GatewayEast

Phoenix-Mesa
Gateway
Airport

SEPTEMBER 19, 2022
REV. NOVEMBER 21, 2022
REV. JANUARY 19, 2023

PAD/DESIGN GUIDELINES

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GATEWAY EAST PAD

DESIGN GUIDELINES

PAD - Zoning Standards

1. INTRODUCTION

The purpose of this request is to seek rezoning from Light Industrial within the Williams Gateway Airport Development Master Plan Overlay ("LI PAD") to Light Industrial and establish the Mesa Gateway East Planned Area Development Overlay with multiple Council Use Permits ("LI PAD CUP") on an approximate 273-acre site located at the southwest corner of South Ellsworth Road and East Ray Road (the "Site"), as shown in the Site Location aerial below. The Site is defined by the legal description provided with the PAD. We are seeking to rezone to LI PAD CUP to replace the Williams Gateway Airport Development Master Plan for this portion of the Development Master Plan to allow a mixed-use development, including industrial, office, manufacturing, retail, and hospitality uses on the Site.

1A. SITE LOCATION

The Site is located at the southwest corner of East Ray Road and South Ellsworth Road in the City of Mesa (the "City"). The Site is located just east of the Phoenix- Mesa Gateway Airport. As envisioned by the Phoenix- Mesa Gateway Airport Masterplan, a future terminal will be located adjacent to our Site. The adjacency of the future terminal is a critical component in the land planning of the Mesa Gateway East PAD. The intent of the PAD is to be a regulatory document with the flexibility to allow for long-term master planning based on the needs of the community, which results in private sector development growth in the critical Mesa submarket.

1B. EXISTING CONDITIONS

The Site is presently undeveloped, vacant land currently owned by the Phoenix-Mesa Gateway Airport Authority and being leased to the Boyer Company. The Site is located approximately 1,200 feet northeast of the Phoenix-Mesa Gateway Airport. The Site is also located near the Eastmark and Cadence neighborhoods and the Apple Data Center, as shown below. The surrounding zoning is as follows:

Site: The Site is presently zoned Light Industrial with Williams Gateway Airport Development Master Plan Overlay (LI PAD).

North: To the north of the Site is vacant, undeveloped land zoned Planned Employment Park (PEP), Limited Commercial (LC), and Agriculture (AG).

Northeast: To the northeast is the SR-24, zoned Light Industrial (LI).

East: To the east is undeveloped, vacant land in the jurisdiction of unincorporated Maricopa County, zoned Light Industrial (IND-2).

South: To the south is the Phoenix-Mesa Gateway airport, zoned Light Industrial with Williams Gateway Airport Development Master Plan Overlay (LI PAD).

Southwest: To the southwest is the Phoenix-Mesa Gateway airport, zoned Light Industrial with Williams Gateway Airport Development Master Plan Overlay (LI PAD).

West: To the west is the Phoenix-Mesa Gateway airport, zoned Light Industrial with Williams Gateway Airport Development Master Plan Overlay (LI PAD).

1C. HISTORICAL BACKGROUND

The Site was originally located in the jurisdiction of Maricopa County (the "County"). On February 6th, 1985, Ordinance 1907 went into effect, annexing the Site into the City of Mesa (the "City"). On June 2nd, 1986, Case Number Z86-058 was approved, rezoning the Site from the County's Light Industrial (IND-2) zoning district to the City's historical PF and M-1 (today's Light Industrial zoning) zoning district in order to establish the City's zoning designations on the Site.
On May 7, 1996, the Board of Adjustment approved a Special Use Permit under Case Number BA96-018, which instituted a Comprehensive Sign Plan for the Site. Later that year, on May 20th, 1996, City Council voted to approve zoning Case Number Z96-023 to rezone the Site from the previous PF and M-1 districts to M-1 with Williams Gateway Development Master Plan (DMP) Overlay.
Finally, on May 7, 2007, pursuant to Case Number Z07-014, City Council approved an Amendment to the Williams Gateway Airport DMP which modified the conditions of the original approval and altered the Williams Gateway Airport DMP map. The zoning under Case Number Z07-014, is the zoning on the Site today.

2. CONFORMANCE WITH THE GENERAL PLAN

The City of Mesa 2040 General Plan (the "General Plan") establishes land uses and patterns which will allow the City to grow and develop in a synergistic manner in the future. The General Plan outlines policies which will help achieve the City's long term planning goals. The Site is designated as Specialty- Airport on the City of Mesa 2040 General Plan Land Use Map.
The intent of the Specialty- Airport designation is to promote development that supports the airport use. The proposed development offers a mix of industrial, office, retail, restaurants, and hospitality uses which will further the vision of the Specialty- Airport land use classification.

3. CONFORMANCE WITH THE MESA GATEWAY STRATEGIC DEVELOPMENT PLAN

The Mesa Gateway Strategic Development Plan ("MGSDP") was adopted in 2008 to account for the rapidly developing area surrounding the Phoenix-Mesa Gateway airport. The MGSDP covers a 32 square mile footprint in order to plan expansion of the Arizona State University Polytechnic Campus to the west of the Site and support redevelopment of the previous Proving Grounds, which closed in 2009.

The Site is located within the "Airport/ Campus" District of the MGSDP. The intent of that district is:

"This district refers to the area encompassing the ASU Polytechnic/ Chandler-Gilbert Community College Campus, the Phoenix-Mesa Gateway Airport, and the area immediately outside the airport's future main terminal. It is envisioned as a mixed use district centered around educational opportunities, research and development functions, and airport related uses that support the traveling public. Uses on the airport will relate to the uses across the airport boundary. Development in this area will be high-intensity and pedestrian-oriented. Its pedestrian friendliness will distinguish this district from more typical airport-adjacent developments. The transitional area or boundary of this quadrant will predominantly be high intensity employment uses that integrate well with the on-airport uses. Uses in this area will also address the needs of travelers and visitors and provide a smooth transition from the airport into the rest of the community. High density residential uses can be integrated within a mixed-use development, when appropriate. This area will be a hub of visitor activity and create the first and last impression visitors have of the community. It must provide a very high-quality image."

Below is a summary of the goals listed within the Mesa Gateway Strategic Development Plan within the Airport/ Campus district and how our PAD furthers each goal:

Goal 1: Maximize Potential of Phoenix-Mesa Gateway Airport

The Site is located directly adjacent to the Phoenix-Mesa Gateway Airport and the future eastern terminal expansion. The proposed PAD restricts land uses that could jeopardize airport functionally. Further, this PAD promotes the development of employment land uses needed to support the airport operations.

Goal 2: Job Creation

The proposed land use mix provides opportunities for high quality employment uses. In addition to the employment uses permitted within the PAD, it is envisioned to have the supporting services needed for a thriving employment center, such as hotels and retail development.

Goal 3: Connectivity - Transportation/Transit

Connectivity and ease of vehicular and pedestrian flow is crucial for the Mesa Gateway East PAD. The proposed Vehicular Circulation Plan depicts the extension of "Gateway Boulevard", which connects

Ray Road to the north with Ellsworth Road to the east establishing two major points of entry to the Gateway East Development and future airport terminal. Future secondary local streets create network of vehicular transportation to serve all future development. In addition to vehicular connectivity, all streets will be lined with detached tree- shaded walkways to facilitate pedestrian movement throughout the master-development.
Additionally, a Multi-Use path is proposed, just outside the eastern and northern boundaries of the Site on City of Mesa property as an amenity to future employees of the Site and surrounding properties. It is our hope to work with the City of Mesa to bring this trail to fruition in this specific location. In addition to the trail, multiple open space areas with amenities are envisioned throughout the Site area to further enhance the pedestrian experience.

Goal 4: Sustainable Development

The intent of this PAD is to promote a development that is walkable with integrated open space nodes. The vision of the Site is a mixed-use development where pedestrians can safely walk between uses, without the need to drive. By providing safe sidewalks, a multi-use path and ample landscaping, this PAD is providing standards to promote a walkable development.

PAD Justification

A PAD overlay district is being requested to allow for flexibility in the development for the 273-acre Mesa Gateway East site while ensuring high-quality development. In doing so, the PAD provides:

A. *Well designed and integrated open space and/or recreational facilities held in common ownership and of a scale that is proportionate to the use;*

As shown in the Pedestrian Circulation Plan, the PAD proposes multiple open space areas evenly dispersed through the development.

B. *Options for the design and use of private or public streets;*

The PAD provides unique cross sections for both Primary and Secondary streets.

C. *Preservation of significant aspects of the natural character of the land;*
D. *Building design, site design, and amenities that create a unique and more sustainable alternativeto conventional development;*

The Design Guidelines proposed ensure high quality development with unique and thoughtful site design.

E. *Sustainable property owners' associations;*
F. F. *Maintenance of property held in common ownership through the use of recorded covenants, conditions, and restrictions; and*

There will be a private association established.

G. *Single or multiple land use activities organized in a comprehensive manner, and designed to work together in common and in a synergistic manner to the benefit of both the project and the neighboring area.*

The proposed PAD takes into context the surrounding uses, such as the airport, and identified standards to ensure a synergistic development environment.

4A. PERMITTED USES

All land uses shall comply with Chapter 7 of the Mesa Zoning Ordinance, the Light Industrial Zoning District and the Phoenix Mesa Gateway Airport Land Use Compatibility Plan, unless otherwise modified through this PAD and subsequent Development Agreement. If a conflict occurs between the Zoning Ordinance, the Phoenix Mesa Gateway Airport Land Use Compatibility Plan and the Mesa Gateway East PAD, the PAD and Development Agreement shall prevail.

~~In addition to the LI Zoning District Permitted Land Uses, a **Council Use Permit** is being requested for the following uses, with the additional standards provided within this PAD.~~

~~1. Hotels and Motels~~
~~2. Large Commercial Development~~

~~In addition to the LI Zoning District Permitted Land Uses, a **Special Use Permit** is being requested for the following uses, with the additional standards provided within this PAD.~~

~~1. Service Station, with ancillary retail~~
~~2. Heliport, Urban Air Mobility and Vertiport, as defined by this PAD~~

~~Included in the LI Zoning District Permitted Land Uses, the following uses have supplemental standards and requirements.~~

~~1. Eating and Drinking Establishments, with drive-thru facilities per MZO Section 11-31-18, Ord. No. 5544, as it is written in November 2022~~
~~2. Outdoor Storage~~

~~The following uses shall be **prohibited** within the Mesa Gateway East PAD and will be solidified through a subsequent Development Agreement:~~

~~a. Correctional Transitional Housing Facility~~
~~b. Clubs and Lodges~~
~~c. Day Care Centers~~
~~d. Clinics~~
~~e. Hospitals~~
~~f. Places of Worship~~
~~g. Schools, Public or Private~~
~~h. Animal Sales and Services, Kennels~~
~~i. Animal Sales and Services, Veterinary Services~~
~~j. Automobile/Vehicle Sales and Leasing~~
~~k. Automobile/Vehicle Repair, Major~~
~~l. Automobile/Vehicle Repair, Minor~~
~~m. Automobile/Vehicle Washing, when located along a Primary Road and adjacent to Ellsworth Road.~~
~~n. Large Vehicle and Equipment Sales, Service and Rental~~
~~o. Towing and Impound~~
~~p. Funeral Parlors and Mortuaries~~
~~q. Dual License Facilities~~
~~r. Medical Marijuana Dispensaries~~
~~s. Medical Marijuana Cultivation Facilities~~
~~t. Marijuana Infusion Facilities~~
~~u. Commercial Parking~~
~~v. Swap Meets and Flea Markets~~
~~w. Tattoo and Body Piercing Parlors~~
~~x. Large Collection Facilities~~
~~y. Boat and Recreational Vehicle Storage~~
~~z. Contractor's Yards, as a primary use~~
~~aa. Mini-Storage~~
~~bb. Freight/Truck Terminals and Warehouses, when located along a Primary Road as defined by the Vehicular Circulation Plan~~
~~cc. Caretakers' Residences~~

4B. COUNCIL USE PERMIT USES

Hotels and Motels

As described in Table 11-7-2, hotels require a Council Use Permit (CUP) if located within the AOA-2. The Site is envisioned to develop as a mixed-use development that promotes uses that support the airport and future employment uses. Given the proximity of the Mesa Gateway East PAD to the Phoenix-Mesa Gateway Airport and additional employment uses, hotels are `a needed land use to ensure a vibrant and successful land use mix. The maximum number to be solidified with the associated Development Agreement.

The requested CUP conforms to the following criteria found in Sections 11-70-6-D of the Mesa Zoning Ordinance:

1. **Approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable City plan and/or policies;** This area of Mesa is included within the Mesa Gateway Strategic Development Plan, which encourages development of employment uses. In addition, Mesa Gateway East is located adjacent to the Phoenix-Mesa Gateway Airport. As such, the Site is designated as Specialty-Airport of the Mesa General Plan map. Employment uses and the airport both demand hotel development to serve patrons.

2. **The location, size, design, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conform with the General Plan and with any other applicable City plan or policies;** As previously mentioned, the Site is located in an employment hub and adjacent to an airport. The allowance of hotels furthers the vision of General Plan and the Mesa Gateway Strategic Development Plan.

3. **The proposed project will not be injurious or detrimental to the adjacent or surrounding properties in the area of the proposed project or improvements in the neighborhood or to the general welfare of the City; and**
   The development of hotels will not be detrimental to the surrounding properties.

4. **Adequate public services, public facilities and public infrastructure are available to serve the proposed project**
   Adequate public services, facilities and infrastructure are available to serve the proposed hotel use.

This PAD proposes hotels to be located within the Site boundaries, with the following conditions:

1. These hotels will be subject to the height limitations prescribed in the height zone, as shown on the height exhibit included within the PAD, in which they are proposed.

2. Clustering of hotels should be encouraged to promote a hotel park environment.

Large Commercial Development

As defined by the Mesa Zoning Ordinance, Large Commercial Development is any commercial development that exceeds 25,000 square feet or 4 or more buildings that exceed 25,000 square feet. It is important to note that this square footage limitation does not apply to hotels. Commercial development is an important land use to support all the surrounding employment uses and the growing airport.

The requested CUP conforms to the following criteria found in Sections 11-70-6-D of the Mesa Zoning Ordinance:

1. **Approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable City plan and/or policies;** Mesa Gateway East is envisioned as a regional hub for employment uses, hospitability, retail and restaurants. To create an all-inclusive development, allowances for retail and restaurant users needs to be established. The creation of a mixed-use development furthers both the vision of the General Plan and the Mesa Gateway Strategic Development Plan.

2. **The location, size, design, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conform with the General Plan and with any other applicable City plan or policies;** The Site is over 270 acres with an estimated build out of 40 years. The granting of the Council Use Permit for large commercial development will allow for supporting retail and restaurant uses to be developed, which will further support surrounding employment uses and the airport.

3. **The proposed project will not be injurious or detrimental to the adjacent or surrounding properties in the area of the proposed project or improvements in the neighborhood or to the general welfare of the City;** The development of large commercial development will not be detrimental to the surrounding properties.

4. **Adequate public services, public facilities and public infrastructure are available to serve the proposed project.** Adequate public services, facilities and infrastructure are available to serve the proposed commercial development.

4C. SPECIAL USE PERMIT USES

Service Station, with ancillary retail

Service Stations will be a needed amenity for the future employees and airport patrons within Mesa Gateway East.

The requested SUP conforms to the following criteria found in Sections 11-70-5-E of the Mesa Zoning Ordinance. All Service Stations will comply with Section 11-31-25 of the Mesa Zoning Ordinance, unless otherwise modifi ed by this PAD or associated Development Agreement:

1. **Approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable City plan and/or policies;**

The Service Station use is consistent with the General Plan designation of Specialty-Airport.

2. **The location, size, design, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conform with the General Plan and with any other applicable City plan or policies;**

Service stations play an important supporting role in a master plan development. The retail component serves as an amenity to patrons in the area to grab quick refreshments. The service station component adds convenience for rental car uses with a nearby refueling location.

3. **The proposed project will not be injurious or detrimental to the adjacent or surrounding properties in the area, nor will the proposed project or improvements be injurious or detrimental to the neighborhood or to the general welfare of the City; and**

The development of a service station will not be detrimental to the surrounding properties.

4. **Adequate public services, public facilities and public infrastructure are available to serve the proposed project.**

Adequate public services, facilities and infrastructure are available to serve any service stations. The maximum number to be solidified with the associated Development Agreement.

~~This PAD proposes service stations, with the following conditions:~~

1. ~~There shall be a maximum of two service stations located at any intersection.~~

2. ~~Landscaping shall comprise a minimum of 10 percent of the site, exclusive of landscape setbacks.~~

3. ~~All exterior light sources, including canopy, perimeter, and flood, shall be stationary, and shielded or recessed within the roof canopy to ensure that all light is directed away from adjacent properties and public rights-of-way. No lens of any lighting fixture may extend below the shielding device. Lighting shall not be of a high intensity so as to cause a traffic hazard, be used as an advertising element, or adversely affect adjacent properties.~~

4. ~~A minimum of 1 permanent, non-flammable trash receptacle shall be installed at each pump island.~~

5. ~~Pump islands shall be covered by a canopy that matches or complements the design of the main structure.~~

~~Helistop~~ Heliport

Given the Site's adjacency to the airport, Mesa Gateway East is a prime location for large companies, especially aviation users. It is critical to remain competitive and innovative within the entitlements so that we can respond to the changing market trends and technology. It is a possibility that a large company would like to have a helistop on their development site for efficiency. ~~There is also a likelihood for Urban Air Mobility (UAM) and Vertiport uses. UAM is also commonly referred to as Advanced Air Mobility (AAM), is an aviation transportation system that will use highly automated aircraft or drones that will operate and transport passengers or cargo at lower altitudes within urban and suburban areas. All UAM and AAM activities shall comply with all FAA regulations and airport rules & regulations.~~

~~A Vertiport is a dedicated area(s) that supply the infrastructure needed for safe commercial air transport of passengers or goods that travel by Vertical Take-Off and Landing (VTOL). Vertiports can be either at street level or on top of buildings. All Vertiports shall comply with all applicable FAA regulations.~~

~~This PAD defines Urban Air Mobility, Vertiports and Helistops as land uses as they are not defined in the City of Mesa's Zoning Ordinance.~~

The requested SUP conforms to the following criteria found in Sections 11-70-5-E of the Mesa Zoning Ordinance:

1. **Approval of the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable City plan and/or policies;**

   A helistop is consistent with the General Plan designation of Airport-Specialty

2. **The location, size, design, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conform with the General Plan and with any other applicable City plan or policies;**

   Allowing an helistop ~~or Urban Air Mobility use~~ adjacent to the airport is consistent with the surrounding area and applicable policies.

3. **The proposed project will not be injurious or detrimental to the adjacent or surrounding properties in the area, nor will the proposed project or improvements be injurious or detrimental to the neighborhood or to the general welfare of the City; and**

   The proposed use of a helistop will not be detrimental to adjacent to properties.

4. **Adequate public services, public facilities and public infrastructure are available to serve the proposed project.**

   Adequate public services, facilities and infrastructure are available to serve helistops.

~~Helistops, Vertiports and Urban Air Mobility shall be allowed with the following conditions:~~

~~1. Helistops shall be permitted on the ground level so long as the helistop is not located within the front yard.~~

~~2. All operations shall be approved by the Phoenix-Mesa Gateway Airport Authority.~~

~~3. Compliance with all FAA regulations.~~

4D. OTHER USES

~~Eating and Drinking Establishments with Drive-Thru Facilities~~

~~With the growth in the area and the future expansion of the terminal being adjacent to our Site, there will be a need for fast causal restaurants with drive-thru facilities. Understanding this land use is currently fluid, this PAD looks to establish standards to utilize drive- thru restaurant facilities within the PAD. The maximum number to be solidified with the associated Development Agreement.~~

~~This PAD proposes free-standing drive thru restaurant facilities, with the following conditions:~~

~~1. There shall be no more than 3 drive-thru restaurants in a row. Any additional drive-thru restaurants shall be separated by an additional building.~~

~~2. Each drive-thru shall have an architecturally integrated canopy over the drive-thru lane at pickup window.~~

~~3. A 2-foot foundation base shall be provided along the exterior building where adjacent to drive-thru.~~

~~4. Each drive-thru restaurant shall have a minimum of 100 square feet of outdoor seating. If there is a common open space area located in close proximity of the restaurant with tables, this shall count towards this requirement.~~

~~Any drive-thru building that is part of an inline commercial building shall not count towards this requirement, so long as the additional commercial tenant(s) square footage is equal or great than that of the restaurant with the drive-thru.~~

Outdoor Storage

Outdoor storage may be located in any side and rear yard and shall not be visible from public right of way or Gateway Boulevard ~~a primary street.~~ All outdoor storage shall be screened by an 8-foot CMU wall. Any outdoor storage and respective 8' screen wall will be located outside of the required landscape setback.

5. DEVELOPMENT STANDARDS

The following standards shall apply to all developments located within the Mesa Gateway East PAD. The development standards shall apply to development site boundaries (as defi ned by each individual site plan) as property will be subdivided via Lease Lines. If the PAD is silent on any standard, the Mesa Zoning Ordinance shall apply.

Lease Lot and Density Standards		
Minimum Lease Lot Area (acre) –	No minimum	Smaller lot dimensions may be approved for group commercial or industrial centers with cross access
Minimum Lot Width (ft.)	~~100~~ No minimum	
Minimum Lot Depth (ft.)	~~100~~ No minimum	
M~~aximum Lot Coverage (% of lot)~~	~~90%~~	
Building Form and Location		
Maximum Height (ft.)	Shall comply with the ~~height exhibit~~ Exhibit 2.3 with the overall maximum height not to exceed 165 feet. All buildings shall conform to CFR Title 14 Part 77, and an FAA determination notice of no hazard shall be provided prior to any vertical building permit issuance.	

Setbacks

Since the development areas within the Mesa Gateway East PAD are being defined by Lease Lines, all setbacks shall be taken from Lease Lines as defi ned by each ~~development~~ specific plan. All perimeter setbacks shall comply with the setback exhibit as provided within the PAD. If there is a conflict between the setback exhibit and the setback standards table below, the setback standards table ~~exhibit~~ shall prevail.

Because the street network exhibit and therefore setbacks exhibit are subject to change, this should refer back to setbacks table. Revise table to make it clear that, for example, secondary streets - no matter the configuration - shall have a 20-foot setback.

Minimum Setback along Lease Lines or Building and Parking Areas		
Front and Street-FacingSide Main Entry Segments: 30 feet Gateway Boulevard: 20 feet Secondary Streets: 20 feet Ellsworth Road: 15 feet	~~Varies by classification of adjacent street, according to the Mesa Transportation Plan, Figure 4-9 :~~ ~~Arterial Street: 15 ft.~~ ~~Major or Midsection Collector: 20 ft.~~ ~~Industrial/Commercial Collector: 20 ft.~~ ~~Local Street: 20 ft.~~ ~~Freeways: 15 ft.~~	Street-facing setbacks shall be landscaped in accordance with Section 11-33-3(A) A multi-use path is permitted within required setbacks in accordance with Section 11-33-3(A). Refer to Section 8 & Exhibit 2.5B for perimeter and Street Setbacks.
~~Interior Side and Rear: Adjacent to Commercial, AG, RS, RSL or RM and PEP Districts~~	~~15 feet, or as shown on setback exhibit~~	~~Setbacks shall be landscaped according to Ch. 33, Landscaping, unless modified through this PAD~~
~~Interior Side and Rear: Adjacent to LI, GI, or HI Districts (Sect. 11-33-3)~~	~~0 feet, including perimeter landscape setback~~	
~~Minimum Separation between Buildings on Same Lot (ft.)~~	~~0 feet~~	

Parking Ratios

To best meet the demands of future uses, slight alterations to specific parking ratios are being proposed. Unless otherwise modified by this PAD, all parking ratios shall comply with Section 11-32-3 of the Mesa Zoning Ordinance.

Industrial Uses:

Industrial Uses:	
Buildings less than 250,000 SF	1 space per 675 square feet
Buildings between 250,000 SF- 500,000 SF	1 space per 1,000 square feet
Buildings over 500,000 SF	1 space per 2,000 square feet

Supplemental Standards- highlights in gray indicates modifications	
Building Form (Section 11-7-3(B)(2))	Compliance with the Design Guidelines in PAD
~~Drive-thru Facilities~~	
~~Number and locations~~	~~Compliance with standards within PAD~~
~~Exceptions to Height Limits~~	~~Section 11-30-3, Exceptions to Height Limits~~
~~Fences and Walls~~	~~Section 11-30-4, Section 11-30-9~~
Landscaping Chapter 33, Landscaping, except as modified through this PAD	
Foundation Base (11-33-5)	Foundation base shall be averaged. If a conflict with the Fire Department and the Zoning Ordinance standards presents, a further reduction in foundation base to meet life safety requirements shall not constitute a PAD amendment.
~~Lighting and Illumination~~	~~Section 11-30-5~~
~~Lots and Subdivisions~~	~~Section 11-30-6 and Title 9, Chapter 6~~
Off-Street Parking and Loading- Chapter 32, On-Site Parking, Loading, and Circulation, except as modified through this PAD	
Cluster of Parking Spaces	Maximum of 300 spaces
Maximum allowable parking	An Administrative Use Permit will not be required for any parking that exceeds maximum allowances
Parking Stall Size	Minimum 9 feet x 18 feet consisting of a 9 feet x 16 feet parking stall with a 2-foot curb stop (curb stop is exclusive of minimum required sidewalk widths and average foundation base)
Outdoor Storage- Section 11-7-3(D), Section 11-30-7, Outdoor Storage, except as modified through this PAD	
Outdoor Storage Location	All outdoor storage shall be located within any side and rear yard. All outdoor storage shall be screened by an 8-foot CMU wall.
~~Pedestrian Connections~~	~~Section 11-30-8, Pedestrian Connections~~
~~Projections above Height Limits~~	~~Section 11-30-3, Exceptions to Height Limits~~
~~Projections into Required Yards~~	~~Section 11-7-3(B)(2)(b)~~
Screening - Section 11-30-9, except as modified through this PAD	
Downspouts should be internally screened from street frontage. Downspouts not visible from streets, so long as they are coordinated with other facade elements and appropriately finished to compliment the facade design are allowed to be placed on the exterior of the building.	
Solar ~~Panels~~	~~Section 11-30-15, Solar Panels and Other Energy Production Facilities~~
~~Signs~~	~~Article 5, Signs - Potential future CSP~~
~~Trash Storage and Screening~~	~~Section 11-30-12, Trash and Refuse Collection Areas~~
Truck Docks, Loading, and Service Areas- Section 11-30-13, Truck Docks, Loading, and Service Areas, except as modified through this PAD	
Truck Bay Door Visibility	Shall not be readily visible from primary streets or arterials, as defined by this PAD
~~Visibility at Intersections~~	~~Section 11-30-14, Visibility at Intersections~~

6. ALTERNATIVE COMPLIANCE

Alternative Compliance. The Design Guidelines as part of this PAD are not intended to limit creative solutions. Conditions may exist where strict compliance to the Mesa Gateway East PAD Design Guidelines are impractical or impossible, or where maximum achievement can only be obtained through alternative compliance. Alternative compliance does not modify or reduce requirements of the Building Code or PAD. Alternative compliance allows the development to satisfy the intent of the Design Guidelines included in this PAD by providing comparable standards in a creative way.

a. Requests for alternative compliance may be accepted for any application that does not comply with the PAD Design Guidelines. A written request must be provided in conjunction with the applicable land use application describing how the proposed alternative meets the criteria below.

b. The approving body shall find that the request meets one (1) or more of the following criteria:

i. Topography, soil, vegetation, or other site conditions are such that full compliance is impossible or impractical, or improved environmental quality would result from alternative compliance.

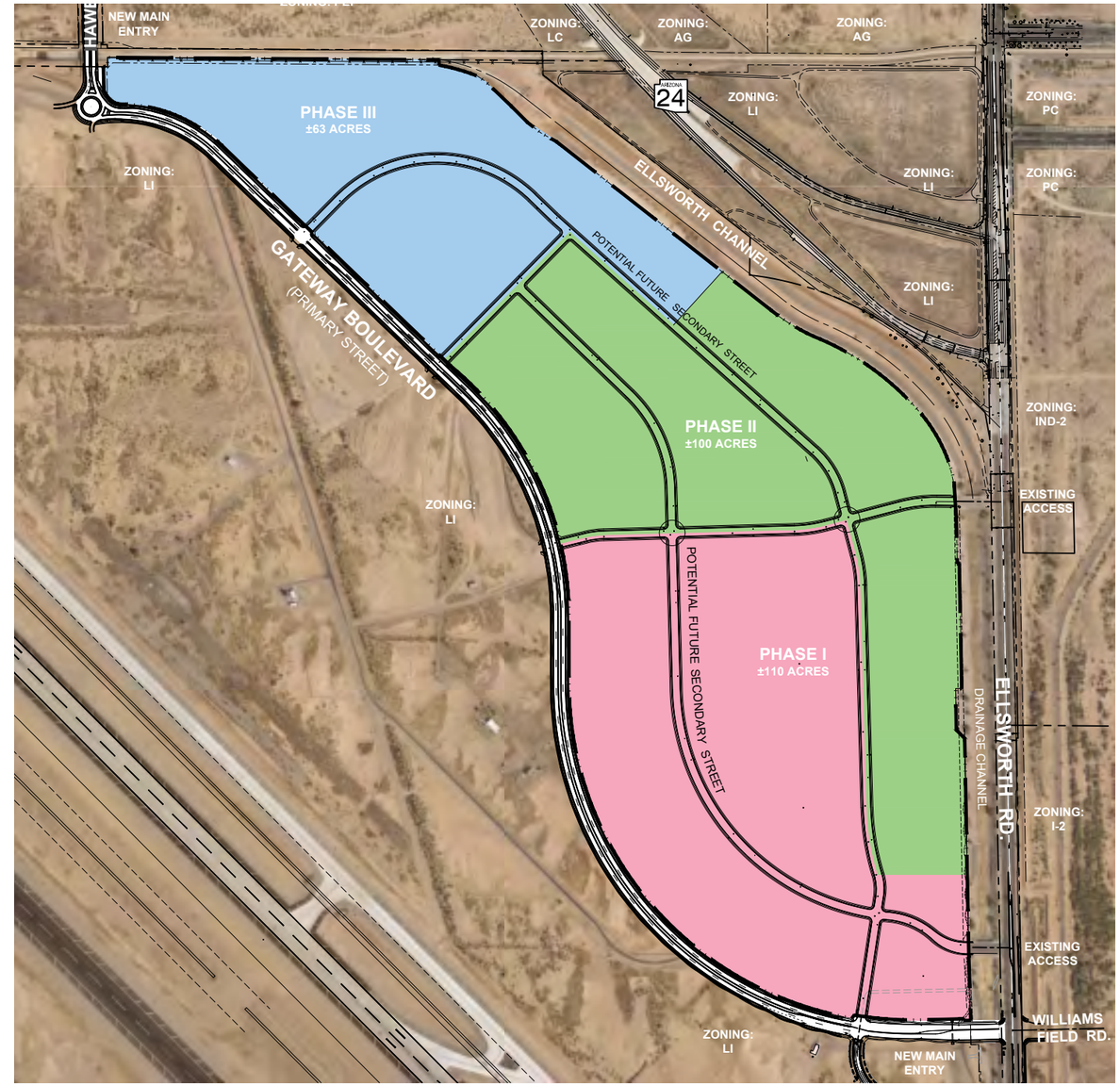
ii. Space limitations, unusually shaped lots, and prevailing practices in the surrounding area, may justify alternative compliance.

iii. Safety considerations make the alternative compliance necessary.

iv. The proposed alternative is aesthetically more complementary to the site, better fits into the context of the area, improves the overall architectural appeal of the area and/or meets or exceeds the design objectives as described in the City's General Plan.

7. PHASING

Gateway East PAD is a long-term development with an estimated 40 year build out plan. The conceptual phasing plan is for illustrative purposes only and is subject to change based on development patterns and potential users.



LEGEND:

- PHASE I
- PHASE II
- PHASE III

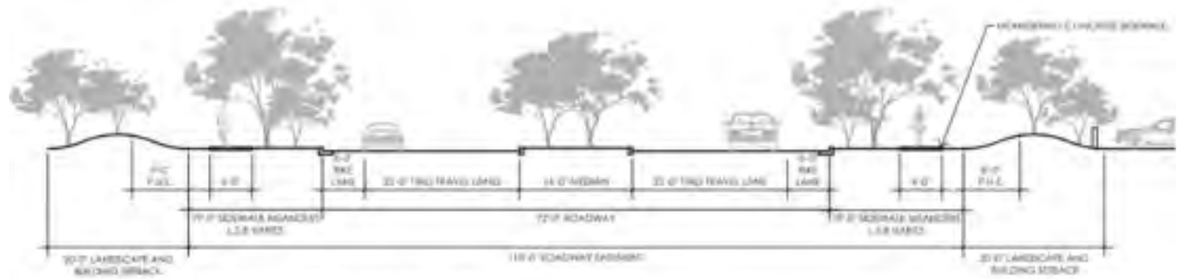
8. STREET NETWORK

The conceptual Mesa Gateway East PAD street system is unique due to the underlying ownership of the property. The streets may remain private, or they may be dedicated via private easement. This is not a common circumstance; thus the street designations will be unique to this PAD. The Conceptual Street Network Plan Exhibit is designed to create attractive and useable development areas for future development but street alignments may change based on future development.

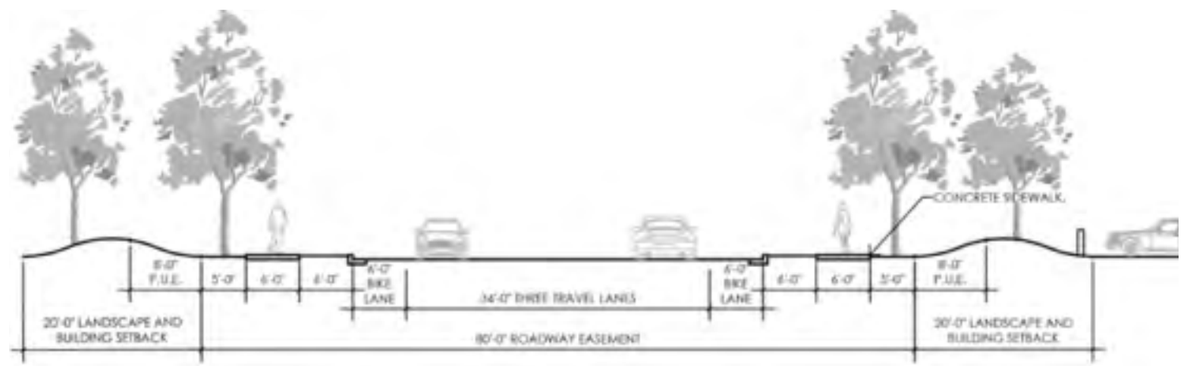
It is also important to note that lease line subdivided lots will not have access on a publicly dedicated street. The approval of this PAD will authorize lots to front onto and be accessed via a private street. The street network system is broken into two street classifications: Primary Streets and Secondary Streets.

Primary Streets: Primary Streets are envisioned as the streets that will carry heavier traffic loads, such as Gateway Boulevard. It is anticipated that Gateway Boulevard may be the only Primary Street.

Secondary Streets: Secondary Streets serve as internal collector roads that move traffic within the internal development.



PRIMARY STREET SECTION



SECONDARY STREET SECTION

These street locations as shown on exhibit 2.4 Vehicular Circulation Plan, are likely to change with refinement of development and future leasing activity.

~~9. DEVELOPMENT REVIEW PROCESS~~

~~The intent behind establishing this PAD with extensive design guidelines is to allow flexibility and expedited review of development plans to stay responsive to potential users. Assuming all of the criteria of the PAD are met and a project approval letter is received from Phoenix-Mesa Gateway Airport Authority, the review process with the City of Mesa will be as follows:~~

~~1. Pre-submittal with the City of Mesa~~

~~2. Initial Site Plan Review, as described in 11-69-4 and only if the plans meet all the requirements listed herein.~~

~~3. Administrative Design Review, only if the plans meet all the requirements in the approved Design Guidelines.~~

~~If a Special Use Permit (SUP), Substantial Conformance Improvement Permit (SCIP), Council Use Permit (CUP) or further deviations that cannot be handled through an Administrative Use Permit (AUP) are needed, the provisions in Chapters 67, 68, 69, 70, 73 of the Zoning Ordinance shall be followed.~~

~~The approval and adoption of the Design Guidelines as part of the PAD shall allow all development plans that comply with the Design Guidelines listed herein to be reviewed and approved administratively, without the need for the Design Review Board. If there is a circumstance of creative architecture, alternative compliance or a difference of opinion between staff and the applicant, the Design Review Board shall review the plans at their Work Session.~~

~~Appeals~~

~~All appeals shall comply with Chapter 67 of the Mesa Zoning Ordinance.~~

10. DEFINITIONS & terms

The following are definitions and terms used within this PAD document not defined with the Mesa Zoning Ordinance.

~~The developer would also like to provide innovative land use opportunities that are yet to be defi ned by the City of Mesa's Zoning Ordinance. For references within this document, please see the following defi nitions:~~

Development Lines or Lease Lines:

As previously mentioned, the Mesa Gateway East development is unique as the developments will be on leased land as the Phoenix-Mesa Gateway Airport Authority is the underlying property owner.

Development Lines or Lease Lines are what would be considered property lines in a traditional parcel development. All setbacks shall be measured from the Development Lines or Lease Lines.

~~Development Plan or~~ Development Site:

~~Development Plan or~~ Development Site is what would be considered as an overall parcel in a traditional subdivision. A Development Site is the area shown on each ~~development~~ specific plan.

~~Urban Air Mobility: Referred to as Advanced Air Mobility~~

~~Urban Air Mobility (UAM), also commonly~~ is ~~an aviation transportation system that will use highly automated aircraft or drones that will operate and transport passengers or cargo at lower altitudes within urban and suburban areas. All UAM and AAM activities shall comply with all FAA regulations.~~

~~Vertiport:~~

~~A Vertiport is a dedicated area(s) that supply the infrastructure needed for safe commercial air transport of passengers or goods that travel by Vertical Take-Off and Landing (VTOL). Vertiports can be either at street level or on top of buildings. All Vertiports shall comply with all applicable FAA regulations.~~

~~Helistop:~~

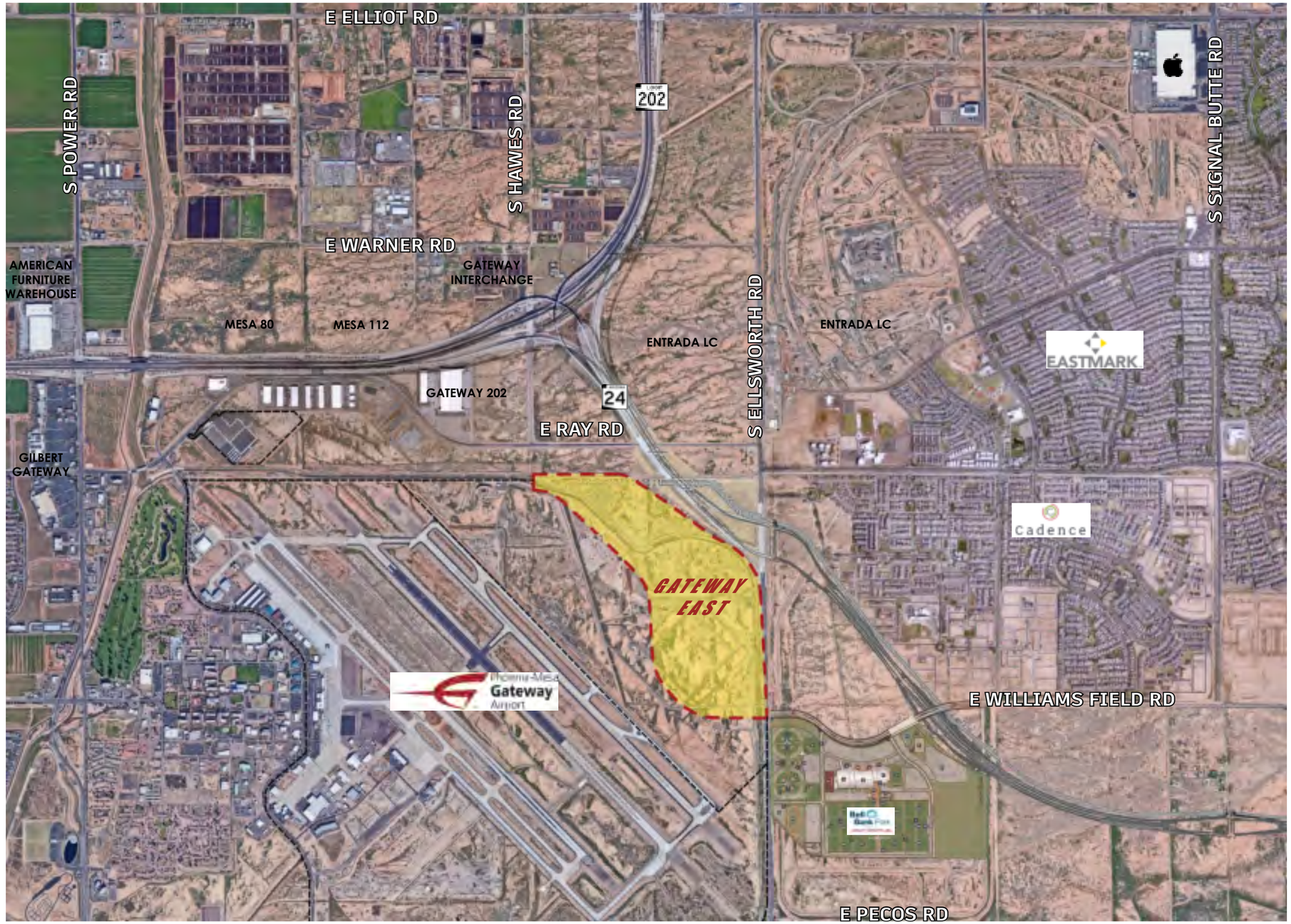
~~A helistop, often referred to as a heliport, is a landing and take off place for a helicopter.~~

11. CONCLUSION

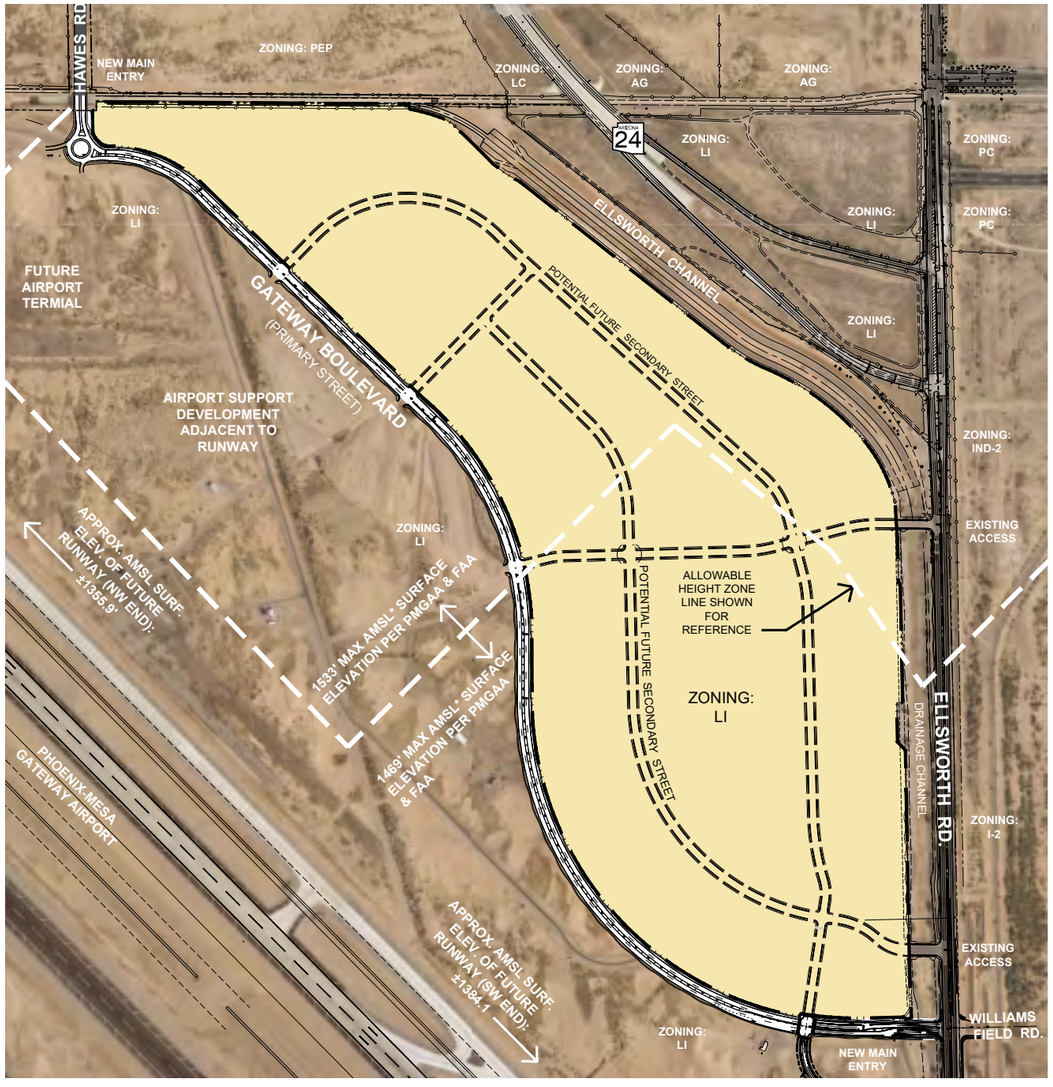
This is a request to rezone an approximate 273-acre Site located at the southwest corner of South Ellsworth Road and East Ray Road from Light Industrial with Williams Gateway Airport Development Master Plan Overlay ("LI PAD") to Light Industrial and establish the Gateway East Planned Area Development Overlay ("LI PAD") on the overall Site. This rezoning request will allow for the development of a synergistic mixed-use development with a variety of industrial, office, retail, and hospitality uses on the Site. The proposed development is consistent with both the General Plan and the Mesa Gateway Strategic Development Plan area and Sub-Area Plans. The proposed development will benefit the surrounding community by providing additional employment uses within an employment hub of the City of Mesa.

II. SITE PLAN DESIGN GUIDELINES

2.1 CONTEXT SITE AERIAL



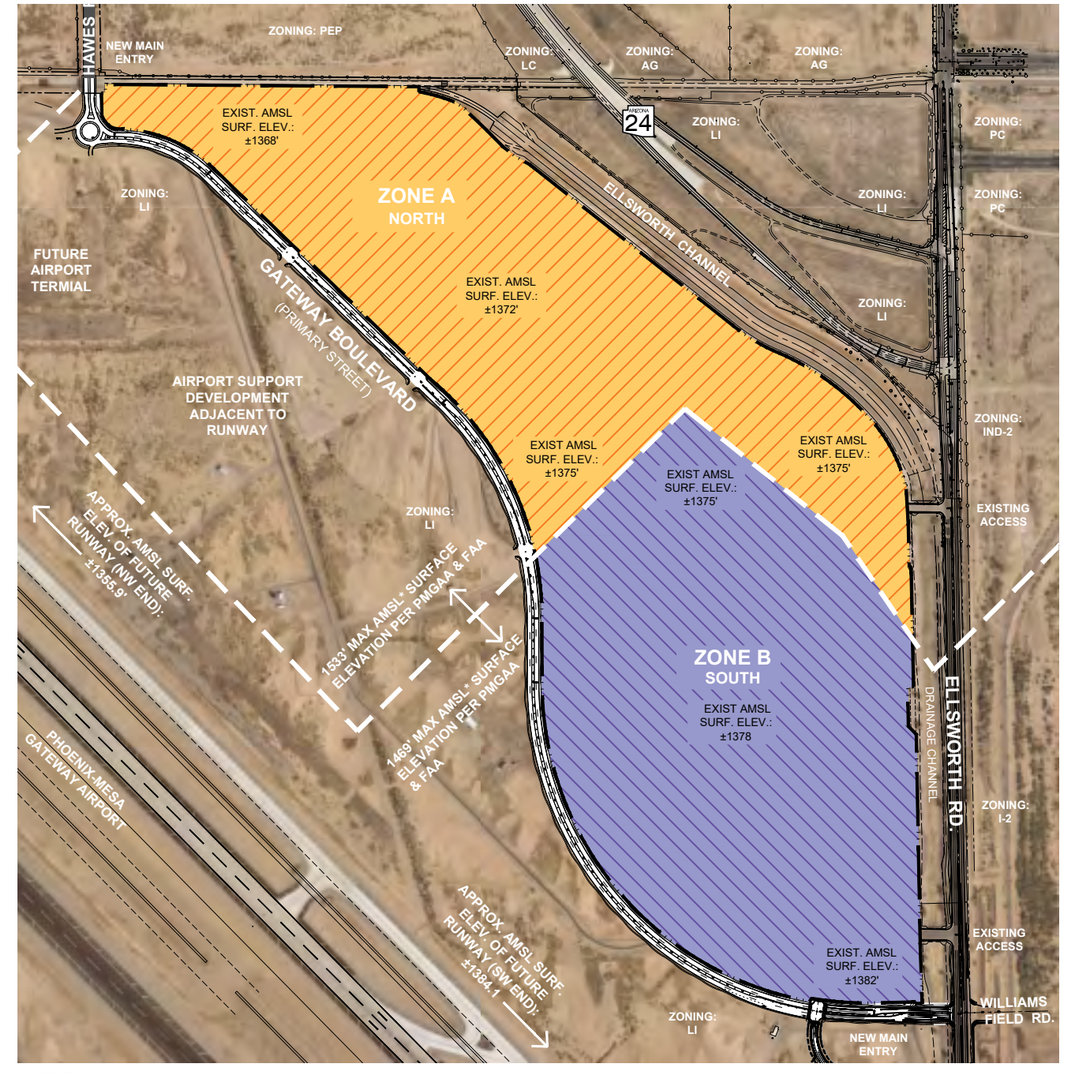
2.2 ALLOWABLE LAND USE EXHIBIT



LEGEND:

LI Zoning Allowable Uses
(Ref. Section I_4.A Permitted & Prohibited Uses)

2.3 MAXIMUM BUILDING HEIGHT



LEGEND:

Zone A
(155'-165')*

Zone B
(85'-90')*

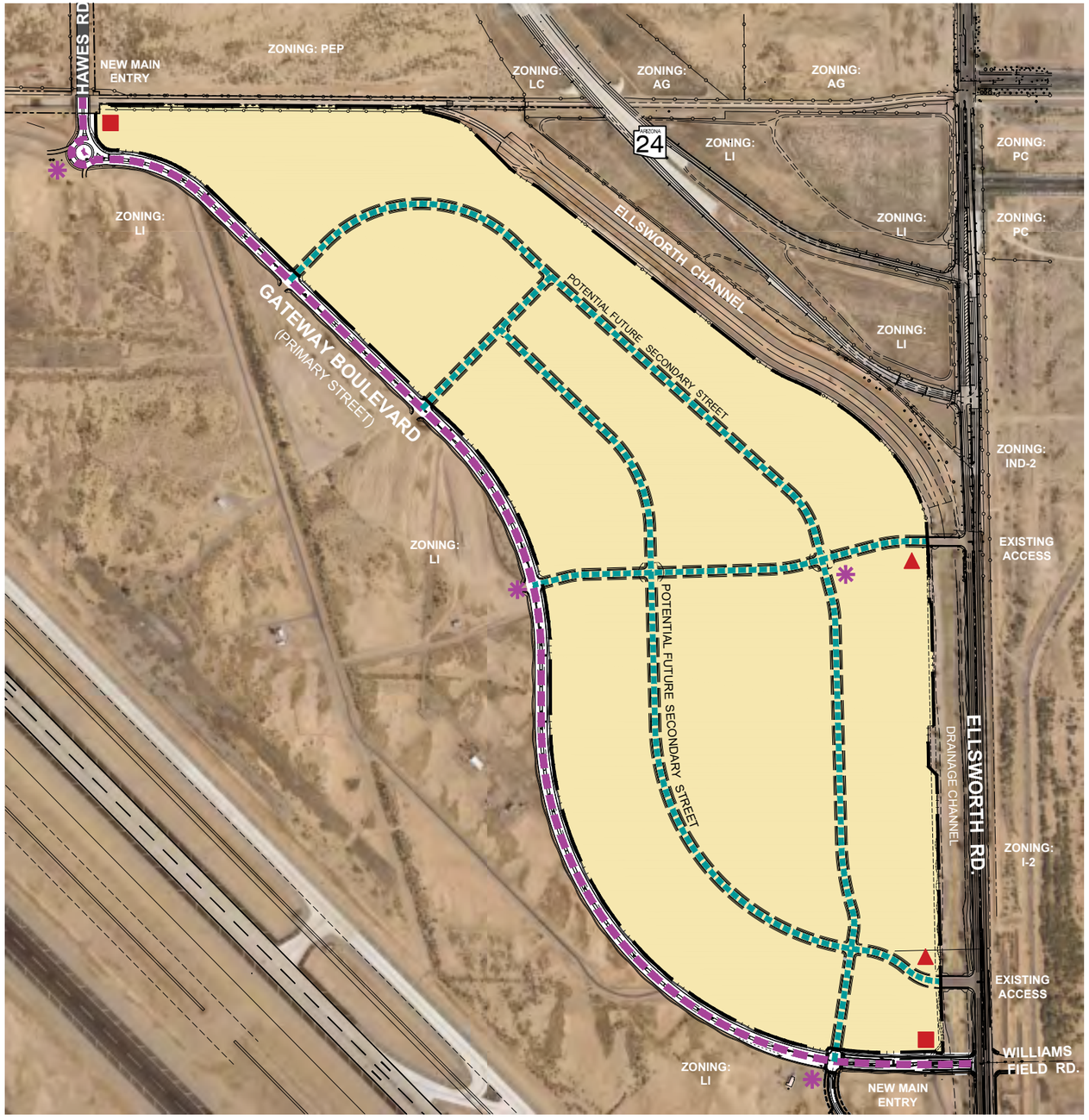
*Notes:

1. All surface elevations are referenced in feet Above Mean Sea Level (AMSL - NAVD88) and are approximate and will need to be verified by Land Surveyor
2. Max building heights include all roof-mounted equipment & appurtenances
3. Allowable height in Zone A North is 155' - 165' and in Zone B South 85' - 90'. All heights shall be measured in accordance with definitions established by the City of Mesa Zoning Ordinance. Such heights include up to 10' of height for mechanical screens or other appurtenances above the top of parapet. If no such elements rise higher that the proposed building parapets, such parapets may achieve the maximum height allowed. In no case shall the maximum height of any building element exceed that allowed by the current maximum height elevation established and approved by Phoenix-Mesa Gateway Airport. It is the responsibility of all applicants to verify current airport height limits applicable to their specific site location. The required FAA filings and approvals of height shall be approved prior to Design Review approvals and submittals of Permit Drawings. Should such maximum heights be modified by future airport studies, the allowable building heights shall be adjusted, either up or down, as required without modification to the PAD '
4. Maximum height shall not exceed 150 feet above the Airport's Field Elevation of 1384' AMSL

2.4 VEHICULAR CIRCULATION PLAN

Vehicular pathways are an integral component of the Gateway East Development. The movement throughout the project should be comfortable, safe, and interesting. All areas for vehicular use shall be paved with a suitable base and surfaced with asphalt.

Each sub-divided Lot within the development will provide adequate circulation and parking to accommodate future users.



LEGEND:

- Primary Street
- Potential Future Secondary Street
- Enhanced Intersection
- Primary Entry
- Secondary Entry

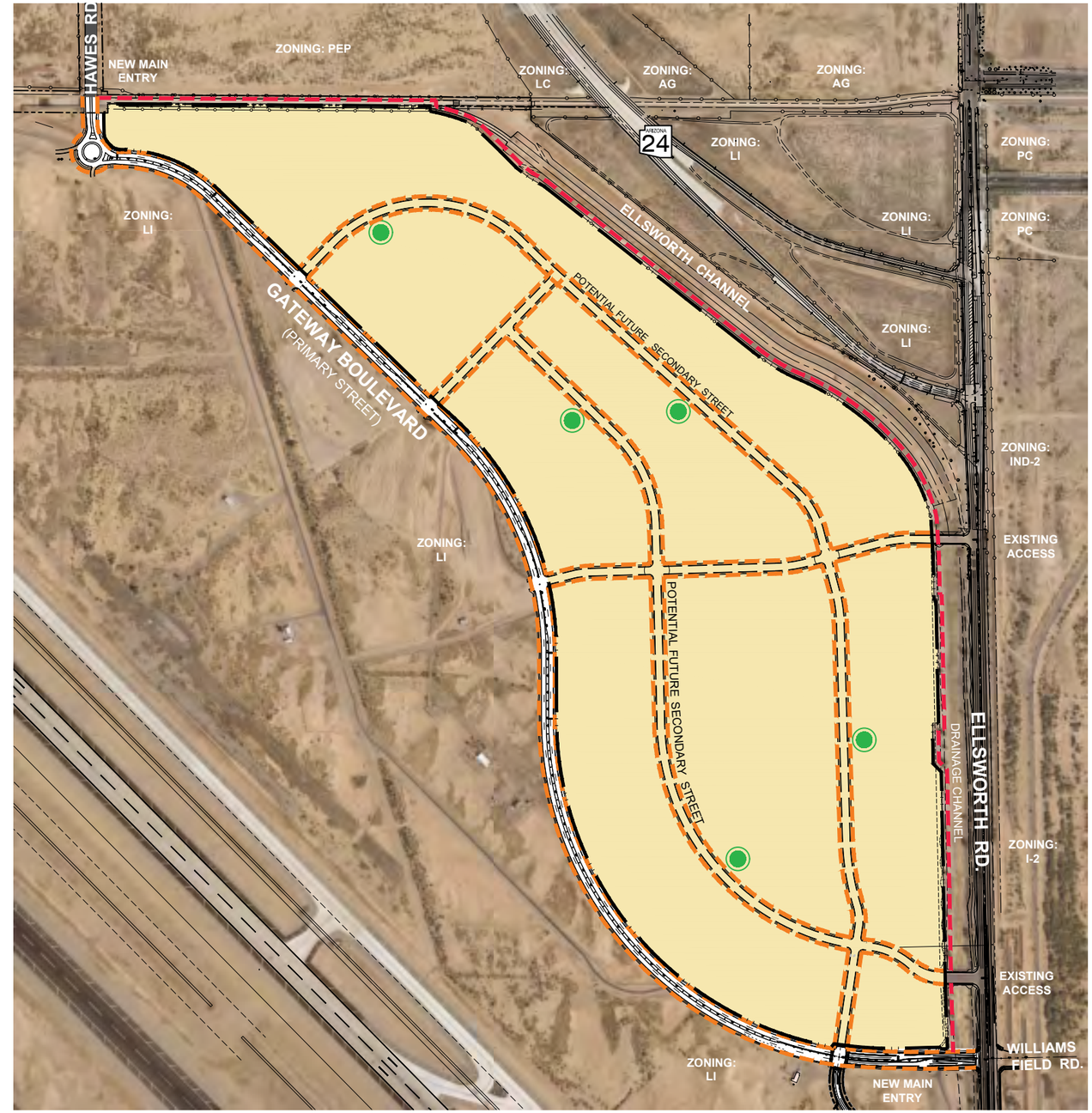
*Notes:

1. All secondary street locations are conceptual only and subject to revision based on future development requirements and associated traffic studies.

2.5A PEDESTRIAN CIRCULATION PLAN

The overall pedestrian circulation system will provide a common thread that ties all development Lots together in a coordinated and cohesive way. The pedestrian circulation system should meet the following guidelines:

- Provide sidewalks along all primary and secondary streets connecting to Ellsworth Road and Hawes Road with appropriate connections internal to the development to promote non-vehicular modes of travel.
- Provide pedestrian connectivity between all Lots in locations that are accessible and convenient for the user.
- A looped multi-use path may be provided as a recreational amenity for the entire development.
- Promote landscaping and other shade elements along all pedestrian corridors to provide pedestrian comfort, particularly during the hot summer months.



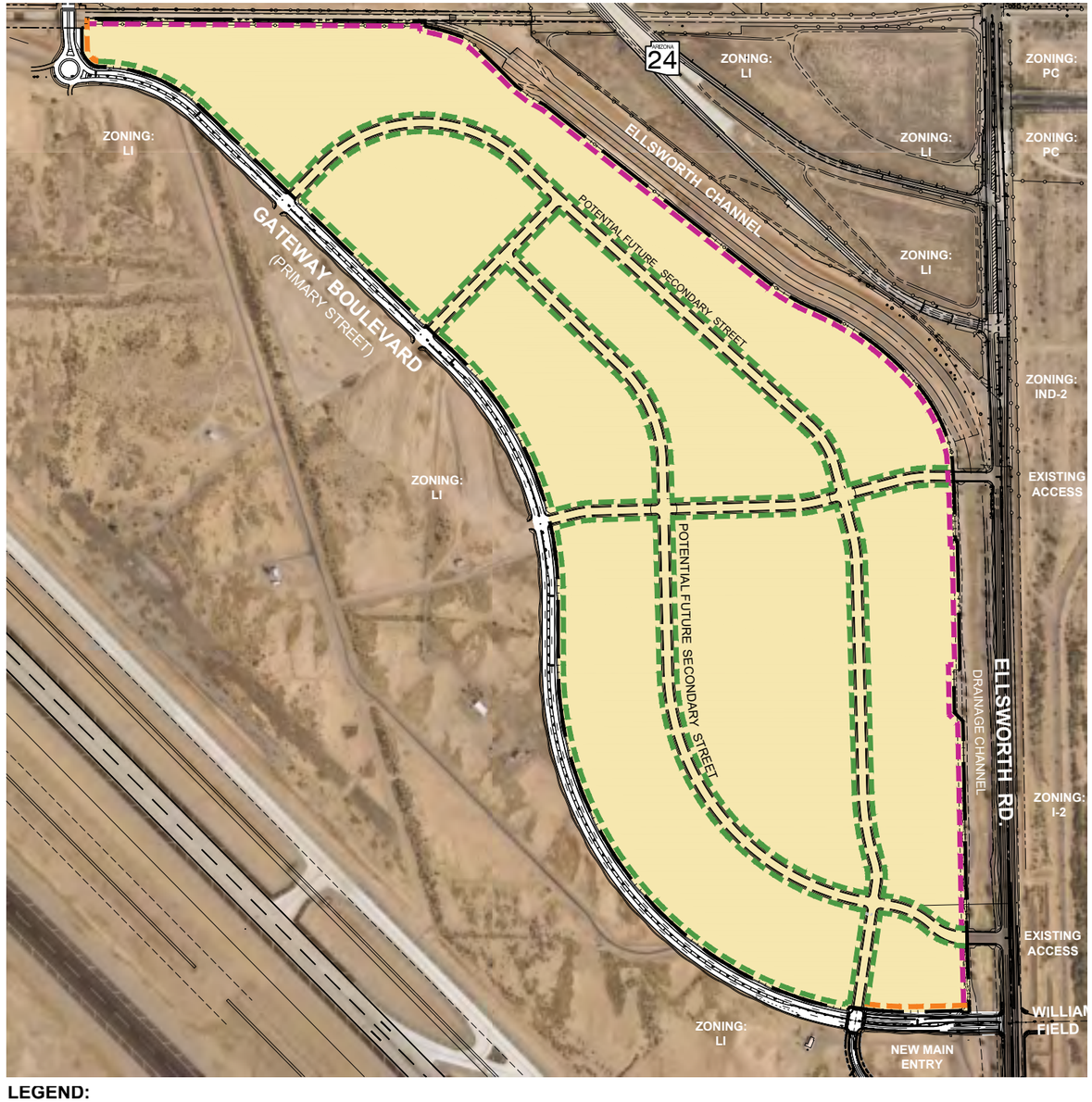
LEGEND:

- Detached 6' wide concrete sidewalk
- Potential future multi-use path
- Open Space w/ Amenities *

*Notes:

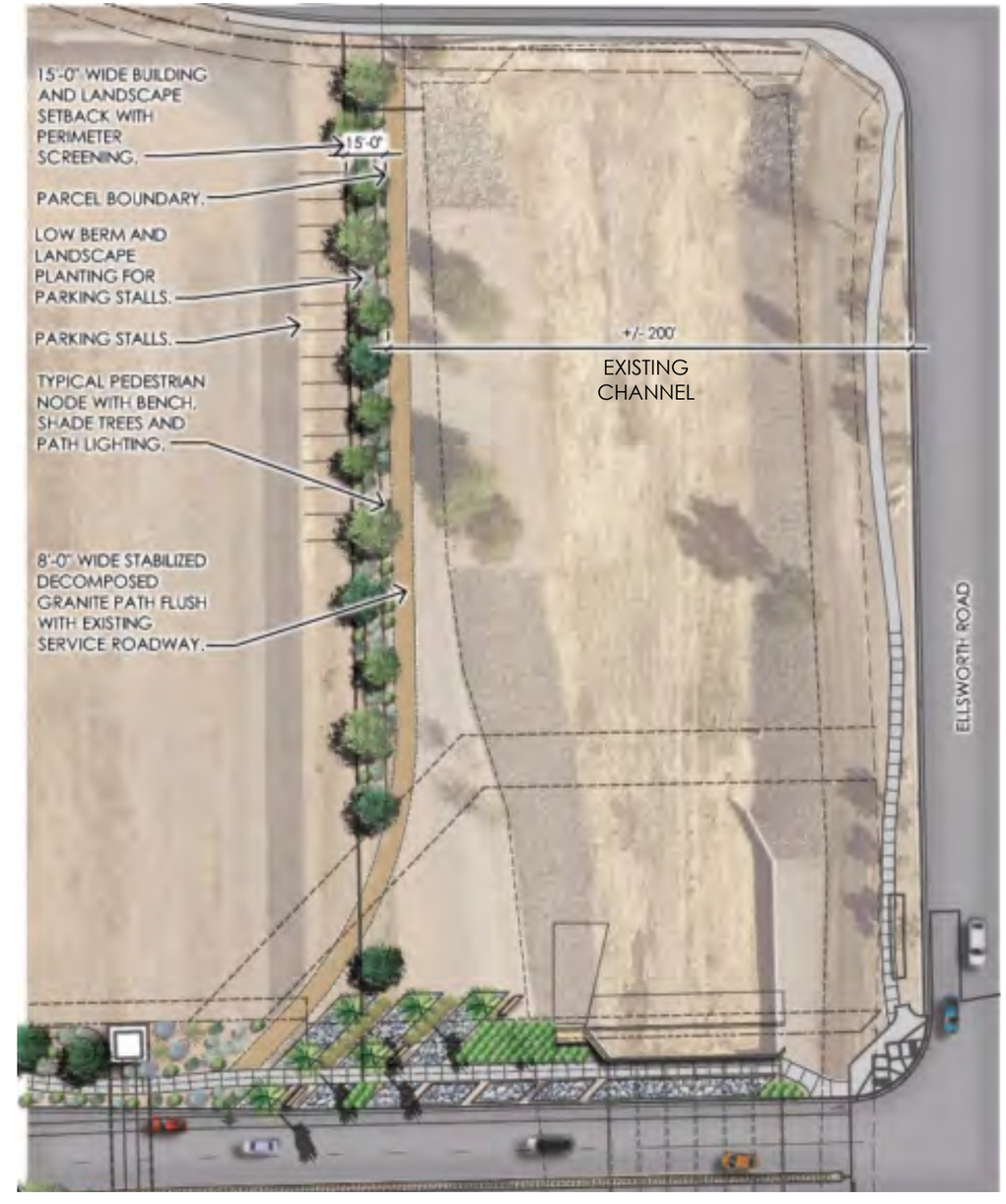
1. All secondary street sidewalks are subject to revision based on future street alignment
2. Shared Open Space locations are conceptual and subject to change based on future site development

2.5B PERIMETER & STREET SETBACKS



LEGEND:

- 15' Setback
- 20' Setback
- 30' Setback



2.6 SITE GRADING & DRAINAGE

- Improvements must include site grading and drainage in accordance with the City of Mesa Engineering Design Standards, Master Developed Planned drainage system and all Site Development specifications.

- Site grading shall be designed to control storm water drainage directing flow away from building pads and pedestrian areas. The landscaping in drainage control areas shall be designed to control erosion through the use of granite, fractured granite rip rap (grouted in place when flows warrant).

- Drainage easement areas must be designed to control erosion and damage to landscaping or other improvements that can be caused by storm water runoff.

- Site grading may not compromise the access to a Lot, internal vehicular circulation, or existing structures. Site grading should also be designed to assist in screening parking areas, service areas, or other visually unattractive areas wherever possible.

- Standing pools of water shall be drained to ensure airport flight safety compatibility.

2.7 PARKING

Site planning will promote an appropriate distribution of parking & landscape throughout the development. When adjacent to roadways, a well landscaped buffer shall be provided, particularly along Gateway Boulevard, Ellsworth Road and future secondary streets.

- Using a combination of screen walls, landscaping and/or berms shall be provided when parking is adjacent to primary roadways.

- Provide parking in close proximity to its intended use with a well planned sidewalk connection to building entries.

- A landscape island shall be provided at every 8 contiguous parking spaces.

- All driveways and parking areas must be paved with concrete or asphaltic concrete. Except for the edges of walls, and paving adjacent to walls, vertical concrete curbs or concrete curb and gutter must be constructed at the edges of all paving. Asphalt and surface-mounted extruded concrete curbs are prohibited with exception to future expansion of development (temporary). The use of precast parking bumpers in lieu of continuous curbs is prohibited.

- Approved canopy or shade-type parking structures is allowed throughout the development. Design of structures shall be complementary to the adjacent building design.

2.8 EXTERIOR STORAGE AREAS & SERVICE YARDS

Side-loading and outdoor storage between streets, up to the setback line, is discouraged. Storage areas shall be located in the least visible areas of each Lot and fully screened from streets and adjacent Lots with solid 8' high masonry screen walls. Dense landscaping or a combination of dense landscaping and solid 8' high masonry screen walls may be considered on a case-by-case basis.

2.9 LOADING AREAS

All loading and unloading is to be conducted in approved designated loading areas. Loading areas are to be designed as integral parts of the Site Development and maintained in a neat and orderly manner. Loading areas are to be located in the least-visible area of each Lot. Rear-building loading is preferred; however, side- building loading may be allowed, provided the loading areas are architecturally treated and adequately screened.

2.10 REFUSE & RECYCLING COLLECTION AREAS

All refuse and recycling from any Lot is to be accumulated in an approved dumpster provided for such Lot by a licensed refuse and recycling collection company. All refuse and recycling collection areas in the Gateway East Development must be located where the dumpsters are least visible from any public street and in accordance with the City of Mesa Zoning Ordinance & Solid Waste Standards M-62.01 through M-62.04.2.

All exterior refuse and recycling collection areas within public view must be screened by building walls or screening walls that are 6' to 8' in height and must completely screen dumpsters from view.

The block wall and metal enclosure gate door materials and colors may vary, but should be complementary to the primary building color palette.

Trash & Recycling not within public view shall be protected by 6'-0" tall bollards similar to Solid Waste Standards for bollard protection.

Maximum number of trash/recycling containers for buildings:

- Less than 20,000SF (1) double enclosures
- Less than 90,000SF (2) double enclosures
- over 90,00sf (3) double enclosures.

With regards to industrial and office projects, required trash/recycling enclosures or bollard protected trash/ recycling containers can be eliminated providing building utilizes private trash and recycling compactors.

III. ARCHITECTURAL DESIGN GUIDELINES - GENERAL

3.1 GENERAL

The following Gateway East Design Guidelines serve as a critical tool to ensure ongoing compatibility between allowable land uses and achieve a harmonious mixed-use development. These guidelines establish the overall character of the development and contribute to establishing a cohesive, attractive, long-term successful project.

The Design Guidelines are intended to replace quality enhancements and details to the adopted City of Mesa Quality Development Design Guidelines and associated Zoning Ordinance amendments. The Gateway East Design Guidelines will provide for an overall development theme through the use of complementary building materials, colors and themes, consistent and complementary landscaping and a mechanism for enhanced design and creativity.

This document governs the approximately 273-acre land contained in the Gateway East Planned Area Development (PAD). All development shall comply with the City of Mesa Zoning Ordinance unless otherwise modified through this PAD and Design Guidelines. In the event that this document conflicts with the City of Mesa Zoning Ordinance and the standards listed within this PAD, including the Mesa QDDG, this document shall prevail.

The Design Guidelines are broken into four sections:

- Site Plan Design Guidelines
- Architecture Design Guidelines
- Lighting Design Guidelines
- Landscape Design Guidelines

1. **Character and Image** - Development shall contribute to the uniqueness of the zoning district in which it is located, and/or the Mesa community with predominant materials, elements, features, color range, and activity area tailored specifically to the site and its context. This character and image shall conform to the following standards:

a. In multiple building developments, each individual building shall include predominant characteristics shared by each building so that the buildings within the development appear to be part of a cohesive, planned, area, yet are not monotonous in design. Compatibility shall be achieved through techniques such as the replication of roof lines, the use of similar proportions in the building mass and outdoor spaces, similar relationships to the street, similar window and door patterns, or the use of building materials that have color shades and textures that are similar to or complimentary to those existing on, or in, the immediate area of the subject property.

b. No Established Theme or Stand-Alone Development. Where there is no established or consistent neighborhood or area character or unifying theme, or where the existing character is not desirable to continue because it does not reflect a design theme consistent with the development standards as described in this Chapter, the proposed development shall be designed to establish character and a sense of place through the strategic use of architectural elements, building form, materials, landscaping, lighting, etc., which create a cohesive theme or style for future developments and buildings within the area to follow.

c. Corporate Architecture. Where the proposed architecture of a building or structure is the result of a franchise style, prototypical or franchise architectural design, including materials and color, should be modified (if necessary) to meet the development design standards as set forth in the Design Guideline exhibit attached to this PAD.

d. Employee and Visitor Amenities. Development within this PAD shall provide common open space and amenities for the useful enjoyment of employees and visitors to the Site. Common open space should be arranged for functionality and shall be furnished with eating areas, site furniture (such as benches, tables, waste receptacles, or planters), or other amenities.

i. Buildings 30,000 square feet or larger shall provide common open space at a rate of one percent (1%) per building

gross floor area (GFA). A collection of smaller buildings linked by common walls is considered one building.

ii. Multiple areas of common open space are encouraged; however, the minimum size of any one (1) common open space shall be 300 square feet with a minimum dimension of 15 feet in any direction. If pocket parks or multi-use trails are provided within close proximity of the development, those improvements shall count towards the common open space requirement.

iii. At least 50 percent (50%) of common open space must be open to the sky. At least 75 percent (75%) of the open space area must be landscaped and maintain live plant material if the area is not otherwise used as active recreation facilities.

2. Massing and Scale - Architectural elements and techniques shall be utilized to reduce the apparent massing and scale of buildings.

a. Wall Articulation. Exterior building walls shall be subdivided and proportioned to human scale, using projections, overhangs, and recesses in order to add architectural interest and variety and to avoid the effect of a single, massive wall

with no relation to human size per Design Guideline exhibit attached to this PAD.

i. Publicly visible facades (viewed from streets or primary facades of adjacent property), may not have blank, uninterrupted wall lengths without including at least two (2) of the following: change in plane, change in texture or masonry pattern, windows, trellis with vines, or an equivalent element that subdivides the wall into human scale proportions. Refer to PAD Design Guidelines for conceptual examples.

ii. Side or rear walls, not publicly visible from streets: Refer to PAD Design Guidelines

b. Building Projections into Setbacks. Maintain appropriate separations between buildings on adjacent lots to allow for light, air, and circulation while recognizing the need to allow minor projections that improve the effectiveness of environmental or aesthetic features.

i. Awning, eaves, overhangs, light shelves, and basement window wells may encroach up to three (3) feet into any required setback but shall not be closer than two (2) feet to any property line. Building projections shall be no closer than 15 feet to any property line adjacent to sites located in the RS and RSL Districts.

c. Roof Articulation.

i. Provide architectural interest at the skyline. Accentuate appropriate building elements and provide a minimum of one vertical variation in parapet heights appropriate for the intended design. Parapet detailing such as cornices, moldings and trim should be used where appropriate. Refer to PAD Design Guidelines for conceptual examples.

3. Building Entrances - Primary entrances along major façades shall be clearly defined with façade variations, porticos, roof variations, recesses or projections, or other integral building forms. For conceptual examples, please refer to PAD Design Guidelines.

4. Access, Circulation, and Parking.

a. Screening and Separation of Parking Areas. Parking areas located between a building and Primary Street shall be screened with a screening wall, berms, or combination of both methods no more than 3 feet high.

i. In addition, parking areas shall be separated from on-site buildings by a distance of at least ten (10) feet. This separation shall be landscaped and may include a pedestrian walkway.

5. Materials and Colors - Buildings and structures shall be constructed of durable, high-quality materials that are appropriate for the climate and development. Exterior building walls, viewed from streets, shall be designed using various materials and design options in order to add architectural interest. Please refer to PAD Design Guidelines for conceptual examples.

IV. ARCHITECTURAL DESIGN GUIDELINES

4.1 GENERAL

The Architectural Design Guidelines are intended to ensure an attractive, high quality, mixed-use development with a consistent look and feel across the overall development master plan consistent with conceptual examples within these Design Guidelines. These standards will provide continuity throughout while incorporating a variety of architectural styles, color, and materials. Styles may and should vary to create individual identities while maintaining common threads that establish compatibility between buildings and the anticipated land uses, such as light industrial (manufacturing, flex office, technology), multi-story office, restaurant, retail, hospitality, and others. Design vocabularies should be respectful of adjacent uses, allowing architectural expressions to flow from Lot to Lot, avoiding abrupt transitions in style or character. Variation in texture, contrast, color, and materials should be utilized to create visual interest. Building designs must be compatible for airport operations.

Whereas a level of consistency and compatibility are desirable to create continuity within the master development, opportunities for corporate identity and branding must be maintained. Such branding may include the use of corporate colors, signage, specific materials or architectural elements used to communicate a company culture or theme. These elements shall not detract from the quality and compatibility of the overall master plan and adjacent developments. The extent of such branding elements may require limits of application in order to maintain the desired continuity of the development.

By the approval of these design guidelines through the PAD process and by the Design Review Board, it is understood that all buildings shall comply with these standards. In doing so, all buildings will be be exempt from the Design Review Board Work Session process and will be handled as Administrative Design Review.

The Architectural Design Guidelines are centered on Key Design Characteristics that will establish visual consistency, quality, and architectural interest across the Development.

These Key Design Characteristics from the list below include:

A. Building Form
B. Facade Treatments
C. Shade Elements
D. Entry Statements
E. Screening
F. Colors
G. Materials – (2) minimum when publicly viewed from street

A. BUILDING FORM

Building form refers to the shape and configuration of a building visible from primary and secondary streets. Care should be taken to design structures across the project that take shape, mass, scale, proportion, rhythm, articulation, texture, color, and light into consideration. Building forms should be influenced by the following guidelines:

- Consider each buildings relationship to other adjacent buildings in their architectural design.
- Building elevations and facade elements should undulate to break up building masses.
- Vary roof forms and parapet treatments appropriate for the type of project and consistent with conceptual examples within these Design Guidelines.
- Use building elements to create scale at the pedestrian level with conceptual examples within these Design Guidelines.
- Provide pedestrian protection from the sun by using building overhangs and canopies in appropriate areas, such as main building entries.
- Provide heightened level of detail at building entries.
- Accent architectural form with appropriate lighting.

B. FACADE TREATMENT

Building facades serve as a viewer's first interaction with a building and can bring a greater degree of architectural interest to a structure. Facades are also essential components of building environmental efficiency. Building facades should utilize the following principles and be consistent with conceptual examples within these Design Guidelines:

- Vary building volumes, planes, and materials to create dynamic textures and variations with light and shadow.
- Employ sun shading elements such as projecting canopies, and awnings that provide cover and shade for appropriate exposures on building facades, thereby reducing solar heat gain.

- Enhance street frontages by using refined materials and strong entry elements.
- Ground floor building façades are encouraged to utilize transparency when abutting pedestrian areas.
- Highly reflective materials and finishes that conflicts with FAA regulations or could create glare or flash blindness and impact airport operations shall not be utilized.

C. SHADE ELEMENTS

Sun protection is an essential design element to promote both pedestrian comfort and energy efficiency. Shading elements such as suspended canopies, posted canopies, awnings, building overhangs, screen walls, window eyebrows, shade sails, and pergolas should be effectively utilized on high impact areas of the buildings facades. These shading elements have the power to accent the building massing and create a functional and dynamic visual experience for patrons all while limiting solar heat gain. Shade elements are particularly important for glass openings, balcony areas, and at the sidewalk pedestrian area. Shade elements should be integrated into the storefront designs as part of the overall building design. The following shade strategies may be utilized:

- Suspended canopies, posted canopies, and awnings are to be integrated into building designs.
- Large overhangs shall be carefully utilized to accent the massing of the building and to create a functional and dynamic visual experience for patrons.
- Trees and landscaping are to be integrated as part of the overall shading.

D. ENTRY STATEMENT

Clear building entries create a sense of arrival and can elevate a building's architecture. Entries should be prominent and obvious to assist in circulation and wayfinding across the Development. Entry statements can be established in multiple ways:

- Differentiated building massing (vertical elements, building envelopes).
- Use of a special or different facade material.
- Utilization of accent lighting and/or creative signage.
- Doorway openings and hardware should address human scale and comfort.

E. SCREENING

Screening shall be utilized in a variety of applications throughout the project.

Screening should be used to conceal unsightly building/site elements from view. It should also be used per City of Mesa standards to screen parking areas and can also be used as an architectural feature to provide additional building articulation and interest. Options for screening materials may include the following: metal louvers, metal panels with attractive patterns of voids and perforations, painted and decorative integrally colored and textured CMU block and/or strategically located landscape.

- Architectural Screening: Architectural screens can be used to provide layering and depth to building planes while also protecting interiors from sun exposure.
- Mechanical Equipment: All mechanical equipment, whether at grade or on a building's roof, should be screened from view with architectural and/ or landscape materials or they shall be located so as not to be visible from any public pathways. Rooftop screening shall be monolithic and architecturally compatible by use of exterior parapets, monolithically screened "penthouse" areas and parcel use of "line sight-line studies" for structures with large foot prints such as industrial projects.
- Utility Equipment: All utility equipment and associated protective materials should be screened and painted to blend in with the roof or building.
- Service Areas: All service areas (trash, recycling, mechanical areas, storage, utility, and meter rooms) must be architecturally integrated within the body of the building or at the back of buildings screened from view.
- Parking Areas: Parking areas adjacent to roadways should utilize a combination of 3' high offsetting screen walls with 50' maximum runs, dense plantings, and/or landscape berms as screening.
- Landscape Elements: Using a variety of year- round plant species is ideal when screening equipment. Plants used for screening are to be compatible with Arizona's climate and should be regularly maintained.

F. COLORS & MATERIALS

Colors and materials should create visual harmony within the development. Recommended colors are as follows:

- Desert hues and other "earth tones".
- Muted shades of blues, greens, and reds found in the natural desert color vocabulary.
- Colors appearing in natural stone utilized in buildings.
- Bright and jewel-tone colors may be utilized as accent colors in limited areas to enhance entries, focal points, corporate branding or other prominent building features.

Buildings within this development very often include, the following or others of equal or greater quality.Provide a minimum of two materials on facades facing streets:

- WOOD: Wood is best used in areas with minimal weather exposure. Synthetic or metal systems may be used as an alternative to create a wood appearance.
- BRICK: If using "thin brick", corner pieces must be used to create the appearance of full brick and provide cap articulation at top of wainscots.
- CONCRETE: Cast-in-place, articulated tilt up concrete, reveled, board-formed and architectural precast concrete are all acceptable variations of this material constituting multiple materials when used together. Predominant use of site cast tilt up panels for industrial projects and office buildings is acceptable when provided with a minimum of two alternative materials and shall include a balanced use of reveals, varying paint colors, variations in plane and parapet heights to reduce massing and scale consistent with provided examples within these Design Guidelines.
- NATURAL STONE: Fieldstone, flagstone, or other natural stone.
- MANUFACTURED STONE: Manufactured stone of high quality may be used.
- STUCCO/EIFS: : Stucco or EIFS (exterior insulated finish systems) to be finished with smooth or sand finish with appropriately placed horizontal and vertical reveals to break up mass of large areas and coordinated with other vertical and horizontal elements found on building facades.
- TILE: Ceramic, porcelain, or similar tile.
- METAL PANELS: Architectural metal panels including standing seam, prefinished interlocking panels, perforated metal panel, perforated "B" deck and limited use of corrugated.
- GLASS: Clear, tinted (greys and blues), frosted and coated glass. Highly reflective glass conflicting with FAA regulations or airport operations is not allowed.

4.2 ARCHITECTURAL VISION : A MIX OF USES AND ARCHITECTURAL STYLES THAT COEXIST IN A HORIZONTAL MIXED-USE MASTER DEVELOPMENT

4.3 ARCHITECTURAL STYLES: A. LIGHT INDUSTRIAL (FLEX OFFICE, MANUFACTURING, TECHNOLOGY)

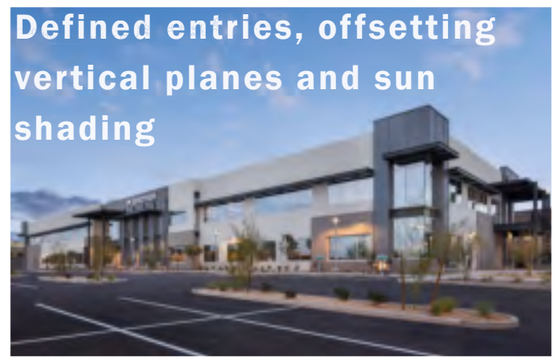
B. OFFICE


PEDESTRIAN PATHS

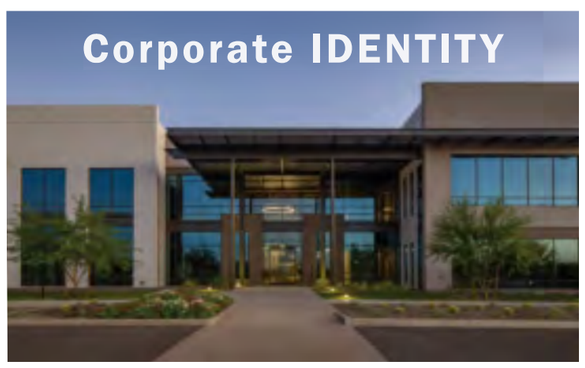

Defined ENTRIES and balanced use of MATERIALS


Street Presence, Sun Shading and Employee Outdoor Spaces


Corporate Identity, Accented Main Entry, Integrated Landscaping

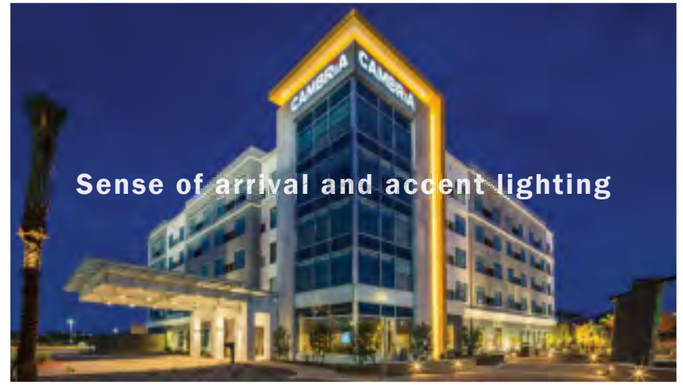

Defined entries, offsetting vertical planes and sun shading

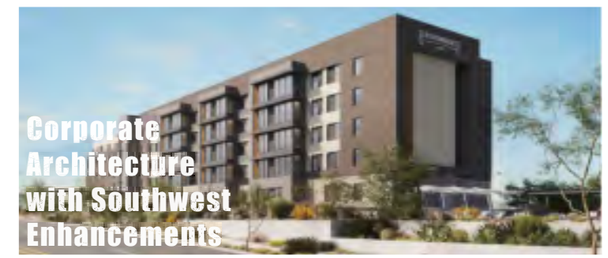

Accented main entry, integrated landscaping

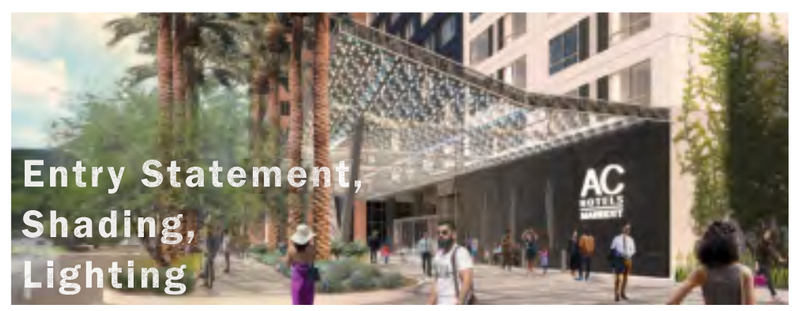

Corporate IDENTITY


Corporate Identity, Shaded Parking and Solar Integration

C. HOSPITALITY





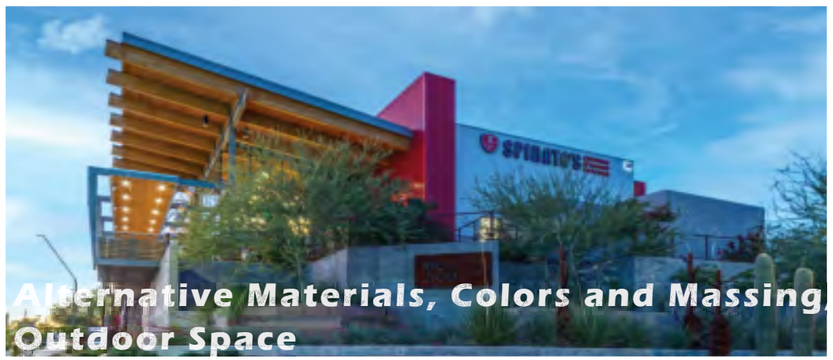


D. RETAIL

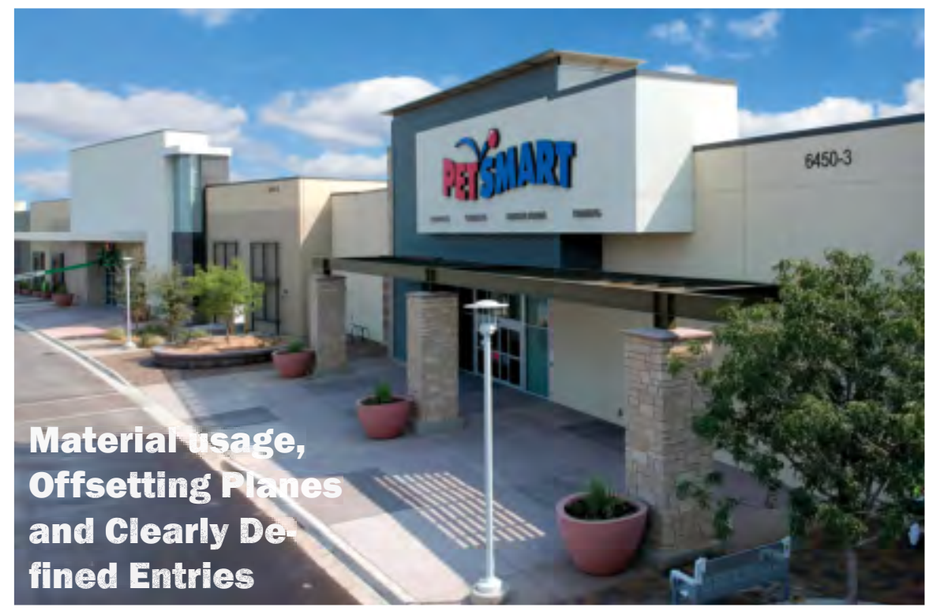

Material usage, offsetting planes

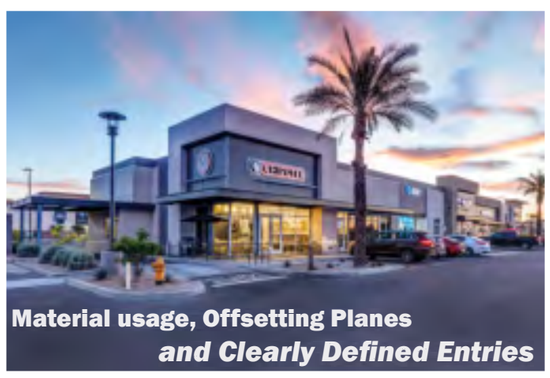

IMPACTFUL ENTRIES
HomeGoods

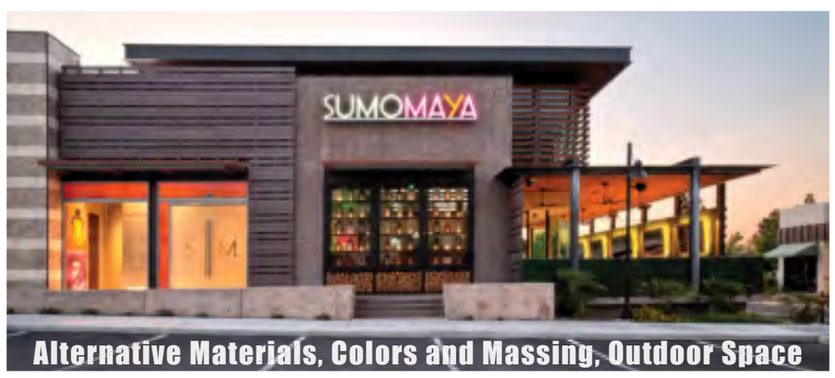

Street Presence, Sun Shading and Employee Outdoor Spaces


Alternative Materials, Colors and Massing, Outdoor Space


Large canopies to create OUTDOOR space


PETSMART
6450-3
Material usage, Offsetting Planes and Clearly Defined Entries


Material usage, Offsetting Planes
and Clearly Defined Entries


SUMOMAYA
Alternative Materials, Colors and Massing, Outdoor Space

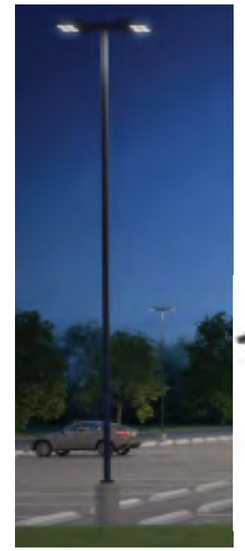
V. LIGHTING DESIGN GUIDELINES

5.1 GENERAL

Given that this is a horizontal mixed-use project, lighting design must respond to both daytime and nighttime lighting needs. While the employment uses may be primarily functional during the day, the restaurant, retail, and hospitality uses will promote activity that extend into the evening. Architectural lighting is an essential component of building and landscape elements. The lighting strategies for this project should be designed with the goal of creating a welcoming early morning and evening environment that prioritizes safety and security as well as aesthetics. All exterior lighting design requires approval from the City of Mesa and must ensure compatibility with aiport operations. Lighting placements and systems will not direct lighting upward or in a manner that could cause confusion with airport identification or navigational lighting.

- Dramatic lighting should enhance primary architectural features.
- Lighting should emphasize dramatic elements within the landscape (Monument signs, groups of trees and shrubs).
- Accent lighting may be incorporated on secondary building elements such as blank walls to highlight their texture or on columns to reveal their cadence on a facade.
- Appropiate consideration should be given to creating an ambiance with mood lighting such as overhead string lights or up lighting/down lighting on walls.
- Lighting shall almost exclusively use warmer temperatures. Cool temperature lighting is discouraged.
- Lighting on the exterior walls adjacent to the storefront area is encouraged to help increase tenant identity and to provide an appropriate level of comfort and rhythm for the pedestrian.
- Low-level down-lighting integrated into building canopies should be provided to promote visibility and security.
- Lighting should enhance or be an extension of the design intent of the architecture.
- Utilize full cut-off or fully shielded fixtures and set mounting heights as required to effectively control glare, light trespass, and maintain dark skies.
- Fixtures and strategies are to promote energy conservation.
- Use automatic control systems to eliminate excessive light during non-active hours of site and building operation.
- Ornamental low-scale lighting shall be provided along pedestrian pathways and nodes that connect the various Lots within the Development.
- Primary and secondary streets will utilize City approved fixtures. Specific locations and heights will be approved by the appropriate City Department per City of Mesa requirements for illumination.

STANDARD PARKING LOT FIXTURE



Lighting fixture heights shall not exceed the maximum height specified in the City of Mesa Zoning Ordinance Table 11-30-5.

5.2 LIGHTING VISION

VI. LANDSCAPE DESIGN GUIDELINES

6.1 GENERAL

The following landscape design guidelines provide a framework for the overall landscape character of the Development. These guidelines shall be applied to all areas of the Development including edge treatments, entries, vehicular circulation routes, pedestrian plazas and promenades, open spaces, and parking areas.

Landscape features and tree varieties attractive to hazardous wildlife should not be used to ensure flight safety and airport operations. Vegetation shall be properly maintained to control excess canopy growth and height. Landscape shall not exceed any FAA determination for maximum building height.

While this mixed-use project encompasses a variety of uses, the landscape design guidelines will ensure that future development of the Site reflects the overall theme of the area, creating a unifying aesthetic that provides for meaningful spaces that relate to the adjacent buildings. The following three key landscape design characteristics will set a consistent landscape theme across the Development; ***Human Interaction, Open Space and Planting & Hardscape Design***

A. HUMAN INTERACTION

The landscape design for this project should center on promoting human connectivity. This can be achieved through providing dynamic open space areas that spur interaction, designing alluring pathways that connect all areas of the development, and by using planting design to create beautiful outdoor environments that inspire users to be outside and foster human connections. Landscape design should promote human interaction by incorporating the following guidelines:

- Provide connections to, from, and within Lots to support pedestrian activity and other mobility options to enhance the interconnectivity within the Development.
- Provide enhanced pedestrian plazas and promenades within the commercial Lots.
- Utilize covered or shaded walkways, passageways, courtyards, and plazas.
- Design street-spaces that support the pedestrian by incorporating safe and comfortable pedestrian amenities such as seating, lighting, shade, landscape and hardscape, crosswalk refuge areas, and curb and sidewalk extensions.
- Coordinate the design of pedestrian, auto, parking and service areas to minimize pedestrian interruption and pedestrian-vehicular conflicts.
- Provide open space for public and private outdoor activities, special events, and day-to day activities.

B. OPEN SPACE

Open space areas provide the opportunity for humans to experience the natural environment. Open space is of vital importance to the desirability of the project as a place to visit, work, or recreate. Open space areas are used for buffering adjacent land uses, establishing pedestrian circulation routes, providing gathering spaces, active and passive recreation, site beautification, and as storm water

retention areas. These areas should be treated to provide a network of green spaces throughout the Site that will provide a common aesthetic and include amenity spaces for visitors and employees. Open spaces should:

- Visually and physically connect uses and open spaces by providing walkways, gathering and activity areas, and green-ways.
- Connect open spaces of neighboring land uses through common entry courts, linked plazas and amenity areas, and coordinated landscape.
- Provide open space at intersections to promote pedestrian and visual interest.

C. PLANTING & HARDSCAPE DESIGN

Integration of development into the natural and built environments is critical to strengthening continuity and character throughout the Development. People-oriented urban design should be reinforced through landscape planting, street furniture, decorative paving, and lighting. These elements should provide an abundance of shade, color, and varied textures and forms. Planting and hardscape design should utilize the following principles:

- Landscape forms should create pedestrian environments that are protected from vehicular traffic.
- Accent lighting should promote ambiance, character, and safety.
- Hardscape and special paving should be integrated into the Development at key focus areas including building entrances, pedestrian crossings, pathways, and amenity areas.
- Use masses of native plants to provide color, texture, and pattern.
- Spotlight distinctive areas with one large specimen tree.
- Use the height of date palms or other vertical landscape elements to identify entrances and prominent pedestrian areas.
- Use planting palettes to distinguish zones throughout the Development.
- Utilize native plants that promote sensitivity to the environment and allow for water conservation.

6.2 ENTRY DESIGN

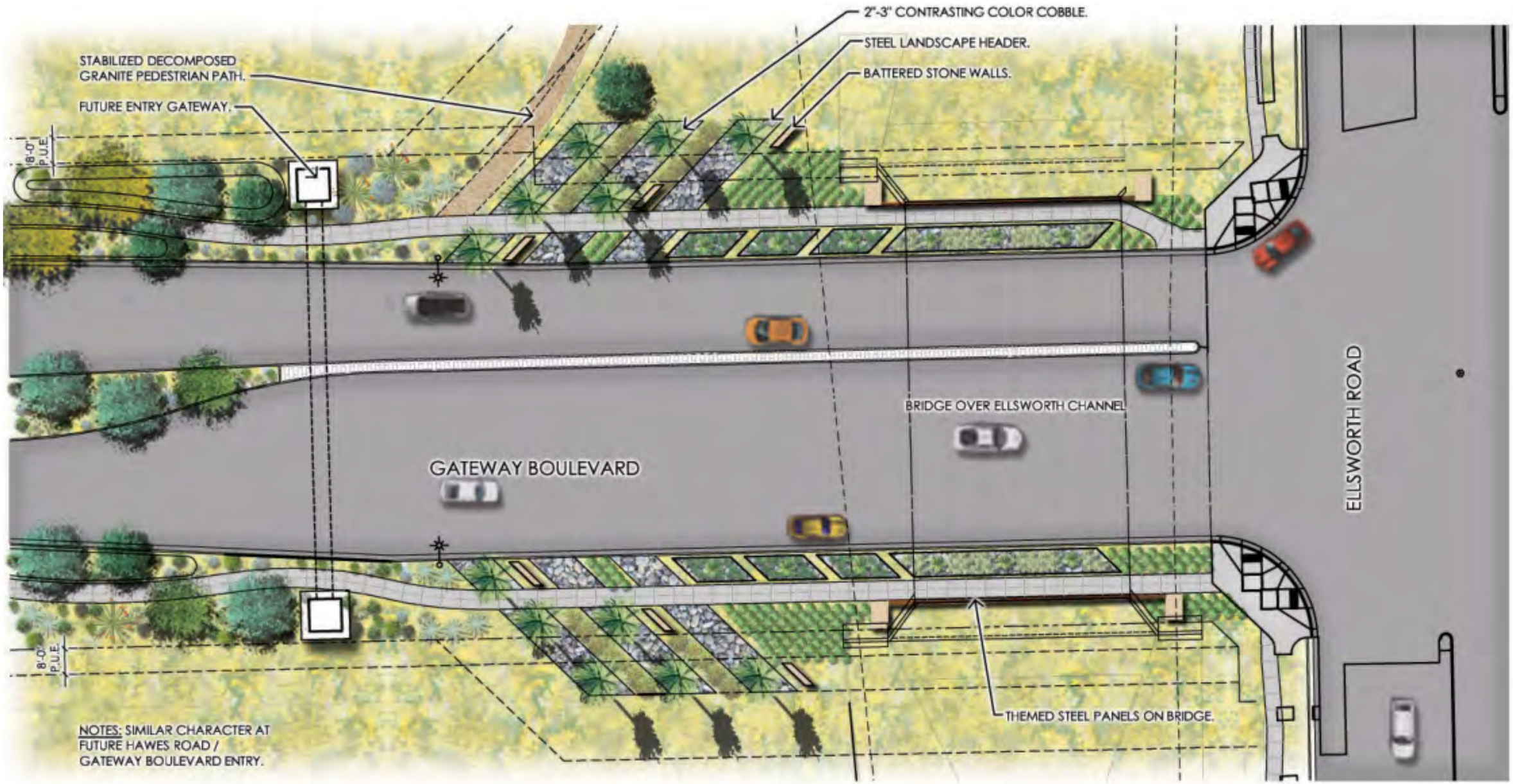
VISION OR CONCEPT

*Character image subject to future development

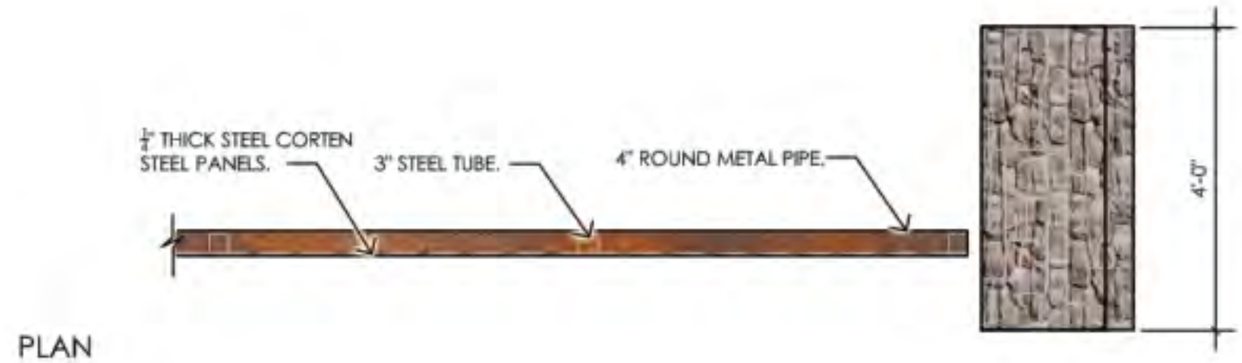
6.3 STREETSCAPE CHARACTER VISION OR CONCEPT

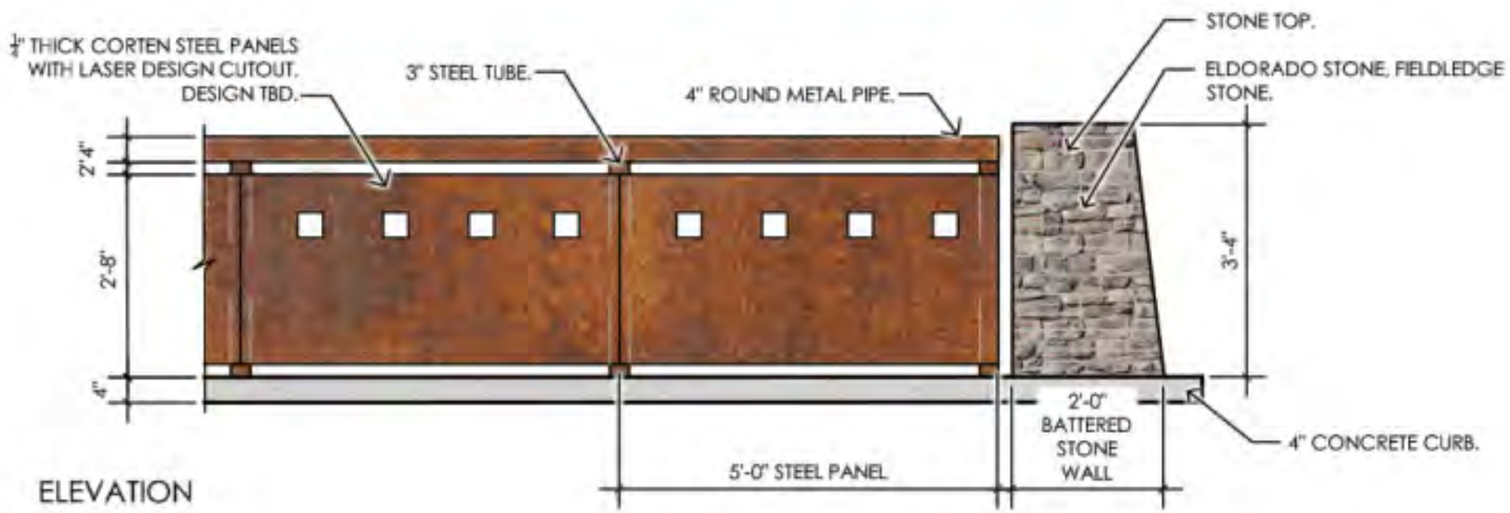
6.4 PRIMARY ENTRY ~~PLAN~~

VISION OR CONCEPT



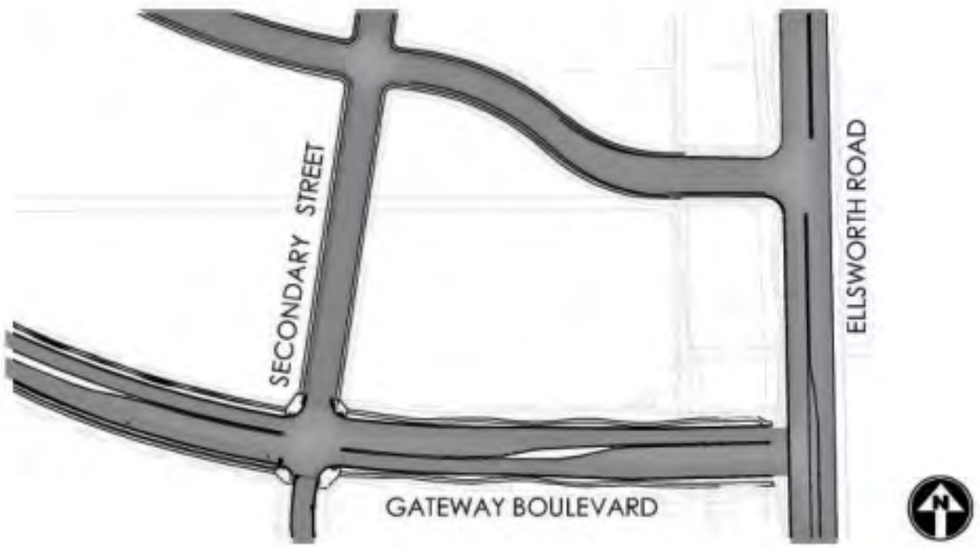
6.5 BRIDGE WALL DESIGN VISION OR CONCEPT

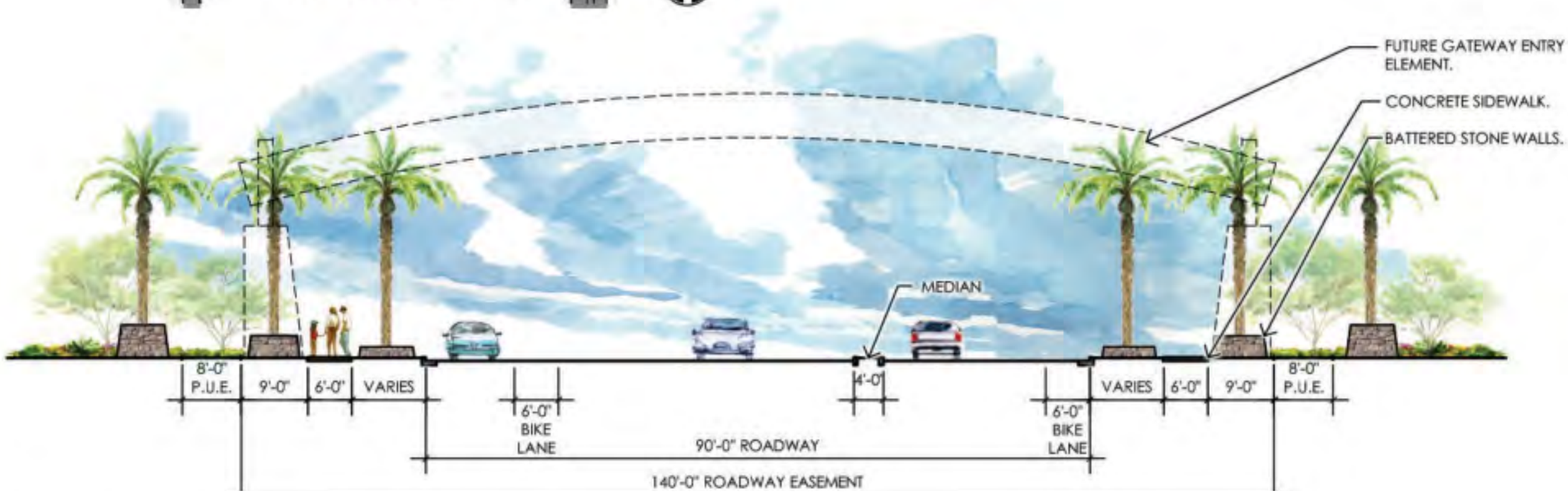




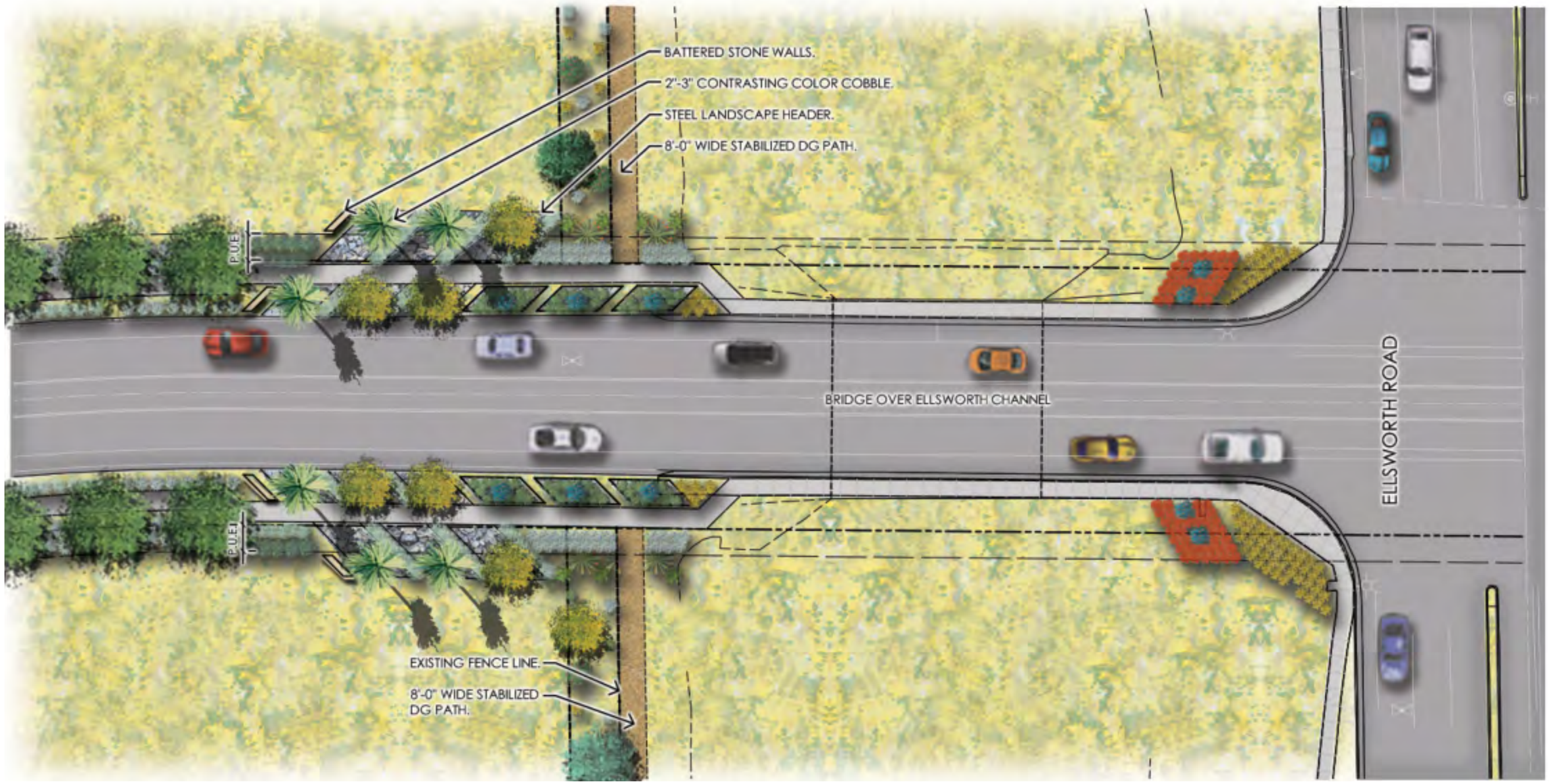
6.6 PRIMARY ENTRY SECTION

VISION OR CONCEPT



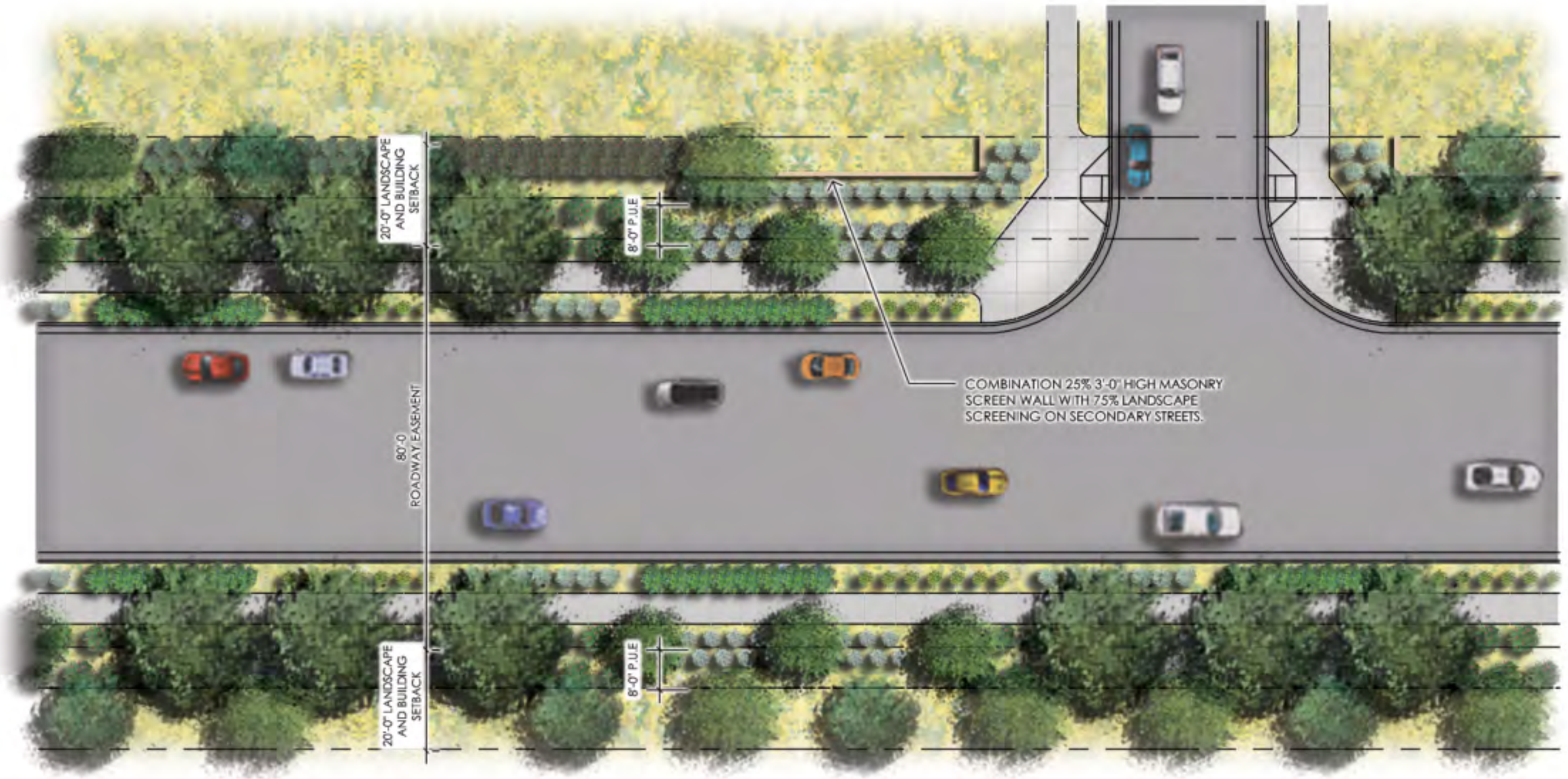


6.7 SECONDARY ENTRY ~~PLAN~~ VISION OR CONCEPT



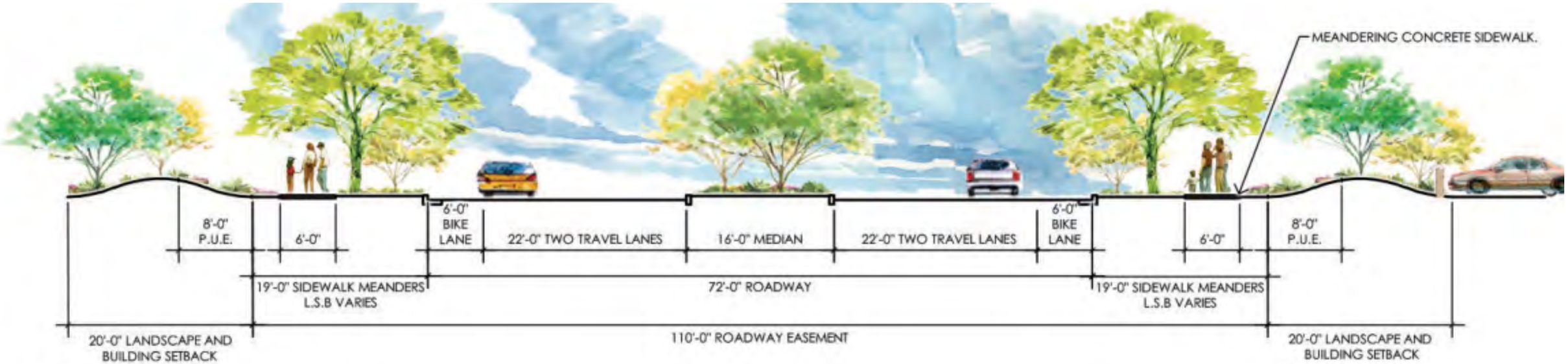
6.8 PRIMARY STREET LANDSCAPE (GATEWAY BOULEVARD) VISION OR CONCEPT

6.9 SECONDARAY STREET LANDSCAPE VISION OR CONCEPT

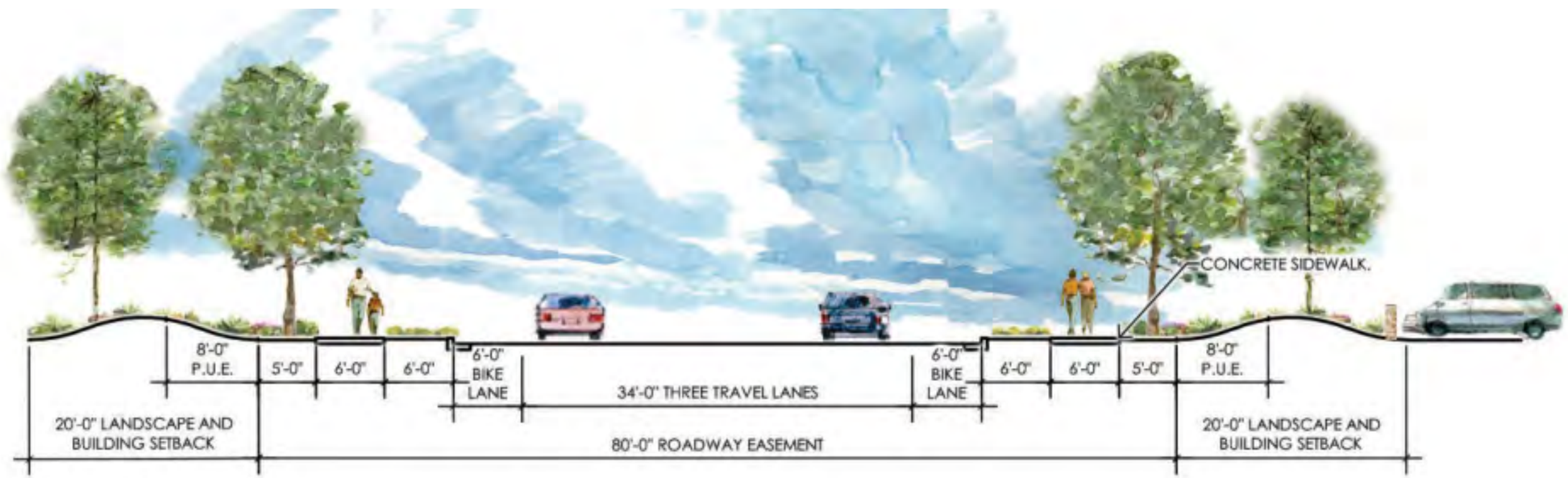


6.10 TYPICAL STREET SECTIONS

VISION OR CONCEPT



PRIMARY STREET



SECONDARY STREET

6.11 INTERSECTION DESIGN

VISION OR CONCEPT

PLAN

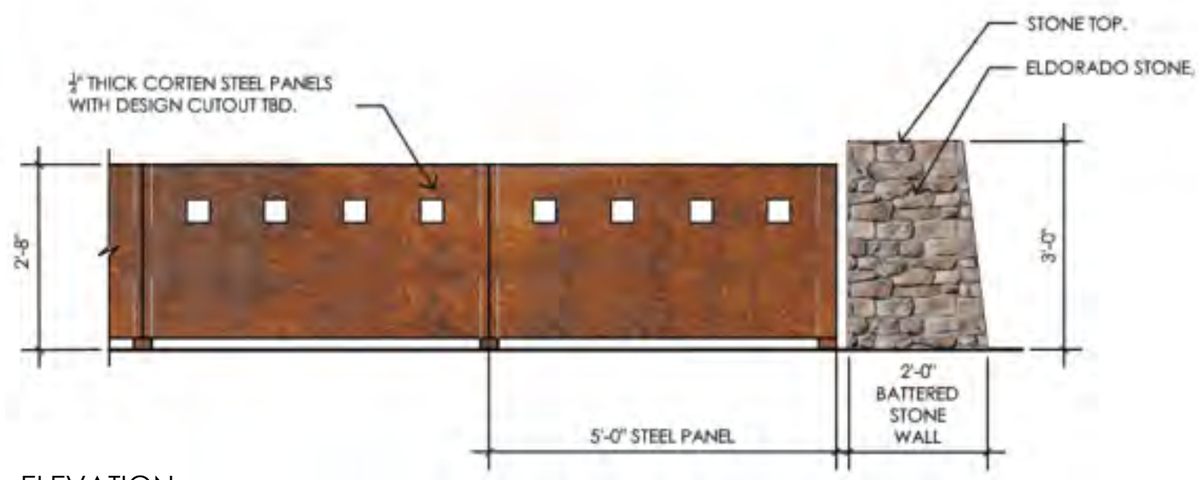
BATTERED STONE COLUMN, 3'-0" HIGH, 2"-3" DIAMETER CONTRASTING COLOR COBBLE.

STEEL LANDSCAPE HEADER.

PATTERNED LASER CUT STEEL PANELS, 2'-0" HIGH.

DECORATIVE STEEL PANELS AT INTERSECTION

PLAN



ELEVATION

6.12 PLANT PALETTE

BOTANICAL NAME	COMMON NAME	Open Spaces	Entries	Roadway
TREES				
Acacia aneura	*Mulga Acacia*	X		X
Acacia salicina	*Willow Acacia*	X		
Acacia saligna	*Blue Leaf Wattle*	X		
Acacia stenophylla	*Shoestring Acacia*	X		
Acacia willardiana	*Palo Blanco*	X		
Bauhinia blakeana	*Hong Kong Orchid*	X		
Bismarckia nobilis	*Bismark Palm*	X		
Brahea armata	*Mexican Blue Palm*	X		
Caesalpinia cacalaco	*Cascalote*	X		
Caesalpinia cacalaco 'Smoothie'	*Thornless cascalote*			X
Caesalpinia mexicana	*Mexican Bird of Paradise*	X		
Chillopsis linearis 'Bubba'	*Bubba Desert Willow*	X		X
Chitalpa tashkentensis	*Chitalpa*	X		
Citrus reticulata	*Mandarin Orange*	X		
Ebanopsis ebano	*Texas Ebony*	X		
Jacaranda mimosifolia	*Jacaranda*	X		
Neriuim oleander	*White Oleander*	X		
Olea europa 'Swan Hill'	*Swann Hill Olive*	X		
Olneya tesota	*ironwood*	X	X	X
Parkinsonia florida	*Blue Palo verde*	X	X	X
Parkinsonia microphylla	*Foothills Palo Verde*	X	X	X
Parkinsonia praecox	*Palo Brea*	X		
Phoenix dactylifera 'medjool'	*Medjool Date Palm*	X	X	X
Pistacia lentiscus	*Mastic Tree*	X		
Platanus mexicana	*Mexican Sycamore*	X		
Prosopis alba 'cooperi'	*Copper's Mesquite*	X		
Prosopis hybrid 'Phoenix'	*Thornless Mesquite*	X		X
Prosopis veluntia	*Native Mesquite*	X	X	X
Prunus cerasifera 'Atropupurea'	*Purple-Leaf Plum*	X		
Pyrus calleryana	*Bradford Pear*	X		
Tabebuia Tree	*Tabebuia ssp.*	X		
Quercus shumardii	*Shumard Oak*	X		
Quercus virginiana	*Southern Live Oak*	X		X
Ulmus parviflora 'True Green'	*True Green Elm*	X		
SHRUBS				
Acacia craspedocarpa	*Leatherleaf Acacia*	X		
Alyogyne hueglii	*Blue Hibiscus*	X		X
Ambrosia deltoidea	*Triangle Leaf Bursage*		X	X
Asparagus densiflorus 'Myers'	*Foxtail Fern*	X		
Bougainvillea 'Barbara Karst'	**Barbara Karst Bougainvillea**	X		X
Bougainvillea 'Rosenka'	*Bougainvillea*	X	X	X
Bougainvillea 'Royal Purple'	*Bougainvillea*		X	X
Bougainvillea 'San Diego Red'	*Bougainvillea*	X		X
Bougainvillea 'Superstition Gold'	*Superstition Gold Bougainvillea*	X		
Bougainvillea 'white'	*White Bougainvillea*		X	X
Boutteloua gracilis 'Blonde Ambition'	*Blonde Ambition Blue Grama*			X
Buddleia davidii	*Wooly Butterfly Bush*			X
Caesalpinia mexicana	*Mexican Bird of Paradise*	X		
Caesalpinia gillesii	*Yellow Bird of Paradise*	X		
Calliandra californica	*Red Fairy Duster*	X	X	X
Calliandra eriophylla 'Maricopa Red'	*Prostrate Fairy Duster*			X
Calliandra eriophylla	*Pink Fairy Duster*	X	X	X
Calliandra 'Sierra Star'	*Sierra Star*			X
Callistemon viminalis 'Little John'	*Botttle Bush*	X		
Carissa grandiflora	*Natal Palm*	X		
Carissa macrocarpa 'Boxwood Beauty'	*Compact Natal Palm*	X		
Celtis Pallida	*Desert Hackberry*			X

BOTANICAL NAME	COMMON NAME	Open Spaces	Entries	Roadway
Chrysactinia mexicana	*Damianita*			X
Citrus aurantium	*Sour Orange Hedge*	X		
Cordia boissieri	*Mexican Olive*	X	X	
Cordia parviflora	*Little Leaf Cordia*	X	X	X
Dalea capitata	*Golden Dalea*	X		X
Dalea frutescens	*Black Dalea*	X	X	X
Dodonaea viscosa	*Hop Bush*	X		
Encilia farinosa	*Brittle Bush*	X	X	X
Eremophila galabra ssp. Carnosa Winter Blaze	*Winter Blaze*	X	X	X
Eremophila hygophana Blue Bells	*Blue Bells*	X		X
Eremophila maculata 'Valentine'	*Valentine' Shrub*	X		X
Ericameria larcifolia	*Turpentine Bush*	X	X	X
Erigonum fasciculatum	*Flat Top Buck Wheat*			X
Euonymus japonicus 'Green Spire'	*Green Spire Euonymus*	X		
Hamelia patens	*Firecracker Bush*	X		
Hibiscus rosa-sinensis 'Red'	*Red Hibiscus*	X		
Ilex vomitoria nana	*Dwarf Youpon Holly*	X		
Jasminum sambac	*Arabian Jasmine*	X		
Justicia californica	*Chuparosa*	X	X	X
Justicia californica 'Yellow'	*Yellow Chuparosa*		X	X
Justicia spicigera	*Mexican Honeysuckle*	X		
Lantana camara 'Dallas Red'	*Dallas Red Lantana*	X		
Larrea tridentada	*Creosote*	X	X	X
Leucophyllum candidum 'Thunder Cloud'	*Thunder Cloud Sage*	X	X	X
Leucophyllum frutescens 'Compacta'	*Compact Texas Sage*			X
Leucophyllum frutescens 'White Cloud'	*White Cloud Sage*			X
Leucophyllum hybrid 'Rain Cloud'	*Rain Cloud Texas Ranger*	X		
Leucopyllum langamaniae 'Lynns Legacy'	*Lynn's Legacy Sage*	X		X
Leucophyllum laevigatum 'summer Snow'	*Summer Snow Sage*	X	X	X
Leucophyllum laevigatum	*Chihuahuan Sage*		X	X
Leucophyllum langamaniae 'Rio Bravo'	*Rio Bravo Sage*	X		X
Leucophyllum pruinosm 'Sierra Bouquet'	*Sierra Bouquette' TM*	X		X
Leucophyllum revolutum 'Sierra Magic'	*Sierra Magic Sage*			X
Leucophyllum zygophyllum	*Blue Ranger*	X		
Leucophyllum zygophyllum 'Cimarron'	*Cinnamon Sage*	X		
Leucophyllum x 'Convent'	*Convent Texas Ranger*	X	X	X
Myrtus communis 'Boetica'	*Twisted Myrtle*	X		
Nerium oleander 'Petite Pink'	*Petite Pink Oleander*	X		
Olea europaea 'Montra'	*Little Dwarf Ollie*	X		
Perovskia atriplicifolia	*Russian Sage*	X		X
Pittosporum tobira 'Dwarf Variegata'	*Dwarf Variegated Mock Orange*	X		
Pittosporum tobira 'variegata'	*Variegated Mock Orange*	X		
Photinia x fraseri	*Fraser photinia*	X		
Portulacaria macrophylla	*Large Leaf Elephant Plant*	X		
Raphiolepis indica 'White Clara'	*Indian Hawthorne*	X		
Rhus trilobata	*Skunkbush Sumac*	X		
Rosmarinus officinalis 'Tuscan Blue'	*Upright Rosemarry*	X		
Ruellia brittonia 'Purple Flower'	*Ruellia Purple*	X		X
Ruellia brittonia 'White Flower'	*Ruellia White*	X		
Ruellia peninsularis	*Desert Ruellia*	X	X	X
Russelia equisetiformis	*Coral Fountain*	X	X	X
Salvia clevlandii	*Chaparral Sage*	X	X	X
Salvia greggii	*Autumn Sage*	X		X
Senna wislizenii	*Shrubby Senna*			X
Sophora secundiflora	*Texas Mountain Floral*	X		
Simmondsia chinensis	*Jojoba*		X	X
Sphaeralcea ambigua	*Globe Mallow*	X	X	X
tecoma alata 'Orange Jubilee'	*Orange Jubilee*	X		
Tecoma Stans	*Yellow Bells*	X	X	X
Viguiera deltoidea	*Goldeneye*			X

6.12 PLANT PALETTE (continued)

BOTANICAL NAME	COMMON NAME	Open Spaces	Entries	Roadway
GROUNDCOVERS				
Dalea capitata	*Golden Dalea*	X	X	X
Dyssodia pentachaeta	*Golden dyssodia*	X	X	X
Eremophila galabra	*Minginew Gold*	X	X	X
Gaura lindheimeri	*Pink Gaura*	X		X
Glandularia gooddingii	*Goodding Verbena*		X	X
Lantana camara 'Dallas Red'	*Dallas Red Lantana*	X		X
Lantana camara 'Gold Mound'	*Gold Mound Lantana*	X	X	X
Lantana montevidensis	*Purple Trailing Lantana*	X	X	X
Lantana montevidensis 'white'	*White Trailing Lantana*	X		X
Lantana 'New Gold'	*New Gold Lantana*			X
Liriope muscari	*Lily Turf*	X		
Malephora lutea	*Rocky Point Ice Plant*	X		
Melampodium leucqanthum	*Blackfoot Daisy*	X		
Rosmarinus officinalis ' Prostratus'	*Dwarf Rosemarry*	X		
Setcreasea pallida	*Purple Trailing Heart*	X		
Trachelospermum asiaticum	*Asiatic Jasmine*	X		
Vinca major	*Bigleaf Perrywinkle*	X		
CACTUS				
Agave americana	Century Plant	X		X
Agave americana var. marginata	*Variegated Century Plant*	X		X
Agave 'AZ Smiles'	*AZ Simles Agave*	X		
Agave deserti	*Desert Agave*	X	X	X
Agave ferdinand-regis	*Ferdinand Agave*	X		
Agave macdougalii	*MacDougall's Century Plant*		X	X
Agave ovatifolia	*Whale's Toungue Agave*	X		
Agave Parryi	*Parry's Agave*	X		X
Agave 'Sharkskin'	*Sharkskin Agave*			X
Agave scabra	*Rough Agave*	X		
Agave tequilana	*Weber Blue Agave*		X	X
Agave weberi	*Blue Agave*		X	X
Aloe barbadensis	*Medicinal Aloe*	X	X	X
Aloe daweii	*Dawe's Aloe*	X		
Aloe ferox	*Aloe Hercules*	X		
Aloe 'Hercules'	*Hercules Aloe*	X		
Aloe 'Rooikappie'	*Little Red Riding Hood Aloe*	X		X
Aloe rudikoppe	*Little Red Riding Hood Aloe*			X
Aloe x 'Blue Elf'	*Blue Elf Aloe*	X		
Alluaudia procera	*Madagascar Ocotillo*	X		
Anigozanthos flavidus	*Kangaroo Paw*	X		
Asclepias subulata	*Desert Milkweed*	X	X	X
Bouteloua gracilis 'Blonde Ambition'	*White Trailing Lantana*	X		
Bulbine frutescens 'Yellow'	*Yellow Bulbine*			X
Carnehiea gigantea	*Suguaro Spear*	X		
Carnegiea gigantea	*Suguaro*	X		X
Cilyndropuntia versicolor	*Staghorn cholla*			X
Chamaerops humilis	*Med. Fan Palm*	X		
Cycas revoluta	*Sago Palm*	X		
Dasylirion longissimum	*Mexican Grass Tree*	X	X	
Dasylirion wheeleri	*Desert Spoon*	X	X	X
Dioon edule	*Cycad*	X		

BOTANICAL NAME	COMMON NAME	Open Spaces	Entries	Roadway
Echinocactus grusonii	*Golden Barrel Cactus*	X		
Echinopsis candicans	*Argentine Giant*			X
Echinopsis pachanoi	*San Pedro Cactus*	X		
Euphorbia antisyphilitica	*Candelilla*	X		X
Euphorbia biglandulosa	*Gopher Plant*	X		X
Euphorbia ingens	*Chocolate Drop Cactus*	X		
Euphorbia resinifera	*Moroccan Mound*	X		X
Euphorbia royleana	*Churee*	X		
Euphorbia tirucalli	*Fire Sticks*	X		
Ferocactus acanthodes	*Compass Barrel*	X		
Ferocactus cylindraecus	*Compass Barrel*			X
Ferocactus gracilis	*Fire Barrel Cactus*	X		X
Ferocactus ssp.	*Barrel Cactus*			X
Fouquieria macdougalii	*Mexican Tree Ocotillo*	X		
Fouquieria splendens	*Ocotillo*	X	X	X
Guara lindheimeri	*Pink Gaura*			X
Hesperaloe funifera	*Giant Hesperaloe*		X	X
Hesperaloe parviflora 'Perpa' Brakelights	*Brake Lights Red Yucca*	X	X	X
Hesperaloe parviflora 'Sandia Glow'	*Sandia Glow Red Yucca*	X		
Hesperaloe parviflora -Red	*Red Hesperaloe*			X
Hesperaloe parviflora -yellow	*Yellow Hesperaloe*	X	X	X
Kalanchoe beharensis 'Blue Stick'	*Blue Sticks*	X		
Lopherocereus schottii 'Monstrosus'	*Senita*	X		
Muhlenbergia capallaris 'Regal Mist'	*Regal Mist*	X	X	X
Muhlenbergia lindheimeri 'Autumn Glow'	*Autumn Glow*		X	X
Muhlenbergia rigens	*Deer Grass*	X		
Opuntia basilaris 'Baby Rita'	*Beavertail Prickly Pear*	X		
Opuntia basilaris	*Beavertail Prickly Prear*	X		X
Opuntia engelmannii	*Engelmann's Prickley Pear*	X	X	X
Opuntia gomei	*Old Mexico Prickly Pear*	X		
Opuntia violacea santa-rita	*Purple Prickly Pear*	X		X
Pachycereus schottii f.' monstrosus'	*TotemPole Cactus Single Arm*	X		
Pachycereus schotti	*Senita Cactus*			X
Pedilanthus bracteatus	*Tail slipper Plant*	X		
Pedilanthus macrocarpus	*Lady's Slipper*	X		
Penstemon superbus	*Superb Penstemon*	X		
Rosa hybrid	*White Hybrid tea Rose*	X		
Stenocereus thurberi	*Organ Pipe*	X		X
Yucca baccata	*Banana Yucca*	X	X	X
Yucca elata	*Soap Tree Yucca*	X	X	X
Yucca filifera	*St. Peter's Yucca*			X
Yucca rostrata	*Beaked Yucca*	X		
Yucca rigida	*Blue Yucca*	X	X	X
VINES				
Bougainvillea 'Barbra Karst'	*Bougainvillea*	X		
Bougainvillea 'La Jolla'	*Bougainvillea*	X		
Bougainvillea 'San Diego Red'	*Bougainvillea*	X	X	
Ficus pumila	*Creeping Fig*	X		
Parthenocissus sp. 'Hacienda'	*Hacienda Creeper*	X		

6.13 SITE MATERIALS / AMENITY PALETTE

Eldorado Stone, Fieldledge Stone at accent walls and columns

Eldorado Stone, Hillstone Stone at entry gateway.

Rock Pros USA, Mahogany crushed rock, ½" screened, overall site.

Rock Pros USA, Painted Desert rip rap, 3"-4" diameter.

*Representative amenity character & quality. Final selection may vary.