Section 2
DESIGN STANDARDS

CHAPTER 8
INTRODUCTION

Purpose of Design Standards

The public and private property and specific parcel design standards are conceptual guidelines that are meant to create a foundation for more detailed design regulations to be developed at a later date. The more detailed design standards will be used to evaluate proposed site plans, landscaping, signs, and architecture along the corridor. The public design standards, also conceptual will be utilized to guide R.O.W. design and public streetscape improvements.

Organization of the Design Standards

The Design Guidelines are organized into the following three sections:

- Public Design Standards
- Private Property Design Standards
- Design Standards for Specific Parcels

The Public Design Standards and Private Property Design Standards sections are broken down into several review categories that are defined by two components: Intent Statements and Standards.

Intent statements set forth the goals and conditions which the design review criteria have been created to achieve. They also serve to provide clarification or direction if the standards are in question or not clearly applicable.
The standards are suggested components, termed as "should do" or "is encouraged". The quality of the project depend on the developer following most if not all of these optional elements.

Design Standards for Specific Parcels: Specific blocks within the S. Arizona Avenue have been identified as important in the overall success of redefining the Chandler Downtown. For each of these blocks, Site Design Standards such as land use, site orientation, parking access, active retail frontages, building height, bulk and massing and other site planning issues have been addressed and illustrated with plan diagrams.

Conceptual Standards

It is important to note that both Public Design Standards and Private Property Design Standards are conceptual and subject to change as of the date of this report. The standards may be revised in the future, as they become more specific.

Area of Application

Area of application of Design Standards

The Design Standards apply to the entire corridor between Chandler Boulevard and Pecos Road and South Palm Lane and the Union Pacific Railroad R.O.W.

Design review process

The Planning and Zoning Committee on Design Review (referred to herein as the DRC) will review each project in the South Arizona Avenue corridor with respect to its urban design, architectural design and landscape design qualities and compliance with the Design Standards. The purpose of this body is to guide and assist the developer and designer in the interpretation and compliance with the Design Standards.

The objectives of the process are:

- To provide an equitable, orderly application of the Design Standards for all projects.
- To advance the goals and requirements of the South Arizona Avenue Urban Design Plan.
- To protect the City's investment in design and its capital expenditure.
- To provide timely, fair and firm design direction for each project.
- To resolve design issues that may exist between the objectives of the developer and the City of Chandler.

The design review process will consist of a series of steps of application, review and approval which will be followed for all projects

1. Pre-Submittal Review
2. Schematic Review
3. Final Review

Guideline Waiver

From time to time the developer applicant may wish to obtain a waiver from a guideline. Such a departure may be considered and granted by the DRC through a design review process. A waiver may be granted where all of the following factors are found to be present or exist:

A. The Applicant has requested in writing the granting of a waiver to a specific requirement imposed by the Design Standards; and

B. Strict application of the Design Standards requirement would be impossible, unduly harsh, or unnecessary in light of either:

   1. Physical conditions or physical restraints—such as sub–surface conditions—are present on the Applicant's property; or
   2. The presence of an extreme and unjustified economic hardship to the Applicant under the circumstances particular to the proposed development; or
   3. The applicant proposal, although not meeting the requirements of the Design Guidelines, directly and substantially advances the stated intent of the Design Guidelines; and

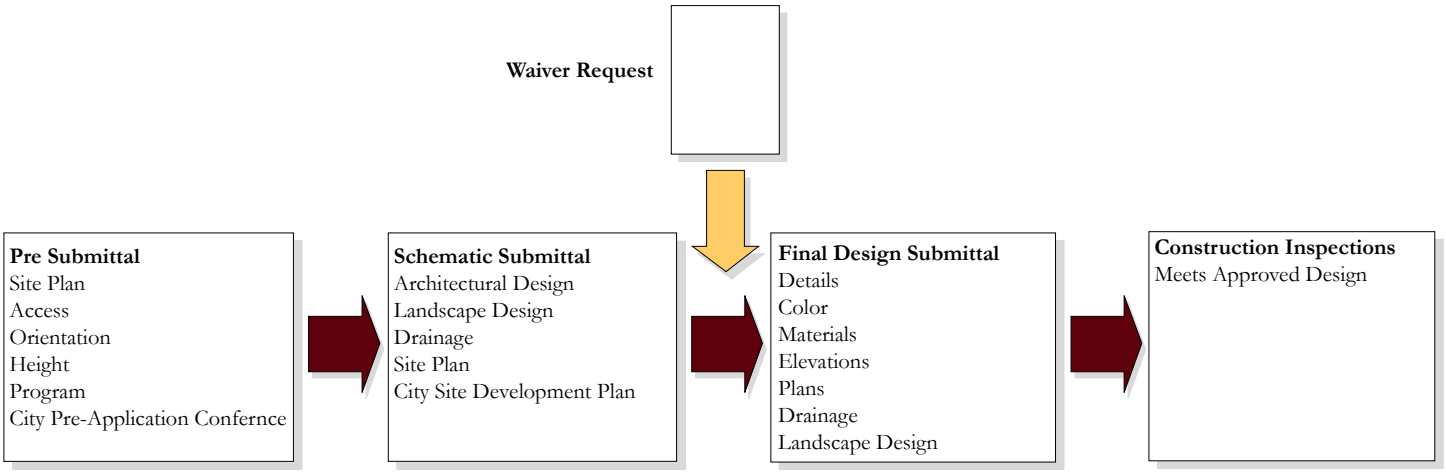
C. The waiver would not unreasonably burden other property within the S. Arizona Avenue corridor or an adjacent property; and

D. The waiver granted is the minimum possible to alleviate the physical condition or relieve the hardship.

The applicant shall bear the burden of establishing the standards justifying the waiver and shall present sufficient information justifying the granting of any requested waiver. The DRC may impose reasonable conditions on such waivers as are necessary or desirable to advance the intent or goals of these Design Standards. Evidence that the proposed development will exceed other standards or requirements or where the proposed development significantly advances the goals and policies of the South Arizona Avenue Urban Design Plan, may be favorably considered by the DRC in the determination of the granting or denial of a waiver.

Construction inspections are conducted while the project is under construction to ensure that the design requirements are carried out.

Submittal requirements, scheduling of reviews and other information can be obtained from the City of Chandler.



CHAPTER 9
PUBLIC DESIGN STANDARDS

The Public Design Standards guidelines are intended to create streets, streetscapes and public open spaces that are integral components of the overall downtown corridor, creating the character of Downtown Chandler and amenities for visitors and residents. The aim is to achieve an urban movement framework and public realm which is convenient, safe and attractive.

Streetscape

Streetscape Design

Intent: A high degree of pedestrian comfort and intimate scale is desirable, using materials, texture and other means to communicate a unique identity for South Arizona Avenue. Streetscape elements including street trees, benches, light fixtures, signage, waste receptacles and paving patterns help to establish the identity of South Arizona Avenue and emphasizes the pedestrian environment. These are unifying elements that, along with the architectural expression, create a unique place that is visually attractive and compelling to visitors, residents and employees.

Guidelines

1. Streetscape designs should give as much space as possible to pedestrians and invite pedestrians to use the whole space.
2. Streetscape design should support a mix of uses along the downtown corridor.
3. Use materials that are easy to maintain by City agencies.
4. Streetscape design should discourage speed and cut through traffic with paving materials and visual clues.
5. Streetscape elements should be pedestrian friendly and include, but not be limited to the following: benches, trash receptacles, bicycle racks, newspaper stands, tables and chairs and drinking fountains.
6. Streetscape elements should be of high quality, durable materials.
7. Appropriate locations for streetscape elements are primary pedestrian gathering spaces, including building entrances, plazas, open space and intersections.

Street Trees

Intent: To use trees in a manner that enhances the pedestrian experience and urban environment, provides shade, beautifies the surroundings and increases property values throughout the downtown corridor.

Guidelines

1. Tree species use should be compatible with the local climate and conditions and be drought–tolerant.
2. Street trees should be installed with respect to adjacent properties and should not interfere with pedestrian and vehicular movement and site lines. Size and scale of trees should be appropriate to their placement.
3. A variety of trees should be used to mitigate the negative effects of disease or insect infestation.
4. Trees along S. Arizona Avenue should have metal grates to facilitate the use of space around trees and prevent the spread of mulch and ground covers.
5. Trees should be located to allow ease of pedestrian movement and in areas where mature trees will not conflict with utilities.
6. Trees should be located to maximize building and pedestrian shading and other sustainable strategies.
7. New street trees should be sensitive to the existing character of the corridor.

Recommended Species

Arizona Ash (Velvet Ash)
Fraxinus velutina

Phoenix Date Palm
Phoenix dactylifera

Palo Brea
Cercidium Praecox

Southern Live Oak
Quercus virginiana

Arizona Ash (Velvet Ash)
Fraxinus velutina

Palo brea
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Southern Live Oak
Quercus virginiana

Phoenix Date Palm
Phoenix dactilifera

Street Furniture

Intent: To enhance the pedestrian environment with a coordinated street furniture group that harmonizes the streets in an aesthetically appealing and functional manner.

Guidelines

1. Street Furniture should contribute to the pedestrian friendly environment by enhancing public pedestrian circulation and safety and promoting a positive downtown corridor identity.
2. Street Furniture should be located to encourage activity and interaction among pedestrians and contribute to the overall livability of the downtown corridor.
3. Street furniture should be made of durable, easily maintained materials.
4. Any street furniture placed by individuals must be approved by the city.

Recommended Street Furniture:

Landscape Forms Scarborough series bench w/ horizontal strap and center arm, color: light ivy

Landscape Forms Scarborough top opening, vertical strap w/ keyed lock receptacle, color:light ivy

Kim vandal proof light bollard or Sternberg prairie lighted bollard

Landscape Forms Bola Bike Rack, color: light ivy

Landscape Forms *Bola Bike Rack*
(color to match existing streetscape elements)

Landscape Forms *Scarborough Trash Receptacle (color to match existing streetscape elements)*

Landscape Forms *Scarborough Bench*
(color to match existing streetscape elements)

Sternberg Prairie Lighted Bollard-730-LB

Lighting

Intent: Create a safe, welcoming environment at all hours of the evening and night, by provision of adequate levels of lighting to encourage a feeling of personal safety. To create a nighttime ambiance of color, texture, and mood that will draw people to the area and encourage them to spend time.

Guidelines

1. Pedestrian–scale light fixtures within the downtown corridor along South Arizona Ave. shall be compatible in design and performance with those currently being used in the public rights–of–way in Downtown Chandler. Cobra fixtures are not allowed on South Arizona Ave. or within the Chandler Downtown area.
2. Lighting should be an element of consistency along the street—located in a standard linear arrangement set back from the curb.
3. Spacing between lights may range from 60-100 feet on center and should be coordinated with street tree layout and other overhead features.
4. Lighting within the public rights of way should not cast light onto neighboring properties (use cut-off fixtures).
5. The impact of lighting on the night sky shall be minimized by a variety of techniques, including cut–off fixtures, downward facing fixtures and minimizing light energy.

Recommended Lighting Fixtures

Period Light- Sternberg 2-0630 HCF2 5S12P (existing style in A.J. Chandler Park)

Palm Uplights- Hydrel 7000 Series, color Green

Period Lighting in A. J. Chandler Park

Period Lighting in A. J. Chandler Park

Palm Uplight

Existing Lighting on Civic Campus

Pedestrian Network

Pedestrian ways, bike trails and streets should be considered in a broad context. They should be a means of circulation that strengthen the Downtown and link to the adjacent neighborhoods. Therefore, sidewalks, roadways, and trails should be coordinated in a comprehensive system that assures continuity of circulation especially for pedestrians and bicycles.

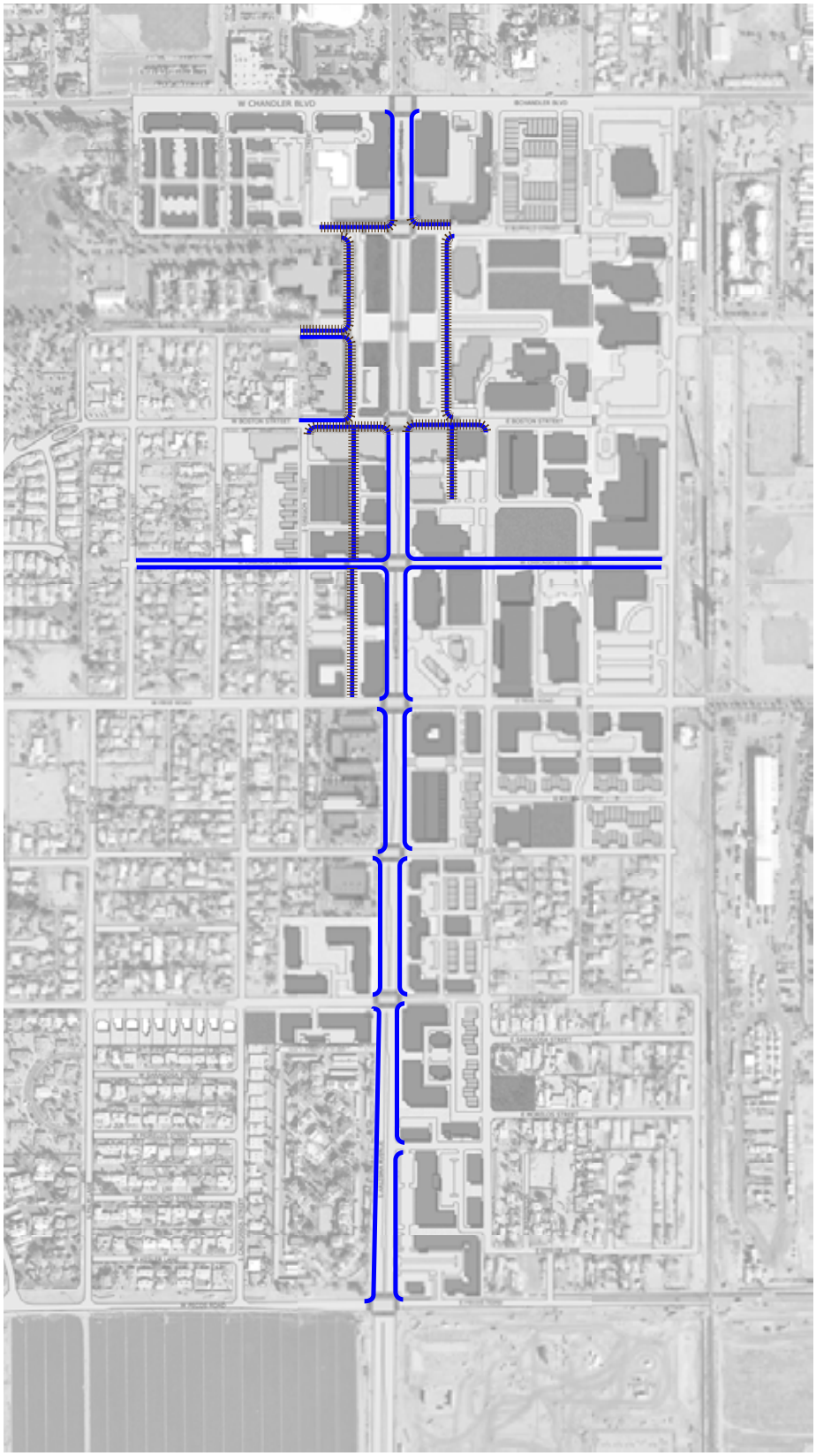
The main goal of the pedestrian circulation is to make it easier and more enjoyable to walk to the Downtown from neighboring communities and to walk between places within the Downtown. The main focus of pedestrian circulation is South Arizona Avenue where commercial and retail functions flank the pedestrian walkways encouraging leisurely walking, window–shopping and informal gathering. Secondary pedestrian walkways link businesses and parking to adjacent neighborhoods and the downtown corridor.

Pedestrian Network

Intent: To create a well designed and maintained system of pedestrian facilities that includes well–marked crosswalks, sidewalks and pathways of adequate width with frequent connections that encourage people to walk. The primary routes that pedestrians are expected to use the most should receive the focus of enhancements in order to establish a hierarchy of primary and secondary pedestrian routes.

Guidelines

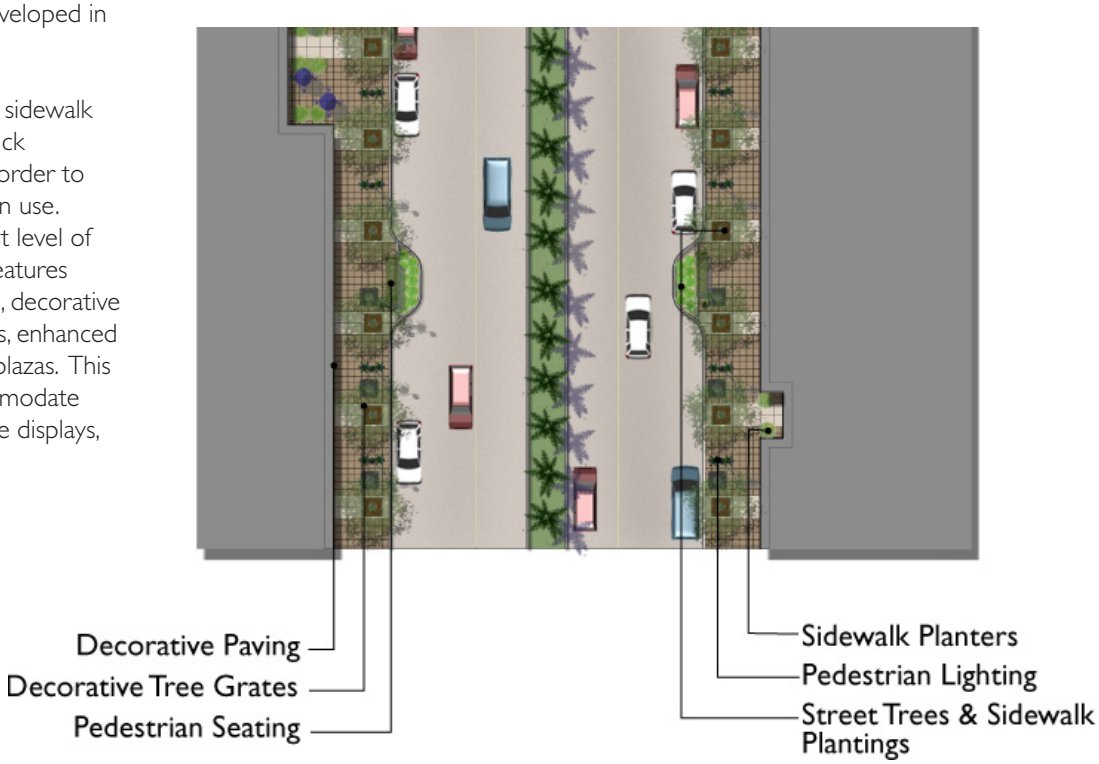
1. The pedestrian network should provide access to destinations that attract pedestrian travel such as the downtown shopping area, parks, neighborhoods, transit stops, post offices and other public facilities.
2. Sidewalks and pathways—the most basic elements—should form a connected network.
3. Sidewalks and pathways should be wide enough to comfortably accommodate expected pedestrian movement.
4. Intersections should have well–designed curb ramps on all corners.
5. Traffic signal phasing should allow adequate time for pedestrians to cross.
6. Sidewalk surfaces should be kept as level as possible, consistent with adequate drainage to the street.



Sidewalk Design

To help guide pedestrian activity in and around the downtown corridor, a basic type of sidewalk design is recommended. This provides for a range of experiences from basic scored concrete to routes with brick pavers, benches and decorative lighting. Other types may be developed in the future for special conditions.

Type 1: In this classification the sidewalk is constructed of stamped or brick stamped patterned concrete in order to indicate a high level of pedestrian use. These sidewalks offer the highest level of pedestrian enhancement. Key features include: tree and flower planters, decorative lights, benches, waste receptacles, enhanced street crossings and pedestrian plazas. This sidewalk type is wider to accommodate sidewalk cafes, retail merchandise displays, seating etc.



South Arizona Avenue

Crosswalks and Intersections

Intent: To create a safe condition for pedestrians and vehicles that is attractive and compatible with a pedestrian-oriented street.

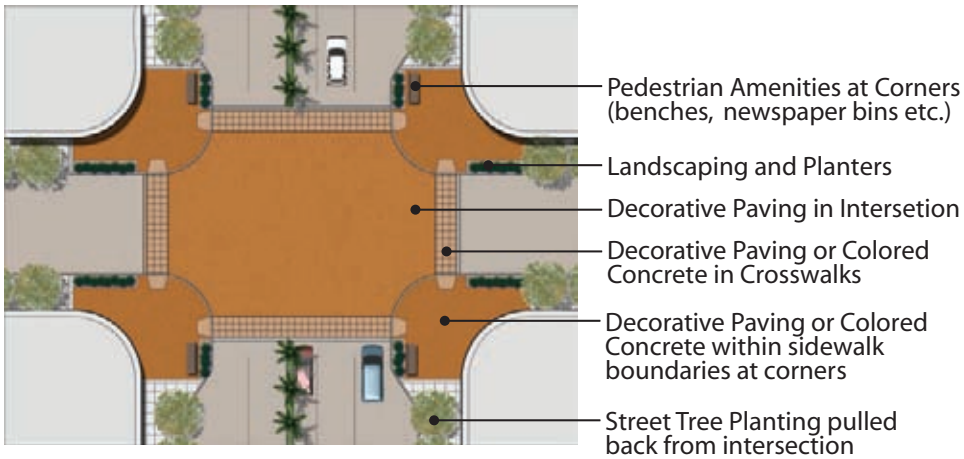
Guidelines

1. Safe street crossings are essential for a vital pedestrian–oriented environment.
2. Crosswalks should be clearly identified and ample space should be provided to allow groups of pedestrians to cross.
3. Reduce the exposure distance for pedestrians by:
   a. Providing curb extensions
   b. Providing pedestrian safety
4. Provide adequate nighttime street lighting in pedestrian crossing areas.

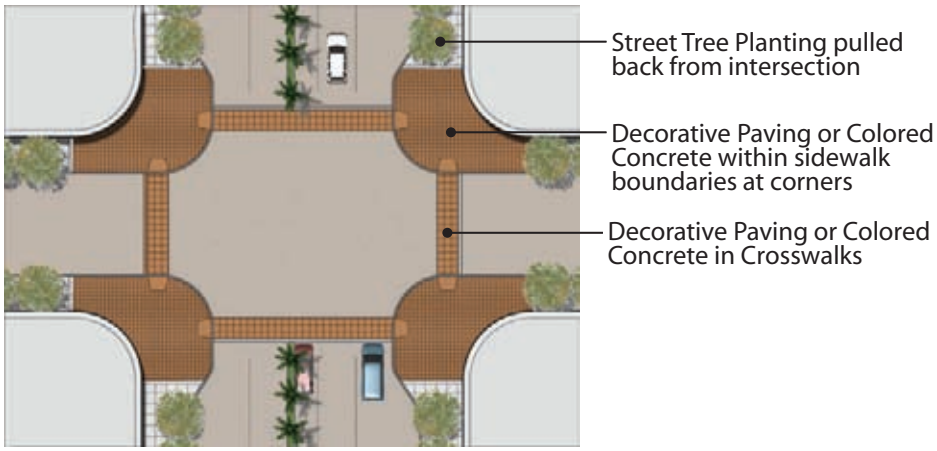
Three types of enhanced Pedestrian Intersections/Crossings are recommended for use along the South Arizona Avenue corridor. Intersections and pedestrian crossings not recommended as one of the following four types can appear as conventionally designed intersections with no upgrades or enhancements necessary.

Three types of Pedestrian Intersections/ Crossings are recommended.

Type 1 Intersection/Pedestrian Crossing: In this classification, the intersection is constructed of decorative paving or colored concrete in order to indicate its high level of pedestrian use. These intersections offer the highest level of pedestrian enhancements and provide the strongest identity for crossings in the Downtown area. Bulbed–out curbs at these intersections provide additional area for street furniture and plantings and prevent cars from parking at pedestrian walkways. Key features of Type 1 pedestrian crossings include: decorative paving at corners, decorative paving at center of intersection, colored and scored concrete crosswalks and pedestrian crossing signals.

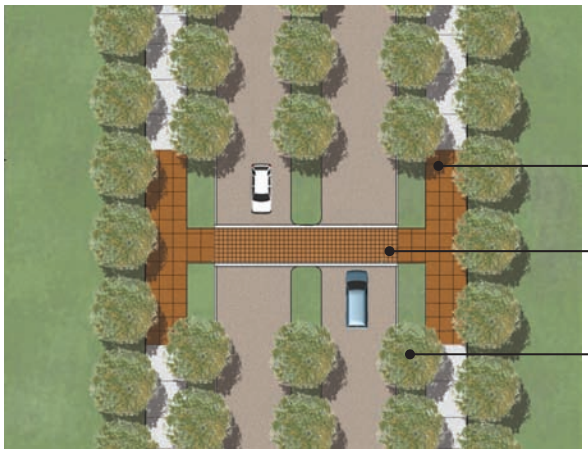


Type 2 Intersection/Pedestrian Crossing: In this classification the crosswalks are defined by colored and scored concrete, but no decorative paving is required at the center of the intersection. Bulbed–out curbs at these intersections prevent cars from parking at pedestrian walkways. Scored concrete or decorative pavers can be used within the sidewalk boundaries at the corners. Key features of Type 1 pedestrian crossings include: decorative paving at corners, colored and scored concrete crosswalks and pedestrian crossing signals.



Type 3 Intersection/Pedestrian Crossing: In this classification, the crosswalks are defined by conventional stripes and scored concrete is used within the sidewalk boundaries at the corners of the intersection.

Type 4 Intersection/Pedestrian Crossing: This crosswalk appears at places where pedestrians cross streets and busy driveways or entrances and not full vehicular intersections. This type uses either decorative paving or scored and colored concrete within the crosswalk and the sidewalk on either side of the crosswalk is defined with compatible materials.



Paving and Sidewalk Materials

Intent: To create a distinct, comfortable, high quality and visually coherent public/ private environment for the streets, plazas and open spaces that reinforces the image of Downtown Chandler. The material palette should allow variation within a set of compatible elements and establish a hierarchy of primary and secondary pedestrian routes. Within this hierarchy the amount of decorative paving used varies, in response to the levels of anticipated use.

Guidelines

1. Materials should be chosen for their quality, durability and ease of maintenance.
2. Materials should include but are not limited to concrete, stone or concrete unit pavers that will withstand heavy pedestrian traffic.
3. Utilize appropriate paving colors and textures that reinforce the character downtown and the corridor.
4. Surface material should help determine the character and feel of the street
5. The use of concrete scoring patterns should be designed to reduce the overall scale and enhance the appearance of large paved areas.

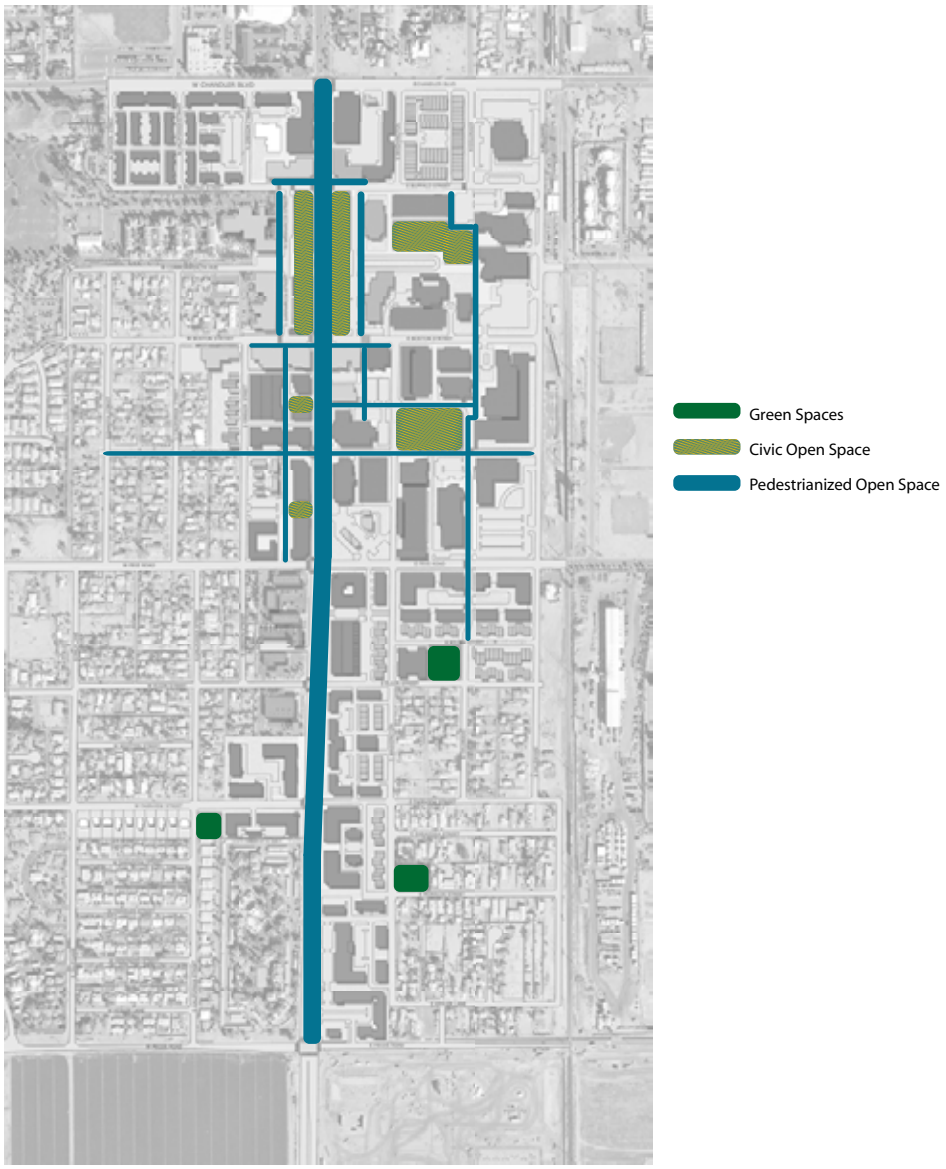
Gathering and Open Spaces

The nature of Open Spaces varies dramatically depending on their position, character, quality and use within the urban fabric. These factors need careful consideration during design. The following typologies define a few broad open space types and the characteristics that should be included in their design.

Green Spaces- areas of green space designed specifically for public access and enjoyment, combining landscape and horticultural elements with facilities for the public. Parks and gardens are characterized by soft surfaces and suited for either active or passive events. Parks and gardens should be centrally located to residential neighborhoods.

Civic Spaces- Focal spaces, often linked to building or monuments, which act as a meeting place and or venue for a range of city events and celebrations. Civic spaces are typically defined by a greater percentage of hardscape and pedestrian amenities. Civic spaces should be publicly accessible and inviting, with direct access from public streets. A variety of seating options should be included in the design.

Pedestrianized Movement Areas- areas of pedestrian priority that provide something more than standard roadside pavement (either by virtue of size or feature). These include pedestrianized streets and precincts. Pedestrian movement areas are characterized by improved paving options such as pavers and stamped or patterned concrete. Pedestrian ways along South Arizona Avenue and the proposed mid-block walkways south from the existing downtown are included in this category.



Gathering Spaces and Open Space

Intent: The objective of gathering spaces and open space is to utilize well-planned open spaces as organizing elements and focal points of development.

Guidelines

1. Gathering space and open space should be used to enhance the value and amenity of surrounding development by offering a rich and varied aesthetic environment.
2. Gathering space and open space should be publicly accessible and located to attract a variety of users.
3. Plazas should be perceived by the passerby as an extension of public space with at least two sides exposed to a public right-of-way.
4. To encourage public use, gathering spaces should be divided into subspaces to encourage their use. Large open spaces devoid of planting, street furniture, or people can be intimidating.
5. A range of weather conditions (wind, rain, summer heat) should be considered and planned for in the design of gathering space and open space.
6. The location of open space should be chosen for its adjacency for to public streets, its centrality to residential neighborhoods, or as the center of public activity in commercial areas.

CHAPTER 10
PRIVATE PROPERTY DESIGN STANDARDS

Private Property Design Standards provide the guidance for building and site design on all the blocks within the downtown corridor.

The following conceptual Design Standards are intended to provide a framework for creating a detailed design standard in the future.

Building Design

Building Orientation

Intent: To provide a clearly–organized system of entrances, driveways and parking area integrated with pedestrian circulation. To provide clear, simple way–finding for everyone who approaches a building or complex. To animate the street with people entering and exiting from buildings.

Guidelines

1. Primary building entrances should be oriented directly toward the street and sidewalk, enhancing the pedestrian environment and encouraging pedestrian interaction.
2. Buildings with active street–front uses should reinforce the convenience of the pedestrian environment and encourage active pedestrian use by incorporating individual entrances for these uses, oriented to the street.
3. Parking entrances should be secondary to pedestrian entrances and pedestrian traffic.
4. Building design should facilitate

Building Setbacks

Intent: To shape the street spaces by placement of building frontages at or behind property lines. To provide space for active public uses. To strengthen the pedestrian environment and the urban experience.

Guidelines

1. Building setbacks should reinforce pedestrian activity and circulation along the street.
2. Building setbacks should reinforce the existing urban structure and pedestrian network.
3. Setbacks areas created behind the build–to line should be used for outdoor dining, building entries, small patios or other active outdoor uses.

Massing and Articulation

Intent: To spatially define the street spaces with building form and massing. To modulate building massing as appropriate to the neighborhood sub–area and immediate environment. To provide interesting and comfortable human scale relationships of buildings through modulation of building massing both surfaces and forms—contrasts in form, color and materials.

Guidelines

1. Building corner at street intersections should be enhanced through special corner treatment such as towers, special roof shapes and taller building sections.
2. Mitigate large scale building masses by providing a variety of rooflines and building façade articulation.
3. Human scaled architectural features are particularly important in areas where pedestrian activity is encouraged. A higher level of visual interest should occur near entries, pedestrian areas and streets.
4. Balconies and terraces should be integrated into vertical and horizontal shifts in building massing where possible.

5. When new development is larger in height and mass than the existing context, building mass should be varied through changes in wall plane and building height to moderate scale between developments.
6. Long, uninterrupted wall surfaces should be broken down into shorter segments of wall with offsets creating shadow lines and a more articulated building elevation.

Building Heights

Intent: To create an exciting, urban scale, comfortable, pedestrian–oriented Downtown center by scaling buildings accordingly.

Guidelines

1. Building heights should emphasize South Arizona Avenue as the most prominent street in the corridor with the tallest building occurring on Site 7.
2. Building heights should also accentuate the corner of the block, with towers or other features.
3. New development should blend in alongside established neighborhoods. Adjacent to established neighborhoods, building height should not exceed two to three stories.

360 Degree Architecture

Intent: To create an urban environment that is pleasing visually from all points of view.

Guidelines

1. All sides of buildings should have design characteristics that make them worthy to be the primary façade.
2. All sides of all buildings should be treated with the same architectural style, materials, and degree and type of detailing as the front or main entrance.
3. For in-line commercial buildings, front and rear design quality may differ, but rear of buildings should still be attractive façades, appropriate for shoppers approaching the rear entries.

Storefronts

Intent: To create individualized, attention–getting, well designed showcases for shops and restaurants as a draw and amenity to Downtown Chandler.

Guidelines

1. Storefronts and entrances should support and enhance the pedestrian–oriented environments while giving identity to buildings and uses therein.
2. Storefront entries shall be at the adjacent sidewalk pavement level to facilitate shopper and visitor access.
3. Storefronts should be comfortably scaled and well-detailed to help break down the large facades of the building into small units.
4. Building entries should be recessed into storefronts where the storefronts face the street.
5. A variety of storefront designs should predominate over a uniform series of storefronts. The objective is to create a visually interesting and compelling environment that is expressive of the individual businesses along the street.

Active Street Frontages

Intent: Street frontages should be of a high standard in terms of layout, design and visual appearance, contributing to the development of a high quality pedestrian environment within a mixed–use village center. Development should relate positively to the street, creating an attractive public / private interface.

Guidelines

1. South Arizona Avenue should be lined with a vibrant mix of retail and commercial uses as an accent to the predominantly high density residential development.
2. Buildings should be designed to create an "urban room" instead of just a street; generally a minimum of two stories in height along South Arizona Avenue.
3. The placement and design of buildings should ensure that there is a high degree of integration between buildings and the street. This can occur through buildings being built close to the street edge and through the use of substantial areas of doors, windows and display areas.
4. Storefronts should be continuous along the street to encourage shopper and pedestrian movement.
5. Ground floors should have a predominance of windows, doors, and openings while upper floors should use windows, balconies and other articulation to create active street frontages.

Awnings, Canopies, Arcades and Shading

Intent: To enhance the pedestrian environment aesthetically and create shade and pedestrian comfort on the sidewalks. To enhance the pedestrian experience and attractiveness of the area.

Guidelines

1. Buildings along Boston Street should match the existing arcade along the street.
2. Trellis structures might be enhanced with vines and other plant materials.
3. Awnings or canopies should be an integral part of the architectural design of the buildings to which they are attached and should be compatible with the buildings' overall architectural design in terms of material, detail, massing and form.
4. Awnings or canopies should be positioned so that signage is not obstructed and so that substantial shade is cast onto the sidewalk at critical times of the day.
5. Diversity in design of the awnings or canopies from one building to the next is encouraged to reinforce the concept of diversity, but shall be within limits of compatibility with the architecture and streetscape concept of the street.
6. Lettering or logos are permitted on sides and edges of awnings, but not on the large sloped surface.
7. The vertical dimension of the awnings should not exceed the horizontal dimension.
8. Awnings shall not be lit from within or used as signs.

Building Materials

Intent: To enrich Downtown Chandler and the South Arizona Avenue in its visual and tactile qualities with materials finishes, detailing and techniques that are timeless, durable, satisfying and sustainable. To ensure the consistent use of high quality materials appropriate to Downtown Chandler.

Guidelines

1. Regionally appropriate materials should be used.
2. Consistent, carefully detailed combinations of material that contribute to the architectural scaling of the building should be used.
3. A consistent and high level of quality that is durable and appropriate to pedestrian contact at the street level should be established.

4. The materials should convey a high level of visual amenity that is commensurate with the urban character of Downtown Chandler.
5. Materials should take into consideration the sunny regional climate of Chandler.

Fenestration

Intent: To give buildings human scale and relationship to the public environment and to provide some ability to see the activity in the buildings by day and night. To reinforce the differences between residential and commercial structures and uses.

Guidelines

1. Transparent glass storefronts should be used in street level facades in order to insure the visibility of active uses, and to provide a lighter, more detailed and human–scale architectural expression along the sidewalk.
2. Transparency and reflectivity of glass should insure visibility from the sidewalk and minimize the glare produced by highly reflective glass.
3. Size and proportion of windows should use devices such as columns, piers, and mullions to reinforce architectural scaling elements.

Building Lighting

Intent: To provide illumination that complements the urban character of the South Arizona Avenue corridor, providing aesthetic appeal and safety, thereby promoting comfortable, safe pedestrian activity at night.

Guidelines

1. The impact of lighting on the night sky should be minimized by a variety of techniques, including cutoff fixtures, downward facing fixtures and minimizing light energy, especially directed upward.
2. The light fixtures on each building should be compatible in design, performance and appeal with those being used in the public right–of–way.
3. Building lighting should enhance the safety and security of the pedestrian.
4. Building facades should not be lit; instead, lighting should emphasize building entries or special features.

Building Signage

Intent: Provide clear identification of businesses and buildings. To add visual interest and delight to the South Arizona Avenue corridor and Downtown Chandler.

Guidelines

1. All signs should be consistent with the Chandler zoning code or with Design Standards developed subsequently to these.
2. Signage with lighting should be located to minimize glare onto adjoining property and unobtrusive in size and appearance. Internal illumination should be avoided. Protruding overhead lights or lamps should be avoided. Lighting devices should be hidden or softened by or integrated into architectural features or landscaping. Natural full–spectrum (soft halogen or incandescent) lighting is preferred over fluorescent light.
3. Signage should be constructed of high quality, durable materials appropriate to an urban setting.
4. Signs should make a positive contribution to the general appearance of the street and/or the area in which they are located.
5. A sign should be proportional in size to the area where the sign is to be located.
6. For single–tenant buildings, multiple signs on the same façade should be avoided. For multi–tenant buildings, all signage on the same façade should be consistent in color, size and elevation.
7. Overly–cluttered signs or signs with too much information are discouraged.

Storage, Equipment and Loading

Intent: To minimize the negative visual and noise impacts of service and loading areas, trash storage and mechanical equipment on adjoining streets, adjacent properties and public spaces.

Guidelines

1. Loading docks, trash storage, service courts and rooftop and ground level mechanical equipment should not be visible from public rights–of–way.
2. Loading docks, trash storage, service courts and mechanical equipment should be screened or buffered by a combination of opaque fences, walls, louvers and/or other features which are integrated with the architecture of the buildings. Landscaping or landscaping in combination with walls, if it results in effective visual screening may provide screens at grade.
3. Walls and screens should be a minimum height of 6'–0".
4. Doors must be lockable and built from steel and/or wood components to minimize maintenance/repair problems.
5. Parapet profiles and rooftop enclosures should, at a minimum, equal the height of adjacent rooftop equipment and all mechanical and utility equipment (e.g. ducts, vents, fans, condensers, etc.). the inside of the parapet should be painted in colors compatible with the color of the roof.
6. The locations and placement of utility structures or devices should be coordinated with public/private utility companies to maximize screening of such devices from public view. All utility distribution systems should be underground.
7. Opaque walls or fences or dense landscaping should screen all utilities and services to buildings.

Site Design

Landscape

Intent: To provide attractive and architecturally compatible landscape and/or hard surface design in all areas of each site. To provide landscaping and/or hard surface design that reinforces pedestrian activity such as sidewalk cafes, window–shopping and other displays of goods.

Guidelines

1. Each development should recognize the unique climate and character of the site and employ landscape design, materials and methods that are appropriate to that environment.
2. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.
3. Areas not covered by buildings, streets, paved areas or other improved areas should be planted with living plant material and mulches.
4. Street planting should accompany all public streets.
5. Landscaping should be used to attractively buffer parking lots, garages, exposed utilities and service areas.
6. Landscaping should visually frame buildings and enhance the site of arrival at appropriate site locations.
7. Water conserving practices including plant material selection and irrigation practices should be employed.
8. Existing mature trees should be preserved to the greatest extent possible.
9. Landscaping should provide a comfortable microclimate by using cool-temperature paving materials and a shade–providing tree canopy.

Site Buffers and Screening

Intent: To shield parking and other negatively visual uses from the public rights–of–way and from pedestrian walkways.

Guidelines

1. Utilize landscape buffers to provide transitions between different uses, provide compatibility between adjacent lots and to mitigate the impacts of large building faces and expansive paved areas.
2. Provide landscape screens to mitigate and/or soften the edges of parking lots and utility enclosures.
3. Provide landscape buffers adjacent to pedestrian ways, including walks, plazas, courtyard, or streetscapes.
4. Utilize landscape buffers to reinforce the orderly character of open space created to organize building groups.

Landscape Materials

Intent: To create a distinct, comfortable, high quality and visually coherent public/private environment that is consistent with the public framework of streets and sidewalks.

Guidelines

1. The landscape design should take advantage of special on-site conditions such as view corridors and visibility from block to block.
2. Provide high quality durable materials, including concrete, stone or concrete unit pavers that will withstand time and tolerate heavy pedestrian traffic.
3. When possible, use permeable paving systems to encourage groundwater recharge, improved water quality and reduced storm runoff.
4. The use of concrete scoring patterns should be designed to reduce the overall scale and enhance the appearance of large paved areas.
5. Landscape installations should utilize plant material that is compatible with the local climate and conditions; xeriscaping and drought-tolerant plants should be used.

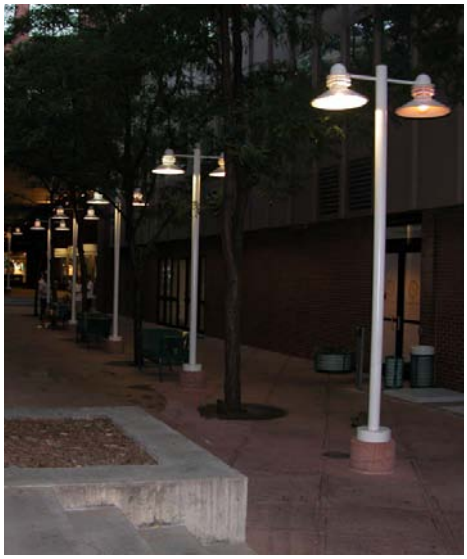
6. Plant material should be installed with respect to adjacent properties and should not interfere with pedestrian and vehicular movement and sight lines.
7. Utilize a variety of plant materials to achieve a layered visual effect for pedestrian level experience.

Site Lighting

Intent: To create a safe, welcoming environment at all hours of the evening and night, by provisions of adequate levels of lighting to encourage a feeling of personal safety.

Guidelines

1. Utilize appropriate lighting elements that complement appropriate adjacent public framework light elements and reinforce individual block character.
2. The impact of lighting on the night sky should be minimized by a variety of techniques, including cutoff fixtures, downward facing fixtures and minimizing light energy, especially directed upward.
3. Site lighting should enhance the safety and security of the pedestrian.
4. Site lighting should reinforce architectural elements such as entries, shop windows, architectural elements, etc.
5. Ensure parking lot lighting does not glare onto the street and/or adjacent properties. Light sources from one property shall not be seen directly for the adjacent property or from the public rights-of-way.
6. Sidewalk light fixtures should be scaled to pedestrian-scaled fixture heights of twelve to fourteen feet tall.
7. Light fixture, levels and colors should be coordinated throughout the South Arizona Avenue corridor.



Site Signage

Intent: Provide clear identification of businesses and buildings. To add visual interest and delight to South Arizona Avenue.

Guidelines

1. Signage with lighting should be located to minimize glare onto adjoining property and unobtrusive in size and appearance.
2. Signage should be constructed of high quality, durable materials appropriate to an urban setting.
3. Signs should make a positive contribution to the general appearance of the street and/or the area in which they are located.
4. Single pole signs are discouraged; monument or structured ground signs are preferred. Freestanding signs should emphasize horizontal rather than vertical massing
5. Consistent landscaping should be planted around the base of freestanding signs.
6. Freestanding signage designed with a base elevation above the site's average finished grade should emphasize horizontal rather than vertical massing.

Temporary Signs

Special Events

- Signs for special community events, grand openings or other special events can be displayed no earlier than 2 weeks before the event, and must be removed no more than 2 days after the event. Exceptions may be granted by the Design Review Committee.

Directional Signs

- Directing the public to model offices or residential, sales and leasing offices and community facilities:
- Permitted for up to one year
- Maximum size 100 sq. ft. per sign
- Maximum height: 10'

Sales or leasing office or model unit accessory signs

- One temporary sign is permitted per property
- May be lighted
- Only new residences and new office properties, while the office is being used for this purpose; may indicate name of project available for sale or lease.

- Maximum size: 36 sq. ft.

Advertising the sale or rental of land, dwelling units or office space

- One temporary sign is permitted per property
- Must be unlighted
- Maximum size: 50 sq. ft. per face of sign (2 permitted)
- Maximum height: 10'

Projects under construction now or in future

- Permitted for one year prior to initiation of construction
- Maximum size: 100 sq. ft.
- Maximum height: 10'

Flags and banners

- Banners may be mounted only to the Base Course of a building.
- They may not interfere with safety or visibility for drivers or pedestrians.
- One temporary banner may be installed on any two walls for the sole intent of announcing the grand opening of the business. Such banners shall be removed no later than one month after the opening of the business.

Prohibited Sign Types

- Animated or flashing signs
- Electronic signs
- Wind-actuated signs or other similar attention getting devices
- Portable or moveable signs
- Signs painted on or affixed to benches, fences, utility poles, trees, or other similar structures
- Roof signs
- Signs in the right-of-way
- Inflatable signs (including blimps, balloons, and figures)
- Signs on parked vehicles

Maintenance

- Signs shall be maintained in good and safe repair, structurally and electrically, in "like new" appearance.
- Signs identifying businesses no longer at a location shall be removed within 15 days from the last day of business.

Materials and Construction

- Junction boxes, conduits, raceways, transformers, electrode boxes, disconnect switches, access hatches or wiring shall be hidden from view.
- Flat sign surfaces should not exhibit bulges, oil canning or other distortions.
- Can signs are not permitted.
- No light from an illuminated sign may cause glare or reflection on drives, public streets, access drives or sidewalk that will be a safety hazard.

Utilities

Intent: To minimize the negative visual effects associated with utilities and their related components.

Guidelines

1. All utility poles and wires should be located underground.
2. Visible features such as transformer boxes should be located where they can be screened from public view.
3. Utility boxes, transformers and other elements should be located away from intersections and views from public rights–of–way.
4. All utility boxes should be surrounded on at least three sides by visual screens, which may be wood or masonry structures or dense landscaping.

Parking

Surface Parking Lots

Intent: To design surface parking lots in a manner and configuration that allows buildings to be closer and more integrated with one another. To soften and mitigate the visual and environmental impacts of large paved areas.

Guidelines

1. Surface parking lots should be located so they do not increase the space between buildings or impede the pedestrian scale of the Town Center.
2. Surface parking lots should be separated from buildings and public sidewalks with a landscape buffer.
3. Lighting associated with surface parking lots should not impact adjacent properties.
4. The surface of large parking lots should be frequently broken up with trees and other landscaping.
5. Landscaping should be used to distinguish access points and define pedestrian access to surface parking lots.

6. Ecological methods of reducing and treating storm water runoff from parking lots should be explored.

Structured Parking

Intent: To enhance the image of the South Arizona Avenue corridor through high quality design of parking facilities. To make parking a positive experience for all Town Center visitors, employees and residents. To minimize the visual and noise impacts of parking structures on the streetscape and other uses of the South Arizona Avenue corridor. To minimize the footprint of parking in the South Arizona Avenue corridor.

Guidelines

1. Parking structure should continue the active street front uses by wrapping parking structures with retail, office and residential uses.
2. The design of parking structures should avoid large blank walls or parking next to the street level sidewalk.
3. Parking structures should utilize architecturally compatible materials and details with surrounding buildings.
4. The design of parking structures should minimize the impact of vehicle noise, headlights, lighting and mechanical systems associated with parking facilities.

CHAPTER 11
DESIGN STANDARDS FOR SPECIFIC PARCELS

The sites below have been identified as important in the overall success of redefining Downtown Chandler. Conceptual site plans have been created for the residential and commercial sites identified in this booklet to address possible land use, site orientation, parking access, active retail frontages, building height, bulk, massing, and other site planning issues.

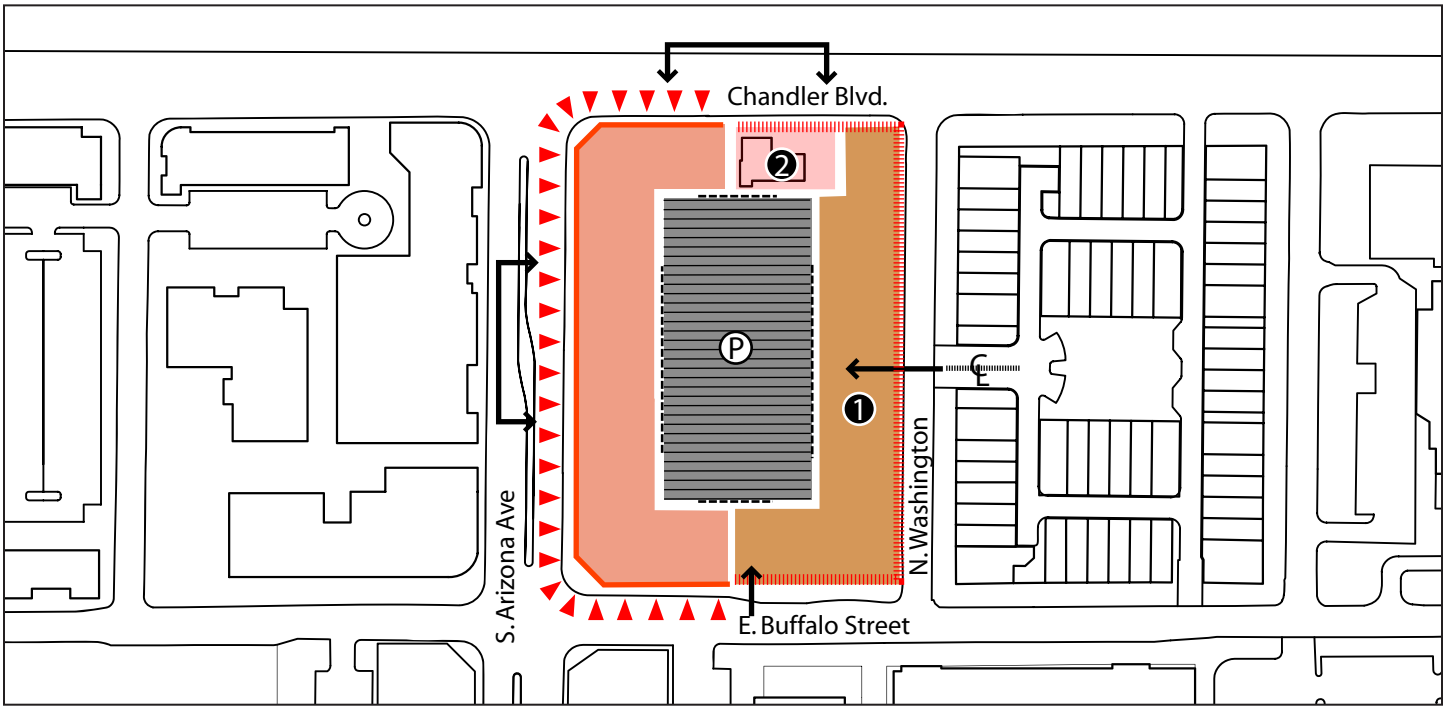
- Site 7
- Site 6 and Block to the South
- Civic Campus
- Steel Yard and Blocks to the South
- South of Frye Road and East Side of Arizona Avenue
- Residential Mixed Use Blocks on South Arizona Avenue
- Trailer Park and Fairview Street
- Northeast Corner of Pecos and Arizona Avenue

SITE 7

Intent: This block is highly visible and located on the corner of South Arizona Avenue and Chandler Boulevard. It is a mixed–use block, with intensive office and residential uses. The northwest corner and western side of the block complement what is developed across the street and architecturally represent a gateway to the Chandler downtown. Buildings on the west side of the block are oriented to South Arizona Avenue with active uses at the street level. The tallest buildings in the corridor should be located on this block along South Arizona Avenue. Residential uses (1) occupy the east side of the site and wrap around the southeast corner although, the southeast corner of the block could be occupied by other commercial uses. Residential uses should be similar scale or slightly more dense than the development located on the other side of North Washington Street. A multi–story parking structure is shown in the middle of the block. The existing Guedo's (2) restaurant is shown on Chandler Boulevard and could be integrated into a mixed-use building.

Vehicular Access

One right in, right out mid–block access along South Arizona Avenue and Chandler Boulevard should be allowed. Access along North Washington and East Buffalo should align with the access to the adjacent developments.



Legend

- Optional 10 ft. Setback
- Recommended 10 ft. Setback
- Recommended 20 ft. Setback
- Build to Line
- Building Orientation
- Parking Access
- Vehicular Access to Block
- Active Street Front Uses
- Optional Active Street Front Uses
- Pedestrian Connection
- Shaded Pedestrian Connection

Land Uses

- Mixed Use
- Mixed Use / Museum
- Retail
- High Density Residential (18-40 du/acre)
- Med Density Residential (6-17 du/acre)
- Single Family Residential
- Civic Uses
- Structured Parking
- Surface Parking
- Existing Retail
- Existing Civic Buildings
- Existing Parking

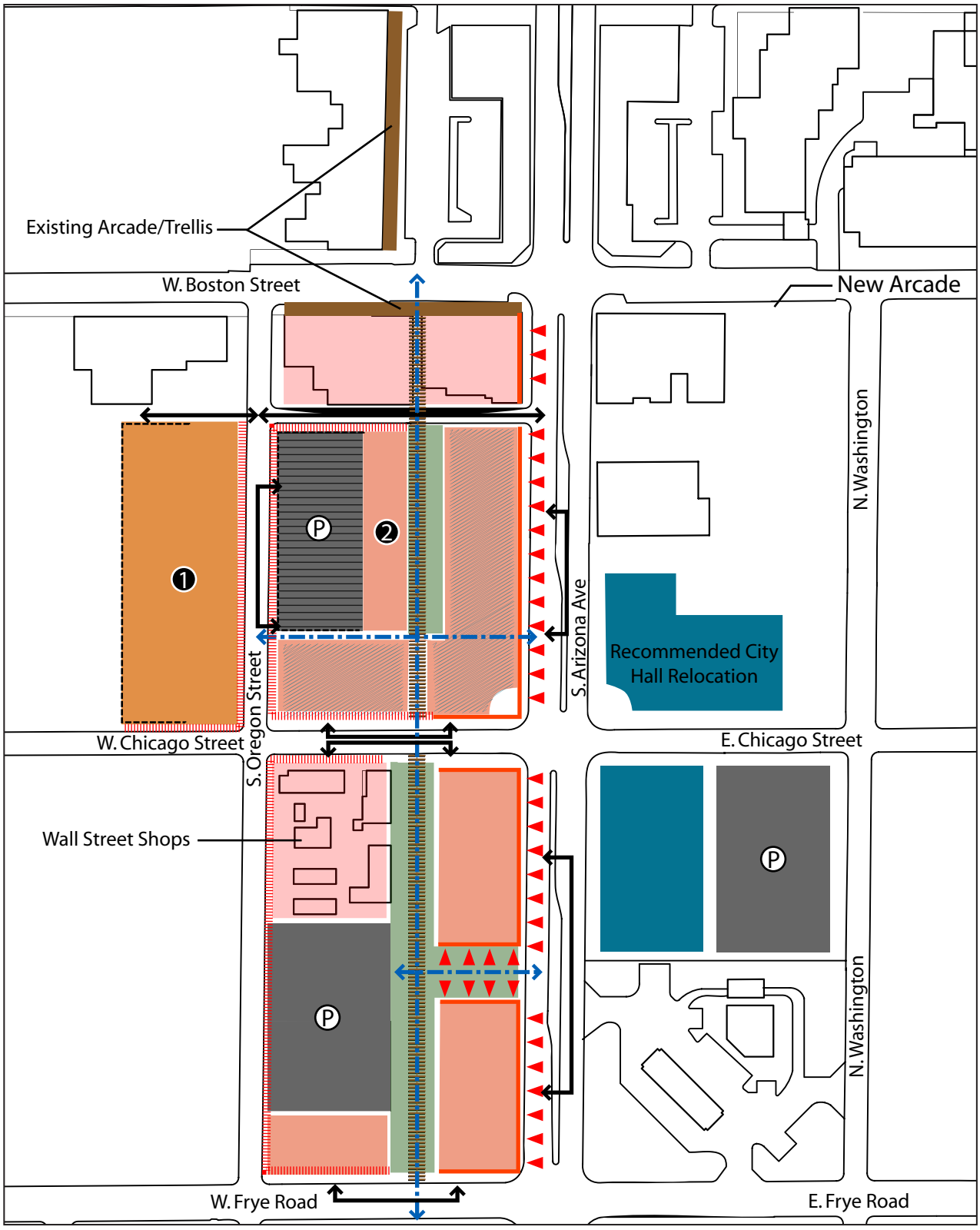
SITE 6 AND ADJACENT BLOCK TO THE SOUTH

Intent: Site 6 and the adjacent block to the south are the best opportunity for expanding Downtown Chandler's retail and restaurant district. They are envisioned as mixed–use blocks with an emphasis on retail and commercial uses oriented toward South Arizona Avenue and an internal pedestrian walkway. Both blocks have some civic obligations as companion blocks to the City of Chandler civic campus which is across the street and Site 6 will be the home of the proposed Chandler Museum. Low–density residential uses (1) are located to provide a transition between the retail/mixed uses and the single–family residences west of Site 6. A mixture of residential types including condos and two to three story apartment style buildings would be appropriate here. A multi story parking structure is located on the northwest corner of Site 6 and is wrapped on the east side with retail and office uses (2). Pedestrian access is encouraged all around the block, along a north-south walkway beginning with access through the existing retail along W. Boston Street continuing south to W. Frye Road. This walkway may have active storefronts and overhead shading similar to the trellis structures found throughout Downtown Chandler. A landscaped specially paved urban open space should be a component of the museum and acknowledge the civic campus across S. Arizona Avenue.

Vehicular Access

Through–block access just south of the existing retail on Boston should be preserved and three other parking access points will be allowed: one mid block on the east, south and west sides, and the access on the east side being right in right out only. Access to the parking garage is along Oregon Street or the through block access.

Access to the residential uses is allowed from the alley and the south and north sides of the site. Mid block access is allowed along all four sides of the block south of Site 6.



Legend

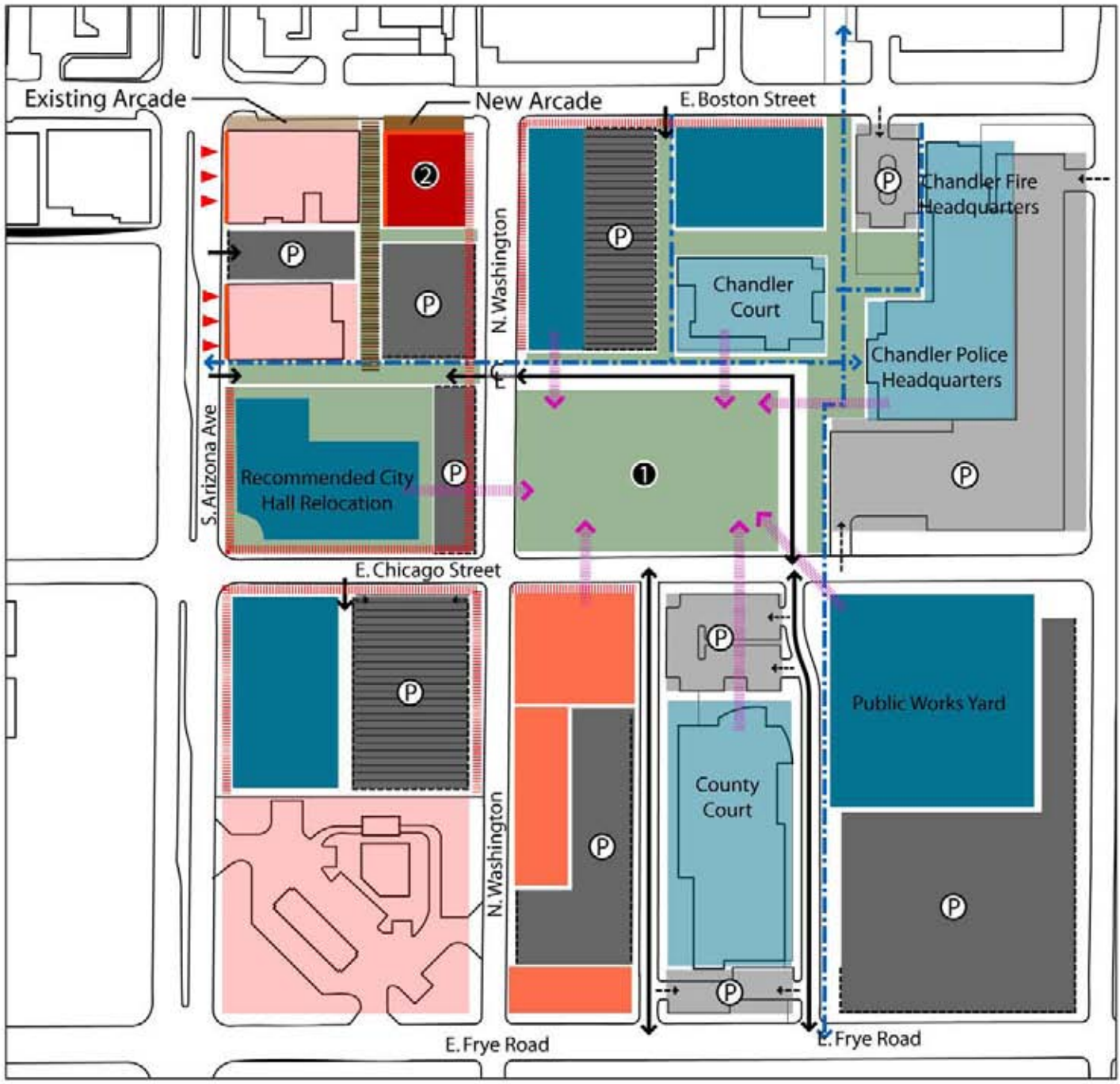
- Optional 10 ft. Setback
- Recommended 10 ft. Setback
- Recommended 20 ft. Setback
- Build to Line
- Building Orientation
- Parking Access
- Vehicular Access to Block
- Active Street Front Uses
- Optional Active Street Front Uses
- Pedestrian Connection
- Shaded Pedestrian Connection

Land Uses

- Mixed Use
- Mixed Use / Museum
- Retail
- High Density Residential (18-40 du/acre)
- Med Density Residential (6-17 du/acre)
- Single Family Residential
- Civic Uses
- Structured Parking
- Surface Parking
- Existing Retail
- Existing Civic Buildings
- Existing Parking

CIVIC CAMPUS

Intent: The civic campus extension south is defined by a central open space (1), which is the focus of the existing and future buildings. Infill retail (2) can be located on the corner of N. Washington Street and W. Boston Street. Pedestrian access is encouraged throughout and around the site with connections to the Civic Campus to the north, residential neighborhoods to the south and S. Arizona Avenue. A walkway through the existing retail extending down to the proposed City Hall site should receive overhead shading similar to the trellis structures found throughout Downtown Chandler.

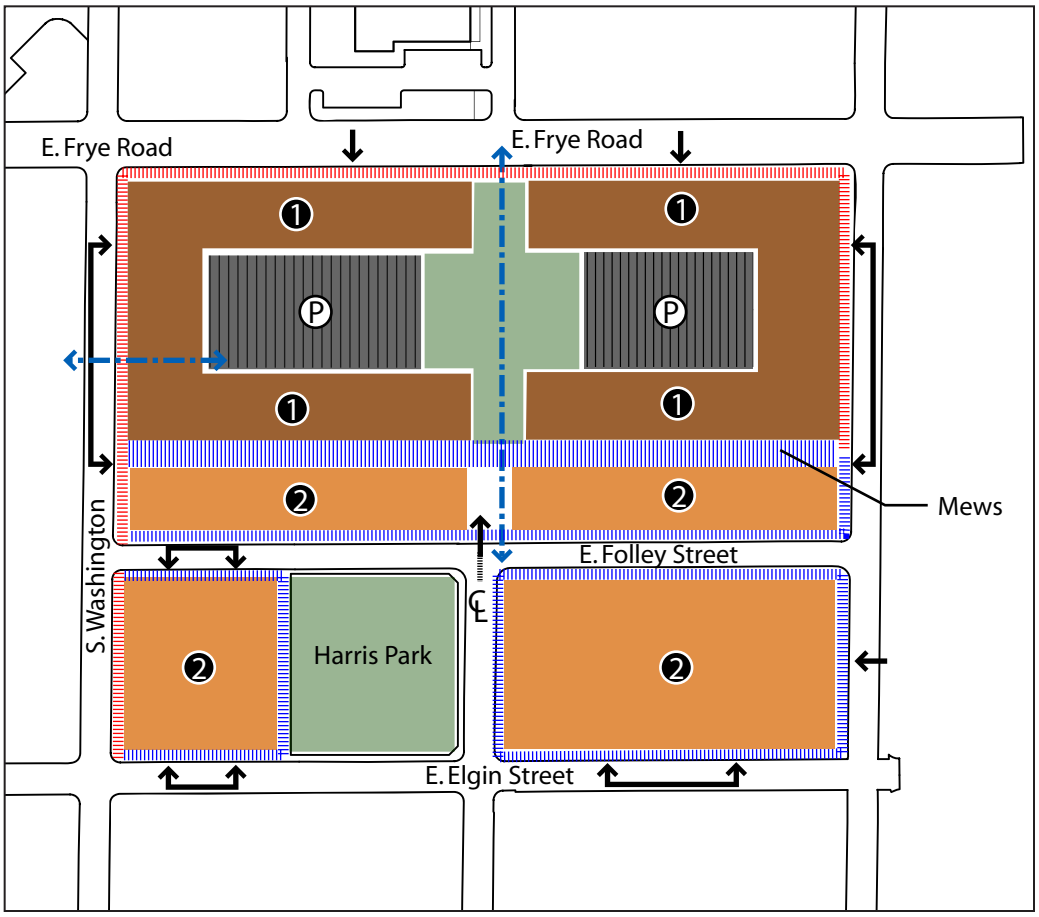

Existing Arcade
New Arcade
E. Boston Street
Chandler Fire Headquarters
Chandler Court
Chandler Police Headquarters
N. Washington
S. Arizona Ave
Recommended City Hall Relocation
E. Chicago Street
Public Works Yard
County Court
N. Washington
E. Frye Road
E. Frye Road
Legend
Optional 10 ft. Setback
Recommended 10 ft. Setback
Recommended 20 ft. Setback
Build to Line
Building Orientation
Parking Access
Vehicular Access to Block
Active Street Front Uses
Optional Active Street Front Uses
Pedestrian Connection
Shaded Pedestrian Connection
Land Uses
Mixed Use
Mixed Use / Museum
Retail
High Density Residential (18-40 du/acre)
Med Density Residential (6-17 du/acre)
Single Family Residential
Civic Uses
Structured Parking
Surface Parking
Existing Retail
Existing Civic Buildings
Existing Parking
Office

STEEL YARD AND BLOCKS TO THE SOUTH

Intent: These are key sites in creating large-scale medium and low–density residential development within the corridor. The majority of the existing steel yard is envisioned as high density residential (1) beginning the transition from the civic campus to the single family residences located in the south of the corridor. The high density residential would be oriented toward the street with parking on the interior of the block. Medium density residential (2) occupies the south side of the steel yard to buffer the single family homes to the south. Pedestrian access is encouraged throughout and around the blocks but most importantly is a north south pedestrian connection through the Steel Yard block with an opportunity for an associated open space.

Vehicular Access

Access into the Steel Yard block can occur on all four sides and should align with S. Colorado on the south side of the block.



Legend

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- Recommended 20 ft. Setback
- Build to Line
- Building Orientation
- Parking Access
- Vehicular Access to Block
- Active Street Front Uses
- Optional Active Street Front Uses
- Pedestrian Connection
- Shaded Pedestrian Connection

Land Uses

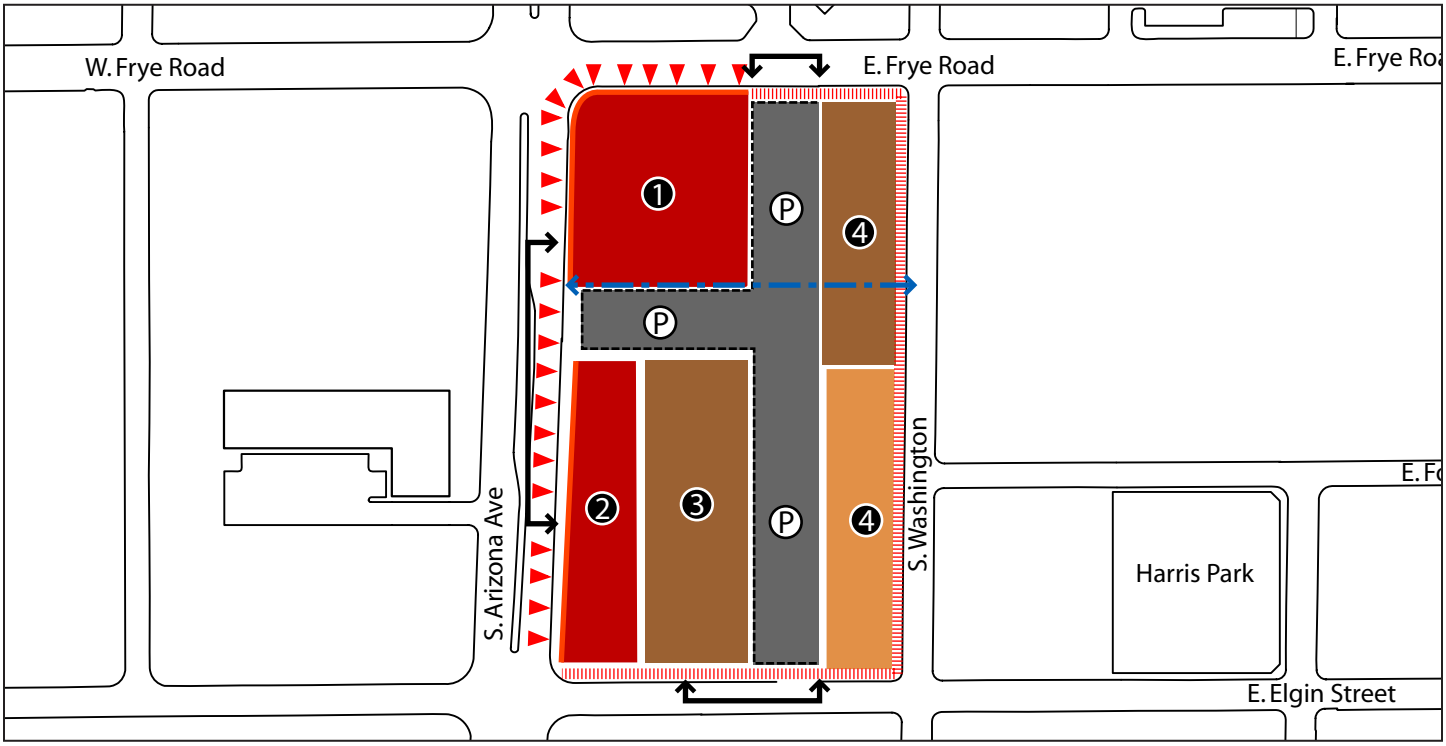
- Mixed Use
- Mixed Use / Museum
- Retail
- High Density Residential (18-40 du/acre)
- Med Density Residential (6-17 du/acre)
- Single Family Residential
- Civic Uses
- Structured Parking
- Surface Parking
- Existing Retail
- Existing Civic Buildings
- Existing Parking

SOUTH OF FRYE ROAD EAST SIDE OF ARIZONA AVE

Intent: Retail (1) could be located on the northwest corner to take advantage of the exposure along Frye Road and South Arizona Avenue. Retail (2) could be extended south to Elgin Street along S. Arizona Avenue with active uses focused on S. Arizona Avenue. High density residential (3) mixes in with the retail and transitions into all residential uses (4) along the east side of the block complementing the adjacent residential development. Parking occurs interior to the block with minimal exposure to Frye Road and S. Arizona Avenue. Pedestrian access is encouraged throughout and around the block punctuated by an east-west connection through the block connecting the adjacent residential neighborhood with S. Arizona Avenue.

Vehicular Access

Mid block access can occur on all four sides of the block, right in and out only on Frye Road and S. Arizona Avenue.



Legend

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- Build to Line
- Building Orientation
- Parking Access
- Vehicular Access to Block
- Active Street Front Uses
- Optional Active Street Front Uses
- Pedestrian Connection
- Shaded Pedestrian Connection

Land Uses

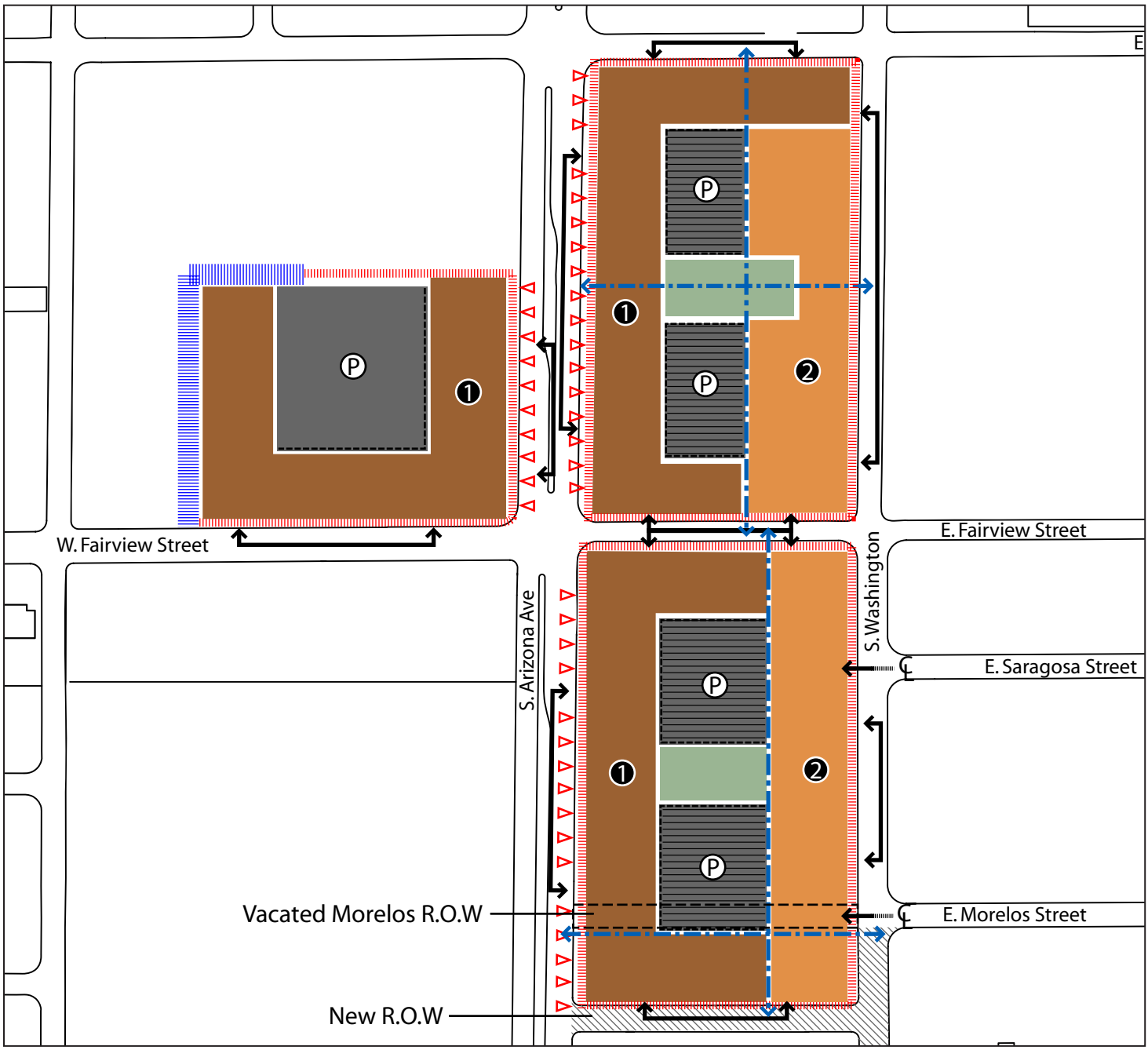
- Mixed Use
- Mixed Use / Museum
- Retail
- High Density Residential (18-40 du/acre)
- Med Density Residential (6-17 du/acre)
- Single Family Residential
- Civic Uses
- Structured Parking
- Surface Parking
- Existing Retail
- Existing Civic Buildings
- Existing Parking

RESIDENTIAL/MIXED USE BLOCKS ON SOUTH ARIZONA AVENUE

Intent: These blocks are mixed use with intensive residential uses oriented toward S. Arizona Avenue and S. Washington Street. Retail (1) and other active uses should form the street frontage along S. Arizona Avenue at ground level with high density residential (1) developed above and behind it. The street level retail and active uses help establish continuity between Downtown Chandler and the newly constructed retail south of Pecos Road. Low-density residential (2) on the east side of the block transitions into the adjacent neighborhoods to the east and parking is provided on the interior of the block. Courtyards and pedestrian open space should occur within the block and be accessible to all the users of the block. Pedestrian access is encouraged throughout and around the block along with an east-west pedestrian connection through the block.

Vehicular Access

Mid-block access is allowed on all four sides and access on the east side of the southern block should align with the centerlines of E. Morelos and E. Saragosa.



Legend

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- Build to Line
- Building Orientation
- Parking Access
- Vehicular Access to Block
- Active Street Front Uses
- Optional Active Street Front Uses
- Pedestrian Connection
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Land Uses

- Mixed Use
- Mixed Use / Museum
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- High Density Residential (18-40 du/acre)
- Med Density Residential (6-17 du/acre)
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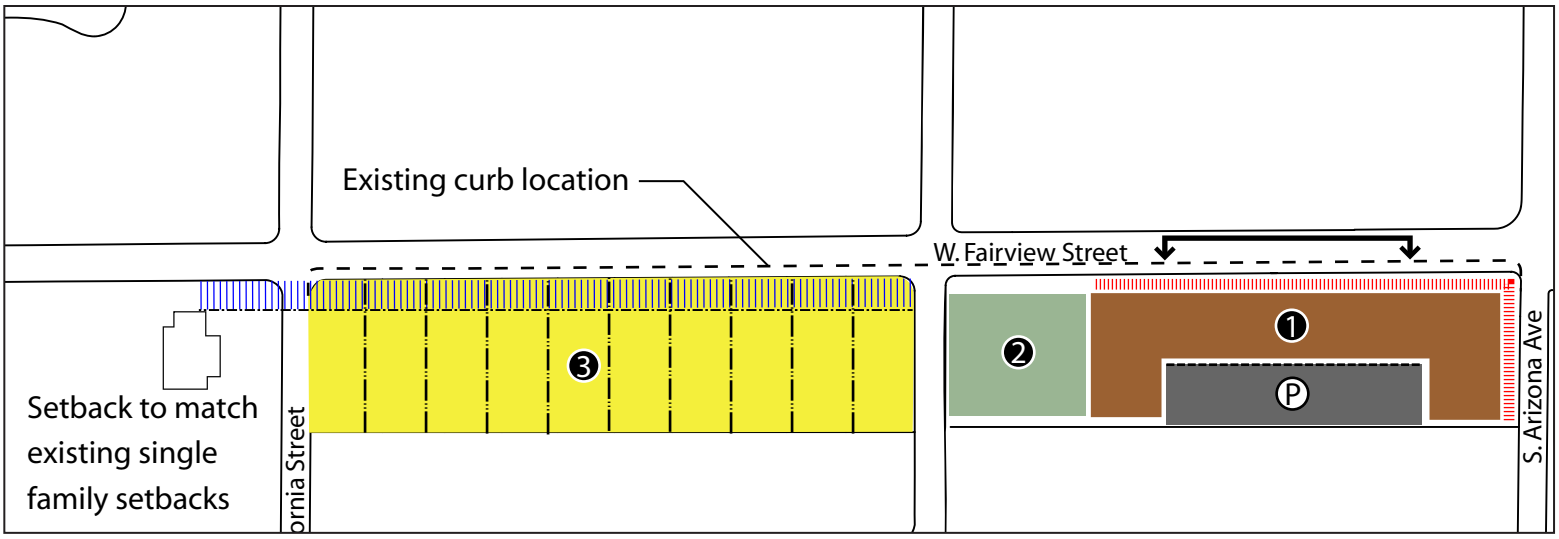
- Civic Uses
- Structured Parking
- Surface Parking
- Existing Retail
- Existing Civic Buildings
- Existing Parking

TRAILER PARK AND FAIRVIEW STREET

Intent: High density residential (1) is oriented to S. Arizona Avenue and Fairview Street from S. Arizona Avenue to California Street, which is connected through the existing trailer park. Parking is located behind the residential development. Neighborhood open space (2) is developed on the corner of S. California and W. Fairview. West of S. California the site is subdivided into single–family (3) lot sizes and setbacks for these homes are comparable with the existing lot sizes and setbacks in the existing neighborhood.

Vehicular Access

All access for these developments should occur on Fairview Street.



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Land Uses

- Mixed Use
- Mixed Use / Museum
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- High Density Residential (18-40 du/acre)
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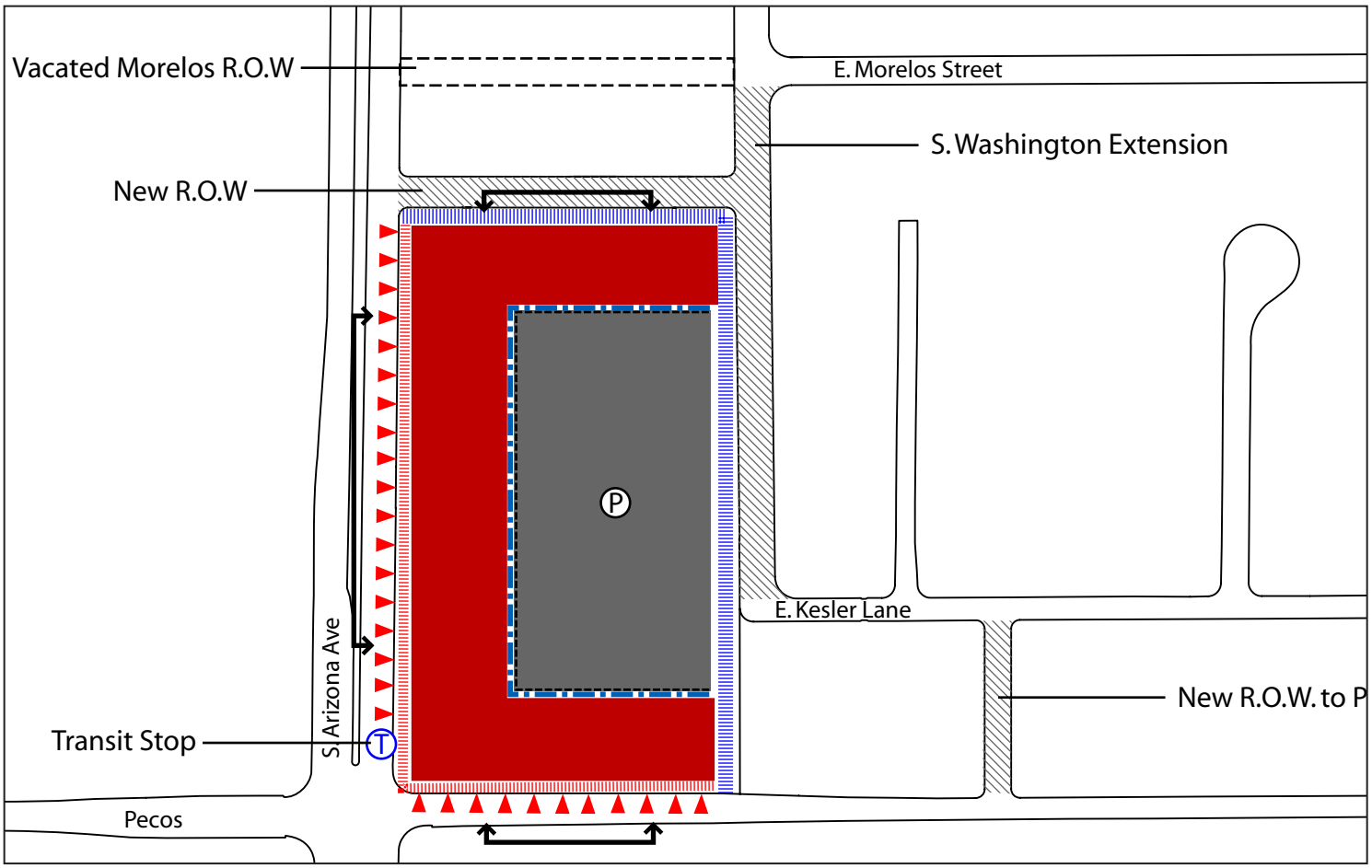
- Single Family Residential
- Civic Uses
- Structured Parking
- Surface Parking
- Existing Retail
- Existing Civic Buildings
- Existing Parking

NE CORNER OF S. ARIZONA AVENUE AND PECOS

Intent: This block is the largest single retail site in the corridor with high visibility from traffic entering the newly constructed retail developments south of Pecos Road. This block is an important component of the corridor; it is the southern-most gateway to Downtown Chandler. Retail (1) and active uses are oriented toward S. Arizona Avenue but are accessible from the parking as well, which is located on the interior of the block.

Vehicular Access

Right in and out access on S. Arizona Ave is located on the northern half of he block to avoid conflict with a transit stop at the corner of S. Arizona Avenue and Pecos Road. Access is also allowed mid block on the new street on the north side of the block. Access along S. Washington is discouraged because of conflicts with the existing residential neighborhoods.



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Land Uses

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- Civic Uses
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- Existing Parking