

PHX LAND REUSE STRATEGY
SPARK AREA 3
DEVELOPMENT
STANDARDS
AND DESIGN
GUIDELINES



PHX LAND REUSE STRATEGY

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

PREPARED FOR



City of Phoenix
Aviation Department

WITH

Community groups, residents,
businesses, schools,
property owners, non-profit
organizations, and other
stakeholders within the LRS
planning area.

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City of Phoenix

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SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

BARRIOS UNIDOS PARK | I-17 FLEX BUSINESS PARK DEVELOPMENT

A mixed-use business campus augmented by a transportation corridor, PHX Sky Harbor International Airport adjacency and community sports park...

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The diagrams and drawings included in this report are for illustration purposes only and do not constitute actual design solutions. Concepts are subject to change based on future goals, development proposals, and other considerations.

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

EXISTING CONDITIONS SUMMARY

The Barrios Unidos Park Spark Area 3 sits directly adjacent to Sky Harbor International Airport's Rental Car Center and I-17 freeway, close to a number of major employers - Honeywell, American Airlines Training Center, etc. The area presents great land value for office/flex and logistics development, leveraging its location and transportation advantages.

Continuous City-owned properties could potentially accommodate large-scale community-desired recreational facilities. Mohave Street and 12th Street present opportunities as major multi-modal spines connecting to other adjacent areas. 16th Street is a major north-south corridor that offers movement of goods to and from the airport and can spur a higher value for office/retail/hospitality mixed-use development along its frontage.

SITE INFORMATION:

- **Land Area:** 74.22 acres in total (developable parcels: 65 acres +/-).
- **Current Context:** Large developable site sit in low density residential neighborhood, nearby Phoenix International Airport and Rental Car Center and adjacent to I-17 Freeway.
- **Surrounding Streets:** Mohave St, 12th St, 14th St, 16th St, Durango St, Cocopa St, I-17 Frontage Rd
- **Existing Streets Serving The Site:** Apache St, Durango St, Hess Ave, 14th St
- **Current Zoning Designations:** S-1 (Barrios Unidos Park), C-2, C-3, R-3, A-1.
- **Located within PHX Opportunity Zone 1172.**
- **2015 City of Phoenix General Plan Land Use Designations:** Residential 3.5-5 du/acre to industrial, Parks/Open Space-Publicly Owned, Commercial, Industrial, Public/Quasi-Public.
- **LRS Community Preferred Land Reuse Framework Land Use Designations:** Parks/ Recreation, Educational/Institutional, Small Business/Flex, Industrial.



(FIGURE 1.1) SPARK AREA 3 EXISTING CONDITIONS

Plans are conceptual only and subject to change based on future goals, development proposals, and other considerations.

Airport-Owned Noise Land	Park	Cultural Corridor Route
Residential Land	Existing Residential Structures	Alternate Cultural Corridor Route Alignment
Vacant Land	Historic Structures	Spark Area Boundary
Commercial Land	Other Existing Buildings	

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

CONCEPTUAL SITE DESIGN SUMMARY

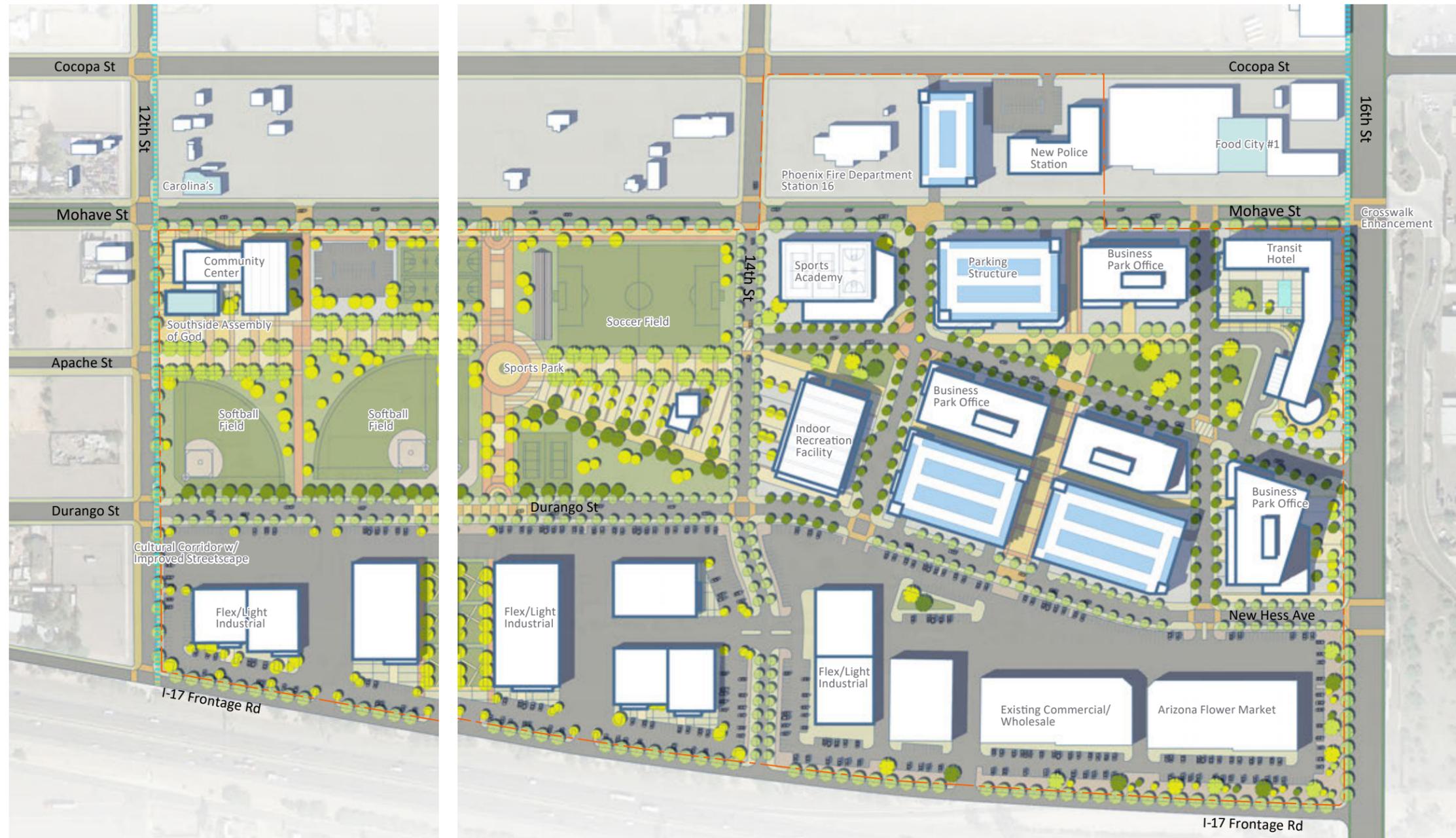
The Barrios Unidos Park Spark Area 3 Development is the **gateway into Phoenix Sky Harbor International Airport and the largest development opportunity in the LRS planning area**. Spark Area 3 competitively offers more than 70 acres of land directly adjacent to PHX airport and near a number of employment anchors. Spark Area 3's convenient access to 16th Street and the Interstate-17 freeway make it one of the region's most optimal sites for supporting **logistics, distribution, advanced manufacturing, and research and development (R&D)**.

The Barrios Unidos Park Development is intended to support a **diverse mix of innovation oriented end-user tenants, flex and office typologies, and amenities** including local shops, cafes, restaurants, fitness studio and daycare. Spark Area 3's large land area can support the development of a **large regional park which could serve as a strong amenity to attract prospective office tenants and a visitor population**. Its strategic location is also supportive of a hotel and limited commercial zone that would serve the area and the airport.

POTENTIAL DEVELOPMENT YIELD:

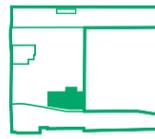
Building Use	Building Area (GSF*)	# of Rooms (Est. RM)
Transit Hotel	127,300	240
Retail/Service	53,300	
Business Park Office	417,300	
Sports Academy	42,100	
Police Station	41,200	
Community Center	30,200	
Office Flex	197,000	
Indoor Sports Facility	40,500	
Total	948,900	240

* Gross Square Feet



(FIGURE 1.2) SPARK AREA 3 CONCEPTUAL SITE PLAN
Plans are conceptual only and subject to change based on future goals, development proposals, and other considerations.





SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

PURPOSE

The purpose of the Spark Area 3 Development Standards and Design Guidelines is (1) to promote the creation of a high quality business park and/or flex/light industrial project within the Spark Area 3 boundary; (2) to offer a degree of flexibility in the development process; and (3) to ensure compatibility between new development and the existing community.

The Spark Area 3 Development Standards and Design Guidelines are intended to establish a sense of continuity aesthetically, while encouraging excellence and innovation in design. These standards and guidelines are developed to guide the development of public streets, open spaces, individual buildings, landscaping, and all other private realm improvements to achieve an innovative and attractive business park environment that contributes to the economic vitality and celebrates the cultural richness of the area.

APPLICABILITY

The Spark Area 3 Development Standards and Design Guidelines are applicable to all projects located within the Spark Area 3 boundary.

New developments and/or existing developments with any additions, remodeling, relocation, reconfiguration or expansion of parking or landscaped areas, or other construction should be in compliance with the standards and guidelines indicated in this document, as well as all other applicable regulations and zoning ordinances.

Structures that are to be constructed adjacent to designated or eligible historic properties should be designed in accordance with the Phoenix Zoning Ordinance Chapter 8, Historic Preservation and the City of Phoenix General Design Guidelines for Historic Properties (City Historic Preservation Office (CHPO) 2014). "Adjacent" (or "adjacent elevation") is defined in the *City of Phoenix General Design Guidelines for Historic Properties* (CHPO 2014) as "the exterior walls of a new structure that will be located along the alignment of the primary historic building elevations, or generally parallel to any primary wall of the historic building within a distance of fifty (50) feet, and extend up to twice the height of the historic building."

Prior to development, a visual impact assessment should be conducted to determine potential effects to historic buildings that are eligible for or listed on the National Register of Historic Places located within 0.25-mile of proposed structure(s); this distance is to be refined in the field in coordination with the City of Phoenix Historic Preservation Office, State Historic Preservation Office and Advisory Council or Historic Preservation, as appropriate in compliance with Section 106 of the National Historic Preservation Act, 54 U.S.C. § 306108, and its implementing regulations (36 CFR part 800). Additional information can be found in the Federal Aviation Administration's (FAA's) Order 5050.4B the Environmental Desk Reference for Airport Actions.

Proposed uses that may involve ground disturbance should comply with Phoenix construction permit stipulations, especially Phoenix Zoning Ordinance Chapter 8, Historic Preservation and other applicable laws and regulations regarding archaeological resources prior to ground disturbance. Requirements for each project or relevant event may include, but are not limited to, submittal of an Archaeology Assessment Request to the City of Phoenix Parks and Recreation Department's Archaeology Section; possible completion of archaeological investigations; and submittal, review and approval of related reports by the City Archaeologist.

OBJECTIVES

The Spark Area 3 Development Standards and Design Guidelines are intended to achieve the following objectives:



1
Achieve a highly attractive built environment that contributes to multiple business opportunities



2
Provide abundant complementary uses and amenities that serve the needs of both tenants and the community



3
Design safe streets and site access that benefits vehicles, cyclists and pedestrians



4
Encourage quality and innovative architectural design and public realm improvements



5
Strengthen the business park character through an aesthetically unified design that celebrates local history



6
Celebrate the unique desert environment and encourage sustainable design and practices

DEVELOPMENT STANDARDS

BUILDING LOT STANDARDS

Main Building Setbacks

a. Primary Frontage ⁽¹⁾	25-foot minimum
b. Secondary Frontage ⁽¹⁾	20-foot minimum
c. Side Lot Line	20-foot minimum from the lot line if on a street; 0-foot if not on a street
d. Rear Lot Line	20-foot minimum from the lot line if on a street; 0-foot if not on a street

Accessory Building and Parking Structure Setbacks

Accessory buildings and parking structures are subject to the setback standards of main buildings.

⁽¹⁾ A minimum of 5-foot depth landscape strip shall be located between the front property line and the parking area, exclusive of driveways and walkways where any parking space is established between the front property line and the main building or structure.

Lot Requirements

Lot Size	maximum width: 600-foot minimum depth: 250-foot
Maximum Lot Coverage	50%

Maximum Floor Area Ratio (FAR)

General Commercial, Light Industrial, Office/Flex	0.5
Business Park Office	1.0

BUILDING FRONTAGE*

Frontage

Allowed Frontage Types	Storefront, Gallery, Arcade, Common Entry, Stoop/Door Well, Forecourt, Dooryard
Entry Requirements	Common Entry: minimum one per 50-foot of primary building frontage and one per 80-foot of secondary frontage

Projections

Maximum projections into Frontage Setbacks	Primary frontage: 10-foot; Secondary frontage: 5-foot
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Fences

Height	6-foot maximum height
Materials	Wrought iron, brick, or decorative masonry

* The frontage requirements indicated in this table shall only apply to business park development projects. Light industrial/flex projects may not need to comply with these requirements.

BUILDING HEIGHT AND STEPBACKS

Building Height

Main Building	65-foot maximum*
Accessory Buildings	30-foot maximum
Parking Structures	Cannot exceed building height

Building Stepbacks ⁽³⁾

Parking Structures	Minimum 20-foot stepback when adjacent to historic preservation (HP) districts or properties, or HP eligible properties if over 40-foot
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* Per the building height limit of the Phoenix Airport Height Zoning Article, Ordinance G-5179, Height Zone C.

DEVELOPMENT STANDARDS (CONTINUED)

VEHICULAR PARKING AND LOADING

Minimum Required Vehicular Parking*

Office Building(s) (< 50,000 Gross Floor Area)	1 space per 300 square feet
Office Building(s) (≥ 50,000 Gross Floor Area)	3.5 spaces per 1,000 square feet
Retail Establishments; Day Care Center; and Professional Uses	1 space per 300 square feet
Dining and Drinking Establishments	1 space per 50 square feet
Schools, Academies	1 space per 3 employees
Churches, Public Assembly - General	1 space per 60 square feet
Flex/Light Industrial (< 150,000 Gross Floor Area)	1 space per 1,000 square feet
Fitness Center	1 space per 150 square feet
Hotels	1 space per 1 rooming unit
Sports Field	15 spaces per field
Basketball Courts	9 spaces per court
Tennis Courts	3 spaces per court

* Per the regulations of the Phoenix Zoning Ordinance Section 702.

Shared Parking Reductions

A prediction of reductions in parking requirements based on the City's standard shared parking model must be conducted and shall be approved as per the Phoenix Zoning Ordinance Section 702. E. 2

LOADING

Required Loading and Service Bays

(square feet of aggregate Gross Floor Area)

Industrial; Commercial Developments (< 60-foot in height)	< 25,000 square feet: 0; 25,000 - 40,000 square feet: 1; 40,001 - 100,000 square feet: 2
Office Developments (< 60-foot in height)	25,000 - 100,000 square feet: 1; 100,001 - 200,000 square feet: 2
Hotel; Commercial or Office Developments (> 60-foot in height)	25,000 - 100,000 square feet: 1; 100,001 - 240,000 square feet: 2

BICYCLE PARKING AND AMENITIES

Required Bicycle Parking and Amenities

Commercial and Office Uses (5,001 to 100,000 square feet)	1 space per 25 vehicular spaces, with a maximum of 25 spaces
Dining and Drinking Establishments (< 5,000 square feet)	2 bicycle spaces in the frontage setback and/or right-of-way if no vehicle parking is provided; additional one bicycle space for every 25 vehicle parking spaces should be provided when vehicle parking is provided
Commercial and Office Uses (> 100,000 square feet)	1 space per 25 vehicular spaces, with a maximum of 50 spaces 2 shower stalls minimum and 10 lockers for the building's occupants

**DEVELOPMENT STANDARDS
(CONTINUED)**

STREETSCAPE

Arterial Streets (16th St)	
Sidewalk width	10-foot minimum
Landscape width ⁽⁴⁾	5-foot minimum
Collector Streets (12th St, Mohave St)	
Sidewalk width	8-foot minimum
Landscape width ⁽⁴⁾	5-foot minimum
⁽⁴⁾ If not in conflict with public utilities.	
Minor Collector and Local Streets (14th St, Durango St, Cocopah St)	
Sidewalk width	5-foot minimum
Landscape width ⁽⁴⁾	5-foot minimum
⁽⁴⁾ If not in conflict with public utilities.	
Street Trees	
Tree Spacing	30-foot on center or equivalent groupings between curb and back of sidewalk

OPEN SPACES AND LANDSCAPING

Open Space Requirements	
Open Space Area	5% minimum of the net lot area when site net area is over 50,000 Square feet
Open Space Dimension	minimum 500 square feet with a minimum dimension of 20-foot
Landscape Standards	
Tree Canopy Coverage	30% minimum at maturity
Living Vegetation Ground Coverage	50% minimum
Shade Standards	
Building(s) (> 5,000 square feet)	75% minimum of public sidewalks shall be shaded 50% minimum of accessible public and private open space areas shall be shaded, of which 50% of the shade shall be provided by trees or trellised vines
Building Additions (> 500 square feet)	shall meet the above shade requirements

LAND USE

Permitted Uses
Per the regulations of the Phoenix Zoning Ordinance Section 626. Commerce Park District. E. General Commerce Park Option.

**DEVELOPMENT STANDARDS
(CONTINUED)**

LIGHTING AND SCREENING

Outdoor lighting	
Subject to the regulations of the Phoenix Zoning Ordinance Section 626. G.5.	
Screening Structures	
Height	3-foot minimum; 6-foot maximum around parking areas; 8-foot maximum around loading areas
Materials	decorative solid masonry

SIGNAGE

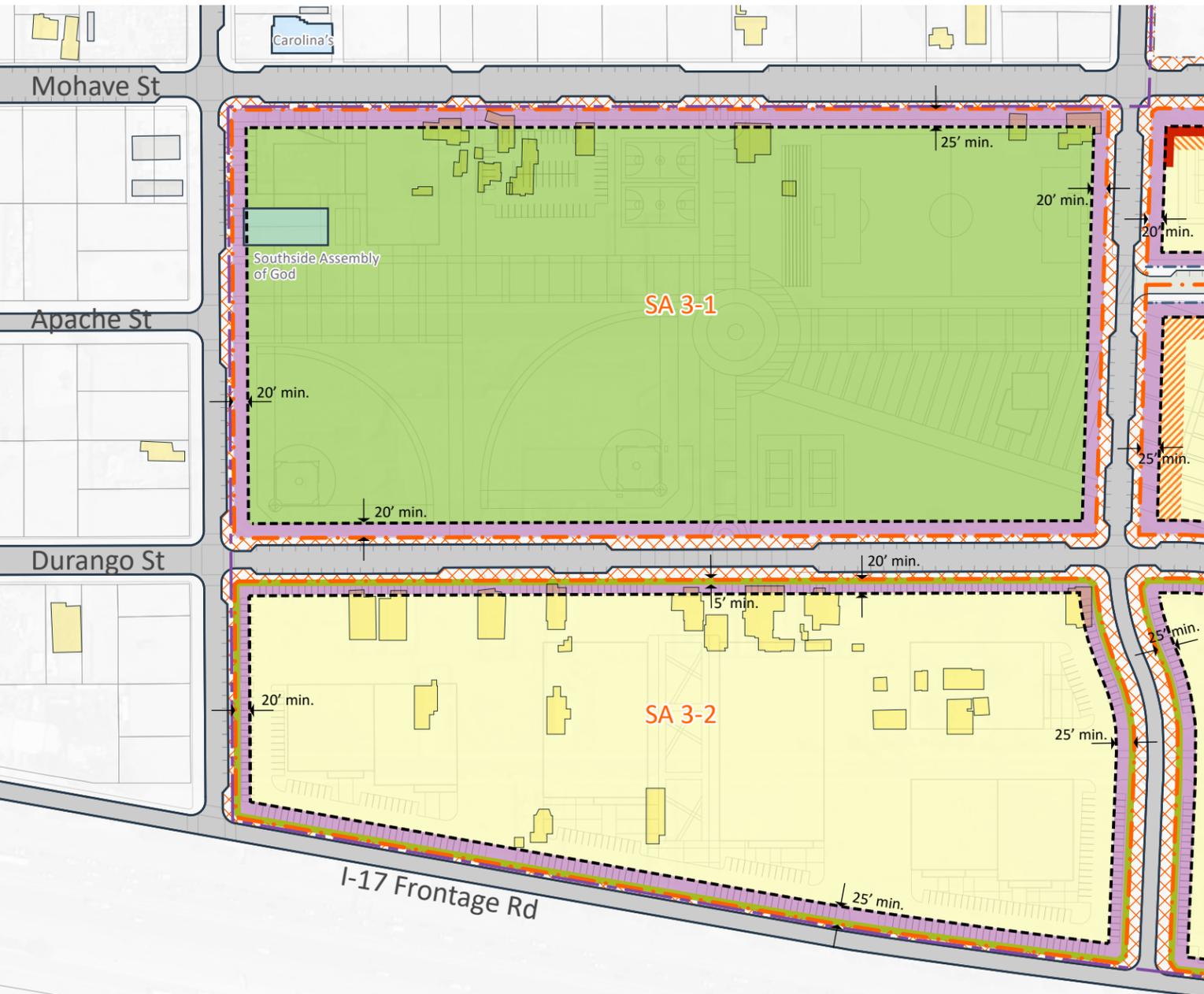
Signage Standards
Subject to the regulations of the Phoenix Zoning Ordinance Section 705.

HISTORIC PROPERTIES

Historic Preservation Standards
Structures designated as significant historic properties are considered to be conforming and may be maintained, restored and/or rebuilt at each structure's historic setback and height subject to the provisions of Chapter 8, Historic Preservation.

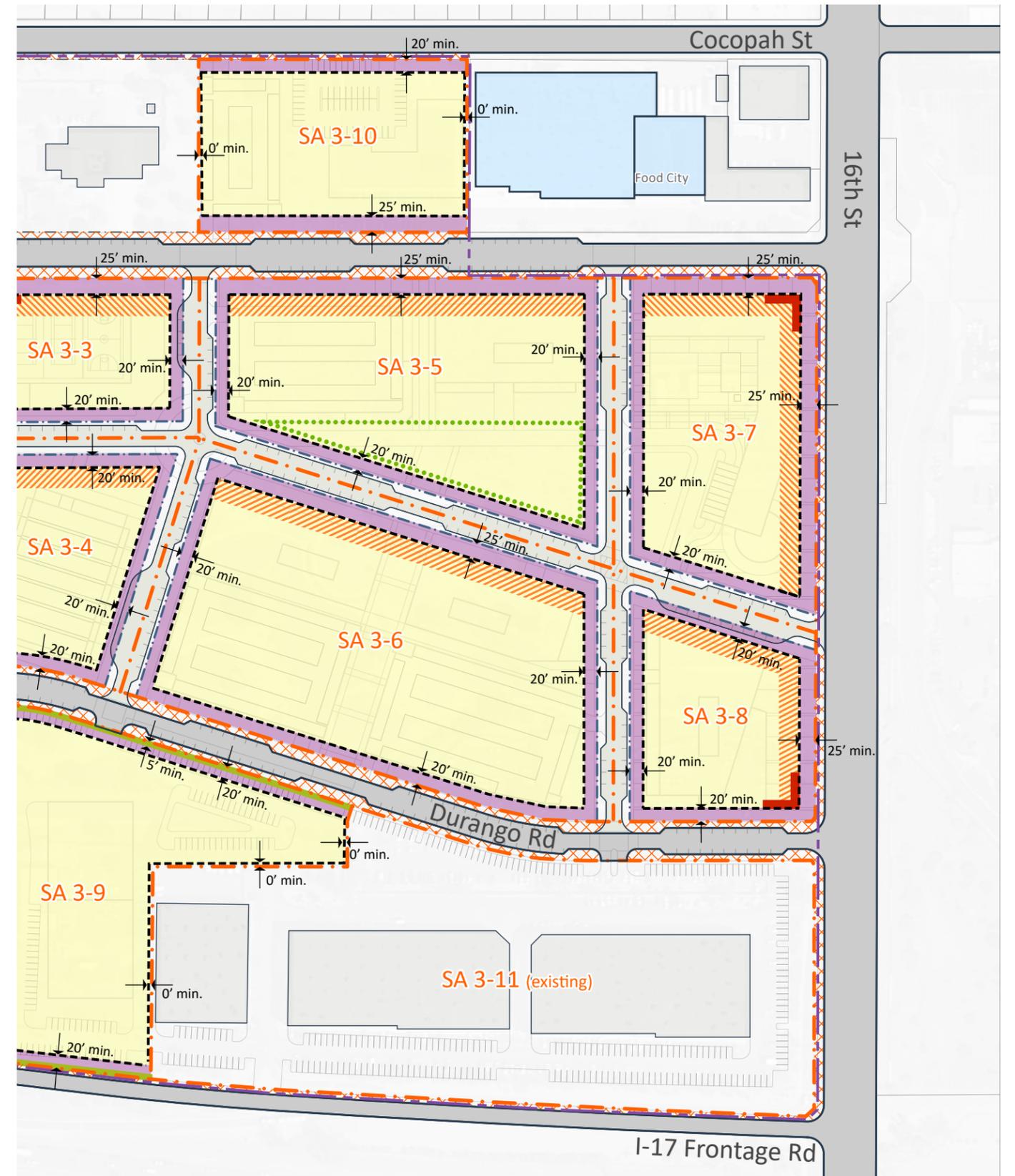
SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

PARCELIZATION (CONCEPTUAL) AND SETBACK REQUIREMENTS

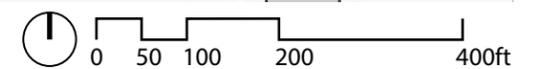


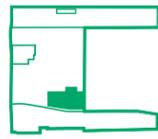
- | | | |
|----------------------------|--------------------------|---------------------------------|
| SA 3-1 Parcel Number | Building Setback | Public Park Space |
| Parcel Boundary | Landscape Setback | Common Greens |
| Existing Property Boundary | Building Zone | Historic Properties |
| Public Street Curb Line | Public Sidewalk | Existing Residential Structures |
| Private Street Curb Line | Active Frontage | Other Existing Structures |
| Private Street ROW | Required Enhanced Corner | Spark Area Boundary |

(FIGURE 1.3) SPARK AREA 3 PARCELIZATION (CONCEPTUAL) AND SETBACK REQUIREMENTS



Note: Parcel boundaries, private street rights-of-way and curb lines, and common green locations indicated in this diagram are conceptual for illustration purposes only and are subject to change.





SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

PUBLIC REALM DESIGN GUIDELINES

INTENT

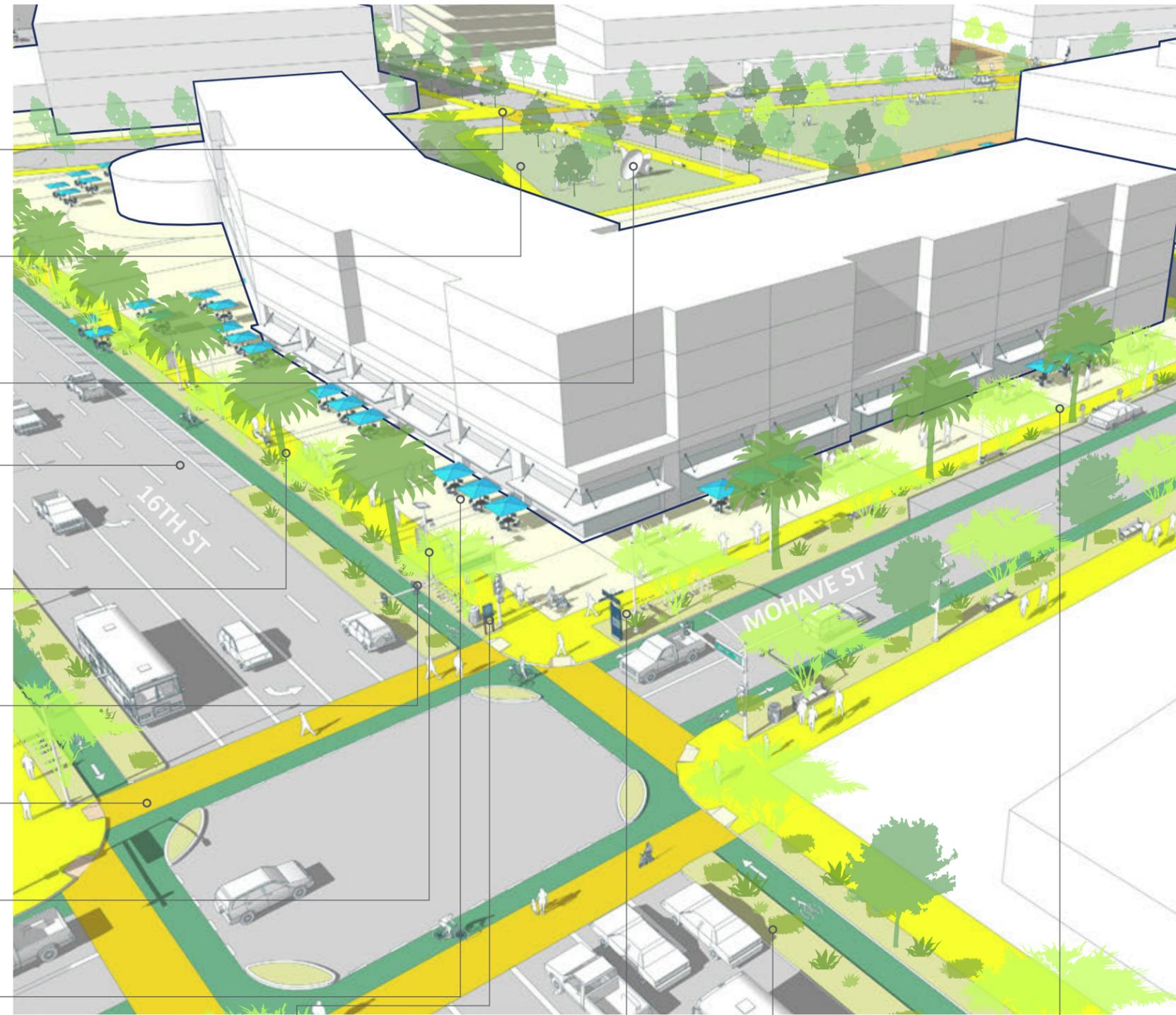
The public realm is comprised of the City's street rights-of-ways and other publicly accessible open spaces such as parks, plazas, and alleys. The public realm is a valuable asset and plays a crucial role to the vitality, perception, functionality, and livability of the shared spaces adjacent to private properties.

The intent of the Spark Area 3 Public Realm Design Guidelines is to (1) promote the improvement of the publicly-occupied physical environment and attract private developments and businesses; (2) provide safe and pleasant street spaces, and connect private developments and the surrounding destinations; and (3) foster the high quality design of public open spaces, and cater to the population that works and/or visits Spark Area 3.

- A. PROMOTE ATTRACTIVE AND COMPATIBLE DEVELOPMENT
- B. CREATE SAFE STREETS TO BENEFIT ALL STREET USERS
- C. PRODUCE GREAT STREETScape AND ENRICH STREET EXPERIENCE
- D. DESIGN PUBLIC OPEN SPACES FOR ALL AGES AND ACTIVITIES
- E. BRIDGE THE PAST AND THE FUTURE
- F. STIMULATE SUSTAINABLE AND INNOVATIVE PRACTICES

(FIGURE 1.4) SPARK AREA 3 CONCEPT: EXAMPLES OF PUBLIC REALM IMPROVEMENTS MEETING THE INTENT OF DESIGN GUIDELINES

- B-4 | CURB EXTENSIONS**
Provide curb extensions ("bump-outs") at all corners of the intersections and mid-block crossings.
- D-1 | OPEN SPACE NETWORK**
Develop an open space network that includes different types of open spaces for both employees and the community.
- B-2 | SIDEWALK**
Ensure a continuous minimum 5-foot clearance for pedestrian passage along all streets. Provide outdoor seating where sidewalk width is sufficiently wide.
- B-1 | ROADWAYS**
Reassess the best design for existing streets to include biking facilities and/or on-street parking.
- B-5 | PAVING PATTERN**
Employ accent surfaces to distinguish pedestrian zones along streets and add visual interests.
- B-6 | BIKING FACILITIES**
Provide adequate bicycle amenities along new bicycle lanes or at key activity nodes.
- B-3 | CROSSWALKS**
Incorporate protected intersections at major intersections. Use special pavers to add safety and visual appeal.
- C-2 | STREET TREES**
Infill street tree planting to develop a continuous shade canopy, aesthetics, and environmental benefits.
- C-1 | STREET ACTIVITIES**
Integrate community amenities into new developments and extend outdoor seating/activities to adjacent pedestrian zones to activate streets.



E-1 | CULTURAL CORRIDOR
Employ a unified environmental graphic system to emphasize the Cultural Corridor theme and zone identity.

B-8 | DOCKLESS MOBILITY FACILITIES
Regulate the placement of dockless bicycles and electric scooters; ensure safe usage by passengers on public sidewalks.

F-2 | STORMWATER MANAGEMENT
Integrate drought-tolerant plants and/or native landscaping in the bioswale along planting strips to collect urban run-off.

B-7 | ELECTRIC VEHICLE CHARGING STATIONS
Install publicly accessible electric vehicle charging stations along street curbside where appropriate.

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

PUBLIC REALM DESIGN GUIDELINES

A. PROMOTE ATTRACTIVE AND COMPATIBLE DEVELOPMENT

- **A-1 | DEVELOPMENT PATTERN:** Establish an innovative and distinctive character for the new business park development compatible with adjacent neighborhoods, historic structures, and nearby airport operations. Employ compatible scale, massing, and rhythms to define the streets and create a sense of place that attracts tenants and workers.
- **A-2 | SETBACKS:** Locate building frontages near the front property line to encourage walking and activation along public streets including Mohave St, 12th St, 14th St, and 16th St. Allow for some variations in setbacks to create pocket “outdoor rooms” activating the streets. (See *FIGURE 1.3*)
- **A-3 | TRANSITIONS TO ADJACENT NEIGHBORHOODS:** Ensure height and visual transitions between new development and adjacent residential or commercial neighborhoods are as seamless as possible. Minimize visual impact and screen unsightly nuisances, odors or noise of industrial uses along I-17 freeway. For instance, plant trees, integrate landscape buffers, and use decorative wall screening with shrubs and vines. (See *FIGURE 1.3*)
- **A-4 | HISTORIC PRESERVATION AND ADAPTIVE REUSE:** Encourage the retention and repair of existing historic property - Southside Assembly of God. Promote adaptive reuse of the historic building as a community room for activities and events.

Left: Establish an attractive business park character and create a sense of place



Right: Install stormwater curb extensions at intersections for pedestrian safety and environmental benefits



B. CREATE SAFE STREETS TO BENEFIT ALL STREET USERS

- **B-1 | ROADWAYS:** Encourage a reassessment of the best design for 12th, 14th, Mohave, Durango, and 16th Streets to include new biking facilities and/or on-street parking. For example, provide an adequate buffer between the pedestrian zone and vehicular driving zones consisting of landscaping, shade trees, and street furniture to ensure a safe and appealing pedestrian and bicycling environment. (See *FIGURE 1.3*)
- **B-2 | SIDEWALKS:** Abutting streets should have a continuous minimum 5-foot clearance for pedestrian passage along sidewalks; provide generous sidewalks where possible for safe and comfortable movement on foot and for street activities.
- **B-3 | CROSSWALKS:** Incorporate protected intersections at major crossings. Explore using special paving materials, colors and/or patterns to heighten visibility and safety while creating an appealing pedestrian environment. Improve walkability and connectivity by reducing crossing distances; mid-block crosswalks should be provided on all north-south blocks 500 feet or longer. (See *FIGURE 1.3*)
- **B-4 | CURB EXTENSIONS:** Provide curb extensions (“bump-outs”) at all intersection corners and mid-block crossings. New projects that comprise one-third or 200 feet of the block frontage is encouraged to maintain the crosswalks and curb extensions on its side of the street. Integrate stormwater infiltration landscaping into bump-out design. (See *FIGURE 1.3*)

B. CREATE SAFE STREETS TO BENEFIT ALL STREET USERS (CONTINUED)

- **B-5 | PAVING PATTERN:** Accent surfaces, such as special pavers should be considered, to distinguish pedestrian zones along streets, public paseos and greenways while adding visual interests.
- **B-6 | BIKING FACILITIES:** Encourage the placement of adequate bicycle parking facilities along planned bicycle lanes and at key activity nodes in highly visible locations. (See *FIGURE 1.3*)
- **B-7 | ELECTRIC VEHICLE CHARGING STATIONS:** Encourage the placement of publicly accessible electric vehicle charging stations (EVCS) along street curbside where appropriate to promote sustainable transportation and reduce greenhouse gas emissions. Provide each EVCS with posted regulatory signage and protection mechanism including bollards, wheel stops, etc. (See *FIGURE 1.3*)
- **B-8 | DOCKLESS MOBILITY FACILITIES:** Develop and employ interim regulations and guidelines for regulating the placement of dockless bicycles, electric scooters and skateboards to ensure safe usage by passengers on public sidewalks and pathways.

Right: Provide public accessible EVCS placed along curbside with regulatory signage



Right: Regulate dockless mobility facilities on public right-of-way



C. PRODUCE GREAT STREETScape AND ENRICH STREET EXPERIENCE

- **C-1 | STREET ACTIVITIES:** Encourage the integration of social gathering spaces, such as cafes, fitness studios, dining and drinking establishments, daily service shops, and pocket spaces in new developments. Outdoor seating should be placed along sidewalks, where sidewalk width is sufficiently wide. Extend sidewalk activities to adjacent pedestrian zones, to activate the streetscape. (See *FIGURE 1.3*)
- **C-2 | STREET TREES:** Encourage the use of varied street tree species along the sidewalk to provide a continuous shade canopy, enhanced aesthetics, and environmental benefits. (See *FIGURE 1.3*)
- **C-3 | SHADE STRUCTURES:** Provide stand-alone shade structures along public walkways or gathering areas where feasible. Encourage buildings adjacent to pedestrian zones to provide overhead shade elements in the form of canopies, awnings, and overhangs, especially where there is insufficient or immature street tree canopy or along a southern exposure. (See *FIGURE 1.3*)
- **C-4 | STREET FURNITURE:** Encourage the placement of street amenities, especially benches, water stations and trash receptacles, at frequent intervals along sidewalks for pedestrian comfort and use. Explore opportunities for artistic and innovative design of street furniture that reflects community history, cultural character and creates a sense of place. (See *FIGURE 1.3*)



Above: Provide stand-alone shade structures and/or overhead coverage for outdoor thermal comfort

Left: Outdoor seating extends indoor activities to the street

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES



KEY MAP

STREETSCAPE IMPROVEMENT CONCEPT

ARTERIAL STREET:
16TH ST

Proposed Right-Of-Way Width: 110 feet

FIGURE 1.4 ILLUSTRATED SUGGESTIONS:

- 1 Protected intersection
- 2 Continuous detached sidewalks
- 3 New bicycle lanes
- 4 Ample street amenities (bicycle racks, benches, trash bins, water stations, etc.)
- 5 Desert landscape and stormwater management
- 6 Active storefronts with dining, retail, or service uses
- 7 Outdoor seating along sidewalks
- 8 Wayfinding and pedestrian directional signage
- 9 Cultural Corridor elements
- 10 Varied street tree species along sidewalks for shade and visual appeal



16TH ST EXISTING CONDITIONS



Pedestrian Zone 10'+/-	Landscape Buffer 5'+/-	Bicycle Lane 6'	Buffer 7'+/-	Four Travel Lanes + One Turning Lane 54'+/-	Buffer 7'+/-	Bicycle Lane 6'	Landscape Buffer 5'+/-	Pedestrian Zone 10'+/-
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(FIGURE 1.5) SPARK AREA 3 16TH ST STREET IMPROVEMENT CONCEPT (LOOKING SOUTH)

STREETSCAPE IMPROVEMENT CONCEPT

COLLECTOR STREET:
MOHAVE ST

Proposed Right-Of-Way Width: 80 feet

FIGURE 1.5 ILLUSTRATED SUGGESTIONS:

- 1 Enhanced crosswalks
- 2 Street parking
- 3 New bicycle lanes
- 4 Special sidewalk designs adjacent to building entries
- 5 Bicycle racks near building entrances
- 6 Shade structures and street frontage detail designs
- 7 Outdoor seating along sidewalks
- 8 Desert landscape and stormwater management
- 9 Cultural Corridor elements
- 10 Wayfinding and pedestrian directional signage
- 11 Increased street tree canopy along sidewalks



KEY MAP



MOHAVE ST EXISTING CONDITIONS



Pedestrian Zone 10'+/-	Landscape Buffer 5'+/-	Parking Lane 8'	Bicycle Lane 5'	Two Travel Lanes 24'	Bicycle Lane 5'	Parking Lane 8'	Landscape Buffer 5'+/-	Pedestrian Zone 10'+/-
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(FIGURE 1.6) SPARK AREA 3 MOHAVE ST STREET IMPROVEMENT CONCEPT (LOOKING EAST)

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES



STREETScape IMPROVEMENT CONCEPT

COLLECTOR STREET:
12TH ST

Proposed Right-Of-Way Width: 68 feet

FIGURE 1.6 ILLUSTRATED SUGGESTIONS:

- 1 Enhanced crosswalks
- 2 Street parking
- 3 Shared use path for pedestrians and bicyclists
- 4 Ample street amenities (bicycle racks, benches, water stations, etc.)
- 5 Desert landscape and stormwater management
- 6 Shade structures and outdoor seating
- 7 Cultural Corridor elements
- 8 Pedestrian signal
- 9 Pedestrian directional signage
- 10 Increased street tree canopy along sidewalks



12TH ST EXISTING CONDITIONS



Shared Use Path 16' +/-	Landscape Buffer 5'	Two Travel Lanes 24'	Parking Lane 8'	Landscape Buffer 5'	Shared Use Path 10' +/-
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(FIGURE 1.7) SPARK AREA 3 12TH ST STREET IMPROVEMENT CONCEPT (LOOKING NORTH)

STREETScape IMPROVEMENT CONCEPT

12TH ST TUNNEL

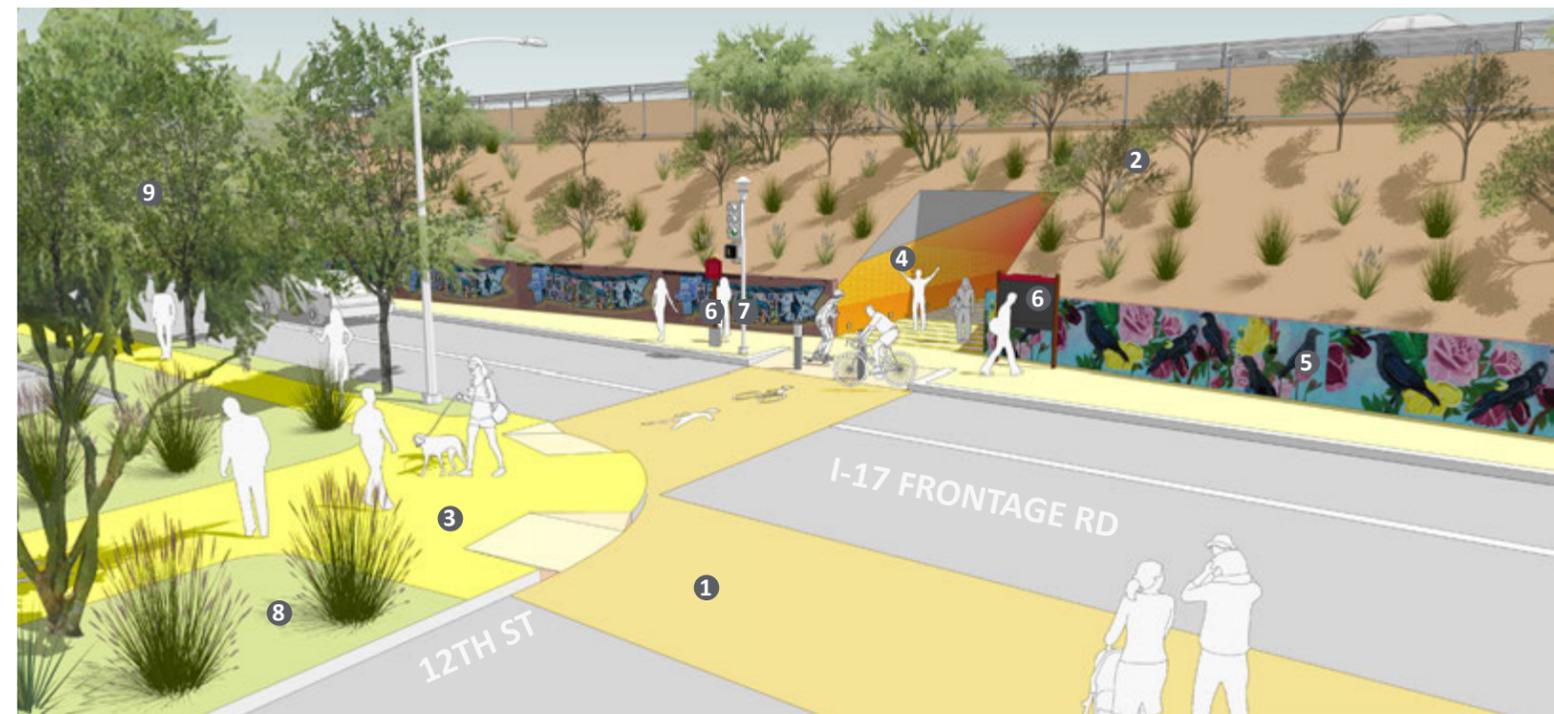


FIGURE 1.7 ILLUSTRATED SUGGESTIONS:

- 1 Enhanced crosswalks
- 2 Freeway landscape enhancement
- 3 Shared use path for pedestrians and bicyclists
- 4 Tunnel lighting features for added safety and appeal
- 5 Murals/community artwork
- 6 Cultural Corridor elements
- 7 Pedestrian signal and safety bollard
- 8 Desert landscape and stormwater management
- 9 Increased street tree canopy along sidewalks



12TH ST TUNNEL EXISTING CONDITIONS



(FIGURE 1.8) SPARK AREA 3 12TH ST TUNNEL IMPROVEMENT CONCEPT (LOOKING SOUTH)

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES



KEY MAP

STREETSCAPE IMPROVEMENT CONCEPT

LOCAL STREET:
14TH ST

Proposed Right-Of-Way Width: 60 feet

FIGURE 1.8 ILLUSTRATED SUGGESTIONS:

- 1 Enhanced crosswalks
- 2 Street parking
- 3 Continuous sidewalks
- 4 Ample street amenities (bicycle racks, water stations, benches, trash bins, etc.)
- 5 Shade structures for outdoor thermal comfort
- 6 Active frontage and outdoor seating
- 7 Stormwater curb extensions and desert landscape
- 8 Wayfinding and pedestrian directional signage
- 9 Increased street tree canopy along sidewalks



14TH ST EXISTING CONDITIONS



Pedestrian Zone 5'	Landscape Buffer 5'	Parking Lane 8'	Two Travel Lanes 24'	Parking Lane 8'	Landscape Buffer 5'	Pedestrian Zone 5'
-----------------------	------------------------	--------------------	-------------------------	--------------------	------------------------	-----------------------

(FIGURE 1.9) SPARK AREA 3 14TH ST STREET IMPROVEMENT CONCEPT (LOOKING SOUTH)

STREETSCAPE DESIGN CONCEPT

TYPICAL PRIVATE
STREETS

Proposed Right-Of-Way Width: 60 feet

FIGURE 1.9 ILLUSTRATED SUGGESTIONS:

- 1 Enhanced crosswalks
- 2 Street parking
- 3 Continuous sidewalks
- 4 Bicycle racks at key activity nodes in highly visible locations
- 5 Ample street amenities (bicycle racks, water stations, benches, trash bins, etc.)
- 6 Stormwater curb extensions and desert landscape
- 7 Wayfinding and pedestrian directional signage
- 8 Continuous street tree canopy along sidewalks



KEY MAP



Pedestrian Zone 5'	Landscape Buffer 5'	Parking Lane 8'	Two Travel Lanes 24'	Parking Lane 8'	Landscape Buffer 5'	Pedestrian Zone 5'
-----------------------	------------------------	--------------------	-------------------------	--------------------	------------------------	-----------------------

(FIGURE 1.10) SPARK AREA 3 TYPICAL PRIVATE STREET STREETSCAPE DESIGN CONCEPT (LOOKING WEST)

**PUBLIC REALM
DESIGN GUIDELINES**

**D. DESIGN PUBLIC OPEN SPACES
FOR ALL AGES AND ACTIVITIES**

- **D-1 | OPEN SPACE NETWORK:** Develop a public open space network that encompasses various types of space diversified in size, scale and function to accommodate different uses and activities. These public spaces could include a community sports park, passive green, public plaza, mini open spaces, dog parks, greenways and paseos. (See FIGURE 1.10)
- **D-2 | USER EXPERIENCE:** Promote high quality design of each open space in terms of use, aesthetics, and activities and programs. Ensure each space meets the needs of the expected users and caters to all age groups. Encourage the incorporation of design elements such as interactive user experiences and promote community involvement in the design of the landscape and art work where feasible.



Above: Design multi-functional spaces catering to different programs and user groups



Left: Enhanced interactive experiences in landscape design of public open spaces

D-1 | OPEN SPACE NETWORK
Provide different types of open space varied in size, scale and use for accommodating different users and activities.

D-4 | CONNECTIONS TO OTHER OPEN SPACES
Link public open spaces and semi-public/private outdoor rooms through greenways and paseos.

D-3 | FLEXIBILITY AND RESPONSE TO CONDITIONS
Landscape design shall adapt to local climate conditions: provide shade for outdoor thermal comfort.

D-6 | PASSIVE PLAY AREAS
Locate passive play areas close to picnic areas and children's play zone. Passive play areas shall be open and unobstructed by trees.

D-2 | USER EXPERIENCE
Design open spaces for all age groups and incorporate interactive design experiences into the landscape.

D-5 | ACTIVE RECREATIONAL FACILITIES
Locate and orient active recreational facilities based on established surrounding conditions and local climate.



D-7 | PUBLIC BUILDINGS
Design multi-functional community center to house multiple uses, such as indoor recreational activities, daycare, communal kitchen, and classrooms.

D-8 | SECURITY AND SAFETY
Ensure public pathways, entrances, parking areas and potential problem areas are well-illuminated after the sunset for safety and security.

D-3 | FLEXIBILITY AND RESPONSE TO CONDITIONS
Consider flexibility in open space design for accommodating multiple events and activities.

SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

PUBLIC REALM DESIGN GUIDELINES

D. DESIGN PUBLIC OPEN SPACES FOR ALL AGES AND ACTIVITIES (CONTINUED)

- **D-3 | FLEXIBILITY AND RESPONSE TO CONDITIONS:** Consider flexibility in the design for adapting to seasonal as well as weather shifts, and changes in user groups. For example, create multi-functional spaces for programming different events and activities; integrate movable furnishings and other landscape features to accommodate changes as needed.
- **D-4 | CONNECTIONS TO OTHER OPEN SPACES:** Link public open spaces with private/semi-private “outdoor rooms” where appropriate. Support and extend social activities and interactive uses on public walkways and/or adjacent properties. (See *FIGURE 1.10*)

- **D-5 | ACTIVE RECREATIONAL FACILITIES:** Locate and orient facilities based on established surrounding conditions and local climate. Consider the size of the fields and spatial requirements when selecting and programming recreational activities. (See *FIGURE 1.10*)
- **D-6 | PASSIVE PLAY AREAS:** Locate passive play areas adjacent to picnic and children’s play areas and ensure these areas are open and unobstructed by trees where possible. (See *FIGURE 1.10*)
- **D-7 | PUBLIC BUILDINGS AND STRUCTURES:** Encourage high-quality design of community buildings and structures. Provide multi-functional rooms that can be used for a variety of activities throughout the day for different age groups.
- **D-8 | SECURITY AND SAFETY:** Create landscape designs that provide surveillance. Employ security cameras where appropriate and ensure potential problem areas are well-illuminated, including pathways, park entrances/exits, parking areas, recreational areas, and storage/dumpster and recycling areas, etc.



Above: Connect private “outdoor room” with public open spaces and pathways



Right: Provide low-intensity lighting after sunset for visual comfort and security and safety; the lighting shall not affect airport operations



Above: Integrate daycare function in the community building design

E. BRIDGE THE PAST AND THE FUTURE

- **E-1 | CULTURAL CORRIDOR:** Implement the Cultural Corridor along 12th St and 16th St connecting the communities’ history and culture with the new business park environment. New development should coordinate the design of street furnishings, public art pieces, as well as wayfinding and signage elements to emphasize the specific identity of the Cultural Corridor themed zones and strengthen the area’s character. (Please refer to the *LRS Cultural Corridor Framework, Design Guidelines and Action Plan* for more information regarding Cultural Corridor Theme Zone concept.)
- **E-2 | WAYFINDING AND LIGHTING:** Encourage a cohesive system of signs to aid in pedestrian and vehicular orientation and wayfinding. Suggest incorporating pedestrian-scaled low illumination lighting fixtures along sidewalks and public pathways to enhance the comfort of the pedestrian experience while providing security after sunset. The lighting should not affect airport operations.
- **E-3 | PUBLIC ART:** Plan to integrate works of public art telling the stories of prehistory and history in the neighborhood; install public art pieces at parks, communal open spaces, activity nodes and/or visual focal points. Explore opportunities to work with local artists and school art programs for promoting the artistic design of street amenities, shade structures, lighting posts, and utility boxes in the area.

Right: Integrate environmental design elements and cultural features in the public realm



Right: Install solar-powered pedestrian light fixtures along public pathways



F. STIMULATE SUSTAINABLE AND INNOVATIVE PRACTICES

- **F-1 | DESERT LANDSCAPE:** Select drought-tolerant and/or native planting to celebrate the unique desert environment in the public realm landscape design. Integrate native species into the bioswales along planting strips or in landscape buffers in the industrial use areas for stormwater capture.
- **F-2 | STORMWATER MANAGEMENT:** Consider the integration of Low Impact Development (LID) Best Management Practices (BMPs) in public realm improvements where feasible. This could include bioretention areas, dry stream beds, vegetated buffers, vegetated swales, porous pavers, and planter boxes.
- **F-3 | MATERIALS:** Minimize impervious surfaces where possible in the public realm environment. Encourage alternative materials such as brick pavers, permeable concrete pavers, granite and flagstone to reduce the urban heat island and allow natural drainage and filtration.
- **F-4 | SOLAR SOLUTION:** Encourage innovative solar design in street furniture, lighting, shade structures and public parking areas to increase energy efficiency.



Above: Apply bioswales and native planting for urban run-off capture
Right: Use solar canopies to shade parking and generate clean and renewable energy

**PRIVATE REALM
DESIGN GUIDELINES**

INTENT

The Spark Area 3 Private Realm Design Guidelines provide a series of recommendations and design approaches for site planning and architectural and landscape design of private development projects within the Spark Area 3 boundary.

The intent of the Private Realm Design Guidelines is to (1) encourage new projects to be compatible with the surrounding context through building placement, massing and other elements of architectural and environmental design; (2) meet business park and light industrial/flex development needs while providing complementary uses and programs for the nearby community; and (3) promote high quality design and innovative practices to shape an attractive business park environment that draws in other businesses.

Proposers should engage the appropriate City department(s) for guidance on how to integrate streetscape amenities and improvements.

- A. OPTIMIZE BUILDING PLACEMENT AND ORIENTATION
- B. EMPLOY HIGH QUALITY ARCHITECTURAL DESIGN
- C. DESIGN OUTDOOR ROOMS FOR SOCIAL GATHERINGS
- D. FACILITATE SAFE ACCESS FOR PARKING AND LOADING
- E. IMPROVE ENVIRONMENTAL AESTHETICS AND REDUCE VISUAL CLUTTER
- F. INTEGRATE SUSTAINABILITY IN BUILDING DESIGN AND SITE DEVELOPMENT

A. OPTIMIZE BUILDING PLACEMENT AND ORIENTATION

- **A-1 | SITE PLANNING:** Organize site components such as buildings, access and driveways, walkways, landscaping and open spaces, parking, loading and storage areas to create an environment that is logistically effective, safe for pedestrians, and aesthetically pleasing, while avoiding negative visual impacts to adjacent and nearby buildings and/or neighborhoods.
- **A-2 | BUILDING SITING AND PLACEMENT:** Create a contiguous and strong building “street wall” by locating building frontages near the front property line along 16th and Mohave Streets. To the extent possible, buildings should generally be placed parallel to streets with varying setbacks to provide visual interest and opportunities for pocket spaces to accommodate outdoor activities (dining, seating, or gathering.)
- **A-3 | BUILDING ORIENTATION:** Optimize building orientations on-site to harvest natural light and maximize daytime lighting. Ensure the primary façades and entrance areas of buildings are facing public spaces, communal rooms and/or other pedestrian-oriented circulation areas.

Below: Orient primary façades and entrances of buildings to face pedestrian areas and/or communal rooms



Above: Sculpt massing to create attractive building forms and add visual interest

B. EMPLOY HIGH QUALITY ARCHITECTURAL DESIGN

- **B-1 | SCALE AND HEIGHT:** Design the building volume to ensure that the height, scale and size of the new development is compatible with adjacent and nearby neighborhoods, historic structures and airport operations.
- **B-2 | MASSING:** Suggest using setbacks, recesses, cornice and/or base features, and changes in materiality and glazing to sculpt massing and modulate the visual impact of building heights.
- **B-3 | FRONTAGE TREATMENT:** Foster a strong architectural expression along the frontages of 16th and Mohave Streets. Focus signature buildings at major intersections and at main entrances of the business park. All sides of the buildings should be visually appealing when sitting on corners or facing public spaces, walkways, and communal spaces. Avoid negative visual impacts to adjacent or nearby historic structures.
- **B-5 | BUILDING ENTRANCES:** Place building entrances at grade level or slightly above to promote pedestrian activities along the walkways. Use special treatment (such as doorwell, overhead canopy, finishes, lighting, etc.) to articulate the entries and guide pedestrians. Large industrial buildings with multiple tenants should provide multiple entries.
- **B-6 | PEDESTRIAN SCALE:** Integrate public functions such as cafes, showrooms, restaurants, or other on-site services at the ground floor of buildings facing public pathways and/or internal pedestrian circulation. Differentiate the ground floor from upper floors



Above: Use a recessed wall plane and glazing to modulate visual impacts of loading bay

through changes in massing and architectural relief to add eye-level details.

- **B-7 | FAÇADE ARTICULATION:** Avoid monotonous or repetitive elevations. Alternate different textures, colors, materials, and distinctive architectural treatments (reveals, bays, clerestory windows, and overhangs, etc.) to provide pleasing proportions and three-dimensional quality adding visual interest and providing sustainable benefits.
- **B-8 | FENESTRATION:** Encourage the use of high-performance, well-detailed windows and doors that add to the scale and depth of the building’s façade. Fenestration should unify a building’s street wall and help define a building’s architectural style and integrity.
- **B-9 | GLAZING:** Employ a high percentage of glazing at the ground floor of active functions to create visual connections and foster a sense of security and vibrancy along the streets and walkways.
- **B-9 | COHERENT FEATURES:** Employ a complementary palette of colors and materials while encouraging diversified architectural expression between buildings. For example, use accent materials and architectural elements which contribute to a visually coherent business park environment that responds to the local climate and neighborhood context.
- **B-10 | MATERIALS:** Encourage the use of high quality and durable materials and finishes in new developments. Primary materials should be graffiti-resistant. Avoid large expanses of highly reflective surfaces and mirror glass exterior walls to reduce heat and prevent glare impacts on adjacent streets and properties.



Above: Employ special design treatment to highlight building entrance

**PRIVATE REALM
DESIGN GUIDELINES**

**C. DESIGN OUTDOOR ROOM
FOR SOCIAL GATHERINGS**

- **C-1 | ON-SITE LANDSCAPING:** Complement building design with high-quality, compatible landscape architecture through concept, form and materials. For example, incorporate outdoor furnishings, recreational amenities, and attractive landscape features to make outdoor rooms comfortable, inclusive, and inviting.
- **C-2 | COMMUNAL OPEN SPACES:** Suggest integrating adequate communal rooms with ample amenities to accommodate employees on-site and potential use by the public. The size, location, and function of these outdoor rooms could vary on-site, but a communal space should be located within a 5-min walk of each building. Consider flexibility in the landscape design for adapting to weather shifts and supporting human occupation and use.
- **C-3 | PLANTINGS AND MATERIALS:** Ensure the selection of on-site landscape plantings and materials palette is compatible with the surrounding building design in its structure, texture and color to create visual consistency. Employ drought-tolerant and/or native landscaping to strengthen the unique desert oasis character.



Above: Provide communal outdoor rooms with amenities and shade structures for adapting to the local climate



Above: Blend parking garages with surrounding buildings using metal panel screen systems



Above: Use landscape buffers to screen surface parking lots from public pathways

**D. FACILITATE SAFE ACCESS FOR
PARKING AND LOADING**

- **D-1 | INTERNAL CIRCULATION:** Promote safety, efficiency, and convenience when designing site access and circulation; minimize conflicts between pedestrians, small vehicles and trucks. For light industrial/flex area development, appropriate maneuvering and stacking areas for trucks should be a primary consideration in the overall design of the internal circulation system.
- **D-2 | VEHICLE PARKING ACCESS:** Limit the number of curb-cuts along the streets to maintain continuity of sidewalk and to reduce conflicts with pedestrians. Concentrate curb-cuts at side streets or mid-block and encourage adjoining projects to share access driveways to reduce the number of curb-cuts along the public streets.
- **D-3 | VEHICLE PARKING LOCATION:** Place on-site parking to the side or rear of buildings or at the interior of a block, where feasible so that parking does not dominate the streetscape. Provide additional angled or parallel on-street parking along streets for convenient access and to meet parking demands.
- **D-4 | STRUCTURED PARKING:** Incorporate architectural treatments such as arches, attractive entrances, varied building materials, decorative screening, or climbing vines to add aesthetic interest and to ensure parking structures are visually compatible with nearby buildings. Use materials and colors that are complementary to local architecture and environment. Avoid negative visual impacts to adjacent or nearby historic structures.

**D. FACILITATE SAFE ACCESS FOR
PARKING AND LOADING (CONTINUED)**

- **D-5 | ON-SITE SURFACE PARKING:** Provide a screening structure or landscape buffer between parking areas and the public realm when surface parking areas abut a public sidewalk or paseo.
- **D-6 | LOADING:** Place loading facilities to the rear of the buildings. Separate loading areas and large commercial vehicles from pedestrian access and areas that are used for public parking.
- **D-7 | BICYCLE PARKING:** Provide long-term bicycle storage facilities near pedestrian entrances of the structured parking. Locate sufficient bicycle racks and/or lockers in convenient and visible areas in close proximity to primary building entrances for short-term visitor parking.

**E. IMPROVE ENVIRONMENTAL AESTHETICS
AND REDUCE VISUAL CLUTTER**

- **E-1 | SCREENING AND FENCING:** Use decorative walls and fences with a combination of landscaping (e.g., trees, shrubs, hedges, and vines) to add texture and visual interest at the street level and to mitigate potential adverse impacts in light industrial/flex areas.
- **E-2 | UTILITIES:** Screen or hide any mechanical, electrical, communications equipment and trash enclosures so that these utilities are out of the line-of-sight from crosswalk or sidewalks.
- **E-3 | LIGHTING AND SECURITY:** Encourage a system of lighting fixtures to contribute to a nighttime experience and to accent and complement architectural features. Use low illumination lighting to illuminate all parking areas, pedestrian walkways and building entrances to improve user safety after sunset. The lighting shall not affect nearby airport operations.
- **E-4 | SIGNAGE AND WAYFINDING:** Encourage high-quality and innovative building signage design. Locate and size signs appropriately to complement architectural and landscape features; and to convey visible and readable messages for pedestrians and facilities access to the building entrances.

**F. INTEGRATE SUSTAINABILITY IN BUILDING
DESIGN AND SITE DEVELOPMENT**

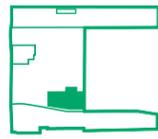
- **F-1 | SOUND MITIGATION:** Encourage the use of acoustical site planning and building design techniques greater than required by code. For example, employ “soundproofing” materials to reduce noise impacts from adjacent busy streets and airport operations.
- **F-2 | GREEN BUILDING DESIGN:** Encourage new developments to integrate green building design solutions and technologies through compliance with the Phoenix Green Construction Code. Explore opportunities to utilize alternative energy sources, sustainable materials, natural light and ventilation to improve the building’s environmental performance and employee comfort.
- **F-3 | SUSTAINABLE SITE DEVELOPMENT:** Employ drought-tolerant and/or native landscaping and low-impact development practices to manage urban run-off on-site.



Above: Employ sustainable design solutions to create an appealing indoor-outdoor transition for tenants



Above: Provide low-illumination lighting to accent building features and improve safety



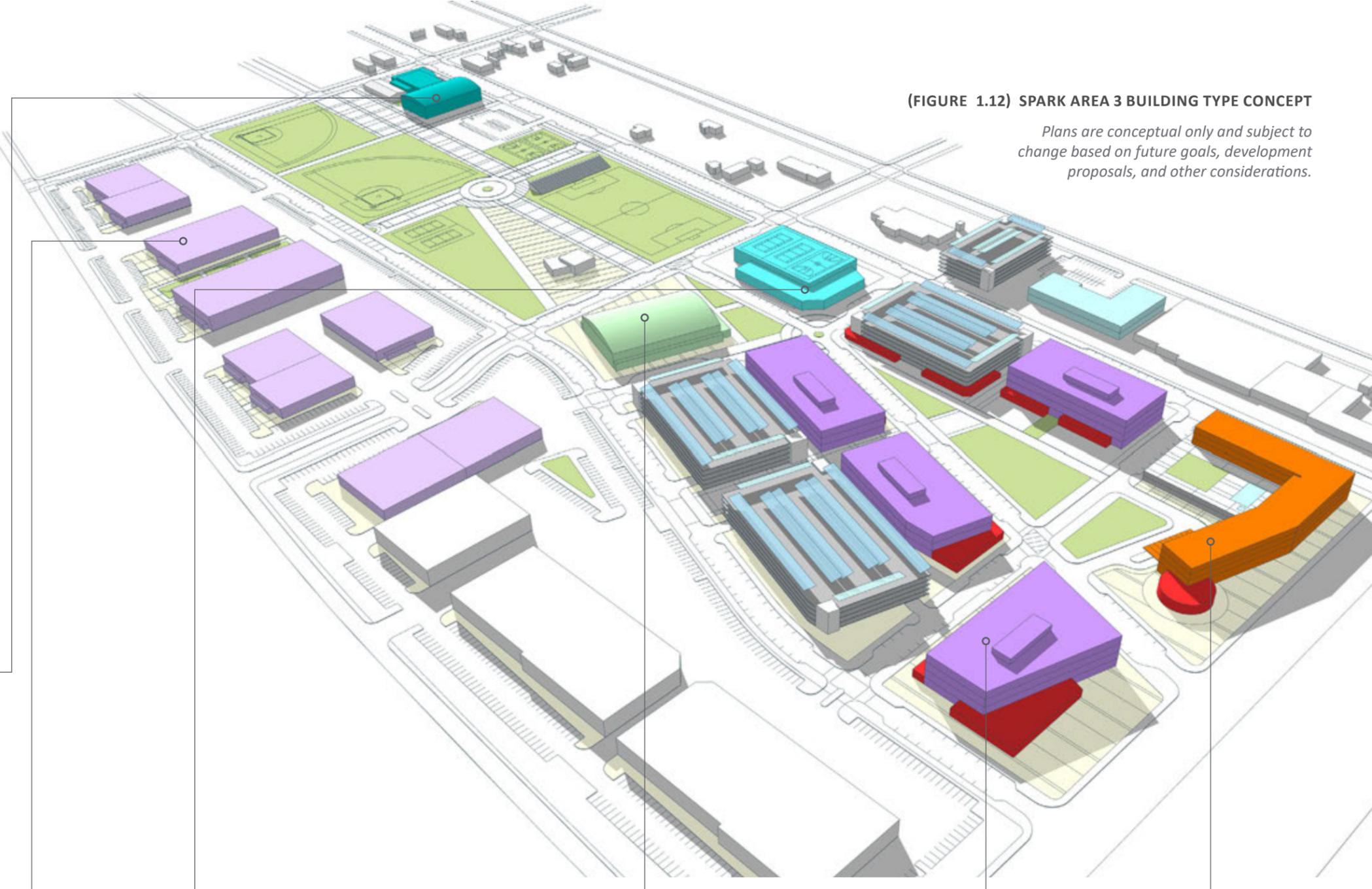
SPARK AREA 3 DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

BUILDING TYPE RECOMMENDATIONS

INTENT

This section provides a series of building types that are recommended within the development sites of Spark Area 3.

The intent of the building type recommendations are to create clear and predictable design and development of buildings that will comprise Spark Area 3. These recommendations are to encourage consistency with the Spark Area 3 master planning concept and ensure new development will be compatible with the existing scale of the neighborhood and the airport operations while supporting a high-quality attractive business park development.



(FIGURE 1.12) SPARK AREA 3 BUILDING TYPE CONCEPT

Plans are conceptual only and subject to change based on future goals, development proposals, and other considerations.



COMMUNITY CENTER

1 to 2 story medium-sized (10k - 30k GFA in size) structure accommodating a multipurpose room that houses indoor recreational activities, events, and other community service functions such as daycare, communal kitchen, and classrooms.



FLEX OFFICE

1 to 2 story medium-sized (15k to 25k GFA in size) structure that is flexible in use. The open floorplans can accommodate office, light industrial, warehouse, or a mix of all three depending on consumer needs.



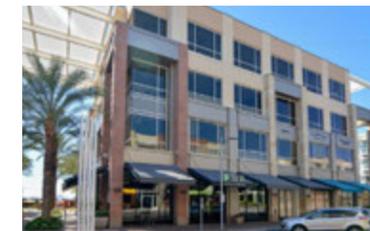
SPORTS ACADEMY

1 to 2 story medium-sized (15k to 30k GFA in size) specialized institutional complex for young athletes that integrates both academic schools and sports fields.



INDOOR SPORTS FACILITY

One story medium-sized commercial recreational complex (30k to 50k GFA in size) that houses indoor sports activities such as ice skating, indoor soccer or hockey, basketball, and tennis, etc.



BUSINESS PARK OFFICE

2 to 4 story office buildings (100k to 200k GFA in size) potentially integrating on-site amenities (cafes, restaurants, services, etc.) at the ground floor of the building.



TRANSIT HOTEL

3 to 4 story hospitality complex (200 to 250 rooms in size) integrated with a "roadside travel plaza" to include limited retail, food and beverage, and entertainment amenities at the street-level.

PREPARED FOR



**City of Phoenix
Aviation Department**

WITH

**Community groups, residents,
businesses, schools,
property owners, non-profit
organizations, and other
stakeholders within the LRS
planning area.**

PLAN BY

**CallisonRTKL Inc. -- Planning &
Urban Design**
Los Angeles, CA

**CallisonRTKL Inc. -- The
Environmental Studio**
Los Angeles, CA

ARCADIS US, Inc.
Phoenix, AZ

Crowdbrite
Reno, NV

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