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 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.

Waiver Request

Pre Submittal
Site Plan
Access
Orientation
Height
Program
City Pre-Application Conference

Schematic Submittal
Architectural Design
Landscape Design
Drainage
Site Plan
City Site Development Plan

Final Design Submittal
Details
Color
Materials
Elevations
Plans
Drainage
Landscape Design

Construction Inspections
Meets Approved Design
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
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 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
Landscape Forms Bola Bike Rack (color to match existing streetscape elements)
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
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.
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.