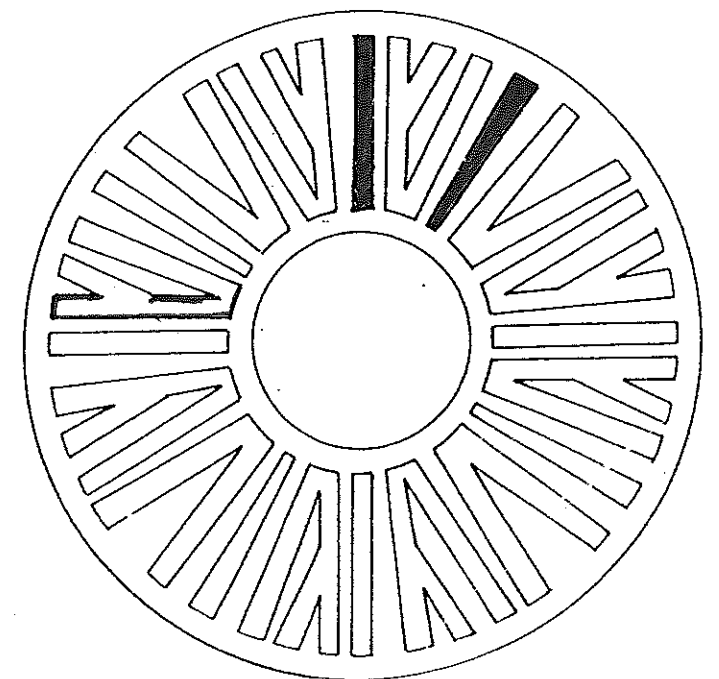


AIRPORT COMMERCENTER

Goodyear, Arizona



**AIRPORT COMMERCENTER
GOODYEAR, ARIZONA**

**A Planned Area Development
Incorporating Commercial, Office
and Industrial Businesses in a
Master Planned Environment**

Date: July 22, 1981

10-12-81
ANNEXATION

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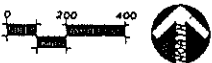
introduction

1

TOWN OF GOODYEAR, ARIZONA

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A PLANNED BUSINESS COMMUNITY



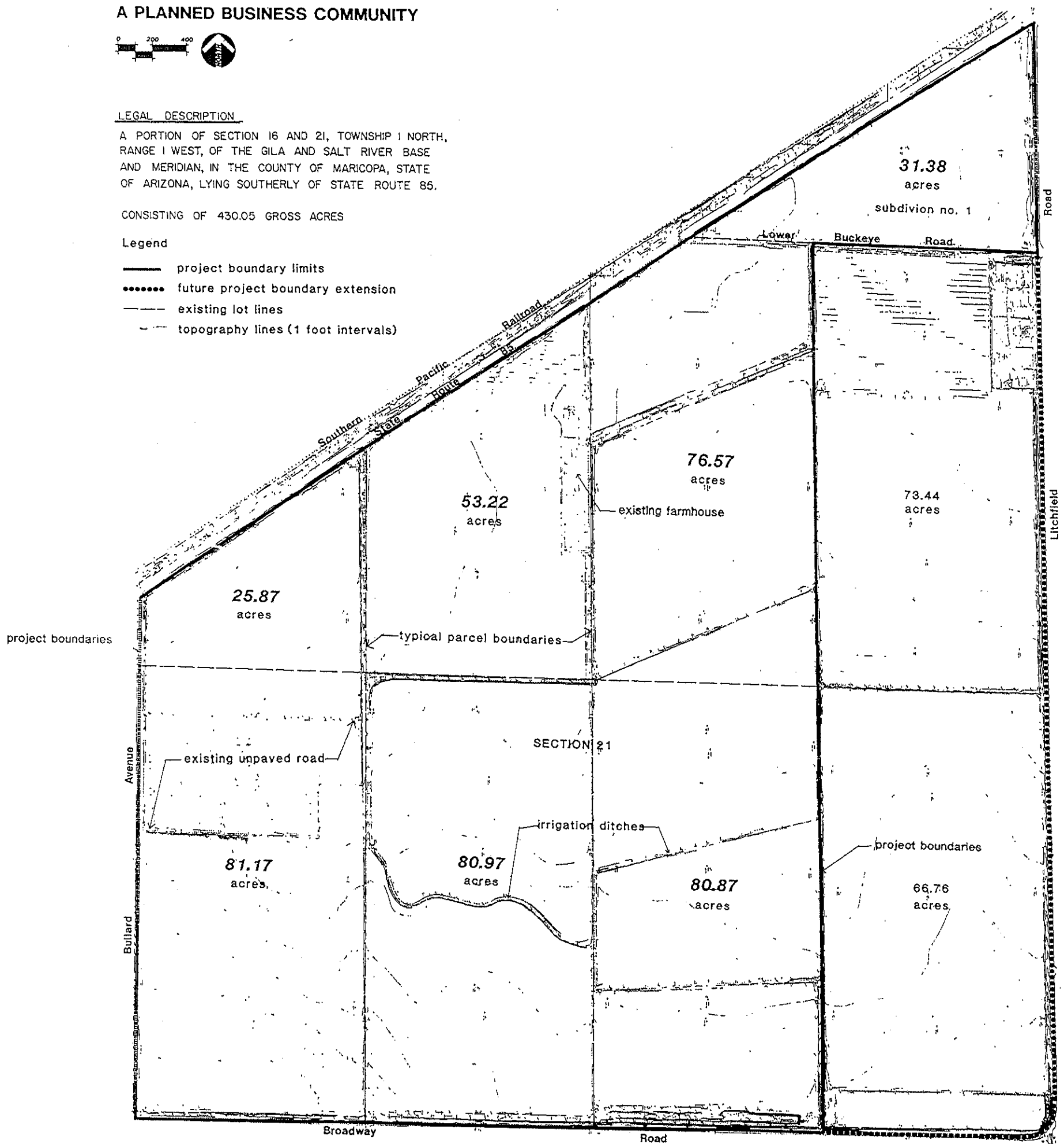
LEGAL DESCRIPTION

A PORTION OF SECTION 16 AND 21, TOWNSHIP 1 NORTH,
RANGE 1 WEST, OF THE GILA AND SALT RIVER BASE
AND MERIDIAN, IN THE COUNTY OF MARICOPA, STATE
OF ARIZONA, LYING SOUTHERLY OF STATE ROUTE 85.

CONSISTING OF 430.05 GROSS ACRES

Legend

- project boundary limits
- future project boundary extension
- existing lot lines
- - - topography lines (1 foot intervals)



PROJECT BOUNDARIES

exhibit 1

PREFACE

The following document has been prepared in fulfillment of the Planned Area Development (PAD) guidelines as provided by the Town of Goodyear and contained in Section 1, Part III (F) of the Town of Goodyear Zoning Ordinance. The Airport Commercenter Plan has been written and designed for use by city staff and decision makers, as well as developers, as a guide for the classification and development of the project area as a coordinated, comprehensive effort so as to take advantage of the superior environment which will result from large scale community planning.

SECTION 1. INTRODUCTION

Project Location

The Airport Commercenter Plan encompasses approximately 430± acres generally located southerly of State Route 85 between Litchfield Road on the east and Bullard Avenue on the west, and northerly of Broadway Road, as shown in Exhibit "1". The project site is currently being cultivated for agricultural purposes. The surrounding land uses are predominantly of an agricultural nature; the Litchfield-Phoenix Airport is located northerly of the project site across State Route 85 and the Southern Pacific Railroad right-of-way.

The legal description of the project site is as follows:

A portion of Section 16 and a portion of Section 21, Township 1 North, Range 1 West, of the Gila and Salt River Base and Meridian, in the County of Maricopa, State of Arizona, lying southerly of the south right-of-way line of State Route 85.

Purpose and Intent

Implementation of the Airport Commercenter Plan will provide for the development of the project site consistent with the goals and objectives of the Town of Goodyear Comprehensive Plan and Zoning Ordinance. The intention of the Airport Commercenter is to provide that individual development within the project site will occur in such a manner as to provide a park-like atmosphere where visual continuity throughout the project is achieved by the use of contemporary design elements in harmony with landscape design, paving and walks, street furniture, color, and graphics. Development sensitivity and increased amenities to service the needs of the surrounding community are proposed.

The total design continuity is an important factor necessary for the success of the Airport Commercenter. Such continuity when grouping buildings and development of diverse uses is

necessary to help develop the unique sense of place and identity of the Airport Commercenter in the Town of Goodyear.

Project Goals and Objectives

The planned area development has several goals and objectives for the purpose of providing a viable Commercial/Industrial Development. These goals and objectives include:

- * To provide an enriched commercial/industrial environment with aesthetic cohesiveness, harmonious massing of structures, and the interfacing of open space through the utilization of superior land planning and architectural design.
- * To provide innovative site planning including but not limited to the preservation of the natural character of the land and economy in construction and maintenance of streets and utilities.
- * To provide flexibility in design such that developments will produce maximum choice in the types of commercial and industrial installations and facilities available to the public.
- * To conserve the scenic qualities of the area and to provide a visually appealing corridor adjacent to State Route 85.
- * To provide landscape and streetscape design details which enhance the aesthetic quality of the community.
- * The location of initial phases of development in close proximity to the existing public services and utilities.
- * The creation of a strong regional business center.

Project Description

The Airport Commercenter Development incorporates the planning and design flexibility allowed under the planned area development guidelines to establish a major regional commercial/industrial business center permitting a mutually supportive mix of several types of uses: major tenants which draw customers and provides employment from a large region; smaller uses which individually may not have regional drawing power; and closely related services which support the Airport Commercenter concept such as restaurants, financial institutions, offices, hotels and motels, and light industry.

The planned area development embodies a contemporary design theme which interfaces the various uses into components of the land use plan as identified as follows:

The General Commercial component is intended to serve retail and service needs of the large community and regional area. This component has been planned adjacent to State Route 85 to take advantage of the exposure which the project has from this major transportation arterial. Particular emphasis has been incorporated into the plan to provide architectural, open space, and landscape amenities adjacent to this corridor in order to provide a visually appealing commercial corridor which will enhance not only the overall project, but which will provide a visually aesthetic entry to the Town of Goodyear.

The Industrial Park component is intended to provide supportive office, service, and industrial uses closely related to the general commercial component and to locate such uses in an attractive planned industrial park setting. This component will minimize the incompatibility of the general industrial uses with the general commercial component. It is also intended that the industrial park component will provide sufficient space in appropriate locations for certain types of business and manufacturing firms which shall be free from offensive uses in modern,

landscaped buildings and surroundings.

The General Planned Industrial component is intended to promote and protect large and heavy industrial and manufacturing plants and their appurtenant uses and to provide attractive and well maintained planned industrial parks for the location of such activities.

General Notes

1. Any details or issues not specifically addressed by the planned area development regulations shall be subject to the regulations of the Goodyear Zoning Ordinances. Definitions of terms shall also be as defined in the Zoning Ordinance.
2. The continued use of the land for existing agricultural purposes and other existing uses within planning areas shall be permitted during construction and phasing.
3. Grading standards: At the time of development within the planned area development, a complete geological and soils engineering report indicating evidence of a safe and stable environment for the improvements anticipated shall be submitted with grading plans. The recommendations by the geologists and soils engineer shall be incorporated into the grading plan design prior to the issuance of a grading permit.
4. Development standards within the Airport Commercenter Planned Area Development shall be as required herein.

SECTION 2. MASTER PLANS

Land Use

The Airport Commercenter encompasses approximately 430± acres accomodating the development of commercial, office, and industrial land uses in a mutually supportive balance creating a regional oriented business center. The various land uses are designed under single-tenant and multi-tenant formats providing a diversity of land use options and business opportunities. The Land Use Plan is depicted in Exhibit 2.

General Commercial

A total of 28 lots and 43± acres is provided for the general commercial land use component. This land use component is intended to provide various commercial, service, and retailing uses which will compose the major statement of the Airport Commercenter. A wide variety of lot sizes ranging from .5± acres to 3.0± acres is provided to accomodate the variety of uses anticipated. The lots having frontage onto State Route 85 are designed with an access road entering from the rear of the lots in order to eliminate any vehicular conflicts along State Route 85. Special attention will be given to the architectural and landscape treatments for those lots adjacent to the highway in order to present a highly attractive corridor.

Industrial Park

A total of 50 lots and 120± acres is provided for the industrial park land use. This component is intended to provide supportive office, service, and industrial uses on lots ranging in size from .75± acres to well over 5 acres. This component has been planned in areas which provide a buffer between the commercial land uses and the general industrial land uses, generally in the central portion of the Airport Commercenter Development.

General Planned Industrial

A total of 23 lots and 218± acres is provided for the general planned industrial land use. This land

use component is intended to provide an area for large and heavy industrial and manufacturing plants and their appurtenant uses on lots ranging in size from 6± acres to over 15± acres. A railroad drill line has been planned to provide rail access for each of these lots, and access is provided in such a manner so as to direct heavy truck traffic to the project periphery and away from the commercial corridor.

TOWN OF GOODYEAR, ARIZONA

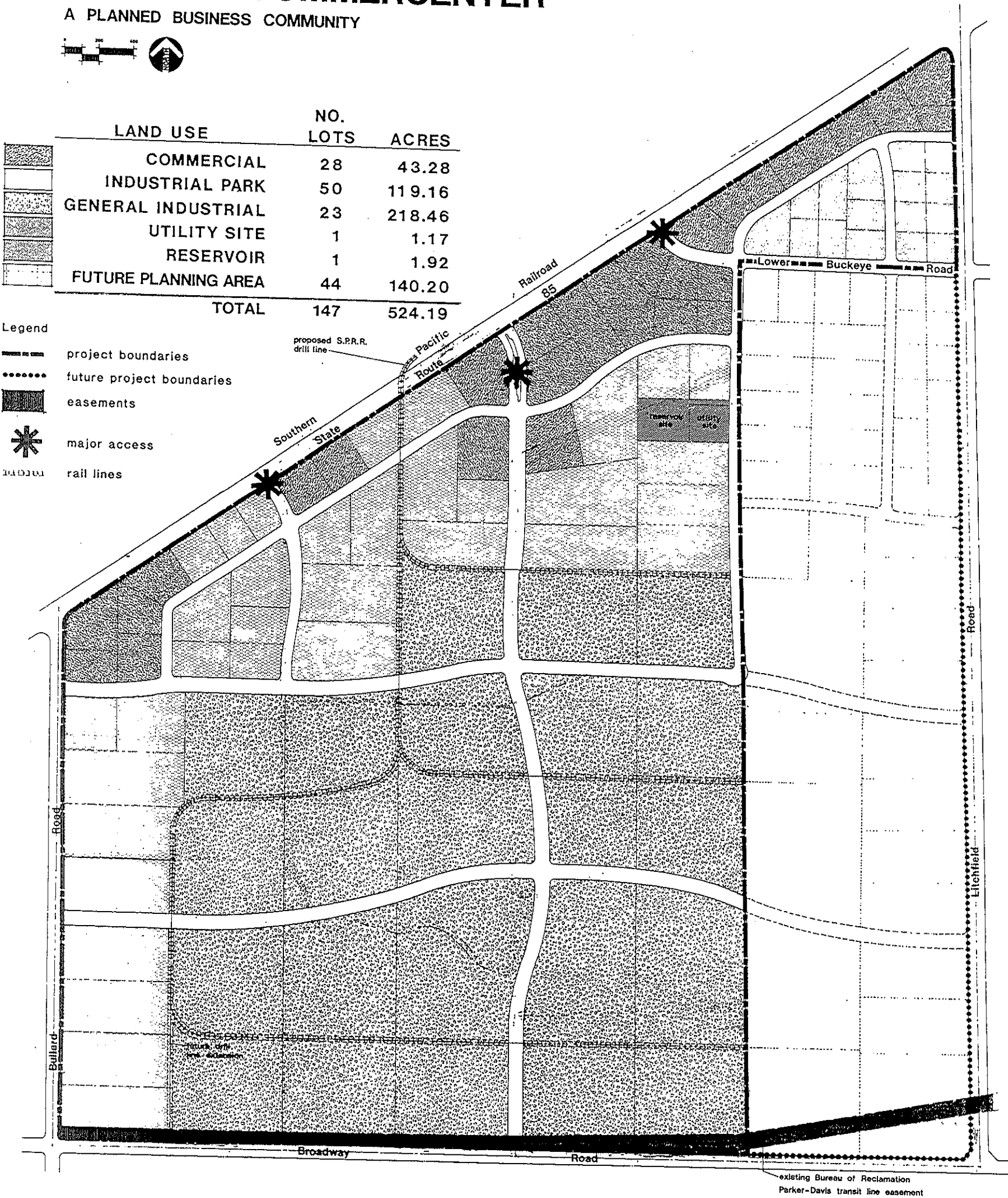
AIRPORT COMMERCENTER

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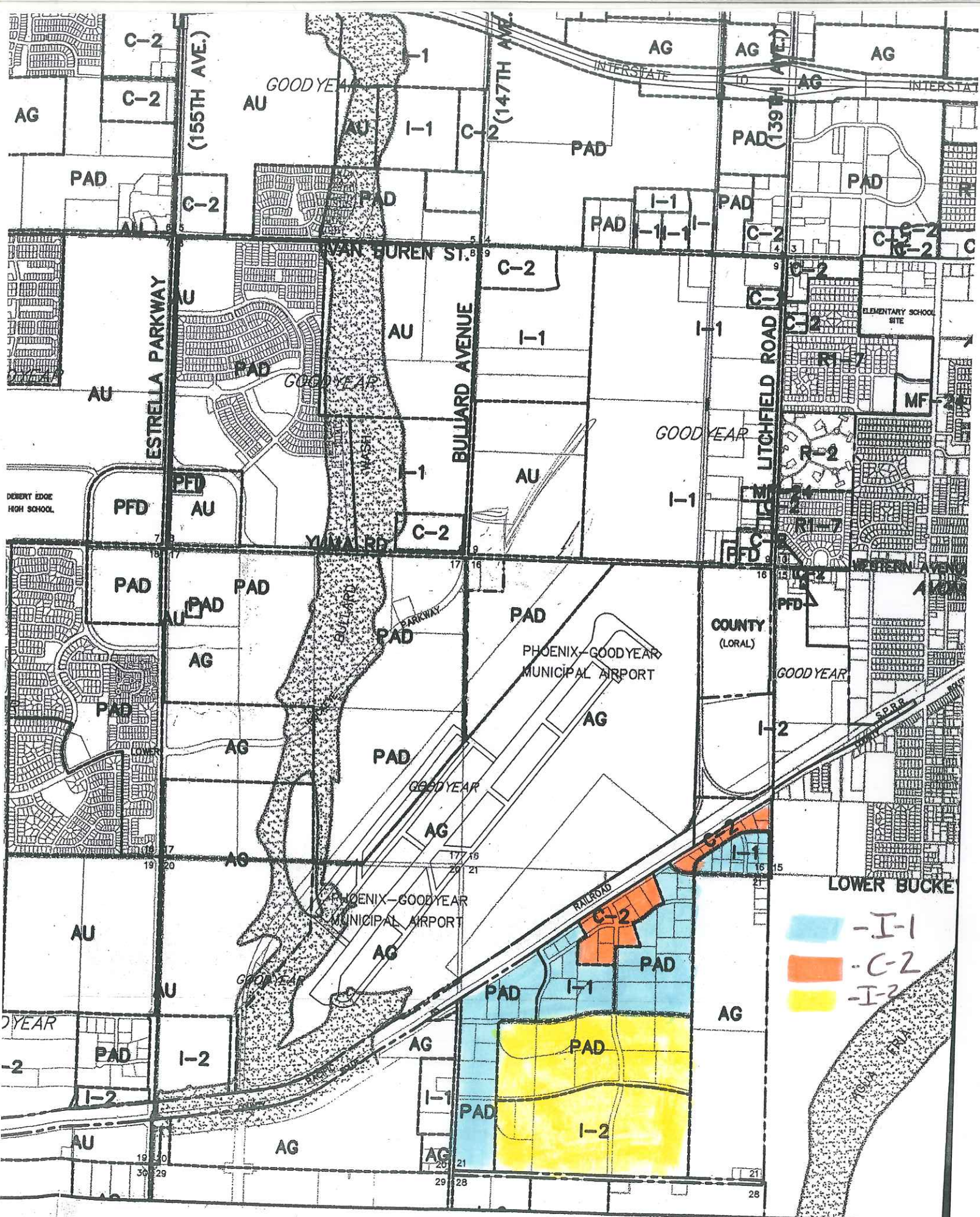
LAND USE	NO. LOTS	ACRES
COMMERCIAL	28	43.28
INDUSTRIAL PARK	50	119.16
GENERAL INDUSTRIAL	23	218.46
UTILITY SITE	1	1.17
RESERVOIR	1	1.92
FUTURE PLANNING AREA	44	140.20
TOTAL	147	524.19

- Legend
- project boundaries
 - future project boundaries
 - easements
 - major access
 - rail lines



LAND USE

exhibit 2



- I-1
- C-2
- I-2

LAND USE PHASING

The Airport Commercenter Development is planned to be developed in nine (9) phases over a multi-year period. The exact period of development for the various phases necessarily depends upon market conditions and the response to the project from prospective commercial/industrial interests. The Land Use Phasing is depicted in Exhibit 3.

The Phasing Plan is designed to focus on the intersection of State Route 85 and Litchfield Road initially in order to establish a major entrance theme in close proximity to a direct link to the Town of Goodyear. In addition, Phase I will provide the most efficient extension of urban services into the project site with the least amount of impact.

The various other phases are planned to occur as extensions of Phase I to again provide the most efficient extension of urban services. Phase 2 will provide additional commercial and industrial park land uses as well as establishing the major entry feature arterial into the Airport Commercenter. Phase 3 is designed to provide the first general industrial land uses. Phase 4 is designed adjacent to State Route 85 and an important feature of this phase is the extension of a drill line from the Southern Pacific Railroad into the project site to provide rail service to the general industrial land use component. This phase also provides all three land uses. Phases 5-9 are generally extensions of the land use patterns which have been developed in the previous phases.

TOWN OF GOODYEAR, ARIZONA

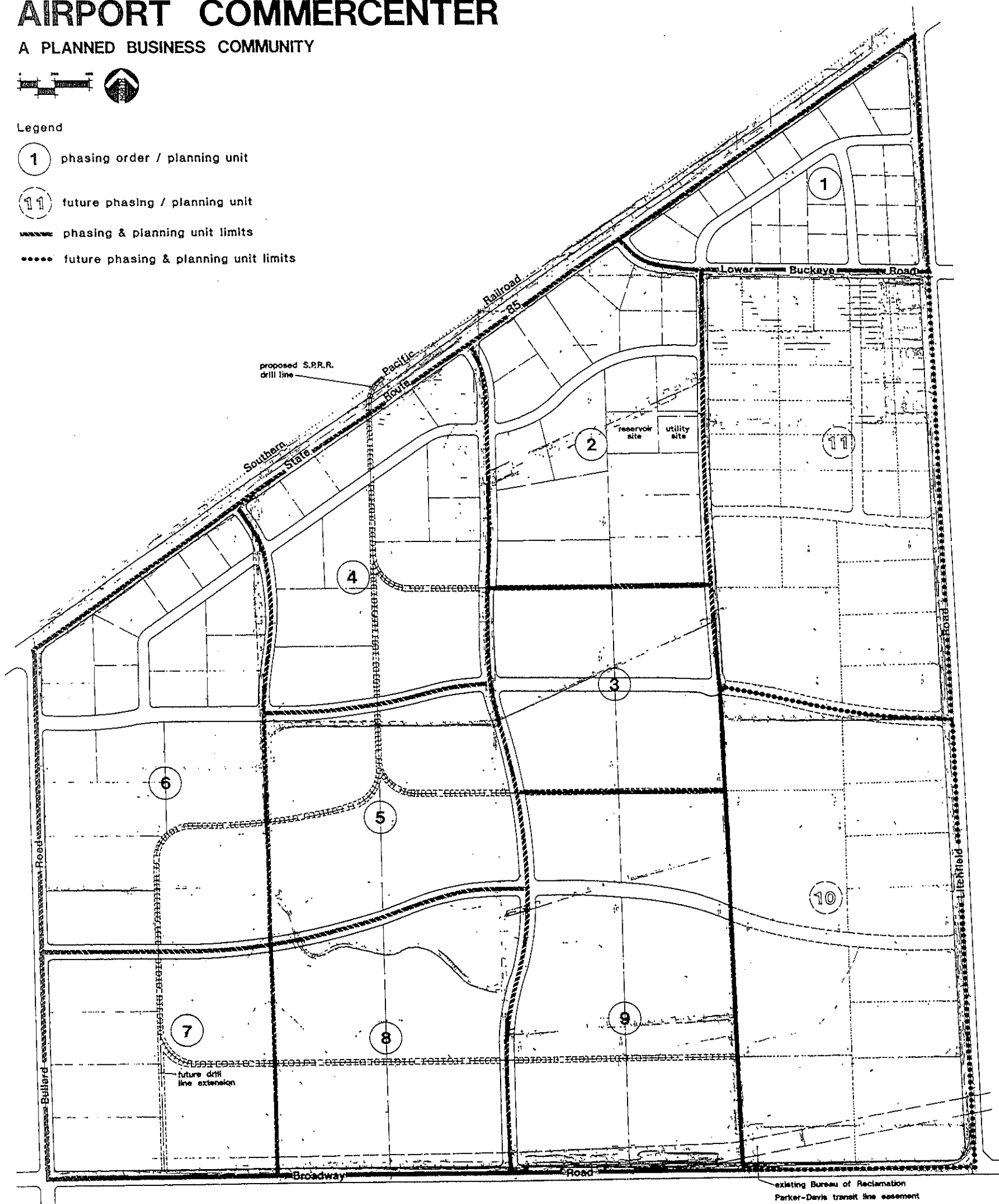
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Legend

- ① phasing order / planning unit
- ⑪ future phasing / planning unit
- phasing & planning unit limits
- future phasing & planning unit limits



LAND USE PHASING
exhibit 3

CIRCULATION

The circulation plan presents the overall concept of traffic movement throughout the Airport Commercenter. The street has been designed to provide a hierarchy of traffic movement which will provide for ease of access to the various land uses as well as segregate the various types of traffic to reduce impacts upon the less intensive uses (i.e.-commercial, office). The underlying theme of the circulation plan is to create a road network which can serve the needs of vehicular traffic as well as non-vehicular traffic (pedestrians, bicycles) in corridors which will not necessarily be consumed by wide expanses of pavement. Generous use of landscaping is a primary goal of the right-of-way development. The Circulation Plan is depicted in Exhibit 4.

Existing Street System

The subject property is located adjacent to State Route 85 (S.R. 85), an existing state highway which provides a dominant east-west arterial and direct connection with major activity centers, including Phoenix. S.R. 85 has a one hundred foot right-of-way with improved travel lanes in both directions and no curb, gutter, sidewalks, etc. Upon development of the various phases, full street improvements will be constructed to approved standards on the south side of the roadway adjacent to the project. S.R. 85 has high speed travel lanes, therefore, limited access is proposed from the development to S.R. 85 and no individual lot access will be permitted.

The project site is bounded on the west by Bullard

Road and on the east by Litchfield Road, both designated as north/south collector streets on the Goodyear Comprehensive Plan. Litchfield Road is an important part of the overall street system in-as-much as it provides a direct link with the I-10 freeway located approximately 1.5 miles north of the project site. In addition, Litchfield Road is the major arterial through the downtown portion of the Town of Goodyear. Both roads are currently paved with travel lanes and no additional improvements. The roads will be fully improved within the limits of the project as development phases occur.

Finally, the project is bounded on the south by Broadway Road which is also a local collector, paved, with no additional improvements. Broadway Road will be fully improved upon completion of the project.

Proposed Street System

Conceptually, the street system has been designed in such a way as to optimize the progression from and interaction between higher intensity access routes - such as S.R. 85 - and the circulation and access routes proposed in the Airport Commercenter. As such, the structure of the circulation plan is oriented around the major arterial designated as Street "A". Serving as the backbone to the overall street system, this arterial provides the major entry feature to the project with a direct connection to S.R. 85. A slight realignment of Street "A" is proposed in order to provide a right angle intersection with S.R. 85 and to introduce a gentle curvature of the route as it passes through the development to enhance and soften the entry statement.

In addition, a major feature of Street "A" involves the future access to the terminal area of the Phoenix-Litchfield Municipal Airport. The Airport Master Plan Report (July, 1978) identifies a proposed new access to the Airport from S.R. 85 which conceptually aligns with Street "A". Preliminary planning has been initiated to insure a compatible design for this major intersection.

Two secondary entry points have been designed from S.R. 85, one aligning with lower Buckeye Road and the other between Street "A" and Bullard Road. These entry points coupled with existing access points of Bullard Road and Litchfield Road have been designed to balance traffic and provide a smooth transition of vehicular access through the various land uses.

The internal street system has been designed with gentle curves through the land uses to enhance the overall project design through meandering streetscapes. The internal street system works on the principle of hierarchy through indirect connections with the major arterials.

Rail Transportation

The Airport Commercenter development is proposed to be serviced by the Southern Pacific Railroad, located northerly of the project site adjacent to State Route 85. The Southern Pacific Railroad maintains an active main line at this location and it is proposed that a drill line will be constructed pursuant to S.P.R.R. design standards. The drill line will enter the project

through an industrial park area and has been designed to provide rail service to all the general industrial land uses while insuring a minimum of conflict with the less intense office and commercial uses.

The drill line is proposed to be constructed during Phase 4 and will include crossing gates at the intersection of the drill line with S.R. 85.

Air Transportation

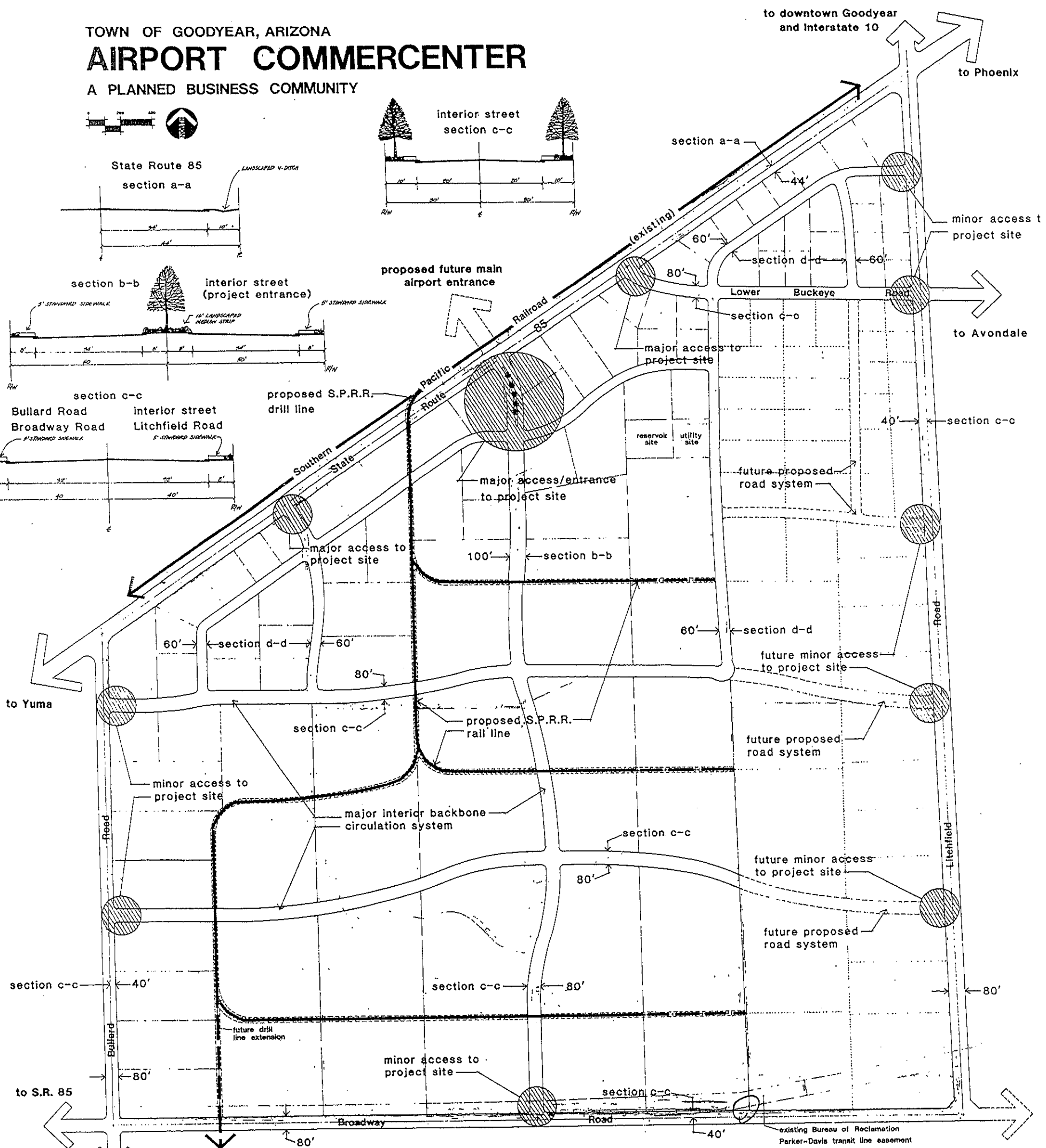
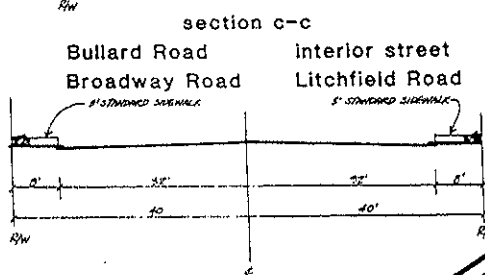
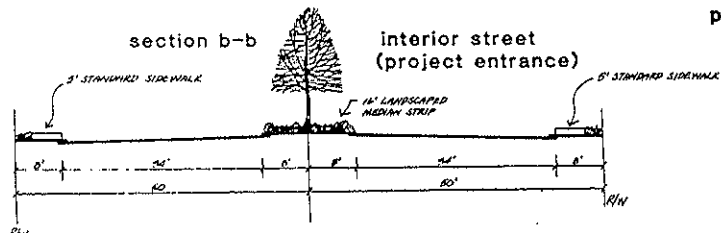
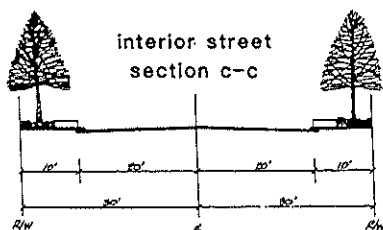
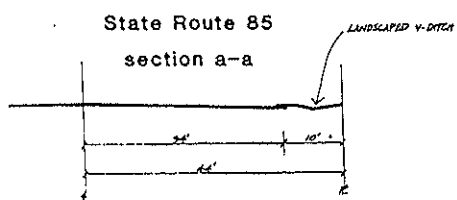
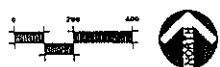
The Airport Commercenter development, as its name implies, is located adjacent to the Phoenix-Litchfield Municipal Airport.

The City of Phoenix has been the operator since it was opened to the public for general aviation use on July 1, 1968. It is under the direction of the City of Phoenix Aviation Department which is responsible for all the activities at the Airport. The Airport is included by the FAA in the National Airport Systems Plans and is classified as a reliever to Phoenix Sky Harbor International Airport.

Phoenix-Litchfield Municipal Airport offers facilities and services for all classes of users from single engine aircraft through executive jets. Included among these are a full line of aviation fuels, a major aircraft and engine repair facility, charter, aircraft rental, and flight school facilities. It has an FAA operated control tower, a restaurant - including flight catering-and 24 hour fire and security services.

Considerable additional development of the airport has been completed since the City became the owner, including a parallel taxiway, T Hangars, covered tie-down areas, and extensive remodeling of existing buildings and facilities. In addition, the Airport Master Plan outlines a series of expansion alternatives for future expansion of the airport to keep pace with the growing need for airfield capacity to meet forecasted aviation demand.

TOWN OF GOODYEAR, ARIZONA
AIRPORT COMMERCENTER
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CIRCULATION
 exhibit 4

development standards

3

SECTION 3. DEVELOPMENT STANDARDS

These regulations establish the development standards for the various land uses as identified in Section 2 of the planned area development. These development standards shall apply to all land and buildings within the planned area development and will insure a coordinated, comprehensive project which will fulfill the stated goals and objectives of the Airport Commercenter Development.

A. General Commercial

1. Purpose and Description - The land designated for general commercial is intended to serve the retail and service needs of the larger community and regional area.
2. Permitted Uses - Buildings, structures, and land shall be used primarily for the operation of commercial businesses including, but not limited to the following:
 - a. All those uses permitted in the C-1 (neighborhood commercial) Zone of the Town of Goodyear.
 - b. Art shop and artist supplies, automobile service station including the repairing, painting or upholstering of motor vehicles, addressograph shop, athletic club, awning sales and repair, air conditioning and ventilating equipment, sales and repair.
 - c. Blueprinting or photostating, bowling alley, beer tavern.
 - d. Cleaning and dyeing plants, carbonated water sales, costume rentals, carpet or rug cleaning cocktail lounge.
 - e. Department store, diaper service, drapery and curtain store, dressmaking, drive in restaurant,

dry goods store, dance halls.

- f. Electrical and heating appliances and fixtures, sales and repairs, express office, employment agency, embroidery store.
- g. Fountain equipment supply, fur sales, storage or repair, frozen food lockers, fix-it shops, film exchange, furniture sales and repair, flooring or floor repair, fruit and vegetable stand, funeral home.
- h. Giftshop, greenhouse, gunsmith, gymnasium, garage.
- i. Hobby shop, hemstitching shop, house equipment display, health club, hospital supplies.
- j. Interior decorating stores, insulation sales, ice cream manufacture.
- k. Jewelry store.
- l. Lock service.
- m. Laundry, automatic self help and laundry outlet, linen shop.
- n. Manufacture of goods to be sold at retail on the premise providing that such manufacturing is plainly incidental to and operated in connection with a use permitted in this district, milk distributing stations and sale of dairy products, monument sales, millinery.
- o. Nursery, novelty store, night club.
- p. Painter or paint store, plumbing shop, printing, lithographing or publishing, pest extermination, paperhanger or wallpaper store, pet shop, parking lots, public utility facilities and offices.

- q. Railway express, roofing sales, roller skating rink.
- r. Sewing machine shop, seed and feed store, sign painting shop, swimming pools, studios.
- s. Tobacco shops, travel bureau, taxidermist, towel and linen supply, trade school, typewriter and adding machine repair, tire shop, theater, tailor shops.
- t. Upholstering shop.
- u. Variety store.
- v. Wholesale business
- w. Accessory uses and buildings customarily incidental to the above.

3. Prohibited Uses - No uses shall be permitted which emit any offensive odor, dust, noxious gas, noise, vibration, smoke, heat or glare beyond the boundaries of the lot on which such use is located.

4. Development Standards

- a. Lot Area - Each lot shall have a minimum area of twenty thousand (20,000) square feet.
- b. Lot Dimensions - Each lot shall have a minimum width of one hundred (100) feet and a minimum depth of one hundred fifty (150) feet.
- c. Building Height - The maximum building height shall be two stories or thirty-five (35) feet.
- d. Setbacks
 - 1) A minimum fifty (50) foot building setback shall be maintained parallel to State

Route 85 of which thirty (30) feet shall be landscaped.

~~2)~~ A minimum interior front yard setback of twenty five (25) feet extending across the full width of the lot shall be provided. Said yard may be utilized for off-street parking in which case a minimum ten (10) foot landscaped setback shall be maintained.

~~3)~~ No minimum rearyard or sideyard shall be required.

e. Lot Coverage - Lot area coverage by building or structures shall not exceed fifty (50) percent of the total lot area.

B. Light Planned Industrial Park

1. Purpose and Description - The land designated for Industrial Park is intended to provide supportive office, service, and industrial uses closely related to the general commercial component and to locate such uses in an attractive planned industrial park setting.

2. Permitted Uses - Buildings, structures, and land shall be used primarily for the operation of light industrial uses including, but not limited to the following:

- Offices, businesses, professional and governmental
- Scientific or research laboratories
- Wholesale activities and warehousing
- Processing and compounding of materials
- Fabrication and assembly of products

f. Those uses permitted in the General Commercial Zone.

3. ~~Prohibited Uses~~ - No use shall be established, maintained, or conducted in any industrial park which may cause any of the following:

- Dissemination of smoke, gas, dust, odor or any other atmosphere pollutant outside the building in which the use is conducted or with respect to a use or any part thereof that is not conducted within a completely enclosed building, any such dissemination whatsoever.
- Noise perceptible beyond the boundaries of the immediate site.
- Discharge of any waste material into any water course or ditch.
- Dissemination of glare or vibration beyond the immediate site of the use.
- Traffic hazards or congestion of any street, primarily serving residential districts.
- Physical hazards or by reasons of fire, explosion, radioactivity or any similar nature cause damage to property in the same or an adjacent district.

4. Development Standards

- Lot Area - Each lot shall have a minimum area of twenty thousand (20,000) square feet.
- Building Height - No building shall exceed the height of forty (40) feet excluding elevator shafts, mechanical units, or other similar equipment.
- Setbacks

1) A minimum fifty (50) foot building setback shall be maintained parallel to State Route 85 of which thirty (30) feet shall be landscaped.

2) A minimum front yard setback of twenty five (25) feet extending across the full width of the lot shall be provided. Said yard may be utilized for off-street parking in which case a minimum ten (10) foot landscaped setback shall be maintained.

3) No minimum rearyard or sideyard shall be required.

d. Lot Coverage - Lot area coverage by building or structures shall not exceed fifty (50%) percent of the total lot area.

C. General Industrial

1. Purpose and Description - The land designated for General Industrial is intended to promote and protect large and heavy industrial and manufacturing plants and their appurtenant uses and to provide attractive and well maintained areas for the location of such activities.

2. Permitted Uses - Buildings, structures, and land shall be used primarily for the operation of industrial uses including but not limited to the following:

- Assembling of electrical appliances and electronic instruments.
- Battery manufacturing, boat building, body and fender works, bottling works, bookbinding.
- Carpenter shop, cabinet shop, carpet or rug cleaning, cement and paving material mixing plant.
- Electrical sign shop.

General Industrial

- e. Foundry casting light-weight, nonferrous metal not causing noxious odors or fumes.
 - f. Ice manufacture and storage.
 - g. Knitting mills.
 - h. Machine shop, meat products packing, smoking and curing providing no objectionable fumes are emitted, monument works, metal crushing for salvage, mattress manufacture.
 - i. Petroleum storage
 - j. Radio and television transmitting towers and facilities, rubber welding, railroad yards, rock crushing.
 - k. Sand blasting, sewage disposal or treatment plant.
 - l. Television set assembling, outdoor theatre, tire retreading and vulcanizing.
 - m. Veterinary
 - n. Warehouse, welding shop, weaving.
 - o. Manufacture, compounding, processing, packaging or treatment of such products as bakery goods, candy cosmetics, dairy products, drugs, perfumes, pharmaceuticals, soap, toiletries and food products.
 - p. Manufacture, compounding, assembling or treatment of articles of merchandise from the following previously prepared materials: Bone, cellophane, canvas, cloth, cork, feathers, felt, fiber, fur, glass, hair, horn, leather, rubber, paper, plastics, precious or semi-precious metals or stones, shell, straw, textiles, tobacco, wood, wool, yarn and paint.
 - q. Manufacture of brick and all clay, ceramic, cinder, concrete, synthetic, cast stone, plastic and pumice stone products including in addition the manufacture or fabrication of building blocks, tile or pipe from raw materials for use in building construction or for sewer or drainage purposes; fertilizer and soil conditioner manufacturing, processing and sales, provided that only non-animal products and by products are used as component parts in the finished materials and provided that objectionable odors and dusts are not created.
 - r. Manufacture of musical instruments, toys, novelties, rubber and metal stamps, cameras and photographic equipment, business machines including typewriter and calculating machines.
 - s. The following uses, provided that they are conducted within a building or an area which is enclosed by a solid wall or uniformly painted board fence on all sides which face upon a street or face upon a lot in a more restricted zone.
 - 1) Motion picture studio.
 - 2) Lumber yard, planing mills.
 - 3) Contractors equipment storage yard or plant, or rental of equipment commonly used by contractors.
 - 4) Transfer company, trucking terminal.
 - t. Accessory uses and buildings customarily incidental to the above.
3. All uses permitted in the General Industrial land use shall be subject to the same performance standards as contained in the Light Planned Industrial Park land use, Section 3, Part B.
- D. General Provisions - In addition to the above permitted uses and performance standards, the site planning criteria as contained in Section 5 - Conditions, Covenants, and Restrictions of this P.A.D. shall be referred to when developing in the Airport Commercenter.

SECTION 4. PROCEDURAL IMPLEMENTATION

A. Site Plan Review

The purpose and intent of site plan review is to assure that development occurs in conformance with the Airport Commerce Center Planned Area Development through the submittal of required information describing the proposed new development. All development within the planned area shall be subject to the provisions of Part III, Section E, of the Town of Goodyear Zoning Ordinance as outlined below.

1. All new developments within the planned area development shall require the submission of a site plan. All site plans shall be reviewed by the Commission and with appropriate recommendations forwarded to the Town Council for approval. The Town Council may require, as deemed necessary, additional changes and modifications to the site plan before final approval in order to fully carry out the provisions of the planned area development and the Goodyear Zoning Ordinance.
2. Where a site plan is required prior to development, a site plan drawn to scale and indicating precisely what is planned for the property shall be submitted to the Town of Goodyear, and may include the following information as determined necessary by the officer charged with administering the zoning ordinance:
 - a. Lot dimensions
 - b. All proposed and existing structures and buildings
 - c. Yards and spaces between buildings

- d. Walls, fences and landscaping
- e. Vehicular, pedestrian and service access
- f. Off-street parking facilities including the number of parking spaces and dimensions of parking areas.
- g. Signs and lighting, including locations.
- h. Outdoor storage and activities
- i. Drainage and grading plans
- j. Waste disposal facilities
- k. Street dedication and improvements
- l. Size, shape and all adjacent rights-of-way
- m. Other data as may assist in determining the effect of development on surrounding property

3. Design and development standards

- a. All site improvements or those improvements required in public rights-of-way adjacent to the subject property shall conform to all pertinent requirements of the planned area development and sections of the Town Code, including but not limited to standard specifications, street rights-of-way, and the subdivision ordinance of the Town of Goodyear.
- b. Landscaping plans shall be in accordance with the landscaping,

walls, and screening section of the Goodyear zoning ordinance.

- c. Trash and refuse shall be stored in an enclosed wall area or in special containers approved by the Town of Goodyear and shall be accessible to an approved refuse collection pick-up point.
 - d. Dismantling or overhauling of vehicles or equipment of any kind shall be permitted only when buildings are completely enclosed on the street sides or where such work is not visible from adjacent properties.
- #### 4. The Site Plan Committee after reviewing a site plan for a proposed development shall forward its recommendation to the Council for a public hearing. The Site Plan Committee shall meet within 10 days from the date of site plan submission to the Town Clerk. The Council shall hold a public hearing within 15 days from the date of site plan submission.
- a. The Site Plan Committee may find that special conditions on the property require one or more of the following:
 - 1) Height limitations
 - 2) Additional building setback
 - 3) Limited vehicular access
 - 4) Walls, fences and screening devices
 - 5) Off-site improvements in public rights-of-way adjacent to the subject property.

B. Subdivision Maps

All tentative subdivision maps and final maps shall follow the standard subdivision procedures as outlined in Chapter 14, Subdivision Regulations of the Town of Goodyear, Arizona.

C. Amendment to the Planned Area Development

An amendment to the approved planned area development shall follow the same procedures for adoption; Part III, Section F, of the Goodyear Zoning Ordinance.

**conditions, covenants,
and restrictions**

5

SECTION 5. CONDITIONS, COVENANTS, AND RESTRICTIONS

Introduction

The character, quality, and beauty of the Airport Commercenter is established by the interaction of the visual and spacial relationships between the size, shape, color, and texture of the physical environmental.

The physical environment consists of natural manmade elements effectively combined to achieve business functions. These elements include the building, parking, landscaping, graphics, lighting and other physical elements. When properly combined each property, and the entire Business Park, can provide an environment rich in experience, delightful to the human senses, and be of significant positive real estate value.

Industrial and commercial projects, because of the functional requirements they accomodate, are usually pragmatic in design and construction and are built economically. The pragmatic design and construction does not preclude a final product which is visually attractive and still economically feasible. It does require the diligent effort of all those involved to realize a meaningful project.

The property owner, as a leader of those involved, must insure efficient, effective progress is made on the project from the time of land purchase to occupancy of the finished project. Early consideration of the functional requirements of the project should include recognition and understanding of the development standards of the

County of Maricopa. The integration of these requirements will result in a functional, aesthetically pleasing and financially feasible project.

It is the intent of Airport Commercenter Development Corp., by means of this document, to insure the highest quality of industrial development consistent with sound economic investment practice. Airport Commercenter Development Corp. firmly believes this high quality of development can be achieved without additional investment in the project by the owner through careful evaluation of his need, complete understanding of the requirements for development and an effective, efficient planning process.

This document shall serve as a guideline for the planning process and is the criteria for review of proposed projects for approval by Airport Commercenter Development Corp.

The development guidelines for Airport Commercenter are presented and discussed in six sections as follows:

I. Site Planning

The efficient, effective use of land to achieve the functional requirements of the building and meet the development requirements of governmental agencies and Airport Commercenter Development Corp.

II. Building Design

The creation of a visually pleasing building to meet the specific, functional requirements of the user, compatible with adjacent structures

in Airport Commercenter, within sound economic parameters.

III. Landscape Design

The conscious organizing of organic landscape materials with inorganic site and building elements to enhance individual buildings and simultaneously provide visual continuity throughout Airport Commercenter.

IV. Graphic Design

Descriptive and directional lettering and symbols which convey information consistently and compatibly in Airport Commercenter.

V. Lighting

Security and feature lighting to protect and enhance individual buildings.

VI. Design Review Procedure

Procedures and submittal requirements for approval by Airport Commercenter Development Corp. prior to construction.

While discussed separately for reasons of clarity, each of these areas must be considered relative to the others and creatively combined to achieve a functionally successful, structurally sound, aesthetically pleasing and financially economical project.

It is recommended that the services of appropriate design professionals be retained by the Owner to expeditiously execute the content and intent of this document.

I - SITE PLANNING

1. Site Coverage:

The floor area ratio for any site within the project shall not exceed 1 to 1.

Any site within the project shall not have more than 50% of its gross area occupied by buildings. Areas designated as easements within the site or contiguous with the site may be considered part of the site area for determining percent coverage.

2. Setbacks:

All sites shall conform to the following setback requirements:

Along public streets adjacent to the project -

Building setback:	25'-0" from property line
Parking setback:	10'-0" from property line
Truck maneuvering:	10'-0" from property line to edge of pavement
Truck loading docks:	50'-0" from front property line

At side and rear yards:

Building side:	0'-0" from property line
Building rear:	0'-0" from property line
Parking setback and truck maneuvering:	3'-0" setback area

3. Parking:

Off street parking spaces shall be provided for each site in the following ratios according to its use. All spaces and access drives shall be paved with asphalt or concrete paving with 9' x 20' stalls permanently marked with paint stripes. Handicapped spaces with 12' x 20' stalls shall be provided for and indicated, as required by the state law.

For manufacturing facilities:

1 space for each 400 sq.ft. of enclosed building area devoted to manufacturing.

For warehousing facilities:

1 space for each 1,000 sq.ft. of enclosed building area devoted to warehousing for first 20,000 sq.ft., plus 1 space for each 2,000 sq.ft. for the second 20,000 sq.ft., plus 1 space for each 4,000 sq.ft. above the first 40,000 sq.ft.

For commercial and office facilities:

1 space for each 250 sq.ft. of enclosed building area devoted to offices and commercial businesses.

All drives with adjacent parking shall be at least 25' wide.

4. Truck Loading and Maneuvering:

Off street loading spaces shall be provided for each building. Each building shall have a minimum of one space for each 15,000 sq.ft. of enclosed building area. Each loading space shall be at least 12' wide, 30 feet long, and 14' in clear height. A paved maneuvering area shall be provided in conjunction with the loading spaces. This minimum dimension from face of truck door to opposite edge of pavement shall be:

Trucks to 30' - 55'
Trucks to 40' - 70'
Trucks to 50' - 90'
Trucks to 60' - 100'
Trucks to 65' - 110'

This area shall not be used for storage or parking, nor shall it impinge on any public street or drive. All drives serving truck traffic shall be at least 30'0" in width.

5. Outside Yards and Storage:

Outside storage and yard use shall be permitted on sites within the project only if they are fully screened from view from public

streets and adjacent properties. Screening shall be accomplished by fully opaque walls. Side and rear setbacks may be designated to storage and yard use so long as it is fully screened and no material or equipment projects above the screen walls.

All outside trash containers shall be fully enclosed by opaque walls and gates. No trash or trash container shall project above the enclosure.

6. Grading and Drainage:

All parking and landscaped areas shall be graded to prevent run off from entering adjoining properties, except where contiguous parking lots are draining to a common flow line. All drainage shall be directly to the street or by catch basin and underground piping to storm drains. (Refer to Section III - Landscaping for retention basin criteria.)

7. Utilities:

Telephone and Electrical Service:

All on site electrical (excluding lines that are 12KV and larger) and telephone lines shall be placed underground. Transformer or terminal equipment shall not occur in the required front yard setback area unless fully screened from view. All such equipment shall be visually screened from view from streets and adjacent properties.

Water and Sewer:

No metering or valve assemblies shall occur in the required front yard setback unless fully screened from view. All such connections will be screened from view from streets and adjacent properties.

8. Lighting:

Free standing lighting fixtures shall observe the same setback requirements as parking

areas. All exterior lighting shall be located or designed to prevent direct glare from shining directly onto adjoining property or the streets. Free standing lighting fixtures shall not exceed 25' in height measured from grade at the fixture base. Low "sidewalk" height light fixtures shall be used for feature lighting on the site.

II - BUILDING DESIGN

1. Materials:

Construction of buildings and appurtenances may be any proprietary materials normally found in construction which offer reasonable resistance to deterioration of appearance. Any building material may be approved when appropriately designed and of compatible appearance, color, texture, and proportioning to other structures within the project area. Color of exterior materials may be derived from paint, stain, integrally colored materials or natural material color. Colors shall be compatible with the colors used in the rest of the project area. All materials shall present a neat, orderly, finished appearance. Wall textures of dominant or pronounced pattern shall be limited to the minimum number of patterns necessary to execute the design intent of the project. All textures used shall be compatible with the rest of the project area. The following are specific requirements for typical material types:

Masonry:

All exterior concrete block shall be laid in running bond. The block shall either be textured (such as split face block, scored blocked, sandblasted, etc.) or shall have flush joints and be covered with a coating sufficient to provide a monolithic appearance.

Tilt up panels:

The exterior face of all tilt panels shall either be textured (form liners, exposed aggregate, sandblasted, etc.) or painted with colors compatible to those used in the rest of the project area.

Metal:

All exterior metal construction shall have a durable, weather resistant finish or coating. All trim pieces, copies and joints shall have a neat, consistent appearance and a finish compatible with the metal walls.

2. Entry Areas:

Recessed and projected entry door and window areas shall inset or project from the plane of the adjacent walls, a minimum of 6" for each foot of vertical height of the recess area or 4'0", whichever is greater.

3. Roof Overhangs and Canopies:

Roof overhangs and canopies shall be of compatible design and construction with the rest of the building. If an overhang is provided, it must extend more than 2'0" from the face of adjacent wall. Canopies must project more than 4'0" from the face of adjacent wall. Overhangs and canopies will be allowed to extend into the required setback zones 1/2 the required distance.

Overhangs or canopies shall not end at a building corner unless terminated by an adjoining wall or other building element. Overhangs or canopies not terminated in this fashion shall return around the corner at least twice the distance of the overhang or canopy projection.

4. Wall Openings:

All openings shall be arranged and treated so

as to create an orderly appearance, integral with the overall building design. Exit doors and stairways shall be compatible in design and construction with the overall building design.

5. Mechanical Equipment:

All roof mounted mechanical equipment, except minor elements like plumbing vents, shall be screened from view by the parapet with equipment projecting no more than 1 1/2 feet and painting consistent with building colors. All ground mounted equipment shall be fully screened from view. These screens shall be compatible in design and construction with the rest of the building. Wall mounted equipment shall be arranged and treated so as to create an orderly appearance integral with the overall building design.

6. Screens:

Screen walls, fences, and other enclosure elements shall be compatible in design and construction with the overall building design. Where appropriate, screen walls must be fully opaque, including any gates, so that no portion of the undesirable use is visible through or over the screening. Ground areas may be screened by varying combinations of walls, screens, berms, and landscaping that is integral with the overall building design.

7. Lighting:

Exterior building feature lighting shall be limited to:

Exit lighting as required by code.

Security lighting as deemed necessary, shielded as required at loading docks and storage locations only.

Lighting of front entry way illuminating a single sign (See Signage Section).

Lighting fixtures attached to the walls shall not project above the wall or parapet. No lighting fixture will be attached or supported by the roof. All building mounted fixtures shall be arranged and treated so as to create an orderly appearance compatible with the rest of the building.

III - LANDSCAPE DESIGN

1. Front Setback, Parking, and Entry Area landscaping should conform to the generalized landscape drawings enclosed herein and should be limited to the following planting pallet:

A. Trees:

Acacia farnesiana - Sweet acacia
Cercidium floridum - Blue palo verde
Washingtonia filifera - California fan palm
Cupressus arizonica "Compacta" - Arizona cypress
Thevetia peruviana - Yellow oleander
Rhus lancea - African sumac - single trunk tree form

B. Shrubs:

Dondonea viscosa - Hopbush
Leucophyllum texanum (frutescens) - Texas ranger
Cistus spp. - Rockrose
Photinia fraseri - Chinese photinia
Cassia artemisioides - Golden feather
Nandina domestica "Compacta" - Nandina

Poinciana gilliesii - Bird of Paradise bush

Xylosma congestum - Xylosma

C. Vines:

Doxantha unguis-cati - Cat claw
Cissus trifoliata - N.C.N.

D. Accents:

Yucca thomasoniana - Spanish bayonet
Ferocactus wislizenii - Fishhook barrel cactus
Fouquieria splendens - Ocotillo
Pennisetum setaceum "Cupreum" - Fountain grass
Yucca pendula - Curve leaf yucca
Carnegiea gigantea - Saguaro
Echinocactus spp. - Barrel cactus
Opuntia supp. - Opuntia cactus
Agave spp. - Agave

E. Ground Cover:

Baccharis pilularis "Twin Peaks" - Coyote brush
Cistus salviifolius - Sageleaf rockrose
Gazania rigens leucolaena "Sunrise Yellow" - Trailing gazania

F. Lawn:

Lofts Summer Stress Mixture at 10 lbs/1000 square feet, mow at 1 1/2" to 2" tall with a sharp rotary mower.

Mixture available from:

Stover Seed Company
P.O. box 21488
Los Angeles, CA 90021

2. Front Setback:

When adjacent properties have been developed, landscaping should be compatible; providing continuity between sites. When adjacent properties are undeveloped, landscaping should set a positive example for future development within the guidelines framework. Landscaping in the street area may include features like paving, rock arrangements, sculpture, etc., as long as the design and construction of these elements are integral with the overall building design and compatible with the elements of the project area.

Berms and mounds can be utilized in conjunction with retention basin(s) in the front setback area to facilitate screening effects and to retain storm runoff. Trees and shrubs exceeding 4' in mature height shall observe the following minimum setbacks:

20' from curb at street intersections
10' from street curb at driveways
5' from street light fixtures

3. Parking Areas:

Landscaping in the parking area should be arranged so as to limit visual impact from adjacent areas and to create smaller interior "pockets" of parking within the total area. Parking should be screened from building offices and entries.

Rows of parking stalls exceeding 15 in number shall be divided by a landscaped island 4'0" minimum in width. Trees equal in number to 1 for every 10 parking stalls shall be provided in the parking area. The total landscaped area shall not be less than 3% of the total paving area. The perimeter landscaping is not considered part of this area. All landscaped areas shall be protected by curbs, wheel stops, or similar elements. Irrigation systems shall be designed to

minimize damage from vehicular and pedestrian traffic.

4. Entries:

Landscaping at entry ways should clearly define the entry pathway and change in scale to pedestrian movement.

Landscaping should be arranged to provide sun control for office areas.

When shrubs are planted in groundcover areas, the groundcover should not exceed 12" in mature height. No "foundation" planting of shrubs is permitted.

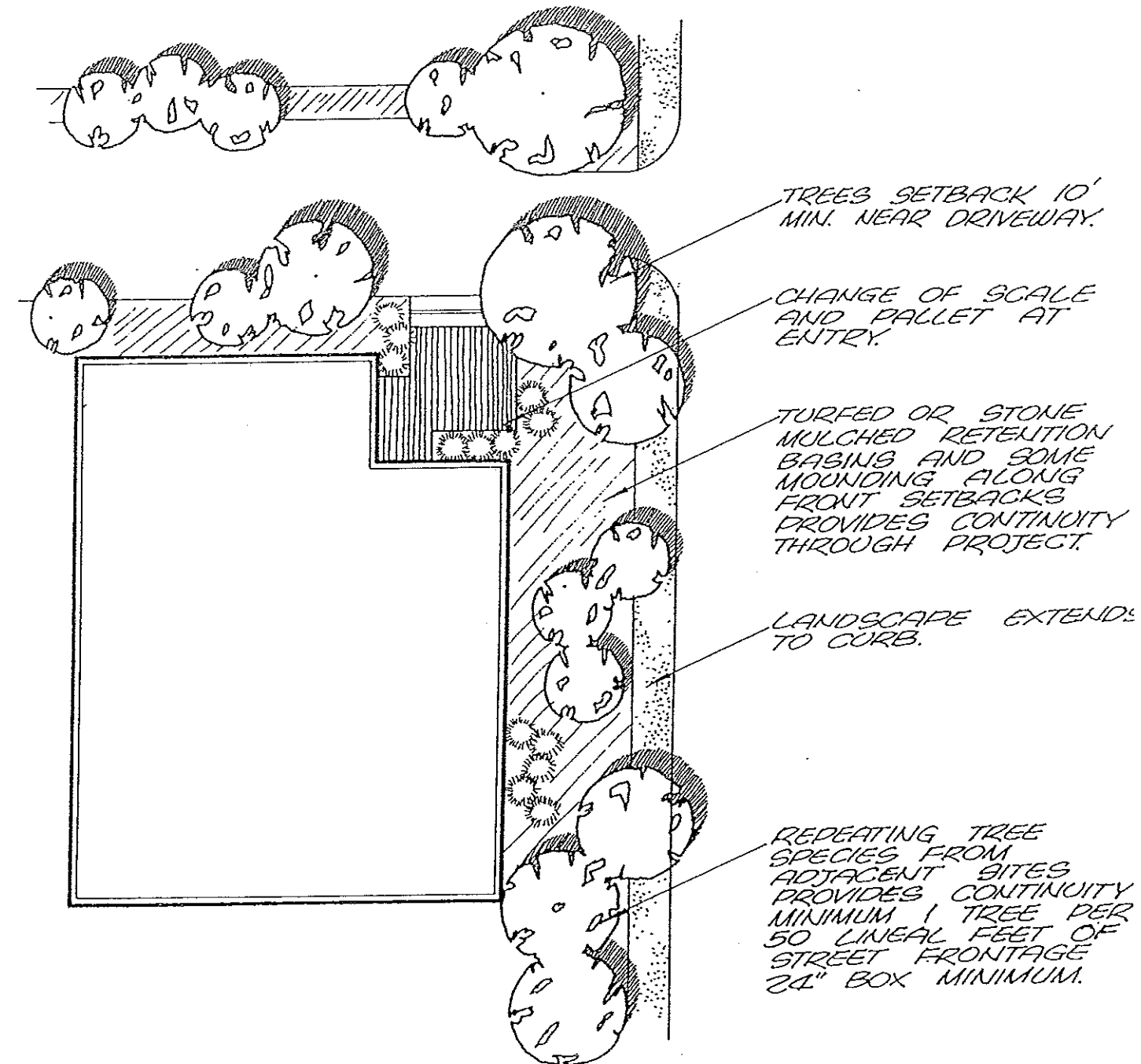
5. Specialized Conditions:

Trash Collection Areas:

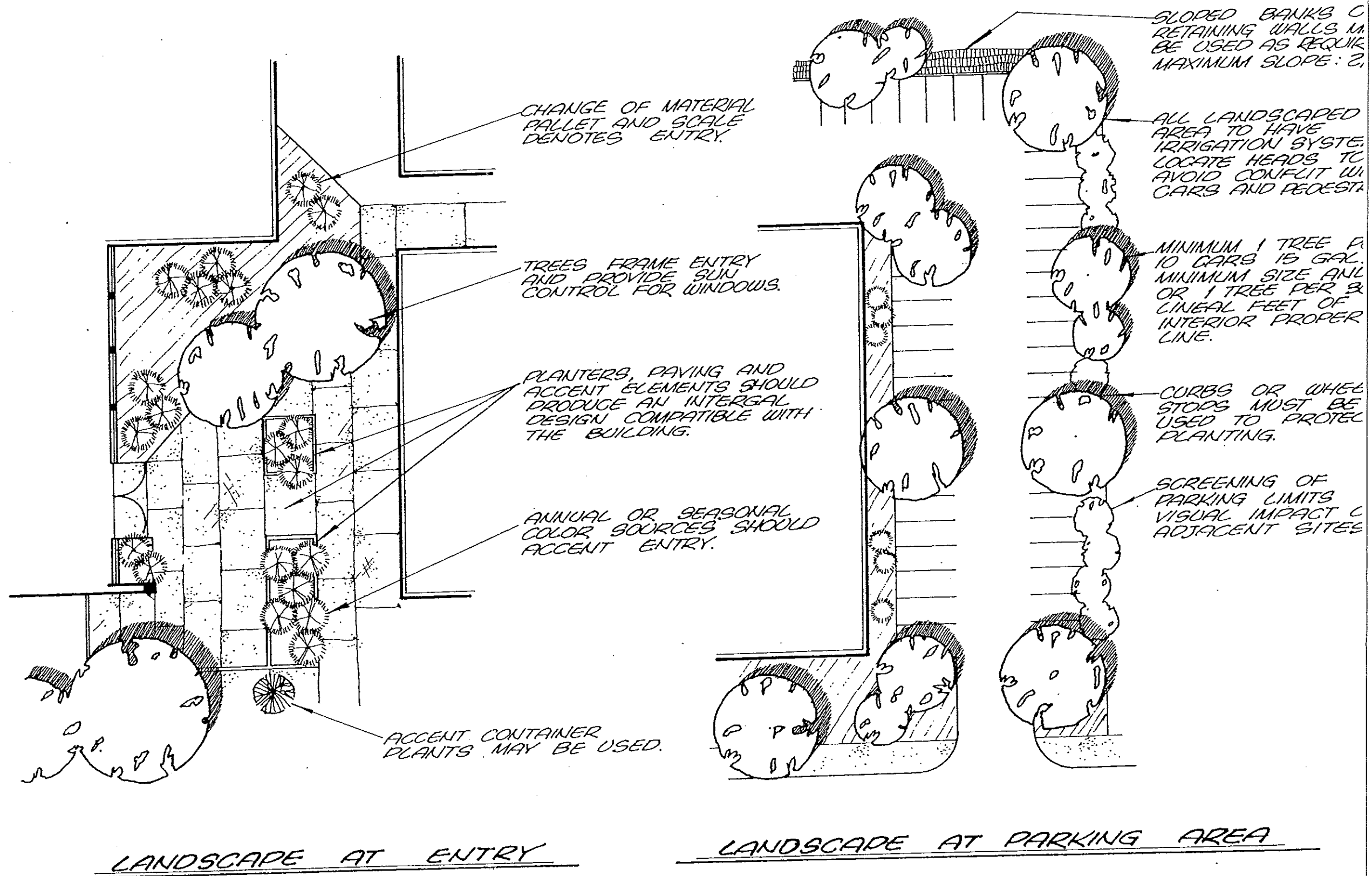
The minimum width for landscape planting around trash collection areas shall be 4'0" and shall consist of groundcover or turf and shrubs or vines or trees or a combination thereof.

Minimum setbacks:

- 20' from curb at street intersections
- 10' from street curb at driveways
- 5' from street light fixtures



LANDSCAPE AT FRONT SETBACK



IV - SIGNAGE

1. Wall Signs:

In no event shall an identification sign placed on a wall comprise more than 10% of the area of the particular elevation. These signs shall be restricted to advertising only the person, firm, or company operating the use conducted on the site or the products sold thereon.

In the instance of a multiple tenant building, each tenant may have a wall sign in conjunction with their entry. These signs shall be of the same design with similar letter styles. Letters are limited to 10" high. Only one sign shall be permitted per street frontage for single occupancy buildings. No wall signs shall be front illuminated.

2. Ground Signs:

Ground signs shall not exceed 5' above grade in height. Ground signs shall not exceed 150 sq.ft. of area and may occur in the required setbacks. Ground signs may be front illuminated and shall be compatible in design and construction with the overall building design.

3. Free-Standing Signs:

One identification free-standing sign is allowed for the following commercial users only:

Truck Stop, Restaurants, Cocktail Lounge, Hotel

If a free-standing pole sign is used wall signs are not permitted. Free-standing signs shall be limited to 24' in height and a maximum area of 50 sq.ft.

4. Special Purpose Signs:

Sale or lease signs shall not exceed 36 sq.ft. and are limited to one sign per street frontage.

Signs used to give directions to traffic or pedestrians shall not exceed 6 sq.ft. in area and shall be compatible in design and construction with the overall building design.

One construction sign per street frontage denoting Architects, Engineers, Contractor, and other related subjects is permitted upon commencement of construction. This sign is permitted only until an occupancy permit is obtained or the tenant occupies the buildings, whichever occurs first. This sign is limited to 64 sq.ft. of area. An additional 64 sq.ft. sign designating the name of the future tenant, responsible agent and identification of industrial complex will be permitted during this time period.

V - LIGHTING

1. Required Lighting:

Lighting of exitways from the building shall comply with Building Code and Town of Goodyear requirements.

Exterior security and feature lighting is not required; however, it is strongly recommended for safety and enhancement.

2. Glare Protection:

All exterior lighting shall be located or equipped to prevent the direct glare of the lights from shining directly onto adjoining property or streets.

3. Maximum Height:

Wall-Mounted Lighting:

Light fixtures affixed to building walls should not project above the wall or parapet. No lighting fixtures shall be attached or supported from the roof of any building.

Free-Standing Post Lights:

Free-standing, post-mounted lighting fixtures shall not exceed 25' in height

above the ground at the base of the fixture.

4. Location of Free-Standing Lighting Fixtures:

Free-standing light fixtures shall observe minimum building setbacks. Light fixtures shall not be located in established setbacks, easements, right-of-way or future right-of-way.

5. Approval Required:

All exterior lighting shall require the approval of Airport Commercenter Development Corp. prior to installation. Submittals for approval shall include drawings or manufacturer's literature indicating the appearance, finish, color, output, height, and location of all proposed light standards.

6. General Comments:

Lighting to provide security and illumination of building features protects and enhances the individual building.

While discussed separately, every opportunity should be taken to combine both security and lighting of building features for the project.

Security lighting at points of entry and egress from the building can protect against unauthorized entry and insure convenient, safer movement of authorized personnel after darkness.

Lighting of selected building features, such as entry or office areas, is encouraged to enhance the individual building as well as the entire Airport Commercenter. Careful selection of the featured areas with the appropriate type and quantity of lighting can result in a dramatic, handsome project.

Free-standing light fixtures on posts should be carefully selected for compatibility with the building design.

The intensity of lighting required should be selected based upon the task it will perform.

Security lighting will generally be of higher foot-candle output than feature lighting. Parking areas may require only sufficient illumination to silhouette objects.

VI - DESIGN REVIEW PROCEDURE

1. General:

The specific requirements for approval of plans and specifications of proposed construction is contained in Article IV, entitled "Approval of Plans" in the Declaration of Restrictions recorded in the County of Maricopa, a copy of which is included herein. Airport Commercenter Development Corp. does recommend expanding that procedure to include the steps outlined in this section as a means of expediting the procedure at minimum cost.

2. Reviewing Agents:

The Reviewing Agent shall be any general partner of Airport Commercenter Development

Corp. or any authorized agent as appointed by any general partner. The Reviewing Agent shall respond to all written requests and submittals in a timely manner, in no case to exceed thirty (30) days.

3. Recommended Procedure:

A. Site Plan

Site plan, drawn to scale, including all exterior elevations, parking layout, proposed floor plan, landscaping, and schedule of exterior architectural treatments (paint colors, texturing, etc.) should be submitted for preliminary approval prior to preparation of working drawings. A brief review meeting between owner or lessee of the project and the authorized Reviewing Agent of Airport Commercenter Development Corp. should result in an immediate decision with respect to preliminary approval.

B. Working Drawings

Final working drawings should be submitted for review and comparison with approved preliminary plans prior to commencement of construction.

C. Final Approval

Upon completion of the project, the Reviewing Agent shall inspect the property to determine substantial compliance with approved plans and specifications. Upon approval, Airport Commercenter Development Corp. shall cooperate fully and expeditiously with the requirements of owner's permanent lender with respect to documentation of compliance as necessary and required.

The above outlined procedure is at the option of the Owner. Airport Commercenter Development Corp. does encourage the option as a means of insuring maximum service at minimum delay and expense to owner.