

PHOENIX

SKY HARBOR CENTER



DESIGN STANDARDS MANUAL

February 15, 1988
Reformatted Electronic Version (2014)

TABLE OF CONTENTS

CHAPTER

	<u>Page</u>
1.0 INTRODUCTION	
1.1 Project Location	1
1.2 Purpose.....	1
1.3 Related Controls and Documents	1
1.4 Goals and Objectives	3
1.5 Development Concept Plan.....	5
1.6 Design Review	8
2.0 SITE PLANNING AND BUILDING GUIDELINES	
2.1 Zoning	10
2.2 Site Planning Guidelines	10
2.3 Building Development Guidelines	30
2.4 Public Arts Program Guidelines	31
3.0 LANDSCAPE GUIDELINES	
3.1 Public Roadways.....	35
3.2 Front Yard Zone Guidelines	39
3.3 Interior Lot Guidelines	41
3.4 Irrigation	44
4.0 STREET FURNITURE GUIDELINES	
4.1 Street Furniture Systems.....	52
5.0 SIGNAGE AND LIGHTING GUIDELINES	
5.1 Signage.....	55
5.2 Lighting.....	58

LIST OF FIGURES

FIGURE

		<u>Page</u>
1	Site Location.....	2
2	Development Concept Plan.....	6
3	Typical Interior Lot.....	14
4	Typical Corner Lot.....	15
5	Typical Through Lot.....	16
6	Variable Front Yard Setback	17
7	Front Yard Setbacks.....	18
8	Local Road Front Yard Setbacks.....	19
9	Side Yard Setbacks - Buckeye Road.....	20
10	Side Yard Setbacks - Other Roads.....	21
11	Typical Rear Yard Setback.....	22
12	Freeway Frontage	23
13	Single Driveway Guidelines.....	25
14	Double Driveway Guidelines	26
15	Service Area Corner Lot.....	28
16	Service Area Interior Lot.....	29
17	Building Height	33
18	General Building Heights.....	34
19	Typical Service Area Screening	35
20	Landscape Concept Plan	38
21	Earth Berms	47
22	Typical Berm	48
23	Typical Parking Area	49
24	Typical Parking Area	50
25	Site Identification Signage.....	63
26	Building Identification Signage	64
27	Direction Signage	65
28	Public Road Signage.....	66
29	Site Lighting.....	67
30	Service Area Lighting	68
31	Architectural Lighting.....	69

LIST OF TABLES

TABLE

	<u>Page</u>
2.1 Summary of Building Setback Requirements.....	13
2.2 Summary of Parking Requirements	27
3.1 Front Yard Landscape Requirements.....	42
3.2 Plant Materials	51



1.0
INTRODUCTION

1.0 INTRODUCTION

This section of the Phoenix Sky Harbor Center Architectural and Development Guidelines include introductory information and the basis for master planning of Phoenix Sky Harbor Center. The full report is divided into the following sections:

- Introduction
- Site Planning and Building Guidelines
- Landscape Guidelines
- Street Furniture Guidelines
- Signage and Lighting Guidelines

1.1 PROJECT LOCATION

Phoenix Sky Harbor Center is a planned development designed to provide a high quality business office, technological and industrial center. Located immediately west of Phoenix Sky Harbor International Airport, Phoenix Sky Harbor Center is generally bordered by Maricopa Freeway to the south, 14th Street and 16th Street to the west, the Southern Pacific Railroad to the north and 24th Street to the east. The project is bisected by the Squaw Peak Freeway, providing full access to the site and to Phoenix Sky Harbor International Airport.

1.2 PURPOSE

The **Phoenix Sky Harbor Center Architectural and Development Guidelines** are designed to create a cohesive, visually unified development with a distinct identity and quality. It is important that Phoenix Sky Harbor Center be developed as a unified business community, while still providing opportunities for individual needs and creative design for each project within Phoenix Sky Harbor Center. The Phoenix Sky Harbor Center Architectural and Development Guidelines set forth criteria for integrated site development, architectural treatment, landscaping, signage, and lighting to achieve a cohesive visual identity within the context of distinctive, individual development projects.

1.3 RELATED CONTROLS AND DOCUMENTS

All development within Phoenix Sky Harbor Center must comply with all applicable codes and regulations of the City of Phoenix, Maricopa County, the State of Arizona, and the Federal Aviation Administration. The **Phoenix Sky Harbor Center Architectural and Development Guidelines** are an integral part of the **Phoenix Sky Harbor Center Conditions, Covenants, and Restrictions**. Where the Guidelines provide more stringent development standards than the appropriate public agency, the **Phoenix Sky Harbor Center Architectural and Development Guidelines** will apply. Where the appropriate public agency regulations are more stringent than the Phoenix Sky Harbor Center Architectural and Development Guidelines, the public agency regulations will apply.

1.4 GOALS AND OBJECTIVES

The Goals and Objectives of Phoenix Sky Harbor Center, developed in **the Phoenix Sky Harbor Center Master Plan and Implementation Program**, were established to guide overall master planning and implementation programming of Phoenix Sky Harbor Center, and to provide a point of reference for those charged with carrying out the Master Plan's realization over the anticipated 10+ year development program. The goals represent the ultimate aims which, if realized, will result in attaining the highest quality of business park development possible at Phoenix Sky Harbor Center. The objectives then state the broad approaches to achieving those goals.

The four overriding goals the City of Phoenix has established for Phoenix Sky Harbor Center are:

- To establish Phoenix on a national and international level as a major location in the United States that welcomes, encourages, and supports high-quality industrial and related business development;
- To create at Phoenix Sky Harbor Center a high tech, mixed-use business/office/industrial park of a quality level that can effectively compete with other nationally renowned facilities across the United States;
- To create jobs at all levels that provide employment opportunities for area residents and all Phoenicians; and
- To insure long-term revenue generation to the City of Phoenix through the development of the 830 acre Phoenix Sky Harbor Center to repay past funding obligations, generate revenues necessary to support overall Phoenix Sky Harbor Center Development, and provide an ongoing economic return to the City.

To implement the four key goals identified above, the following objectives were formulated in the five major areas of economic development, planning and design, transportation, airport relationship and Nuestro Barrio relationship, each of which is instrumental if Phoenix Sky Harbor Center is to achieve its ambitious aims.

a) Economic Development Objectives

- Phoenix Sky Harbor Center shall be developed to significantly expand the light industrial base of Phoenix as a whole, as well as that of the Central City Village.
- Phoenix Sky Harbor Center shall provide a substantial employment base to the Nuestro Barrio, to Phoenix as a whole, as well as that of the Central City Village.
- The Phoenix Sky Harbor Center Master Plan shall, through its component elements, Architectural and Development Guidelines and Conditions, Covenants and Restrictions, enhance the site's value, as well as create additional value in

those areas heretofore considered non-developable (e.g., below-grade, earth-integrated construction in clear zones).

b) Planning and Design Objectives

- Phoenix Sky Harbor Center shall be developed in a mixed-use fashion to create a sense of place where a variety of employment, supportive retail and service, educational and recreational activities can mutually exist in an integrated environment.
- Phoenix Sky Harbor Center shall be planned to accommodate a mix of high technology and basic industrial and business uses taking advantage of its larger site size, opportunities for varying levels of visibility as well as highly developed on-site circulation and infrastructure systems.
- Phoenix Sky Harbor Center shall be planned to allow orderly expansion on a phased basis within the redevelopment area boundaries, exhibiting a sense of completion at the conclusion of each phase.
- Phoenix Sky Harbor Center shall have a distinctive identity as evidenced by major entrance statements, landscaped edge treatments and internally coordinated signage, landscape and public facilities programs.
- Phoenix Sky Harbor Center shall exhibit a high level of urban design quality in both its public elements (e.g., roadways, street fixtures, signage, public rights-of-way, trails), as well as in all private development in accordance with adopted Architectural and Development Guidelines and Conditions, Covenants and Restrictions.
- Phoenix Sky Harbor Center shall be designed to provide compatible edges and smooth transitions to its neighbors (particularly Phoenix Sky Harbor International Airport on the east and Nuestro Barrio on the west) through the use of transitional land uses, landscape buffers and public facilities and services (e.g., park/recreation areas, pedestrian trail system) that link surrounding uses with Phoenix Sky Harbor Center.

c) Transportation Objectives

- Phoenix Sky Harbor Center shall take maximum advantage of its regional location at a major transportation hub through direct linkages to the freeway system in all directions.
- Phoenix Sky Harbor Center shall be designed around a strong internal loop road system to facilitate its image and allow it to function as a “Center” without adversely impacting the surrounding arterial street system.
- Phoenix Sky Harbor Center Master Plan shall include provisions for an extensive on-site pedestrian circulation system to encourage pedestrian movement to and

from support services (e.g., retail and commercial services, medical facilities) and other employment and business-related facilities (e.g., day care/pre-school, fitness center) to be developed on-site.

- Phoenix Sky Harbor Center shall encourage public transit and ride sharing through the development of transit amenities (well located) stops, shelters, information kiosks) as well as incentives such as preferential parking for car and van poolers.
- Parcel, transportation and infrastructure planning at Phoenix Sky Harbor Center shall take into account the potential for railroad related industrial development along the northern site boundary.

d) Airport Relationship Objectives

- The Phoenix Sky Harbor Center Master Plan shall recognize the location and potential impact of the airport to the east and include compatible and supportive adjacent land uses.
- The Phoenix Sky Harbor Center Master Plan shall recognize and accommodate the relocation of 24th Street westward to facilitate runway extensions.
- Phoenix Sky Harbor Center shall establish visual and functional linkages to the airport to emphasize their relationship and capitalize on the positive identity of the airport.

e) Nuestro Barrio Relationship Objectives

- The Phoenix Sky Harbor Center Master Plan shall recognize the location of Nuestro Barrio to the west and include compatible and supportive adjacent land uses and buffers.
- Phoenix Sky Harbor Center shall establish linkages with Nuestro Barrio that serve as amenities to both and facilitate the use of on-site services (e.g., child care/pre-school, fitness center, medical facilities) by both residents of Nuestro Barrio and employees at Phoenix Sky Harbor Center.
- Phoenix Sky Harbor Center shall seek to establish an activity hub composed of both new and revitalized retail and service facilities that can jointly serve both Phoenix Sky Harbor Center and Nuestro Barrio.

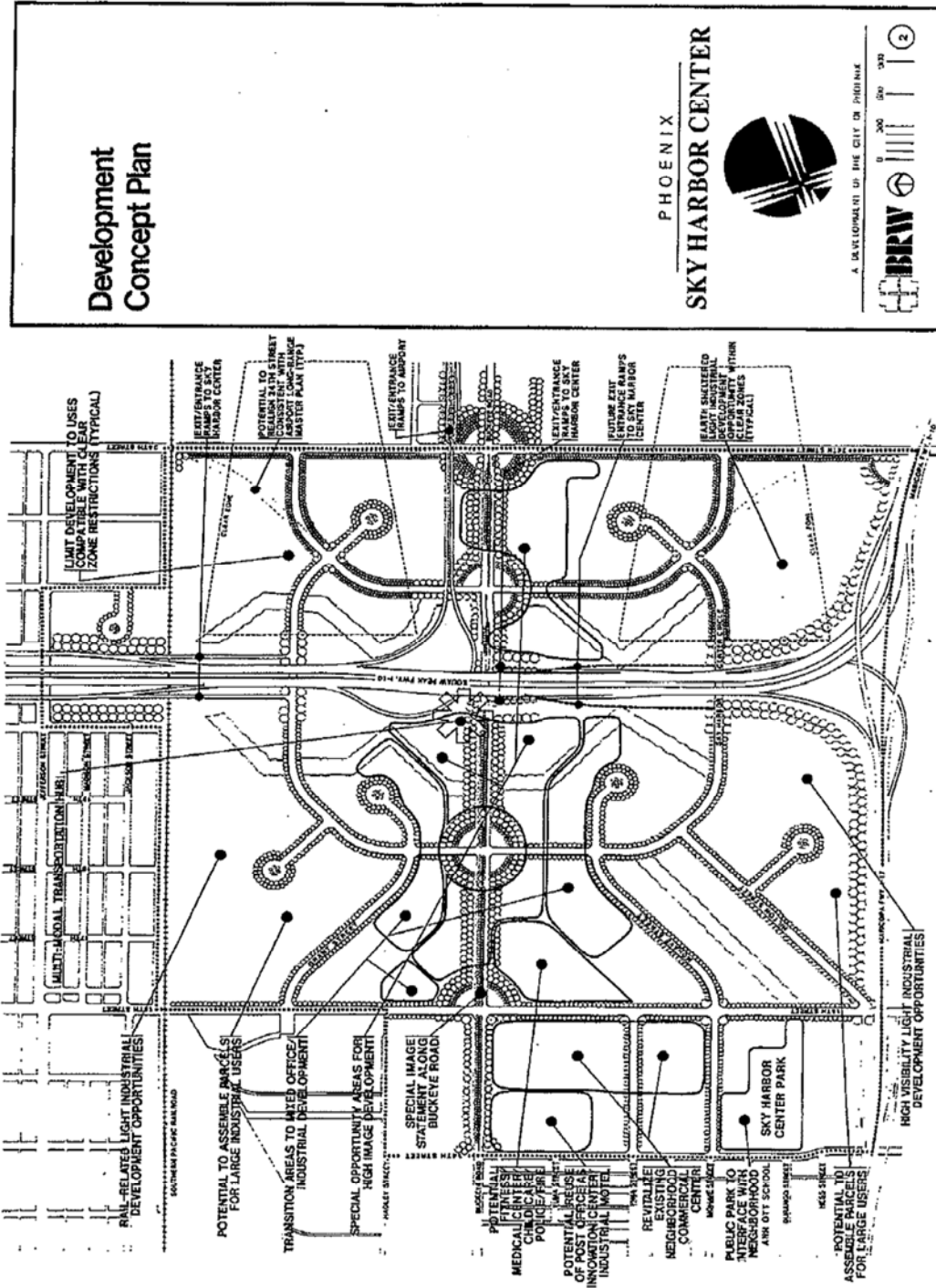
1.5 DEVELOPMENT CONCEPT PLANS

A series of broad planning and design principles were established in the Phoenix Sky Harbor Center Master Plan and Implementation Program to guide the development of Phoenix Sky Harbor Center. These include:

- Land Use Planning Principles
- Circulation Planning Principles
- Urban Design Principles

The basic planning and design principles are illustrated on Figure 2 and described below.

Figure 2



a) Land Use Planning Principles

The parcels exhibiting the highest visibility at Phoenix Sky Harbor Center should be developed to maximize their image and representation of Phoenix Sky Harbor Center as a high quality business/office and industrial park. As a result, the Buckeye Road Corridor will be developed with a variety of high image uses, including headquarter office, executive hotel/conference center, world trade center, office/manufacturing or research and development uses which will act as transitional and uses to the more conventional light industrial and warehousing uses located further to the north and south. Likewise the light industrial areas lining the freeway corridors should also be reserved for higher visibility light industrial uses, particularly major high tech industries that may require larger sites.

As a transition to the Nuestro Barrio to the west, the existing shopping center at 16th Street and Buckeye Road will be encouraged to undergo rehabilitation, as well as developing other new commercial retail and service facilities to serve both Phoenix Sky Harbor Center and the neighborhood. Also, the 15-acre Barrios Unidos Park has been developed as a buffer, or transitional land use, from the residential area on the west to Phoenix Sky Harbor Center on the east. Opportunities will also be explored relative to the reuse of the old Post office on Buckeye as a combination industrial innovation/incubation center and industrial motel.

Other areas offering specialized industrial opportunities include the northern edge of Phoenix Sky Harbor Center with immediate rail access, and the areas east of the Squaw Peak Freeway in the clear zones where development will only be allowed in depressed areas with no permanent building elements protruding above existing grade. Given the proximity to the airport, these areas offer significant potential to accommodate remote parking and rental car facilities in a deck configuration to maximize land potential for airport maintenance facilities, in-flight kitchens, etc.

b) Circulation Planning Principles

The circulation system for Phoenix Sky Harbor Center is built around an internal loop-road system which takes advantage of the grade separate ions to be constructed under the Squaw Peak Freeway at Grant and Mohave Streets, and under Sky Harbor Boulevard at 22nd Street. This loop road, coupled with a major parkway penetrating the site in an east/west direction on Buckeye Road, and collector-level connections to 24th and 16th Streets on the east and west near the Grant and Mohave Street alignments, allows Phoenix Sky Harbor Center traffic to flow smoothly and to integrate with that of the surrounding arterials at appropriate signalized intersections without impeding the flow of through traffic. The loop road has also been designed for future reconfiguration to accommodate a relocated 24th Street alignment.

Freeway access to Phoenix Sky Harbor Center will be achieved through the southbound half-diamond interchange at Buckeye Road, the northbound half-diamond interchange at the Washington/Jefferson couplet with extending frontage roads to the Phoenix Sky Harbor Center loop road at Grant Street and split-diamond interchange eastbound at 24th Street on the Maricopa Freeway and westbound at 16th Street on the Black Canyon Freeway. A half-diamond interchange is also proposed north of Mohave Street to provide additional access to the Loop Road.

Both existing and future transit systems will be encouraged at Phoenix Sky Harbor Center. An extensive system of transit amenities (e.g., stops, shelters, information kiosks) will be included in the street furniture program. An on-site shuttle system may be developed when the level of development warrants such a system, and provisions will be made to accommodate a transfer station between future regional fixed guide way transit on the Squaw Peak Freeway, a potential airport people mover system extending into Phoenix Sky Harbor Center along Buckeye Road, and local and Phoenix Sky Harbor Center transit systems at the Squaw Peak Freeway/Buckeye Road intersection. This is also the planned location for an executive hotel/conference center and potential World Trade Center in Phoenix Sky Harbor Center.

c) Urban Design Principles

Phoenix Sky Harbor Center is intended to have a distinct identity that establishes it as a high quality business/office/industrial park in the City and makes a major economic development statement for the City of Phoenix. As such, a number of key identity elements are recommended for Phoenix Sky Harbor Center. Buckeye Road will be designed as a heavily landscaped parkway through the center with major “gateway” entry statements at 16th Street, 18th Street and realigned 24th Street. Significant landscape statements will also be made at the Buckeye Road/Loop Road intersection and along the freeway entrances to the site from the north and south. All roadway corridors within Phoenix Sky Harbor Center will be landscaped in attractive, water conserving plant themes and special emphasis will be placed on developing a pedestrian circulation system throughout the site that links all land use types, particularly employment and supportive services. A comprehensive system of lighting, street furniture and signage will also contribute to establishing a unique sense of place at Phoenix Sky Harbor Center.

1.6 DESIGN REVIEW

The City of Phoenix City Council will appoint an Architectural Committee to govern the improvement of lots and approval of project plans and specifications. No improvements shall be done to any portion of Phoenix Sky Harbor Center until plans and specifications have been submitted to and approved by the Architectural Committee as described in **the Phoenix Sky Harbor Center Conditions, Covenants, and Restrictions**.

The plans and specifications shall be in the form and contain all information required by the Architectural Committee, but in any event shall include, but not be limited to, the following:

1. A topographical plot showing existing and planned final contour grades and showing the location of all improvements, structures, walks, patios, driveways, fences, and walls and utilities and utility easements. Existing and finished grades shall also be shown at lot corners and at corners of proposed improvements. Lot drainage provisions shall be indicated as well as cut and fill details, if any appreciable change in the lot contours is contemplated.
2. Exterior elevations illustrating all sides of the structure(s).

3. Samples of exterior materials, colors, textures, shapes, and descriptions of materials to be used.
4. Structural design.
5. Landscaping plan, including walkways, fences and walls, elevation changes, irrigation systems, vegetation, and ground cover, with the size type, and spacing of all plant materials. The landscaping plan will also include the interim landscaping for future site development areas.
6. Parking and driveway plan.
7. Screening, including size, location, method, and the identification of the object(s) or reasons for screening.
8. Utility connections, including locations and screening, if necessary.
9. Exterior illumination, including location, method, fixtures, heights, and photometrics.
10. Fire protection system.
11. Signs, including size, shape, color, location, and materials.
12. Descriptions of proposed operations and the estimated maximum number of employees.
13. On-site transportation management program describing applicant's intent to encourage transit use, ridesharing, car/van pooling, etc., as well as detailed design of on-site circulation system and other intents to minimize traffic impacts on the remainder of Phoenix Sky Harbor Center and its immediate neighborhood.
14. Hazardous materials handling program indicating full disclosure of use of any hazardous materials on-site; standard storage, use and disposal procedures; emergency procedures and schedule of regular inspections and approvals necessary to comply with City , State, and Federal regulations, in accordance with the Phoenix Sky Harbor Center Hazardous Materials Handling Program.
15. A site plan showing the location of all improvements that may occur in future phases.

The review and approval of a proposed project by the Architectural Committee will be finalized by including the approved architectural plans as part and parcel of the terms of a ground lease.



2.0

SITE PLANNING AND BUILDING GUIDELINES

2.0 SITE PLANNING AND BUILDING GUIDELINES

This section of the **Phoenix Sky Harbor Center Architectural and Development Guidelines** includes guidelines for building locations, access, and parking, and special requirements for screening. Guidelines are organized as follows:

- Zoning
- Site Coverage
- Public Easements
- Building Setbacks
- Building Locations
- Access and Parking
- Service Areas
- Building Development

2.1 ZONING

Site development within Phoenix Sky Harbor Center shall conform to the A-1, Light Industrial District of the City of Phoenix, Federal Aviation Administration regulations and specific types of uses allowed or prohibited within the project as set forth in the **Phoenix Sky Harbor Center Conditions, Covenants, and Restrictions**.

2.2 SITE PLANNING GUIDELINES

The guidelines for site planning will ensure that Phoenix Sky Harbor Center will be developed in a manner that fulfills the objectives for a cohesive and distinctive business community.

2.2.1 Site Coverage

Site coverage of individual parcels shall conform to the guidelines as set forth below:

a) Site Coverage

Site coverage is defined as the maximum permitted area of the gross building square footage as a percentage of the total gross area of the parcel or lot. The gross building square footage will be measured as the total area of the building ground floor, measured to the exterior facades of the building. Maximum site coverage shall be set forth for each category of uses as described in the Conditions, Covenants, and Restrictions:

- | | |
|--|-----|
| • Light Industrial/Manufacturing | 70% |
| • Light Industrial/Office, Office, office Commercial | 60% |
| • Commercial/Retail, Commercial Services and Institutional | 50% |

b) Minimum Landscape Ratio

The minimum landscape ratio is defined as the minimum ratio of square footage of landscape area (planting, inert material, and turf areas, walks, and plaza areas) to the total gross area of the parcel or lot. Ratios shall be applied as follows:

- Airport Support 15%
- Light Industrial/Manufacturing 20%
- All Other Uses 25%

c) Clear Zones

All development located within defined clear zones shall be subject to requirements of the Federal Aviation Administration. Height restrictions are further defined in Section 2.3 and Figure 18.

2.2.2 Amenity Easement

Along and adjacent to each public road right-of-way within Phoenix Sky Harbor Center, there shall be continuous Amenity Easement. These easements are to be reserved for placement of landscaping, street furniture, signage, utilities or other uses determined to be necessary or appropriate by the City of Phoenix. These areas shall also be developed in accordance with the landscape guidelines outlined in Section 3.

2.2.3 Building Setbacks

Setback zones are designed to provide open space, landscape zones, pedestrian circulation, and buffers between public roadways, buildings, parking areas, and adjacent building sites. Setbacks are defined for front yards, rear yard, and side yards for each public road category as outlined in Table 2.1: Summary of Building Setbacks and illustrated in Figures 3 - 11.

On corner parcels, the areas adjacent to both streets will be considered front yards and there will be no rear yards for the purpose of establishing setback and landscape requirements. See Figure 4.

Where a lot has street frontage on three sides as shown in Figure 5, all yard areas adjacent to streets will be considered front yards. The remaining area will be considered as a side yard. Where a building façade is not parallel to the adjacent street, the building may encroach into the setback zone as shown in Figure 6.

No parking shall be allowed within the limits of any front yard area. In lots of area greater than five (5) acres, parking within front yard may be considered by the Architectural Committee, provided that parking is screened from the public road.

TABLE 2.1: SUMMARY OF BUILDING SETBACK REQUIREMENTS

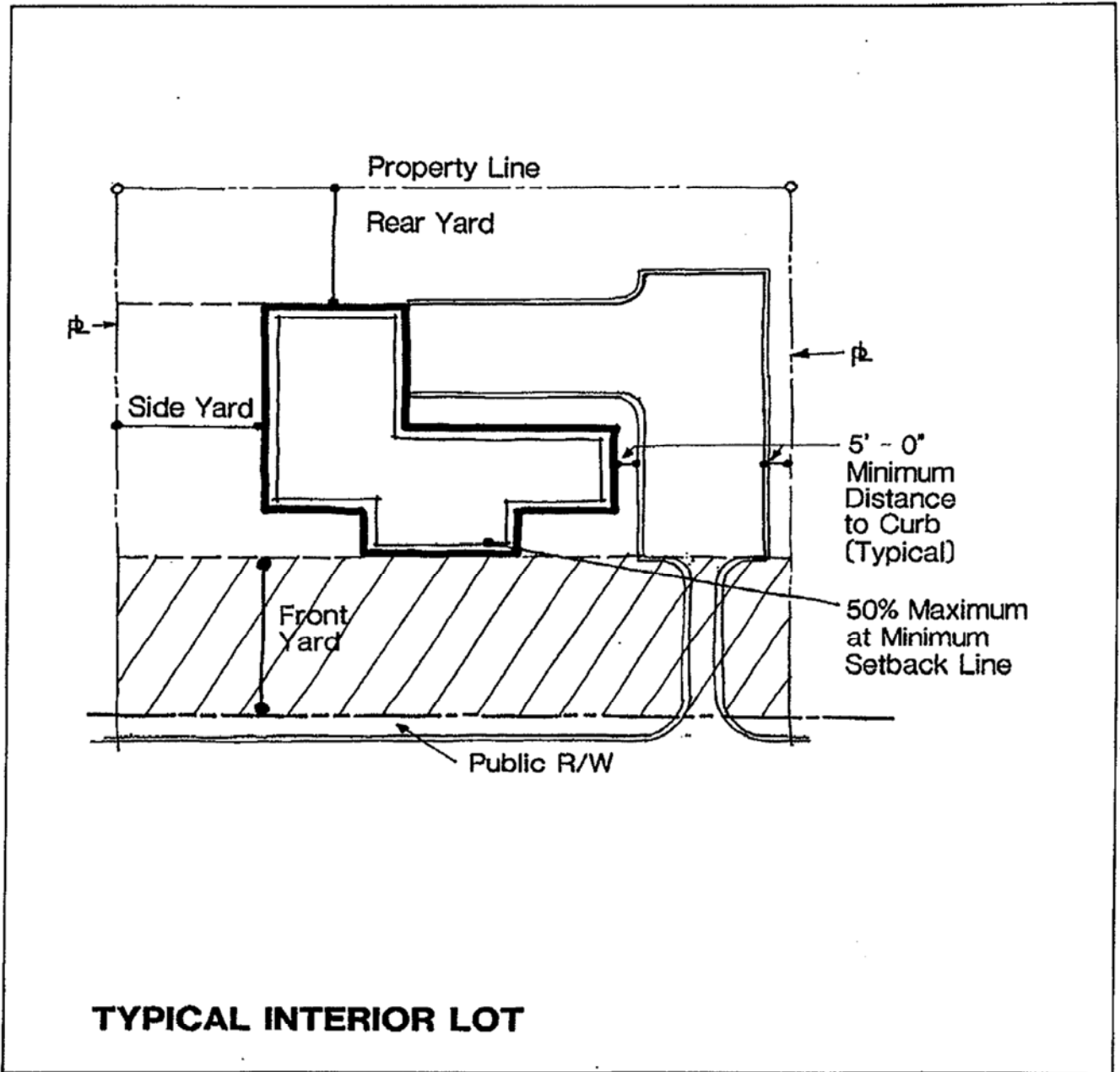
	Front Yard (1, 3)	Side Yard (1)	Rear Yard (1)
Buckeye Road	40' (2)	20'	10'
Loop Road	35'	15'	10'
24th Street	20'	15'	10'
16th Street	30'	15'	10'
Local Road	25'	10'	10'
1-10 Freeway Frontage	N/A	20'	20'


(1) Where a lot line falls on the perimeter of Phoenix Sky Harbor Center, the minimum setback shall be 40' from the public street right-of-way.

(2) Along any lot frontage on Buckeye Road, no more than fifty percent (50%) of the structure may be placed at the minimum setback line.


(3) Where building height exceeds eighteen feet (18'), the setback shall be increased two feet (2'-0") for each additional foot (1'-0") of building height.

Figure 3



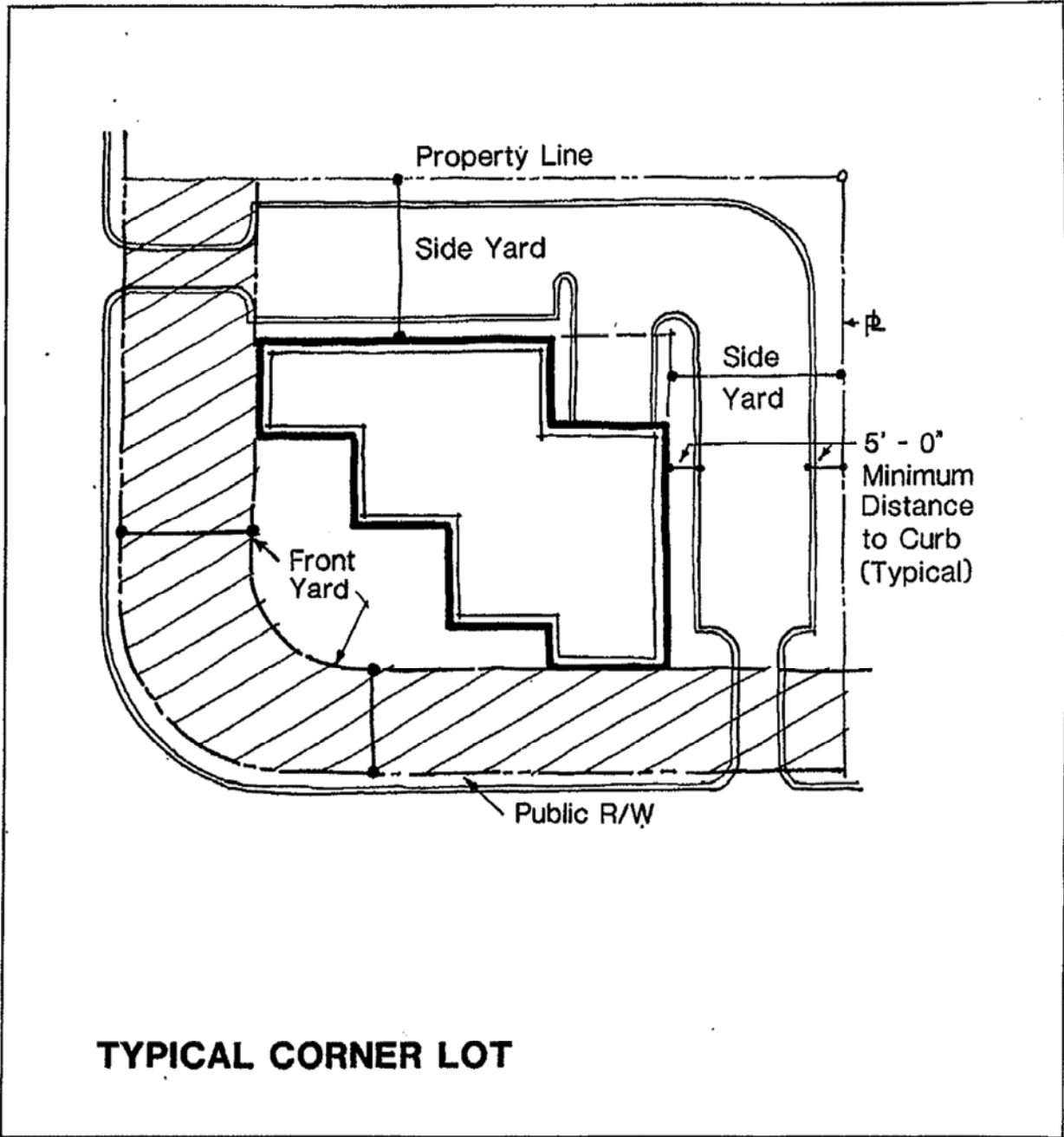
 **PHOENIX**
SKY HARBOR CENTER


A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**


3

Figure 4



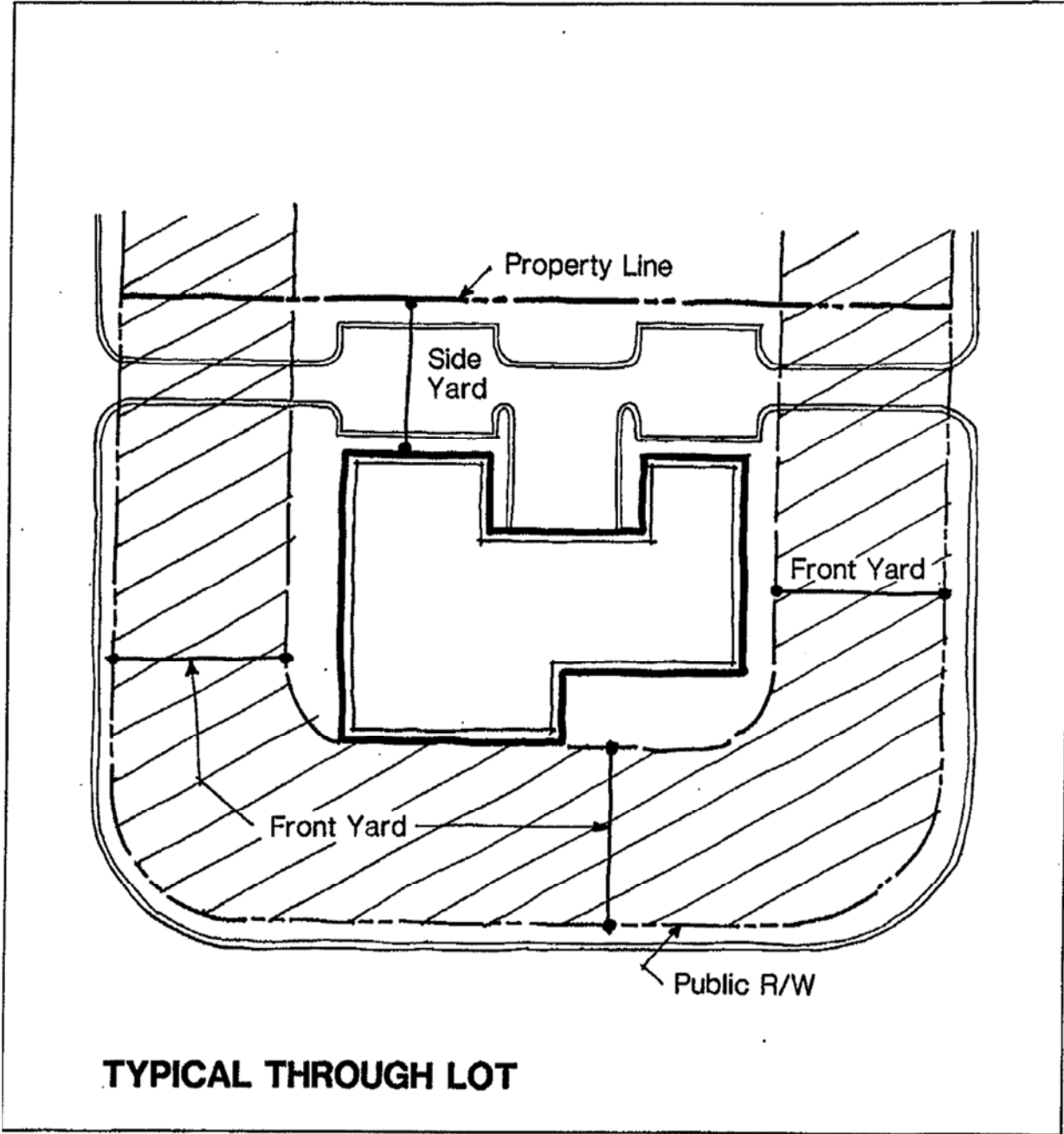
 **PHOENIX**
SKY HARBOR CENTER


A DEVELOPMENT OF THE CITY OF PHOENIX

 **IBRW**


4

Figure 5



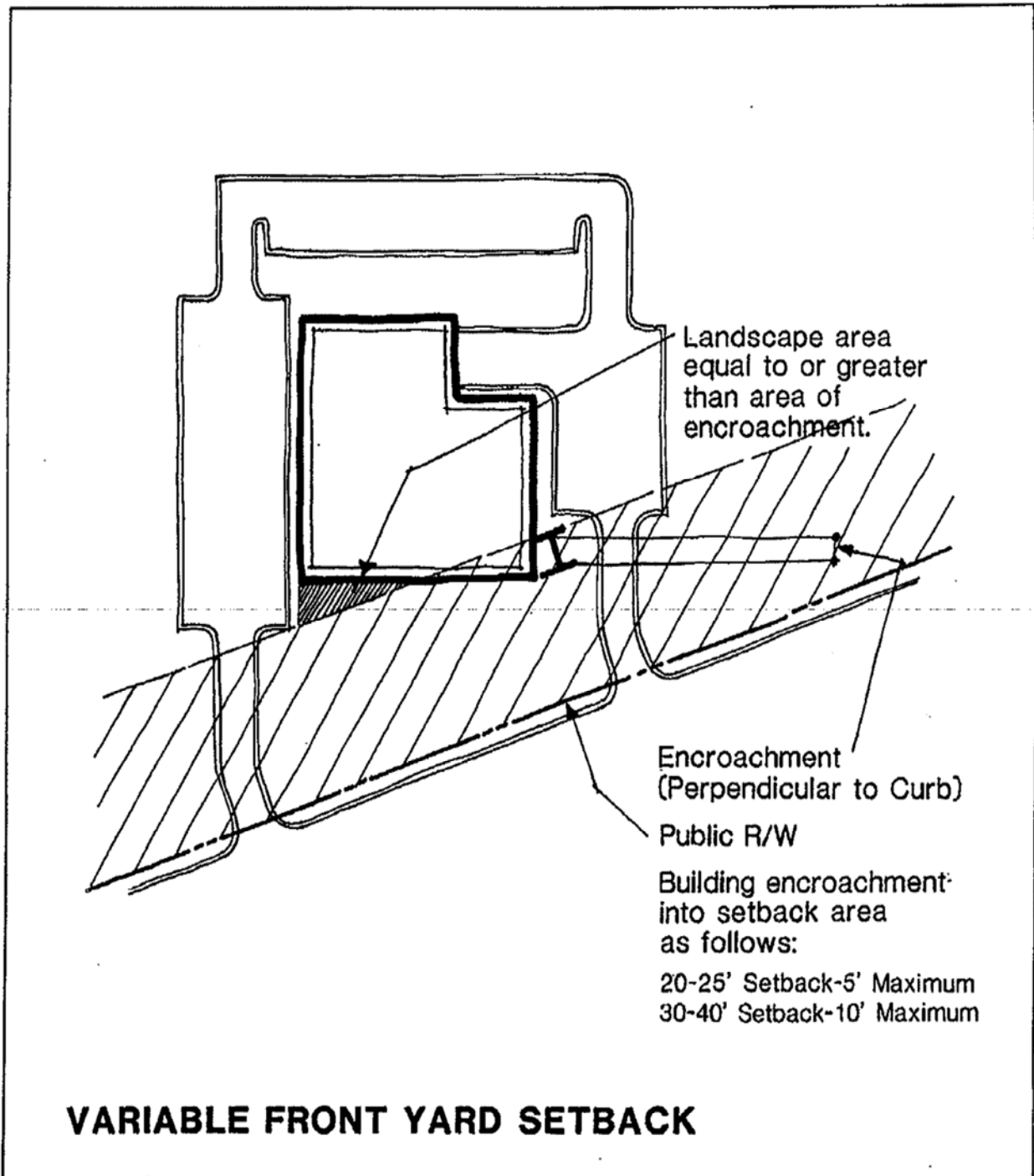
 **PHOENIX**
SKY HARBOR CENTER


A DEVELOPMENT OF THE CITY OF PHOENIX


 **BRW**

5

Figure 6



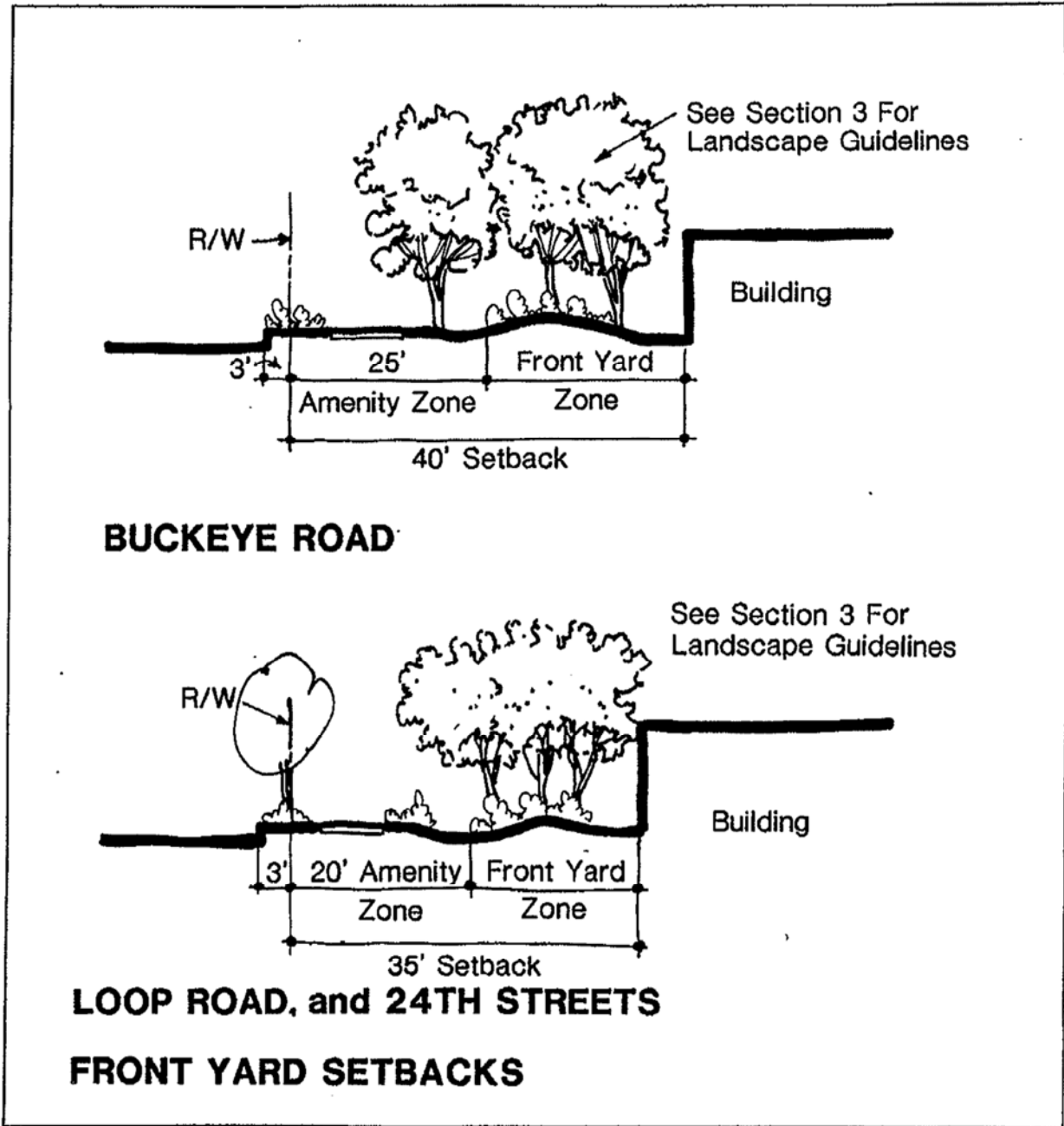
 **PHOENIX**
SKY HARBOR CENTER


 **6**

BRW


A DEVELOPMENT OF THE CITY OF PHOENIX

Figure 7



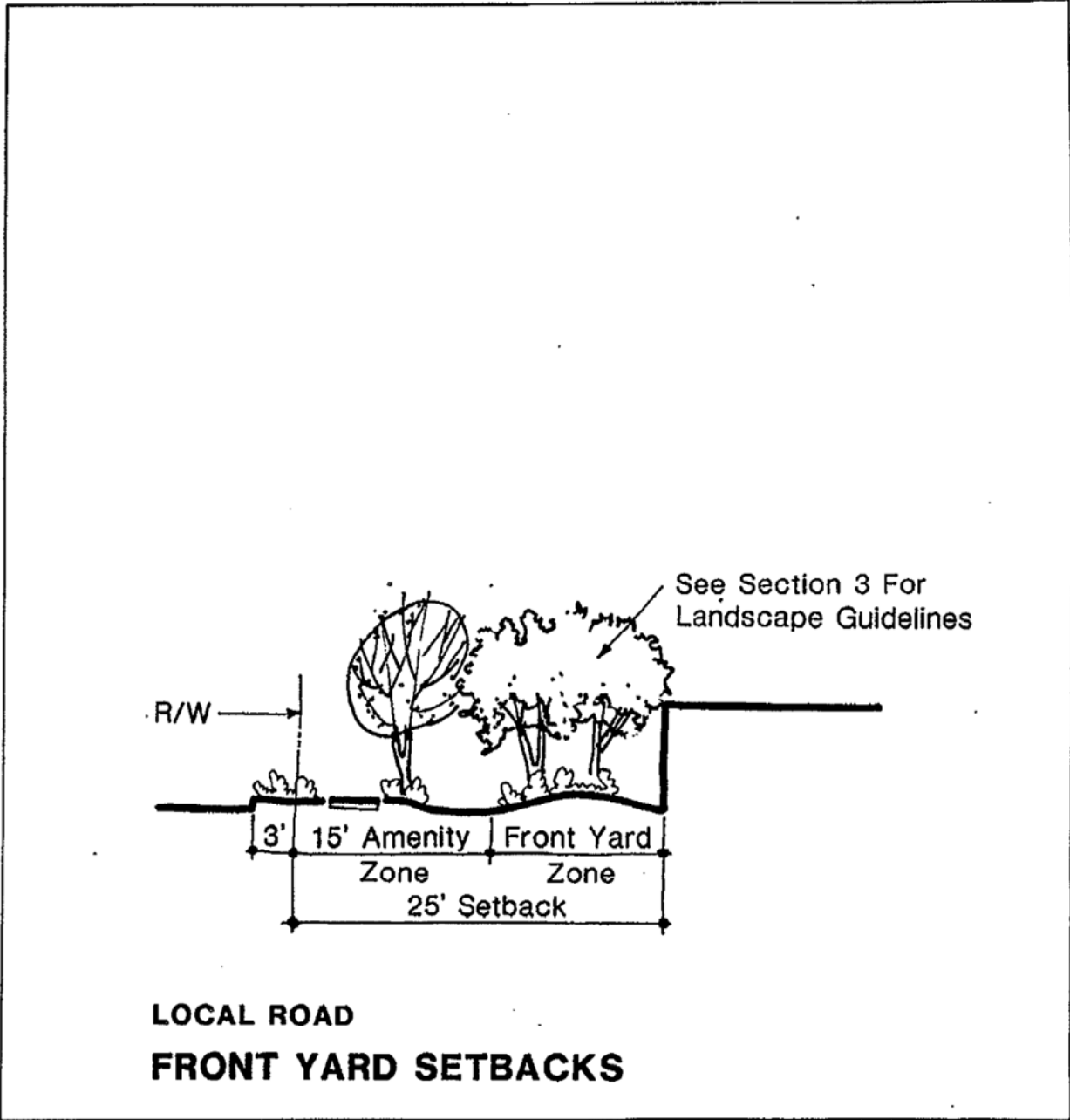
 PHOENIX
SKY HARBOR CENTER



A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**

7

Figure 8



 PHOENIX
SKY HARBOR CENTER 



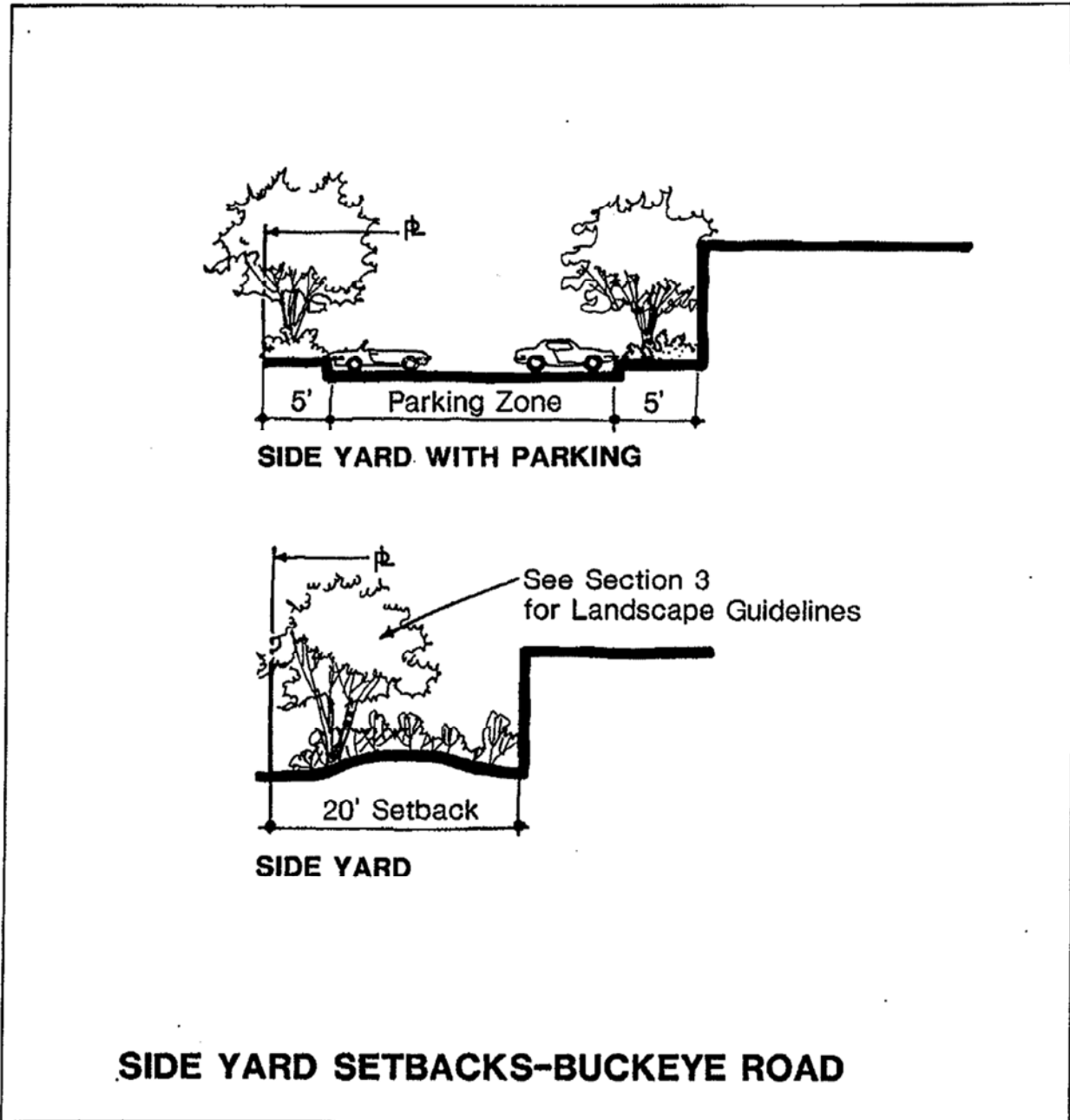

A DEVELOPMENT OF THE CITY OF PHOENIX 

Figure 9




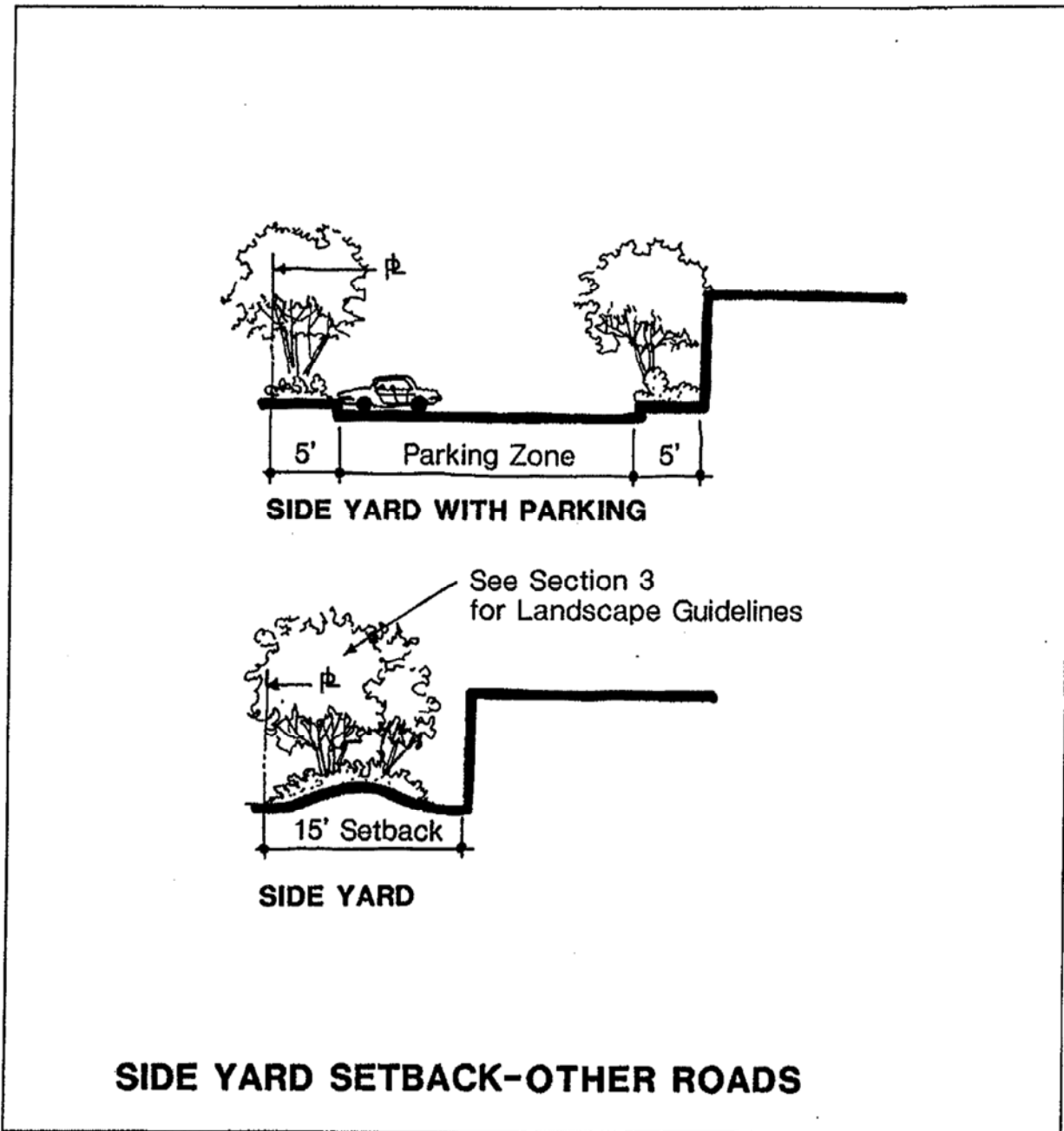
PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX




9

Figure 10



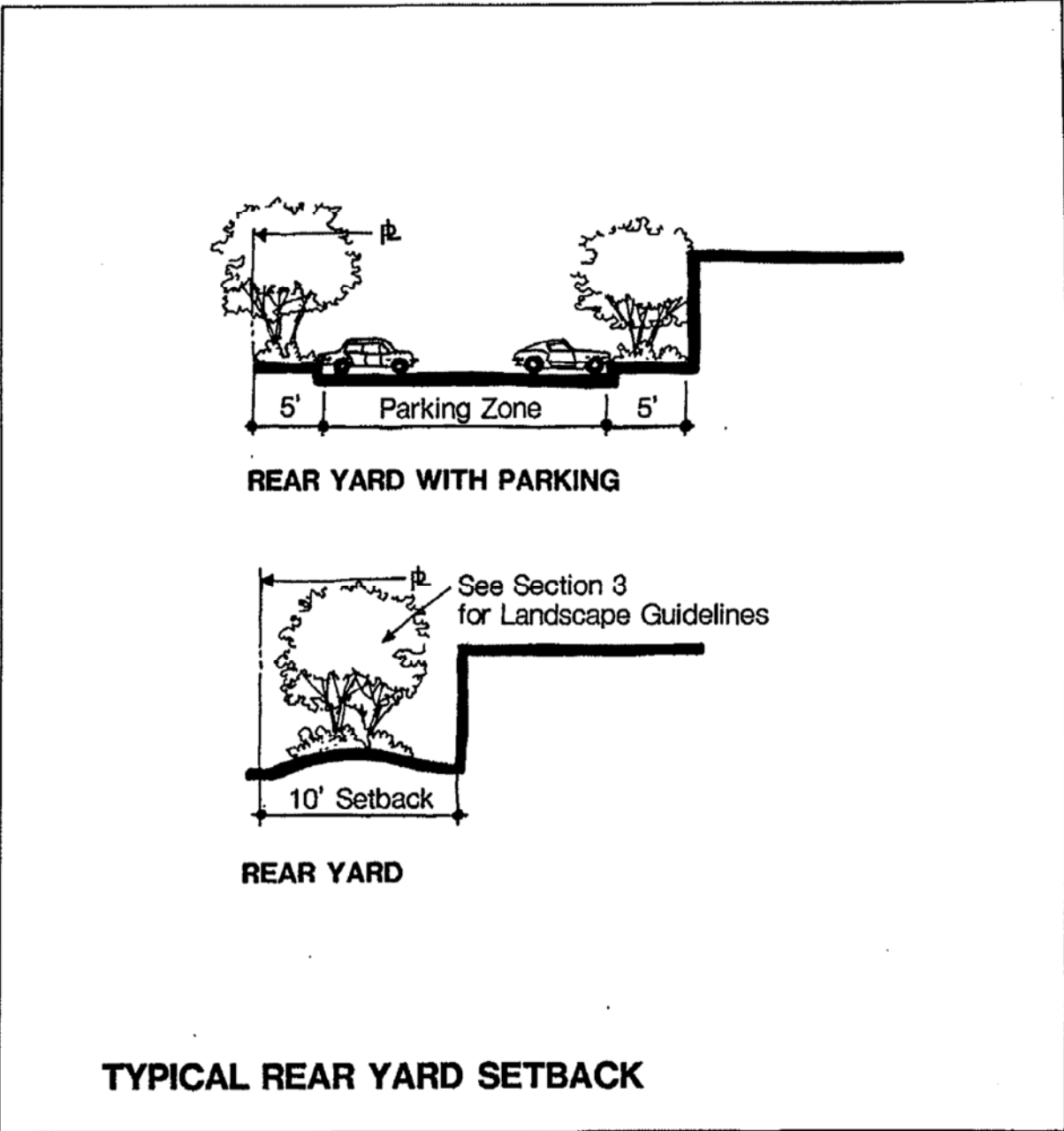
PHOENIX
SKY HARBOR CENTER


A DEVELOPMENT OF THE CITY OF PHOENIX




10

Figure 11




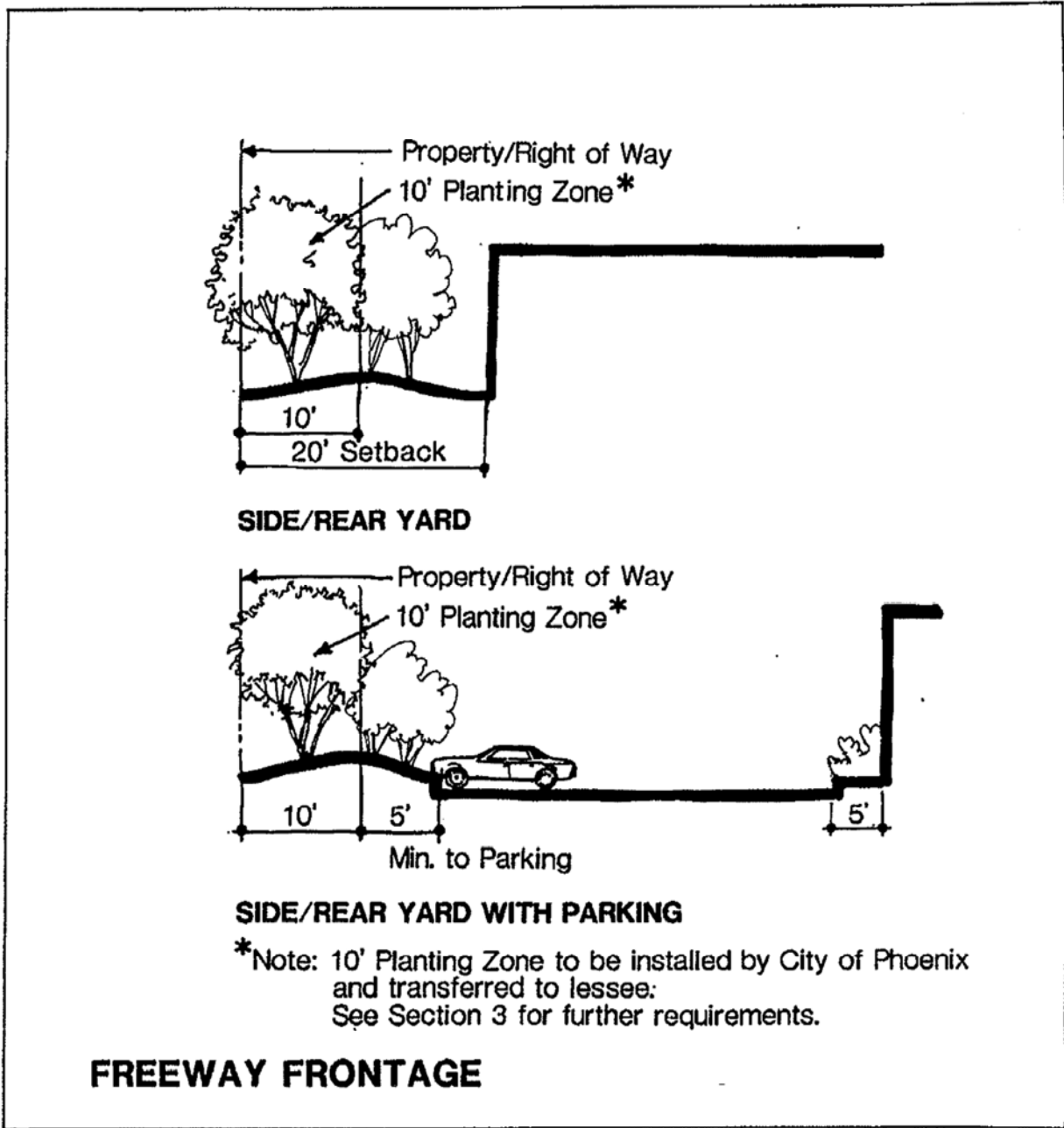
 PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**


11

Figure 12



PHOENIX
SKY HARBOR CENTER
A DEVELOPMENT OF THE CITY OF PHOENIX

12



Where parking occurs within any side yard zone, the building set-back will vary as shown in Figures 9 and 10.

2.2.4 Building Location

Buildings are to be located on each site in a manner that is efficient, appropriate to site conditions, effective to the overall architectural composition and compatible with neighboring projects and development throughout Phoenix Sky Harbor Center. Building placement should address the following:

- Buildings should be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street frontages.
- Buildings should be arranged to provide convenient access to entrances and efficient onsite circulation for vehicles and pedestrians.
- Buildings should be arranged to provide landscaped outdoor places for people to use during breaks for lunch.
- Appropriate relationships should be developed between buildings and setback areas to enhance street frontages and corners.
- Building placement should properly address unique site conditions.

2.2.5 Access and Parking

a) Vehicular Access

Access to individual parcels or joint access to adjacent parcels shall be provided by four types of driveways, as shown in Figures 13 and 14, unless otherwise approved by the Architectural Committee.

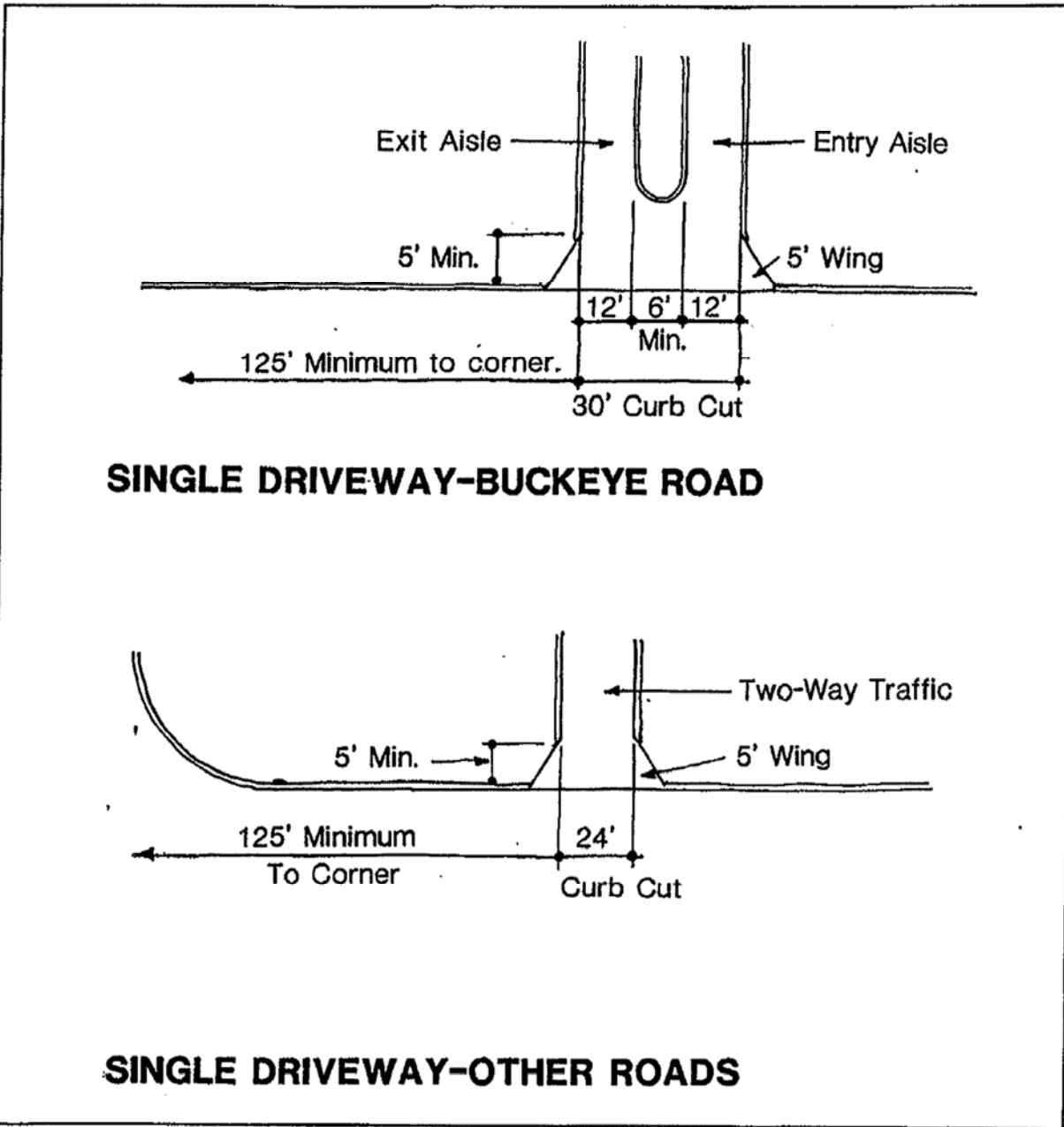
Locations of driveways on Buckeye Road shall be limited to the mid-points that are equidistant between 16th Street, the western segment of the Loop Road, the Squaw Peak Freeway, and realigned 24th Street.

Curb cuts shall not be constructed within 125' – 0" of street intersections. The distance shall be measured from the curb of the intersecting street.

For lots with street frontage of 150' or less, a minimum of one (1) access point is allowed, and no lot shall have more than two (2) access points unless otherwise approved by the Architectural Committee.

All driveways with curb cuts greater than 40', as shown in Figure 14, shall require approval of the Architectural Committee and the City of Phoenix Driveway Appeals Board.

Figure 13



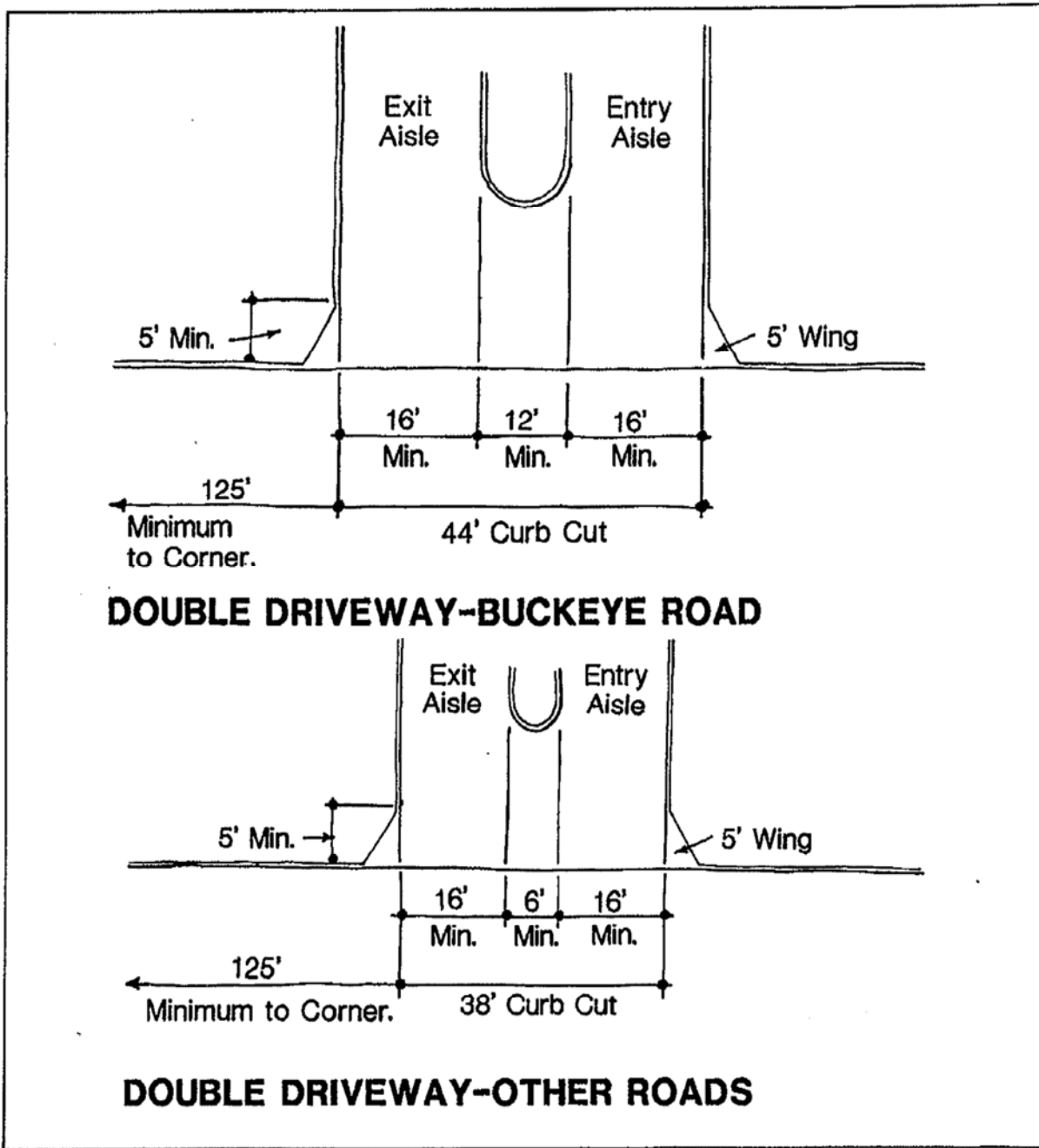
PHOENIX
SKY HARBOR CENTER


A DEVELOPMENT OF THE CITY OF PHOENIX

13


BRW

Figure 14



 PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**

14

b) Parking

All parking lot areas and circulation shall be contained within the boundaries of each parcel. No parking or driving aisle will be allowed within any public road right-of-way.


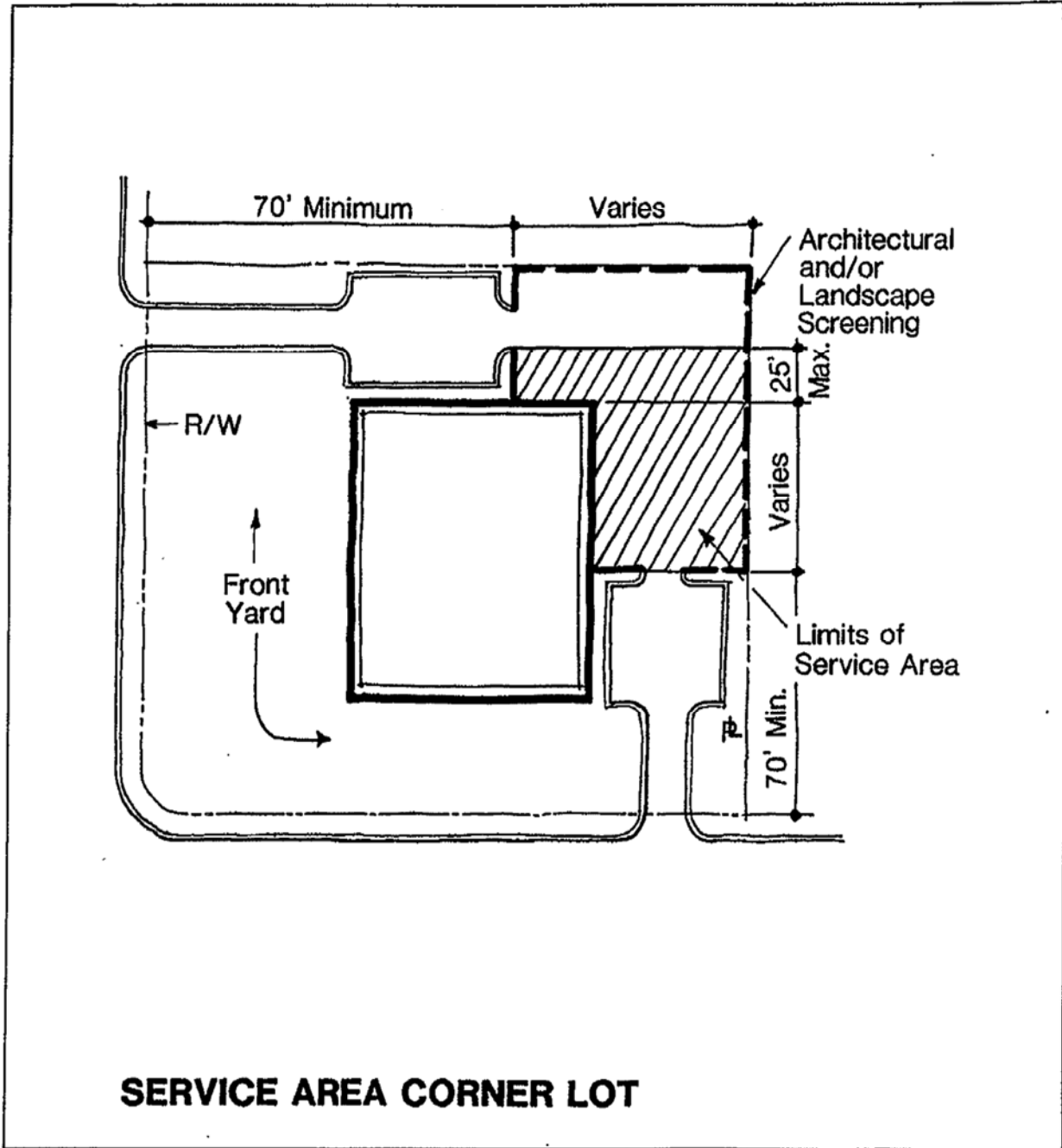
All parking structures shall be subject to the same setback and landscape requirements as the building structure, and constructed of materials compatible with the building.

TABLE 2.2: SUMMARY OF PARKING REQUIREMENTS

Use	Minimum Parking Ratio
Office	1 Space/250 SF
Retail/Service	1 Space/200 SF
Wholesale/Manufacturing/Industrial Medical Facilities	1 Space/3 Employees ½ Space/Patient Bed, 1 space/ Doctor and 1 Space/ 3 Additional Employees
Hotel	1 Space/ Guest Room
Restaurant	1 Space/ 50 SF of Patron Area
Day Care Facility	1 Space/ 300 SF
Health/Fitness Facility	1 Space/ 60 SF

SF shall be defined as the total square feet of gross floor area between exterior building walls unless otherwise defined above.

Figure 15



PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

15


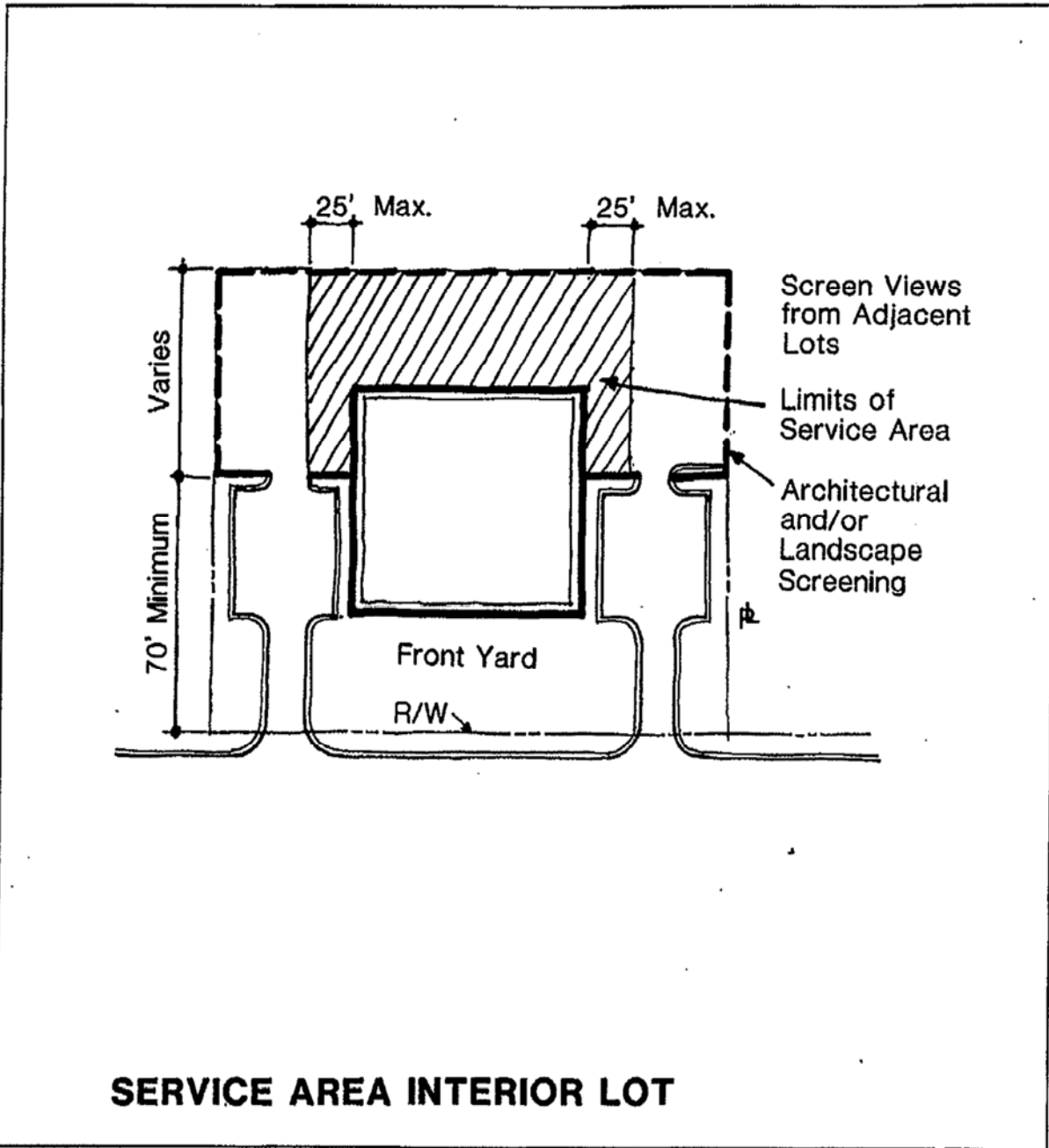




Figure 16



 PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**

16

Off-street parking shall be provided to accommodate, at a minimum, all parking needs for employees, visitors, and company vehicles according to the ratios set forth in Table 2.2: Parking Requirements.

Parking areas shall be screened and landscaped in accordance with the guidelines outlined in Section 3, Figures 23 and 24.

All required parking spaces shall be the equivalent of the following 90° stall and corresponding drive aisle dimensions:

- Standard opposed stalls typically shall be 8' – 6" x 19' – 0" with a maximum of 30% of the required number as 7' – 6" x 15' – 0" compact spaces may be included only in commercial center parking areas or in any development with more than fifty (50) total off-street parking spaces. Both standard and compact parking shall have 24' – 0" minimum width drive aisles. In all districts a 2' – 0" reduction in stall length for standard car spaces and 1' – 0" for compact car spaces is permitted for vehicle overhangs when parking spaces abut continuous landscaping and/or paved walkways, decreasing the stall lengths to 17' – 0" and 14' – 0".
- Angled parking will be permitted within any lot as an alternative to 90° parking provided that the following objectives are met: ease of site circulation, ease of stall maneuverability, maximization of efficiency, and traffic safety. While geometrics may vary, all landscape requirements shall still be met.
- Preferential parking spaces shall be provided near building entrances for vehicles used for carpooling. The actual number of parking spaces and their location shall be subject to approval of the Architectural Committee.
- Parking spaces shall be designated as spaces for the handicapped and located near building entrances in conformance with the current federal, state, and local codes in effect at the time of construction for each lot.

2.2.6 Services Areas

Services areas, which may include truck facilities, spaces for parked motor vehicles, and mechanical and electrical equipment, must be screened with visual barriers so they are not visible from public streets. In addition, parked motor vehicles and mechanical equipment must be screened from adjacent parcels. The maximum width of service areas in side yards shall be 25' – 0" high, no higher than the line of the roof eave, and may extend from the building to the drive aisle. Service areas shall be screened from adjacent lots in accordance with the landscape guidelines in Section 3. Architectural screens must be constructed of materials and color compatible with the main building structure. Service areas in corner lots shall be restricted to rear yards and side yards as illustrated in Figure 15. Service areas in interior lots shall be restricted to the limits as shown in Figure 16.

2.3 BUILDING DEVELOPMENT

a) Building Height

For the purpose of these guidelines, building height is defined as the total vertical distance from the top of the highest street curb at or immediately adjacent to the lot to the top of the roof structure, excluding parapet walls and/or mechanical penthouses (see Figure 17). Maximum building height shall be in accordance with the zoning regulations of the City of Phoenix. Maximum building heights in specific area of Phoenix Sky Harbor Center shall generally conform to the height guidelines shown in Figure 18. All building height shall conform to all applicable requirements of the Federal Aviation Administration, the Phoenix Sky Harbor International Airport Zoning Map, and other governing agencies.

b) Mechanical and Electrical Equipment

All building mounted mechanical and electrical equipment shall be shielded from view with visual barriers of the same or greater height as the objects they are screening, as shown in Figure 19. Screens shall consist of architecturally suitable material compatible with the design, building materials, and color of the main structure.

Main gas meters, electrical switching equipment, fire sprinkler risers, and other utility services shall be located on the side or rear of the buildings, screened by earth berms and/or landscaping and painted with compatible colors.

c) Telecommunications Equipment

The installation of telecommunication equipment including satellite dishes and/or antennae may be permitted within Phoenix Sky Harbor Center, subject to the following:

- Telecommunications equipment is a permitted use according to the terms of the ground lease.
- The location, design, and screening of any equipment shall be subject to the review and approval of the Architectural Committee.
- Equipment shall not be located within any front yard areas, required side yard areas or on rooftops of buildings.
- The total height of the equipment shall not exceed a height of 12' – 0" above natural grade. Where greater height is required due to restrictions for signal reception, the Architectural Committee will consider increased heights.
- All equipment shall be screened from view with landscaping, architectural materials or a combination thereof.

2.4 PUBLIC ARTS PROGRAM GUIDELINES

Developers within Phoenix Sky Harbor Center are strongly encouraged to support the Phoenix Arts Commission in its goals for integration of public art in private developments. This section outlines the goals of the program for Phoenix Sky Harbor Center and guidelines for implementation of a public arts program.

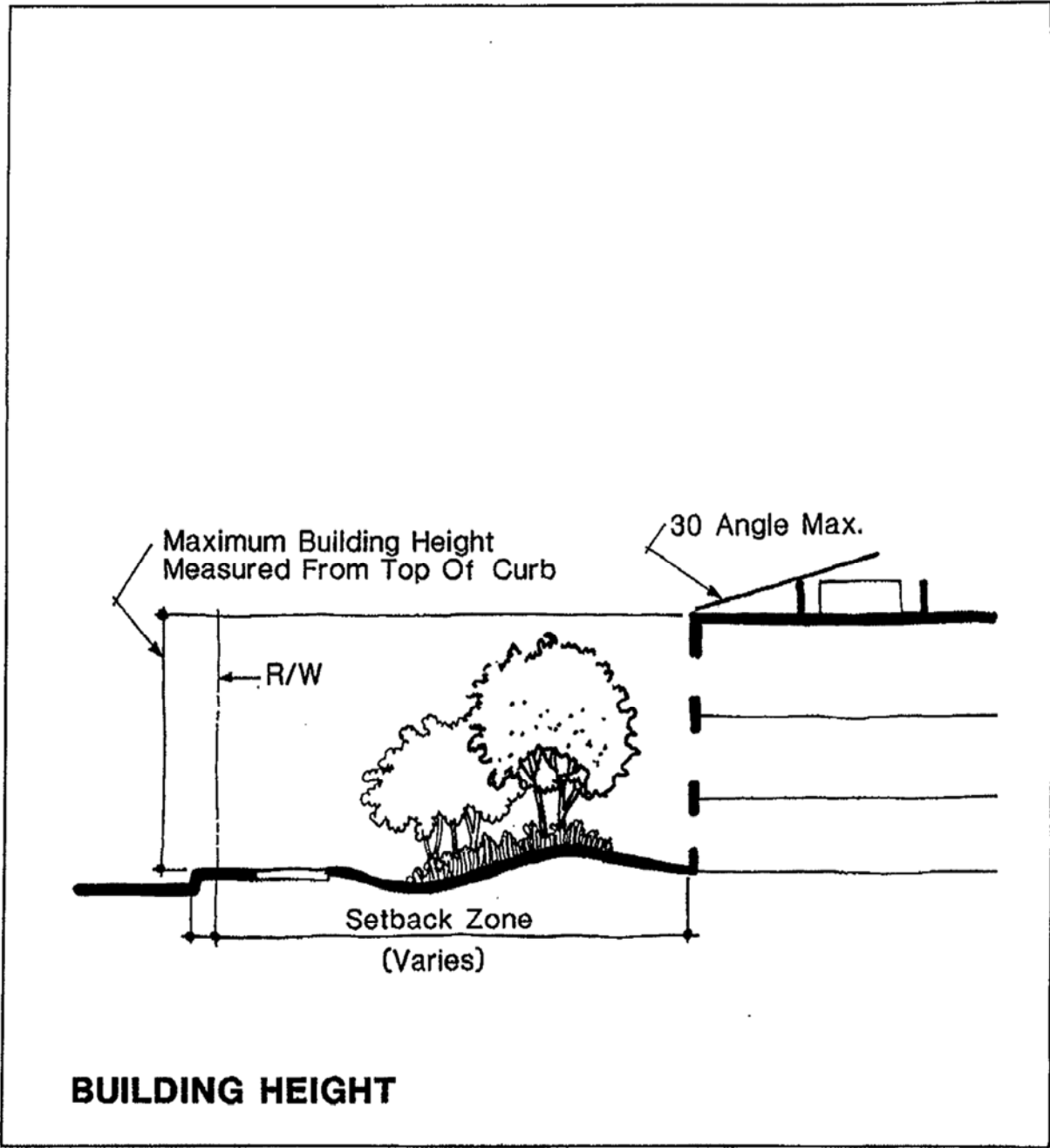
The objectives of the program reflect those of an emerging public arts program that will be unique to Phoenix:


- Support of a comprehensive arts program that will reinforce other programs and enhance the character of Phoenix Sky Harbor Center.
- Encourage understanding, enjoyment and interaction of the public with the arts.
- Provide a variety of temporary and permanent, object and event, single or dispersed art forms throughout the business park.
- Provide challenging opportunities for artists and encourage collaborations among artists, developers, and design professionals.

The actual implementation of public art should offer a variety of art forms and media among different private developments. Art forms may be implemented as on-site art, on-site arts programs or integrated in developments as on-site arts facilities for semi-public use. The primary objective of any form of art or media should be accessibility to the public, either visually or in an interactive setting.

Specific art forms should be designed and located to respond to and integrate with a specific space, site, or building design. The type and location, design and appropriateness of each arts program proposed for Phoenix Sky Harbor Center will be subject to the review and approval of the Architectural Committee.

Figure 17



 PHOENIX
SKY HARBOR CENTER 17


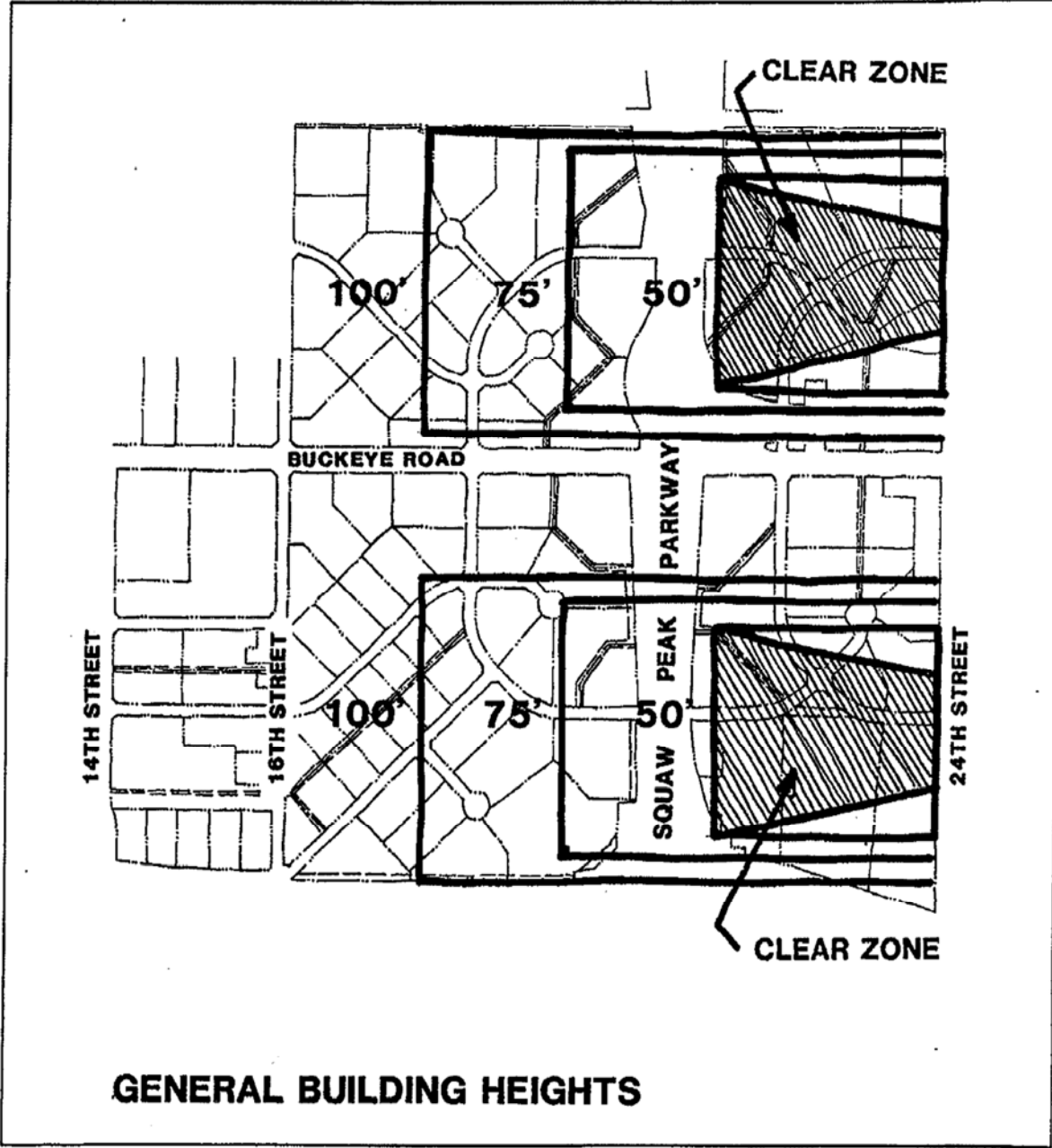

A DEVELOPMENT OF THE CITY OF PHOENIX 

Figure 18



 PHOENIX
SKY HARBOR CENTER
A DEVELOPMENT OF THE CITY OF PHOENIX

18


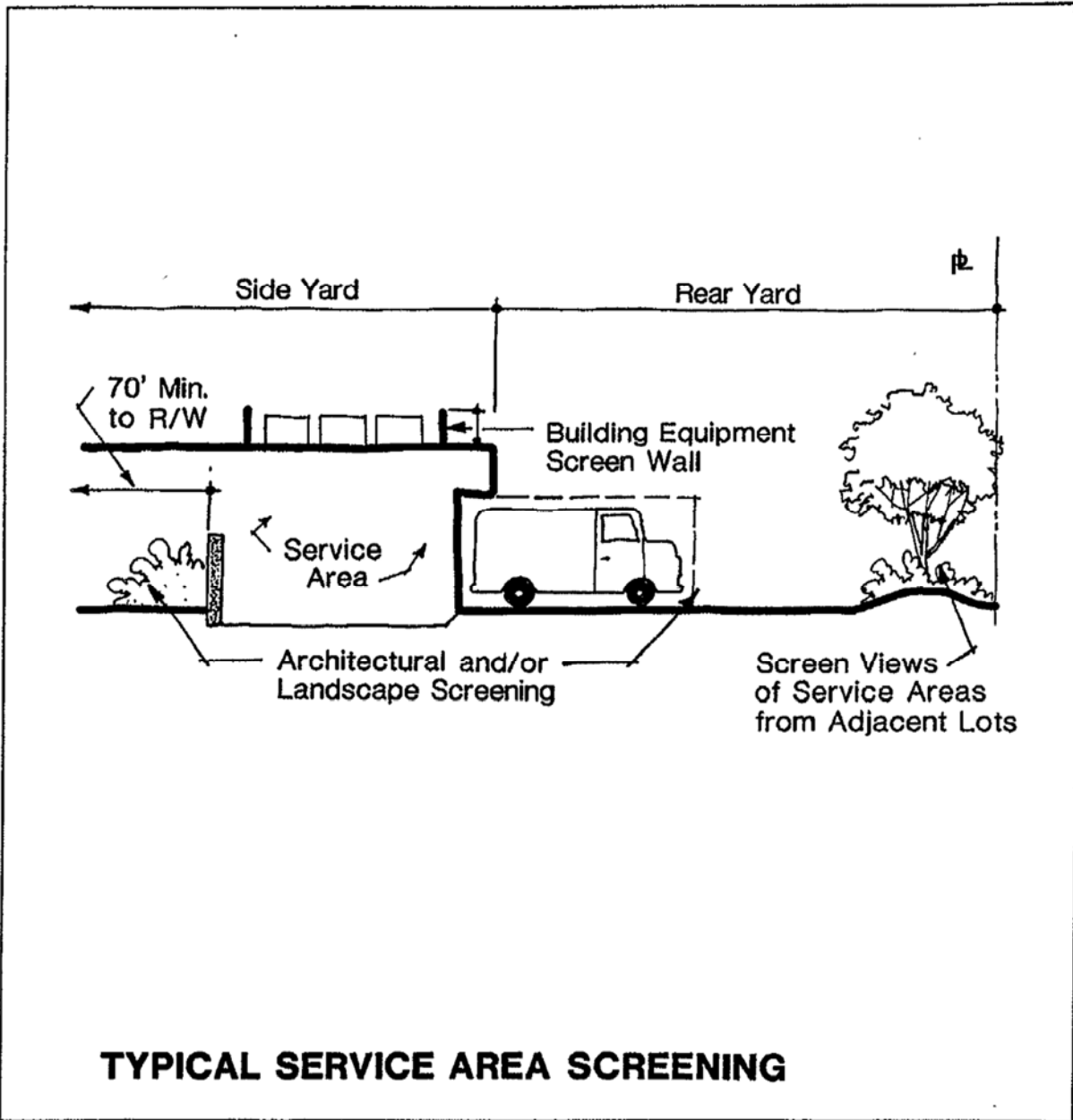




Figure 19



 **PHOENIX**
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**

19



3.0 LANDSCAPE GUIDELINES

3.0 LANDSCAPE GUIDELINES

The landscape guidelines are designed to reinforce the land use, circulation and urban design principles set forth in the Phoenix Sky Harbor Center Development Concept Plan.

The purpose of the landscape guidelines is to develop a strong “image” for Phoenix Sky Harbor Center that establishes it as a sophisticated, high quality business park at a prominent location in Central Phoenix. This image will be developed utilizing a wide variety of plant materials that have low water requirements and will provide a strong association with the regional character.

Several distinct areas have been defined to establish the appropriate landscape treatment and visual enhancement of both public rights-of-way and development of lots within Phoenix Sky Harbor Center (see Figure 20, Landscape Concept Plan).

In general, the public roadways have been planned for specific treatments to provide continuity within the project area and to the outside community. The interiors of each parcel have a greater level of flexibility and are subject only to those guidelines which will support the overall unity and quality of Phoenix Sky Harbor Center.

This section includes a general description of landscape treatments for public roadways and sets forth guidelines for landscaping within the front yard zone, and within individual lots and their respective yard and parking areas. The remainder of this section is organized as follows:

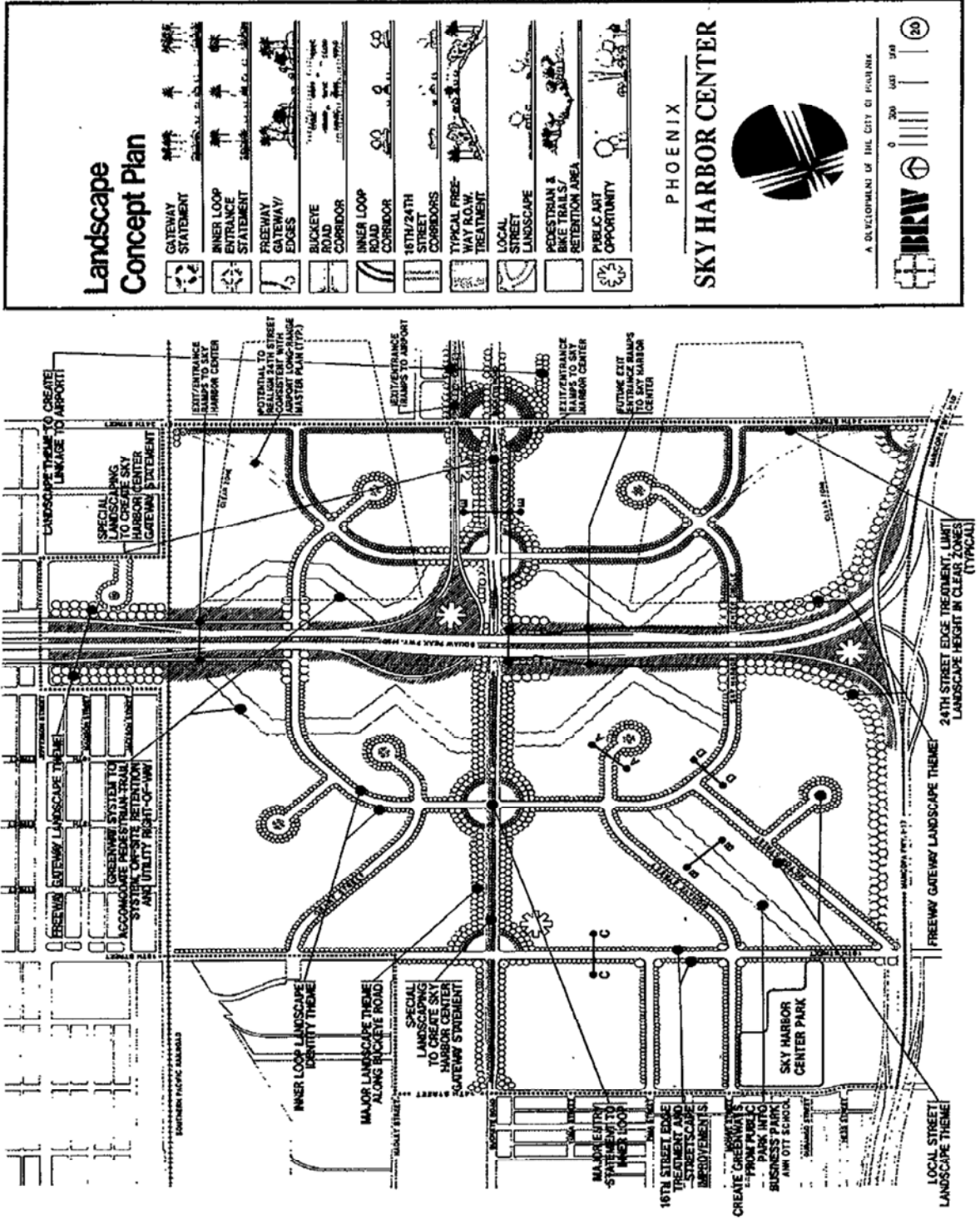
- Public Roadways
- Front Yard Zone Guidelines
- Interior Lot Guidelines
- Irrigation

3.1 PUBLIC ROADWAYS

Seven areas are defined for specific landscape treatments as follows:

- Gateway Statements
- Loop Road Entrance Statements
- Freeway Gateways and Edges
- Buckeye Road Corridor
- Loop Road Corridor
- 16th Street and 24th Street Corridors
- Local Street Corridors

Figure 20



a) Gateway Statements

The gateway statements to Phoenix Sky Harbor Center developed at the intersections of 16th and 18th Street with Buckeye Road and at relocated 24th Street and Buckeye Road are the most important elements in establishing the overall character of the business park. The gateway statements include vertical planting placed in a formal gateway fashion to identify the major entrances to Phoenix Sky Harbor Center.

Date palms constitute the main vertical elements in the gateway statements and form the backdrop for the remaining plant materials. Medium to smaller sized trees establish a lower canopy, provide additional massing to the palms, form a backdrop to major Phoenix Sky Harbor Center identification signage and potential works of art, and funnel views into the center along Buckeye Road. Selected areas of flowering ground covers are used as a foreground to shrubs and trees, and turf is utilized to establish a formal ground plane.

b) Loop Road Entrance Statement

The Loop Road entrance statements within Phoenix Sky Harbor Center are located at the intersections of the Loop Road and Buckeye Road, east and west of the Squaw Peak Freeway. These entrance statements are intended to provide major visual identity to the two entry points to the internal quadrants of Phoenix Sky Harbor Center off of Buckeye Road. The placements of directional signage into the various areas of the business park are also important elements of the Loop Road entrance statements.

c) Freeway Gateways and Edges

The freeway gateways and edges of Phoenix Sky Harbor Center are very important relative to the view the user or casual observer has of the business park. These limited access roadways are elevated above Phoenix Sky Harbor Center in the range of approximately 20-25 feet above grade and will be carrying traffic with speeds in the range of 45-55 miles per hour. As a result, only tall, vertical plant materials are utilized to identify the edge of the business park, and are intended to complement the smaller-scale plant materials that are installed in the freeway right-of-way.

d) Buckeye Road Corridor

The Buckeye Road Corridor is the major roadway traversing Phoenix Sky Harbor Center and, as such, is developed as a major six-lane parkway. The parkway is intended to provide the opportunity to establish three scales of formal landscaping through the center of Phoenix Sky Harbor Center, linking the major gateway statements with those at the Loop Road.

The formal planting treatment along the parkway includes medium to large trees in combination with smaller trees. Large flowering shrubs and smaller evergreen shrubs arranged in groupings, in combination with flowering ground covers and turf, are utilized to create a consistent, theme along the full length of the parkway.

Parkway islands include tree planting with boulder masses in combination with large flowering shrubs, evergreen shrubs, and flowering ground covers.

e) Loop Road Corridor

The Loop Road Corridor unifies Phoenix Sky Harbor Center and provides access to more than half of the development parcels on site. A consistent design theme is maintained throughout utilizing boulevard tree plantings with the placement of flowering shrubs and ground cover to punctuate cul-de-sac and major facility entrances, as well as to screen public utility equipment. Date palms are used to accentuate entrances to intersecting streets.

f) 16th Street and Relocated 24th Street Corridor

The 16th Street and relocated 24th Street Corridors provide edges to Phoenix Sky Harbor Center and, as such, present a pleasing image that distinguishes Phoenix Sky Harbor Center from other development. Moderately scaled vertical elements are utilized to define the edge of the business park, except along relocated 24th Street in the clear zones where smaller trees are required.

The 16th Street Corridor through the commercial district south of Buckeye Road provides a pleasing appearance along both sides of the corridor to knit the new business park development with the commercial district, where significant rehabilitation is planned.

Boulevard street tree planting in these corridors include moderate to large scale trees with high canopies to allow views into adjacent sites. Large shrubs placed formally to provide screening with combinations of evergreen shrubs; flowering ground covers, river cobbles, and decomposed granite are utilized to complete landscaping.

g) Local Street Corridors

Local street landscaping within Phoenix Sky Harbor Center includes boulevard street tree planting of moderate to large scale trees with high canopies to allow views into adjacent sites. This boulevard tree planting theme is intended to create a pleasing edge to all local streets in Phoenix Sky Harbor Center and to provide a simple means of integrating various development projects along the corridors.

3.2 FRONT YARD ZONE GUIDELINES

This zone enhances the total street image and includes the front yard area of lots along all streets. Design elements may include planting, signage, pedestrian amenities, and individual driveways and entries. Any construction within the front yard zone will be performed by each individual lessee in accordance with the landscape guidelines herein and the **Phoenix Sky Harbor Center Conditions, Covenants, and Restrictions**.

Landscape concepts and guidelines for each front yard zone within Phoenix Sky Harbor Center are described below.

3.2.1 Buckeye Road Corridor

Buckeye Road will be developed as a distinct boulevard with a formal arrangement of palm trees, street trees, shrubbery, and ground cover. The complementary planting to be installed by the lessee within the front yard setback area will consist of random clusters of street trees, accent trees, shrubbery, and ground cover in informal patterns as defined in Section 2.2.3 of these guidelines and defined in Table 3.1, Front Yard Landscape Requirements. Plant materials are to be selected from Table 3.2, Plant Materials.

3.2.2 Loop Road

The Loop Road will provide access to all areas of Phoenix Sky Harbor Center, and will be developed with formal street tree, shrubbery, and ground cover plantings. The medium turn lane will be of a special pavement design leading to the special intersections with Buckeye Road. The number and type of plant materials to be provided in front yard areas is outlined in Table 3.1; plant materials are to be selected from Table 3.2.

3.2.3 16th and 24th Streets

These corridors will be developed in a similar fashion to the landscape character of the Loop Road. See Tables 3.1 and 3.2 for planting requirements for front yard areas.

3.2.4 Local Roads

Planting will emphasize continuity between individual parcels and screen parking areas from the roadway. Plant materials are to be selected from Table 3.2 and designed in accordance with the requirements outlined in Table 3.1.

TABLE 3.1: FRONT YARD LANDSCAPE REQUIREMENTS

	Buckeye Road	Loop Road	16th and 24 th Streets	Local Road	Freeway Edge
Trees (1,2)	Min. 1 Tree/ 500 SF	Min. 1 Tree/ 650 SF	Min. 1 Tree/ 650 SF	Min. 1 Tree/ 750 SF	Min. 1 Tree/ 650 SF
Shrubbery (3,5)	Min. 30% Coverage	Min. 25% Coverage	Min. 25% Coverage	Min. 25% Coverage	Min. 25% Coverage
Ground cover (4,5)	Min. 20% Coverage	Min. 15% Coverage	Min. 15% Coverage	Min. 10% Coverage	Min. 25% Coverage
Turf	Max. 50% Coverage	Max. 50% Coverage	Max. 50% Coverage	Max. 50% Coverage	Max. 50% Coverage
Inert Materials (6)	All Area Remaining	All Area Remaining	All Area Remaining	All Area Remaining	All Area Remaining

- (1) SF ratios are based on the actual number of square feet in the area between the building face and the edge of the streetscape easement within each lot.
- (2) Trees shall be minimum 24" box in size. Each lessee may exercise an option of planting a greater number of 15-gallon trees as substitutes for a portion of the required number of 24" box trees. Up to 1/3 of the required number of 24" box trees may be deleted by providing three 15-gallon trees for each 24" box tree deleted.
- (3) All shrubbery to be minimum 5-gallon in size.
- (4) All ground cover to be minimum 1-gallon in size.
- (5) Varying ratios of shrubbery and ground cover may be combined to achieve the minimum coverage.
- (6) Inert materials shall consist of decomposed granite and/or river cobble.

All roads ending in cul-de-sacs will be considered as local roads for landscape requirements.

3.2.5 Freeway Edges

Planting along freeway rights-of-way within Phoenix Sky Harbor Center will utilize plant materials to provide additional buffering of properties from the freeway frontage zone, reinforce plantings within the right-of-way and provide visibility and identification. Plant materials are to be selected from Table 3.2 and designed in accordance with the requirements outlined in Table 3.1.

Where parking occurs along the freeway right-of-way, the edge of tile parking area shall be set back 15' minimum from the right-of-way.

As lots with freeway frontage are leased, each lessee will assume responsibility for maintenance of the frontage area. In addition, the lessee will install an irrigation bypass and connect the existing system within the boundaries of the lot the lessee's irrigation system.

3.2.6 Earth Berms

All landscaped areas with the front yard zone should include earth berms to develop visual interest and aid in screening parking areas.

Berms shall have a maximum 4:1 slope and shall be a minimum of 80' in length where practical with a maximum slope of 5:1 where the berm transitions to flat areas. All fill material used for constructing berms shall be topsoil, free of stones, weeds, and other matter, suitable for landscape planting. See Figure 21 and 22 for illustrations of these guidelines.

3.3 INTERIOR LOT GUIDELINES

The interior lot zone includes all areas and exterior elements within each individual lot, excluding the front yard area addressed in the previous section. This zone will be planned to the specific needs of each tenant, and thus the design guidelines offer a greater level of flexibility in landscape design and materials.

3.3.1 Earth Berms

Where practical, earth berms should be incorporated within parking area perimeters, side yards and rear yards as outlined in Section 3.2.6.

3.3.2 Parking Lot Guidelines

All parking lots should be planned for ease of access and vehicular circulation, as well as pedestrian access to each building. At the center of each group of six 90° opposing parking spaces there shall be at least one 5' – 0" x 5' – 0" diamond (rotated at 45° to

the parking grid) tree pocket/ wheel stop as shown in Figure 23. When there is more than 1 double aisle of parking, other alternatives, such as illustrated in Figure 24, will be considered.

A single species of tree is to be used within each parking area, but the species may be changed in separate parking areas within the same lot. All trees shall be minimum 15 – gallon in size and selected from the plant selection list in Table 3.2.

All curbed parking islands and tree pockets shall be planted for a total (100%) coverage of shrubbery or ground cover, exclusive of any sidewalks. Shrubs shall be a minimum 1 – gallon in size; ground cover shall be a minimum 4” cups or liners. All plant materials are to be selected from Table 3.2.

Parking areas adjacent to buildings shall be separated by a minimum 10’ planting strip in front yard areas and 5’ in side and rear yards. These planting strips shall have a minimum of 50% coverage of a combination of shrubbery and ground cover selected from Table 3.2. The remaining area shall be covered turf, decomposed granite and/or river cobble.

All parking areas shall be screened from adjacent properties and streets through a combination of planting and mounding.

3.3.3 Remote Parking Area (Clear Zone) Guidelines

Areas east of the relocated 24th Street corridor, and particularly those areas within clear zones, may be developed as remote parking and automobile storage areas. All improvements within these areas shall conform to the requirements set forth below.

Parking improvements shall be set back from the public road right-of-way a minimum of 18’ in front yards and 5’ in side and rear yards. The relocated 24th Street corridor shall be considered as front yard in calculating required setbacks.

Parking areas must be screened from adjacent streets by setting the parking lot curb a minimum of 6” below the curb of the adjacent street, and providing a minimum of 4’ of screening height. The screen height may be achieved through the use of earth berms, walls and/or landscape planting.

Front yard setback areas shall have a minimum of one tree (24” box minimum size) per 650 square feet of front yard area. Up to 1/3 of the required number of 24” box trees may be deleted by providing three 15 – gallon trees for each 24” box deleted. Front yard areas shall have a minimum of 40% coverage of shrubbery, 5 – gallon minimum size, and ground cover of 1 – gallon size. All remaining areas shall be turf, decomposed granite and/or river cobble. No more than 50% of the total front yard area may be planted in turf.

Side yard areas shall have a minimum of one tree (15 – gallon minimum) per 350 square feet of yard area. Shrubby (1 – gallon minimum) and ground cover (4” cups of liners minimum) shall provide a minimum 50% coverage, with remaining area in turf, decomposed granite and/or river cobble.

Rear yard areas shall have a minimum of one tree (15 – gallon minimum) per 500 square feet of yard area. Shrubbery (1 – gallon minimum) and ground cover (4” cups or liners minimum) shall provide a minimum 25% coverage, with remaining areas in turf, decomposed granite and/or river cobble. No more than 50% of the total rear yard may be planted in turf.

Interior areas of all public parking lots shall have one tree (15 – gallon minimum) per six parking stalls in arrangements suitable for each parking area. All parking islands shall be planted for a total (100%) coverage of shrubbery or ground cover, exclusive of any sidewalks. Shrubs shall be a minimum 1 – gallon in size; ground cover shall be a minimum 4” cups or liners.

Interior areas of all rental car storage (non-public) parking lots shall have a minimum of one tree (15 gallon – minimum) per six parking stalls in arrangements suitable for each parking area. No other planting is required within parking areas. All parking islands shall be decomposed granite and/or river cobble.

All plant materials shall be selected from Table 3.2, and conform to maximum height requirements within the clear zones. Along the existing alignment of 24th Street, maximum height allowed is 12’ heights increase at a ratio of 1’ / 50’ of horizontal measurement, resulting in a maximum height of approximately 37’ at the westernmost alignment of the relocated 24th Street corridor.

3.3.4 Side and Rear Yard Guidelines

Along all side and rear yard property lines, a minimum continuous 5’ planting strip is to be provided so as to create 10’ zone where two lots adjoin.

Planting within side yard areas shall consist of a minimum of one large or small tree per 350 square feet of yard area and a minimum of 50% coverage of shrubbery (minimum 5 gallon size) and ground cover (minimum 1 – gallon size). Remaining areas shall be covered turf, decomposed granite and/or river cobble.

Rear yard areas shall consist of a minimum of one tree per 500 square feet of yard area and a minimum 25% coverage of shrubbery and ground cover. Remaining areas shall be covered with turf, decomposed granite and/or river cobble.

All plant materials are to be selected from the plant list in Table 3.2, Plant Materials.

A maximum slope of 4:1 is allowed within the planting strip for turf, granite or plantings. A minimum of one foot transition shall be provided along the top and bottom of each berm.

Screening shall be of a height at least equal to that of the materials or equipment being stored, but in no event shall be less than six (6) feet in height. Adequate screening must also be provided to shield such stored materials and equipment from view from ground floor level of all adjacent buildings.

All fences and walls must observe building setback lines along public right-of-way. In addition, fences or walls facing streets shall not extend in front of the building unless

approved by the Architectural Committee. The use of razor wire in conjunction with fences or the use of chain link fences is not acceptable. Walls shall be constructed with planted or stucco block surfaces, decorative block, brick, decorative concrete, or a combination thereof.

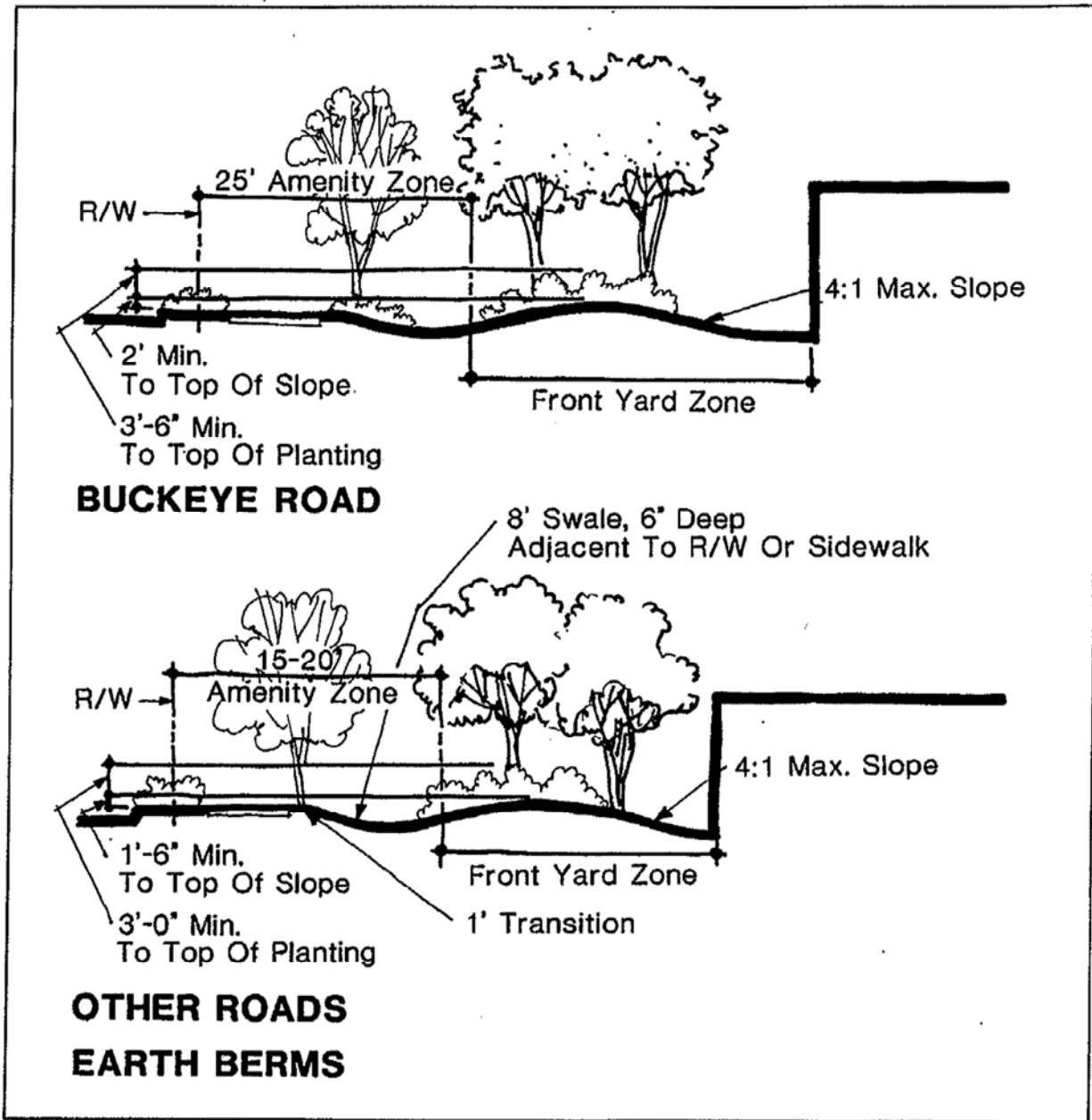
3.4 IRRIGATION

All landscape areas shall be fully irrigated with automatically controlled underground irrigation systems. All lawn areas are to be sprinklered and all plant materials will be irrigated with drip systems providing an emitter at each point. All piping shall be PVC Schedule 40, with no poly tubing allowed. Each system shall be designed to provide full coverage of planted areas with minimal overspray to non-planted areas.

All irrigation systems shall be designed and installed so as to be compatible with the possibility of a future reclaimed "gray" water system. Special mainline pipe coding, quick couplers, valve tags, and other elements shall be installed as required by local and state regulations.

All irrigation design shall conform to all applicable standards of **Minimum Standards for Landscape Irrigation** published by the Arizona Chapter of the American Society of Irrigation Consultants.

Figure 21



PHOENIX

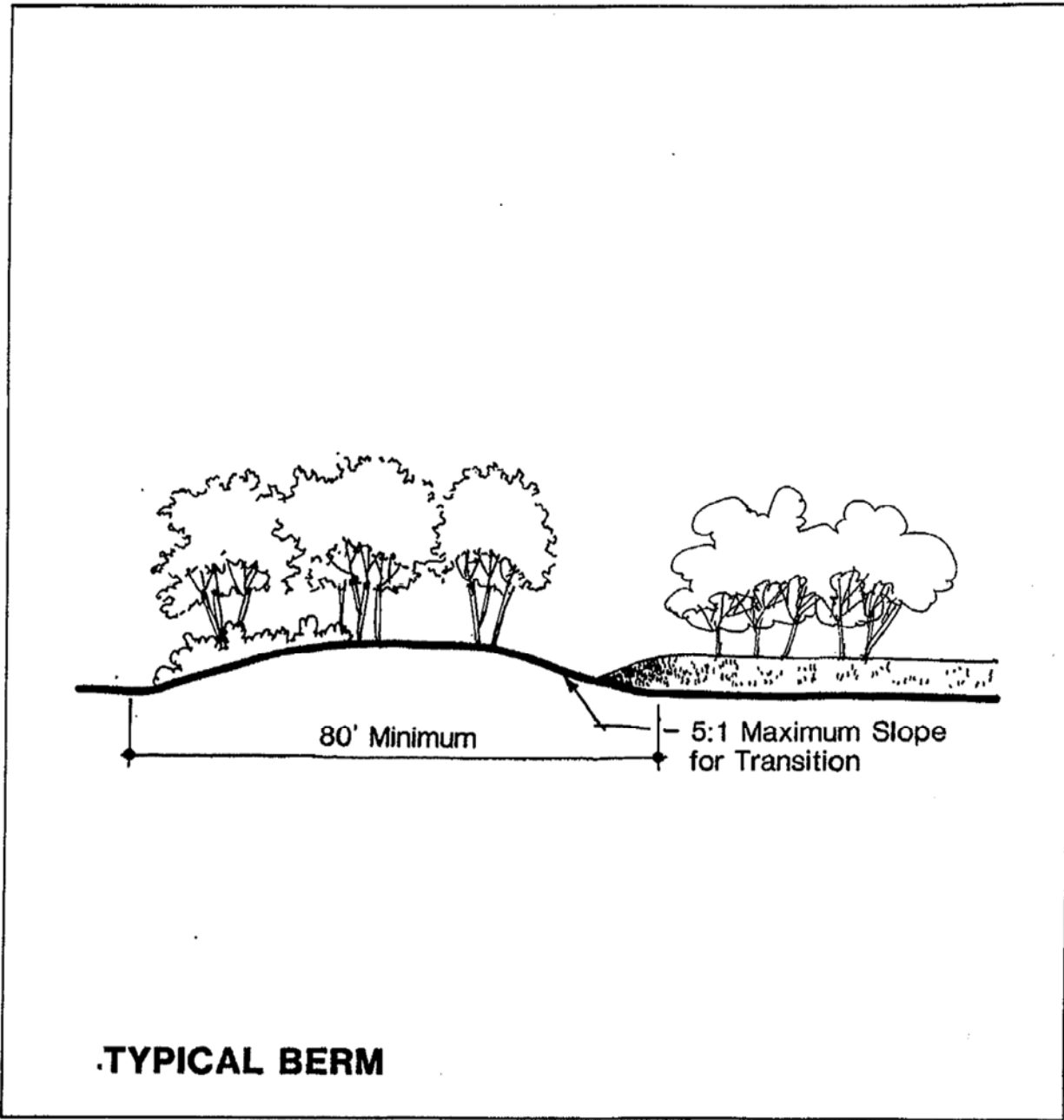
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

21

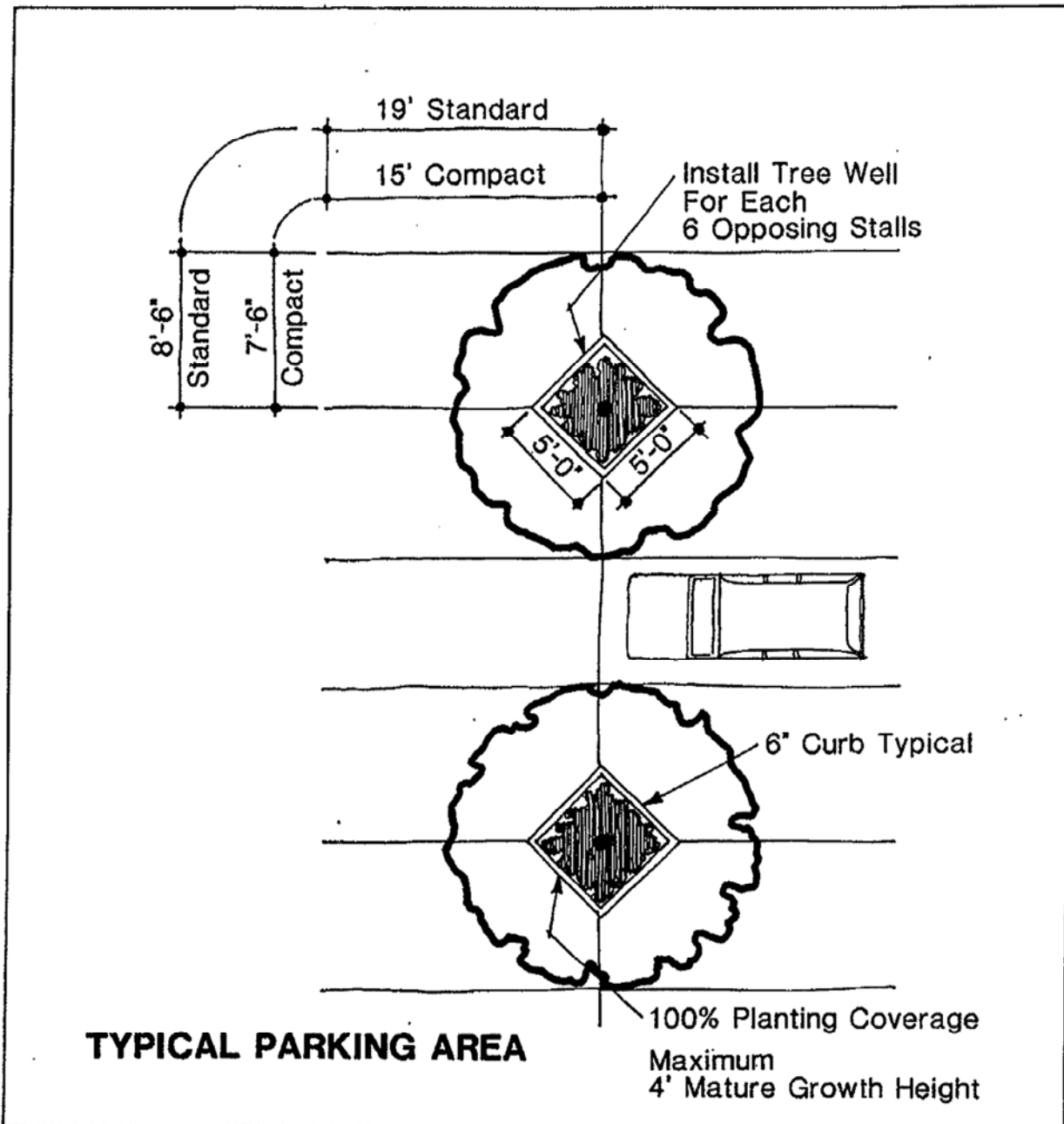
BRW


Figure 22




	<p>PHOENIX SKY HARBOR CENTER A DEVELOPMENT OF THE CITY OF PHOENIX</p>	<p>22</p>	
--	--	-----------	--

Figure 23



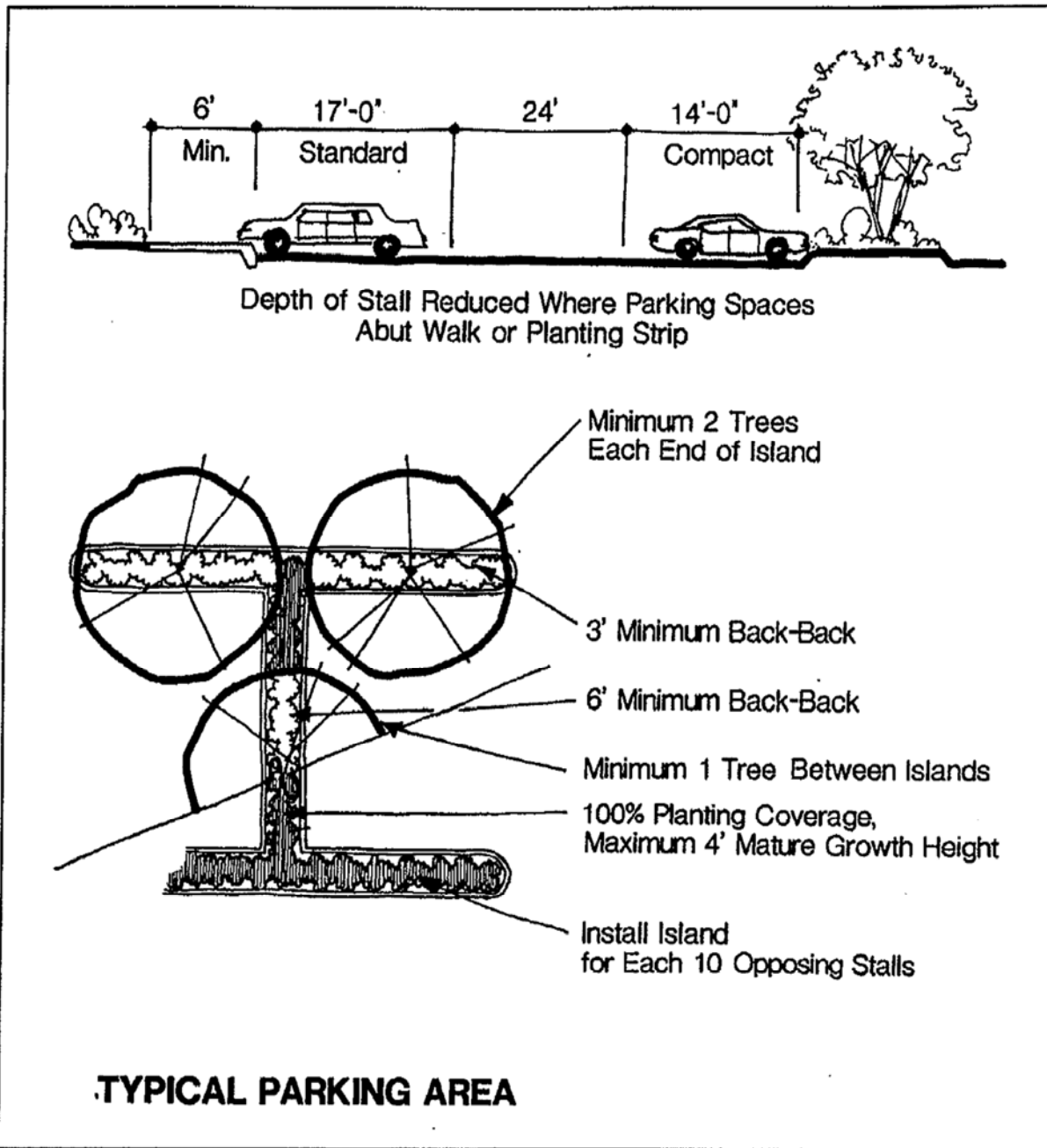
 PHOENIX
SKY HARBOR CENTER


A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**


23

Figure 24



 **PHOENIX**
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**

24

TABLE 3.2: PLANT MATERIALS

	Buckeye Road	Loop Road	16 th and 24 th Streets	Local Roads	Freeway Edges	Parking Areas	Side and Rear Yards	Remote Parking Areas
<u>TREES</u>								
Acacia (species)	X	X	X	X	X	X	X	X
Brachychiton populneus						X	X	X
Cercidium (species)	X	X	X	X	X	X	X	X
Citrus (species)	X	X	X	X			X	
Eucalyptus microtheca	X	X	X	X	X	X	X	X
Eucalyptus spathulata	X	X	X	X	X	X	X	X
Ficus (species)							X	
Fraxinus (species)	X	X	X	X			X	
Jacaranda mimosifolia							X	
Olea europaea ' Swan Hill-Oblonga'	X	X	X	X			X	
Pinus (species)							X	
Pistache (species)	X	X	X	X			X	
Prosopis chilensis 'thornless'	X	X	X	X	X	X	X	X
Rhus lancea						X	X	X
<u>PALMS</u>								
Arecastrum romanzoffianum							X	
Chamaerops humilis							X	
Phoenix dactylifera	X	X	X	X				
Washingtonia filifera					X			
Washingtonia robusta							X	

TABLE 3.2: PLANT MATERIALS

	Buckeye Road	Loop Road	16 th and 24 th Streets	Local Roads	Freeway Edges	Parking Areas	Side and Rear Yards	Remote Parking Areas
<u>SMALL SHRUBS</u>								
Carissa (species)	X	X	X	X			X	
Dasyliirion wheeleri	X	X	X	X	X	X	X	X
Hesperaloe parviflora	X	X	X	X	X	X	X	X
Juniperus (species)	X	X	X	X			X	
Lantana montividentis	X	X	X	X	X	X	X	X
Pittosporum tobira 'Wheeler's Dwarf'							X	
<u>MEDIUM SHRUBS</u>								
Acacia redolens	X	X	X	X	X	X	X	X
Caesalpinia pulcherrima	X	X	X	X	X	X	X	X
Carissa (species)	X	X	X	X			X	X
Cassia (species)	X	X	X	X	X	X	X	X
Dodonaea viscosa	X	X	X	X	X	X	X	X
Lantana camara	X	X	X	X	X	X	X	X
Larrea Tridentata	X	X	X	X	X	X	X	X
Leucophyllum frutescens 'Compactum'	X	X	X	X	X	X	X	X
Nerium oleander 'Petite'	X	X	X	X	X	X	X	X
Pittosporum tobira 'Variegata'							X	
Tecoma stans	X	X	X	X	X	X	X	X
Tecomaria capensis	X	X	X	X	X	X	X	X

TABLE 3.2: PLANT MATERITALS

	Buckeye Road	Loop Road	16 th and 24 th Streets	Local Roads	Freeway Edges	Parking Areas	Side and Rear Yards	Remote Parking Areas
<u>LARGE SHRUBS</u>								
Lysiloma thornberi	X	X	X	X	X	X	X	X
Nerium oleander					X	X	X	X
Sophora secundiflora	X	X	X	X	X	X	X	X
Thevitia peruviana	X	X	X	X	X	X	X	X
Xylosma congestum							X	
<u>VINES</u>								
Bougainvillea (species)							X	
Ficus pumila							X	
Hedera (species)							X	
Lonicera japonica 'Halliana'							X	
<u>GROUND COVERS</u>								
Acacia redolens	X	X	X	X	X	X	X	X
Asparagus densiflorus 'Sprengeri'	X	X	X	X	X	X	X	X
Cynodon dactylon (varieties)	X	X	X	X			X	
Lantana montivdensis	X	X	X	X	X	X	X	X
Myoporum parvifolium 'Prostratum'	X	X	X	X	X	X	X	X
Verena peruviana	X	X	X	X	X	X	X	X
Decomposed Granite	X	X	X	X	X	X	X	X
River Run Rock	X	X	X	X	X	X	X	X



4.0 STREET FURNITURE GUIDELINES

4.0 STREET FURNITURE GUIDELINES

Exterior street furniture includes elements of site furnishings in public right-of-way, outdoor entry and plaza areas, parking areas, and common areas where placement of furniture is both desirable and functional.

4.1 STREET FURNITURE SYSTEM

A system related furniture components for use within public right-of-way is defined in this section of the Phoenix Sky Harbor Center Architectural and Development Guidelines. These components are to be used in all public outdoor areas of Phoenix Sky Harbor Center and include the following:

- Traffic Control
- Bus Shelters
- Light Fixtures
- Benches
- Trash Receptacles
- Bollards
- Telephone Enclosures

Each lessee is to develop a coordinated system of street furniture for use with each parcel of Phoenix Sky Harbor Center. These on-site systems of furniture shall duplicate or strongly relate to the form, color, and materials of the street furniture utilized within all public areas in order to establish unified systems of furniture throughout Phoenix Sky Harbor Center. The design and location of all on-site elements shall be subject to approval of the Architectural Committee. The Committee shall also be subject to the approval of the Architectural Committee. The Committee shall also review and approve “equal” substitutions for furniture if the components specified herein are not available.

4.1.1 Traffic Control Devices

Poles for all traffic control devices in Phoenix Sky Harbor Center will be custom poles as supplied by Ameron Corporation, Monterey Park, California. Color of the poles shall be IM41E Spice Float as manufactured by The Glidden Company.

4.1.2 Bus Shelters

Bus shelters will be installed at each bus stop along designated public transit routes within Phoenix Sky Harbor Center. Shelters will be Desert Sun Shield models as manufactured by Shelter Media, Inc., San Francisco, California. Color shall be IM41E Spice Float as manufactured by The Glidden Company.

4.1.3 Light Fixtures

a) Pole lighting for roadways and walkways shall incorporate Form Ten Series fixtures as manufactured by Gardco Lighting, San Leandro, California. Color of the fixtures shall be 1M41E Spice Float as manufactured by The Glidden Company. See Section 5 of these guidelines for design and location criteria for lighting of parking areas and other vehicular and pedestrian circulation areas.

b) Bollard Fixtures

Bollard lighting should be utilized to highlight building entries and pedestrian areas and clearly define those areas from vehicular circulation flow.

Bollard fixtures in public areas shall be model B30 (10") as manufactured by Kim Lighting, Industry, California. Color shall be IU13B as manufactured by The Glidden Company.

4.1.4 Benches

Benches should be used in combination with amenities to encourage use of outdoor spaces. Cement of benches should reflect the expected and offer protection from vehicular areas.

Benches shall be Model AE2000 series as manufactured by Forms and Surfaces, Santa Barbara, California. Color shall be IM41E Spice Float as manufactured by The Glidden Company.

4.1.5 Trash Receptacles

Receptacles are designed to be attractive elements of the street furniture system. Receptacles should be located at key points in outdoor use areas and allow all circulation around the unit.

Receptacles shall be Model LCR 24 as manufactured by Urbanco, Inc. Grand Rapids, Michigan. Color shall be 1U13B Blue as manufactured by The Glidden Company.

4.1.6 Bollards

Bollards should be used in conjunction with light bollards to define pedestrian areas from vehicular circulation. All bollards are to be 10" diameter and constructed of steel pipe with a welded flat top, painted 1U13B Blue as manufactured by The Glidden Company.

4.1.7 Telephone Enclosures

Telephone enclosures located within a site should be designed to allow full handicapped access. Enclosures shall be as manufactured by King Products, Inc., Toronto, Canada. Color of the units shall be IU13B Blue as manufactured The Glidden Company.



**5.0
SIGNAGE
AND LIGHTING
GUIDELINES**

5.0 SIGNAGE AND LIGHTING GUIDELINES

This section of the Phoenix Sky Harbor Center Architectural and Development Guidelines includes design criteria for establishment of systems of signage and exterior lighting to complement the street furniture outlined in the previous section.

5.1 SIGNAGE

Signage is an important design element that will provide clear definition to the Phoenix Sky Harbor Center and the businesses within the development. The signage guidelines contained herein establish a system of signage elements for identification, information, and control that reinforces the image and concept of a unified business community. All signage will be subject to the requirements of these guidelines, all applicable ordinances of the City of Phoenix, Phoenix Sky Harbor International Airport, the Federal Aviation Administration, and review and approval of the Architectural Committee.

Signage guidelines are organized in the following categories:

- Project Identification/Monuments
- Site Identification
- Building Identification
- Directional Signage
- Public Road Signage
- Temporary Signage

5.1.1 Project Identification/Monuments

Identification monuments for Phoenix Sky Harbor Center are designed as an integral element of wall structures at key intersections and gateway points throughout the development (see Figure 20).

5.1.2 Site Identification

Site identification, or detached business identification signage, is designed to display the name/symbol and address of the business occupying each site within Phoenix Sky Harbor Center.

Each parcel shall be permitted to install one detached sign, mounted on a pedestal or base, on each street frontage. All street frontage signs shall be located within the street side setback area and perpendicular to the street, as shown in Figure 25. Signs located within vehicular sight distance zones, depicted in Figure 25, include areas defined by the lot lines on the intersecting streets of corner lots, or the intersecting lines of a street and driveway.

No detached business identification sign shall exceed a sign area of 50 square feet per side and shall be limited to two sides. The sign area is defined as the area of the

surface or surfaces which displays letters or symbols identifying the business or businesses occupying the parcel, or when the sign is of free-standing letters, the single area of which fully encloses all letters or symbols identifying the business or businesses occupying the parcel. The sign area shall not include the base or pedestal to which the sign is mounted.

All site identification signs shall adhere to the basic design criteria shown in Figure 25 for height, size, and location. All signs shall be of materials and color compatible with and complementary to the site design, building design, and landscape treatment.

Detached business identification signs may be illuminated by continuous and uniform internal illumination, or halo illumination of letterforms. No flashing or moving lights shall be permitted. No unprotected lamp providing sign illumination shall be directly visible when viewed at any angle from a distance of twenty feet or more. No sign illumination shall cast a glare visible from any street or access drive.

Special designs for signage at retail/commercial developments, hotels, and service stations may be considered by the Architectural Committee.

5.1.3 Building Identification

Building identification signage shall be permitted on buildings in two applications. Where the tenant is occupying more than one building, or the entire site, and wishes to accentuate a primary entrance for public use and/or corporate identity, or where an individual building on a site has more than one tenant, building signage may be incorporated into the design of the building.

Building identification signs shall be limited to the name of the building, shall not exceed 15 square feet in area, and shall be located immediately adjacent to, or above, the primary entrance only. There shall be no more than one building identification sign on any building elevation and no more than four building identification signs on any total building.

Tenant identification signs will be limited to one identification sign of each ground floor tenant located entirely within the limits of the tenant wall space. Signage shall consist of individually fabricated metal letters or symbols not exceeding a total area of 5 square feet.

Tenant identification signs on multi-tenant properties will be limited to the following:

- A tenant sign is approved for one (1) square foot per one (1) foot of linear frontage a tenant occupies in a building.
- No tenant sign may be more than sixty (60) square feet maximum.
- There shall be no more than four (4), sixty (60) square foot tenant signs per building.
- There shall be no more than one (1) sign per tenant.

The building mounted sign area is defined as the area of the surface or surfaces which displays letters or symbols identifying the occupant or, when the sign is of free-standing letters, the single area which fully encloses all letters or symbols identifying the occupant. Signs shall be limited to the display of the name and/or symbol of the occupant. No message or advertising of any kind shall be included.

All signs shall be of metal construction and adhere to the basic design criteria illustrated in Figure 26. Signage painted on building surfaces will not be allowed. Logotypes and/or symbols shall be either individually raised, inset, or flush forms and shall be displayed as a cohesive unit. Building mounted business signs may be illuminated by internal illumination or backlighting provided that the color and intensity of such lighting appears as an integral part of the overall architectural and site design concept. No sign illumination shall cast a glare which will be visible from any street or access drive.

Business identification signs may be mounted to any vertical surface of a building or building associated wall, provided such signs appear as an integral part of the overall architectural and site design concept. All signs shall be securely fastened to the building surface and may not protrude from the building surface more than six inches. In no case shall the logotype or symbol project beyond the architectural profile of the building to which it is attached, nor shall there be any signage mounted on or protruding above building rooftops.

5.1.4 On-Site Vehicular and Pedestrian Signage

These signs are for control, direction, and information for vehicular and pedestrian movement, and no business name or advertising shall be allowed. Each sign shall be no more than 3 feet in height or exceed 4 square feet in total area, and be mounted on a steel pipe as shown in Figure 27. The sign post shall be painted to complement the on-site furniture systems.

5.1.5 Public Road Signage

All signage within public road right-of-way shall conform to City of Phoenix standards and the Manual of Uniform Traffic Control Devices as published by the American Association of State Highway and Transportation Officials.

All sign faces are to be mounted on a neutral metal background panel with a 3" steel mounting pipe as illustrated in Figure 2B. The panel and mounting pipe are to be painted IM41E Spice Float as manufactured by The Glidden Company.

5.1.6 Temporary Signage

The Architectural Committee may approve temporary signage for leasing or rental signage, construction project signage, and special event signage in commercial areas. Leasing or rental signage shall be limited to one sign for each street frontage, and shall not exceed a total area of 32 square feet. All such signage shall be removed within six months of issuance of the building certificate of occupancy unless otherwise extended by the Architectural Committee.

Construction project signage shall be limited to one sign for each street frontage, and shall not exceed a total area of 32 square feet. All such signage shall be removed on or before the date of issuance of the building certificate of occupancy.

Special event signs may be erected within commercially developed areas, limited to one sign for each street frontage, and shall not exceed a total area of 100 square feet. Such signage shall announce a special event and shall be removed when the event is completed.

All temporary signage may be internally or indirectly illuminated, and shall not exceed a total height of twelve feet.

5.2 LIGHTING

Exterior lighting shall be provided for the purposes of enhancing the safety and security of both pedestrians and motorists, and also to complement and reinforce the image of Phoenix Sky Harbor Center as a high quality business location. In order to achieve a distinct night time character and identity, all exterior lighting is to be generally consistent in height, color, spacing, and type of fixture.

All fixtures shall meet all applicable requirements of the City of Phoenix Dark Sky Ordinance and the Federal Aviation Administration.

5.2.1 Interior Parking and Circulation Areas

Access drives, parking areas and internal circulation areas shall be provided with pole lighting with fixtures of sufficient height to meet the minimum standards set forth in this section. All poles shall be mounted at ground level within curbed islands or adjacent to circulation areas. See Figure 29.

The illumination level of interior parking and circulation areas shall have a uniformity ratio of 3:1 (average to minimum), maintaining an average 1.0 foot candles and a minimum of 0.3 foot candles.

5.2.2 Service Area Lighting

Service area lighting shall be contained within the service yard boundaries and enclosure walls as illustrated in Figure 30. Light spillover beyond the limits of the service area shall be minimized. The light source shall not be visible from the street or adjacent lots.

5.2.3 Architectural Lighting

Building illumination and architectural lighting shall be indirect in character (no visible light source). Indirect wall lighting or "wall washing", overhead down lighting, or interior illumination which spills outside is encouraged (see Figure 31). Architectural lighting should complement the particular building design as well as provide the required functional lighting for safety and clarity of pedestrian movement.

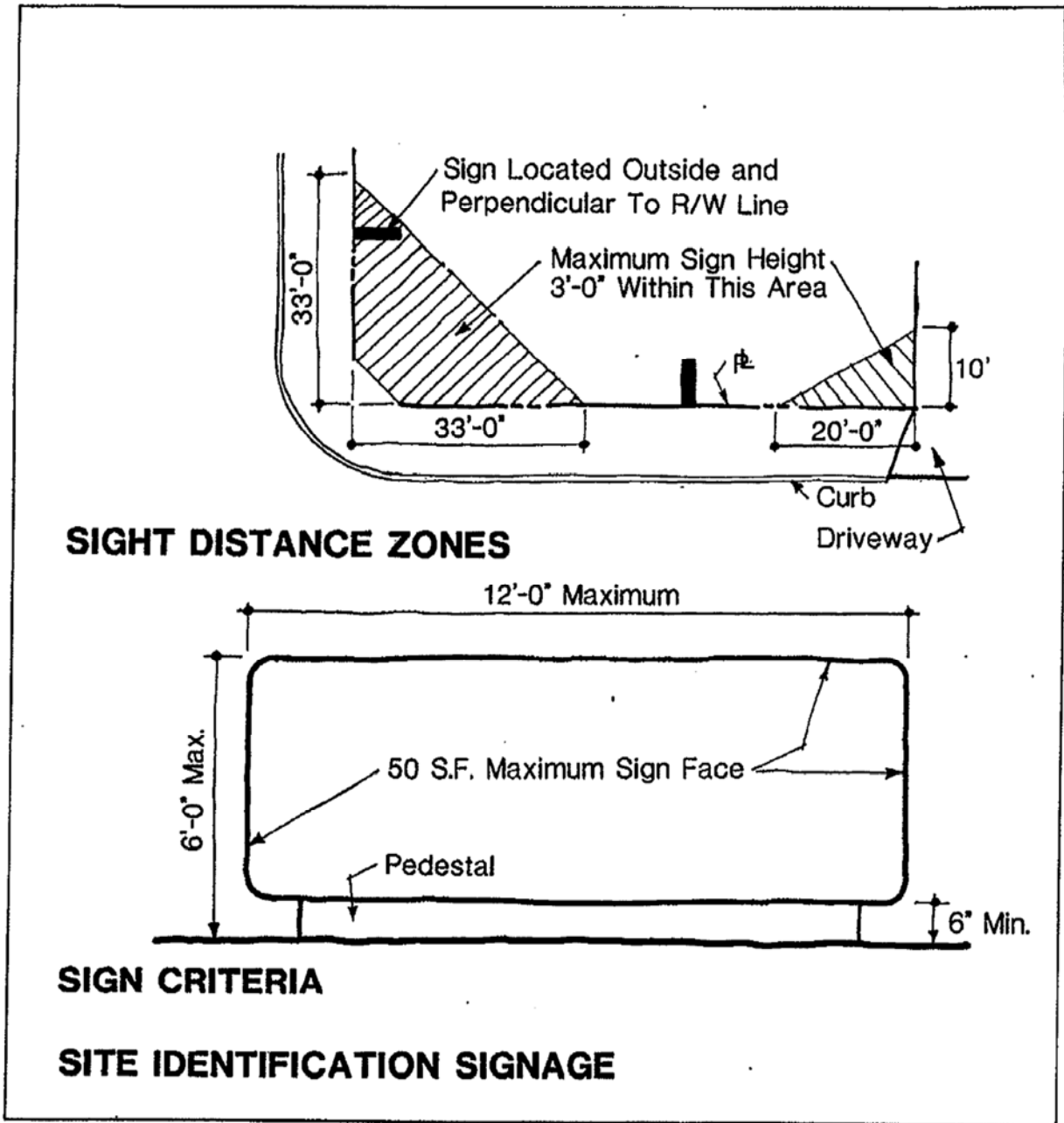
5.2.4 Pedestrian Lighting

Pedestrian walkways and building entry areas shall be illuminated to provide orientation to pedestrians as well as safety and security for movement within each lot.

Pole mounted fixtures shall be mounted at a uniform height of 12 feet above the walkway. Bollard lighting should be used to reinforce key areas and supplement other pedestrian area lighting. All fixtures shall be painted to complement the on-site, furniture systems.

Pedestrian area lighting shall achieve an illumination level with a uniformity ratio of 4:1 (average to minimum), maintaining an average of 0.5 foot candles and a minimum of 0.15 foot candles.

Figure 25


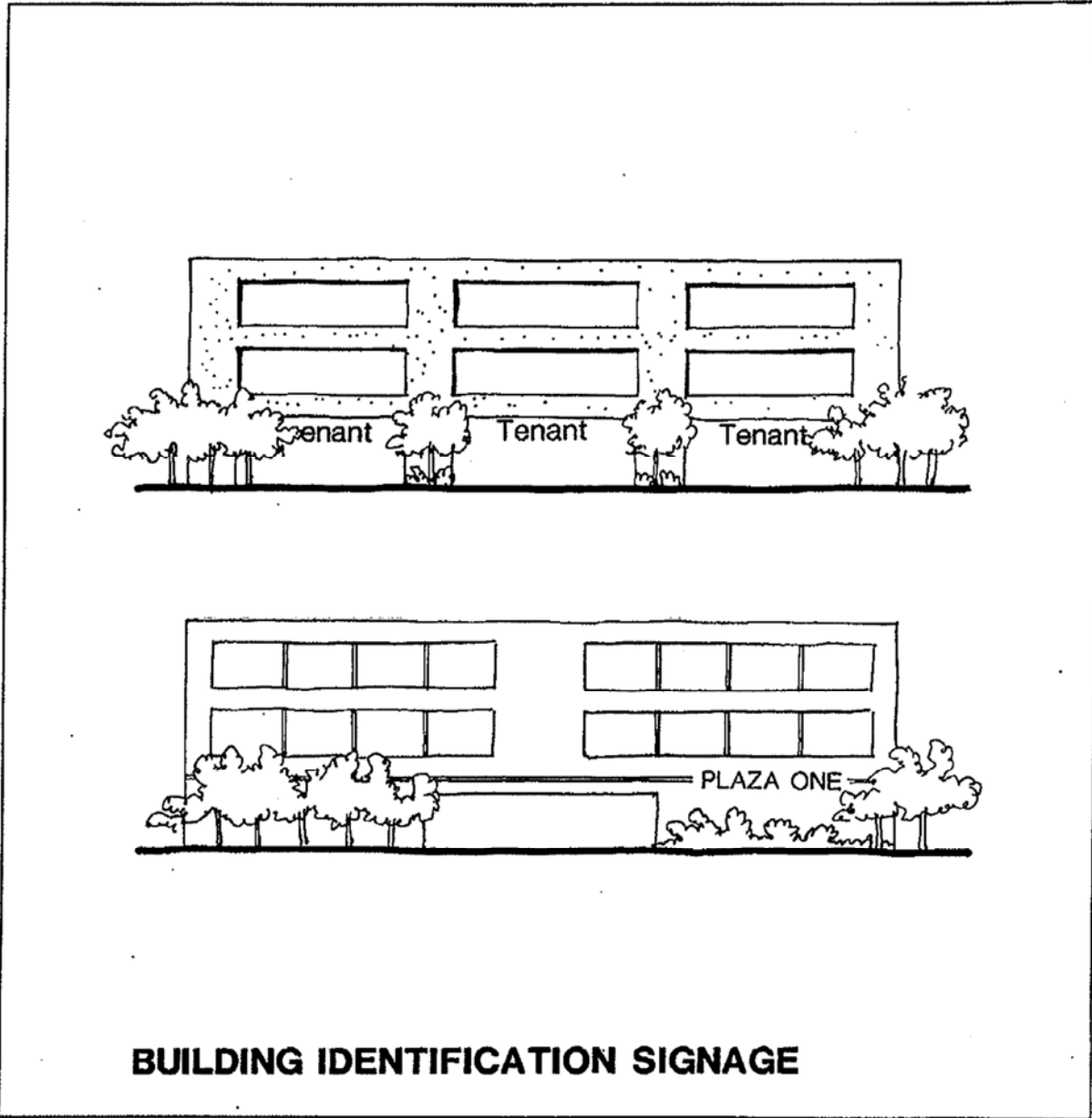


PHOENIX
SKY HARBOR CENTER
A DEVELOPMENT OF THE CITY OF PHOENIX

25


BRW

Figure 26




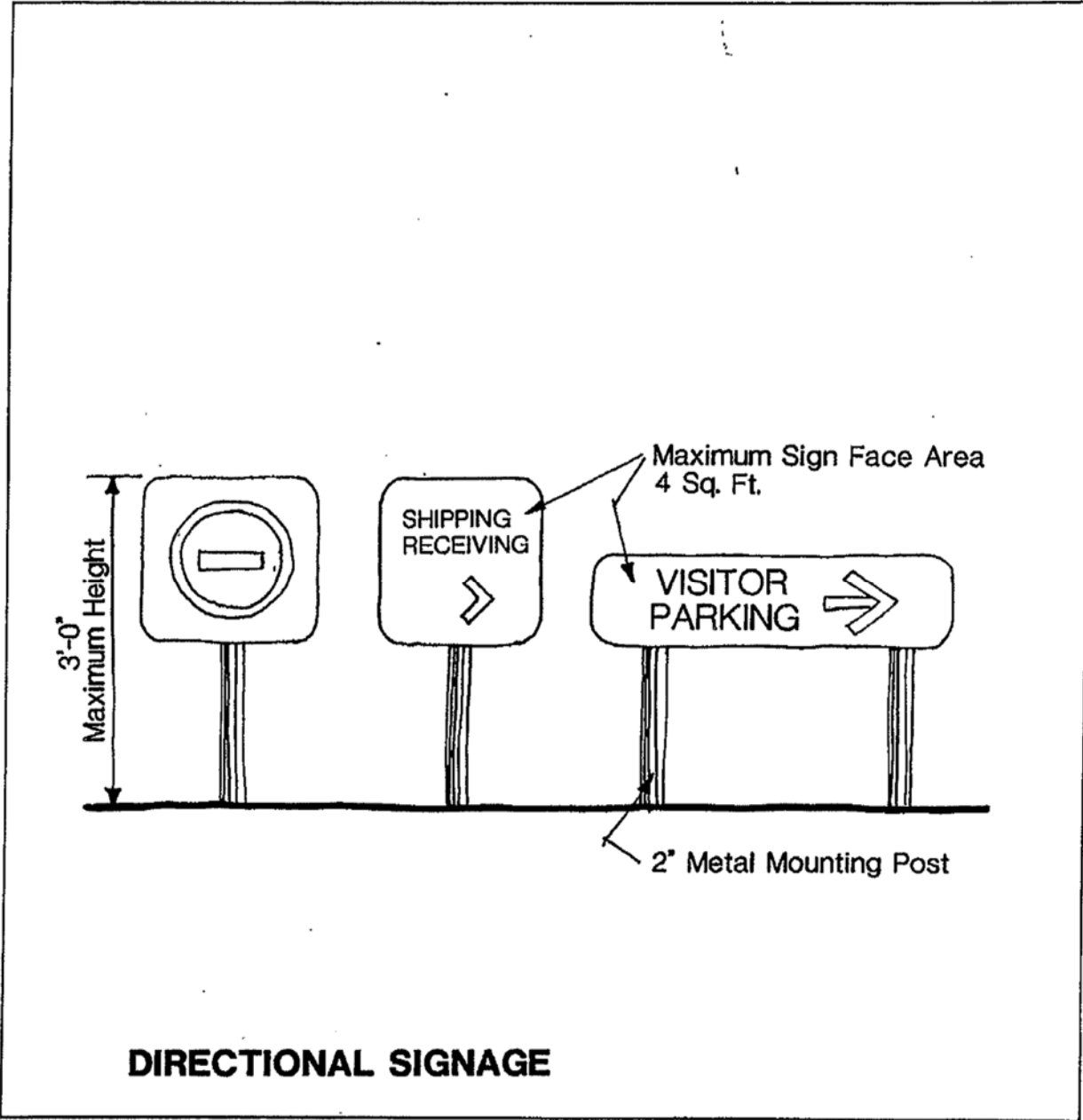
PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX



26

Figure 27



PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

27



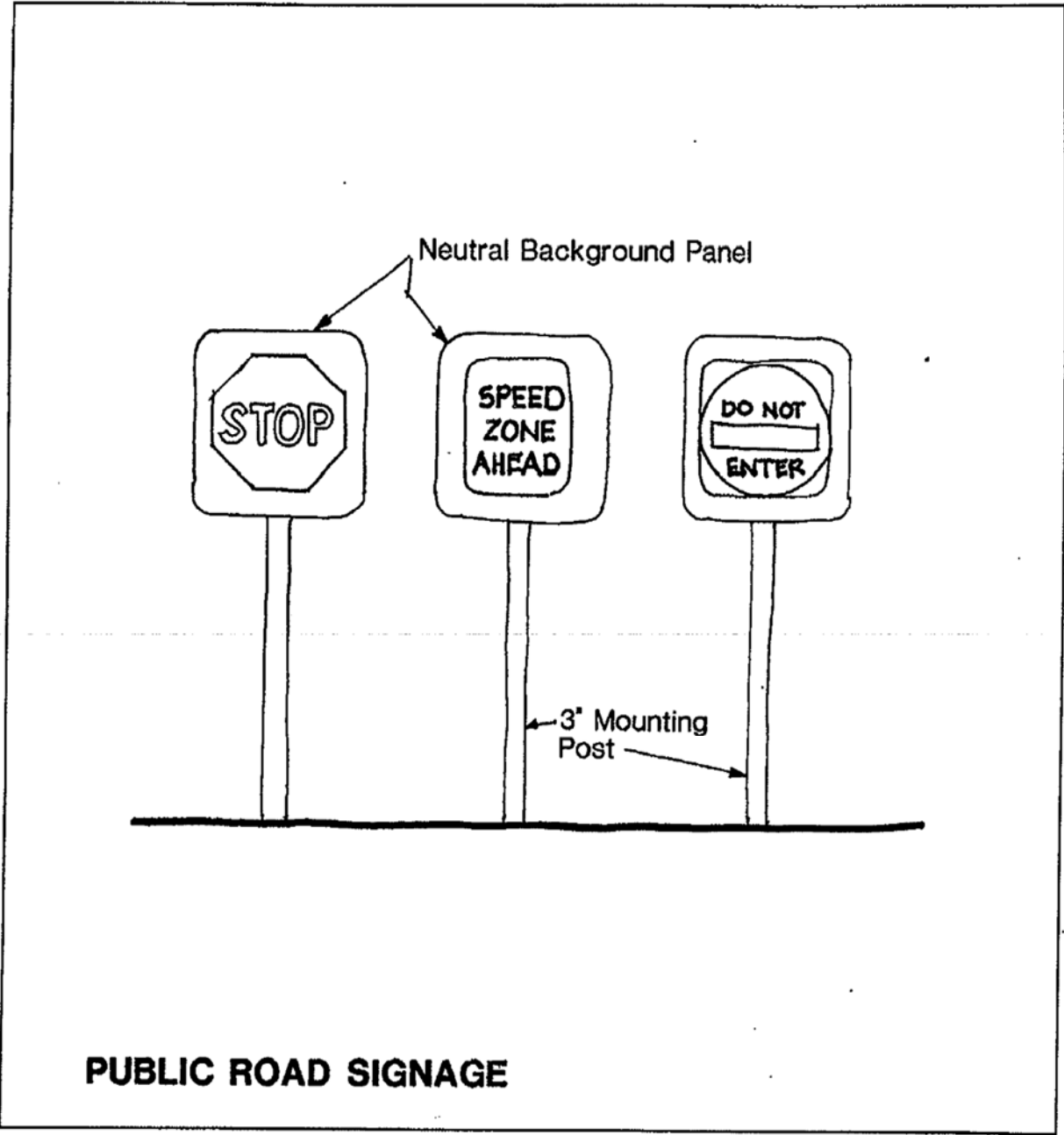


Figure 28



PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

28



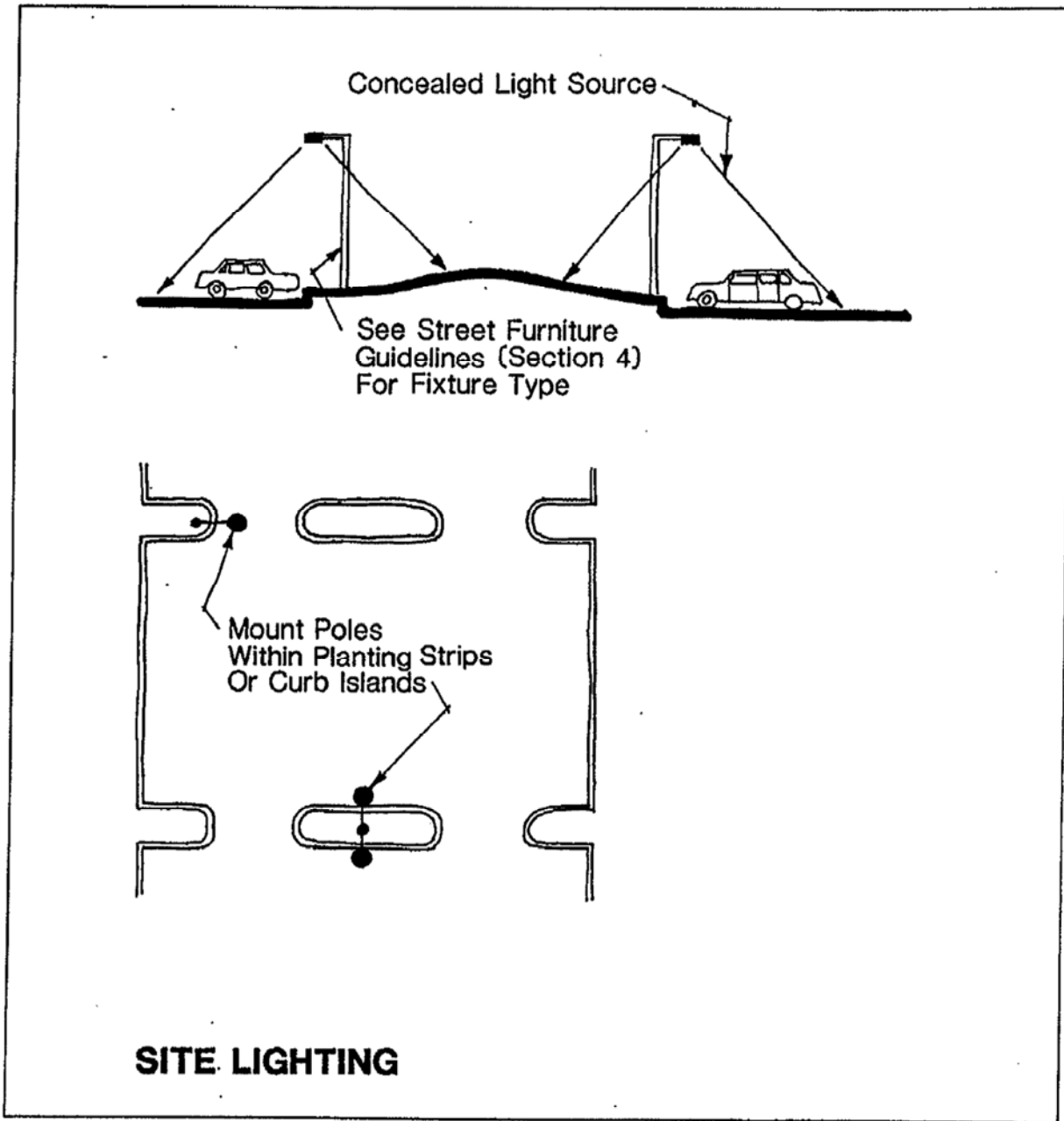


Figure 29




PHOENIX

SKY HARBOR CENTER

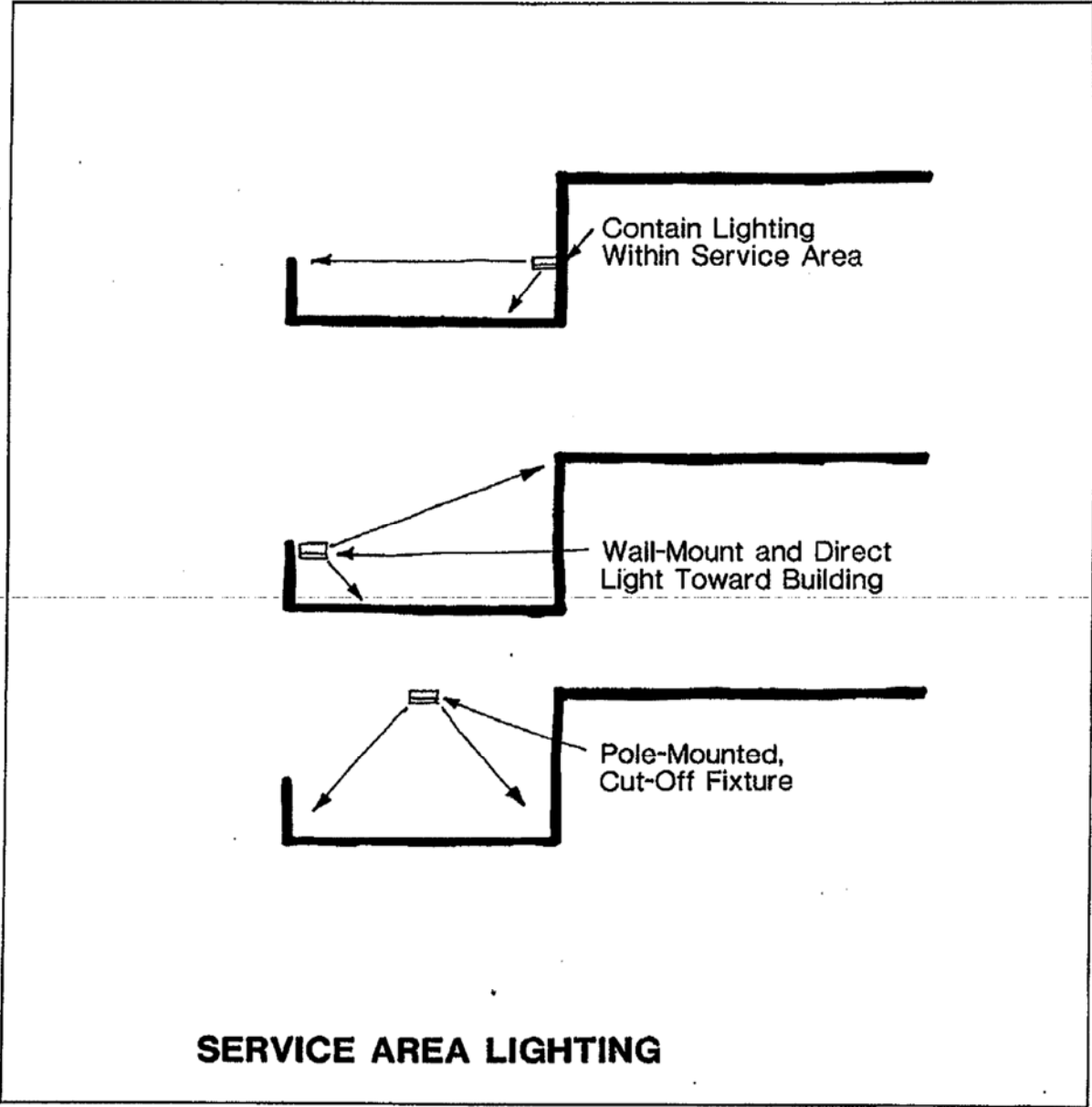
A DEVELOPMENT OF THE CITY OF PHOENIX


29




BRW

Figure 30




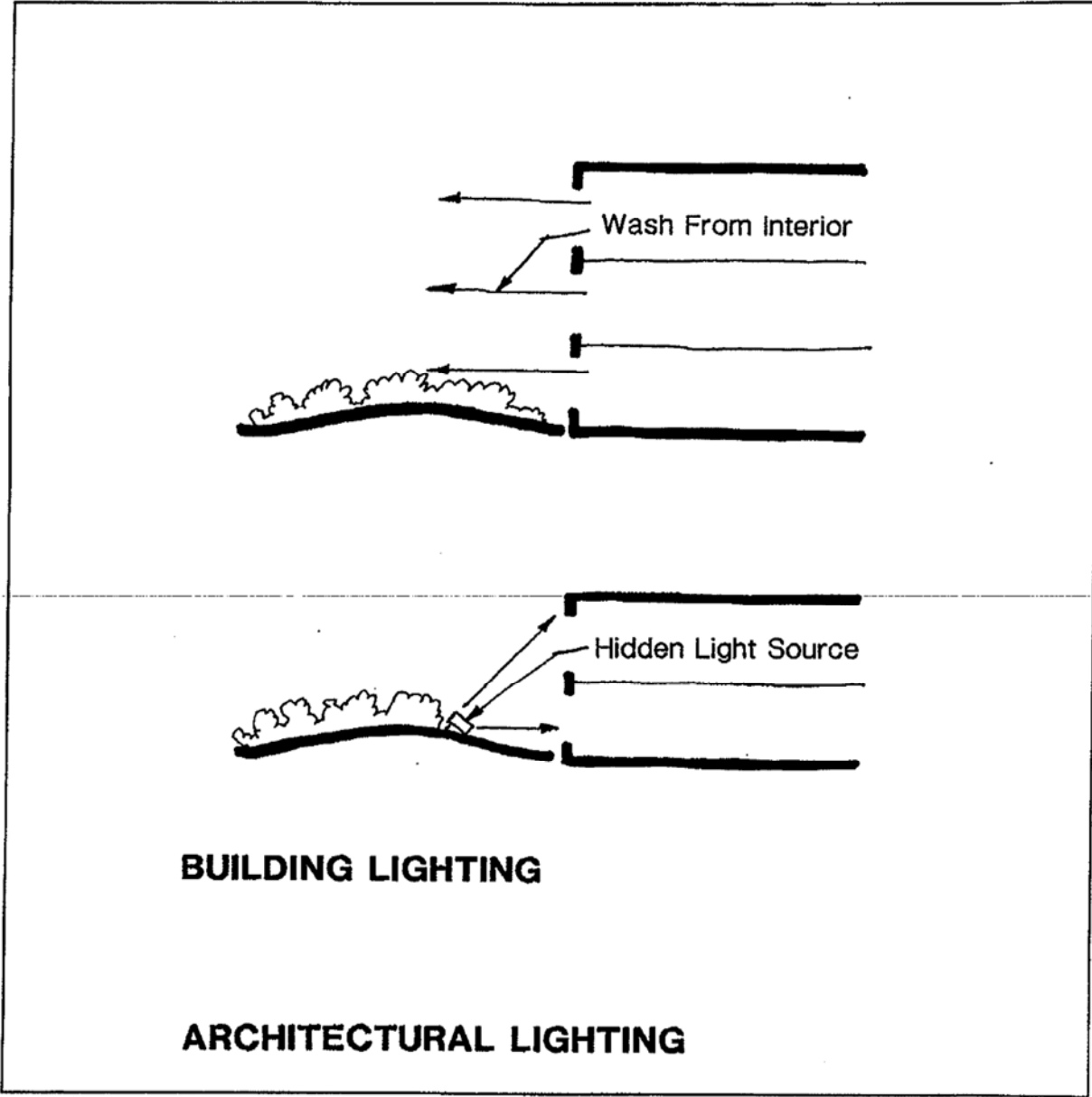
 **PHOENIX**
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX

 **BRW**


30

Figure 31



PHOENIX
SKY HARBOR CENTER

A DEVELOPMENT OF THE CITY OF PHOENIX



31