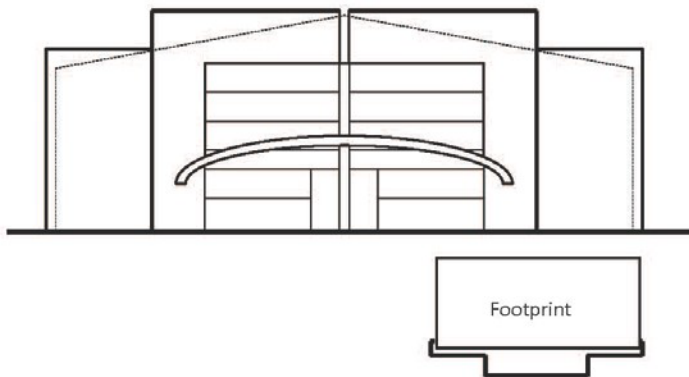
Building Elements

- Contemporary architectural style
- Non-conventional use of typical building materials—Metal and Stucco
- Unique curved shade canopy shades windows and identifies entrance
- Sculptural support for canopy
- Contemporary window



Building Elements

- Contemporary architectural style
- Aviation theme in decorative canopy element over entrance
- Quality, durable materials—Precast concrete panels and stucco finish
- Shaded entrance
- Creative composition of massing and transparency



Building Elements

- Contemporary architectural style
- Building massing, interesting roof-lines creatively express building's use
- Quality, durable materials—masonry and/or stucco finish
- Curved shade canopy identifies and shades entrance
- Horizontal windows

4. Lease Area Type B - General Architectural Standards:

- Primary Public Entrances.** Building materials, color and/or detailing shall focus the attention on the primary pedestrian entrance to the building or tenant space(s).
- Form, Materials, and Color.**

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

- i. Standard building materials should be used in creative ways.
  - ii. Materials shall be used to add interest to hangar walls visible from at least 100 feet away. Acceptable examples include using different materials to distinguish interior spaces, enhance the base of the building with decorative masonry or identify the entrance. Use at least 3 different durable, low-maintenance materials, textures or colors.
  - iii. Colors should be desert tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.
- c. **Architectural Detailing.** Arrange vents, openings and other functional elements in an attractive composition. Entrances and windows shall provide architectural interest in the building façade.



5. **Solar Panels.** Solar panels may be installed on parking canopies and rooftops.



### D. **Environmental Design** – Sustainable design principals ensure that buildings are efficient, comfortable and designed to last.

#### 1. **Site**

- a. Arrange occupied spaces for optimum exterior views and orientation; minimize spaces with western orientation.
- b. Minimize use of asphalt paving, except in aircraft ramp area, to reduce heat island effect through alternative paving materials or reduced paving areas.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

- c. Ramp areas must be buffered from streets and surrounding neighborhoods by buildings to minimize noise during aircraft run-ups.

### 2. Buildings

- a. Building shape should allow for maximum exposure in northerly and southerly directions with east west exposures minimized.
- b. Wherever possible, provide shade at all glazed openings other than north-facing.
- c. Utilize double-glazing and energy-efficient glazing (low-E) and frames.
- d. Create a well-insulated building envelope.
- e. Utilize roof materials that minimize heat and noise transfer.
- f. Select materials that are durable and appropriate for the climate and effects of the harsh sun.
- g. Where possible, utilize structural material that requires little or no finish treatment in visible areas.
- h. Relatively light colored material and finishes should be employed on building exteriors (light enough to reduce heat gain, but not so light to contribute to glare and reflected heat gain).
- i. Reflective glazing is prohibited.
- j. Utilize windows for natural lighting. Use clerestory windows in lieu of skylights to maximize natural light and ventilation, while minimizing potential roof leaks and heat gain.
- k. Utilize building materials that contain recycled content, like steel, and local material, like concrete.
- l. During construction, allow for collection and/or sorting of recyclable construction materials to direct construction waste to recycling facilities rather than to landfills.

3. **Infrastructure.** Reduce potable water use by utilizing proper irrigation of low water use plants, installing low water use plumbing fixtures and diverting rainwater to landscape areas through drainage swales and scuppers in extruded curbs. .

4. **Brownfield Redevelopment.** Brownfield sites are abandoned or underused industrial and commercial facilities and sites available for re-use. Expansion or redevelopment of such a facility or site may be complicated by real or perceived environmental contaminations. Redevelopment of Airport brownfield sites is encouraged, where possible.

### 5. Energy Efficient Design

- a. Buildings should incorporate passive solar design, appropriate orientation, day lighting, natural cooling, and solar water heating where possible.
- b. The building envelope, windows, and mechanical systems should be designed together, not in isolation.

**E. Signage** – Airport signage will provide clear direction into the Airport, promote efficient way-finding through the Airport, and provide businesses the opportunity to clearly identify their location. Lease Areas signs should be in harmony with the style and character of the development and an integral design component of the building architecture, building materials, landscaping, and overall site development. For specific requirements refer to the City of Mesa Sign Regulations.

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1. **Attached Signs.** Integrate attached signs with the primary physical features of the building and complement the building architecture.
  - a. Signs are to be composed of individual letters such as pan channel letters, reverse pan channel letters, upgraded cabinet forms, or other durable material, and shall be mounted so that the attachment device is not visible or discernable.
  - b. Internally illuminated cabinet signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
  - c. Raceways shall not be exposed to public view.
  
2. **Detached Signs.** Design freestanding signs by incorporating design features associated with the buildings or structures expressed as an architectural component of the project.
  - a. Provide monument sign structures with a base of durable material, such as stone, exposed masonry, or stucco finish on masonry. Use sign cabinets and sign faces mounted atop a base bordered by the architectural features, materials, and embellishment of the entire sign. Uncovered pole signs and unenhanced sign cabinets are not allowed.
  - b. Use exterior materials, finishes, and colors in harmony with, or an upgrade to, those of the buildings or structures on site.
  - c. Reflect distinctive elements of the general architectural style or design theme of the development and the Zone in the sign structure.
  - d. Use embellishment to incorporate the primary design elements or unique architectural features of the buildings or structures.
  - e. Internally illuminated signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
  - f. Design sign copy area not to exceed a horizontal to vertical ratio of 2:1.
  
3. The City will provide way-finding signage in the non-leased public use areas and along Airport streets. Placement of tenant signage in these public use areas is prohibited unless approved by the Airport Director.

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**Appendix A – DRAFT**

**ZONE 1 – HISTORIC DISTRICT PREFERRED PLANTS**

LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE  
AIRPORT DIRECTOR AND PLANNING DIRECTOR

**TREES – ZONE 1**

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
<i>ACACIA FARNESIANA</i>	SWEET ACACIA	<i>PRUNUS CERASIFERA</i>	JAPANESE PURPLE PLUM
<i>CELTIS RETICULATE</i>	WESTERN HACKBERRY	' <i>ATROPURPUREA</i> '	
<i>CERCIS CANADENSIS</i> <i>MEXICANA</i>	WESTERN REDBUD	<i>QUERCUS ARIZONICA</i>	ARIZONA OAK
<i>CITRUS SPECIES</i>	CITRUS	<i>QUERCUS BUCKLEYI</i>	TEXAS RED OAK
<i>CHITALPA "PINK DAWN"</i>	CHITALPA	<i>QUERCUS EMORI</i>	EMORY OAK
<i>DALBERGIA SISSOO</i>	SISSOO TREE	<i>QUERCUS VIRGINIANA</i>	HERITAGE LIVE OAK
<i>EBENOPSIS EBANO</i>	TEXAS EBONY	' <i>HERITAGE</i> '	
<i>FICUS SPECIES</i>	ALL FICUS	<i>SENNA ATOMARIA</i>	PALO ZORILLO
<i>FRAXINUS VELUTINA</i>	ARIZONA ASH	<i>SOPHORA SECUNDIFLORA</i>	TEXAS MOUNTAIN LAUREL
<i>JACARANDA MIMOSIFOLIA</i>	JACARANDA	<i>VAUQUELINIA</i>	ARIZONA ROSEWOOD
<i>PISTACIA CHINENSIS</i>	CHINESE PISTACIA	<i>CALIFORNICA</i>	
<i>POPULUS FREMONTI</i>	FREMONT COTTONWOOD	<i>VITEX AGNUS-CASTUS</i>	CHASTE TREE

**SHRUBS – ZONE 1**

<i>ALYOGYNE HUEGELII</i>	BLUE HIBISCUS	<i>PHOTINIA FRASERI</i>	PHOTINIA
<i>ANISACANTHUS THURBERI</i>	DESERT HONEYSUCKLE	<i>PITTOSPHORUM TOBIRA</i>	DWARF MOCK ORANGE
<i>BOUGAINVILLEA VAR.</i>	BUSH BOUGAINVILLEA	<i>PLUMBAGO SP</i>	PLUMBAGO
<i>CAESALPINIA GILLIESI</i>	YELLOW BIRD OF PARADISE	<i>PYRACANTHA SP</i>	PYRACANTHA
<i>CAESALPINIA PULCHERRIMA</i>	RED BIRD OF PARADISE	<i>RAPHIOLEPIS INDICA</i>	INDIAN HAWTHORNE
<i>CALLIANDRA CALIFORNICA</i>	RED FAIRY DUSTER	<i>RUELLA SP.</i>	RUELLA
<i>CARISSA GRANDIFLORA</i>	NATAL PLUM	<i>SALVIA CLEVELANDII</i>	CHAPARRAL SAGE
<i>CASSIA NEMOPHILA</i>	GREEN FEATHERY CASSIA	<i>SALVIA GREGGII</i>	AUTUMN SAGE
<i>CHRYSACTINIA MEXICANA</i>	DOMIANITA DAISY	<i>SALVIA LEUCANTHA</i>	MEXICAN BUSH SAGE
<i>CORDIA BOISSIERI</i>	TEXAS OLIVE	<i>SIMMONDSIA CHINENSIS</i>	JOJOBA

<i>DODONAEA VISCOSA</i>	HOP BUSH	<i>SOPHORA SECUNDIFLORA</i> 'SILVER PESO'	SILVER PESO
<i>GOSSYPIUM HARKNESSII</i>	SAN MARCOS HIBICUS		
<i>JASMINUM MESNYI</i>	PRIMROSE JASMINE	<i>TECOMA STANS</i> ALL CULTIVARS	ARIZONA YELLOW BELLS/ORANGE BELLS
<i>JUSTICA CALIFORNIA</i>	CHAPAROSA		
<i>JUSTICA CANDICANS</i>	HUMMINGBIRD BUSH	<i>TECOMARIA CAPENSIS</i>	CAPE HONEYSUCKLE
<i>JUSTICA SPILIGERA</i>	MEXICAN HONEYSUCKLE	<i>VAUQUELINIA</i> <i>CALIFORNICA</i>	ARIZONA ROSEWOOD

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### FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

<i>LEUCOPHYLLUM</i> <i>LAEVIGATUM</i>	CHIHUAHUAN SAGE	<i>VIBURNUM SUSPENSUM</i>	VIBURNUM
<i>NANDINA DOMESTICA</i>	HEAVENLY BAMBOO	<i>XYLOSMA CONGESTUM</i>	XYLOSMA
<i>NERIUM OLEANDER</i> 'DWARF'	DWARF OLEANDER		

#### CACTI AND SUCCULENTS – ZONE 1

NONE			
------	--	--	--

#### ACCENTS, GROUNDCOVERS, FLOWERS AND VINES – ZONE 1

<i>ANTIGONON LEPTOPUS</i> 'BAJA RED'	QUEEN'S WREATH	<i>MACFADYENA UNGUIS-</i> <i>CATI</i>	CAT'S CLAW VINE
<i>BAILEYA MULTIRADIATA</i>	DESERT MARIGOLD	<i>MERREMIA AUREA</i>	YUCA VINE
<i>BOUGAINVILLEA SP</i>	RED BOUGAINVILLEA	<i>MELAMPODIUM</i> <i>LEUCANTHUM</i>	BLACKFOOT DAISY
<i>BULBINE FRUTENS</i> 'YELLOW'	YELLOW SHRUBBY BULBINE	<i>MYOPORUM PARVIFOLIUM</i>	TRAILING MYOPORUM
<i>CHRYSACTINIA MEXICANA</i>	DAMIANITA	<i>OENOTHERA BERLANDIERI</i>	MEXICAN EVENING PRIMROSE
<i>CONVOLVULUS CNEORUM</i>	BUSH MORNING GLORY	<i>PENSTEMON SP</i>	PENSTEMON
<i>DIETES VEGETA</i>	FORTNIGHT LILLY	<i>PODRANEA RICASOLIANA</i>	PINK TRUMPET VINE
<i>DROGSANTHEMUM</i> <i>SPECIOSUM ROSEA</i>	ICE PLANT	<i>ROSA BANKSIAE</i>	LADY BANK'S ROSE
<i>ERIGERON DIVERGENS</i>	FLEABANE	<i>RUELLIA BRITTONIA</i>	KATIE RUELLIA
<i>ESCHSCHOLZIA CALIFORNICA</i>	CALIFORNIA POPPY	<i>TAGETES LEMMONI</i>	MOUNTAIN MARIGOLD

<i>ESCHSCHOLZIA MEXICANA</i>	MEXICAN GOLD POPPY	<i>TEUCRIUM CHAMAEDRYS</i>	CREEPING GERMANDER
<i>EUPHORBIA RIGIDA</i>	BLUE EUPHORBIA	<i>VERBENA SP.</i>	VERBENA
<i>FICUS PUMILA</i>	LITTLE LEAF FIG	<i>VINCA MAJOR</i>	VINCA MAJOR
<i>GALLARDIA PULCHELLA</i>	BLANKET FLOWER	<i>WEDELIA TRILOBATA</i>	YELLOW DOT
<i>LANTANA SP.</i>	LANTANA SP	<i>ZEPHYRANTHES CANDIDA</i>	RAIN LILY
<b>GRASSES – ZONE 1</b>			
<i>CYNODON DACTYLON</i>	BERMUDA GRASS		

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**ZONE 2 – EASTSIDE DISTRICT AND ZONE 3 – NORTHWEST DISTRICT PREFERRED PLANTS**

LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE

AIRPORT DIRECTOR AND PLANNING DIRECTOR

**TREES – ZONES 2 AND 3**

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
<i>ACACIA BERLANDIERI</i>	GUAJILLO	<i>LYSILOMA MICROPHYLLA</i> <i>VAR. THORNBERI</i>	FERN OF THE DESERT
<i>ACACIA GREGGII</i>	WHITE THORN (CAT-CLAW) ACACIA	<i>LYSILOMA WATSONII</i>	FEATHER BUSH
<i>ACACIA SALICINA</i>	WILLOW ACACIA	<i>OLNEYA TESOTA</i>	IRONWOOD
<i>ACACIA SHAFFNERI</i>	TWISTED ACACIA	<i>PARKINSONIA (SYN.</i>	HYBRID PALO VERDE AND

<i>ACACIA SMALLII</i>	SWEET ACACIA	<i>CERCIDIUM) HYBRID</i>	ALL RELATED CULTIVARS
<i>ACACIA WILLARDIANA</i>	WHITE BARK ACACIA/ PALO BLANCO	<i>PARKINSONIA PRAECOX</i>	PALO BREA
<i>CAESALPINIA CACALACO</i>	CASCALOTE	<i>PITHECELLOBIUM FLEXICAULE</i>	TEXAS EBONY
<i>CHILOPSIS LINEARIS</i>	DESERT WILLOW	<i>PITHECELLOBIUM MEXICANUM</i>	MEXICAN EBONY
<i>EYSENHARDTIA ORTHOCARPA</i>	KIDNEYWOOD	<i>PROSOPIS SP.</i>	MESQUITE
<i>FORCHAMMERIA WATSONII</i>	PALO JITO	<i>SAPINDUS DRUMMONDII</i>	WESTERN SOAPBERRY
<i>FRAXINUS GREGGII</i>	GREGG ASH	<i>SOPHORA SECUNDIFLORA</i>	TEXAS MOUNTAIN LAUREL
<b>SHRUBS – ZONES 2 AND 3</b>			
<i>AGAVE SP.</i>	AGAVE	<i>ERICAMERIA LARICIFOLIA</i>	TURPENTINE BUSH
<i>AMBROSIA DELTOIDEA</i>	BUR-SAGE	<i>GOSSYPIUM HARKNESSII</i>	SAN MARCOS HIBICUS
<i>ASCLEPIAS LINARIA</i>	PINELEAF MILKWEED	<i>HESPERALOE PARVIFLORA</i>	RED YUCCA
<i>ATRIPLEX CANESCENS</i>	FOURWING SALTBUSH	<i>JUSTICA SPICIGERA</i>	MEXICAN HONEYSUCKLE
<i>BUDDLEIA MARRUBIFOLIA</i>	WOOLLY BUTTERFLY BUSH	<i>LARREA SP</i>	CREOSOTE
<i>CALLIANDRA CALIFORNICA</i>	BAJA RED FAIRY DUSTER	<i>LEUCOPHYLLUM FRUTENSCEUS</i>	'GREEN CLOUD' SAGE
<i>CALLIANDRA ERIOPHYLLA</i>	FAIRY DUSTER	<i>LEUCOPHYLLUM LANGMANIAE</i>	RIO BRAVO SAGE
<i>CASSIA NEMOPHYLLIS</i>	DESERT CASSIA	<i>LYCIUM FREMONTII</i>	FREMONT THORNBUSH
<i>CASSIA PHYLLODNIA</i>	SILVER LEAF CASSIA	<i>PSILOSTROPHE COOPERI</i>	PAPERFLOWER
<i>CELTIS PALLIDA</i>	DESERT HACKBERRY	<i>SALVIA SP</i>	SAGE
<i>CHOLLA SP</i>	CHOLLA	<i>SPHAERAICEA AMBIGUA</i>	GLOBE MALLOW
<i>CORDIA PARVIFOLIA</i>	LITTLE-LEAF CORDIA	<i>VIGUIERA DELTOIDEA</i>	GOLDEN EYE
<i>DODNEA VISCOSA</i>	HOP BUSH	<i>YUCCA SP.</i>	YUCCA
<i>ENCELIA FARINOSA</i>	BRITTLE BUSH	<i>ZIZYPHUS OBTUSIFOLIA</i>	GRAY THORN
<i>EPHEDRA TRIFUCA</i>	MORMON TEA		
<i>EREMOPHILA VAR</i>	EMU BUSH AND VALENTINE		

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**CACTI AND SUCCULENTS PLANTS – ZONES 2 AND 3**

<i>AGAVE SP</i>	AGAVE SP.	<i>FEROCACTUS CYLINDRACEUS</i>	COMPASS BARREL
<i>ALOE FEROX</i>	CAPE ALOE	<i>FEROCACTUS WISLIZENI</i>	BARREL CACTUS
<i>BULBINE FRUTESCENS</i> 'YELLOW'	YELLOW SHRUBBY BULBINE	<i>HESPERALOE PARVIFLORA</i>	RED YUCCA
<i>CARNEGIEA GIGANTEA</i>	SAGUARO	<i>HESPERALOE FUNIFERA</i>	GIANT HESPERALOE
<i>CEREUS PERUVIANUS</i> <i>MONSTROSUS</i>	BLUE MONSTROSUS	<i>OPUNTIA BIGELOVII</i>	TEDDY BEAR CHOLLA
<i>CEREUS PERUVIANUS</i>	NIGHT BLOOMING CEREUS	<i>OPUNTIA PHAECANTHA</i>	PRICKLY PEAR
<i>CLEISTOCACTUS STRAUSII</i>	SILVER TORCH	<i>OREOCEREUS CELCIANUS</i>	OLD MAN
<i>DASYLIRION LONGISSIMA</i>	TOOTHLESS SOTOL	<i>PEDILANTHUS MACROCARPUS</i>	SLIPPER FLOWER
<i>DASYLIRION WHEELERI</i>	DESERT SPOON	<i>STENOCEREUS CELCIANUS</i>	ORGAN PIPE
<i>ECHINOCACTUS GRUSONII</i>	GOLDEN BARREL	<i>STETSONIA CORYNE</i>	ARGENTINE TOOTHPICK
<i>ECHINOCEREUS ENGELMANNII</i>	HEDGEHOG CACTUS	<i>TRICHOCEREUS PACHANOI</i>	SAN PEDRO
		<i>TRICHOCEREUS TERSHECKII</i>	GOLDEN SAGUARO
		<i>VERBENA SP</i>	VERBENA SP.

**ACCENTS, GROUNDCOVERS, WILDFLOWERS AND VINES – ZONES 2 & 3**

<i>ACACIA REDOLENS</i>	TRAILING ACACIA	<i>LUPINUS SPARSIFLORUS</i>	DESERT LUPINE
<i>BACCHARIS HYBRID</i> 'CENTENNIAL'	CENTENNIAL COYOTE BUSH	<i>MASCAGNIA MACROPTERA</i>	YELLOW ORCHID VINE
<i>BAILEYA MULTRIADIATA</i>	DESERT MARIGOLD	<i>OENOTHERA CAESPITOSA</i>	WHITE EVENING PRIMROSE
<i>DALLEA GREGGII</i>	TRAILING INDIGO	<i>OENOTHERA STUBBEI</i>	CHIHUANUAN PRIMROSE
<i>DASYLIRION ACROTRICHE</i>	GREEN SPOON	<i>PENSTEMON SPECIES</i>	PENSTEMON
<i>DIETES VEGETA</i>	FORTNIGHT LILLY	<i>ROSMARINUS OFICINALIS</i> <i>PROST</i>	DWARF ROSEMARY
<i>EUPHORBIA RIGIDA</i>	BLUE EUPHORBIA	<i>SENNA COVESII</i>	DESERT SENNA
<i>HESPERALOE FUNIFERA</i>	GIANT HESPERALOE	<i>SPHAERALCEA AMBIGUA</i>	GLOBE MALLOW
<i>HYMENOXYLS ACAULIS</i>	ANGELITA DAISY	<i>SWAINSONA FORMOSA</i>	STURT'S DESERT PEA
<i>MASCAGNIA MACROPTERA</i>	YELLOW ORCHID VINE	<i>VERBENA RIGIDA</i>	SANDPAPER VERBENA
<i>LOTUS RIGIDA</i>	ROCK PEA	<i>SENNA COVESII</i>	DESERT SENNA

**GRASSES – ZONES 2 AND 3***NOLINA ERUMPENS*

BEAR GRASS

*MUHLENBERGIA PORTERI*

BUSH MUHLY

**PROHIBITED PLANT LIST FOR ALL ZONES****BOTANICAL NAME****COMMON NAME****BOTANICAL NAME****COMMON NAME***CEDRUS*

CEDAR

*OLEA EUROPAEA*

OLIVE TREES

*CHAMAECYPARIS*

FALSE CYPRESS

*PALMAE*

ALL PALMS

*CUPRESSUS*

CYPRESS

*PENNISETUM SETACEUM*

FOUNTAIN GRASS

*EUCALYPTUS*

ALL EUCALYPTUS

*PINUS*

ALL PINES

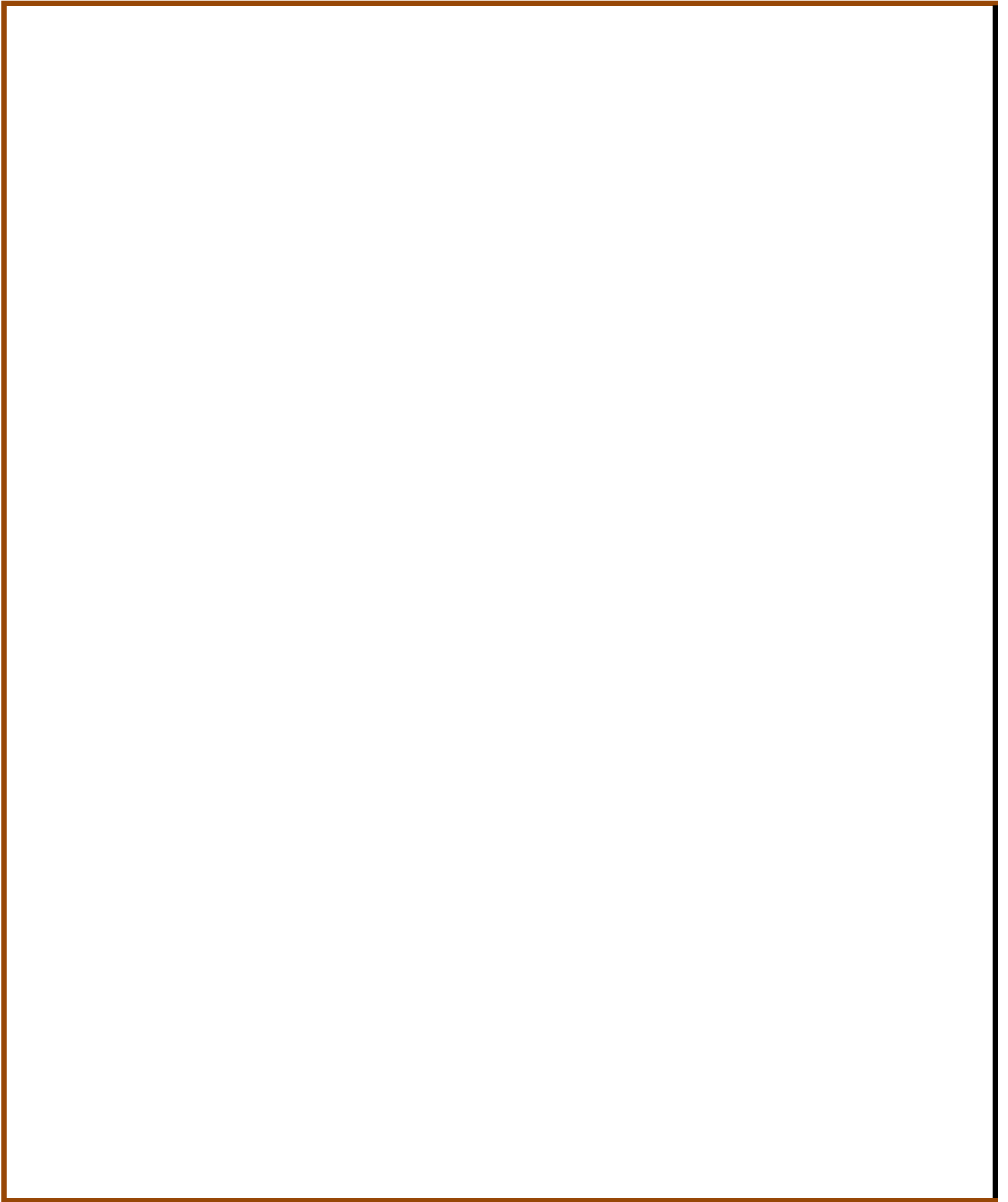
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***CITY OF MESA - FALCON FIELD AIRPORT  
PLANNED AREA DEVELOPMENT DESIGN STANDARDS***

*JUNE 2011*

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



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# FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

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Appendix A – Plant Lists



FALCON FIELD AIRPORT, Mesa, Arizona Approach from NE August 2006

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I.

**INTRODUCTION**

**A. Guiding Principles**

The City of Mesa (City) is committed to making Falcon Field Airport (Airport) a premier general aviation airport. The Airport's guiding principles are:

- Provide a safe and operationally efficient facility.
- Provide a diversity of aviation businesses and services for its customers.
- Provide a facility that is environmentally responsible and sensitive to the community.
- Remain financially self-sustaining.

Any development at the airport must demonstrate adherence to these principles.

**B. Purpose**

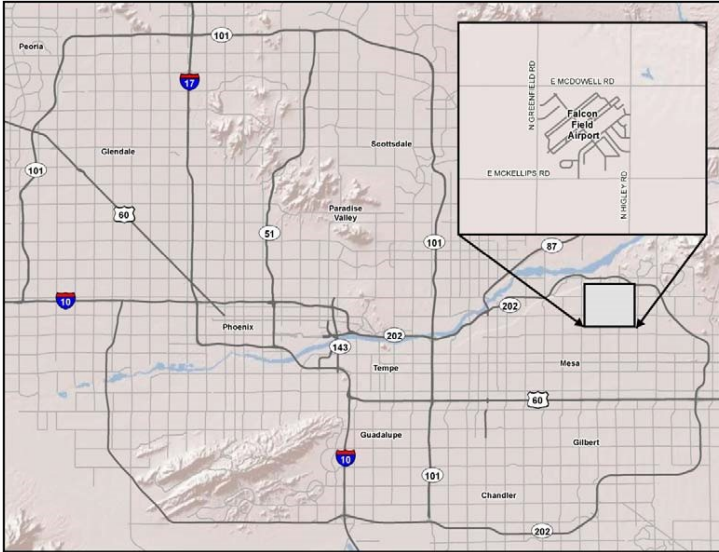
The purpose of the Falcon Field Airport Planned Area Development (PAD) overlay is to provide business owners and developers with development objectives and specific standards for the development of Airport properties to ensure that new development and improvements to existing property will be consistent with the guiding principles and following goals of the City:

- Provide a positive aviation business environment.
- Enhance the appearance of the Airport by defining the unique character of three zones and by encouraging complementary development through landscape, signage, lighting, architectural details, amenities, street furniture, art/sculpture and other elements.
- Enhance the Airport's character by incorporating high quality building materials and aviation themed building forms and details.
- Promote a harmonious environment in which individual buildings can incorporate creative design elements and maintain their identity.
- Encourage development that complements the surrounding area.
- Provide a welcoming feel for airport tenants and visitors.
- Ensure the safety and efficiency of airport operations and compliance with all applicable Federal Aviation Administration (FAA) requirements.

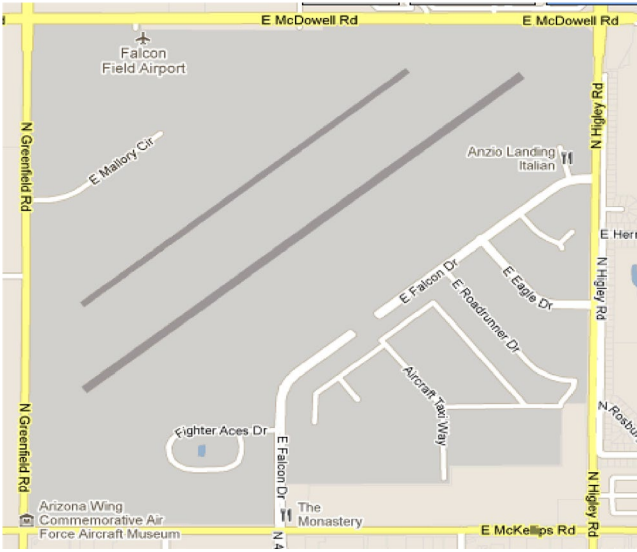
**C. Applicability.** The PAD establishes the Airport's unique development standards. The PAD requirements apply to all future development located within the legal boundaries of Falcon Field Airport, except for Airport property owned west of Greenfield Road, and except as outlined below. No land shall be used, and no structure shall be constructed, occupied, enlarged, altered, demolished or moved, except in accordance with the provisions of this PAD. The PAD will be used for new construction and exterior renovations, including façade modifications and landscaping changes. For previously approved projects and projects in progress, refer to the Zoning Code, Chapter 36.

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

D. Vicinity Map



Airport Map



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## E. Definitions, Abbreviations and Acronyms

**Air Operations Area (AOA):** That portion of the Airport that encompasses the landing, takeoff, taxiing, aprons and parking areas for aircraft.

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**Aircraft:** A device that is used or intended to be used for flight in the air.

**Airport:** Falcon Field Airport owned and operated by the City of Mesa.

**Airside:** That portion of the Airport that is located on the side of the Safety Fence that includes the runways, taxiways, taxilanes, and aircraft parking ramps. Public access to the airside is restricted.

**FAA:** Federal Aviation Administration

**FOD: Foreign Object Debris**

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**Foundation Base:** The area adjacent to the exterior walls of a building containing hardscape, (entry plazas, covered walkways, sidewalks), ground cover, or landscaping.

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**Landside:** That portion of the Airport that is located outside the Safety Fence. This area is accessible to the general public.

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**Lease Area:** That portion of the Airport that is leased to another party on an exclusive basis.

**Object Free Area (OFA):** An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

**Ramp:** A defined paved area intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, maintenance or parking of airworthy aircraft.

**Runway:** A defined area on an airport prepared for landing and takeoff of aircraft along its length.

**Safety Fence:** Fence separating the AOA (airside) from non-AOA (landside) areas of the Airport.

**Safety Fence Clear Zone:** An area adjacent to the Safety Fence of 15' on the landside and 5' on the airside in which no objects over 18" in height can be located or stored.

**Taxilane:** The portion of the aircraft ramp that is used for aircraft access between taxiways and aircraft parking positions.

**Taxiway:** A defined path established for the taxiing of aircraft from one part of the Airport to another.

**TSA:** Transportation Security Administration

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**F. Minimum Requirements and Referenced Standards.** All development within the Airport must comply with applicable codes and regulations of the City, except Zoning Code requirements amended through this PAD. All development must comply with applicable requirements of Maricopa County, the State of Arizona, FAA, ~~Transportation Security Administration~~, TSA, the Airport Master Plan, ~~Airport Layout Plan (ALP)~~ and the Falcon Field Airport PAD approved by the City Council. The most stringent requirements shall apply. Applicants are ~~encouraged~~ expected to consult applicable FAA documents for design criteria on airports. All new development must comply with FAA Part 77 through FAA approval of Form 7460-1. New development must include an FAA approved Environmental Review prior to issuance of a City building permit. A building permit will not be issued until these FAA requirements have been met. The Falcon Field Sub-Area Plan and Design Inspiration documents provide guidance for development within and around the airport.

### G. Administration and Authority

- 1. Review Process.** The Airport Director and City Planning Director oversee compliance with these development standards. Review by both the Airport Director and Planning Director, or their designated representative(s), is a mandatory prerequisite to submitting any and all project plans and specifications to the City for final review and permitting. Projects that have frontage on an arterial (specifically, Greenfield Road, McDowell Road, Higley Road, or McKellips Road) or projects that have or will have greater than 20,000 square feet of gross floor area shall be reviewed administratively by the Planning Director after presentation to the Design Review Board. All other projects will be reviewed administratively by the Planning Director.
- 2. Appeals.** If an applicant chooses to appeal a decision made by either the Airport Director or Planning Director, site plan decisions will be heard by Mesa's Planning and Zoning Board, and aesthetic decisions will be heard by Mesa's Design Review Board. Appeals are governed by Chapter 77 of the Zoning Ordinance.
- 3. Amendments to PAD.** Amendments to the PAD will be reviewed by Mesa's Planning & Zoning Board and must be approved by City Council before implementation.
- 4. Modifications.** Non-material modifications to this PAD may be approved administratively by the Planning Director and the Airport Director.



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## II. DEVELOPMENT OBJECTIVES

The following development objectives have been established to guide the Airport into becoming an oasis of aviation businesses with high quality employment for professionals, technical experts and highly skilled labor; a regional attraction that draws distant visitors, local employees and area residents; and a place possessing scenic vistas, quality architecture and ~~natural desert~~ attractive landscaping. To accomplish this, the City has established the following development objectives to ensure that the Airport continues to evolve into a place that provides a positive business environment and that it is open and welcoming to the community. The City will be investing in improved landscaping, roadways, sidewalks, signage and lighting along the streets and in the park on the landside. Private development located on the Airport shall include improvements such as themed landscaping, enhanced building design constructed of high quality building materials, and specialty lighting to accomplish the following objectives.

- A. Background.** As Mesa's general aviation reliever airport for Sky Harbor International Airport, ~~and Phoenix-Mesa Gateway Airport~~, the Airport manages a large number of flights, visitors, and businesses. The environment is suitable for a variety of aviation businesses and activities. Established as a training facility for World War II pilots, the Airport has served pilots ~~for seven decades since the 1940's~~. The Airport supports the region's economic prosperity, nostalgically described by the five C's - cattle, copper, cotton, citrus and climate. The Airport also has a strong connection to the community with a nationally recognized hands-on, active aviation museum and busy City park. Aviation businesses and recreational aviation thrive. The Fly Friendly Program voluntary noise abatement program ~~has~~ helps to reduce aircraft operations' effect on the surrounding community. Looking ahead, the Airport Master Plan envisions ~~a new terminal building, construction of a new taxiway to open up new development opportunities and~~ improved airfield access for aviation businesses and aircraft operators ~~as well as accommodations for new aviation technology~~.



- B. Development Pattern.** Runways and existing street configurations define the shape of developable land within the Airport. The system of runways, taxiways, and taxiways has been laid out to maximize developable areas with access to the AOA. All hangars are located adjacent to the AOA on at least one side or may be totally surrounded by the AOA. Office space is typically located closer to the street, however, due to the unusual shape of some lease areas this may not be the case. Thoughtful design of new development shall preserve and enhance the economic value and history of this area.

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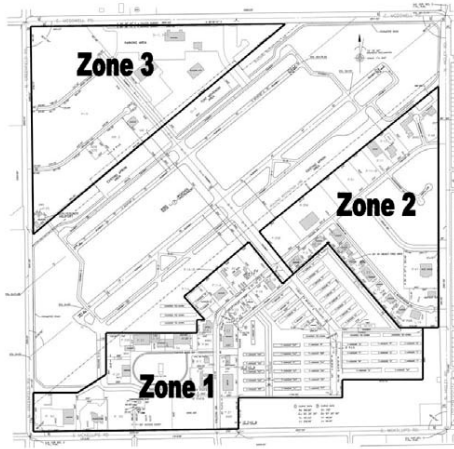
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C. **Character Areas.** The evolution of the Airport has created identifiable interior areas ~~within the airport.~~

1. **Zone 1** - the Historic District. This zone is bordered by Greenfield and McKellips Roads and includes Falcon Field Park, ~~West East Falcon Drive, the City-owned aircraft storage hangars, the historic World War II hangars, the terminal building, the FAA air traffic control tower, and privately-owned businesses.~~ The theme of the area is focused on the Airport's history with ~~a retro look of airport architectural features~~ architecture reminiscent of the 1940's and 50's. As the Airport evolves, this will become a more inviting place where families can enjoy the public amenities that the Airport has to offer.
2. **Zone 2** - the Eastside District. This district is bordered by Higley Road, privately-owned property adjacent to McKellips Road, and Zone 1. East Falcon Drive, Roadrunner Drive, and Eagle Drive are located in this zone. This zone contains existing business development with space for new aviation ~~business~~ development built around future construction of a taxiway across Roadrunner Drive and Eagle Drive. Currently a mixture of architectural themes, this zone will transform to a more modern theme as new buildings are constructed and existing ones are renovated. ~~It is anticipated that this area will be more traditional in appearance with some modern, incorporating modern contemporary architectural design.~~ added.
3. **Zone 3** - the Leading Edge (Northwest) District. Located in the northwest quadrant of the Airport, this zone is bordered by Greenfield Road, McDowell Road, aircraft parking ramp, and taxiways. This zone contains ~~MD Helicopters, aircraft maintenance, aviation manufacturing and assembly, aerospace industry uses, corporate aircraft storage,~~ privately-owned aircraft storage hangars, and ~~vacant land for new aviation business development~~ potentially Fixed Base Operators (FBO) who provide aircraft fueling. New development will have modern, contemporary architectural design.



Falcon Field Airport

D. **Connectivity.** ~~Aircraft, vehicles, and people should be able to move safely and efficiently throughout the Airport.~~ To ensure the safe and efficient movement of vehicles and pedestrians, compliance with the Airport's

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procedures for driving on the Airport is required. Aircraft require large maneuvering areas and have the priority for connectivity and access. Because of this, vehicles and pedestrians circumnavigate aircraft taxilanes to avoid conflict. Pedestrian movement between buildings is desired. Landside areas will have a high degree of connectivity within the lease area and to the surrounding community. Entry monuments and signage will be installed to improve internal and external connectivity.

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- E. **Open Space Qualities.** There are two types of open space provided on the Airport: Public use open space and private use open space. Public use open space provides recreational and cultural amenities for the community, airport tenants, and visitors, which include a City park and a terminal building. Public use open space exists along the landside street network. Consistent landscaping, lighting, shaded seating areas and signage throughout the public areas of the Airport will enhance its character. These spaces encourage social interaction. Private use open space is furnished to meet the needs of individual tenants.
- F. **Site Development.** Efficient site layout ensures functional aviation needs are met and guides placement of site improvements and buildings. Lease areas are efficiently arranged to maximize aircraft access to the runways and taxiways. Hangars are adjacent to AOA with vehicle parking, public space, and offices adjacent to streets. Development of each site contributes to the character of the zone it is located in and its relationship to adjacent development so that the public space is enhanced and functions as a whole.
- G. **Built Environment.** Architecture and built structures are compatible with the Airport environment, incorporate high quality building materials, aviation themed forms, and do not reflect one particular style. Building facades facing public areas on the landside are enhanced, and building facades facing the AOA may be functional and basic. Site design, building placement, architecture, landscaping, exterior lighting, signage, and freestanding walls blend harmoniously with the Airport and are appropriate for the given zone.

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## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**H. Sustainability.** High quality development, defined by these standards, preserves the economic viability and value of the Airport, responds to the unique environment of Falcon Field, Mesa and the desert southwest, and provides opportunities for social interactions and an appreciation of aviation.

### III. CITY IMPROVEMENTS

The City will be investing in infrastructure improvements to ensure the airport remains competitive. Specific details are attached in the appendix and are subject to change. Planned improvements:

1. Gateways create a sense of arrival at the Airport. Entry monuments with lush landscaping will identify public entrances to the Airport and inform and direct visitors to public areas. The City ~~will~~ has constructed a new entrance feature at Falcon Drive and McKellips Road. The new feature ~~will~~ clearly identifies the public entrance to the Airport. ~~and may span the roadway.~~ Conceptually the gateway ~~will~~ respects the history of the Airport and identifies it as a successful, forward-thinking place. Entrance at ~~Greenfield Road & Mallory Circle, Higley Road & Falcon Drive, and Higley Road & Eagle Drive~~ will be a simplified version of the main entrance at Falcon Drive and McKellips Road. ~~An entrance feature is also planned for the future entrance at Higley Road & Roadrunner Drive.~~
2. Falcon Field Park will be maintained and enhanced to celebrate the history of Falcon Field and the cadets who trained here during World War II.
3. Two original World War II hangars are located just north of Falcon Field Park. The Airport plans to keep these iconic buildings ~~and relocate the terminal building in this area.~~ and the are listed in the National Registry of Historic places.
4. The Falcon Field water tower is a landmark and will remain an identifier for the Airport. It ~~will~~ has been repainted ~~to match the new hangars just to the west of it,~~ and identifying descriptors ~~will be added~~ are included to the side of the tank.
5. The City-owned hangars will be painted more consistent, complementary, earth-tone colors and ~~will be~~ have been enhanced to commemorate World War II cadets who trained at the Airport and those who worked at the airport at that time.
6. The City will create an attractive, cohesive streetscape that enhances the sense that the Airport is a welcoming, friendly, accessible airport and successful business center. ~~Contemplated improvements include a convenient network of safe and shaded curvilinear walkways for pedestrians throughout the public use areas of the Airport. Alternate modes of transportation will be planned for and clearly marked bike paths and linkages to public transit systems will be incorporated into the layout of public use spaces and individual lease areas, wherever possible and as applicable.~~

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~~7. Streets will be enhanced with new light fixtures consistent with the theme of each zone. Street furniture may be added to Zone 1 to encourage visitors to stay and watch airplanes take off and land. Two public viewing areas have been constructed at the terminal building to encourage visitors to come to the airport.~~

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~~8. Wayfinding signs have been installed in Zone 1.~~

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#### JV. DEVELOPMENT STANDARDS FOR LEASE AREAS

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**A. Lease Area Site Development.** Lease areas shall be designed to ensure safe maneuvering of aircraft and contribute to the attractive, business-friendly character of the Airport.

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1. **Land Use.** All sites shall be designed for aviation businesses that require hangar space and direct access to taxilanes and taxiways. ~~All projects shall may be designed to accommodate ancillary office uses related directly to aviation businesses only. Office space may be located in a different structure from the hangar.~~

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2. **Development Phasing.** The Airport Director and Planning Director may approve phased improvements.

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3. **FAA OFA requirements.** All buildings, structures, site improvements and storage shall comply with FAA Object Free Area requirements as stipulated in FAA Advisory Circular: Airport Design 150/5300-13A (or most current edition).

4. **Lease Area Types.** There are two lease area types: Type A is located on a street and is accessible from the street without the need to drive through an access-controlled gate. Type B is located entirely inside the Airport safety perimeter fence. Even though it may be seen from a street, it is only accessible after a vehicle drives through an access-controlled gate. ~~A with Street Access and Type B with AOA access only. All lease areas shall have direct access to taxilanes or taxiways.~~ The following tables specify the dimensional requirements for development within lease areas.

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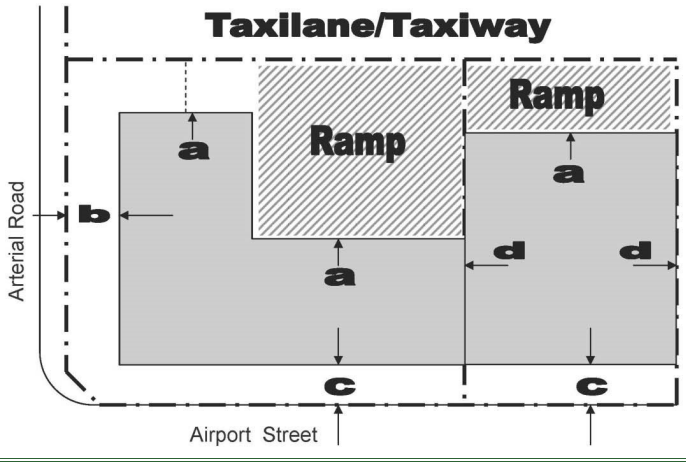


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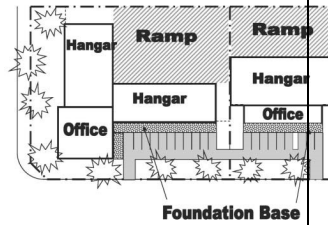


FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

Lease Area Type A – Street Access



Site Development Example:



**Minimum Lease Area Size:** None, however, aircraft parking ramp shall be equal to or greater than in square footage than the hangar. Exceptions may be approved by Airport Director and Planning Director.

**Building and Structure Height** Comply with FAA Part 77 requirements. FAA approval of a Form 7460-1 must be provided before a building permit will be issued.

**Building, Structure, and Parking Distance from Property Line or Lease Line** (minimum setback requirements)

**a** - Adjacent to AOA (taxiway, taxilane) ..... FAA Object Free Area requirements (see FAA AC 150/5300-13A or more recent version)

**b** - Adjacent to Arterial (Public) Streets<sup>1</sup> ..... 15' (measured from right of way)

**c** - Adjacent to streets within the Airport<sup>2</sup> .... 15' (measured from lease line)

**d** - Adjacent to another Lease area:<sup>3</sup>

Airside ..... FAA OFA requirements 0'

Landside ..... 10' 0'

Arterial street intersections<sup>4</sup> (not shown) ..... Zoning Code Section 11-30-10

Adjacent to AOA service road (not shown) ..... 20' 5' minimum and FAA OFA requirements

Adjacent to AOA driveway (not shown) ..... 0'

McKellips, Higley, Greenfield and McDowell

Examples: Falcon Drive, Roadrunner Drive, Mallory Circle, Eagle Drive and Fighter Aces Drive

Awnings, eaves, overhangs, light shelves and basement window wells may encroach up to 3 feet into any required setback, but shall not be closer than 2 feet to any property line or lease line.

All structures, fences and walls must comply with City codes related to visibility at intersections.

**Side Yard Landscaping Area**

Landside - Maintain 15 feet minimum clear area, free of any obstructions, along the Safety Fence. Landscape with plant material with a mature height of 18 inches or less, pave, or cover with decorative decomposed granite or rock. Trees shall be placed 15 feet away from fence. Trees are only allowed in the side yard in front of the building.

Airside - Pave or cover with large rock, as approved by Airport Director. Maintain 5' minimum clear area, free from any obstruction, along the Safety Fence. Trees are not allowed.

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**Foundation Base Area**

Landside adjacent to parking spaces ..... ~~10'- 5'~~

Landside adjacent to drive aisles ..... ~~10'- 5'~~

Landside adjacent to main public entrance 10' unless otherwise approved by Airport Director and Planning Director.

Airside ..... 0'

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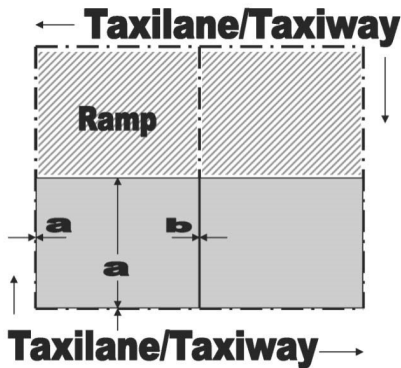
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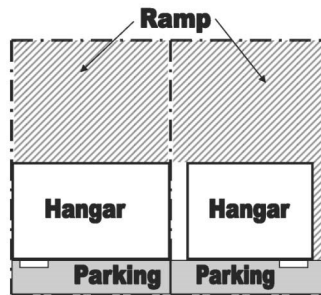
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**Lease Area Type B – No Street Access**



Site Development Examples:



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**Minimum Lease Area Size** ..... None, however, ramp area shall be equal to or be greater in square footage than hangar area. Exceptions may be approved by Airport Director and Planning Director.

**Note:** Lease areas surrounded by apron, taxilane, and taxiway are exempt from not required to have frontage on a dedicated public or private street.

**Building and Structure Height** Comply with FAA Part 77 requirements. FAA approval of a Form 7460-1 must be provided before a building permit will be used.

**Building, Structure and Parking Distance from Lease Line** (minimum setback requirements)

**a** – Adjacent to AOA (taxilane, taxiway) ..... FAA OFA requirements

**b** – Adjacent to another lease area<sup>1</sup> ..... 0'

Adjacent to AOA service road (not shown) ..... 20' minimum and FAA OFA requirements

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Structures, such as awnings, eaves, overhangs, light shelves and basement window wells, and shall not extend over lease line.

**Side Yard Landscaping** ..... Paved or large rock, no plant material required

**Foundation Base** ..... 0', except 5' in front of customer entrance

5. Site Safety

- a. All lease areas shall maintain an approved Safety Fence between the landside and airside where a building does not already serve as a safety barrier to the airside.
- b. ~~Portions of lease areas located on the landside shall be considered public use areas.~~
- c. Portions of lease areas located on the airside of the Safety Fence shall be considered restricted access areas for only those individuals who have a specific need to be in the AOA.
- d. ~~Fence clear zones shall be provided on the landside that facilitate surveillance and deny cover to vandals and trespassers. There shall be no climbable objects, trees, utilities poles, or areas for stackable crates, pallets, storage containers, or other materials within 15' of the Safety Fence on the landside and 5' on the airside. A five (5) foot clear zone shall be provided on both the landside and airside.~~ Parking of vehicles in the clear zone is prohibited. Landscaping within 5 feet of the Safety Fence shall have a mature height of no greater than of 18 inches. Exceptions may be approved by Airport Director and Planning Director.
- e. ~~Lighting shall be provided on both sides of Safety Fence gates. It shall provide visibility to assure that fence/gate signage is readable and card readers, keypads, phones, intercoms and/or other devices at the gate are visible and usable.~~

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f. See Section 13 for additional Safety Fence requirements.

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#### 6. Aircraft Ramp

- a. ~~An adequate amount of paved surface shall be equal to or greater in square footage than hangar. Exceptions may be approved by Airport Director or Planning Director. The paved surface shall be~~ constructed to accommodate aircraft that will be parked on the lease area and that will accommodate maneuvering of aircraft.
- b. The ramp shall not be used for storage of non-airworthy aircraft, materials, or equipment.
- c. Ramp area shall be equal to or greater in square footage than hangar space on the lease area.

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### 7. Hangars

- a. All projects ~~shall that~~ include an aircraft hangar shall hangar space large enough to store, at a minimum, one (1) single engine propeller aircraft.
- b. Hangars shall be located and designed to allow safe maneuvering of aircraft and to limit conflicts between aircraft and other activities.
- c. Hangar design shall comply with the specific design standards for the zone in which it is located.
- d. See Section IV ~~B, C~~ for additional building design requirements.

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### 8. Office space – Create an attractive environment that can accommodate office uses on the landside, airside or within a hangar(s).

- a. ~~All developments shall provide ancillary space for office uses. Hangars that include office space and space for ancillary uses shall be no greater than 25% of the hangar square footage, unless approved by the Airport Director.~~
- b. Office space may be located in a separate structure from a hangar(s).
- c. ~~Lease Area Type A. If office space is constructed facing towards a street, it shall be expressed on the exterior of the building with three dimensional features visible from street. Use placement, building layout, projections, finish material, and orientation to differentiate office space from hangar space if they are located in the same building and there is a public entrance to the office.~~
- d. ~~C~~ See Section IV ~~B, C~~ for additional building design requirements.

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- e. ~~Lease Area Type B. With the exception of hangar doors, shaded public entrances should be expressed with distinct materials and shall be located near vehicle parking areas.~~

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9. **Vehicle Parking (Parking)** – Sites shall conform to the Zoning Code parking standards, unless a shared parking plan, or an alternative parking plan is approved by the Airport Director and ~~City Zoning Administrator~~ Planning Director.

a. All off-lease area parking locations shall be approved by the Airport Director.

~~b. Since buildings must include more than one type of use (i.e. hangar space and office space), parking requirements for all use types within the building must be met. Parking for the hangar use only may occur inside the hangar or on the aircraft ramp.~~

~~c. All parking in Lease Area Type A shall be provided on the landside. If the building has a public entrance on the land side, parking for all office and ancillary uses must be provided on the landside, unless otherwise approved by the Airport Director and Planning Director.~~

c.

d. Cross access easements and shared driveways are encouraged on sites with access to McKellips, Greenfield, McDowell and Higley Roads.

e. A sidewalk shall connect off-lease area parking area to the primary building entrance.

f. All parking and circulation areas shall be paved.

g. Covered parking spaces are encouraged but not required.

h. ~~Zone 2~~ Parking for Roadrunner Drive and Falcon Drive tenants and visitors may be separate from the lease area.

i. **Screening of Parking.** Parking areas and drive aisles shall be screened from street(s) with a screening device, such as a masonry wall, berm or combination of walls/berms, densely planted landscaping or 'vertical wire trellis panels,' unless otherwise approved by Airport Director and Planning Director.

i. All screen walls shall ~~match approved screen wall design,~~ be designed in accordance with Section IV. A. 13, unless an alternative is approved by Airport Director.

ii. Screen devices shall be at least 32 inches high and shall not exceed 40 inches in height. ~~See Appendix B for photographs of approved screen walls.~~

iii. Berm side slopes shall not exceed 4:1 (horizontal to vertical) and shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite.

iv. Screening devices height shall be measured from the finish grade of the parking lot in the lease area.

v. When using a screen wall or dense vegetation there shall be a ~~landscaped~~ setback of at least 3 feet between the screen wall and the edge of the parking area, ~~when adjacent to the public right of way and 3 feet when adjacent to a private street.~~

vi. Screen walls located adjacent to public right of way shall comply with Zoning Code requirements.

vii. ~~See Section IV. A. 13. for additional screening requirements.~~

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10. **Pedestrian Connections.** Encourage people to walk by providing safe, convenient, comfortable, and efficient sidewalks.
- Sidewalks shall be designed to serve internal pedestrian circulation needs, including links to sidewalks within the ~~development, airport and~~ along the street, ~~and transit stops.~~
  - Sidewalks adjacent to streets shall comply with applicable City Standards.
  - Sidewalks shall be installed along all streets located within the Airport. Sidewalks should be curvilinear, paved and have a minimum width of 5 feet. Sidewalks within the lease area shall be at least 4 feet in width and paved with a hard, durable surface. Where a sidewalk is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or other physical barrier.
  - Sidewalks within the lease area shall connect the primary entrance of each building or each public entrance to a sidewalk adjacent to the street. Such walkway shall be provided along the shortest practical distance between the main building entry and public/private sidewalk.
  - When crossing a drive aisle, a pedestrian path or sidewalk should be designated through use of a decorative material.
  - At public entrances, pedestrian walkways shall be provided with weather protection such as canopies, awnings, arcades and trellises.
  - Sidewalks shall be designed to be convenient and attractive. Sidewalks should be easily found by first-time visitors.



## 11. Vehicular Circulation

- Unless approved by the Airport Director, City Engineer and City Traffic Engineer, all construction on the Airport shall comply with all applicable City standards for construction in a public right of way.
- Curb and gutter shall be installed on all streets, vehicular driveways and parking areas located within the Airport.
- Driveways should be functional, attractive and should seamlessly connect public use areas. Private, secure areas should be clearly marked.

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d. Driveways should be sized to accommodate anticipated commercial traffic that requires a larger turning radius.

12. **Outside Storage Areas.** Maintain an attractive environment for the community and adjacent businesses while allowing the open storage of airworthy aircraft.

- a. Any open storage must be accessory to the business located in hangar space.
- b. No airside open storage is allowed, except storage of airworthy aircraft, unless screened from landside public view by an 8' high masonry wall, unless otherwise approved by the Airport Director.  
\_\_\_\_\_ See Section IV. A. 13. for additional screening requirements.
- c. No landside outdoor storage is allowed.

13. **Fences, Screen Walls, and Freestanding Walls.** Attractive physical barriers shall be provided where appropriate or required. Fences and walls should be an attractive and integral design component of the development that identify public use areas, define areas intended for private use, and allow natural surveillance.

a. **Safety Fence.**

- i. Fence shall be 8' high, masonry or black vinyl coated chain link that matches Safety Fence installed by the City.
- ii. Fence shall be located no closer to the street than the building face, unless the fence is masonry and is screening accessory outdoor storage.

b. Fences and walls are not required along boundaries of the lease area unless required as part of the Safety Fence.

c. **Height.** Fences and walls within required landside setbacks shall not exceed 8' feet in height, unless enhanced and approved by the Airport Director and Planning Director.

d. **Prohibited Materials.**

- i. Chain link fencing is not permitted unless it is part of the Safety Fence that delineates the landside from the airside and meets the requirements set forth above in Section IV. A. 13.
- ii. The use of wood, barbed wire, razor wire, embedded glass shards, electrified and other hazardous fencing is prohibited.

e. **Intersection Visibility.** All fences, walls, and structures must comply with City codes related to Visibility at Intersections.

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



14. Utility and Mechanical Equipment

- a. All utility equipment boxes ~~located on the landside~~ shall be enhanced with a decorative "wrap".
- b. Placement and height of equipment shall comply with ~~FAA~~ Homeland Security requirements.
- c. When possible, equipment that requires access for service shall be located on the landside.
- d. Screening for Mechanical Equipment. All exterior mechanical equipment, shall comply with the requirements of the Zoning Code unless noted below.
  - i. Roof mounted equipment screening shall be constructed as an encompassing monolithic unit rather than as several individual screens (i.e., multiple equipment screens, or "hats," surrounding individual elements are not permitted). The height of the screening element shall equal or exceed the height of the structure's tallest piece of installed equipment. ~~Creative alternatives may be considered for~~ unless otherwise approved ~~ed~~ by the Airport Director and Planning Director.
  - ii. Ground-mounted equipment facing a street or not otherwise separated from the street by intervening building(s) shall comply with Zoning Code screening requirements.
  - iii. Unless otherwise approved by Airport Director and Planning Director, wall-mounted equipment, including but not limited to electrical meters, electrical distribution cabinets, service entry section (SES), fire sprinkler equipment and similar valves and cabinets that face a street or public parking and are not recessed and/or separated from the street by intervening building(s) or solid masonry wall shall comply with Zoning Code screening requirements.

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



15. **Service Areas (Hangar Doors, Loading Docks, and Bay Doors).** Service Areas should be designed to function efficiently. With the exception of aircraft hangar doors and pedestrian doors, minimize the impact on adjacent development and limit the view from public use areas by providing screening. See Section IV. 12. for additional requirements.

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- a. Hangar doors and pedestrian doors do not require screening. All others should be screened from public view.
- b. **Lease Area Type A:** Service Areas shall not be located on street-facing facades unless screened from public view with a solid 6 foot high masonry wall. If a gate is provided, the gate shall be constructed of durable, opaque material. If a masonry wall exceeds 8' in height, it must be enhanced and approved by the Airport Director and Planning Director. For additions and modifications of existing buildings the requirement to screen service areas shall be at the discretion of the Airport Director and Planning Director.
- c. Service areas located on the airside do not require screening.
- d. Off-street loading spaces shall be paved and shall not encroach into fire lanes.

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



16. **Trash and Refuse Collection Areas** must be enclosed and should be an integral component of the development. They should be safe, attractive and located on the landside, whenever possible. The location should not be visually prominent.

- a. The refuse collection enclosures shall not be located in front yard setback, landside side yard setbacks, any required parking spaces, required landscape area or any other area that is required to be left clear by City Codes.
- b. Trash and refuse collection areas shall be screened so as to not be visible except when in use. Orient openings away from public view, where possible.
- c. Latching gates shall be provided for all trash enclosures. Gates visible from public areas shall be attractive, consistent with the design theme of the zone and complimentary to buildings and screen walls. Enclosures located on the landside shall have decorative metal gates, and enclosures located on the airside shall have metal gates.

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## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



### 17. Telecommunication Equipment

- a. Telecommunication equipment is a permitted use in accordance with the terms of the ground lease.
- b. The location, design and screening of any equipment shall be subject to approval by the Airport Director.
- c. Equipment shall not be located within the front setback area. Rooftop locations should be avoided.
- d. The total height of the equipment shall not exceed a height of 12 feet above natural grade. Where greater height is required due to restrictions for the signal reception, the City will consider increased heights pursuant to Airport Director approval and pursuant to ~~FAA regulations height restrictions,~~
- e. Where possible, all equipment shall be screened from view with landscaping, architectural materials or a combination thereof.
- f. Telecommunications equipment must not interfere with any aircraft operations, landing aids, or navigational aids located on the Airport.
- g. Wireless Communication Facilities shall comply with Zoning Code requirements.

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**18. Fire Protection Equipment Screening Requirements.** Roof-access ladders and fire sprinkler risers shall be located within the interior of the structure.

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**19. Solar Equipment Screening Requirements.** Roof-mounted solar equipment and solar panels do not require screening.

**20. Stormwater Retention.** All stormwater retention areas shall conform to the Falcon Field Master Drainage Plan and all requirements of the City codes. Rainwater harvesting techniques, such as permeable pavers and diverting rainwater to landscape areas, are encouraged. Retention areas outside the Safety Fence (i.e. landside) shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite. Retention areas inside the Safety Fence (i.e. airside) shall be covered with inert ground cover only, no vegetative ground cover.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

### 21. Lighting and Illumination.

- a. All lighting and illumination shall comply with FAA requirements and shall comply with Mesa Zoning Code Section 11-30-5.
- b. ~~Light standards located adjacent to streets shall reflect the theme of the zone they are located in.~~
- c. ~~Zone 1~~ Lights and fixtures located in this zone shall be consistent and shall reflect an 'Old Town Main Street' theme.
- d. ~~Zones 2 and 3~~ Lights and fixtures located in these zones shall be more modern and contemporary than in ~~Zone 1~~ but shall be non standard.
- e. All lights and fixtures shall be sized and located to accommodate large commercial trucks.

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**B. Landscaping.** Landscaping should be appropriate for the region and should play a key role in site aesthetics, the development of places where people congregate, and energy and water conservation. Plant material selections should be either native desert plants or plants that adapt well to desert climates.

1. Plant Lists in Appendix A identify appropriate plants for each zone. The plant lists are not all inclusive and some latitude may be exercised as approved by the Airport Director and Planning Director.
2. **Maintenance of Landscaping.** Lease holders shall comply with maintenance requirements of the City Code. The City shall be responsible for maintenance of all landscaping outside lease lines.
3. **Landscaping along arterial roads and Airport streets** shall comply with the following:
  - a. **Number of Plants:** At least 1 tree and 5 shrubs per 30 linear feet of street frontage. All fractional amounts shall be rounded up to the next whole number (Example 2.15 trees rounds up to 3 trees). Provide vegetative ground cover that will cover at least 50% of the area at maturity.
  - b. **Trees:** All required trees shall be at least 24-inch box size. When located in front of buildings that could contain commercial signage, install trees that branch at sufficient height and width to allow people to see the signage beyond the tree.
  - c. **Shrubs:** A minimum of 50 percent of the total required shrubs shall be 5-gallon size or larger. No shrubs shall be less than 1-gallon size.

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## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

- d. **Ground Treatment:** The entire landscaped yard shall be either covered with decorative, colored decomposed granite, boulders, large rock, 'desert varnish or cobble', desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers. The use of turf should be limited to places used by pedestrians.
4. Landscaping along lease lines adjacent to other lease areas shall comply with the following requirements:
- a. **Lease Area Type A:** The side yard landscaping on the landside shall be no closer than 15' feet from the Safety Fence unless it is less than 18" in height. Side yard landscaping on the airside shall be no closer than 5' to the Safety Fence unless it is less than 18" in height.
- b. **Lease Area Types A and B:** The side yard area located on the airside shall be either paved or have large rock cover. Large rocks shall be placed no closer than 5' from the Safety Fence. Landscaping on the airside is not required ~~except at customer entrances~~ and shall not exceed 18" in height when mature.
5. ~~Lease areas adjacent to undeveloped areas are not required to install extruded concrete curbing along lease area lines.~~
6. ~~Landside vehicle parking area landscaping shall comply with the Zoning Code requirements and shall meet the criteria established for the zone in which it is located.~~
7. Landscape Area in Foundation Base.
- a. **Lease Area Type A Landside Only**
1. Buildings shall have a foundation base of plant materials such as trees, shrubs, ground covers, accent plants and/or hardscape, such as decorative pavement and pavers, adjacent to exterior building walls on the landside.
  2. Pedestrian areas and building entrance plazas should be shaded with trees and shade structures.
  3. **Number of Foundation Base Trees.** A minimum of 1 tree per ~~20~~ 50 linear feet or less of exterior wall length of a building adjacent to foundation base shall be provided. Any calculation resulting in a percentage of a whole tree shall be rounded up to the nearest whole. ~~At least 2 trees shall be provided for every building with a street facing façade.~~
  4. **Size of Foundation Base Trees.** The required trees shall be 24-inch box size.
  5. The Foundation Base landscape area shall be at least equal in length to 50 percent (minimum) of adjacent exterior wall.
  6. Foundation Base trees shall be in planters that are at least 8 feet ~~by 8 feet in size~~ wide. Other plant material shall be in planters that are at least 3 feet ~~by 3 feet in size~~ wide.
  7. **Ground treatment** shall be either covered with decorative, colored decomposed granite, boulders, large rock, 'desert varnish or cobble', desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers.
  8. If the Foundation Base contains expansive soils (as determined by a certified engineer) the plant material shall be placed away from the building.

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b. **Lease Area Types A and B** office entrances located on the airside shall provide a minimum 5' wide concrete Foundation Base which may include shrubs and/or flowers that do not exceed 18" in height and decorative de-composed granite. All other airside areas do not require Foundation Base.

8. Alternative Landscape Plans may be considered for approval pursuant to Zoning Code Section 11-33-7.

9. **Zone 1 Landscaping** will have a welcoming, ~~'Old Town Main Street'~~ feel with shady, lush, and colorful landscaping. Strategically placed shaded ~~plaza~~ and turf areas will be provided for visitors. Deciduous shade trees and ~~trees similar in form to~~ citrus **type trees** will line the streets.

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



Zones 2 and 3

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**Landscaping** will be similar to a lush desert garden with a variety of plants, forms, color and textures. Landscaping will be sensitive to the region and consist of native desert plants or plants adapted to the desert. Plants should be allowed to grow naturally, as they would in the desert, without excessive pruning.

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)



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**C. Building Design.** New buildings and renovations of existing buildings should convey a positive, progressive image, respecting the historical significance of Falcon Field, accommodating the present, and capable of responding to future opportunities. Desirable, functional and attractive developments will be achieved by allowing flexibility in implementing the architectural standards listed below.

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

### 1. Lease Area Type A - General Architectural Standards:

**a. Primary Public Entrances.** Building materials, architectural composition and/or detailing shall focus the public's attention on the primary public pedestrian entrance to the building or tenant space(s).

#### b. Form, Materials and Color.

- i. Massing and/or rooflines shall be used to create attractive building façades facing the street.
- ii. Buildings that occupy sites with frontage on arterial roads shall include a ~~signature statement for the Airport.~~ positive aviation theme.
- iii. Regional building materials, such as masonry, stone, concrete, and copper should be used in creative ways.
- iv. Materials used for walls on the landside, shall ~~that define interior office spaces shall project from face of hangar walls.~~ Use at least 3 different "high quality" durable, low-maintenance materials, such as pre-cast concrete panels, stucco, copper, corten steel and masonry. ~~street facing office facades.~~ Small amounts of hangar metal may be displayed as an accent.
- v. When hangars are located adjacent to the front setback line, the façade facing the street shall have an articulated durable finish, such as stucco, pre-cast concrete or masonry block.
- vi. Colors should be ~~desert~~ tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.
- vii. Buildings larger than 10,000 square feet shall be finished with more than one (1) color on all elevations that are visible from public streets.
- viii. With the exception of hangar doors, shaded public entrances should be expressed with distinct material.
- ix. Reflective glazing is prohibited.

#### c. Architectural Detailing.

- i. Arrange profiles, finishes, textures and materials in a well-designed attractive composition.
- ii. Canopies, entrances, windows, accents, vents, roof edges, control joints, panel edges and site walls shall provide architectural interest on the building façade facing the street.
- iii. ~~Each building shall include~~ A curvilinear design or accent that is reflective of the curved roof design of the original World War II hangars located at the Airport is encouraged.

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2. **Lease Area Type A Specific Building Design Considerations.** Photographs and examples of Building Elevations have been provided to assist developers and architects. Creative alternatives are encouraged and shall contain the same or greater degree of interest as the examples given.
- a. **Zone 1 – Historic District.** Building designs should be responsive to the historical context and imagery of the Airport and should be reminiscent of vintage 1940's airport architecture.
- i. Appropriate architectural forms include arched rooflines or accents, stepped massing, horizontal canopies, round accent windows, windows with horizontal divided lights and simple storefronts.
  - ii. Windows and storefronts should reflect the pattern of historic structures or should be a creative interpretation of them.

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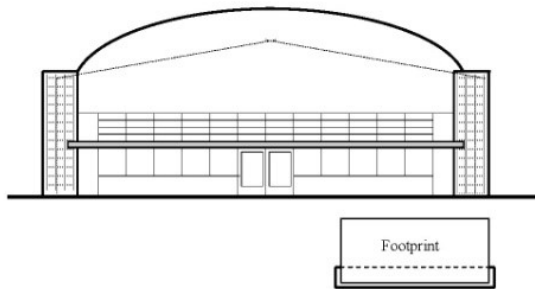
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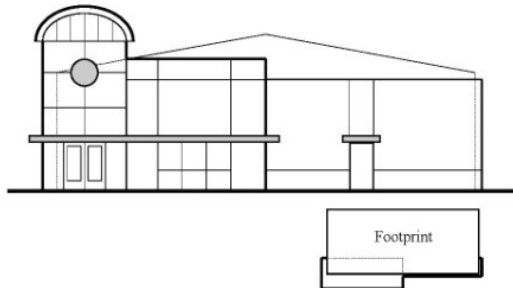
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**Zone 1 Building Elevation Examples**



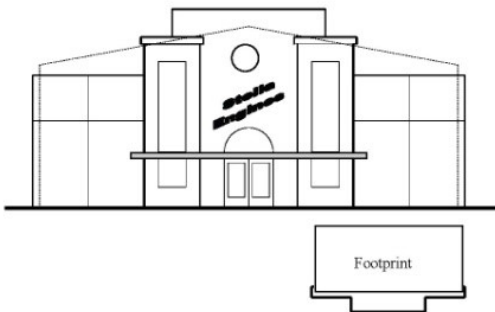
Building Elements

- Creative building form—curved parapet reminiscent of 1940's hangar
- Quality, durable materials—Stucco finish and masonry
- Clearstory windows reminiscent of 1940's hangars
- Horizontal shade canopy
- Centered identifiable entrance



Building Elements

- Creative design element—Tower element reminiscent of air traffic control tower over entrance
- Curved accent element
- Quality, durable material—Pre-cast concrete panels
- Round window—historic detail
- Horizontal shade canopy reflects historic detail



Building Elements

- Creative stepped massing reminiscent of 1940's airport terminal architecture
- Quality durable materials—stucco with textured accents
- Round window accent
- Entrance with curved accent element is focal point of facade
- Horizontal canopy shades windows and doors

- b. ~~Zone 2 – Eastside District. New and renovated buildings should express a contemporary aviation architectural theme. Improvements to existing buildings should be consistent with this theme.~~
- i. ~~Buildings should have attractive contemporary design forms with building materials used in creative and interesting ways, such as arched rooflines or accents, aviation-themed accents, stepped massing, horizontal canopies, curved canopies, and round accent windows.~~

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- ii. ~~Renovated buildings should incorporate decorative features and aviation themed accents, such as curved canopies, round accent windows and windows with horizontal divided lights.~~
- iii. ~~Copper accents and corten steel features are encouraged.~~



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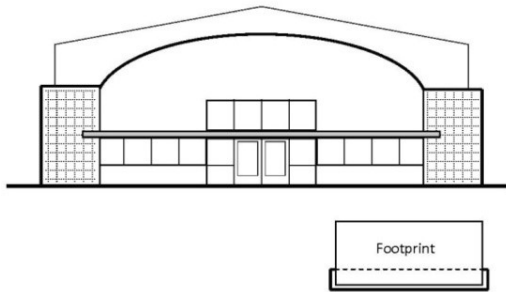


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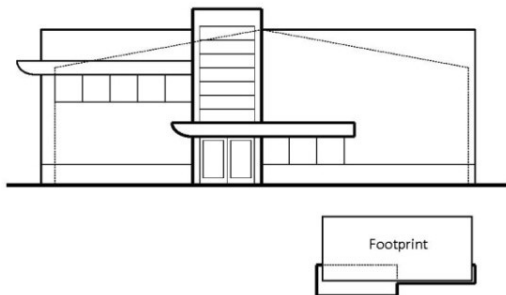
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**Zone 2 Building Elevation Examples**



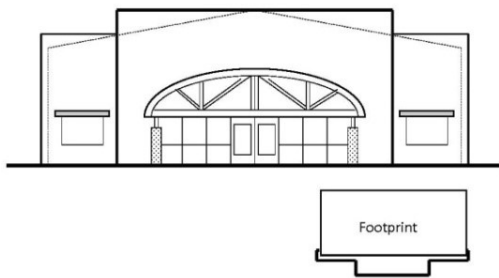
Building Elements

- Curved stucco panel with hangar backdrop
- Quality, durable stucco finish with masonry
- Entrance is identified with Clearstory windows over entrance
- Horizontal shade canopy adds interest to building facade
- Color enhances the simple form



Building Elements

- Contemporary design expressed by stepped form, massing and transparency
- Decorative canopy over entrance
- Contemporary finish materials—Stucco and copper or corten steel
- Horizontal shade canopy over windows
- Horizontal bands add interest above entrance



Building Elements

- Architectural massing conceals metal hangar
- Stepped form adds interest
- Decorative curved entrance feature
- Quality durable materials—stucco finish, concrete or corten steel columns, metal bowstring truss
- Unique arrangement of typical building features
- Shade canopies over windows
- Concrete columns

c. **Zone 2 Eastside District and Zone 3 – The Leading Edge, Northwest District.** Buildings should express a modern contemporary aviation architectural theme that reflects the innovative character of hi-tech, aviation-based businesses.

i. Buildings shall have contemporary design forms utilizing building materials in innovative, creative ways. Facades should incorporate creative interpretations of arched rooflines,

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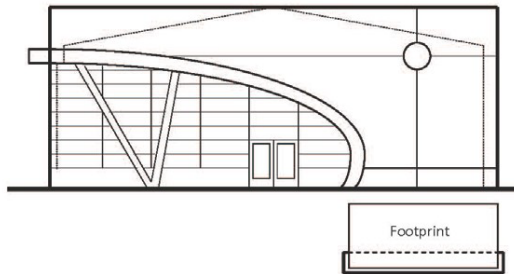
aviation-themed accents, stepped massing, wide horizontal canopies, curved canopies, round accent windows, windows with horizontal divided lights and simple storefronts.

- ii. Glass and aluminum frames should be used in creative ways. Copper accents and corten steel features are encouraged.



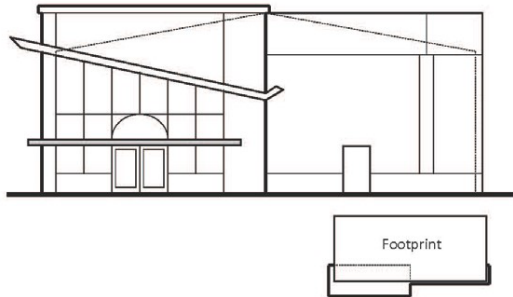


Zone 3 Building Elevation Examples



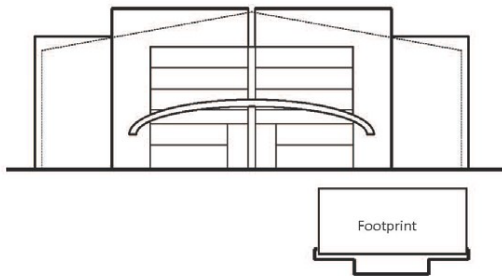
Building Elements

- Contemporary architectural style
- Non-conventional use of typical building materials—Metal and Stucco
- Unique curved shade canopy shades windows and identifies entrance
- Sculptural support for canopy
- Contemporary window



Building Elements

- Contemporary architectural style
- Aviation theme in decorative canopy element over entrance
- Quality, durable materials—Precast concrete panels and stucco finish
- Shaded entrance
- Creative composition of massing and transparency



Building Elements

- Contemporary architectural style
- Building massing, interesting roof-lines creatively express building's use
- Quality, durable materials—masonry and/or stucco finish
- Curved shade canopy identifies and shades entrance
- Horizontal windows

## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

### 4. Lease Area Type B - General Architectural Standards:

- a. **Primary Public Entrances.** Building materials, color and/or detailing shall focus the attention on the primary pedestrian entrance to the building or tenant space(s).
- b. **Form, Materials, and Color.**
  - i. Standard building materials should be used in creative ways.
  - ii. Materials shall be used to add interest to hangar walls visible from at least 100 feet away. Acceptable examples include ~~using different materials to distinguish interior spaces,~~ enhancing the base of the building with decorative masonry, ~~or identify the entrance.~~ Use at least 3 different durable, low-maintenance materials, textures or colors.
  - iii. Colors should be ~~desert~~ tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.
  - iv. Reflective glazing is prohibited.
- c. **Architectural Detailing.** Arrange vents, openings and other functional elements in an attractive composition. Entrances and windows shall provide architectural interest in the building façade.



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5. **Solar Panels.** ~~The use of solar panels may be installed on parking canopies and rooftops is encouraged as long as they do not create a glare that interferes with aircraft operations.~~



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## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**D. Environmental Design** – Sustainable design principals are encouraged to ensure that buildings are efficient, comfortable and designed to last.

### 1. Site

- a. Arrange occupied spaces for optimum exterior views and orientation; minimize spaces with western orientation.
- b. ~~Minimize use of asphalt paving, except in aircraft ramp area, to reduce heat island effect through alternative paving materials or reduced paving areas.~~
- c. Ramp areas ~~must be~~ buffered from streets and surrounding neighborhoods by buildings to minimize noise during aircraft run-ups is encouraged.

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### 2. Buildings

- a. Building shape should allow for maximum exposure in northerly and southerly directions with east west exposures minimized.
- b. Wherever possible, provide shade at all glazed openings other than north-facing.
- c. Utilize double-glazing and energy-efficient glazing (low-E) and frames.
- d. Create a well-insulated building envelope.
- e. Utilize roof materials that minimize heat and noise transfer.
- f. Select materials that are durable and appropriate for the climate and effects of the harsh sun.
- g. Where possible, utilize structural material that requires little or no finish treatment in visible areas.
- h. Relatively light colored material and finishes should be employed on building exteriors (light enough to reduce heat gain, but not so light to contribute to glare and reflected heat gain).
- i. ~~Reflective glazing is prohibited.~~
- j. Utilize windows for natural lighting. Use clerestory windows in lieu of skylights to maximize natural light and ventilation, while minimizing potential roof leaks and heat gain.
- k. Utilize building materials that contain recycled content, like steel, and local material, like concrete.
- l. During construction, allow for collection and/or sorting of recyclable construction materials to direct construction waste to recycling facilities rather than to landfills.

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3. **Infrastructure.** Reduce potable water use by utilizing proper irrigation of low water use plants, installing low water use plumbing fixtures and diverting rainwater to landscape areas through drainage swales and scuppers in extruded curbs.

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4. **Brownfield Redevelopment.** ~~Brownfield sites are abandoned or underused industrial and commercial facilities and sites available for re use. Expansion or redevelopment of such a facility or site may be complicated by real or perceived environmental contaminations. Redevelopment of Airport brownfield sites is encouraged, where possible.~~

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## FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

### 5. Energy Efficient Design

- a. Buildings should incorporate passive solar design, appropriate orientation, day lighting, natural cooling, and solar water heating where possible.
- b. The building envelope, windows, and mechanical systems should be designed together, not in isolation.

**E. Signage** – Airport signage will provide clear direction into the Airport, promote efficient way-finding through the Airport, and provide businesses the opportunity to clearly identify their location. Lease Areas signs should be in harmony with the style and character of the development and an integral design component of the building architecture, building materials, landscaping, and overall site development. For specific requirements refer to the City of Mesa Sign Regulations.

1. **Attached Signs.** Integrate attached signs with the primary physical features of the building and complement the building architecture.
  - a. Signs are to be composed of individual letters such as pan channel letters, reverse pan channel letters, upgraded cabinet forms, or other durable material, and shall be mounted so that the attachment device is not visible or discernable.
  - b. Internally illuminated cabinet signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
  - c. Raceways shall not be exposed to public view.
2. **Detached Signs.** Design freestanding signs by incorporating design features associated with the buildings or structures expressed as an architectural component of the project.
  - a. Provide monument sign structures with a base of durable material, such as stone, exposed masonry, or stucco finish on masonry. Use sign cabinets and sign faces mounted atop a base bordered by the architectural features, materials, and embellishment of the entire sign. Uncovered pole signs and unenhanced sign cabinets are not allowed.
  - b. Use exterior materials, finishes, and colors in harmony with, or an upgrade to, those of the buildings or structures on site.
  - c. Reflect distinctive elements of the general architectural style or design theme of the development and the Zone in the sign structure.
  - d. Use embellishment to incorporate the primary design elements or unique architectural features of the buildings or structures.
  - e. Internally illuminated signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
  - f. Design sign copy area not to exceed a horizontal to vertical ratio of 2:1.
3. The City ~~will provide~~ way-finding signage in the non-leased public use areas and along Airport streets. Placement of tenant signage in these public use areas is prohibited unless approved by the Airport Director.

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FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**Appendix A – DRAFT**

**ZONE 1 – HISTORIC DISTRICT PREFERRED PLANTS**

LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE  
AIRPORT DIRECTOR AND PLANNING DIRECTOR

**TREES – ZONE 1**

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
<i>ACACIA FARNESIANA</i>	SWEET ACACIA	<i>PRUNUS CERASIFERA</i> 'ATROPURPUREA'	JAPANESE PURPLE PLUM
<i>CELTIS RETICULATE</i>	WESTERN HACKBERRY	<i>QUERCUS ARIZONICA</i>	ARIZONA OAK
<i>CERCIS CANADENSIS</i> <i>MEXICANA</i>	WESTERN REDBUD	<i>QUERCUS BUCKLEYI</i>	TEXAS RED OAK
<i>CITRUS SPECIES</i>	CITRUS	<i>QUERCUS EMORI</i>	EMORY OAK
<i>CHITALPA "PINK DAWN"</i>	CHITALPA	<i>QUERCUS VIRGINIANA</i> 'HERITAGE'	HERITAGE LIVE OAK
<i>DALBERGIA SISSOO</i>	SISSOO TREE	<i>SENNA ATOMARIA</i>	PALO ZORILLO
<i>EBENOPSIS EBANO</i>	TEXAS EBONY	<i>SOPHORA SECUNDIFLORA</i>	TEXAS MOUNTAIN LAUREL
<i>FICUS SPECIES</i>	ALL FICUS	<i>VAUQUELINIA</i> <i>CALIFORNICA</i>	ARIZONA ROSEWOOD
<i>FRAXINUS VELUTINA</i>	ARIZONA ASH	<i>VITEX AGNUS-CASTUS</i>	CHASTE TREE
<i>JACARANDA MIMOSIFOLIA</i>	JACARANDA		
<i>PISTACIA CHINENSIS</i>	CHINESE PISTACIA		
<i>POPULUS FREMONTI</i>	FREMONT COTTONWOOD		

**SHRUBS – ZONE 1**

<i>ALYOGYNE HUEGELII</i>	BLUE HIBISCUS	<i>PHOTINIA FRASERI</i>	PHOTINIA
<i>ANISACANTHUS THURBERI</i>	DESERT HONEYSUCKLE	<i>PITTOSPHORUM TOBIRA</i>	DWARF MOCK ORANGE
<i>BOUGAINVILLEA VAR.</i>	BUSH BOUGAINVILLEA	<i>PLUMBAGO SP</i>	PLUMBAGO
<i>CAESALPINIA GILLIESI</i>	YELLOW BIRD OF PARADISE	<i>PYRACANTHA SP</i>	PYRACANTHA
<i>CAESALPINIA PULCHERRIMA</i>	RED BIRD OF PARADISE	<i>RAPHIOLEPIS INDICA</i>	INDIAN HAWTHORNE
<i>CALLIANDRA CALIFORNICA</i>	RED FAIRY DUSTER	<i>RUELLA SP.</i>	RUELLA
<i>CARISSA GRANDIFLORA</i>	NATAL PLUM	<i>SALVIA CLEVELANDII</i>	CHAPARRAL SAGE
<i>CASSIA NEMOPHILA</i>	GREEN FEATHERY CASSIA	<i>SALVIA GREGGII</i>	AUTUMN SAGE
<i>CHRYSACTINIA MEXICANA</i>	DOMIANITA DAISY	<i>SALVIA LEUCANTHA</i>	MEXICAN BUSH SAGE
<i>CORDIA BOISSIERI</i>	TEXAS OLIVE	<i>SIMMONDSIA CHINENSIS</i>	JOJOBA

<i>DODONAEA VISCOSA</i>	HOP BUSH	<i>SOPHORA SECUNDIFLORA</i> 'SILVER PESO'	SILVER PESO
<i>GOSSYPIUM HARKNESSII</i>	SAN MARCOS HIBICUS		
<i>JASMINUM MESNYI</i>	PRIMROSE JASMINE	<i>TECOMA STANS</i> ALL CULTIVARS	ARIZONA YELLOW BELLS/ORANGE BELLS
<i>JUSTICA CALIFORNIA</i>	CHAPAROSA		
<i>JUSTICA CANDICANS</i>	HUMMINGBIRD BUSH	<i>TECOMARIA CAPENSIS</i>	CAPE HONEYSUCKLE
<i>JUSTICA SPILIGERA</i>	MEXICAN HONEYSUCKLE	<i>VAUQUELINIA</i> CALIFORNICA	ARIZONA ROSEWOOD
38			

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)			
<i>LEUCOPHYLLUM</i> <i>LAEVIGATUM</i>	CHIHUAHUAN SAGE	<i>VIBURNUM SUSPENSUM</i>	VIBURNUM
<i>NANDINA DOMESTICA</i>	HEAVENLY BAMBOO	<i>XYLOSMA CONGESTUM</i>	XYLOSMA
<i>NERIUM OLEANDER</i> 'DWARF'	DWARF OLEANDER		
<b>CACTI AND SUCCULENTS – ZONE 1</b>			
NONE			
<b>ACCENTS, GROUNDCOVERS, FLOWERS AND VINES – ZONE 1</b>			
<i>ANTIGONON LEPTOPUS</i> 'BAJA RED'	QUEEN'S WREATH	<i>MACFADYENA UNGUIS-</i> <i>CATI</i>	CAT'S CLAW VINE
<i>BAILEYA MULTIRADIATA</i>	DESERT MARIGOLD	<i>MERREMIA AUREA</i>	YUCA VINE
<i>BOUGAINVILLEA SP</i>	RED BOUGAINVILLEA	<i>MELAMPODIUM</i> <i>LEUCANTHUM</i>	BLACKFOOT DAISY
<i>BULBINE FRUTENS</i> 'YELLOW'	YELLOW SHRUBBY BULBINE	<i>MYOPORUM PARVIFOLIUM</i>	TRAILING MYOPORUM
<i>CHRYSACTINIA MEXICANA</i>	DAMIANITA	<i>OENOTHERA BERLANDIERI</i>	MEXICAN EVENING PRIMROSE
<i>CONVOLVULUS CNEORUM</i>	BUSH MORNING GLORY	<i>PENSTEMON SP</i>	PENSTEMON
<i>DIETES VEGETA</i>	FORTNIGHT LILLY	<i>PODRANEA RICASOLIANA</i>	PINK TRUMPET VINE
<i>DROGSANTHEMUM</i> <i>SPECIOSUM ROSEA</i>	ICE PLANT	<i>ROSA BANKSIAE</i>	LADY BANK'S ROSE
<i>ERIGERON DIVERGENS</i>	FLEABANE	<i>RUELLIA BRITTONIA</i>	KATIE RUELLIA
<i>ESCHSCHOLZIA CALIFORNICA</i>	CALIFORNIA POPPY	<i>TAGETES LEMMONI</i>	MOUNTAIN MARIGOLD

<i>ESCHSCHOLZIA MEXICANA</i>	MEXICAN GOLD POPPY	<i>TEUCRIUM CHAMAEDRYS</i>	CREEPING GERMANDER
<i>EUPHORBIA RIGIDA</i>	BLUE EUPHORBIA	<i>VERBENA SP.</i>	VERBENA
<i>FICUS PUMILA</i>	LITTLE LEAF FIG	<i>VINCA MAJOR</i>	VINCA MAJOR
<i>GALLARDIA PULCHELLA</i>	BLANKET FLOWER	<i>WEDELIA TRILOBATA</i>	YELLOW DOT
<i>LANTANA SP.</i>	LANTANA SP	<i>ZEPHYRANTHES CANDIDA</i>	RAIN LILY
<b>GRASSES – ZONE 1</b>			
<i>CYNODON DACTYLON</i>	BERMUDA GRASS		

<b>FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)</b>			
<b><u>ZONE 2 – EASTSIDE DISTRICT AND ZONE 3 – NORTHWEST DISTRICT PREFERRED PLANTS</u></b>			
LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE			
AIRPORT DIRECTOR AND PLANNING DIRECTOR			
<b>TREES – ZONES 2 AND 3</b>			
<b>BOTANICAL NAME</b>	<b>COMMON NAME</b>	<b>BOTANICAL NAME</b>	<b>COMMON NAME</b>
<i>ACACIA BERLANDIERI</i>	GUAJILLO	<i>LYSILOMA MICROPHYLLA</i> <i>VAR. THORNBERI</i>	FERN OF THE DESERT
<i>ACACIA GREGGII</i>	WHITE THORN (CAT-CLAW) ACACIA	<i>LYSILOMA WATSONII</i>	FEATHER BUSH
<i>ACACIA SALICINA</i>	WILLOW ACACIA	<i>OLNEYA TESOTA</i>	IRONWOOD
<i>ACACIA SHAFFNERI</i>	TWISTED ACACIA	<i>PARKINSONIA (SYN.</i>	HYBRID PALO VERDE AND

<i>ACACIA SMALLII</i>	SWEET ACACIA	<i>CERCIDIUM</i> ) HYBRID	ALL RELATED CULTIVARS
<i>ACACIA WILLARDIANA</i>	WHITE BARK ACACIA/ PALO BLANCO	<i>PARKINSONIA PRAECOX</i>	PALO BREA
<i>CAESALPINIA CACALACO</i>	CASCALOTE	<i>PITHECELLOBIUM FLEXICAULE</i>	TEXAS EBONY
<i>CHILOPSIS LINEARIS</i>	DESERT WILLOW	<i>PITHECELLOBIUM MEXICANUM</i>	MEXICAN EBONY
<i>EYSENHARDTIA ORTHOCARPA</i>	KIDNEYWOOD	<i>PROSOPIS SP.</i>	MESQUITE
<i>FORCHAMMERIA WATSONII</i>	PALO JITO	<i>SAPINDUS DRUMMONDII</i>	WESTERN SOAPBERRY
<i>FRAXINUS GREGGII</i>	GREGG ASH	<i>SOPHORA SECUNDIFLORA</i>	TEXAS MOUNTAIN LAUREL
<b>SHRUBS – ZONES 2 AND 3</b>			
<i>AGAVE SP.</i>	AGAVE	<i>ERICAMERIA LARICIFOLIA</i>	TURPENTINE BUSH
<i>AMBROSIA DELTOIDEA</i>	BUR-SAGE	<i>GOSSYPIUM HARKNESSII</i>	SAN MARCOS HIBICUS
<i>ASCLEPIAS LINARIA</i>	PINELEAF MILKWEED	<i>HESPERALOE PARVIFLORA</i>	RED YUCCA
<i>ATRIPLEX CANESCENS</i>	FOURWING SALTBUCH	<i>JUSTICA SPICIGERA</i>	MEXICAN HONEYSUCKLE
<i>BUDDLEIA MARRUBIFOLIA</i>	WOOLLY BUTTERFLY BUSH	<i>LARREA SP</i>	CREOSOTE
<i>CALLIANDRA CALIFORNICA</i>	BAJA RED FAIRY DUSTER	<i>LEUCOPHYLLUM FRUTESCENS</i>	'GREEN CLOUD' SAGE
<i>CALLIANDRA ERIOPHYLLA</i>	FAIRY DUSTER	<i>LEUCOPHYLLUM LANGMANIAE</i>	RIO BRAVO SAGE
<i>CASSIA NEMOPHYLLIS</i>	DESERT CASSIA	<i>LYCIUM FREMONTII</i>	FREMONT THORNBUSH
<i>CASSIA PHYLLODNIA</i>	SILVER LEAF CASSIA	<i>PSILOSTROPHE COOPERI</i>	PAPERFLOWER
<i>CELTIS PALLIDA</i>	DESERT HACKBERRY	<i>SALVIA SP</i>	SAGE
<i>CHOLLA SP</i>	CHOLLA	<i>SPHAERAICEA AMBIGUA</i>	GLOBE MALLOW
<i>CORDIA PARVIFOLIA</i>	LITTLE-LEAF CORDIA	<i>VIGUIERA DELTOIDEA</i>	GOLDEN EYE
<i>DODNEA VISCOSA</i>	HOP BUSH	<i>YUCCA SP.</i>	YUCCA
<i>ENCELIA FARINOSA</i>	BRITTLE BUSH	<i>ZIZYPHUS OBTUSIFOLIA</i>	GRAY THORN
<i>EPHEDRA TRIFUCA</i>	MORMON TEA		
<i>EREMOPHILA VAR</i>	EMU BUSH AND VALENTINE		

FALCON FIELD AIRPORT PLANNED AREA DEVELOPMENT DESIGN STANDARDS (06/2011)

**CACTI AND SUCCULENTS PLANTS – ZONES 2 AND 3**

<i>AGAVE SP</i>	AGAVE SP.	<i>FEROCACTUS CYLINDRACEUS</i>	COMPASS BARREL
<i>ALOE FEROX</i>	CAPE ALOE	<i>FEROCACTUS WISLIZENI</i>	BARREL CACTUS
<i>BULBINE FRUTESCENS 'YELLOW'</i>	YELLOW SHRUBBY BULBINE	<i>HESPERALOE PARVIFLORA</i>	RED YUCCA
<i>CARNEGIEA GIGANTEA</i>	SAGUARO	<i>HESPERALOE FUNIFERA</i>	GIANT HESPERALOE
<i>CEREUS PERUVIANUS MONSTROSUS</i>	BLUE MONSTROSUS	<i>OPUNTIA BIGELOVII</i>	TEDDY BEAR CHOLLA
<i>CEREUS PERUVIANUS</i>	NIGHT BLOOMING CEREUS	<i>OPUNTIA PHAECANTHA</i>	PRICKLY PEAR
<i>CLEISTOCACTUS STRAUSII</i>	SILVER TORCH	<i>OREOCEREUS CELCIANUS</i>	OLD MAN
<i>DASYLIRION LONGISSIMA</i>	TOOTHLESS SOTOL	<i>PEDILANTHUS MACROCARPUS</i>	SLIPPER FLOWER
<i>DASYLIRION WHEELERI</i>	DESERT SPOON	<i>STENOCEREUS CELCIANUS</i>	ORGAN PIPE
<i>ECHINOCACTUS GRUSONII</i>	GOLDEN BARREL	<i>STETSONIA CORYNE</i>	ARGENTINE TOOTHPICK
<i>ECHINOCEREUS ENGELMANNII</i>	HEDGEHOG CACTUS	<i>TRICHOCEREUS PACHANOI</i>	SAN PEDRO
		<i>TRICHOCEREUS TERSHECKII</i>	GOLDEN SAGUARO
		<i>VERBENA SP</i>	VERBENA SP.

**ACCENTS, GROUNDCOVERS, WILDFLOWERS AND VINES – ZONES 2 & 3**

<i>ACACIA REDOLENS</i>	TRAILING ACACIA	<i>LUPINUS SPARSIFLORUS</i>	DESERT LUPINE
<i>BACCHARIS HYBRID 'CENTENNIAL'</i>	CENTENNIAL COYOTE BUSH	<i>MASCAGNIA MACROPTERA</i>	YELLOW ORCHID VINE
<i>BAILEYA MULTRIADIATA</i>	DESERT MARIGOLD	<i>OENOTHERA CAESPITOSA</i>	WHITE EVENING PRIMROSE
<i>DALLEA GREGGII</i>	TRAILING INDIGO	<i>OENOTHERA STUBBEI</i>	CHIHUANUAN PRIMROSE
<i>DASYLIRION ACROTRICHE</i>	GREEN SPOON	<i>PENSTEMON SPECIES</i>	PENSTEMON
<i>DIETES VEGETA</i>	FORTNIGHT LILLY	<i>ROSMARINUS OFICINALIS PROST</i>	DWARF ROSEMARY
<i>EUPHORBIA RIGIDA</i>	BLUE EUPHORBIA	<i>SENNA COVESII</i>	DESERT SENNA
<i>HESPERALOE FUNIFERA</i>	GIANT HESPERALOE	<i>SPHAERALCEA AMBIGUA</i>	GLOBE MALLOW
<i>HYMENOXYLS ACAULIS</i>	ANGELITA DAISY	<i>SWAINSONA FORMOSA</i>	STURT'S DESERT PEA
<i>MASCAGNIA MACROPTERA</i>	YELLOW ORCHID VINE	<i>VERBENA RIGIDA</i>	SANDPAPER VERBENA
<i>LOTUS RIGIDA</i>	ROCK PEA	<i>SENNA COVESII</i>	DESERT SENNA

**GRASSES – ZONES 2 AND 3**

<i>NOLINA ERUMPENS</i>	BEAR GRASS	<i>MUHLENBERGIA PORTERI</i>	BUSH MUHLY
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**PROHIBITED PLANT LIST FOR ALL ZONES**

<b>BOTANICAL NAME</b>	<b>COMMON NAME</b>	<b>BOTANICAL NAME</b>	<b>COMMON NAME</b>
<i>CEDRUS</i>	CEDAR	<i>OLEA EUROPAEA</i>	OLIVE TREES
<i>CHAMAECYPARIS</i>	FALSE CYPRESS	<i>PALMAE</i>	ALL PALMS
<i>CUPRESSUS</i>	CYPRESS	<i>PENNISETUM SETACEUM</i>	FOUNTAIN GRASS
<i>EUCALYPTUS</i>	ALL EUCALYPTUS	<i>PINUS</i>	ALL PINES
<i>JUNIPERUS</i>	JUNIPER	<i>RHUS LANCEA</i>	AFRICAN SUMAC

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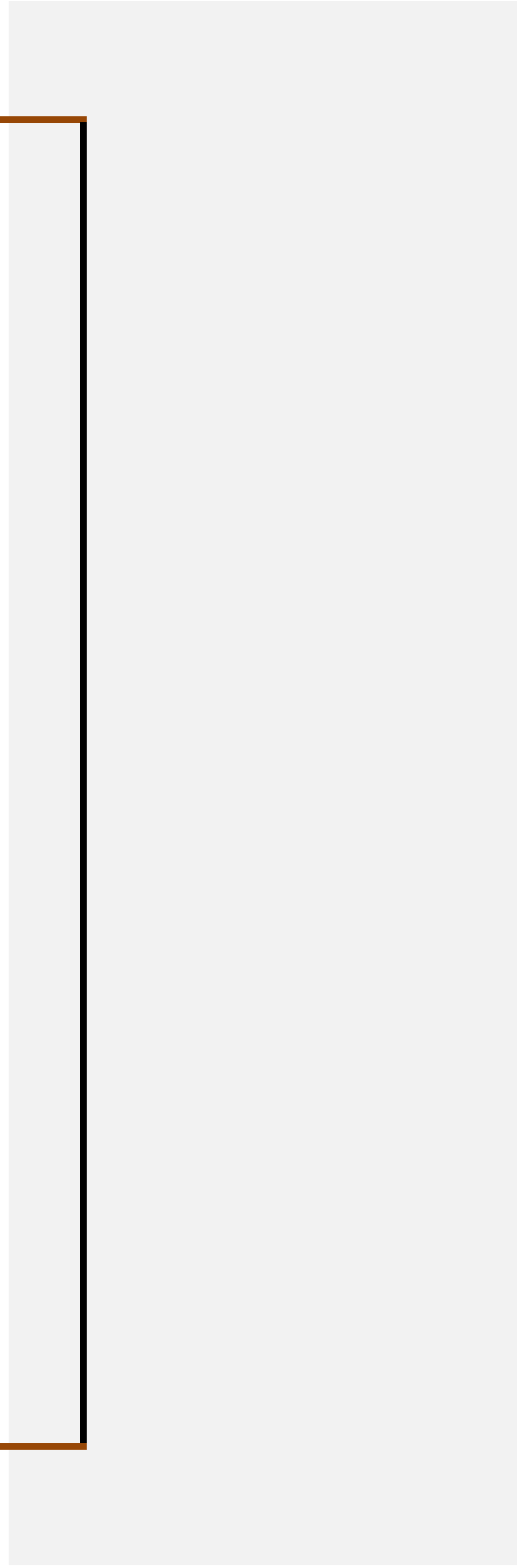
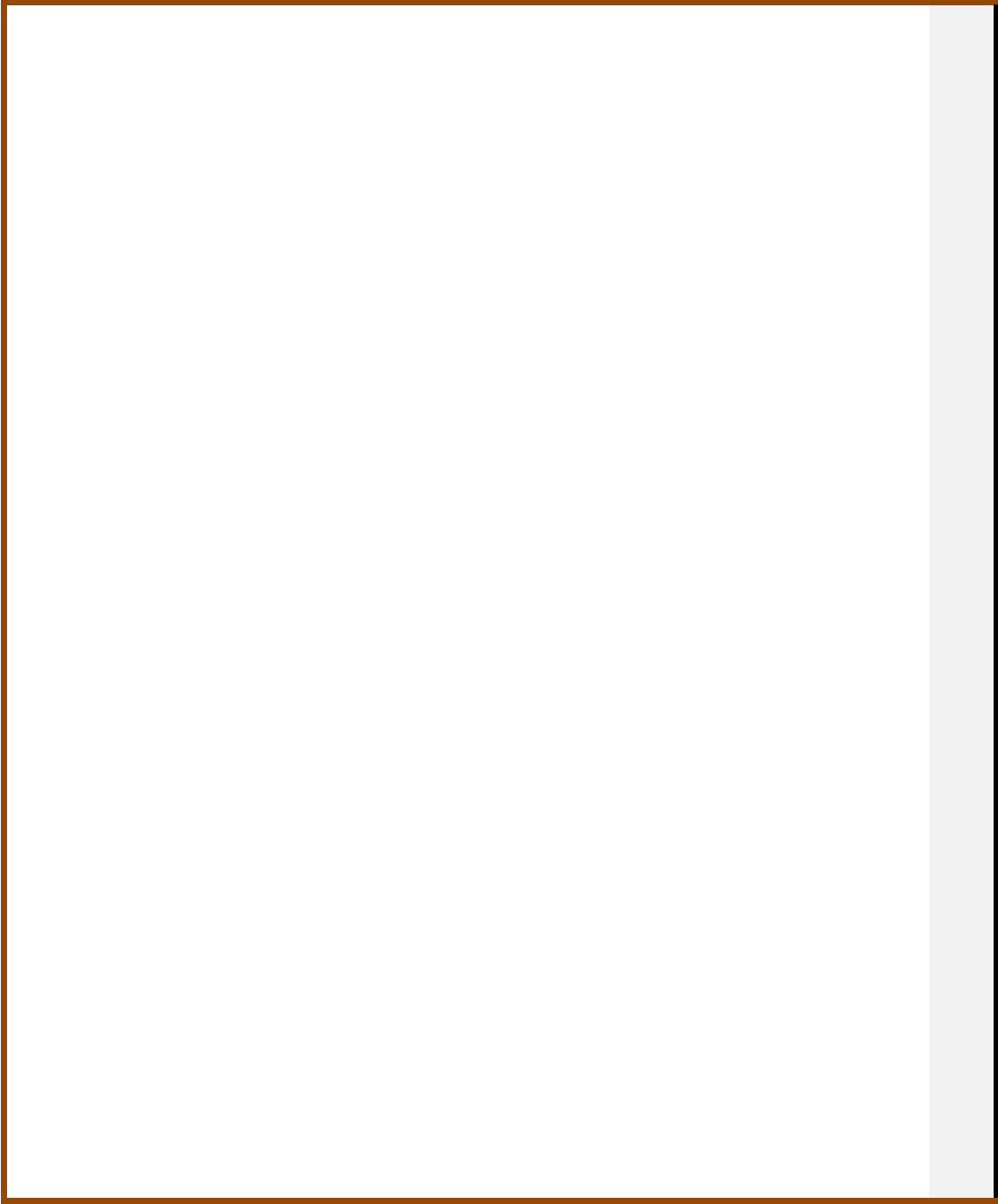
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CITY OF MESA - FALCON FIELD AIRPORT  
2021



Mesa - Falcon Field Airport

# PLANNED AREA DEVELOPMENT DESIGN STANDARDS

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Appendix A – Plant Lists

## I. INTRODUCTION

### A. Guiding Principles

The City of Mesa (City) is committed to making Falcon Field Airport (Airport) a premier general aviation airport. The Airport's guiding principles are:

- Provide a safe and operationally efficient facility.
- Provide a diversity of aviation businesses and services for its customers.
- Provide a facility that is environmentally responsible and sensitive to the community.
- Remain financially self-sustaining.

Any development at the airport must demonstrate adherence to these principles.

### B. Purpose

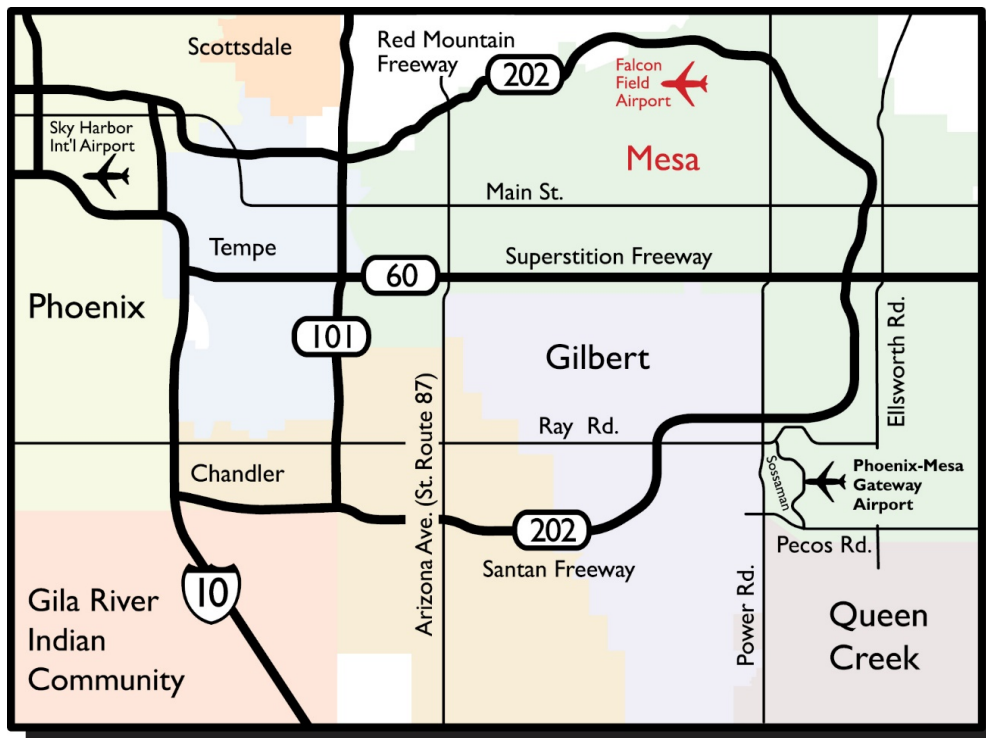
The purpose of the Falcon Field Airport Planned Area Development (PAD) overlay is to provide business owners and developers with development objectives and specific standards for the development of Airport properties to ensure that new development and improvements to existing property will be consistent with the guiding principles and following goals of the City:

- Provide a positive aviation business environment.
- Enhance the appearance of the Airport by defining the unique character of three zones and by encouraging complementary development through landscape, signage, lighting, architectural details, amenities, street furniture, art/sculpture and other elements.
- Enhance the Airport's character by incorporating high quality building materials and aviation themed building forms and details.
- Promote a harmonious environment in which individual buildings can incorporate creative design elements and maintain their identity.
- Encourage development that complements the surrounding area.
- Provide a welcoming feel for airport tenants and visitors.
- Ensure the safety and efficiency of airport operations and compliance with all applicable Federal Aviation Administration (FAA) requirements.

### C. Applicability

The PAD establishes the Airport's unique development standards. The PAD requirements apply to all future development located within the legal boundaries of Falcon Field Airport, except for Airport property owned west of Greenfield Road, and except as outlined below. No land shall be used, and no structure shall be constructed, occupied, enlarged, altered, demolished, or moved, except in accordance with the provisions of this PAD. The PAD will be used for new construction and exterior renovations, including façade modifications and landscaping changes. For previously approved projects and projects in progress, refer to the Zoning Code, Chapter 36.

D. Vicinity Map



Falcon Field Airport, Mesa Arizona

February 2020

## E. Definitions, Abbreviations and Acronyms

**Air Operations Area (AOA):** That portion of the Airport that encompasses the landing, takeoff, taxiing, aprons and parking areas for aircraft.

**Aircraft:** A device that is used or intended to be used for flight in the air.

**Airport:** Falcon Field Airport owned and operated by the City of Mesa.

**Airside:** That portion of the Airport that is located on the side of the Safety Fence that includes the runways, taxiways, taxilanes, and aircraft parking ramps. Public access to the airside is restricted.

**FAA:** Federal Aviation Administration.

**FAR:** Federal Aviation Regulations.

**FOD:** Foreign Object Debris.

**Foundation Base:** The area adjacent to the exterior walls of a building containing hardscape, (entry plazas, covered walkways, sidewalks), ground cover, or landscaping.

**Landside:** That portion of the Airport that is located outside the Safety Fence. This area is accessible to the general public.

**Lease Area:** That portion of the Airport that is leased to another party on an exclusive basis.

**Object Free Area (OFA):** An area on the ground centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

**Ramp:** A defined paved area intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, maintenance or parking of airworthy aircraft.

**Runway:** A defined area on an airport prepared for landing and takeoff of aircraft along its length.

**Safety Fence:** Fence separating the AOA (airside) from non-AOA (landside) areas of the Airport.

**Safety Fence Clear Zone:** An area adjacent to the Safety Fence of 15' on the landside and 5' on the airside in which no objects over 18" in height can be located or stored.

**Taxilane:** The portion of the aircraft ramp that is used for aircraft access between taxiways and aircraft parking positions.

**Taxiway:** A defined path established for the taxiing of aircraft from one part of the Airport to another.

**TSA:** Transportation Security Administration.

## F. Minimum Requirements and Referenced Standards

All development within the Airport must comply with applicable codes and regulations of the City, except Zoning Code requirements amended through this PAD. All development must comply with applicable requirements of Maricopa County, the State of Arizona, FAA, TSA, the Airport Master Plan, Airport Layout Plan (ALP) and the Falcon Field Airport PAD approved by the City Council. The most stringent requirements shall apply. Applicants are expected to consult applicable FAA documents for design criteria on airports. All new development must comply with FAR Part 77 requirements through FAA approval of FAA Form 7460-1. New development must include a FAA approved Environmental Review prior to issuance of a City building permit. A building permit will not be issued until these FAA requirements have been met. The Falcon Field Sub-Area Plan and Design Inspiration documents provide guidance for development within and around the airport.

## G. Administration and Authority

1. **Review Process.** The Airport Director and City Planning Director oversee compliance with these development standards. Review by both the Airport Director and Planning Director, or their designated representative(s), is a mandatory prerequisite to submitting any and all project plans and specifications to the City for final review and permitting. Projects that have frontage on an arterial street (specifically, Greenfield Road, McDowell Road, Higley Road, or McKellips Road) or projects that have or will have greater than 20,000 square feet of gross floor area shall be reviewed administratively by the Planning Director after presentation to the Design Review Board. All other projects will be reviewed administratively by the Planning Director.
2. **Appeals.** If an applicant chooses to appeal a decision made by either the Airport Director or Planning Director, site plan decisions will be heard by Mesa's Planning and Zoning Board, and aesthetic decisions will be heard by Mesa's Design Review Board. Appeals are governed by Chapter 77 of the Zoning Ordinance.
3. **Amendments to PAD.** Amendments to the PAD will be reviewed by Mesa's Planning & Zoning Board and must be approved by City Council before implementation.
4. **Modifications.** Non-material modifications to this PAD may be approved administratively by the Planning Director and the Airport Director.



## II. DEVELOPMENT OBJECTIVES

The following development objectives have been established to guide the Airport into becoming an oasis of aviation businesses with high quality employment for professionals, technical experts and highly skilled labor; a regional attraction that draws distant visitors, local employees and area residents; and a place possessing scenic vistas, quality architecture and attractive landscaping. To accomplish this, the City has established the following development objectives to ensure that the Airport continues to evolve into a place that provides a positive business environment and that it is open and welcoming to the community. The City will be investing in approved landscaping, roadways, sidewalks, signage, and lighting along the streets on the landside. Private development located on the Airport shall include improvements such as landscaping, enhanced building design constructed of “high quality” building materials, and specialty lighting to accomplish the following objectives.

### A. Background

As Mesa’s general aviation reliever airport for Sky Harbor International Airport, and Phoenix-Mesa Gateway, and the Airport manages a large number of flights, visitors, and businesses. The environment is suitable for a variety of aviation businesses and activities. Originally established as a training facility for World War II pilots, the Airport has served pilots since the 1940’s. The Airport supports the region’s economic prosperity, nostalgically described by the five C’s - cattle, copper, cotton, citrus, and climate. The Airport also has a strong connection to the community with a nationally recognized hands-on, active aviation museum and busy City park. Aviation businesses and recreational aviation thrive. The Fly Friendly voluntary noise abatement program helps to reduce aircraft operations’ effect on the surrounding community. Looking ahead, the Airport Master Plan envisions improved airfield access for aviation businesses and aircraft operators, as well as accommodations for new aviation technology.

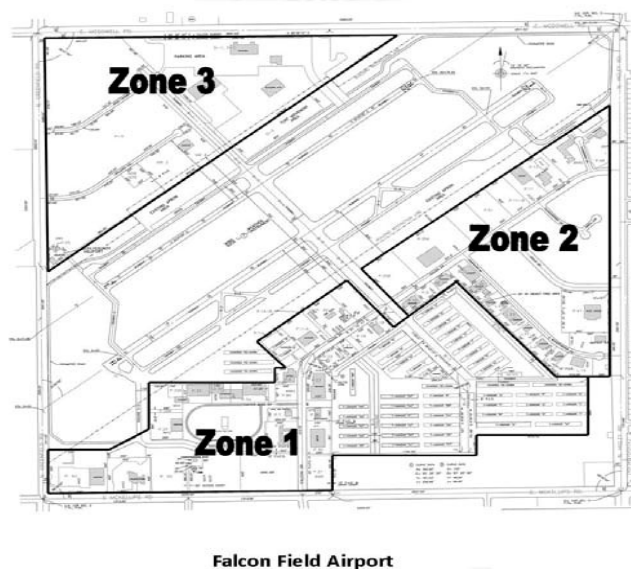


## B. Development Pattern

Runways and existing street configurations define the shape of developable land within the Airport. The system of runways, taxiways, and taxilanes has been laid out to maximize developable areas with access to the AOA. All hangars are located adjacent to the AOA on at least one side or may be totally surrounded by the AOA. Office space is typically located closer to the street, however, due to the unusual shape of some lease areas this may not be the case. Thoughtful design of new development shall preserve and enhance the economic value and history of this area.

## C. Character Areas. The evolution of the Airport has created identifiable interior areas.

1. **Zone 1** - the Historic District. This zone is bordered by Greenfield and McKellips Roads and includes Falcon Field Park, East Falcon Drive, the City-owned aircraft storage hangars, the historic World War II hangars, the terminal building, the FAA air traffic control tower, and privately-owned businesses. The theme of the area is focused on the Airport's history with airport architectural features reminiscent of the 1940's and 50's. As the Airport evolves, this will become a more inviting place where families can enjoy the public amenities that the Airport has to offer.
2. **Zone 2** - the Eastside District. This district is bordered by Higley Road, privately-owned property adjacent to McKellips Road, and Zone 1. East Falcon Drive, Roadrunner Drive, and Eagle Drive are located in this zone. This zone contains existing businesses with space for new aviation development built around future construction of a taxilane across Roadrunner Drive and Eagle Drive. Currently a mixture of architectural themes, this zone will transform to a more modern theme as new buildings are constructed and existing ones are renovated incorporating modern contemporary architectural design.
3. **Zone 3** – the Leading Edge (Northwest) District. Located in the northwest quadrant of the Airport, this zone is bordered by Greenfield Road, McDowell Road, aircraft parking ramp, and taxiways. This zone contains aircraft maintenance, aircraft manufacturing and assembly, aerospace industry uses, corporate aircraft storage, privately-owned aircraft storage hangars, and potentially Fixed Base Operators (FBO) who provide aircraft fueling. New development will have modern, contemporary architectural design.



#### **D. Connectivity**

To ensure the safe and efficient movement of vehicles and pedestrians, compliance with the Airport's procedures for driving on the Airport is required. Aircraft require large maneuvering areas and have the priority for connectivity and access. Because of this, vehicles and pedestrians circumnavigate aircraft taxilanes to avoid conflict. Pedestrian movement between buildings is desired. Landside areas will have a high degree of connectivity within the lease area and to the surrounding community. Entry monuments and signage will be installed to improve internal and external connectivity.

#### **E. Open Space Qualities**

There are two types of open space provided on the Airport: Public use open space and private use open space. Public use open space provides recreational and cultural amenities for the community, airport tenants, and visitors, which include a City park and a terminal building. Public use open space exists along the landside street network. Consistent landscaping, lighting, shaded seating areas and signage throughout the public areas of the Airport will enhance its character. These spaces encourage social interaction. Private use open space may be furnished to meet the needs of individual tenants.

#### **F. Site Development**

Efficient site layout ensures functional aviation needs are met and guides placement of site improvements and buildings. Lease areas are efficiently arranged to maximize aircraft access to the runways and taxiways. Hangars are adjacent to the AOA, with vehicle parking, public space, and offices adjacent to streets. Development of each site contributes to the character of the zone it is located in and its relationship to adjacent development so that the public space is enhanced and functions as a whole.

#### **G. Built Environment**

Architecture and built structures are compatible with the Airport environment, incorporate high quality building materials, aviation themed forms, and do not reflect one particular style. Building facades facing public areas on the landside are enhanced, and building facades facing the AOA may be more functional and basic. Site design, building placement, architecture, landscaping, exterior lighting, signage, and freestanding walls blend harmoniously with the Airport and are appropriate for the given zone.



## **H. Sustainability**

High quality development, defined by these standards, preserves the economic viability and value of the Airport, responds to the unique environment of Falcon Field, Mesa and the desert southwest, and provides opportunities for social interactions and an appreciation of aviation.

## **III. CITY IMPROVEMENTS**

The City invests in infrastructure improvements to ensure the airport remains competitive.

Improvements include:

1. Gateways create a sense of arrival at the Airport. Entry monuments with landscaping will identify public entrances to the Airport and inform and direct visitors to public areas. The City has constructed a new entrance feature at Falcon Drive and McKellips Road. The new feature clearly identifies the public entrance to the Airport. Conceptually, the gateway respects the history of the Airport and identifies it as a successful, forward-thinking place. Entrances at Higley Road & Falcon Drive will be a simplified version of the main entrance at Falcon Drive and McKellips Road.
2. Falcon Field Park will be maintained and enhanced to celebrate the history of Falcon Field and the cadets who trained here during World War II.
3. Two original World War II hangars are located just north of Falcon Field Park. The Airport plans to keep these iconic buildings that are listed on the National Register of Historic Places.
4. The Falcon Field water tower is a landmark and will remain an identifier for the Airport. It has been repainted and identifying descriptors are included to the side of the tank.
5. The City-owned hangars will be painted more consistent, complementary, earth-tone colors.
6. The City will create an attractive, cohesive streetscape that enhances the sense that the Airport is a welcoming, friendly, accessible airport and successful aviation business center.
7. Two public viewing areas have been constructed at the terminal building to encourage visitors to come to the airport.
8. Wayfinding signs have been installed in Zone 1.



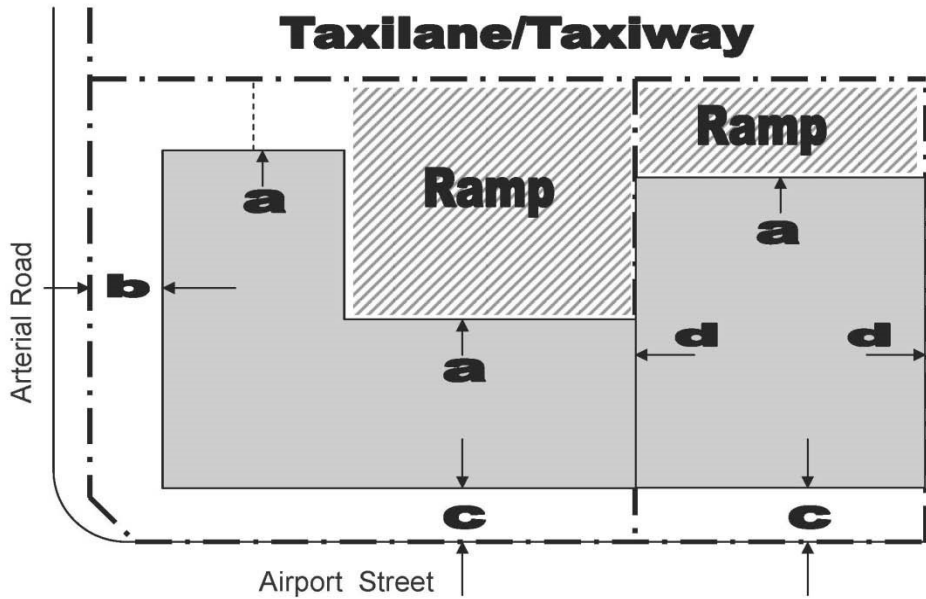
#### IV. DEVELOPMENT STANDARDS FOR LEASE AREAS

A. **Lease Area Site Development.** Lease areas shall be designed to ensure safe maneuvering of aircraft and contribute to the attractive, business-friendly character of the Airport.

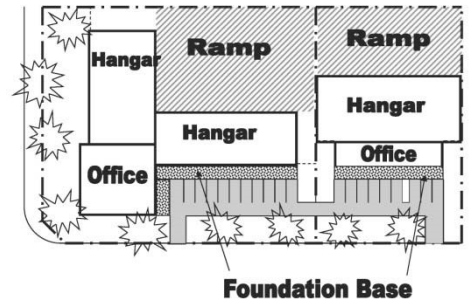
1. **Land Use.** All sites shall be designed for aviation businesses that require hangar space and direct access to taxilanes and taxiways. Projects may be designed to accommodate ancillary office uses related directly to aviation businesses only. Office space may be located in a different structure from the hangar.
2. **Development Phasing.** The Airport Director and Planning Director may approve phased improvements.
3. **FAA OFA requirements.** All buildings, structures, site improvements and storage shall comply with FAA Object Free Area requirements as stipulated in FAA Advisory Circular: Airport Design 150/5300-13A (or most current edition).
4. **Lease Area Types.** There are two lease area types: Type A is located on a street and is accessible from the street without the need to drive through an access-controlled gate. Type B is located entirely inside the Airport safety perimeter fence. Even though it may be seen from a street, it is only accessible after a vehicle drives through an access-controlled gate. The following tables specify the dimensional requirements for development within lease areas.



## Lease Area Type A – Street Access



Site Development Example:



**Minimum Lease Area Size:** None, however, aircraft parking ramp shall be equal to or greater in square footage than the hangar. Exceptions may be approved by the Airport Director and Planning Director.

**Building and Structure Height** Comply with FAR Part 77 requirements. FAA approval of a Form 7460-1 must be provided before a building permit will be issued.

**Building, Structure, and Parking Distance from Property Line or Lease Line** (minimum setback requirements)

**a** - Adjacent to AOA (taxiway, taxilane). FAA Object Free Area requirements (see FAA AC 150/5300-13A or more recent version)

**b** - Adjacent to Arterial (Public) Streets<sup>1</sup> ..... 15' (measured from right of way)

**c** - Adjacent to streets within the Airport<sup>2</sup> .... 15' (measured from lease line)

**d** - Adjacent to another Lease area:<sup>3</sup>

Airside ..... 0'

Landside ..... 0'

Arterial street intersections<sup>4</sup> (not shown) ..... Zoning Code **Section 11-30-10**

Adjacent to AOA service road (not shown) ..... 5' minimum

Adjacent to AOA driveway (not shown) ..... 0'

1. McKellips, Higley, Greenfield and McDowell.

2. Examples: Falcon Drive, Roadrunner Drive, Mallory Circle, Eagle Drive and Fighter Aces Drive.

3. All structures, fences and walls must comply with City codes related to visibility at intersections.

### Side Yard Landscaping Area

Landside - Landscape with plant material with a mature height of 18 inches or less, pave, or cover with decorative decomposed granite or rock. Trees are only allowed in the side yard in front of the building.

Airside - Pave or cover with large rock, as approved by Airport Director. Trees are not allowed.

### Foundation Base Area

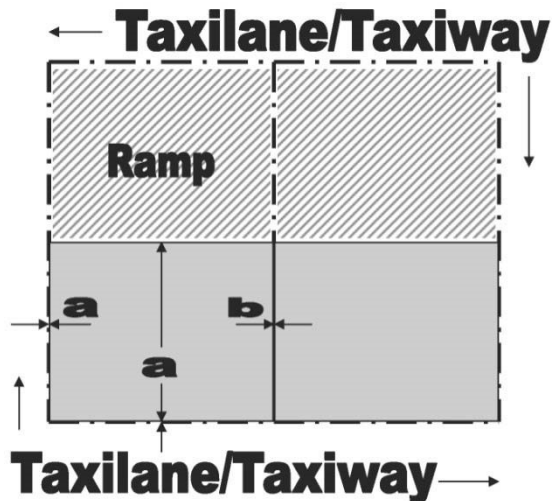
Landside adjacent to parking spaces ..... 5'

Landside adjacent to drive aisles ..... 5'

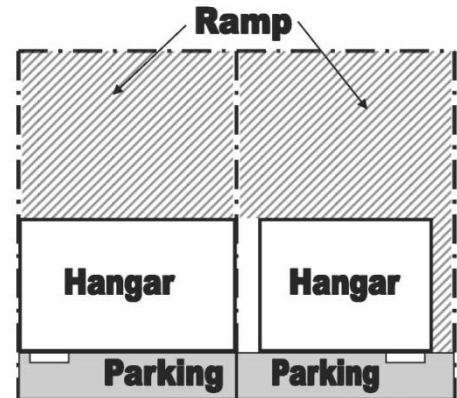
Landside adjacent to main public entrance 10' unless otherwise approved by Airport Director and Planning Director.

Airside ..... 0'

## Lease Area Type B – No Street Access



Site Development Examples:



**Minimum Lease Area Size** ..... None, however ramp area shall be equal to or be greater in square footage than hangar area. Exceptions may be approved by Airport Director and Planning Director.

**Note:** Lease areas surrounded by apron, taxilane, and taxiway are not required to have frontage on a dedicated public or private street.

**Building and Structure Height** Comply with FAR Part 77 requirements. FAA approval of a Form 7460-1 must be provided before a building permit will be issued.

**Building, Structure and Parking Distance from Lease Line** (minimum setback requirements)

**a** – Adjacent to AOA (taxilane, taxiway) ..... FAA OFA requirements

**b** – Adjacent to another lease area<sup>1</sup> ..... 0'

Adjacent to AOA service road (not shown) ..... 20' minimum

<sup>1</sup> Structures, such as awnings, eaves, overhangs, and light shelves shall not extend over lease line.

**Side Yard Landscaping** ..... Paved or large rock, no plant material required

**Foundation Base** ..... 0', except 5' in front of customer entrance

### 5. Site Safety

- a. All lease areas shall maintain an approved Safety Fence between the landside and airside where a building does not already serve as a safety barrier to the airside.
- b. Portions of lease areas located on the airside of the Safety Fence shall be considered restricted access areas for only those individuals who have a specific need to be in the AOA.

- c. A five (5) foot clear zone shall be provided on both the landside and airside. Parking of vehicles in the clear zone is prohibited. Landscaping within 5 feet of the Safety Fence shall have a mature height of no greater than of 18 inches. Exceptions may be approved by the Airport Director and Planning Director.
- d. See Section 13 for additional Safety Fence requirements.



## 6. Aircraft Ramp

- a. The paved surface area shall be equal to or greater in square footage than hangar space on the lease area. Exceptions may be approved by the Airport Director and Planning Director.
- b. The paved surface shall be constructed to accommodate aircraft that will be parked on the lease area and that will accommodate maneuvering of aircraft.
- c. The ramp shall not be used for storage of non-airworthy aircraft, materials, or equipment.



## 7. Hangars

- a. All projects that include an aircraft hangar shall include hangar space large enough to store, at a minimum, one (1) single engine propeller aircraft.

- b. Hangars shall be located and designed to allow safe maneuvering of aircraft and to limit conflicts between aircraft and other activities.
- c. Hangar design shall comply with the specific design standards for the zone in which it is located.
- d. See Section IV.C for additional building design requirements.



**8. Office space**

Create an attractive environment that can accommodate office uses on the landside, airside or within a hangar(s).

- a. Hangars that include office space and space for ancillary uses shall be no greater than 25% of the hangar square footage, unless approved by the Airport Director.
- b. Office space may be located in a separate structure from a hangar(s).
- c. See Section IV.C for additional building design requirements.

**9. Vehicle Parking (Parking)**

Sites shall conform to the Zoning Code parking standards, unless a shared parking plan, or an alternative parking plan, is approved by the Airport Director and Planning Director.

- a. All off-lease area parking locations shall be approved by the Airport Director.
- b. Parking for the hangar use only may occur inside the hangar or on the aircraft ramp.
- c. In lease area Type A, if the building has a public entrance on the landside, parking for all office and ancillary uses must be provided on the landside, unless otherwise approved by the Airport Director and Planning Director.
- d. Cross access easements and shared driveway are encouraged on sites with access to McKellips, Greenfield, McDowell and Higley Roads.
- e. Sidewalk shall connect off-lease area parking area to the primary building entrance.
- f. All parking and circulation areas shall be paved.
- g. Covered parking spaces are encouraged but not required.
- h. Parking for tenants and visitors may be separate from the lease area.
- i. Screening of Parking. Parking areas and drive aisles shall be screened from street(s) with a screening device, such as a masonry wall, berm or combination of walls/berms densely planted landscaping or “vertical wire trellis panels,” unless otherwise approved by the Airport Director and Planning Director.
  - i. All screen walls shall be designed in accordance with Section IV. A. 13, unless an alternative is approved by the Airport Director and Planning Director.
  - ii. Screen devices shall be at least 32 inches high and shall not exceed 40 inches in height.
  - iii. Berm side slopes shall not exceed 4:1 (horizontal to vertical) and shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite.
  - iv. Screening devices height shall be measured from the finish grade of the parking lot in the lease area.
  - v. When using a screen wall or dense vegetation there shall be a setback of at least 3 feet between the screen wall and the edge of the parking area.
  - vi. Screen walls located adjacent to public right of way shall comply with Zoning Code requirements.

## 10. Pedestrian Connections

Encourage people to walk by providing safe, convenient, comfortable, and efficient sidewalks.

- a. Sidewalks shall be designed to serve internal pedestrian circulation needs, including links to sidewalks within the airport and along the street.
- b. Sidewalks adjacent to streets shall comply with applicable City Standards.
- c. Sidewalks shall be installed along all streets located within the Airport. Sidewalks should be curvilinear, paved and have a minimum width of 5 feet. Sidewalks within the lease area shall be at least 4 feet in width and paved with a hard, durable surface. Where a sidewalk is parallel and adjacent to an auto travel lane, it must be raised and separated from the auto travel lane by a raised curb at least 6 inches high, decorative bollards, or another physical barrier.

- d. Sidewalks within the lease area shall connect the primary entrance of each building or each public entrance to a sidewalk adjacent to the street. Such walkway shall be provided along the shortest practical distance between the main building entry and public/private sidewalk.
- e. When crossing a drive aisle, a pedestrian path or sidewalk should be designated through use of a decorative material.
- f. At public entrances, pedestrian walkways shall be provided with weather protection such as canopies, awnings, arcades and trellises.
- g. Sidewalks shall be designed to be convenient and attractive. Sidewalks should be easily found by first-time visitors.



## 11. Vehicular Circulation

- a. Unless approved by the Airport Director, City Engineer and City Traffic Engineer, all construction on the Airport shall comply with all applicable City standards for construction in a public right of way.
- b. Curb and gutter shall be installed on all streets, vehicular driveways and parking areas located within the Airport.
- c. Driveways should be functional, attractive and should seamlessly connect public use areas. Private, secure areas should be clearly marked.

## 12. Outside Storage Areas

Maintain an attractive environment for the community and adjacent businesses while allowing the open storage of airworthy aircraft.

- a. Any open storage must be accessory to the business located in hangar space.

- b. No airside open storage is allowed, except storage of airworthy aircraft, unless screened from landside public view by an 8' masonry wall, unless otherwise approved by Airport Director and Planning Director. See Section IV.A. 13 for additional screening requirements.
- c. No landslide outdoor storage is allowed.

**13. Fences, Screen Walls, and Freestanding Walls**

Attractive physical barriers shall be provided where appropriate or required. Fences and walls should be an attractive and integral design component of the development that identify public use areas, define areas intended for private use, and allow natural surveillance.

**a. Safety Fence.**

- i. Fence shall be 8' high, masonry or black vinyl coated chain link that matches Safety Fence installed by the City.
- ii. Fence shall be located no closer to the street than the building face, unless the fence is masonry and is screening accessory outdoor storage.

b. Fences and walls are not required along boundaries of the lease area unless required as part of the Safety Fence.

c. **Height.** Fences and walls within required landside setbacks shall not exceed 8' feet in height, unless enhanced and approved by the Airport Director and Planning Director.

**d. Prohibited Materials**

- i. Chain link fencing is not permitted unless it is part of the Safety Fence that delineates the landside from the airside and meets the requirements set forth above in Section IV. A. 13.
- ii. The use of wood, barbed wire, razor wire, embedded glass shards, electrified and other hazardous fencing is prohibited.

**e. Intersection Visibility**

All fences, walls, and structures must comply with City codes related to Visibility at intersections.



#### 14. Utility and Mechanical Equipment

- a. All utility equipment boxes shall be enhanced with a decorative “wrap”.
- b. Placement and height of equipment shall comply with U.S. Homeland Security requirements.
- c. When possible, equipment that requires access for service shall be located on the landside.
- d. Screening for Mechanical Equipment. All exterior mechanical equipment shall comply with the requirements of the Zoning Code unless noted below.
  - i. Roof mounted equipment screening shall be constructed as an encompassing monolithic unit, rather than as several individual screens (i.e., multiple equipment screens, or “hats,” surrounding individual elements are not permitted). The height of the screening element shall equal or exceed the height of the structure’s tallest piece of installed equipment, unless otherwise approved by the Airport Director and Planning Director.
  - ii. Ground-mounted equipment facing a street or not otherwise separated from the street by intervening building(s) shall comply with Zoning Code screening requirements.
  - iii. Unless otherwise approved by Airport Director and Planning Director, wall-mounted equipment, including but not limited to electrical meters, electrical distribution cabinets, service entry section (SES), fire sprinkler equipment and similar valves and cabinets that face a street or public parking and are not recessed and/or separated from the street by intervening building(s) or solid masonry wall shall comply with Zoning Code screening requirements, unless otherwise approved by Airport Director and Planning Director.



## 15. Service Areas (Hangar Doors, Loading Docks, and Bay Doors)

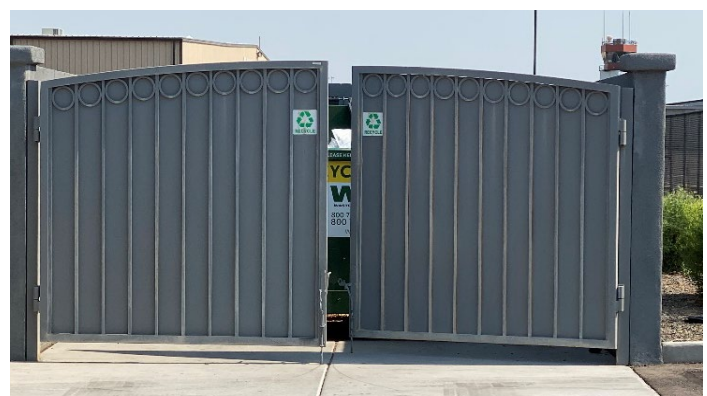
Service Areas should be designed to function efficiently. With the exception of aircraft hangar doors and pedestrian doors, minimize the impact on adjacent development and limit the view from public use areas by providing screening. See Section IV. 12. for additional requirements.

- a. Hangar doors and pedestrian doors do not require screening. All others should be screened from public view.
- b. **Lease Area Type A:** Service Areas shall not be located on street-facing facades unless screened from public view with a solid 6-foot-high masonry wall. If a gate is provided, the gate shall be constructed of durable, opaque material. If a masonry wall exceeds 8' in height, it must be enhanced and approved by the Airport Director and Planning Director. For additions and modifications of existing buildings, the requirement to screen service areas shall be at the discretion of the Airport Director and Planning Director.
- c. Service areas located on the airside do not require screening.
- d. Off-street loading spaces shall be paved and shall not encroach into fire lanes.

## 16. Trash and Refuse Collection Areas

Trash and Refuse collection areas must be enclosed and should be an integral component of the development. They should be safe, attractive and located on the landside, whenever possible. The location should not be visually prominent.

- a. The refuse collection enclosures shall not be located in front yard setback, landside side yard setbacks, any required parking spaces, required landscape area or any other area that is required to be left clear by City Codes.
- b. Trash and refuse collection areas shall be screened so as to not be visible except when in use. Orient openings away from public view, where possible.
- c. Latching gates shall be provided for all trash enclosures. Gates visible from public areas shall be attractive, consistent with the design theme of the zone and complimentary to buildings and screen walls. Enclosures located on the landside shall have decorative metal gates, and enclosures located on the airside shall have metal gates.



## **17. Telecommunication Equipment**

- a. Telecommunication equipment is a permitted use in accordance with the terms of the ground lease.
- b. The location, design and screening of any equipment shall be subject to approval by the Airport Director.
- c. Equipment shall not be located within the front setback area. Rooftop locations should be avoided.
- d. The total height of the equipment shall not exceed a height of 12 feet above natural grade. Where greater height is required due to restrictions for the signal reception, the City will consider increased heights pursuant to Airport Director approval and pursuant to FAA height restrictions as outlined in FAR Part 77.
- e. Where possible, all equipment shall be screened from view with landscaping, architectural materials or a combination thereof.
- f. Telecommunications equipment must not interfere with any aircraft operations, landing aids, or navigational aids located on the Airport.
- g. Wireless communication facilities shall comply with Zoning Code requirements.

## **18. Fire Protection Equipment Screening Requirements**

Roof-access ladders and fire sprinkler risers shall be located within the interior of the structure.

## **19. Solar Equipment Screening Requirements**

Roof-mounted solar equipment and solar panels do not require screening.

## **20. Stormwater Retention**

All stormwater retention areas shall conform to the Falcon Field Master Drainage Plan and all requirements of the City codes. Rainwater harvesting techniques, such as permeable pavers and diverting rainwater to landscape areas, are encouraged. Retention areas outside the Safety Fence (i.e. landside) shall be covered with a combination of vegetative and inert ground cover. Inert ground cover should consist of large rocks and decorative decomposed granite. Retention areas inside the Safety Fence (i.e. airside) shall be covered with inert ground cover only, no vegetative ground cover.

## **21. Lighting and Illumination.**

- a. All lighting and illumination shall comply with FAA requirements and shall comply with Mesa Zoning Code Section 11-30-5.
- b. All lights and fixtures shall be sized and located to accommodate large commercial trucks.



## B. Landscaping

Landscaping should be appropriate for the region and should play a key role in site aesthetics, the development of places where people congregate, and energy and water conservation. Plant material selections should be either native desert plants or plants that adapt well to desert climates.

1. Plant Lists in Appendix A identify appropriate plants for each zone. The plant lists are not all inclusive and some latitude may be exercised as approved by the Airport Director and Planning Director.
2. **Maintenance of Landscaping.** Lease holders shall comply with maintenance requirements of the City Code. The City shall be responsible for maintenance of all landscaping outside lease lines.
3. **Landscaping along arterial roads and Airport streets** shall comply with the following:
  - a. **Number of Plants:** At least 1 tree and 5 shrubs per 30 linear feet of street frontage. All fractional amounts shall be rounded up to the next whole number (Example 2.15 trees rounds up to 3 trees). Provide vegetative ground cover that will cover at least 50% of the area at maturity.
  - b. **Trees:** All required trees shall be at least 24-inch box size. When located in front of buildings that could contain commercial signage, install trees that branch at sufficient height and width to allow people to see the signage beyond the tree.
  - c. **Shrubs:** A minimum of 50 percent of the total required shrubs shall be 5-gallon size or larger. No shrubs shall be less than 1-gallon size.
  - d. **Ground Treatment:** The entire landscaped yard shall be either covered with decorative, colored decomposed granite, boulders, large rock, "desert varnish or cobble", desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers. The use of turf should be limited to places used by pedestrians.
4. Landscaping along lease lines adjacent to other lease areas shall comply with the following requirements:

- a. **Lease Area Type A:** The side yard landscaping on the landside shall be no closer than 15' feet from the Safety Fence unless it is less than 18" in height. Side yard landscaping on the airside shall be no closer than 5' to the Safety Fence unless it is less than 18" in height.
  - b. **Lease Area Types A and B:** The side yard area located on the airside shall be either paved or have large rock cover. Large rocks shall be placed no closer than 5' from the Safety Fence. Landscaping on the airside is not required and shall not exceed 18" in height when mature.
5. Landside vehicle parking area landscaping shall comply with the Zoning Code requirements and shall meet the criteria established for the zone in which it is located.
6. Landscape Area in Foundation Base.
- a. **Lease Area Type A Landside Only**
    1. Buildings shall have a foundation base of plant materials such as trees, shrubs, ground covers, accent plants and/or hardscape, such as decorative pavement and pavers, adjacent to exterior building walls on the landside.
    2. Pedestrian areas and building entrance plazas should be shaded with trees and shade structures.
    3. Number of Foundation Base Trees. A minimum of 1 tree per 50 linear feet or less of exterior wall length of a building adjacent to foundation base shall be provided. Any calculation resulting in a percentage of a whole tree shall be rounded up to the nearest whole.
    4. Size of Foundation Base Trees. The required trees shall be 24-inch box size.
    5. The Foundation Base landscape area shall be at least equal in length to 50 percent (minimum) of adjacent exterior wall.
    6. Foundation Base trees shall be in planters that are at least 8 feet wide. Other plant material shall be in planters that are at least 3 feet wide.
    7. Ground treatment shall be either covered with decorative, colored decomposed granite, boulders, large rock, 'desert varnish or cobble', desert tree mulch, turf (in limited and appropriate areas), or supplemental shrubs and ground covers, including flowers.
    8. If the Foundation Base contains expansive soils (as determined by a certified engineer) the plant material shall be placed away from the building.



b. **Lease Area Types A and B** office entrances located on the airside shall provide a minimum 5' wide concrete Foundation Base which may include shrubs and/or flowers that do not exceed 18" in height and decorative de-composed granite. All other airside areas do not require Foundation Base.

7. Alternative Landscape Plans may be considered for approval pursuant to Zoning Code Section 11-33-7.

8. **Zone 1 Landscaping** will have a welcoming feel with shady, lush, and colorful landscaping. Strategically placed shaded turf areas will be provided for visitors. Deciduous shade trees and citrus type trees will line the streets.



9. **Zones 2 and 3 Landscaping** will be similar to a lush desert garden with a variety of plants, forms, color, and textures. Landscaping will be sensitive to the region and consist of native desert plants or plants adapted to the desert. Plants should be allowed to grow naturally, as they would in the desert, without excessive pruning.



### C. Building Design

New buildings and renovations of existing buildings should convey a positive, progressive image, respecting the historical significance of Falcon Field, accommodating the present, and capable of responding to future opportunities. Desirable, functional and attractive developments will be achieved by allowing flexibility in implementing the architectural standards listed below.

#### 1. Lease Area Type A - General Architectural Standards:

a. **Primary Public Entrances.** Building materials, architectural composition and/or detailing shall focus the public's attention on the primary public pedestrian entrance to the building or tenant space(s).

**b. Form, Materials and Color.**

- i. Massing and/or rooflines shall be used to create attractive building façades facing the street.
- ii. Buildings that occupy sites with frontage on arterial roads shall include a positive aviation theme.
- iii. Regional building materials, such as masonry, stone, concrete, and copper should be used in creative ways.
- iv. Materials used for walls on the landside, shall use at least 3 different "high quality" durable, low-maintenance materials, such as pre-cast concrete panels, stucco, copper, corten steel and masonry. Small amounts of hangar metal may be displayed as an accent.
- v. When hangars are located adjacent to the front setback line, the façade facing the street shall have an articulated durable finish, such as stucco, pre-cast concrete or masonry block.
- vi. Colors should be tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.
- vii. Buildings larger than 10,000 square feet shall be finished with more than one (1) color on all elevations that are visible from public streets.
- viii. With the exception of hangar doors, shaded public entrances should be expressed with distinct material.
- ix. Reflective glazing is prohibited.

**c. Architectural Detailing.**

- i. Arrange profiles, finishes, textures and materials in a well-designed attractive composition.
- ii. Canopies, entrances, windows, accents, vents, roof edges, control joints, panel edges and site walls shall provide architectural interest on the building façade facing the street.
- iii. A curvilinear design or accent that is reflective of the curved roof design of the original World War II hangars located at the Airport is encouraged.

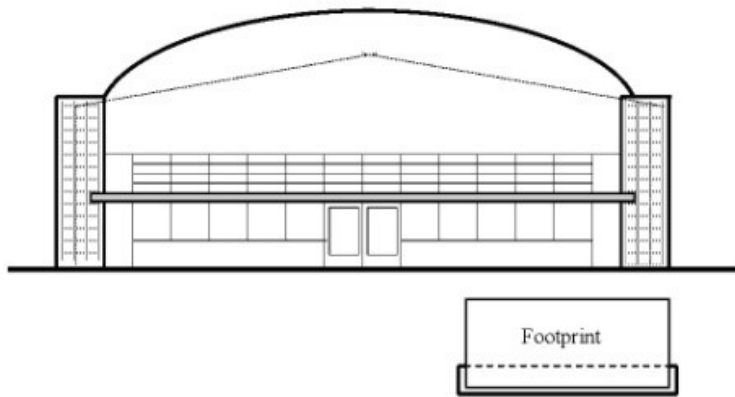
**2. Lease Area Type A Specific Building Design Considerations**

Photographs and examples of Building Elevations have been provided to assist developers and architects. Creative alternatives are encouraged and shall contain the same or greater degree of interest as the examples given. Windows and storefronts should reflect the pattern of historic structures or should be a creative interpretation of them.

- a. **Zone 1 – Historic District.** Building designs should be responsive to the historical context and imagery of the Airport and should be reminiscent of vintage 1940’s airport architecture.
- i. Appropriate architectural forms include arched rooflines or accents, stepped massing, horizontal canopies, round accent windows, windows with horizontal divided lights and simple storefronts.

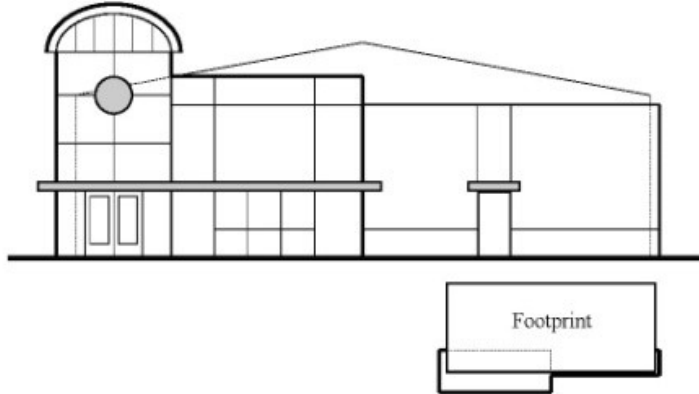


## Zone 1 Building Elevation Examples



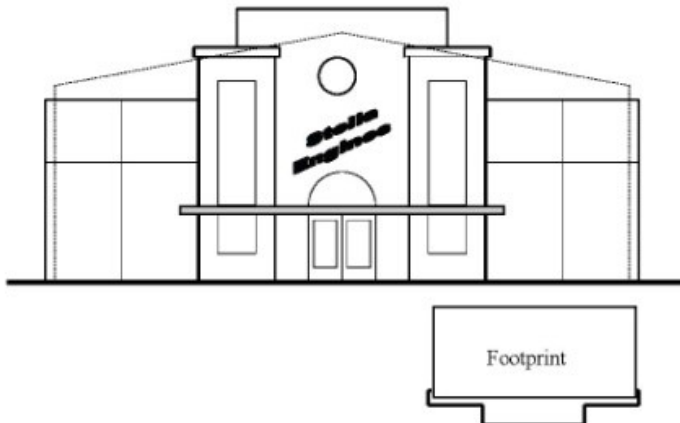
### Building Elements

- Creative building form—curved parapet reminiscent of 1940's hangar
- Quality, durable materials—Stucco finish and masonry
- Clearstory windows reminiscent of 1940's hangars
- Horizontal shade canopy
- Centered identifiable entrance



### Building Elements

- Creative design element—Tower element reminiscent of air traffic control tower over entrance
- Curved accent element
- Quality, durable material—Pre-cast concrete panels
- Round window—historic detail
- Horizontal shade canopy reflects historic detail



### Building Elements

- Creative stepped massing reminiscent of 1940's airport terminal architecture
- Quality durable materials—stucco with textured accents
- Round window accent
- Entrance with curved accent element is focal point of facade
- Horizontal canopy shades windows and doors



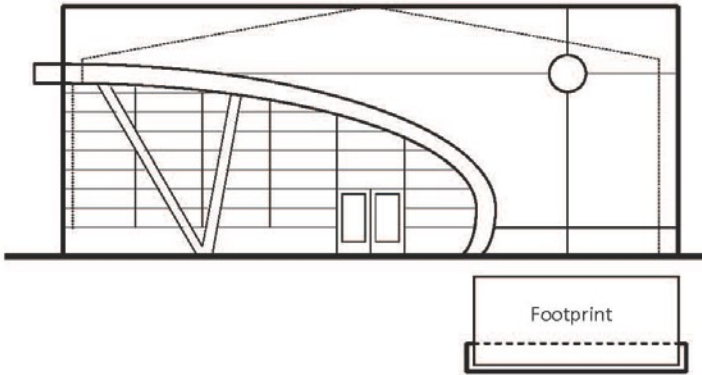
**b. Zone 2 "Eastside District" and Zone 3 – "The Leading Edge" Northwest District**

Buildings should express a modern contemporary aviation architectural theme that reflects the innovative character of hi-tech, aviation-based businesses.

- i. Buildings shall have contemporary design forms utilizing building materials in innovative, creative ways. Facades should incorporate creative interpretations of arched rooflines, aviation-themed accents, stepped massing, wide horizontal canopies, curved canopies, round accent windows, windows with horizontal divided lights and simple storefronts.
- ii. Glass and aluminum frames should be used in creative ways. Copper accents and corten steel features are encouraged.

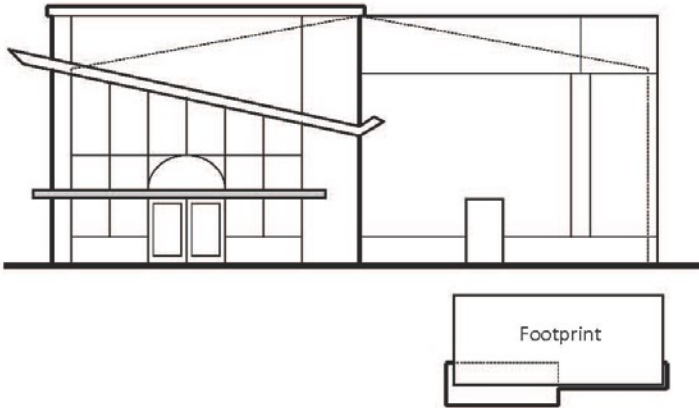


**Zone 2 &  
Zone 3 Building Elevation Examples**



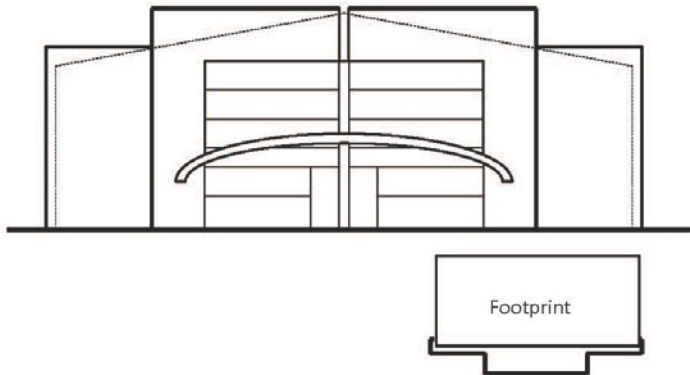
Building Elements

- Contemporary architectural style
- Non-conventional use of typical building materials—Metal and Stucco
- Unique curved shade canopy shades windows and identifies entrance
- Sculptural support for canopy
- Contemporary window



Building Elements

- Contemporary architectural style
- Aviation theme in decorative canopy element over entrance
- Quality, durable materials—Precast concrete panels and stucco finish
- Shaded entrance
- Creative composition of massing and transparency



Building Elements

- Contemporary architectural style
- Building massing, interesting roof-lines creatively express building's use
- Quality, durable materials—masonry and/or stucco finish
- Curved shade canopy identifies and shades entrance
- Horizontal windows

3. **Lease Area Type B - General Architectural Standards:**

- a. **Primary Public Entrances.** Building materials, color and/or detailing shall focus the attention on the primary pedestrian entrance to the building or tenant space(s).
- b. **Form, Materials, and Color.**
  - i. Standard building materials should be used in creative ways.
  - ii. Materials shall be used to add interest to hangar walls visible from at least 100 feet away. Acceptable examples include enhancing the base of the building with decorative masonry. Use at least 3 different durable, low-maintenance materials, textures or colors.
  - iii. Colors should be tones that are consistent with the natural surrounding Sonoran Desert region and should not be highly reflective. Complementary accent colors are encouraged.
  - iv. Reflective glazing is prohibited.
- c. **Architectural Detailing.** Arrange vents, openings and other functional elements in an attractive composition. Entrances and windows shall provide architectural interest in the building façade.

4. **Solar Panels.** The use of solar panels is encouraged as long as they do not create a glare that interferes with aircraft operations.



D. **Environmental Design**

Sustainable design principals are encouraged to ensure that buildings are efficient, comfortable and designed to last.

1. **Site**

- a. Arrange occupied spaces for optimum exterior views and orientation; minimize spaces with western orientation.
- b. Ramp areas buffered from streets and surrounding neighborhoods by buildings to minimize noise during aircraft run-ups is encouraged.

## **2. Buildings**

- a. Building shape should allow for maximum exposure in northerly and southerly directions with east west exposures minimized.
- b. Wherever possible, provide shade at all glazed openings other than north-facing.
- c. Utilize double-glazing and energy-efficient glazing (low-E) and frames.
- d. Create a well-insulated building envelope.
- e. Utilize roof materials that minimize heat and noise transfer.
- f. Select materials that are durable and appropriate for the climate and effects of the harsh sun.
- g. Where possible, utilize structural material that requires little or no finish treatment in visible areas.
- h. Relatively light-colored material and finishes should be employed on building exteriors (light enough to reduce heat gain, but not so light to contribute to glare and reflected heat gain).
- i. Utilize windows for natural lighting. Use clerestory windows in lieu of skylights to maximize natural light and ventilation, while minimizing potential roof leaks and heat gain.
- j. Utilize building materials that contain recycled content, like steel, and local material like concrete.
- k. During construction, allow for collection and/or sorting of recyclable construction materials to direct construction waste to recycling facilities rather than to landfills.

## **3. Infrastructure**

Reduce potable water use by utilizing proper irrigation of low water use plants, installing low water use plumbing fixtures and diverting rainwater to landscape areas through drainage swales and scuppers in extruded curbs.

## **4. Energy Efficient Design**

- a. Buildings should incorporate passive solar design, appropriate orientation, day lighting, natural cooling, and solar water heating where possible.
- b. The building envelope, windows, and mechanical systems should be designed together, not in isolation.

## **E. Signage**

Airport signage will provide clear direction into the Airport, promote efficient way-finding through the Airport, and provide businesses the opportunity to clearly identify their location. Lease Areas signs should be in harmony with the style and character of the development and an integral design component of the building architecture, building materials, landscaping, and overall site development. For specific requirements refer to the City of Mesa Sign Regulations.

## 1. **Attached Signs**

Integrate attached signs with the primary physical features of the building and complement the building architecture.

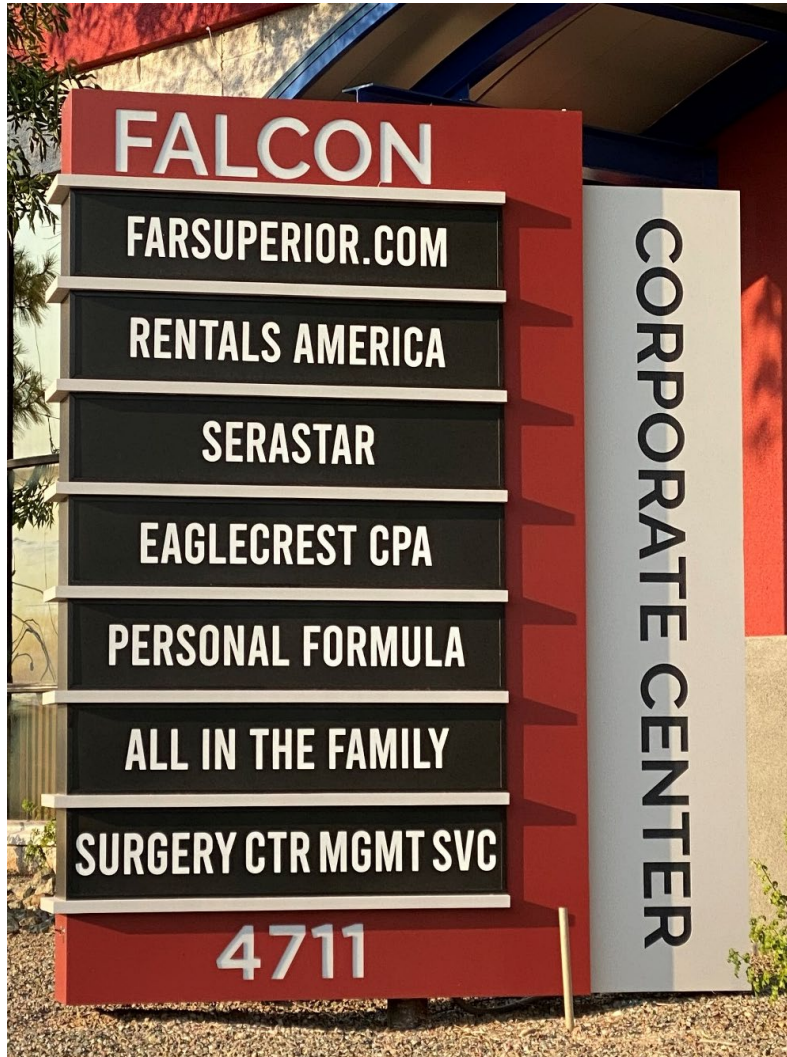
- a. Signs are to be composed of individual letters such as pan channel letters, reverse pan channel letters, upgraded cabinet forms, or other durable material, and shall be mounted so that the attachment device is not visible or discernable.
- b. Internally illuminated cabinet signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
- c. Raceways shall not be exposed to public view.

## 2. **Detached Signs**

Design freestanding signs by incorporating design features associated with the buildings or structures expressed as an architectural component of the project.

- a. Provide monument sign structures with a base of durable material, such as stone, exposed masonry, or stucco finish on masonry. Use sign cabinets and sign faces mounted atop a base bordered by the architectural features, materials, and embellishment of the entire sign. Uncovered pole signs and unenhanced sign cabinets are not allowed.
- b. Use exterior materials, finishes, and colors in harmony with, or an upgrade to, those of the buildings or structures on site.
- c. Reflect distinctive elements of the general architectural style or design theme of the development and the Zone in the sign structure.
- d. Use embellishment to incorporate the primary design elements or unique architectural features of the buildings or structures.
- e. Internally illuminated signs are to provide opaque backgrounds so that only the sign copy is illuminated. Where the background is integral to the design of a corporate image or a registered trademark, the background is to be colored to mute the amount of illumination.
- f. Design sign copy area not to exceed a horizontal to vertical ratio of 2:1.

3. The City provides way-finding signage in the non-leased public use areas and along Airport streets. Placement of tenant signage in these public use areas is prohibited unless approved by the Airport Director.



**ZONE 1 – HISTORIC DISTRICT PREFERRED PLANTS**

LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE  
AIRPORT DIRECTOR AND PLANNING DIRECTOR

**TREES – ZONE 1**

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
<i>ACACIA FARNESIANA</i>	SWEET ACACIA	<i>PRUNUS CERASIFERA</i> 'ATROPURPUREA'	JAPANESE PURPLE PLUM
<i>CELTIS RETICULATE</i>	WESTERN HACKBERRY	<i>QUERCUS ARIZONICA</i>	ARIZONA OAK
<i>CERCIS CANADENSIS</i> <i>MEXICANA</i>	WESTERN REDBUD	<i>QUERCUS BUCKLEYI</i>	TEXAS RED OAK
<i>CITRUS SPECIES</i>	CITRUS	<i>QUERCUS EMORI</i>	EMORY OAK
<i>CHITALPA "PINK DAWN"</i>	CHITALPA	<i>QUERCUS VIRGINIANA</i> 'HERITAGE'	HERITAGE LIVE OAK
<i>DALBERGIA SISSOO</i>	SISSOO TREE	<i>SENNA ATOMARIA</i>	PALO ZORILLO
<i>EBENOPSIS EBANO</i>	TEXAS EBONY	<i>SOPHORA SECUNDIFLORA</i>	TEXAS MOUNTAIN LAUREL
<i>FICUS SPECIES</i>	ALL FICUS	<i>VAUQUELINIA</i> <i>CALIFORNICA</i>	ARIZONA ROSEWOOD
<i>FRAXINUS VELUTINA</i>	ARIZONA ASH	<i>VITEX AGNUS-CASTUS</i>	CHASTE TREE
<i>JACARANDA MIMOSIFOLIA</i>	JACARANDA		
<i>PISTACIA CHINENSIS</i>	CHINESE PISTACIA		
<i>POPULUS FREMONTI</i>	FREMONT COTTONWOOD		

**SHRUBS – ZONE 1**

<i>ALYOGYNE HUEGELII</i>	BLUE HIBISCUS	<i>PHOTINIA FRASERI</i>	PHOTINIA
<i>ANISACANTHUS THURBERI</i>	DESERT HONEYSUCKLE	<i>PITTOSPHORUM TOBIRA</i>	DWARF MOCK ORANGE
<i>BOUGAINVILLEA VAR.</i>	BUSH BOUGAINVILLEA	<i>PLUMBAGO SP</i>	PLUMBAGO
<i>CAESALPINIA GILLIESI</i>	YELLOW BIRD OF PARADISE	<i>PYRACANTHA SP</i>	PYRACANTHA
<i>CAESALPINIA PULCHERRIMA</i>	RED BIRD OF PARADISE	<i>RAPHIOLEPIS INDICA</i>	INDIAN HAWTHORNE
<i>CALLIANDRA CALIFORNICA</i>	RED FAIRY DUSTER	<i>RUELLA SP.</i>	RUELLA
<i>CARISSA GRANDIFLORA</i>	NATAL PLUM	<i>SALVIA CLEVELANDII</i>	CHAPARRAL SAGE
<i>CASSIA NEMOPHILA</i>	GREEN FEATHERY CASSIA	<i>SALVIA GREGGII</i>	AUTUMN SAGE
<i>CHRYSACTINIA MEXICANA</i>	DOMIANITA DAISY	<i>SALVIA LEUCANTHA</i>	MEXICAN BUSH SAGE
<i>CORDIA BOISSIERI</i>	TEXAS OLIVE	<i>SIMMONDSIA CHINENSIS</i>	JOJOBA
<i>DODONAEA VISCOSA</i>	HOP BUSH	<i>SOPHORA SECUNDIFLORA</i> 'SILVER PESO'	SILVER PESO
<i>GOSSYPIUM HARKNESSII</i>	SAN MARCOS HIBICUS	<i>TECOMA STANS ALL</i> <i>CULTIVARS</i>	ARIZONA YELLOW BELLS/ORANGE BELLS
<i>JASMINUM MESNYI</i>	PRIMROSE JASMINE	<i>TECOMARIA CAPENSIS</i>	CAPE HONEYSUCKLE
<i>JUSTICA CALIFORNIA</i>	CHAPAROSA		
<i>JUSTICA CANDICANS</i>	HUMMINGBIRD BUSH		

<i>JUSTICA SPILIGERA</i>	MEXICAN HONEYSUCKLE	<i>VAUQUELINIA CALIFORNICA</i>	ARIZONA ROSEWOOD
<i>LEUCOPHYLLUM LAEVIGATUM</i>	CHIHUAHUAN SAGE	<i>VIBURNUM SUSPENSUM</i>	VIBURNUM
<i>NANDINA DOMESTICA</i>	HEAVENLY BAMBOO	<i>XYLOSMA CONGESTUM</i>	XYLOSMA
<i>NERIUM OLEANDER</i> 'DWARF'	DWARF OLEANDER		
<b>CACTI AND SUCCULENTS – ZONE 1, ZONE 2, AND ZONE 3</b>			
NONE			
<b>ACCENTS, GROUNDCOVERS, FLOWERS AND VINES – ZONE 1</b>			
<i>ANTIGONON LEPTOPUS</i> 'BAJA RED'	QUEEN'S WREATH	<i>MACFADYENA UNGUIS-CATI</i>	CAT'S CLAW VINE
<i>BAILEYA MULTIRADIATA</i>	DESERT MARIGOLD	<i>MERREMIA AUREA</i>	YUCA VINE
<i>BOUGAINVILLEA SP</i>	RED BOUGAINVILLEA	<i>MELAMPODIUM LEUCANTHUM</i>	BLACKFOOT DAISY
<i>BULBINE FRUTENS</i> 'YELLOW'	YELLOW SHRUBBY BULBINE	<i>MYOPORUM PARVIFOLIUM</i>	TRAILING MYOPORUM
<i>CHRYSACTINIA MEXICANA</i>	DAMIANITA	<i>OENOTHERA BERLANDIERI</i>	MEXICAN EVENING PRIMROSE
<i>CONVOLVULUS CNEORUM</i>	BUSH MORNING GLORY	<i>PENSTEMON SP</i>	PENSTEMON
<i>DIETES VEGETA</i>	FORTNIGHT LILLY	<i>PODRANEA RICASOLIANA</i>	PINK TRUMPET VINE
<i>DROGSANTHEMUM SPECIOSUM ROSEA</i>	ICE PLANT	<i>ROSA BANKSIAE</i>	LADY BANK'S ROSE
<i>ERIGERON DIVERGENS</i>	FLEABANE	<i>RUELLIA BRITTONIA</i>	KATIE RUELLIA
<i>ESCHSCHOLZIA CALIFORNICA</i>	CALIFORNIA POPPY	<i>TAGETES LEMMONI</i>	MOUNTAIN MARIGOLD
<i>ESCHSCHOLZIA MEXICANA</i>	MEXICAN GOLD POPPY	<i>TEUCRIUM CHAMAEDRYIS</i>	CREEPING GERMANDER
<i>EUPHORBIA RIGIDA</i>	BLUE EUPHORBIA	<i>VERBENA SP.</i>	VERBENA
<i>FICUS PUMILA</i>	LITTLE LEAF FIG	<i>VINCA MAJOR</i>	VINCA MAJOR
<i>GALLARDIA PULCHELLA</i>	BLANKET FLOWER	<i>WEDELIA TRILOBATA</i>	YELLOW DOT
<i>LANTANA SP.</i>	LANTANA SP	<i>ZEPHYRANTHES CANDIDA</i>	RAIN LILY
<b>GRASSES – ZONE 1</b>			
<i>CYNODON DACTYLON</i>	BERMUDA GRASS		

**ZONE 2 – EASTSIDE DISTRICT AND ZONE 3 – LEADING EDGE NORTHWEST DISTRICT PREFERRED PLANTS**

**LIST IS NOT ALL INCLUSIVE, OTHER VARIETIES MAY BE APPROVED BY THE AIRPORT DIRECTOR AND PLANNING DIRECTOR**

**TREES – ZONES 2 AND 3**

BOTANICAL NAME	COMMON NAME	BOTANICAL NAME	COMMON NAME
<i>ACACIA BERLANDIERI</i>	GUAJILLO	<i>LYSILOMA MICROPHYLLA</i> <i>VAR. THORNERI</i>	FERN OF THE DESERT
<i>ACACIA GREGGII</i>	WHITE THORN (CAT-CLAW) ACACIA	<i>LYSILOMA WATSONII</i>	FEATHER BUSH
<i>ACACIA SALICINA</i>	WILLOW ACACIA	<i>OLNEYA TESOTA</i>	IRONWOOD
<i>ACACIA SHAFFNERI</i>	TWISTED ACACIA	<i>PARKINSONIA (SYN. CERCIDIUM) HYBRID</i>	HYBRID PALO VERDE AND ALL RELATED CULTIVARS
<i>ACACIA SMALLII</i>	SWEET ACACIA	<i>PARKINSONIA PRAECOX</i>	PALO BREA
<i>ACACIA WILLARDIANA</i>	WHITE BARK ACACIA/ PALO BLANCO	<i>PITHECELLOBIUM FLEXICAULE</i>	TEXAS EBONY
<i>CAESALPINIA CACALACO</i>	CASCALOTE	<i>PITHECELLOBIUM MEXICANUM</i>	MEXICAN EBONY
<i>CHILOPSIS LINEARIS</i>	DESERT WILLOW	<i>PROSOPIS SP.</i>	MESQUITE
<i>EYSENHARDTIA ORTHOCARPA</i>	KIDNEYWOOD	<i>SAPINDUS DRUMMONDII</i>	WESTERN SOAPBERRY
<i>FORCHAMMERIA WATSONII</i>	PALO JITO	<i>SOPHORA SECUNDIFLORA</i>	TEXAS MOUNTAIN LAUREL
<i>FRAXINUS GREGGII</i>	GREGG ASH		

**SHRUBS – ZONES 2 AND 3**

<i>AGAVE SP.</i>	AGAVE	<i>ERICAMERIA LARICIFOLIA</i>	TURPENTINE BUSH
<i>AMBROSIA DELTOIDEA</i>	BUR-SAGE	<i>GOSSYPIUM HARKNESSII</i>	SAN MARCOS HIBICUS
<i>ASCLEPIAS LINARIA</i>	PINELEAF MILKWEED	<i>HESPERALOE PARVIFLORA</i>	RED YUCCA
<i>ATRIPLEX CANESCENS</i>	FOURWING SALTBUCH	<i>JUSTICA SPICIGERA</i>	MEXICAN HONEYSUCKLE
<i>BUDDLEIA MARRUBIFOLIA</i>	WOOLLY BUTTERFLY BUSH	<i>LARREA SP</i>	CREOSOTE
<i>CALLIANDRA CALIFORNICA</i>	BAJA RED FAIRY DUSTER	<i>LEUCOPHYLLUM FRUTESCENS</i>	'GREEN CLOUD' SAGE
<i>CALLIANDRA ERIOPHYLLA</i>	FAIRY DUSTER	<i>LEUCOPHYLLUM LANGMANIAE</i>	RIO BRAVO SAGE
<i>CASSIA NEMOPHYLLIS</i>	DESERT CASSIA	<i>LYCIUM FREMONTII</i>	FREMONT THORNBUSH
<i>CASSIA PHYLLODNIA</i>	SILVER LEAF CASSIA	<i>PSILOSTROPHE COOPERI</i>	PAPERFLOWER
<i>CELTIS PALLIDA</i>	DESERT HACKBERRY	<i>SALVIA SP</i>	SAGE
<i>CHOLLA SP</i>	CHOLLA	<i>SPHAERAICEA AMBIGUA</i>	GLOBE MALLOW
<i>CORDIA PARVIFOLIA</i>	LITTLE-LEAF CORDIA	<i>VIGUIERA DELTOIDEA</i>	GOLDEN EYE
<i>DODNEA VISCOSA</i>	HOP BUSH	<i>YUCCA SP.</i>	YUCCA
<i>ENCELIA FARINOSA</i>	BRITTLE BUSH		
<i>EPHEDRA TRIFUCA</i>	MORMON TEA		

### CACTI AND SUCCULENTS PLANTS – ZONES 2 AND 3

<i>AGAVE SP</i>	AGAVE SP.	<i>FEROCACTUS CYLINDRACEUS</i>	COMPASS BARREL
<i>ALOE FEROX</i>	CAPE ALOE	<i>FEROCACTUS WISLIZENI</i>	BARREL CACTUS
<i>BULBINE FRUTESCENS</i> 'YELLOW'	YELLOW SHRUBBY BULBINE	<i>HESPERALOE PARVIFLORA</i>	RED YUCCA
<i>CARNEGIEA GIGANTEA</i>	SAGUARO	<i>HESPERALOE FUNIFERA</i>	GIANT HESPERALOE
<i>CEREUS PERUVIANUS</i> <i>MONSTROSUS</i>	BLUE MONSTROSUS	<i>OPUNTIA BIGELOVII</i>	TEDDY BEAR CHOLLA
<i>CEREUS PERUVIANUS</i>	NIGHT BLOOMING CEREUS	<i>OPUNTIA PHAECANTHA</i>	PRICKLY PEAR
<i>CLEISTOCACTUS STRAUSII</i>	SILVER TORCH	<i>OREOCEREUS CELCIANUS</i>	OLD MAN
<i>DASYLIRION LONGISSIMA</i>	TOOTHLESS SOTOL	<i>PEDILANTHUS MACROCARPUS</i>	SLIPPER FLOWER
<i>DASYLIRION WHEELERI</i>	DESERT SPOON	<i>STENOCEREUS CELCIANUS</i>	ORGAN PIPE
<i>ECHINOCACTUS GRUSONII</i>	GOLDEN BARREL	<i>STETSONIA CORYNE</i>	ARGENTINE TOOTHPICK
<i>ECHINOCEREUS ENGELMANNII</i>	HEDGEHOG CACTUS	<i>TRICHOCEREUS PACHANOI</i>	SAN PEDRO
		<i>TRICHOCEREUS TERSHECKII</i>	GOLDEN SAGUARO
		<i>VERBENA SP</i>	VERBENA SP.

### ACCENTS, GROUNDCOVERS, WILDFLOWERS AND VINES – ZONES 2 & 3

<i>ACACIA REDOLENS</i>	TRAILING ACACIA	<i>LUPINUS SPARSIFLORUS</i>	DESERT LUPINE
<i>BACCHARIS HYBRID</i> 'CENTENNIAL'	CENTENNIAL COYOTE BUSH	<i>MASCAGNIA MACROPTERA</i>	YELLOW ORCHID VINE
<i>BAILEYA MULTRIADIATA</i>	DESERT MARIGOLD	<i>OENOTHERA CAESPITOSA</i>	WHITE EVENING PRIMROSE
<i>DALLEA GREGGII</i>	TRAILING INDIGO	<i>OENOTHERA STUBBEI</i>	CHIHUANUAN PRIMROSE
<i>DASYLIRION ACROTRICHE</i>	GREEN SPOON	<i>PENSTEMON SPECIES</i>	PENSTEMON
<i>DIETES VEGETA</i>	FORTNIGHT LILLY	<i>ROSMARINUS OFICINALIS</i> <i>PROST</i>	DWARF ROSEMARY
<i>EUPHORBIA RIGIDA</i>	BLUE EUPHORBIA	<i>SENNA COVESII</i>	DESERT SENNA
<i>HESPERALOE FUNIFERA</i>	GIANT HESPERALOE	<i>SPHAERALCEA AMBIGUA</i>	GLOBE MALLOW
<i>HYMENOXYS ACAULIS</i>	ANGELITA DAISY	<i>SWAINSONA FORMOSA</i>	STURT'S DESERT PEA
<i>MASCAGNIA MACROPTERA</i>	YELLOW ORCHID VINE	<i>VERBENA RIGIDA</i>	SANDPAPER VERBENA
<i>LOTUS RIGIDA</i>	ROCK PEA	<i>SENNA COVESII</i>	DESERT SENNA

### GRASSES – ZONES 2 AND 3

<i>NOLINA ERUMPENS</i>	BEAR GRASS	<i>MUHLENBERGIA PORTERI</i>	BUSH MUHLY
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# Citizen Participation Plan for Falcon Field Airport Revision of the Planned Area Development Design (PAD) Standards

**Date:** February 7, 2022

**Purpose:** The purpose of this Citizen Participation Plan is to inform citizens, airport tenants, neighbor associations, and businesses in the vicinity of Falcon Field Airport's desire to revise the Planned Area Development Design (PAD) Standards that were approved by City Council in 2011. This PAD revision applies to new construction and hangar exterior remodels at Falcon Field Airport, located at 4800 E Falcon Drive. This plan will ensure that those affected by this application will have an adequate opportunity to learn about and comment on the proposal.

**Contact:**

Zenia M Cornejo  
4800 E. Falcon Drive  
Mesa, Arizona 85215  
480-644-4386  
[zenia.cornejo@mesaaz.gov](mailto:zenia.cornejo@mesaaz.gov)

**Pre-submittal Meeting:** The pre-submittal meeting with City of Mesa Planning staff was held on January 25, 2022. Staff reviewed the application and concurred with the selection of citizens, airport tenants and neighbor associations and businesses that were invited to participate in this Citizen Participation Plan.

**Action Plan:** In order to provide effective citizen participation in conjunction with their application, the following actions will be taken to provide opportunities to understand and address any real or perceived impacts the revised standards may have on the airport and the community.

1. A contact list will be developed for citizens and agencies in this area including:
  - All registered neighborhood associations within one mile of the project.
  - Homeowners Associations within one half mile of the project.
  - Property owners within 1,000 feet from site but may include more.
2. All persons listed on the contact list will receive a letter describing the project, project schedule, and invitation to a Citizen Participation meeting held at Falcon Field Airport.
  - The Citizen Participation Meeting will be an introduction to the project and an opportunity to ask questions and state concerns. A sign-in list will be used and comment forms provided. Copies of the sign-in list will be given to the City of Mesa Planner assigned to this project.
3. Presentations will be made to groups of citizens or neighborhood associations upon request.

**Schedule:** Pre-submittal Meeting – January 25, 2022  
Citizen Participation Meeting - February 7, 2022  
Application Submittal - February 14, 2022  
Submittal of Citizen Participation Report and Notification materials – April 11, 2022  
Design Review Board Meeting- April 12, 2022  
Planning & Zoning Board Hearing – May 11, 2022  
City Council Meeting- June 6, 2022

Date: March 28, 2022  
To: Joshua Grandlienard  
From: Zenia M Cornejo  
Subject: Falcon Field Airport PAD  
Case #: ZON22-00157 Citizen Participation Report

**Citizen Participation:**

1. Per Section 11-67-3(B) of the MZO, two weeks prior to the Planning & Zoning Board hearing, submit a Citizen Participation Report (CPR) that describes all efforts made to reach out to surrounding community, details any feedback received, and how that feedback was addressed or resolved. A copy will be provided to the P&Z board with the subject staff report.

Airport staff met with assigned Planner, Joshua Grandlienard, to ensure that all the requirements for Planning and Zoning and Design Review Board were met. The following is a list of steps taken before and after the official submission of the Falcon Field Airport Planned Area Development (PAD) Design Standards revision.

A pre-submittal meeting was scheduled with Joshua Grandlienard, on January 25, 2022. The submittal process was discussed during this meeting.

A Citizen Participation Meeting was held at Falcon Field Airport on February 7, 2022. A notification letter inviting airport tenants, businesses near the airport, and community members was sent out on January 20, 2022. This letter was sent to HOA's, and businesses located within 1,000 feet of the airport and it provided the schedule for the meetings and a short synopsis of what the airport's goal is in revising the Falcon Field Airport PAD. A list of meeting attendees is available and has been uploaded to ZON22-00157, along with the multiple lists of letter recipients via U.S. mail and email.

The Public Participation Meeting was also advertised within the Falcon Field Airport website events calendar as well as the City of Mesa events calendar. The meeting was well advertised with adequate time to ensure the interested parties could plan their attendance.

On March 28, 2022, a new letter will be mailed and emailed to the same list of businesses, airport tenants, and community to inform them about the upcoming DRB meeting scheduled for April 12, 2022, at the City Council Chambers, 57 E. 1<sup>st</sup> Street, Mesa, AZ 85201, at 4:30 pm. A copy of the letter was uploaded to ZON22-00157 and DRB 22-00299.

A final notification letter is scheduled to be mailed and emailed on April 25, 2022, to inform airport tenants, businesses, and community members about the DRB approval meeting scheduled for May 10, 2022.

In addition, these same lists of HOA's, businesses, and community members will be used to mail and email the notification letter for the P&Z meeting on April 26, 2022, for the scheduled meeting on May 11, 2022.

