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# DESIGN GUIDELINES

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## **DESIGN REVIEW PROCESS**

### **The Design Review Committee (DRC)**

The Phoenix-Mesa Airport has appointed a Design Review Committee (DRC) to govern the approval process for future development and redevelopment on Gateway property. Prior to any improvements occurring, the DRC will review and approve plans and specifications of any future development. Design Guidelines outlining basic standards to set aesthetic controls for Gateway property have been developed and will be adopted. The process and guidelines will be outlined within all lease documents for Gateway.

### **The Role of the Design Review Committee (DRC)**

The role of the DRC is to assist the future owner/tenant in the planning, design and construction of each project. This assistance would also carry over to help the owner/tenant in obtaining approval through the City of Mesa.

### **Creation of the Design Review Committee (DRC)**

The Phoenix-Mesa Gateway Airport has appointed five (5) members of its staff to the Design Review Committee. The committee will be composed of the following: Development Manager, Director of Operations, Director of Marketing, Environmental and Archeological Coordinator, and City of Mesa Design Review staff member. The Development Manager shall act as the Secretary of the DRC and perform all administrative functions. Additional Gateway staff will be consulted throughout the review process in order to avoid any potential problems pertaining to airport operations, facility maintenance, existing site conditions, and environmental conditions.

### **Review of Submittal to the Design Review Committee (DRC)**

All plans and specifications reviewed and approved by the DRC are not approved for engineering, design or architectural competence or for compliance with the code/ordinance requirements of the City of Mesa. However, close coordination with the City of Mesa to include their requirements will be incorporated in the review process wherever possible. Processing times should not exceed two (2) weeks, with a complete submittal. All material submitted for review, will be retained by the Airport Authority as a permanent record.

**Processing Requirements to Phoenix-Mesa Gateway Airport  
Design Review Committee (DRC)**

<b><i>Pre-Application Meeting</i></b>	The applicant will meet with the Airport Planning Manager to determine how best to facilitate the project.
<b><i>Preliminary Review</i></b>	The Planning Manager will meet with the applicant and City of Mesa staff to resolve any potential problems prior to any required submissions.
<b><i>Application Submittal</i></b>	The Design Review Committee will review within two weeks of submission and make recommendations. All applications will be evaluated based upon the Airport Design Guidelines. A Design Review checklist will be completed for all applications. An approval/modification form will be mailed to all applicants.
<b><i>City of Mesa Submittal</i></b>	Any required submissions to the City of Mesa will be processed with the assistance of the Airport Planning Manager. Submittals to the City of Mesa Design Review Board shall be sealed and signed by the responsible Arizona registrant.

**Modifications**

Any major modifications to the plan approved by Gateway DRC, will require additional review by Gateway DRC. Plans submitted to the City of Mesa for a building permit should be identical to those approved by the Gateway DRC.

**Waivers**

Gateway DRC has the authority to grant waivers to the Design Guidelines by an affirmative vote of the majority of the members (three votes) of Gateway DRC. Gateway DRC does not have the authority to waive any City of Mesa requirements.

**Submittal Requirements to the Design Review Committee (DRC)**

**Site Plan:** Site Plan at a scale of not less than 1" = 30' showing existing and planned final contour grades and showing the location of all improvements, structures, walks, patios, driveways, parking, fences and walls, 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. Other items to be shown on the Site Plan include the following: screening, including size, location, method and the identification of the object(s) or reason(s) for screening; utility connections, including locations and screening, if necessary exterior illumination, including location, method, fixtures, heights and photo-metrics; fire hydrant locations; and the location of all improvements that may occur in future phases. All site data and dimensions shall be included.

**Elevations:** Colored exterior elevations at a scale of not less than 1/16" = 1'- 0" illustrating all sides of the structure(s). Building heights to the highest point shall be included. These elevations shall include locations of all building mounted signage. Samples of exterior materials, colors, textures, shapes and descriptions of materials to be used.

**Landscape:** A Landscape Plan at a scale of not less than 1" = 30', showing structures, walkways, fences and walls, elevation changes, irrigation systems, vegetation and ground cover, with the size, type, location and spacing of all plant materials. The Landscaping Plan will also include the interim landscaping for future site development areas.

**Floor Plans:** Floor plans at a scale of not less than 1/8" = 1'- 0" showing existing and new construction.

**Sign Plans:** Signs, including size, shape, color, materials, and a Site Plan and elevation to show the proposed location.

**Other:** Description of proposed operations and the estimated maximum number of employees per shift.

Hazardous materials handling program indicating full disclosure of use of any hazardous materials onsite; standard storage, use and disposal procedures; emergency procedures and schedule of regular inspections and approvals necessary to comply with City, State and Federal regulations.

Five 24" by 36" (maximum size) black-line copies of the drawings/plans outlined above shall be submitted to the Design Review Committee for review.

## INTRODUCTION

### **Purpose**

The purpose of the Phoenix-Mesa Gateway Airport Design Guidelines is to provide minimum required standards for development of future projects at Gateway, and to ensure that new development will be consistent with the goals of the Airport Authority. The intention is that the guidelines will apply to any renovation of existing facilities or sites, as well as new construction. The following are specific goals that these guidelines will promote:

- Ensure quality development of the land within Gateway.
- Strengthen the Design Theme of the Airport by encouraging certain unifying components through landscape, signage, building details, street furniture, art/sculpture and other elements.
- Promote a harmonious environment in which individual buildings can still incorporate creative design and maintain their identity.
- Encourage a site design that complements the surrounding area.
- Achieve site and building development that is compatible with Airport Operations and all Federal Aviation Administration requirements.

### **Related Controls and Documents**

All development within Phoenix-Mesa Gateway Airport must comply with applicable codes and regulations of the City of Mesa, Maricopa County, the State of Arizona, the Federal Aviation Administration and the Development Master Plan approved by the City of Mesa for Gateway. The Phoenix-Mesa Gateway Airport Design Guidelines are an integral part of Gateway's Design Theme. Where the Guidelines provide more stringent development standards than the appropriate public agency, Phoenix-Mesa Gateway Airport Design Guidelines will apply. Where the appropriate public agency regulations are more stringent than the Phoenix-Mesa Gateway Airport Design Guidelines, the public agency regulations will apply.

A list of Federal Aviation Administration documents that provide design criteria for specific elements of airport related development is provided in the Appendix (page 14).

### **Site Planning Guidelines**

This section includes guidelines for site planning that will help ensure that Phoenix-Mesa Gateway Airport is developed in a manner consistent with the goal of creating a quality and functional industrial/commercial aviation related community.

**Zoning:** Site development within Phoenix-Mesa Gateway Airport shall conform to the Development Master Plan and Design Guidelines approved by the City of Mesa for Gateway the Federal Aviation Administration regulations, and specific types of uses allowed or prohibited within the Limited Industrial (M-1) District as set forth in the City of Mesa Zoning Ordinance.

**Setbacks:** Setbacks (yards) are designed to provide open space, retention areas, landscape areas, pedestrian circulation and buffers between public roadways, buildings, parking areas and adjacent building sites.

Setbacks are defined for front yards, rear yards and side yards in the Setback Requirements, Table 1. Three (3) different lot conditions may occur within Phase One development, which are outlined within the table.

On corner lots, 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. Where a lot has street frontage on three sides, all yard areas adjacent to streets will be considered front yards. The remaining area will be considered as a side yard.

Yards are to be free from any structures, with the exception of awnings, eaves, overhangs, windows, cooling devices, or any other similar building features. These elements may project up to three feet (3') into any yard.

Structures will be defined as anything which is built or constructed or, any piece of work artificially built-up or composed of parts, including but not limited to, buildings, fences, towers, overhead transmission lines and mechanical equipment.

Aircraft or aircraft components shall not be allowed parked or stored within any required yard, but may be moved across a required yard.

No parking shall be allowed within the front yard area. Where the end of a parking space abuts a setback, the width of the setback shall be increased by two feet (2').

All lots fronting along Sossaman Road will include a P.U.F.E. which will not be included as part of the front yard setback.

Outside storage will not be placed within any required setback, and is restricted to side yards where the rear yard is adjacent to the Air Operational Area (AOA). Rear yards areas adjacent to the AOA and not part of the aircraft staging area or ten-foot Clear Zone, may have outside storage.

A minimum building separation (exterior building wall to exterior building wall) of fifteen feet (15') shall be maintained as required by the City of Mesa.

All construction will be subject to requirements of the Federal Aviation Administration.

**Table 1  
Setback Requirements**

<b>TYPE OF LOT</b>	<b>A</b>	<b>B</b>	<b>C</b>
Front Yard	<b>20'</b>	<b>20'</b>	<b>10'</b>
Street-Side Yard	<b>20'</b>	<b>20'</b>	<b>10'</b>
Side Yard	<b>10'</b>	<b>10'</b>	<b>10'</b>
Rear Yard	<b>10'</b>	<b>10'</b>	<b>10'</b>

**Type of Lot**

- A** Interior lots (standard City of Mesa setback requirements).
- B** Air Operations Area frontage lots on island (these lots are surrounded by flight line, taxiway, ram, or apron).
- C** Air Operations Area frontage lots on island (these lots are surrounded by flight line, taxiway, ramp, or apron and do not have frontage on a public street).

The “Special Conditions Plan” showing which lots are type A, B, or C is on the plan labeled ***Special Conditions Plan***.

Lots which are type B or C and have buildings which are hangars, shall provide a staging area equal to, or greater than the total hangar gross floor area of the largest hangar servicing each staging area.

Lots which are type B or C, shall have a rear yard setback of ten feet (10’) when adjacent to the Air Operations Area. This ten feet (10’), shall be a Clear Zone where no storage, equipment, structures, parking, landscaping, or aircraft staging is allowed.

Lots which are type B or C and are adjacent to an Airport Operations service road shall maintain a minimum twenty-five foot (25’) building/structure setback from the service road (which is 25’ wide).

Lots which are type B, shall maintain a ten foot (10’) side yard setback. 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 have landscaping which is under 18” in height.

Lots which are type B or C will be required to comply with all FAA Part 107 and 139 regulations and the Airport security plan (when it becomes effective).



## **Building Placement**

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 adjoining projects and development throughout the airport.

Building placement shall address the following:

- Buildings shall be located to enhance project visibility and identity, while maintaining compatible relationships with adjacent projects and street frontages.
- Buildings shall be arranged to provide convenient access to entrances and efficient onsite circulation for vehicles, pedestrians, and aircraft.
- Buildings shall be arranged to provide landscaped outdoor places for people to use during breaks and lunch.
- Appropriate relationships shall be developed between buildings and setback areas to enhance street frontages and corners.
- Building placement shall properly address unique site conditions.
- The potential of jet blasts should be considered in the positioning of any structures.
- FAA security and safety regulations and the Airport's security plan shall be a part of any design.

## **Security**

All development will be required to comply with Gateway's security plan when it goes into effect (passenger service starts). Access to the entire Air Operations Area (AOA) will be restricted and measures will be taken to ensure only authorized individuals and vehicles gain access into this area. Any design will need to be subject to requirements of the Federal Aviation Administration for Part 107 and 139. All types and location of fencing must be approved by the Design Review Committee.

A six foot (6') minimum exterior Clear Zone area, which is free of any obstructions along the Air Operations Area (AOA) edge fence line is required with a recommended ten foot (10') to twenty foot (20') where possible. This area is to be landscaped with material under eighteen inches (18") in height, paved, or have decomposed granite.

## **Access and Parking**

Vehicular access shall comply with the City of Mesa Driveway Guidelines. The use of cross access easements and shared driveways is suggested along Sossaman Road. Median cuts beyond those that exist are strongly discouraged and will require approval from the City of Mesa Public Works Department and Gateway's Design Review Committee.

All parking lot areas and circulation shall be paved and contained within the boundaries of each lot. The use of cross access easements and shared parking areas is suggested for existing buildings and for new buildings fronting on Sossaman Road.

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

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 the Summary of Parking Requirements, Table 2.

Parking areas shall be screened and landscaped in accordance with the City of Mesa requirements and the Gateway's Landscape, Streetscape, and Signage Master Plan.

- Required parking spaces shall be rectangular with a minimum width of nine feet (9') and a minimum length of eighteen feet (18') and shall have independent access to an aisle or driveway.
- Angled parking will be permitted within any lot as an alternative to 90° parking, provided the following objectives are met, including 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 Design Review Committee.
- Accessible parking spaces shall be provided and maintained pursuant to Section 4-1-3 of the Mesa City Code pertaining to the Americans with Disabilities Act of 1992.
- No parking or driving aisle will be allowed within any public road right-of-way.

**Table 2  
Summary of Parking Requirements**

USE	MINIMUM PARKING RATIO
Office	1 Space/375 SF G.F.A.
Retail/Service	1 Space/375 SF G.F.A.
Warehouses	1 Space/900 SF G.F.A.
Manufacturing	1 Space/600 SF G.F.A.
Hangars	1 Space/2000 SF G.F.A.
Medical or Dental Offices and Outpatient Clinics	1 Space/200 SF G.F.A.
Hotel	1 Space/Guest Room & Ancillary Use Requirements
Restaurant	1 Space/75 SF G.F.A. & Outdoor Seating Area
Day Care Facility	1 Space/375 SF G.F.A.
Health//Fitness Facility	1 Space/100 SF G.F.A., Excluding Courts Which Require 2 Spaces/Court

SF shall be defined as the total square feet of gross floor area (GFA) between exterior building walls.

A minimum of five (5) parking spaces located onsite are required for every use.

Covered parking spaces for new office use developments (buildings used strictly for offices without hangar space), shall provide one covered space per office or suite as required by the City of Mesa.

In case of fractional results in calculating parking requirements, numbers will be rounded up to the nearest whole number if the fraction is equal to, or greater than 0.5.

**NOTE:** Buildings which include more than one type of use, such as hangar space and office space, will be required to meet parking requirements for all use types within the development.

#### **Service Areas and Ground Mounted Equipment**

Service areas must be screened so they are not visible from public streets and adjacent lots. Areas which are not visible from the public street may use live vegetation materials for screening which provide a proper visual barrier. Service areas which are visible from the public street shall be screened with at least a six foot (6') high wall. The wall shall be an architecturally suitable material, and the materials and color shall be compatible with the main building structure.

Service areas shall be restricted to side yards where the rear yard is adjacent to the Air Operational Area (AOA). These areas shall not be within the required side yard setback.

Ground mounted mechanical and electrical equipment, such as main gas meters, electrical switching equipment, fire sprinkler risers and other utility services shall be located on the side or rear of the buildings (when not adjacent to the Air Operational Area), screened from the public street by earth berms and/or landscaping and painted with compatible colors.

#### **Outside Storage Areas**

Outside storage areas that are visible from the public street shall be screened with at least a six-foot (6') high masonry wall. The wall shall be an architecturally suitable material, and the materials and color shall be compatible with the main building structure. Outside storage areas shall also be screened from adjacent lots. Live vegetation materials that provide a proper visual barrier may be utilized if the area is not visible from the public street.

Outside storage areas shall be restricted to side yards where the rear yard is adjacent to the Air Operation Area (AOA). These areas shall not be within the required side yard setback. Rear yard areas adjacent to the AOA and not part of the aircraft staging area or ten-foot (10') Clear Zone may have outside storage.

#### **Refuse Areas**

Refuse areas must be screened with a six foot (6') high masonry wall as per City of Mesa requirements, and shall utilize materials and colors that are compatible with the main building structure. Refuse areas are not allowed within any required setback.

### **Loading Dock/Bay Areas**

Loading dock/bay areas must be screened with a minimum six-foot (6') high masonry wall where visible from the public street.

Off-street loading spaces shall be paved and be at least ten feet (10') by thirty feet (30') as per City of Mesa requirements. Loading spaces shall not encroach into any fire lane.

Loading dock/bay areas that are not visible from the public street shall be screened from adjacent lots. Live vegetation materials that provide a proper visual barrier may be utilized.

### **Parking Lot Areas**

Parking lot areas must be screened from public streets with a three-foot (3') barrier as per City of Mesa requirements.

### **Mechanical and Electrical Equipment**

All building-mounted mechanical and electrical equipment shall be screened from view. Screens shall consist of architecturally suitable material compatible with the design, building materials and color of the main structure. Due to the visibility of rooftops from the air, minimizing or screening of rooftop equipment is encouraged.

### **Telecommunications Equipment**

The installation of telecommunication equipment, including satellite dishes and/or antennae, may be permitted within Gateway, 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 Design Review Committee.
- Equipment shall not be located within any front yard areas. Rooftop locations should be avoided.
- 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 Gateway Design Review Committee will consider increased heights.
- Where possible, all equipment shall be screened from view with landscaping, architectural materials or a combination thereof.
- All approvals are subject to the regulations of the Federal Aviation Administration, requirements of the City of Mesa, Phoenix-Mesa Gateway Airport Design Review Committee, and Airport Operations.

## **BUILDING DEVELOPMENT GUIDELINES**

This section includes guidelines for building development that will help to achieve the goal of creating a quality and complementary environment.

### **Building Orientation**

The design of the building elevations should take into consideration the window and door placement in an energy efficient manner. The reduction of southern and western solar exposure should be incorporated into the design whenever possible.

### **Building Height**

For the purpose of these guidelines, building height is defined as the total vertical distance from the natural; means ground elevation of the lot to the highest point of the building. Maximum building height shall be in accordance with the Development Master Plan, approved by the City of Mesa for the Phoenix-Mesa Gateway Airport. Height restrictions identified in the Part 77A the Federal Aviation Administration Height Restrictions.

### **Building Elevations**

The type of building materials used should be resistant, reliable, withstand weather conditions, require low maintenance, be durable and be an asset to the airport image.

Color schemes should be complementary with the area and setting. Accent colors should be compatible with the main theme.

The use of reflective surfaces and mirrored window glazing is discouraged and may be prohibited in certain locations. The type of window treatment used should assist in giving the buildings an appropriate scale and help identify the use.

The building color, material, trim, accents, detailing, and style should be integrated into the overall design theme to encourage architectural visual interest.

The building's entryways should be designed and placed as integrated elements of the overall design. Obvious identification and sufficient lighting should be included in the design.

When multiple structures are planned as part of a single development, the design shall be in a compatible architectural style.

All buildings are to be designed with four-sided elevations, with detailing on all sides.

Corrugated metal or pre-engineered metal buildings are strongly encouraged to incorporate the usage of concrete block such as split-face, fluted or scored masonry construction at the foundation of the building up to at least eighteen inches (18") in height.

Building elevations which front along Sossaman Road shall be of a higher quality and standard. The use of masonry construction will be required for the building frontage along Sossaman Road. At least half of the building height will be required to use concrete block such as split-face, fluted or scored masonry construction starting at the foundation of the building elevation. The use of this material will need to wrap around the corners of the building and gradually taper down.

T-hangars that are visible from the public street are recommended to utilize an increased landscape plan along the street frontage. T-hangars should include public restrooms and aircraft wash rack areas in the design.

All building elevations are subject to the regulations of the Federal Aviation Administration.

## **LANDSCAPE, STREETScape, AND SIGNAGE GUIDELINES**

These guidelines are designed to reinforce the land use, circulation, and design principles set forth in the Phoenix-Mesa Gateway Airport Landscape, Streetscape, and Signage Master Plan.

The purpose of these guidelines is to develop a strong image for Phoenix-Mesa Gateway Airport that establishes it as a quality aviation center.

The Landscape, Streetscape and Signage Master plan is attached.

**Landscape Signage/Building Design Related Material**

FAR Part 150 – Airport Noise Compatibility Planning

*Section A150.101, page 64*

Table 1: Land Use Compatibility\* With Yearly Day/Night Average Sound Levels

Notes 1-8 (Based Upon Noise Exposure Maps)

Specifications on what constitutes “compatible” buildings; specifications on compatible buildings in relations to LdN ratings; specification of building types that require special construction and design to achieve a specified NLR (noise level reduction).

FAR Part 151 – Federal Aid to Airports

Subpart C: Project Programming Standards

Site Preparation/Roads – Buildings; Utilities; sidewalks; parking areas; landscaping.

General eligibility requirements set forth by the Federal Government in the preparation and construction of federally funded projects including roads, buildings, etc. Rules and procedures for airport development projects are also set forth and of concern is Paragraph 151-45 *Performance or Construction Work: General Requirements* which addresses the sponsor’s duties when change in a construction contract is desired.

AC 150/8190-4A model *Zoning Ordinance to Limit Height of Objects Around Airports* in conjunction with FAR Part 77 – Subpart C: *Obstruction Standards*.

Provides a model zoning ordinance to be used as guide to control the height of objects around airports (or as in Gateway’s case, objects on the base property).

AC 150/5020-1 *Noise Control and Compatibility Planning for Airports*

Provides general guidance for noise control and compatibility planning for airports.

AC 150/5070-3 *Planning the Airport Industrial Park*

Provides guidance to communities, airport boards, and industrial developers for the planning and development of Airport Industrial Parks.

AC 150/5070-6A *Airport Master Plans*

Provides guidance for the preparation of airport master plans, pursuant to the provisions of the Airport and Airway Improvement Act of 1982.

AC 150/5300-13 *Airport Design*

Provides FAA’s standards and recommendations for airport design.

AC 150/5320-14 *Airport Landscaping for Noise Control Purposes*

Provides guidance to airport planners and operators in the use of tree and vegetation screens in and around airports.

AC 150/5360-9 *Planning and Design of Airport Terminal Facilities at Non-Hub Locations*

Provides guidance material for the planning and design of airport terminal buildings at non-hubs.

AC 150/5360-11 *Energy Conservation for Airport Buildings*

Provides guidance for promoting energy conservation in the design and operations of airport buildings; for initiating energy conservation programs and for conducting airport building energy assessments.

AC 150/5360-13 *Planning and Design for Airport Terminal Facilities*

Provides guidance for the planning and design of airport terminal buildings and related facilities.

Design, Art and Architecture – A Study of Airports

Emphasis on functions, visual, and aesthetic improvements of both exterior and interior treatments of airport terminals. Also, access roads, graphic aids, and related facilities. For use by airport managers, sponsors, architects, landscape architects, and interior designers. For use in renovations or new construction.