LANDSCAPE MASTER PLAN

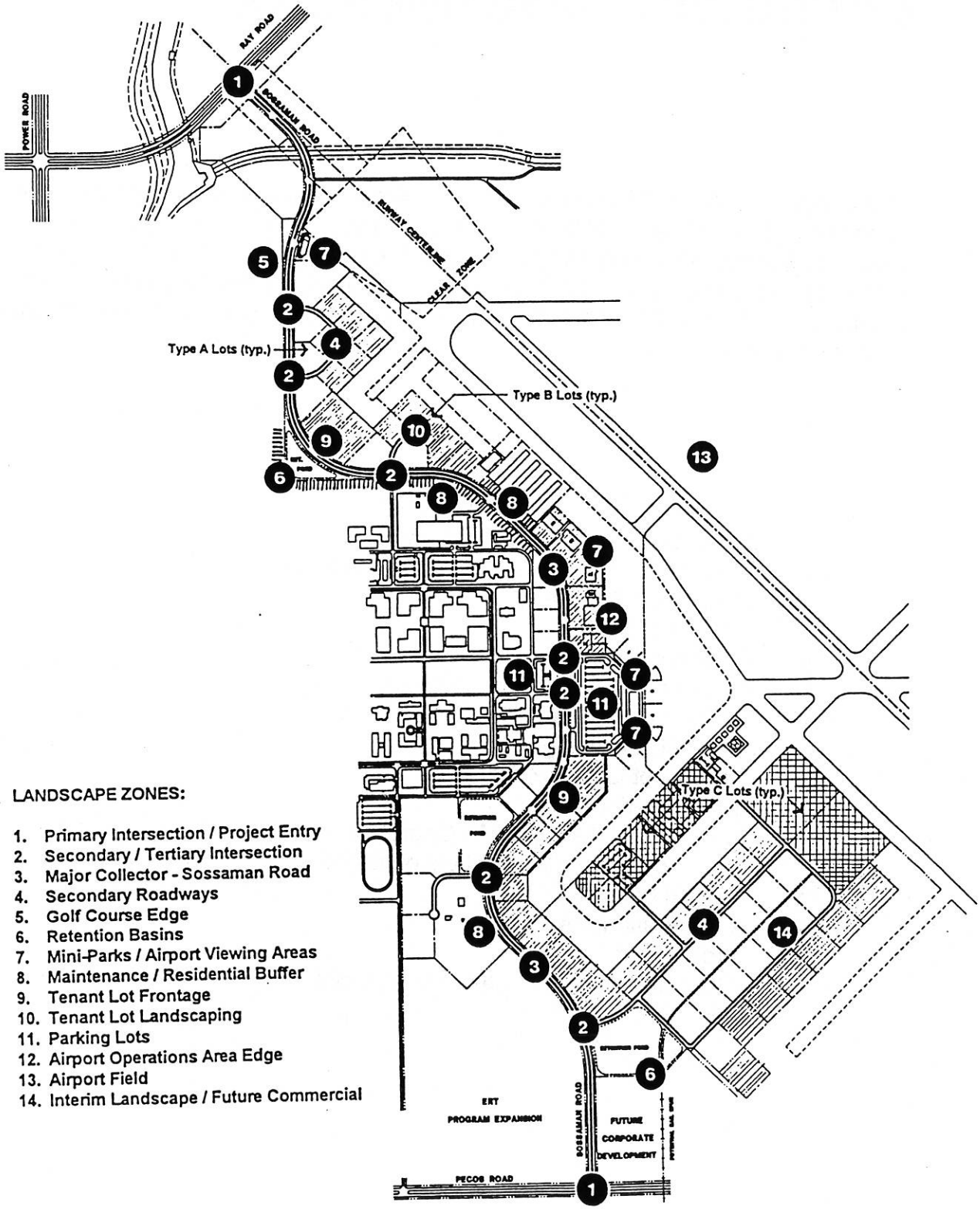
Landscape Master Plan Summary
Design Details
Plant Palette/Matrix
Maintenance Guidelines

LANDSCAPE MASTER PLAN

The Landscape Master Plan attempts to effectively address a variety of landscape conditions in a cohesive fashion, creating a unified overall solution. Various unique landscape situations and requirements exist within the Williams Gateway Airport project area. Each condition requires individual guidelines, enforcing the overall design theme. The following landscape zones have been identified and are described herein:

1. Primary Intersection / Project Entry
2. Secondary / Tertiary Intersections
3. Major Collector Roadway - Sossaman Road
4. Secondary Roadways
5. Golf Course Edge
6. Retention Basins
7. Mini-Parks / Airport Viewing Areas
8. Maintenance Area Buffer Edge
9. Tenant Lot Frontage
10. Tenant Lot Landscaping
    a. Interior Lots
    b. Lots Adjacent to Air Operations Area
    c. Taxiway Frontage Lots on Island
11. Parking Lots
12. Air Operation Area Edge
13. Airport Field
14. Interim Landscape / Future Commercial

LANDSCAPE ZONE MAP



LANDSCAPE ZONES:

1. Primary Intersection / Project Entry
2. Secondary / Tertiary Intersection
3. Major Collector - Sossaman Road
4. Secondary Roadways
5. Golf Course Edge
6. Retention Basins
7. Mini-Parks / Airport Viewing Areas
8. Maintenance / Residential Buffer
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12. Airport Operations Area Edge
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14. Interim Landscape / Future Commercial

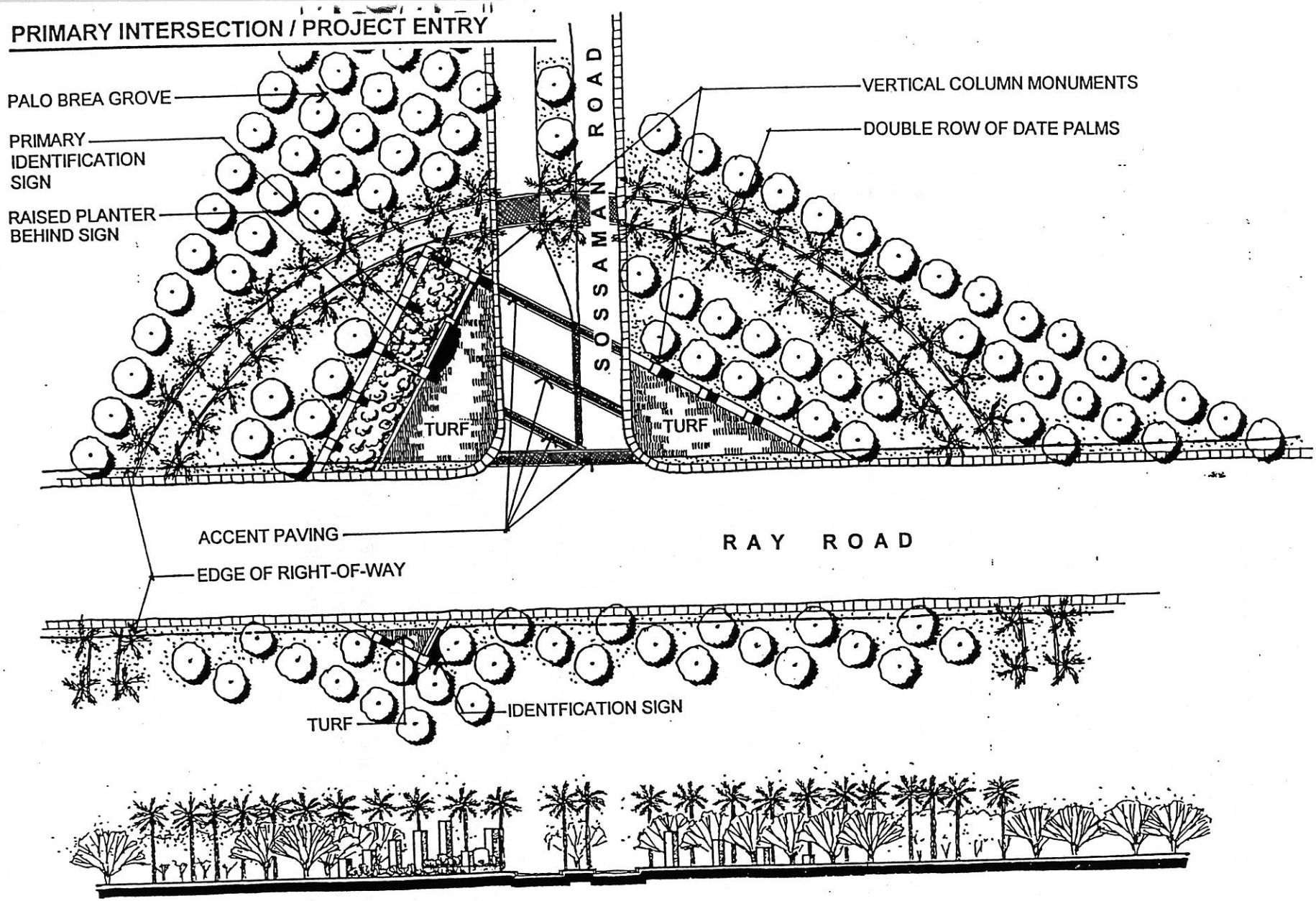
PRIMARY INTERSECTION / PROJECT ENTRY

The primary intersection will occur at the new entrance to Williams Gateway Airport at the intersection of Ray Road and Sossaman Road. This is perhaps the most critical project element, as it immediately conveys the project image, establishes the overall theme, creates a sense of arrival, and has the potential to create a positive initial impression to airport visitors. Ultimately a second primary project entry will be located at the intersection of Pecos Road and Sossaman Road along the southern perimeter of the site.

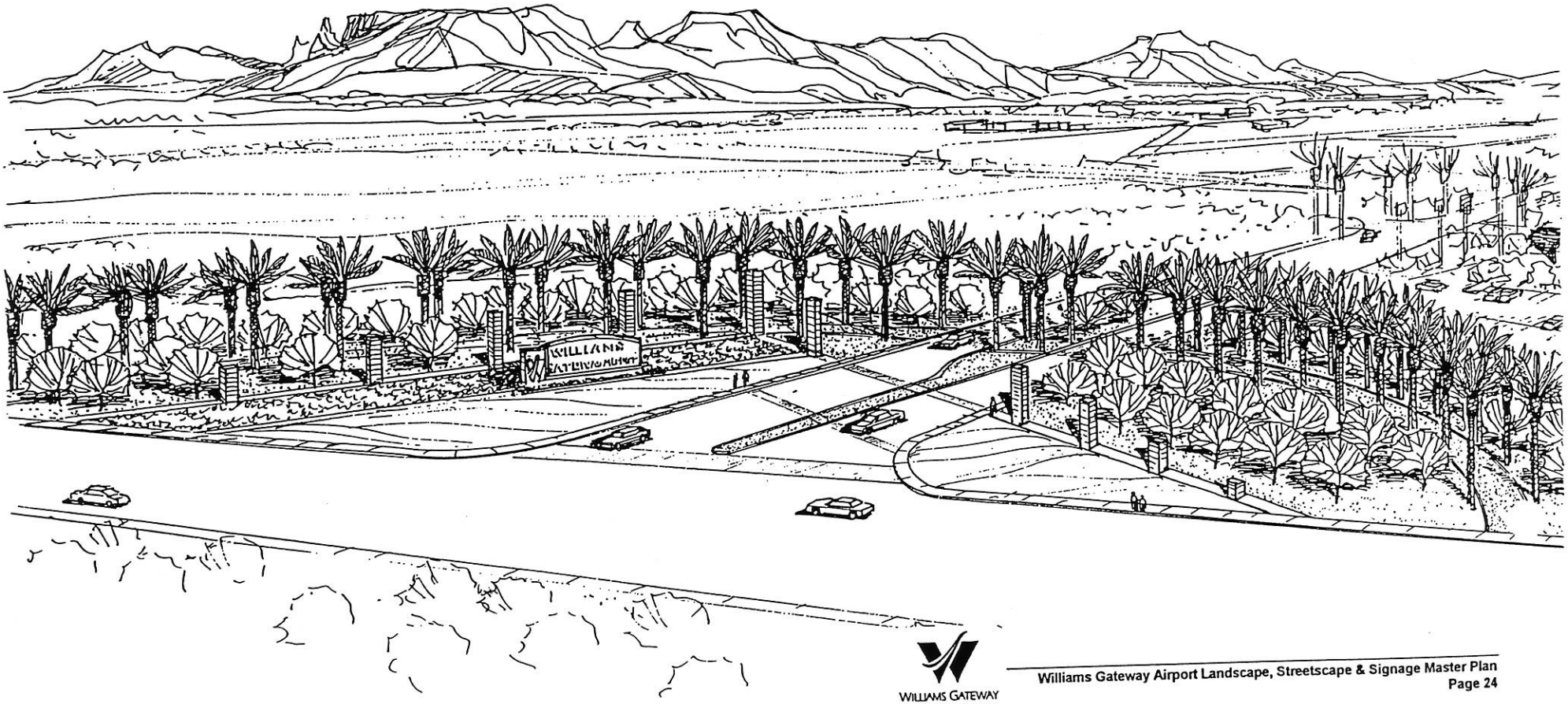
The design solution for the primary intersection creates a powerful gateway statement, providing a directed sense of arrival into the airport project. Turf is utilized in linear forms, and a grove of Palo Brea trees is created, reflecting the agricultural significance indigenous to the region. A radial pattern of Date Palms cuts through the symmetrical grove, adding a distinct vertical element and creating a strong contrast in forms. The radial form is reflective of aviation history, borrowing the shape from a typical airplane hangar; yet embracing the future, breaking away from the traditional symmetrical form.

Monolithic structures of varying heights from 4 to 24 feet tall are incorporated as monumental features, creating a visual identity and establishing the architectural structure of the project signage. The colors utilized in the structures set the framework for signage and monument development throughout the project.

At the Primary Project Entry, the sense of arrival is created and initial project identity established. It is here that the Desert Tech project theme is established through the use of these forms and materials.


PRIMARY INTERSECTION / PROJECT ENTRY
PALO BREA GROVE
PRIMARY IDENTIFICATION SIGN
RAISED PLANTER BEHIND SIGN
SOSSAMAN ROAD
VERTICAL COLUMN MONUMENTS
DOUBLE ROW OF DATE PALMS
TURF
TURF
ACCENT PAVING
EDGE OF RIGHT-OF-WAY
RAY ROAD
TURF
IDENTFICATION SIGN

PRI Y INTERSECTION / PROJECT ENTRY



WILLIAMS GATEWAY AIRPORT

SECONDARY / TERTIARY INTERSECTIONS

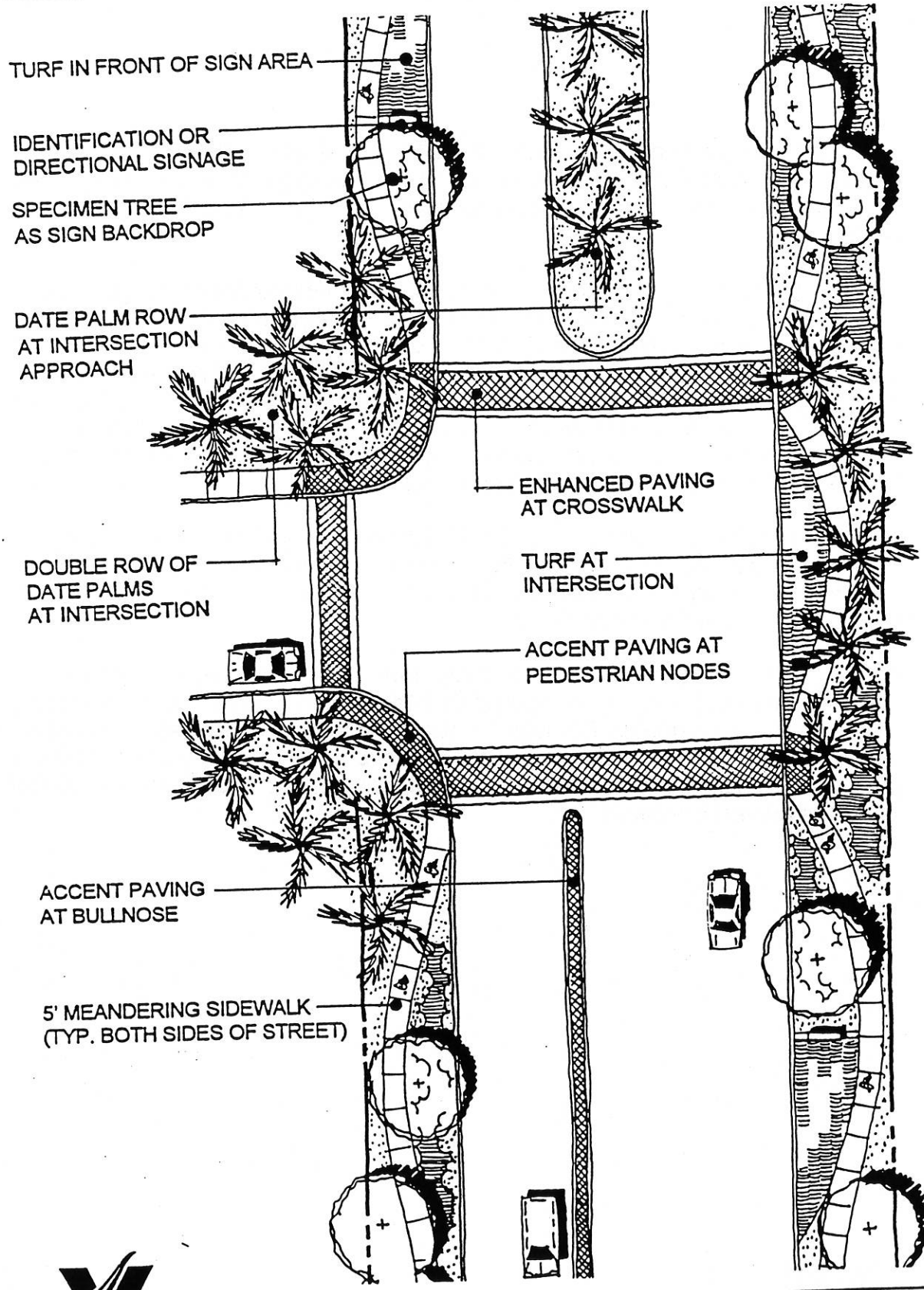
Secondary Intersections occur within the airport property at intersections where visitors may enter from the Williams Campus. Signage at these intersections signifies arrival into the airport and provides directional control toward airport facilities.

The design theme is carried through the secondary intersections through the use of similar forms and materials. The secondary signage is similar to the primary signage in form and material, however the size is reduced to better fit the scale of the intersection. Date Palms are incorporated into the intersection areas, establishing a vertical element indicating an area of significance. Turf is also incorporated into these intersections outside of the Sossaman Road right of way. The combination of turf, palms, and signage creates a unique focal element at these important decision points within the project.

Enhanced paving is incorporated at pedestrian nodes and intersection crossings to accentuate pedestrian routes. In addition, pavers and concrete will be incorporated throughout the intersection to create a special feel and texture for the intersections along Sossaman Road.

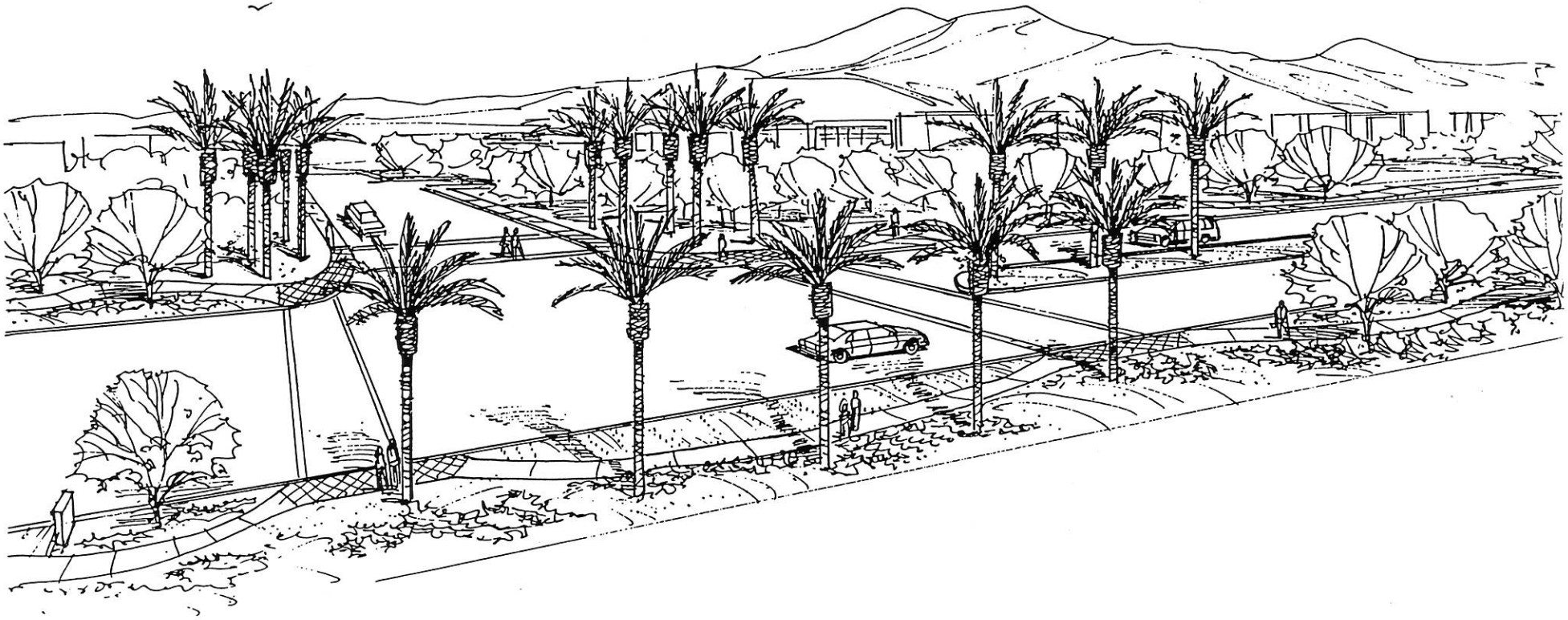
Tertiary intersections receive essentially the same landscape treatment as secondary intersections. While secondary intersections occur at points of ingress and egress from Williams Campus, tertiary intersections occur at intersections within the airport project. The landscape and character at tertiary intersections is directional rather than monumentational, with way-finding and directional control being the primary emphasis.

SECONDARY / TERTIARY INTERSECTIONS



WILLIAMS GATEWAY AIRPORT

SE NDARY / TERTIARY INTERSECTIONS



MAJOR COLLECTOR - SOSSAMAN ROAD

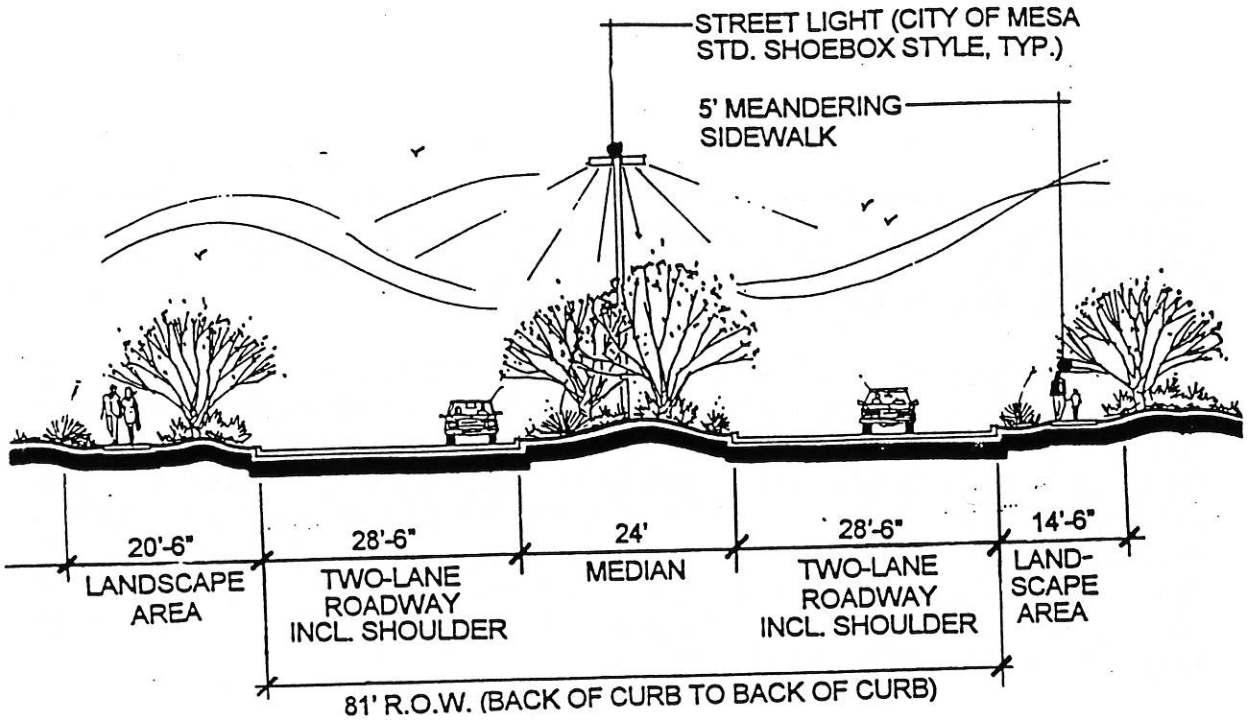
Sossaman Road serves as the primary access road into and throughout Williams Gateway Airport. This north/south spine route is a four lane roadway with a wide 24' median. Right of Way limits along Sossaman Road are defined by the back of curb on each side of the roadway, a total of 81' in width.

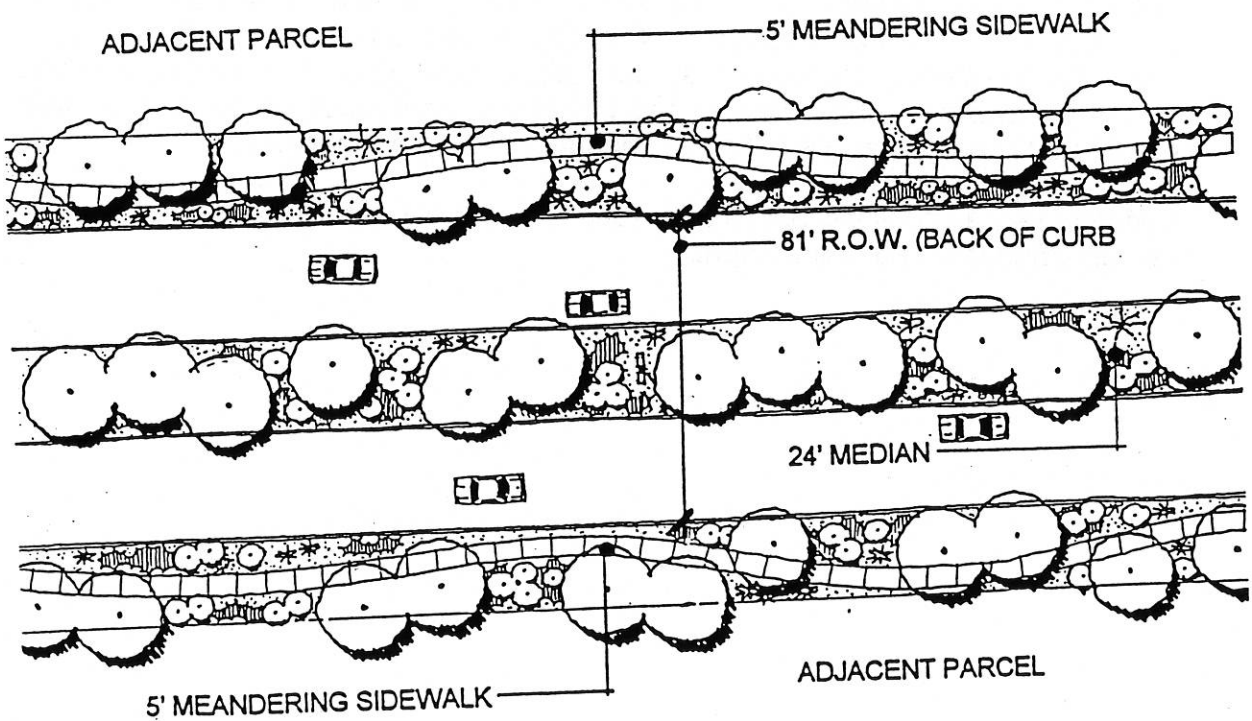
Beyond the back of curb, the Sossaman Road landscape corridor extending through the airport project is 20'6" east and 14'6" west to the adjacent property line. A five foot wide meandering sidewalk extends along each side of Sossaman Road for its entire length, with a landscape area separating the road from the sidewalk. The minimum setback from the back of curb or property line to the sidewalk is three feet, providing opportunity for a significant sidewalk meander. Shoebox style light elements and posts provide lighting along this route per City of Mesa guidelines. Pedestrian lighting will be provided along the sidewalk as necessary where street lighting is insufficient.

Primarily native plant materials are incorporated into the Sossaman Road landscape, emphasizing the "Desert Tech" design theme. Tree species most frequently used are Mesquite, Palo Verde, Palo Brea, Acacia, and Ironwood for particular specimen tree situations. Creating a hierarchy along the travel route, Date Palms identify intersections, bus stops and other key pedestrian and vehicular decision points. Berms and landforms throughout the landscape area create additional visual interest and opportunities for water harvesting.

Landscape grading along Sossaman Road is to comply with all City of Mesa design standards and requirements.

MAJOR COLLECTOR - SOSSAMAN ROAD





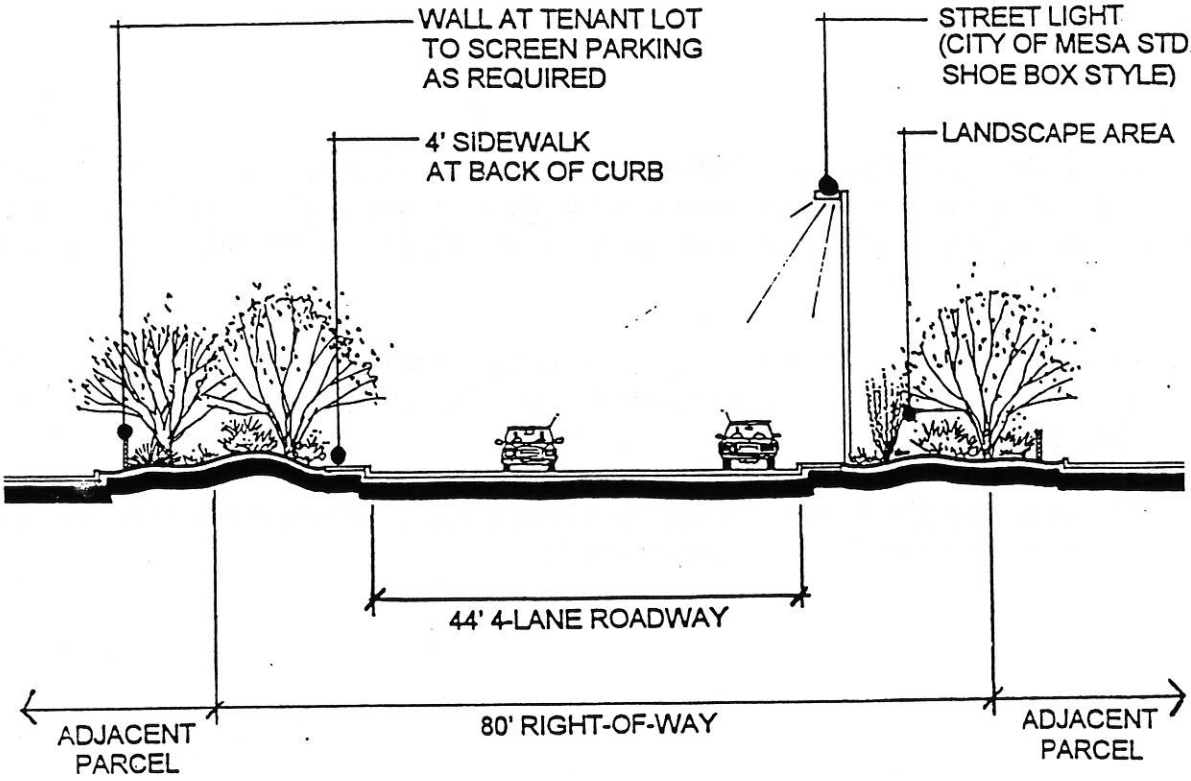
SECONDARY ROADWAYS

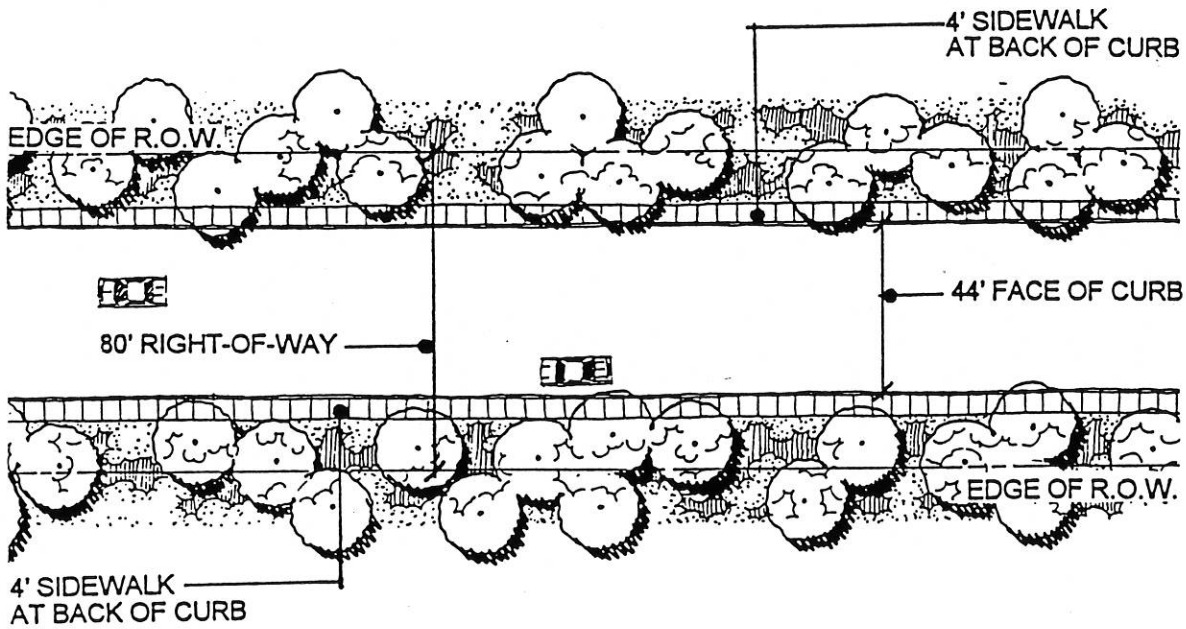
Secondary Roadways occur within the airport project, providing access through tenant lot areas. These roadways are four lane roadways with no center median. In most all cases, secondary roadways are bounded on either side by individual tenant lots.

A four foot sidewalk parallels the roadway along the entire length, running adjacent to the back of curb. Lighting is provided by shoebox style light elements and posts along this route.

The landscape and grading along all secondary roadways is to comply with all City of Mesa design standards and requirements.

SECONDARY ROADWAYS





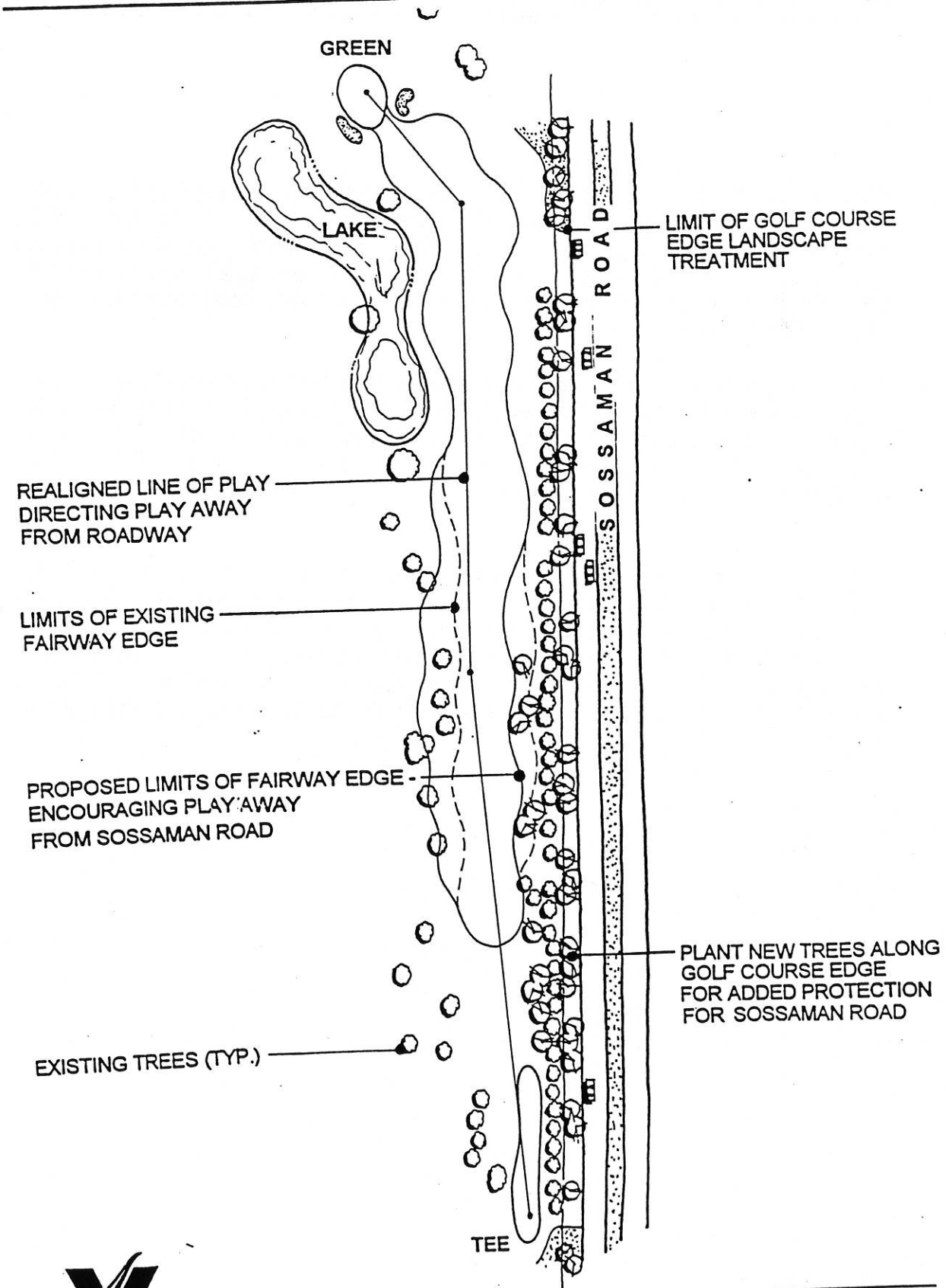
GOLF COURSE EDGE

This landscape zone occurs as Sossaman Road runs adjacent to the eastern boundary of the existing Williams Golf Course. This zone provides the exciting opportunity to utilize the golf course as a very positive existing visual amenity, and to enforce the airport's image. Additionally, significant safety issues must be addressed to help protect vehicles traveling on Sossaman Road from the hazards of errant golf balls.

The landscape character of the golf course will be carried through to the edge of Sossaman Road. While this strays from the proposed roadway landscape character, it strengthens the visual relationship between Sossaman Road and the golf course. This landscape primarily consists of turf and Aleppo Pines. Tree planting along this buffer would not be dense, to open view "windows" into the golf course.

Some important safety issues require resolution along the golf course edge. Presently, the golf hole adjacent to the proposed Sossaman Road alignment presents a significant hazard from hit golf balls to vehicles traveling along the roadway. Realigning this hole to the west and planting additional trees along the right side of the golf hole would encourage play away from Sossaman Road and provide a more desirable 150-foot distance from the line of play to the roadway edge.

GOLF COURSE EDGE



WILLIAMS GATEWAY AIRPORT

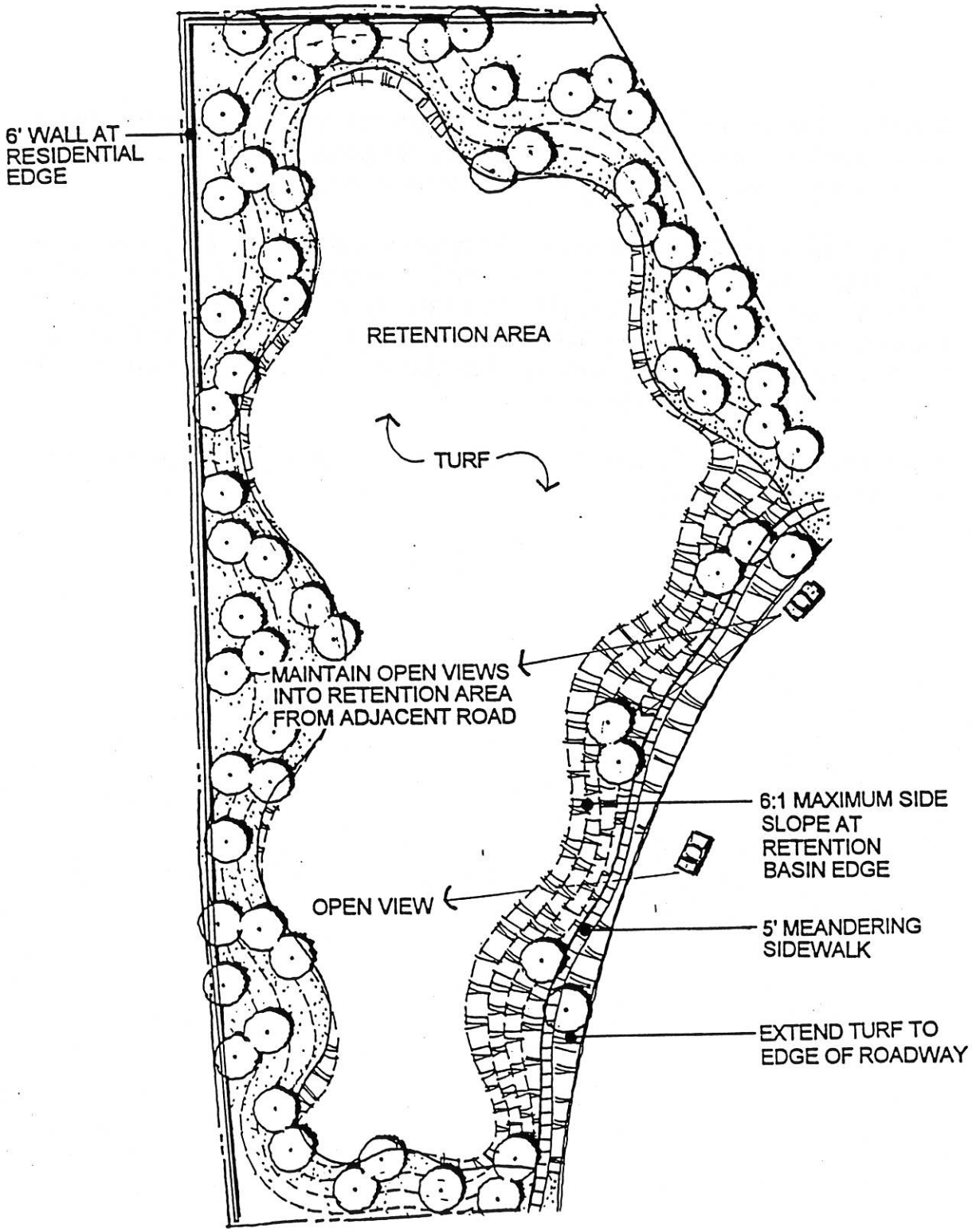
RETENTION BASINS

Retention basins will be provided to accommodate surface water runoff. Landscape treatment in these areas must be developed not to attract birds and other wildlife which may cause danger to aviation oriented activities.

Retention areas will be treated as an open-space visual amenity. Slopes along the basin edges are not to be steeper than 6:1 to encourage visual access from the roadway. Landscape in the basin is turf, extending to the back of curb along the adjacent street. Gaps in trees along the street edge provide view "windows" into the retention areas. Dense planting of shrubs is to be avoided to prevent the establishment of wildlife habitat areas.

The landscape within all retention basins is to comply with all City of Mesa design standards and requirements.

RETENTION BASINS



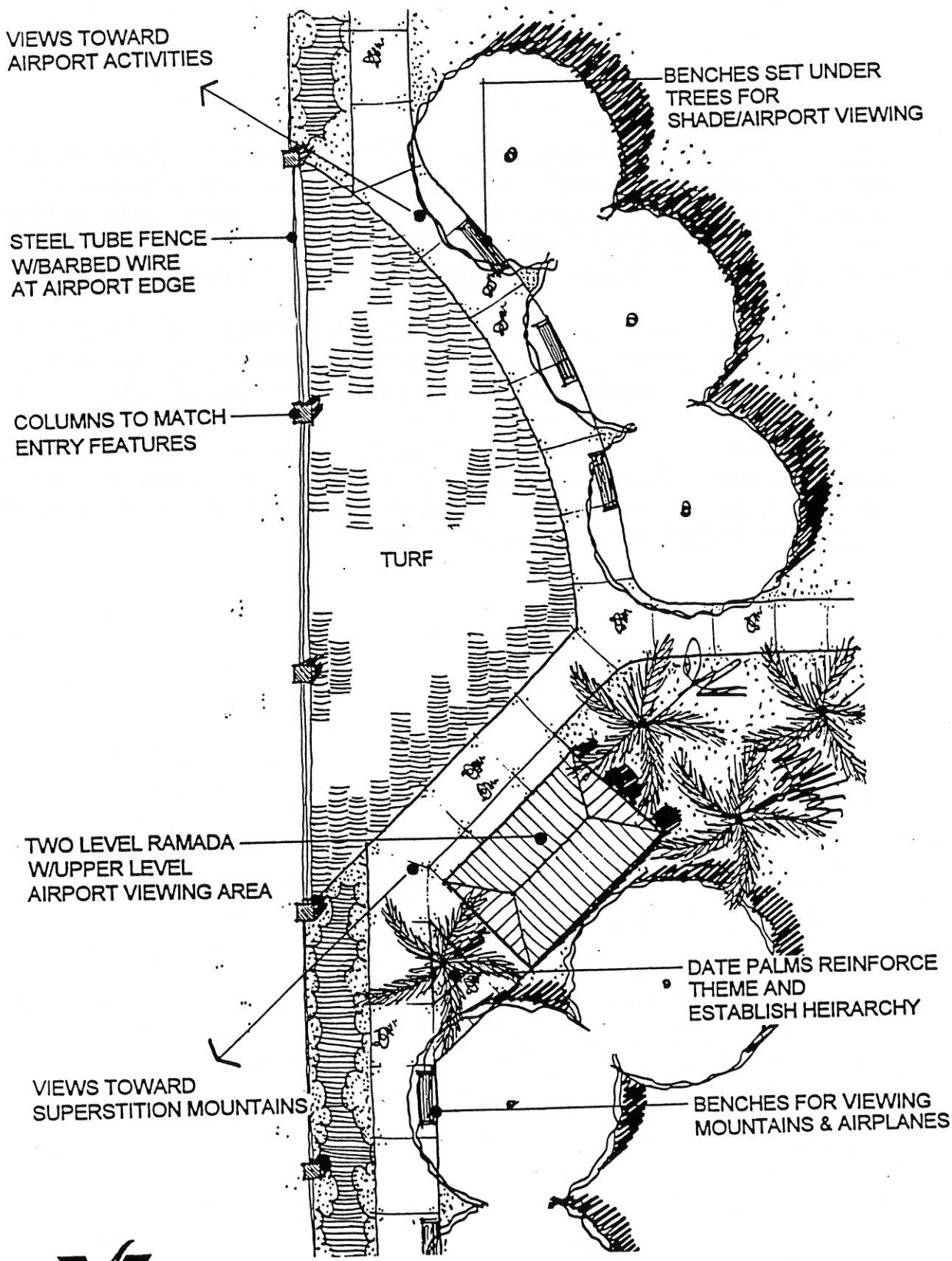
MINI-PARKS/AIRPORT VIEWING AREAS

These area's would provide locations for public viewing of airport activities, and outdoor open spaces for airport or commercial employees. The mini-parks would be an integral part of the pedestrian and bicycle circulation system. Shaded eating areas will be provided, and airport viewing areas oriented to take maximum advantage of the views toward airplane activities and the Superstition Mountains.

Turf and ground cover will provide a buffer between pedestrian activities and the fence defining the airport edge. Date Palms will be utilized to highlight the mini-park areas, establishing these as pedestrian oriented areas of significance.

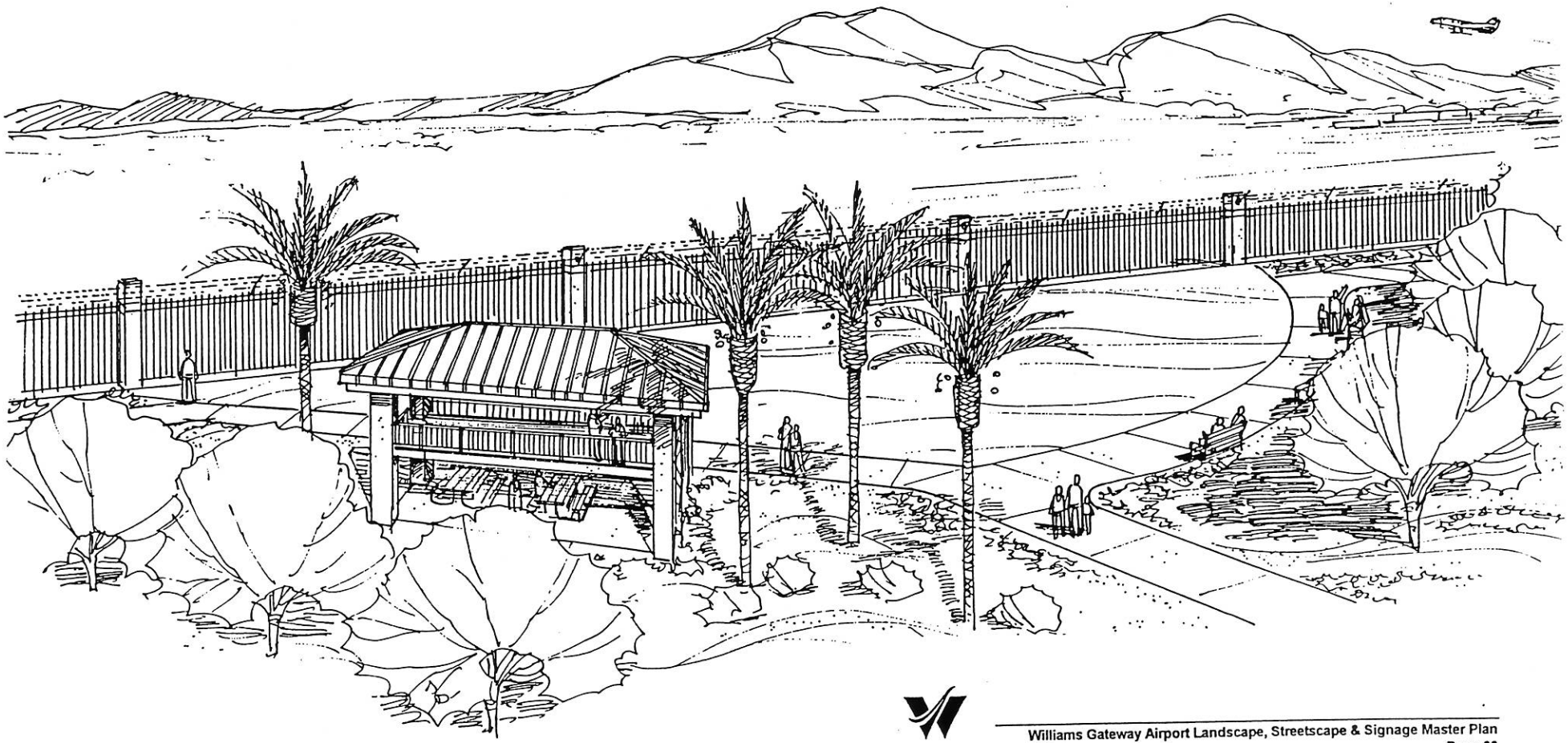
A tube steel fence and columns reflecting the character of the monolithic structures at the project entrance define the airport edge. In order to provide the requisite measure of safety, barbed wire will be installed above the tube steel fence where mandated by Part 139 of the FAA requirements.

MINI-PARKS/AIRPORT VIEWING AREAS



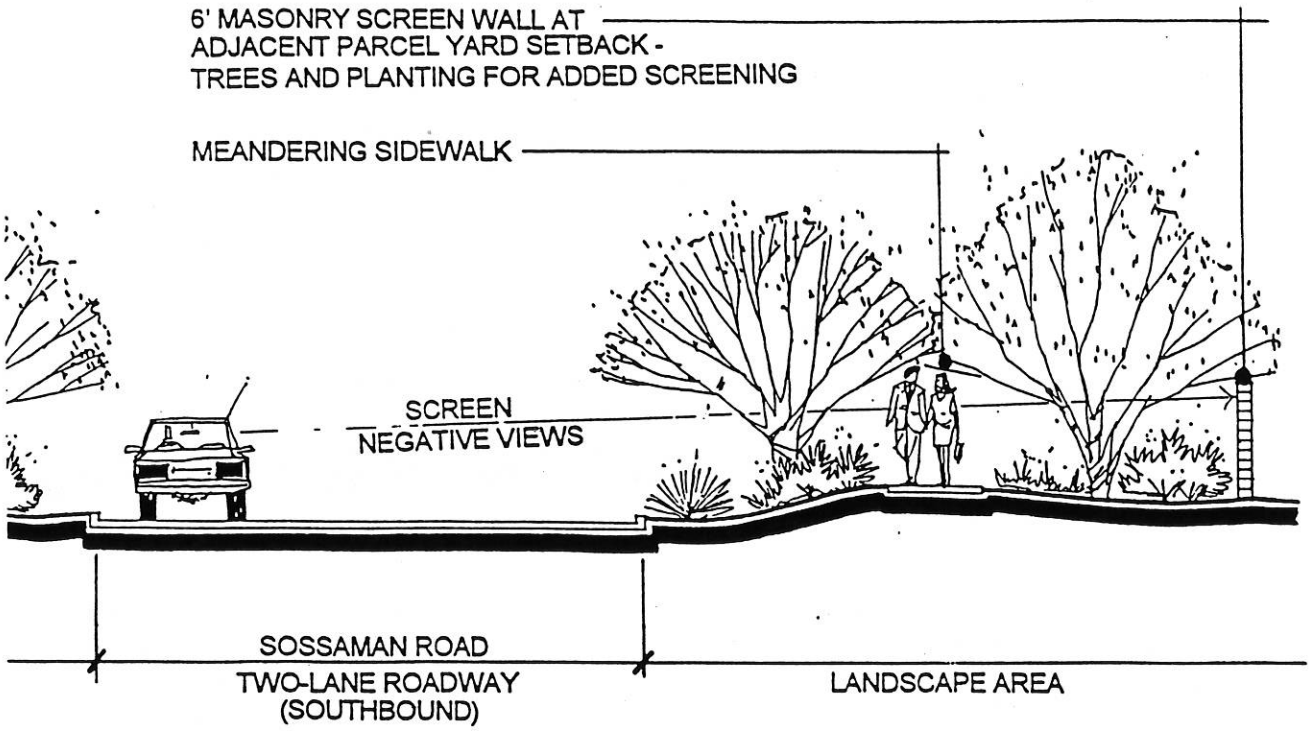
WILLIAMS GATEWAY
AIRPORT

MINI-PARKS/AIRPORT VIEWING AREA'S



WILLIAMS GATEWAY AIRPORT

MAINTENANCE AREA / RESIDENTIAL BUFFER



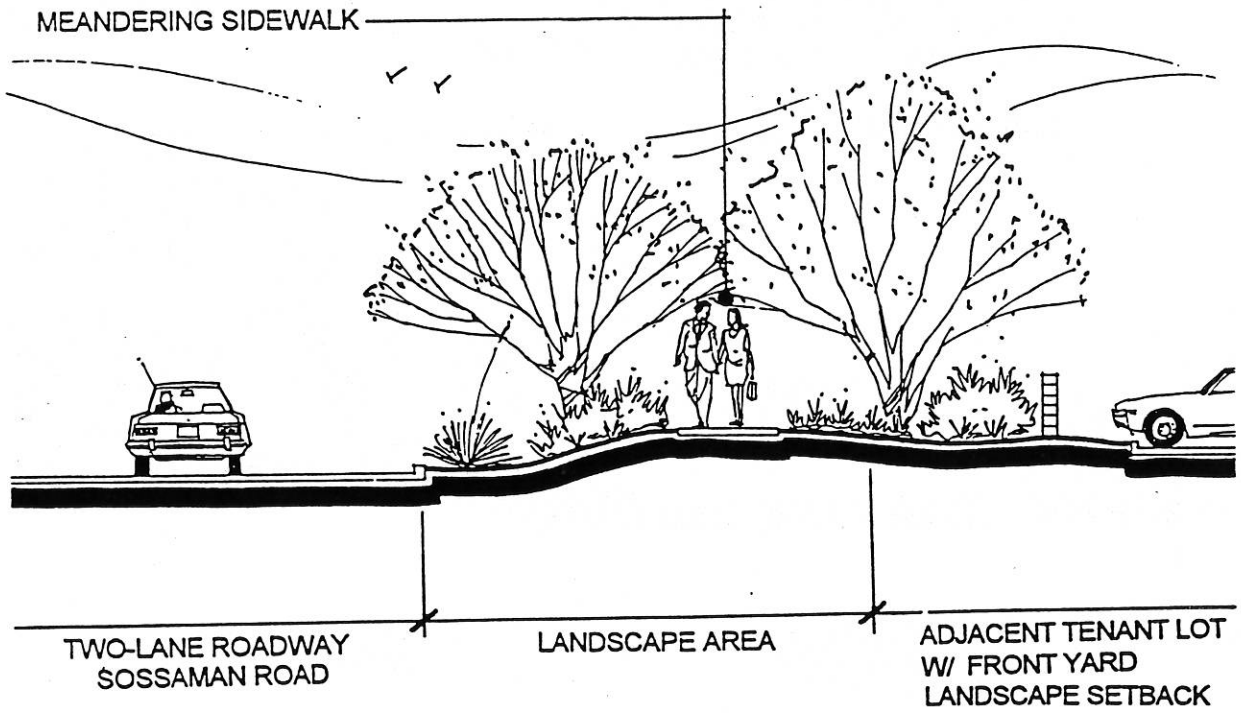
Visual buffers will be created as necessary along Sossaman Road to screen unsightly views toward maintenance facilities, storage areas, and fuel tanks. Buffering will be accomplished through the integration of screen walls, and increased plant material density.

A six-foot masonry screen wall, similar in character to the entry monumentation in color and texture, will be provided to screen views of undesirable areas adjacent to Sossaman Road. Walls will be developed in segments and offset from each other to create additional interest, focus attention on foreground elements, and eliminate long mundane wall lengths.

Large fast growing trees such as Mesquite's will be incorporated in higher densities along this edge to provide a thick, immediate visual screen.

Residential areas in close proximity to Sossaman Road will have a similar landscape buffer treatment. Screen walls and enhanced landscape reduces the effects of traffic along Sossaman Road and discourages resident activity in the airport area.

TENANT LOT FRONTAGE



Continuity of tenant lots is established by consistency between development of individual tenant lots. A standard signage program for individual lots enforces the project image while allowing tenants to express their corporate identity through their logo and colors.

Screen walls for parking or service areas must match the building architecture within the individual tenant lot while integrating with the overall airport theme. Landscaping and plant materials within the tenant lots must adhere to the Williams Gateway Airport plant list, continuing the landscape concept established throughout the project.

TENANT LOT LANDSCAPING

Tenant lot landscape must adhere to the Williams Gateway Airport plant list, City of Mesa requirements and additional design standards established herein.

The three general tenant lot conditions which apply within the Williams Gateway Airport project are:

Type "A" - Interior lots (City of Mesa standard)
Type "B" - Airport frontage lots
Type "C" - Taxiway frontage lots on island

Each lot condition has unique characteristics with different design requirements.

TYPE "A" LOTS (INTERIOR LOTS)

- Setbacks and landscaping will be the standard City of Mesa requirements (not more).
- Tenant Lot landscaping must adhere to Williams Gateway Airport plant list.

TYPE "B" LOTS - ADJACENT TO AIR OPERATIONS AREA

In order to accommodate the unique requirements of tenant lots adjacent to the Air Operations Area, the following modification of the City of Mesa standards are incorporated:

- The front yard setback (adjacent to street) will be 20 feet (standard City of Mesa requirement). This area is to be landscaped as per the City of Mesa requirements.

- Side yard setback will be standard City of Mesa requirement of 10 feet. The side yard is to be landscaped (as per the standard City of Mesa requirements) with the exception of the following:
  - The side yard shall be landscaped up to the front of the building/structure facing the public street.
  - The remaining side yard setback area where "security fenced" shall be either paved, have decomposed granite, or landscaping under 18" in height.

have

- Standard City of Mesa foundation landscaping is required

- The rear yard setback (adjacent to Air Operations Area) will be a 10 foot clear zone where no storage, equipment, structure, parking, landscaping or aircraft staging is allowed. In addition, when adjacent to a service road, a minimum 50-foot building/structure setback is required.

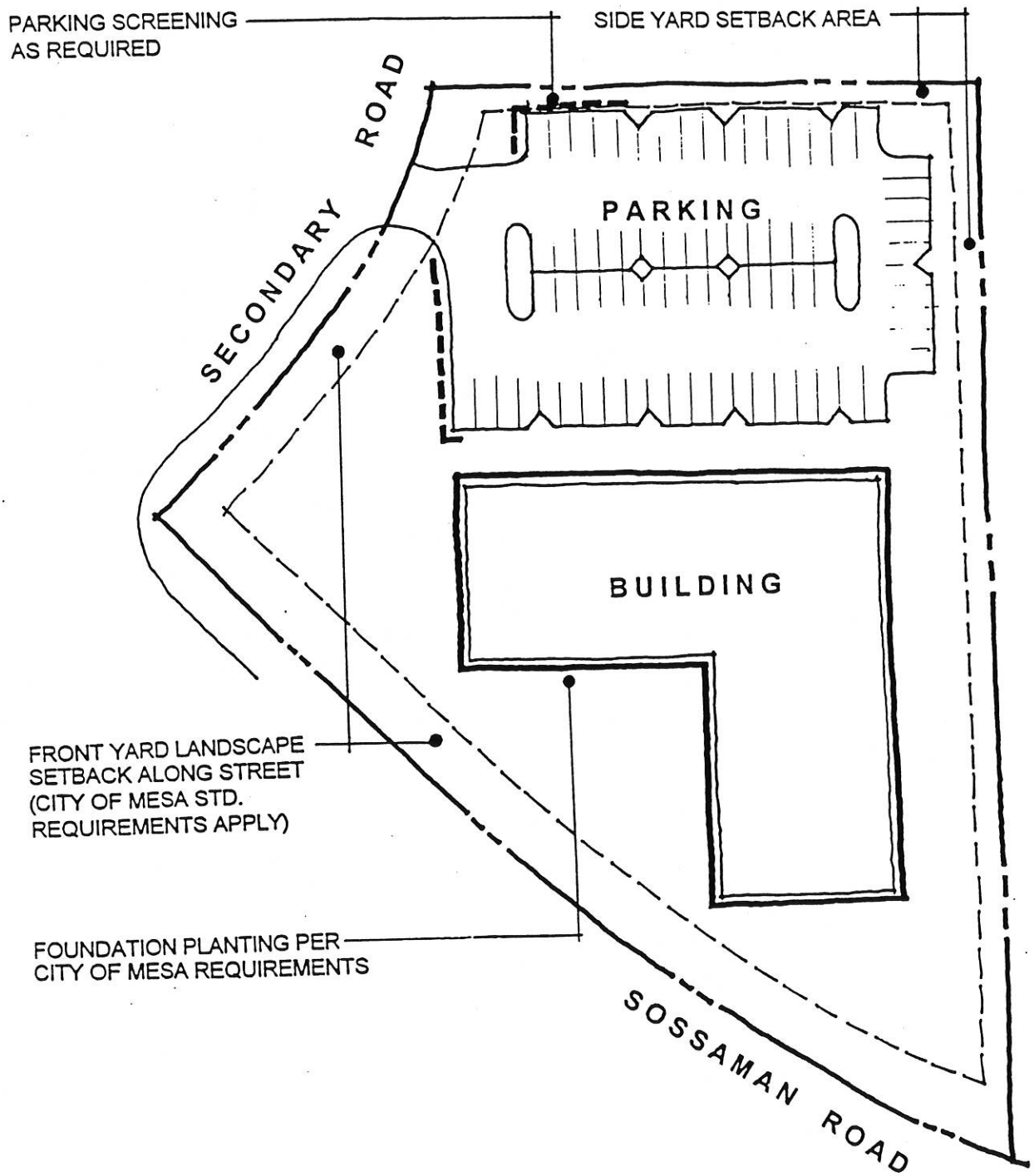
- All outside storage areas and/or service areas are to be placed in side yard, and screened from the public street with a 6 foot masonry wall. In areas where the masonry wall is also a "security wall/fence" the wall must meet security wall minimums. No outside storage and/or service area is to be placed within the front yard setback area. Outside storage areas and/or service areas shall also be screened from adjacent lots. The use of plant materials which provide a proper visual barrier may be utilized.

TYPE "C" - TAXIWAY FRONTAGE LOTS ON ISLAND

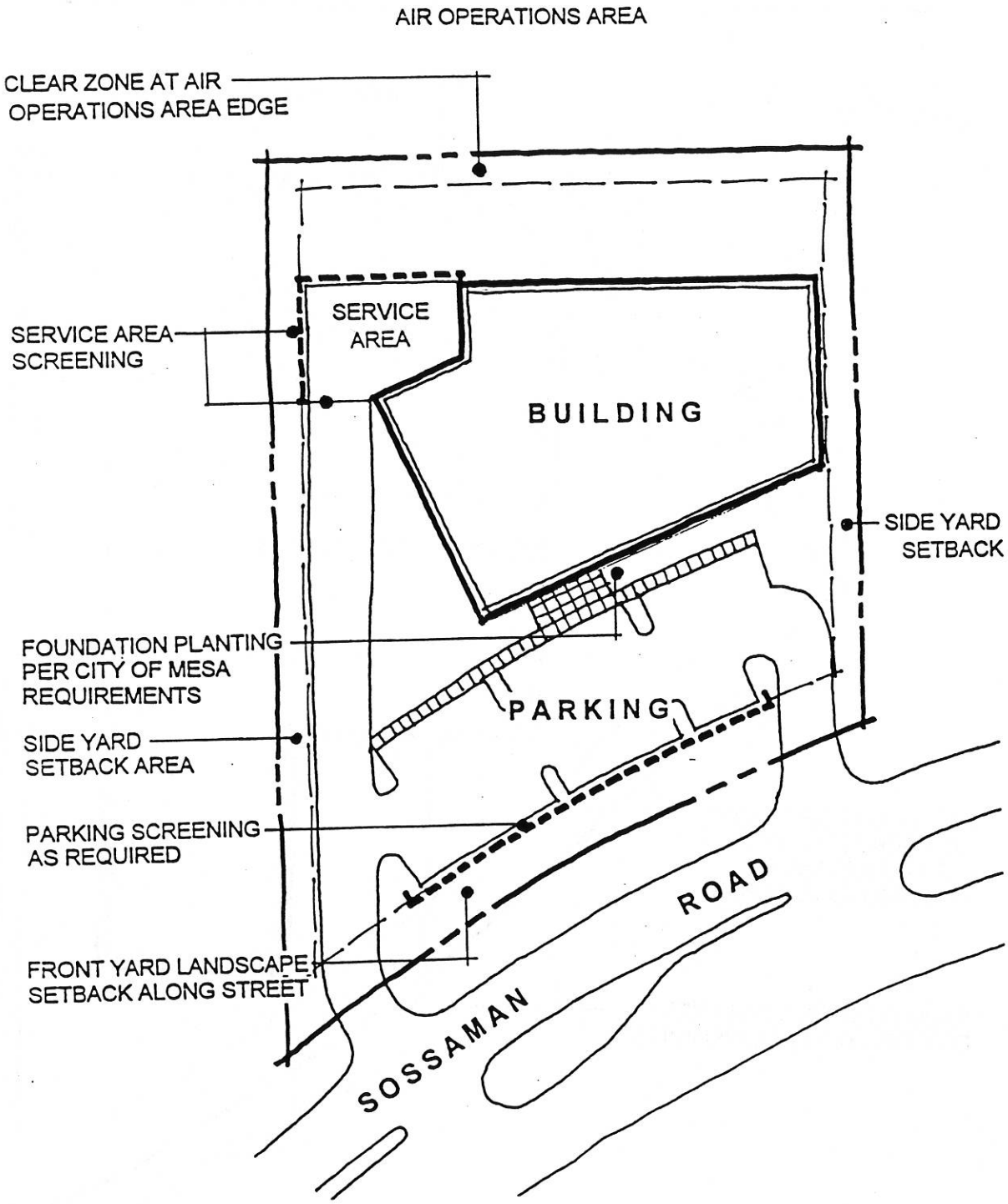
Within the lot, City of Mesa design standards apply in addition to the modifications described below:

- No landscaping required.
- Retention is required on-site.
- Dust control of the area is required.
- Allowed landscaping includes Buffalograss, and non-irrigated low maintenance desert vegetation. .

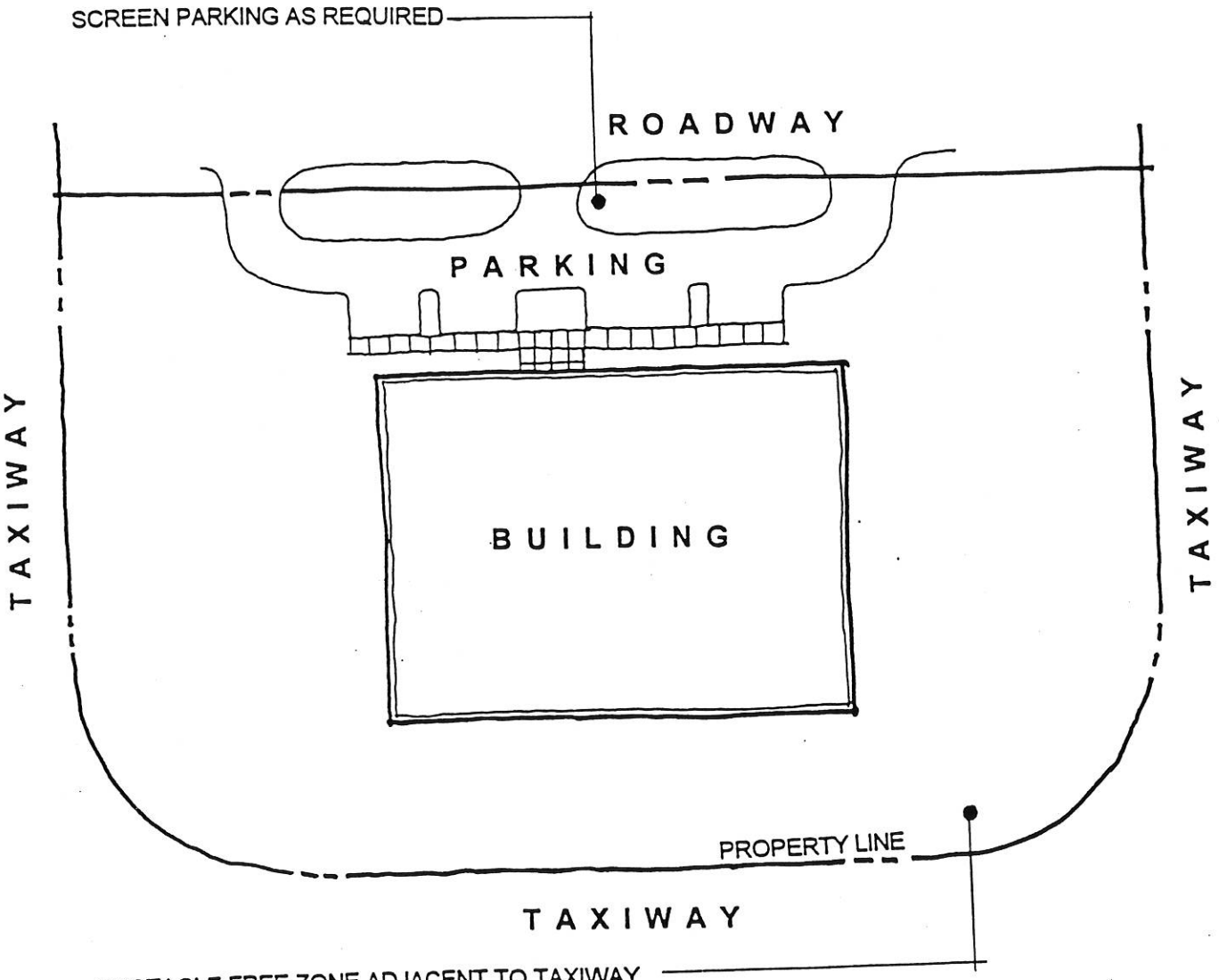
TYPE "A" LOTS - INTERIOR LOTS



TYPE "B" - ADJACENT TO AIR OPERATIONS AREA



TYPE "C" TAXIWAY FRONTAGE LOTS ON ISLAND



OBSTACLE FREE ZONE ADJACENT TO TAXIWAY
AIRCRAFT PARKING, STAGING, OUTDOOR STORAGE
AND ANY OTHER USE PROHIBITED

PERMITTED LANDSCAPE INCLUDES:
BUFFALOGRASS, OR LOW-MAINTENANCE
DESERT VEGETATION

PARKING LOTS

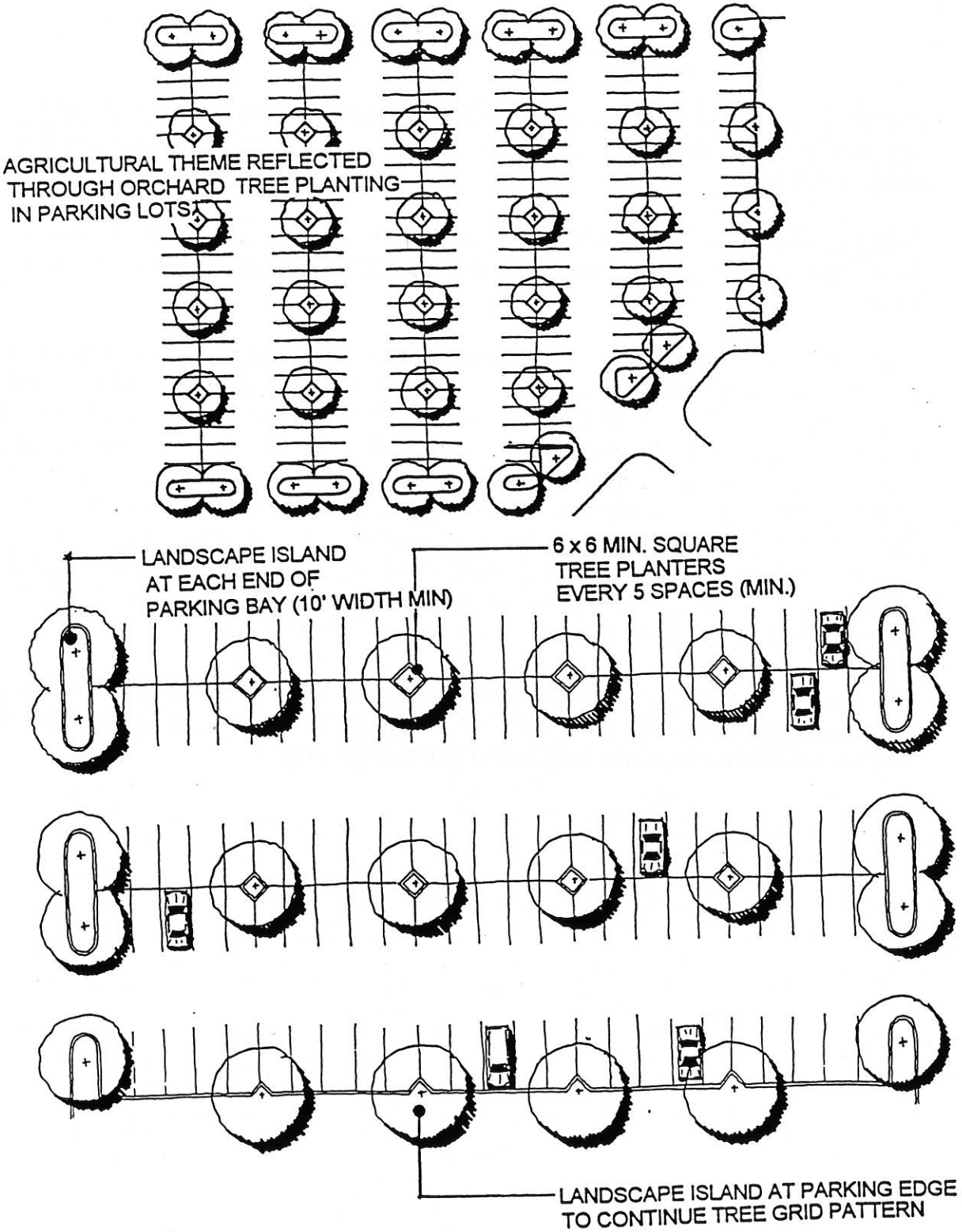
Parking lot landscape standards have been created to integrate plant material into the parking areas, providing relief from the sun, and reducing large expanses of unattractive asphalt paving.

Along the perimeter of all parking lots, screen walls are required if the lot abuts a public street. City of Mesa design guidelines address these screen wall requirements.

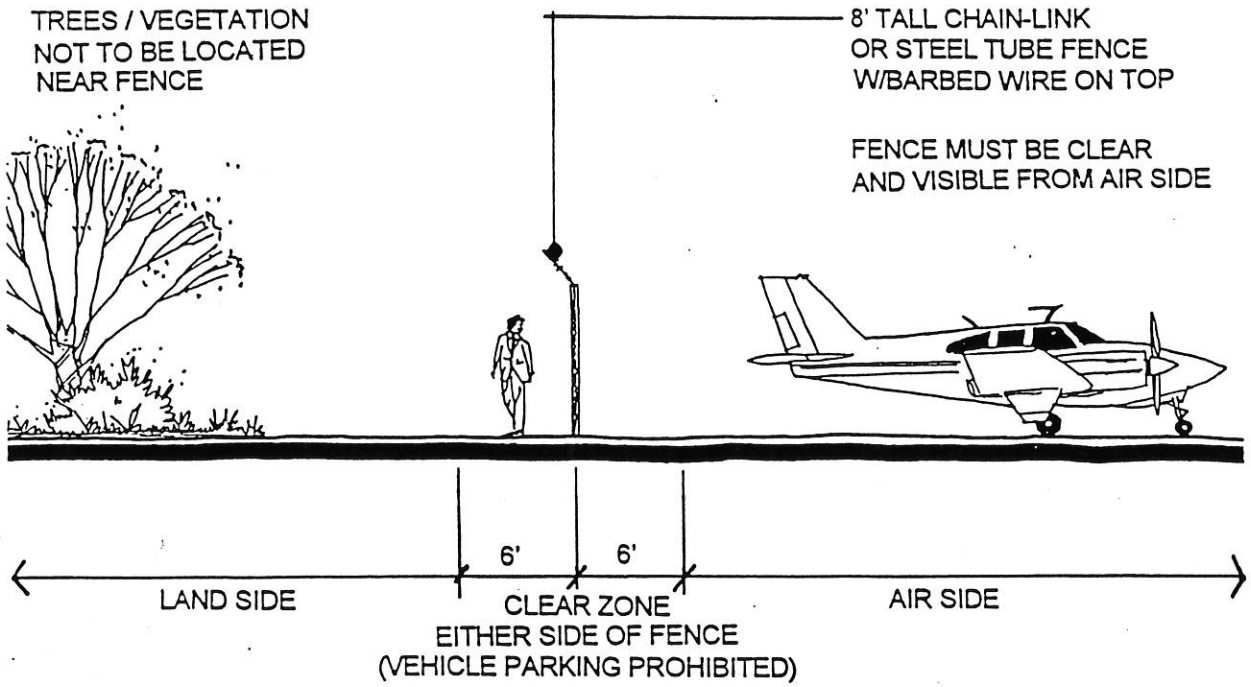
Within the parking lot, landscape islands at the end of parking bays must not be less than ten feet wide. Within each of these landscape islands one tree per row of parking spaces is required. Additionally, individual tree planters are required within bays spaced no more than five spaces apart. 6' x 6' is the minimum size for these planters. All trees within a parking lot are to be the same tree species and size to promote a consistent appearance within the parking lot. Exceptions are allowed at primary points of vehicular or pedestrian access, where Date Palms or particular specimen trees may be desired to indicate a higher level of significance. All trees planted in parking areas are to be 24" box size or larger and must be selected from the approved Williams Gateway Airport plant list.

Trees within parking lots should be designed, whenever possible, in an orchard configuration. This grid pattern reflects the agricultural character of the region and reinforces the design theme established at the project entry.

PARKING LOTS



AIR OPERATIONS AREA EDGE



The landscape at the air operations area edge is primarily focused on promoting elements of safety as established by the FAA. The entire perimeter of the airport outside of the phase one development area will consist of an 8' tall chain link fence with barbed wire on top. In order to prevent access in these areas, the chain link must be secured at the base by a rigid wire or bar, preventing the fence from being pulled away from the ground and allowing access under the fence.

Within the project area chain link fencing with barbed wire will also be frequently used. In areas of significant public view, the chain link fence will have column supports at approximately 100 feet on center to improve appearance. These columns will be similar in character to the monolithic columns at the primary entry, with similar colors, materials, and patterns.

At the airport viewing areas 8' tall steel tube fencing with barbed wire on top will be incorporated at the airport edge. Columns will be located approximately 30 feet on center in these conditions. Lighting must be provided along the fence in these areas for additional security.

On the land side of the airport edge, a six-foot clear zone must be established. Within this zone, vehicle parking is prohibited. In addition, no plant material may be incorporated which may assist someone trying to climb the fence and access the air side. The barrier must be plainly visible from the air side for taxiing aircraft or service vehicles.

AIRPORT FIELD

Airport and aircraft safety is the primary objective of the airport field landscape. FAA safety regulations require that 250 feet from the centerline of each runway be maintained in a clear, smooth condition to provide safety should an aircraft leave the runway. Beyond these areas, the landscape must be developed to minimize erosion and eliminate potential areas of wildlife cover, reducing the possibility of animal/aircraft conflict.

The present condition of the airport field is inconsistent. Areas of bare earth, broken pavement, heavy bermuda grass cover, scattered grass cover, and erosive soil can be found in the airport area. This inconsistency sacrifices the visual quality of the project from the air and proposed commercial development.

Because the airport field encompasses such a large area, an expensive comprehensive solution is not feasible. Efforts must focus on upgrading the appearance from the airport terminal, viewing areas, and commercial parcels. Options including un-irrigated turfgrasses such as Buffalograss should be considered in these areas. This solution may provide the appearance of more uniform turf coverage, and would not grow to a height to promote wildlife habitat development.

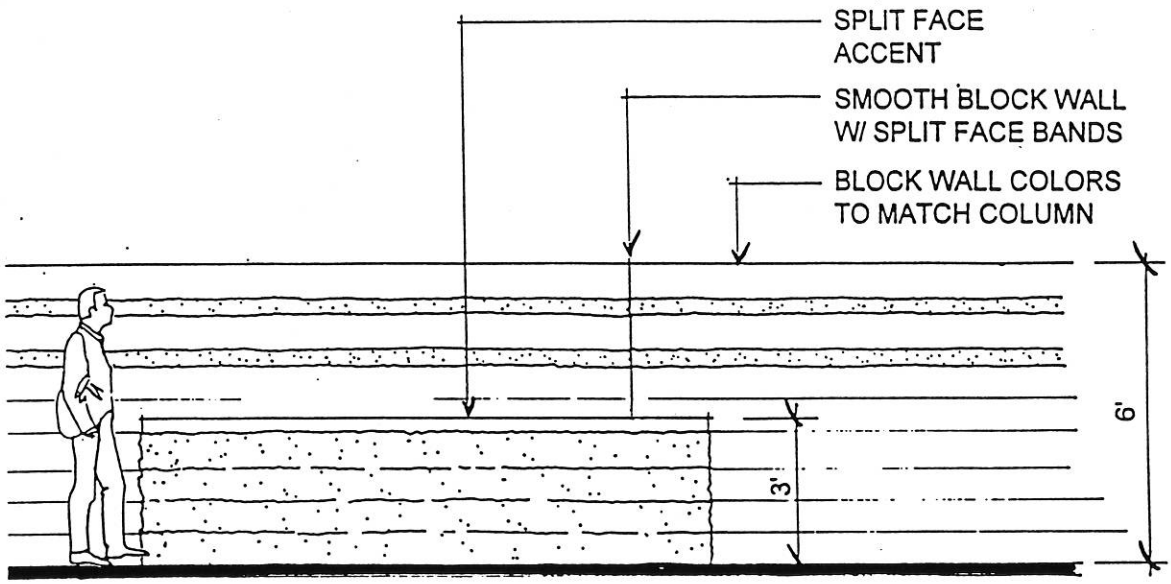
Williams Gateway Airport staff should establish a test plot of Buffalograss to test its performance and suitability for use throughout the airport field area.

INTERIM LANDSCAPE (FUTURE COMMERCIAL)

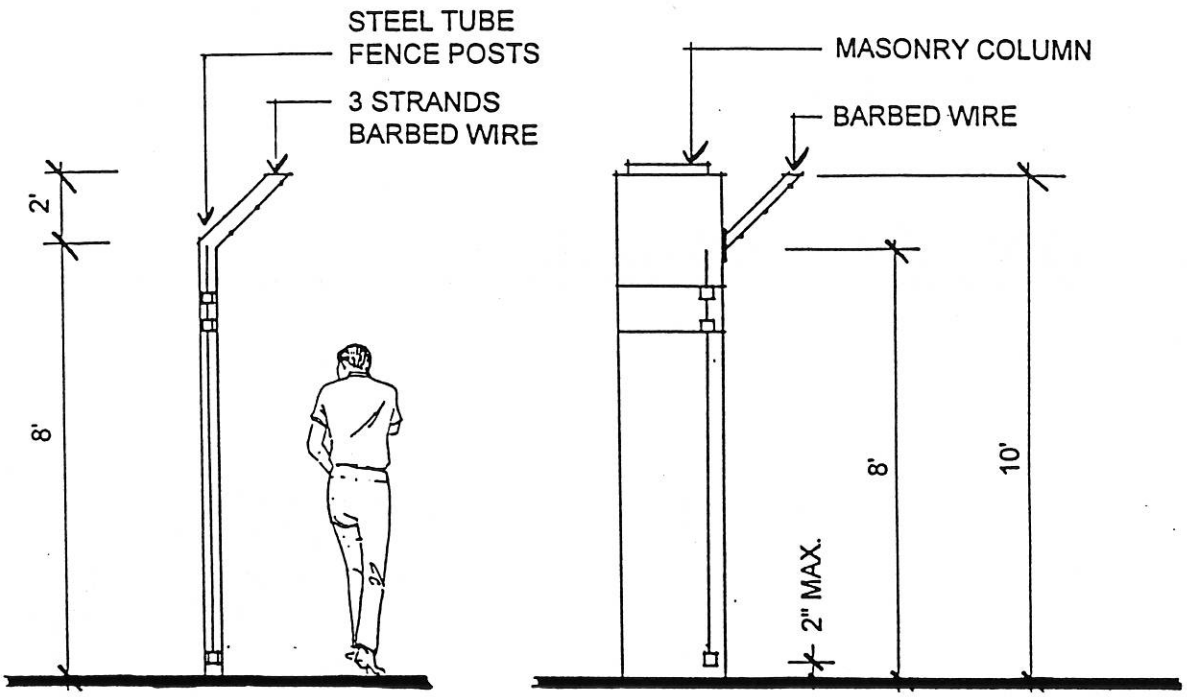
In areas where development will occur in future phases, or along undeveloped parcels in phase one, the interim landscape must be consistent throughout the project. As roadways are developed, the landscape along these roadways should be developed at the same time to retain consistency with previously established project elements. Non-irrigated native seed mix should be applied to future commercial lots in areas of significant visual impact from Sossaman or secondary roadways.

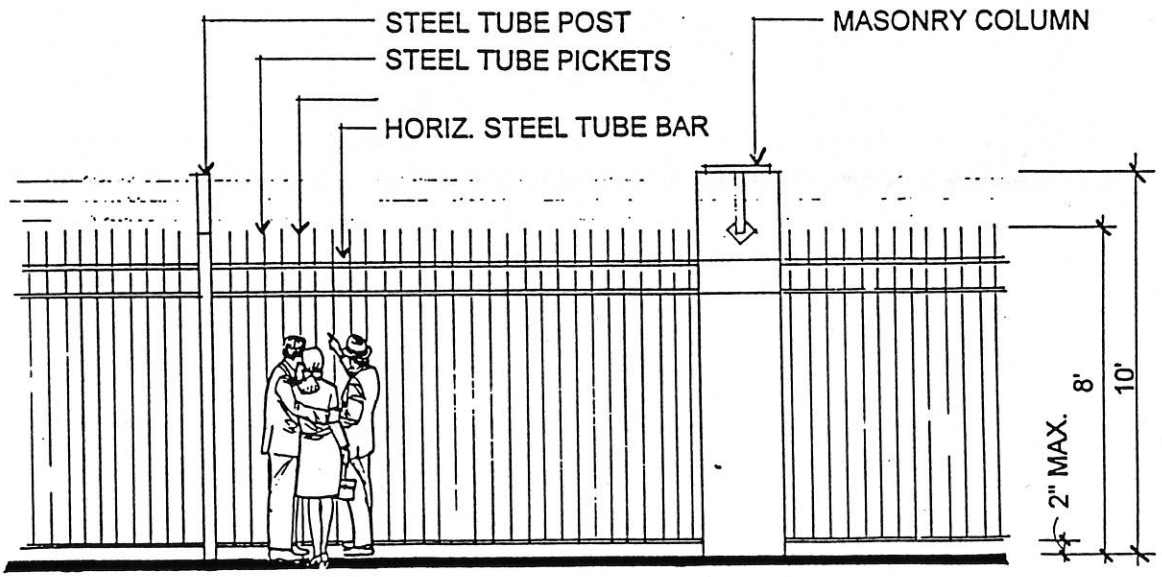
DESIGN DETAILS

MASONRY SCREEN WALL

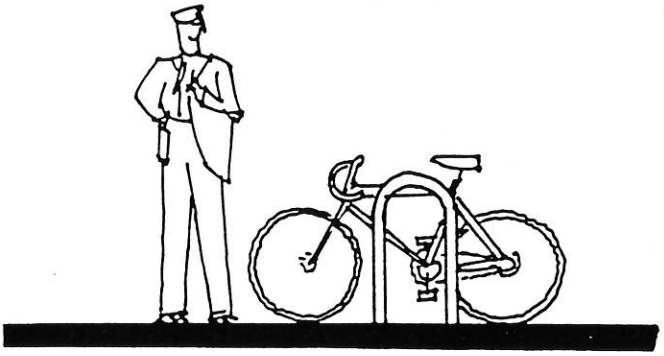


STEEL TUBE FENCE



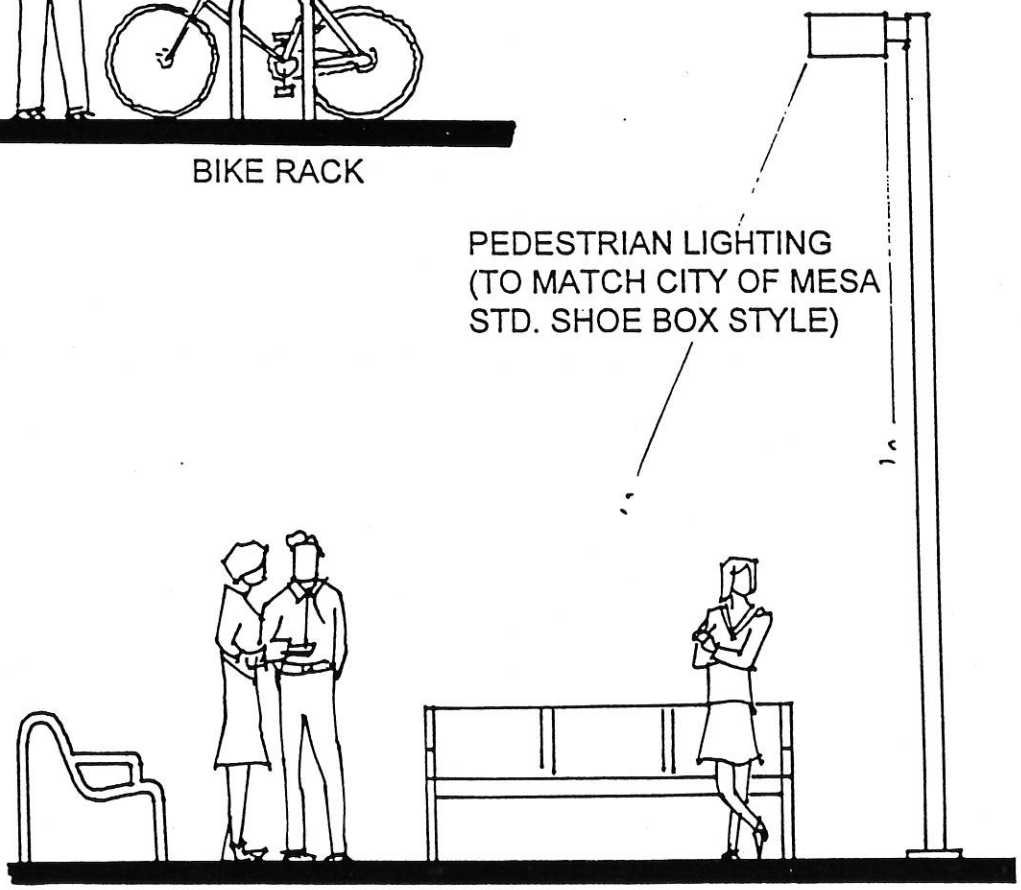


SITE FURNISHINGS



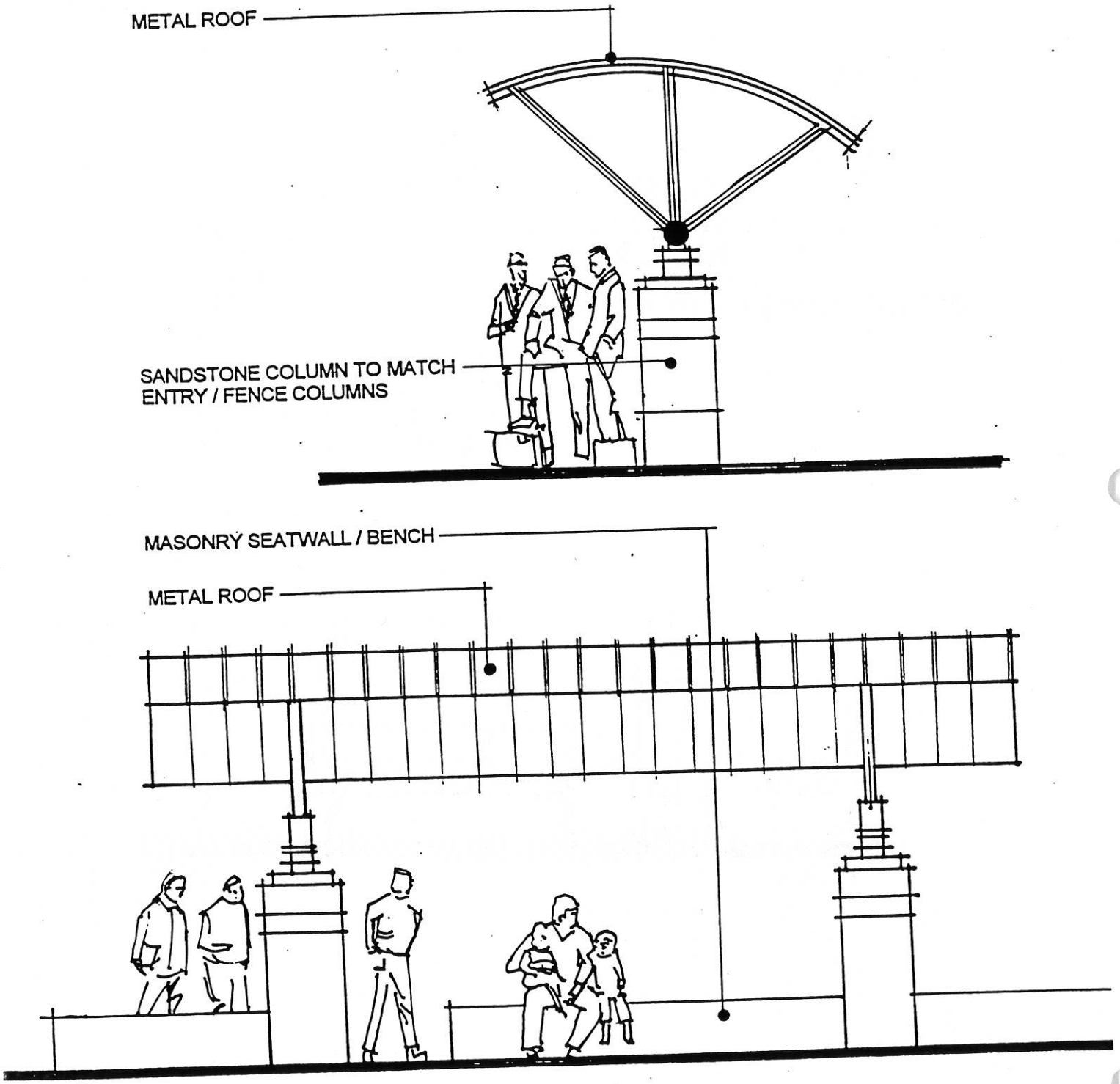
BIKE RACK

PEDESTRIAN LIGHTING
(TO MATCH CITY OF MESA
STD. SHOE BOX STYLE)

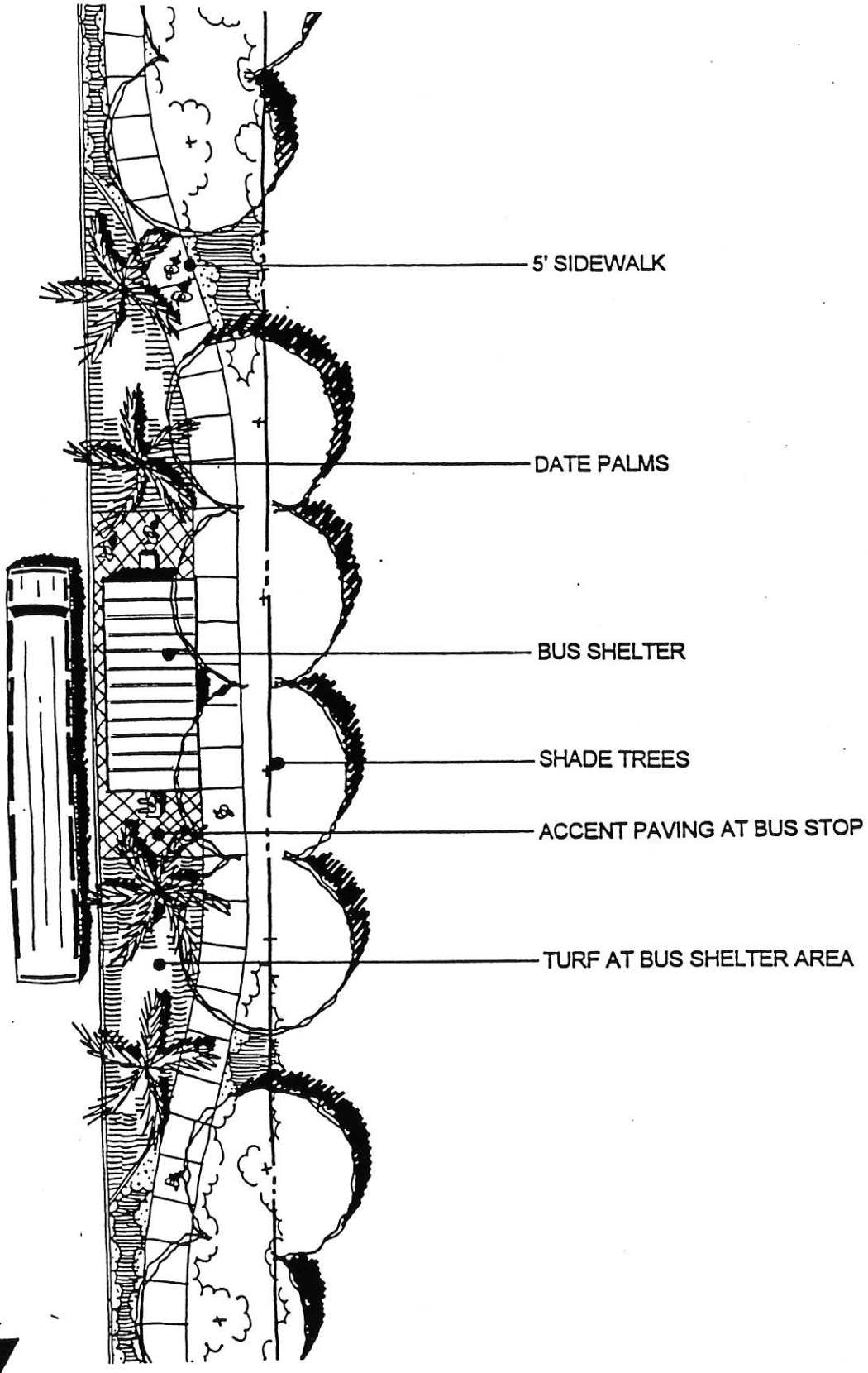


BENCH

BUS SHELTER


METAL ROOF
SANDSTONE COLUMN TO MATCH
ENTRY / FENCE COLUMNS
MASONRY SEATWALL / BENCH
METAL ROOF

BUS SHELTER PLAN



PhxMesa **Gateway** Airport

PLANT MATRIX

PLANT MATERIAL

Botanical Name / **Common Name** — **TREES:**	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Acacia abyssinica Abyssinia Acacia				●	●	●									
Acacia smallii Sweet Acacia		●	●	●	●	●	●	●	●	●	●	●			
Ceridium floridum Blue Palo Verde		●	●	●	●	●	●	●	●	●	●	●			
Cercidium microphyllum Foothills Palo Verde					●	●	●	●	●	●	●	●			
Cercidium praecox Palo Brea	●	●	●	●	●	●	●	●	●	●	●	●			
Eucalyptus spathulata Narrow Leafed Gimlet					●	●					●				
Fraxinus velutina 'Rio Grande' Fan Tex Ash				●	●	●	●	●	●		●	●			
Jacaranda acutifolia Jacaranda				●	●	●					●				
Olea europaea 'Swan Hill' Swan Hill Olive						●					●				
Olneya testota Desert Ironwood		●	●	●	●	●	●	●	●	●	●	●			
Pinus halepensis Aleppo Pine					●	●					●				
Pistache chinensis Chinese Pistache					●	●					●				
Pithecellobium flexacaule Texas Ebony				●	●	●		●	●	●	●	●			
Plantanus wrightii Arizona Sycamore				●	●	●					●				
Prosopis glandulosa Honey Mesquite		●	●	●	●	●	●	●	●	●	●	●			
Prosopis hybrid Thornless Mesquite		●	●	●	●	●	●	●	●	●	●	●			
Prosopis velutina Velvet Mesquite		●	●	●	●	●	●	●	●	●	●	●			
Quercus virginiana Live Oak				●	●	●					●	●			

PhxMesa Gateway Airport

PLANT MATRIX

PLANT MATERIAL *Botanical Name* Common Name SHRUBS:	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Agave geminiflora Twin Flower Agave	●	●	●	●	●		●	●	●	●	●		●		
Agave sp. Agave	●	●	●	●	●		●	●	●	●	●		●		
Ambrosia deltoidea Bur-Sage				●	●		●	●	●	●	●	●	●		
Asclepias subulata Desert Milkweed				●	●		●	●	●	●	●	●	●		
Atriplex lentiformis Quail Bush				●	●		●	●	●	●	●	●	●		
Bougainvillea var. Bush Bougainvillea	●	●	●	●	●				●	●	●				
Caesalpinia gilliesi Yellow Bird of Paradise				●	●		●	●	●	●	●	●			
Caesalpinia pulcherrima Mexican Bird of Paradise		●		●	●		●	●	●	●	●	●			
Calliandra eriophylla Fairy Duster	●	●	●	●	●		●	●	●	●	●	●	●		
Carissa grandiflora Natal Palm											●				
Cassia artemosioides Feathery Cassia	●	●	●	●	●		●	●	●	●	●	●			
Cassia nemophila Desert Cassia	●	●	●	●	●		●	●	●	●	●	●			
Cassia phyllodnia Silver Leaf Cassia	●	●	●	●	●		●	●	●	●	●	●			
Cassia sp. Cassia	●	●	●	●	●		●	●	●	●	●	●			
Celtis pallida Desert Hackberry				●	●		●	●	●	●	●	●			
Cholla sp. Cholla							●	●			●		●		
Cordia parvifolia Little Leaf Cordia				●	●		●	●	●	●	●				
Dasylirion wheeleri Desert Spoon	●	●	●	●	●		●	●	●	●	●		●		

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PLANT MATRIX

PLANT MATERIAL *Botanical Name* Common Name SHRUBS *(CON'T)*:	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Dodonaea viscosaa Hop Bush				●	●		●	●	●	●	●				
Ericameria laricifolia Turpentine Bush	●	●	●	●	●		●	●	●	●	●		●		
Ferocactus sp. Barrel Cactus				●	●		●	●	●	●	●		●		
Fouqueria splendens Ocotillo				●	●		●	●	●	●	●				
Hesperaloe parviflora Red Yucca		●	●	●	●		●	●	●	●	●		●		
Hibiscus rosa-sinensis Hibiscus											●				
Jasminum mesnyi Primrose Jasmine											●				
Justicia cailfornica Chuparosa	●	●	●	●	●		●	●	●	●	●	●			
Justicia candicans Hummingbird Bush	●	●	●	●	●		●	●	●	●	●	●			
Justicia spicigerai Mexican Honeysuckle				●	●		●	●	●	●	●	●	●		
Lantana sp. Lantana	●	●	●	●	●		●	●	●	●	●		●		
Larrea divaricata Creosote Bush	●	●	●	●	●		●	●	●	●	●				
Leucophyllum candidum 'Silver Cloud'	●	●	●	●	●		●	●	●	●	●	●			
Leucophyllum candidum 'Thunder Cloud'	●	●	●	●	●		●	●	●	●	●	●			
Leucophyllum frutescens compacta Texas Sage	●	●	●	●	●		●	●	●	●	●	●			
Leucophyllum frutescens compacta 'Green Cloud'	●	●	●	●	●		●	●	●	●	●	●			
Leucophyllum laevigatum Chihuahuan Sage	●	●	●	●	●		●	●	●	●	●	●			
Leucophyllum langmaniae 'Rio Bravo Sage'	●	●	●	●	●		●	●	●	●	●	●			

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PLANT MATRIX

PLANT MATERIAL *Botanical Name* Common Name SHRUBS *(CON'T)*:	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Leucophyllum sp. Texas Ranger	●	●	●	●	●		●	●	●	●	●	●			
Muhlenbergia capillaris Regal Mist				●	●		●	●	●	●	●	●	●		
Muhlenbergia rigens Deer Grass				●	●		●	●	●	●	●	●	●		
Muhlenbergia rigida Nashville				●	●		●	●	●	●	●	●	●		
Nerium oleander-dwarf var. Dwarf Oleander				●	●	●					●	●			
Nolina erumpens Beargrass				●	●		●	●	●	●	●		●		
Opuntia sp. Prickly Pear				●	●		●	●	●	●	●				
Penstemon sp. Penstemon	●	●	●	●	●		●	●	●	●	●		●		
Photinia fraseri Photinia						●					●				
Pittosporum tobira 'Wheelers Dwarf' Dward Mock Orange											●				
Plumbago sp. Plumbago					●						●				
Plumbago scandens Native Plumbago				●	●		●	●	●	●	●	●			
Psilostrophe cooperi Paperflower				●	●		●	●	●	●	●	●	●		
Pyracantha sp. Firethorn											●				
Raphiolepis indica Indian Hawthorne											●				
Rhus ovata Sugar Bush											●				
Salvia apiana White Salvia	●	●	●	●	●		●	●	●	●	●	●	●		
Salvia greggii Red Salvia	●	●	●	●	●		●	●	●	●	●	●	●		

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PLANT MATRIX

PLANT MATERIAL ***Botanical Name*** **Common Name** **SHRUBS *(CON'T)*:**	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Simmondsia chinensis Jojoba	●	●	●	●	●		●	●	●	●	●				
Sphaeraicea ambigua Globe Mallow	●			●	●		●	●	●	●	●	●	●		
Tagetes palmeri Mountain Marigold	●			●	●		●	●	●	●	●	●	●		
Tecoma stans Arizona Yellow Bells				●	●		●	●	●	●	●	●	●		
Tecoma stans 'Orange Jubilee' Arizona Yellow Bells				●	●		●	●	●	●	●	●	●		
Tecomaria capensis Cape Honeysuckle					●						●				
Thevetia peruviana Yellow Oleander						●					●				
Vaquelinia arizonica Arizona Rosewood				●	●						●				
Viburnum suspensum Viburnum											●				
Xylosma congestum Xylosma											●				
Yucca sp. Yucca	●	●	●	●	●		●	●	●	●	●				

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PLANT MATRIX

PLANT MATERIAL

Botanical Name **Common Name** **GROUND COVERS/ACCENTS:**	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Acacia redolens desert carpet™ Trailing Acacia	●	●	●	●	●		●	●	●	●	●	●	●		
Antigonon leptopus 'baja red' Queen's Wreath											●				
Aristida purpurea Purple Threeawn				●	●		●	●	●	●	●	●	●		
Baccharis hybrid 'Centennial'				●	●		●	●	●	●	●	●	●		
Baileya multiradiata Desert Marigold	●	●	●	●	●		●	●	●	●	●	●	●		
Bougainvilela brasillensis Bougainvillea					●						●				
Carnegia gigantea Saguaro	●						●	●	●	●	●				
Dallea greggii Trailing Indigo	●	●	●	●	●	●	●	●	●	●	●	●	●		
Drosanthemum speciosum 'rosea' Ice Plant											●		●		
Erigeron divergens Fleabane				●	●	●	●	●	●	●	●	●	●		
Gazania rigens 'Sun Gold'											●		●		
Hymenoxyz acaulis Angelita Daisy				●	●	●	●	●	●	●	●	●	●		
Lantana motevidensis Trailing Lantana							●	●	●	●	●		●		
Lantana sp. 'gold mount' Gold Mount Lantana							●	●	●	●	●		●		
Lantana sp. 'new gold' New Gold Lantana	●	●	●	●	●		●	●	●	●	●		●		
Lantana sp. 'spreading sunset' Spreading Sunset Lantana	●			●	●		●	●	●	●	●		●		
Lantana sp. 'yellow bush' Yellow Bush Lantana	●			●	●		●	●	●	●	●				
Lantana sp. 'yellow trailing' Yellow Trailing Lantana	●			●	●		●	●	●	●	●		●		

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PLANT MATRIX

PLANT MATERIAL *Botanical Name* Common Name GROUND COVERS/ACCENTS *(CON'T)*:	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Macfadyena unguis-cati Cats Claw Vine					●						●				
Myoporum parvifolium Trailing Myoporum											●				
Oenothera berlandieri Mexican Evening Primrose				●	●		●	●	●	●	●	●	●		
Oenothera caespitosa White Evening Primrose				●	●		●	●	●	●	●	●	●		
Oenothera stubbi Saltillo Primrose				●	●		●	●	●	●	●	●	●		
Podranea ricasoliana Pink-Tumpet Vine											●				
Rosmarinus oficinalis prost Dwarf Rosemary											●				
Verbena gooddingii Goodding Verbena	●	●	●	●	●		●	●	●	●	●	●	●		
Verbena peruviana Peruvian Verbena	●	●	●	●	●		●	●	●	●	●	●	●		
Verbena pulchella Rock Verbena	●	●	●	●	●		●	●	●	●	●	●	●		
Verbena rigida Sandpaper Verbena	●	●	●	●	●		●	●	●	●	●	●	●		
Vigna caracalla Snail Vine											●				
Vinca major Vinca major											●				
Zephyranthes candida Rain Lily											●				

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PLANT MATRIX

PLANT MATERIAL *Botanical Name* Common Name TURF:	Primary Intersection/Project Entry	Secondary Intersections	Tertiary Intersections	Retention Basins	Mini-Parks/Airport Viewing Areas	Golf Course Edge	Sossaman Road Treatment	Secondary Road Treatment	Maintenance/Residential Buffer	Tenant/Lot Frontage	Tenant Lot Landscaping	Parking Lot	Airport Edge	Airport Field	Interim Landscape (Future Coml.)
Cynodon dactylon Bermuda Grass	●	●	●	●	●	●									
Perennial Rye Grass	●	●	●	●	●	●									
SEED MIXES:															
Wild Flower Seed Mix							●	●	●	●	●				●
Native Seed Mix							●	●	●	●	●				●

MAINTENANCE GUIDELINES

The landscape concept established for Williams Gateway Airport emphasizes maintenance efficiency and a positive visual appearance.

Plant materials utilized throughout the project outside of primary public areas are generally to be planted in irregular forms, similar to the native desert condition. These plants are very attractive in their native form, and significant trimming should be avoided. Pruning should be limited to eliminating pedestrian or vehicular hazards, and promoting plant health and vigorous growth.

In the airport field area, maintenance is limited to mowing activities. Maintaining turf at a reasonable height is important to eliminate the possibility of wildlife habitat establishment. Additionally, 250 feet either side of each runway centerline must maintained in a smooth, clear manner to help ensure safety should an aircraft leave the runway.

The maintenance intent of the landscape master plan was to incorporate native plant materials, reducing the pruning, irrigation, and other maintenance requirements.