



a reliance business community

D E S I G N G U I D E L I N E S

prepared by **idea** for reliance companies

november 14, 2006

revised december 1, 2006 revised march 8, 2007 revised march 14, 2007 revised june 22, 2007 revised august 4, 2008

Introduction

the Reliance business community, **AERO** at Williams Gateway Airport is a 60 acre site located south of the airport and east of Sossaman Road in Mesa, Arizona. The project has been envisioned to maximize a variety of light industrial, air freight, flex-space, aviation and office uses as defined by three districts. Those districts are one, the office on the Sossaman frontage, two, buildings on the inside of the Velocity Way/Cargo Way loop road and three, the aviation uses on parcels on the north side of Velocity Way. These guidelines present architectural parameters and standards for each of these three distinct, yet related districts within the **AERO** development.

The purpose of this document is to establish those parameters and standards which when implemented will achieve the degree of design quality, user orientation, character and the harmony that is the desire of the developer and the airport authority.

The guidelines will serve as a point of reference for the owner and designer alike. That point of reference is the presentation of both parameters to respond to and standards to adhere to. Parameters are characteristics inherent in the nature of the site and conceptual development plan that should be influential to all design solutions. Standards are those elements which shall be incorporated into all design solutions and will be strongly enforced.

It is not the intention of these guidelines to inhibit innovation or corporate expression in architecture. Within these guidelines, there is ample flexibility of aesthetic and economic choice, with proper design consideration given to these guidelines, and any other local requirements, when applicable the **AERO** image will one of a highly desirable location for owner, employee and visitor. These guidelines augment the WGAA airport design guidelines for the designated project area, where these guidelines are silent, or less specific, the WGAA design guidelines shall govern. In case of conflict, the greater or more restrictive standard shall apply.

Design Objectives

The design objectives for the business community at **AERO** are established as a guideline in order to create an integrated, high quality project. This can be accomplished through the implementation of the following objectives though it is not necessarily limited to the objectives herein.

Site Utilization should consider density and height relative to adjacent uses and development. Other considerations should include views to the SanTan and Superstition Mountains, a sense of arrival, service areas, pedestrian access and indoor/outdoor relationships that are sensitive to the project character and the desert environment.

The **architectural vocabulary** should be sensitive to the architecture of the region and the aeronautic theme and character of the project relative to forms, materials, textures and colors. The use of glass shall be used to maximize views, to provide a contrasting element to the concrete and masonry building surfaces and to provide architectural daylighting. Builders are encouraged to shade glass surfaces through the use of fin walls and other planes and overhead shading devices.

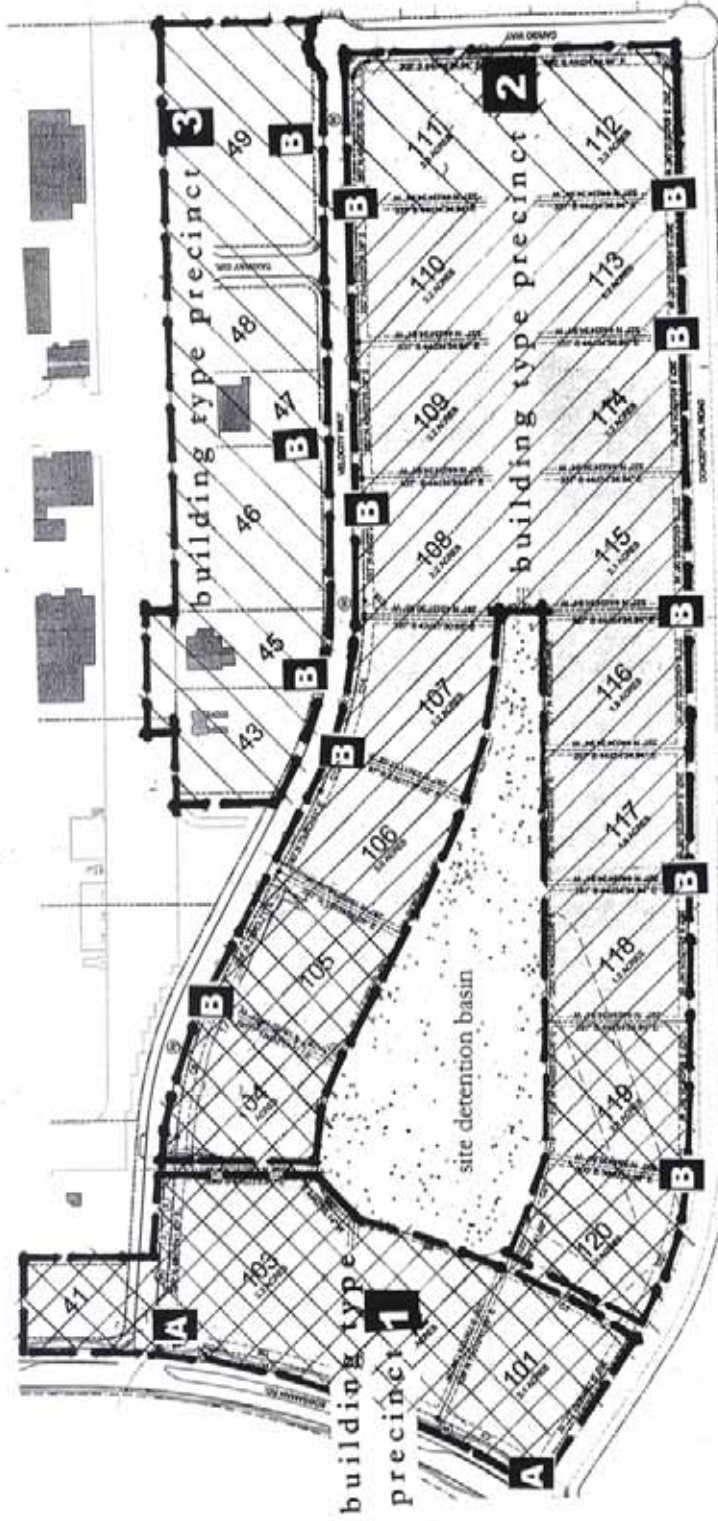
the **landscape vocabulary** should be sensitive to the region. the landscape should play a key role in the site aesthetics, the development of people spaces and energy and water conservation.




the **pedestrian environment** should be safe and comfortable and provide a near year round environment with places to sit, a shaded canopy of trees or an architectural element, color, textures underfoot and elements of interest. pedestrian and vehicular conflicts should be minimized to the greatest extent possible and efficient lighting should foster a sense of security from dusk to dawn or as needed to accommodate the uses of the building.

site amenities and special features may include such elements as screen walls and seating. all such elements should be carefully designed with the context of the site district setting and architecture. key building components and details should be called and incorporated into the site development thus maximizing the visually cohesive bond between site, architecture and the aeronautic theme of the development.



master development plan



- sign legend**
-  building precinct 1
 -  building precinct 2
 -  building precinct 3
 - A** main entry monument possible
 - B** individual site entry monument
- note: the lease lines are subject to change depending on tenant needs and maximum utilization of available property.*

site development standards

site grading

set buildings and structures above flood and detention limits...

convey water to existing drainage structures...

small mounds shall be avoided rather use significant land forms in a sculptural manner...

the following maximum gradients are recommended:

landscape: 4:1 drives: 3% with 2% at accessible routes cross slopes walks: 3% with a maximum 2% cross slope

setbacks and landscape easements

setbacks

setbacks are designed to provide open space, retention areas, landscape areas, pedestrian circulation and buffers between public roadways, buildings, parking areas and adjacent building sites.

the detention basin and other drainage features, a setback of 8 feet shall be maintained along with an 8 foot chain link fence barrier with double 4 foot wide, an 8 foot wide total opening. locking access gates at each property for maintenance access), this setback area shall receive an application of contact herbicide to kill existing weed growth, pre-emergent herbicide to kill weed seeds and a 2" layer of stone mulch to match the project streetscape treatments. this area shall be maintained in a neat and weed-free manner.

setbacks are defined front yards, rear yards and side yards by building precinct type on the table provided in this section of the guidelines.

on corner lots, the areas adjacent to both streets will be considered front yards and there will no rear yards for the purposes 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 sideyard.

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 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 to be 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.

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" or 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 shall be maintained as required by the City of Mesa.

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

front yard setbacks	<i>building precinct 1 and 2</i>	20 feet	<i>building precinct 3</i>	10 feet
street-side yard setback	<i>building precinct 1 and 2</i>	20 feet	<i>building precinct 3</i>	10 feet
side and rear yard setback	<i>all building precincts</i>	10 feet		

foundation landscaping is required per the City of Mesa code 11-15-3 (C) as follows:

15 feet along an elevation with an entry, 10 feet along an elevation with adjacent parking and 5 feet along an elevation without parking.

parking, driveways and sidewalks

surface parking

the layout of parking lots, density and layout of plant material shall at a minimum conform to the WGAA design guidelines as defined in the landscape master plan therein.

paving should be either concrete, asphalt or precast concrete pavers that shall vary in color and design to create patterns and interest, additionally, the material and installation specifications shall account for increased weight and frequency of vehicle traffic.

parking dimensions shall conform with city ordinance

parallel parking is discouraged

parking shall be screened with a combination of 3'-6" high walls as illustrated herein

the builder is encouraged to develop parking walks to connect parking aisles with building entries, when such walks can not be incorporated, the aisle layout should be conducive to efficient pedestrian circulation.

the use of "cross access" connection points between individual lots is encouraged.

it is encouraged that those areas specifically defined as visitor parking be treated as well-shaded areas by incorporating one canopy tree per every 5 spaces, special paving, when these limited areas are located adjacent to building entries, is encouraged, the use of diamond type planters may be used in lieu of island planters to fulfill this requirement.

wherever possible, larger parking spaces of a 10 foot by 20 foot dimension are encouraged to accommodate the greater number of trucks and vans operating in this development.

covered parking shall be provided in accordance with City of Mesa code 11-16-3 (E).

driveways

adjacent sites should share driveways where feasible
the use of concrete ribbon curbs and interlocking concrete pavers at project
entries is encouraged.

sidewalks

site sidewalks should connect building entries to the public way and streetscape sidewalks.
walks should be a minimum of 6 feet wide on arterial streets and a minimum of 4 feet wide on local industrial streets. Detached, 6 feet wide
sidewalks are acceptable on local industrial streets. Sossaman Road is to be considered as an arterial street and Velocity Way and the
"Conceptual Road" (Verona) are to be considered local industrial streets in this regard.

walks should be shaded with canopy trees where feasible and the use of integral color and textured paving within individual site is
encouraged.

walks shall conform to current jurisdictional standards for accessibility and width transitions.

loading and service areas/refuse areas

loading and service areas should be screened from the perimeter drives, adjacent properties
and Sossaman Road and shall be screened with a site wall of the same materials as the building
of a design that is consistent with the architectural vocabulary for the adjacent building

all loading and service operations shall be accommodated within the confines of the specific site

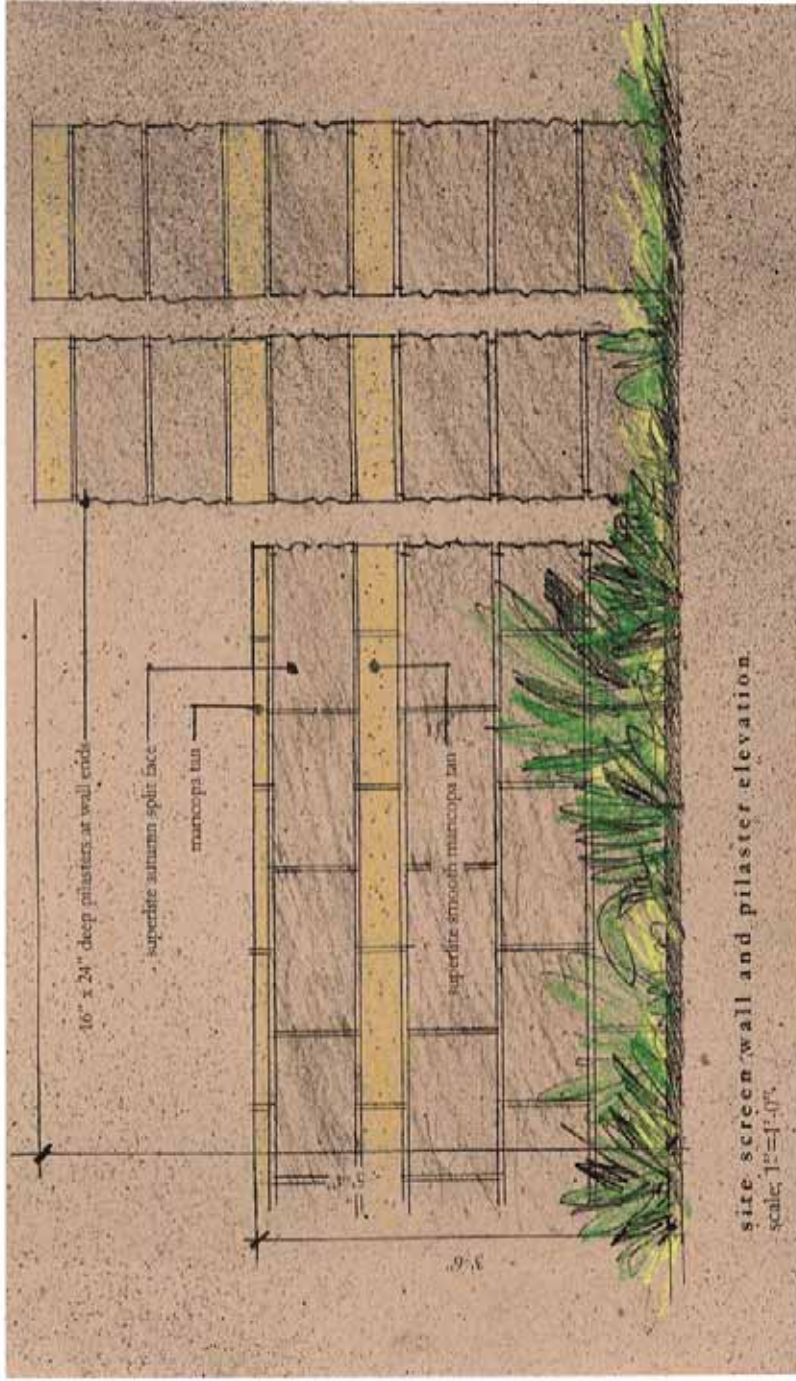
outside storage and equipment

goods, materials, machinery, oversized vehicles or refuse shall be stored within the confines
of a 6 foot high site wall in masonry or tilt wall construction to match the building with opaque gates as described above
and screened from streets and the building entries. this type of enclosure shall also apply to those areas specifically designated as
outside storage areas or yards for users and tenants as needed as part of business operations.
such areas or yards shall be located at the rear of the building or property.

site walls

the use of site walls that can visually engage the building with the site is encouraged. these walls
shall match the materials and colors of the building.

site walls which screen parking from public streets shall be 3'-6" high and constructed of alternated bands
of 4" smooth banded and split face cmu in deep earth tones. additionally the integration of walls and berms along
the Velocity Drive and Sossaman Road as well as the use of pilasters as illustrated herein at site
entries is encouraged. signage at individual site entries shall be similar to that illustrated in the signage guidelines.



site screen wall and pilaster elevation
scale: 1"=1'-0"

site lighting

site lighting should be designed in such a manner as to provide for safe vehicular pedestrian movement into and around the site as well as to create a rich aesthetically pleasing site and architectural statement

parking areas and internal site circulation should be illuminated with a fixture atop a brushed clear aluminum pole with a Kim Archetype model fixture in a platinum silver color. lights should be arranged in a geometric grid to enhance the aesthetic order of the site and to provide maximum light efficiency. The electrical engineer shall submit a point to point diagram to the master developer for review which demonstrates an average maintained foot candle level that is consistent with industry standards

pedestrian level lighting should be thematic in appearance and glean forms and materials from the architecture and the site and parking light and be similar or equal to Kim Lightform bollards in a platinum silver color.

all lighting shall conform with local jurisdictional lighting regulations and dark-sky ordinances



kim archetype fixture

landscape & streetscape

landscape

the form and character of the site landscape and the streetscape should be sensitive to the regional setting and made improvements to this setting including but not necessarily limited to the existing Sossaman Road streetscape. the site landscape and the streetscape should be designed as a unified whole as should be the relationship between architecture and the landscape.

the placement of plant materials adjacent to the streetscape should complement the massing and mimic the plant palette identically. site areas which are adjacent to drainage and retention areas should be treated in a similar way.

site entries should be accented with large specimen trees and flowering shrubs

parking areas should be planted with trees to provide shade and reduce reflectivity associated with paved areas. A density of one tree per 10 parking spaces is recommended with no more than 10 parking spaces in a linear manner uninterrupted without a parking island.

building entries, courtyards and patios should be planted with accents of trees of unique characteristics such as form, flower or foliage. these trees should be underplanted with flowering shrubs and ground covers which are tolerant of the shady conditions created by the tree canopy.

interior site boundaries should be treated with a combination of vertical trees and medium height shrubs which are composed to complement the arrangement of building and site features in quantities consistent with the City of Mesa ordinances.

streetscape

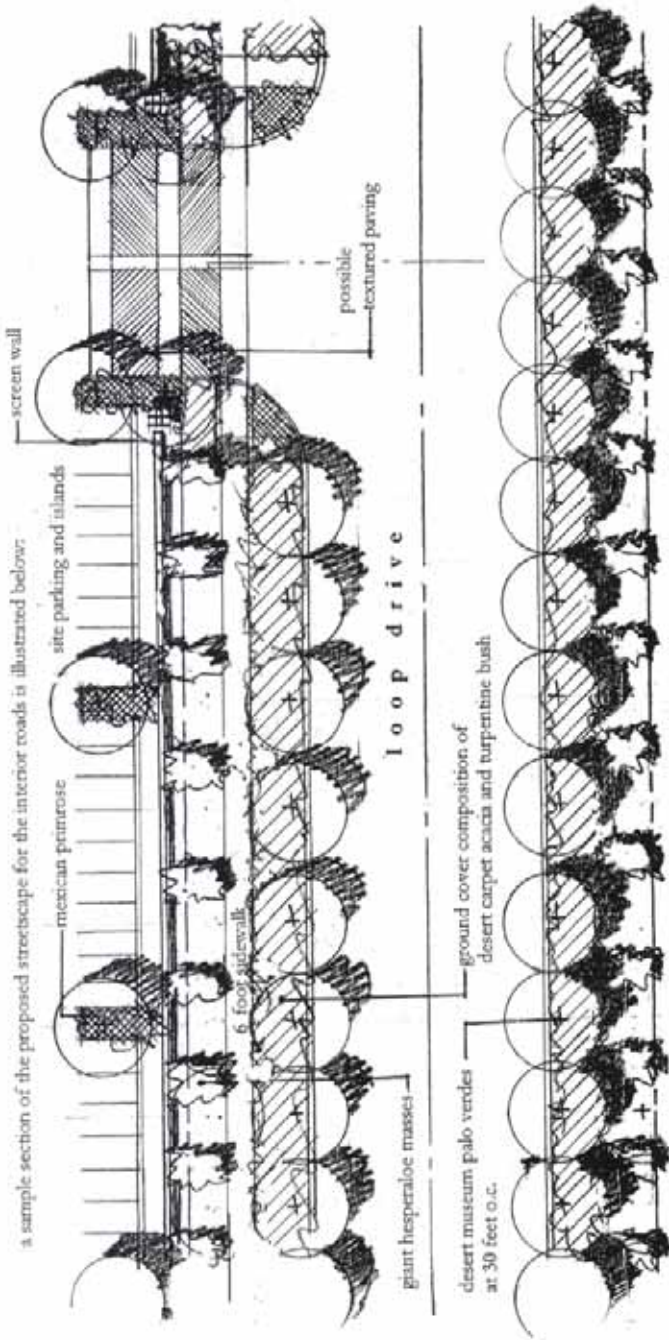
the streetscape for Sossaman Road is in place but in need of some supplemental planting particularly to help engage the proposed site landscape with the Sossaman Road streetscape. This planting should be complementary of the existing plant palette and similar to the composition and density of the same in order to create a seamless appearance between streetscape and site planting.



streetscape

the streetscape for Sossaman Road is in place but in need of some supplemental planting particularly to help engage the proposed site landscape with the Sossaman Road streetscape. This planting should be complementary of the existing plant palette and similar to the composition and density of the same in order to create a seamless appearance between streetscape and site planting.

a sample section of the proposed streetscape for the interior roads is illustrated below:



amended June 5, 2008

architectural standards

site planning & development

buildings and their arrangement on the site should be clean, ordered and an expression of the aeronautic theme
buildings and their settings should reflect a good sense of proportion and be sensitive to the scale of adjacent developments and buildings
floor area ratio, building height and open space requirements shall be consistent with the current City of Mesa ordinances
buildings should be arranged on the site to create a hierarchy of spatial experiences and to define usable open spaces
visually anchor the building to the site by gleaming forms, materials and colors and incorporating same into the site design elements

colors & materials

exterior materials should be of a high quality nature and reflect the materials palette found in surrounding buildings within the Williams Gateway Airport area and be consistent with the aeronautic theme of the project without being kitsch or cliché. rather, the materials selection should carefully and purposefully blend the rich earthen tones and textures of the southwest and leading edge aeronautic forms and materials. this presents numerous opportunities for striking compositions of contrast, not only the trough the interface between materials but opportunities for counterpoints between strong horizontal lines with vertical architectural punctuations.

specifically, materials should include articulated tilt-up concrete construction, banded masonry elements with contrasting finishes and colors, glass, aluminum or painted metals to simulate the aluminum components of aircraft, fabricated/articulated metal panels and precast concrete.

colors for metals should be as noted above and be either a deep enameled blue or aluminum color either through the material or as a painted aluminum color. masonry colors should be of an integral nature rather than a painted masonry surface which presents a rather flat surface. integral color masonry over painted masonry is encouraged. masonry may include, but not be limited to ground finishes, split faces or smooth or honed finishes in earthen colors. painted tilt-up concrete should be in similar earth tones.

a series of color palettes with material descriptions is in the appendix of this document.

building details

details should reflect the overall theme and character of the building and the aeronautic theme of the project free of cliché and current fashion. rather, building details should present a clean and timeless character evoking a sense of lightness, air and the movement of flight and the abstractions of aeronautic components such as wings, control towers or fuselage forms.

main building entries should be recessed and further protected with a trellis or wing form canopy.
such entries should be further defined with special architectural features such as lighting, site walls, fin walls, free-standing columns, metal planes and panels or upgraded materials on the building and ground plane.

the use of building walls that extend beyond the footprint and become site and screen walls are encouraged in order to visually anchor the building to the site.

**conceptual architectural character narratives
for building type precinct 1**

buildings in precinct 1, those that front Sossaman Road are characterized by highly detailed and articulated compositions of cast in place concrete, masonry, glass, aluminum vertical fins, horizontal fins as glass shading elements in aluminum finish or enameled streamlined planes held by similarly streamlined and finished tie-downs, the use of punched openings as a metaphor for airplane window ports is encouraged as is the use of battered masonry structures that emulate control towers to anchor corners of buildings, particularly at project entries. these towers should include punched openings with articulated mullions with fins that should emulate the fin forms found in the main entry monument.

**conceptual architectural character narrative
for building type precinct 2**

buildings in precinct 2, which constitutes the majority of the project are typified by a modest level of detail and articulation through compositions of tilt-up concrete, banded masonry similar to that found in the site screen walls in these guidelines, masonry fin walls to define entries as a counter point to the tilt-up concrete surfaces and similarly, tilt-up concrete fin walls as counterpoints to the masonry surfaces, glass, horizontal fins and wing frame structures as glass shading elements in aluminum finish held by consistently articulated and finished tie-downs.

**conceptual architectural character narrative
for building type precinct 3**

buildings in precinct 3 are those buildings that form the northern edge of the property and are characterized by their intended use, that of air cargo, delivery and other uses directly and indirectly associated with the proximity of this precinct to the runways. materials and forms for these buildings include articulated metal panels in basic colors and aluminum finishes, vaulted roof forms, shade elements with detailed tie-downs and struts that emulate airplane components along with stratified masonry planes with punched window openings in limited areas.

architectural element descriptions

basic building: the basic building material vocabulary consists of painted tilt-up concrete panels set in various planes on the horizontal with a minimum offset of 8". additionally, vertical variation shall also be a part of the architectural composition similar to the deviation as illustrated herein.

element A: element A is intended to be used in concert with tilt-up building walls as an accent and complement to said walls and be constructed as banded elements with two types and/or sizes of masonry block types in colors established in the color palettes or similar to the color palettes herein.

element B: element B is a window overhang element in architectural metal in a brushed clear aluminum color or blue color and constructed in either aluminum, metal as painted in an aluminum or blue color or GFRC over frame and painted an aluminum or blue color. the form of this element shall reflect a tapered aircraft wing in profile as illustrated herein.

element C: element C is a single or series of recessed windows with a vertical "wing" element that should reflect the profile of element B and should be used in concert with and as a complement to element B.

element D: element D is a metal canopy with the back elements in aluminum metal or aluminum color steel to reflect sweeping wing of a bird as interpreted as an abstract wing with an overture to the historic bi plane style cross-ties in the tieback feature. the connection of tiebacks to the building should be celebrated with a detailed plate in the same aluminum, blue metal color or accent metal color.

element E: element E is a vertical metal or metal color element with a tapered aircraft wing profile as a compositional counter point and complement to element B and should be presented in the same aluminum or blue metal or painted steel or GFRC over frame. an accent metal fin at the top of this element is encouraged as illustrated herein.

the distribution of these **elements** shall be determined by precinct type as follows:

precinct 1: 3 to 4 of these elements in a singular architectural composition.

precinct 2: 2 to 3 of these elements in a singular architectural composition.

precinct 3: 1 to 2 of these elements in a singular architectural composition.

appendix

architectural character concept illustrations (building elements)

color palettes

recommended plant materials list



rear elevation study scale: 1/16"=1'-0"
 tilt concrete walls, banded masonry walls in earth tones with
 aluminum color roll up and access doors.



street side elevation study scale: 1/16"=1'-0"
 tilt concrete walls, banded masonry walls in earth tones.

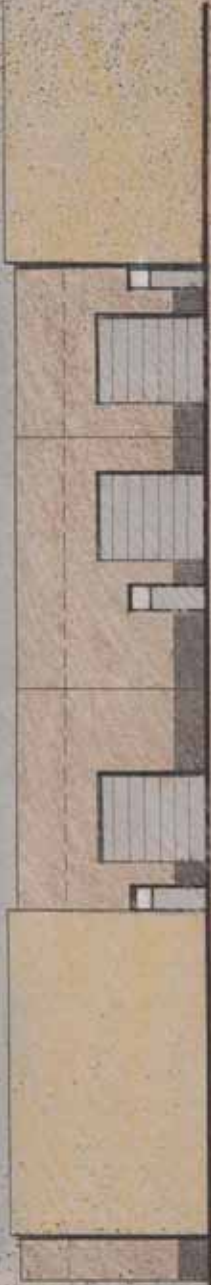
AERO

a reliance business community

**A R C H I T E C T U R A L
 C H A R A C T E R C O N C E P T S**

element **A**
 prepared by **idea** for reliance companies.

January 25, 2007



rear elevation study scale: 1/16"=1'-0"
tilt concrete walls, painted in earth tones with
aluminum color roll up and access doors



street side elevation study scale: 1/16"=1'-0"
tilt concrete walls, painted in earth tones

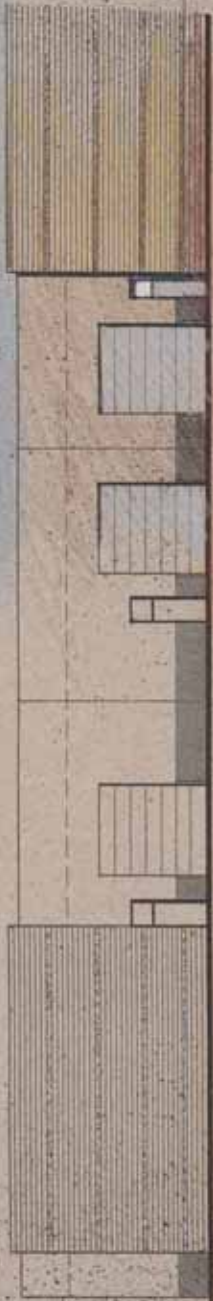
AERO

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**A R C H I T E C T U R A L
C H A R A C T E R C O N C E P T S**

basic building *without* elements
prepared by **Ucen** for reliance companies

January 25, 2007



rear elevation study scale: 1/16"=1'-0"
 tilt concrete walls, banded masonry walls in earth tones with
 aluminum color roll up and access doors



street side elevation study scale: 1/16"=1'-0"
 tilt concrete walls, banded masonry walls in earth tones

wing canopies with "in-plane trusses"

AERO

a reliance business community

A R C H I T E C T U R A L
 C H A R A C T E R C O N C E P T S

element **D**
 prepared by **idea** for reliance companies

january 25, 2007



rear elevation study scale: 1/16"=1'-0"
tilt concrete walls, banded masonry walls in earth tones with
aluminum color roll up and access doors



street-side elevation study scale: 1/16"=1'-0"
tilt concrete walls, banded masonry walls in earth tones

articulated windows

AERO

a reliance business community

A R C H I T E C T U R A L
C H A R A C T E R C O N C E P T S

element **C**
prepared by **idea** for reliance companies

january 25, 2007



rear elevation study scale: 1/16"=1'-0"
 tilt concrete walls, banded masonry walls in earth tones with
 aluminum color roll up and access doors



street side elevation study scale: 1/16"=1'-0"
 tilt concrete walls, banded masonry walls in earth tones

wing overhang

AERO

a reliance business community

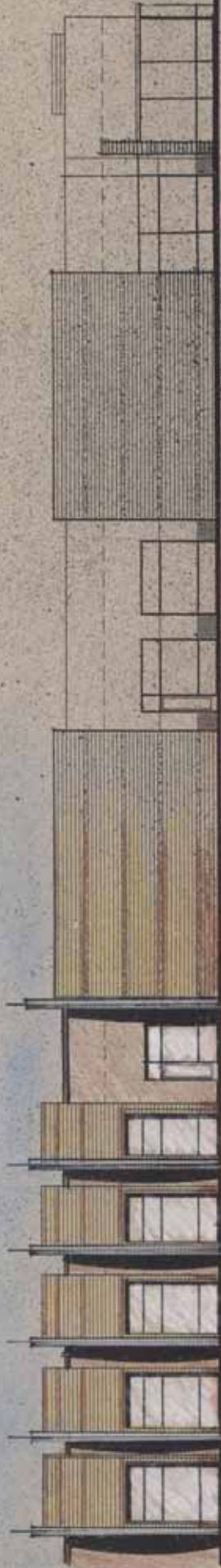
**A R C H I T E C T U R A L
 C H A R A C T E R C O N C E P T S**

element **B**
 prepared by **idea** for reliance companies

january 25, 2007



rear elevation study scale: 1/16"=1'-0"
 fill concrete walls, banded masonry walls in earth tones with
 aluminum color roll up and access doors



street side elevation study scale: 1/16"=1'-0"
 fill concrete walls, banded masonry walls in earth tones

vertical wing-type elements

AERO

a reliance business community

A R C H I T E C T U R A L
 C H A R A C T E R C O N C E P T S

element E
 prepared by **idea** for reliance companies

january 25, 2007

concept section of vertical &
 horizontal wing-type elements

architectural & signage color palettes

color palette A *all colors are Frazer Paints*



8685D woodlét



8214M tobacco road



8746N timber trail

cmu to be standard grey ruda blasted block with trendstone 'plum' accent bands



8203M gobi beige



8205D brass bucket



8206N tarrytown

cmu to be superlite 'autumn' split face block with superlite 'maricopa tan' accent bands



8514M grey blue



8515D timber grey



8516A tempirass (accent only)

cmu to be standard grey ruda blasted block as field or accent bands and charcoal split face as field or accent bands



metallic blue automotive paint



theme industrial aluminum paint color

signage and wing accents color palette

recommended plant materials list

this list of materials is not all inclusive and some latitude may be exercised as approved by the master developer and the development partners. these materials are all of a drought tolerant and are either native desert plants or plants that adapt well to desert climates.

botanical name	common name	remarks	
trees			
Acacia smallii	Sweet Acacia	keep thorns from pedestrian ways	
Acacia salicina	Willow Acacia	10 to 15 feet apart at site edges	
Acacia stenophylla	Shoestring Acacia	10 to 15 feet apart at site edges	
Cercidium species	Palo Verde	various species and varieties including 'Desert Museum'	
Chilopsis linearis	Desert Willow	do well in retention areas	
Chitalpa 'Pink Dawn'	Chitalpa		
Dahlbergia sissoo	Sissoo Tree		
Eucalyptus microtheca	Coolbath	10 to 15 feet apart at site edges	
Pistachia X 'Red Push'	Red Push Pistache	great fall color accent for courtyards	
Prosopis species	Mesquite	various species and varieties except <i>Chilum spaini</i>	
Quercus v. 'Heritage'	Heritage Live Oak	good small accent tree	
Sophora secundiflora	Texas Mountain Laurel	small accent tree	
Vitex agnus-castus	Chaste Tree		
shrubs			
Agave species	Century Plant	mass plantings or accents	
Bulbine frutescens 'Yellow'	Shrubby Bulbine	shade or sun tolerant succulent	
Caesalpinia gilliesii	Yellow Bird of Paradise		
Cassia nemophylla	Desert Cassia		
shrubs (continued)			
Chrysantha Mexicana			
Cordia boissieri			
Dasylistron longissimum			
Dodonaea viscosa			
Euclea farinosa			
Eremophila maculata			
Guava species			
Hesperaloe species			
Justicia speciosa			
Lantana species			
Leucophyllum species			
Muhlenbergia species			
Penstemon species			
Ruellia species			
Salvia species			
Damianita			mass plantings or accent
Mexican Olive			good undipped hedge
Toothless Sotol			
Green Hop Bush			
Brittle Bush			
'Valentine'			
Guava			
Hesperaloe			
Mexican Honey suckle			
Lantana			
Texas Ranger and Chihuahuan Sages			
Deer Grass			accent shrub
Penstemon			
British and Desert species			
Sage			
ground covers			
Acacia redbolens 'Desert Carpet'			
Baccharis Hybrid 'Stam'			
Convolvulus oenocorum			
Hymenoxys aurea			
Lantana species			
Oenothera speciosa			
Rosmarinus species			
Verbena species			
Desert Carpet Trailing Acacia			
Desert Broom			
Bush Morning Glory			
Angelita Daisy			
Yellow and Purple Lantana			
Mexican Primrose			
Trailing Rosemary			
Verbena			