

Planning Process



"Planning with People for a Better Phoenix"

City of Phoenix
PLANNING & DEVELOPMENT DEPARTMENT

Camelback East Village Planning Committee Application Review Committee (ARC) Camelback East Primary Core Specific Plan Design Guidelines Comments

PROJECT _____

DATE OF COMMENTS _____

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance			
A.3 Landscape Architecture					
3.1.1. Materials listed on the Phoenix low-water use plant list should be used within the right-of way. However, the selected plant material should contribute to the Biltmore landscape design theme.	P				
3.1.2 On private property, the existing "Old Phoenix" or "Arizona Biltmore" landscape theme should be continued and strengthened in the Core Center and Core Gradient through use of plant materials such as: <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top;"><u>TREES</u> jacaranda Palms olive trees eucalyptus pepper trees juniper mesquite palo verde</td> <td style="vertical-align: top;"><u>SHRUBS</u> oleanders privet boxwood pyracantha catclaw bougainvillea</td> <td style="vertical-align: top;"><u>ACCENTS</u> roses annuals jasmine specimen cacti</td> </tr> </table> <u>GROUNDCOVERS</u> turf These and other "historic" plant materials should be used in combination with native plants and other low-water use landscape materials. This landscape theme features cacti and other native plants as exotics, setting them in a framework of plant materials historically used in the Core area.	<u>TREES</u> jacaranda Palms olive trees eucalyptus pepper trees juniper mesquite palo verde	<u>SHRUBS</u> oleanders privet boxwood pyracantha catclaw bougainvillea	<u>ACCENTS</u> roses annuals jasmine specimen cacti	P	
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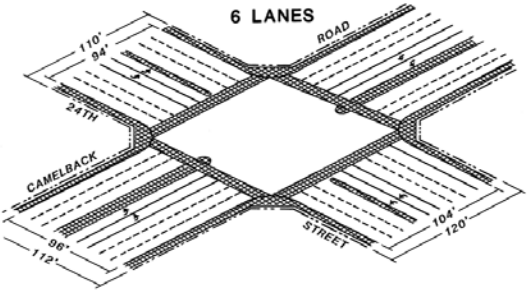
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>3.4.1 An overall theme should be established for the gateways with public input, by an artist or artist collaboration selected through the Phoenix Arts Commission's public art guidelines and process. An artist or artists should be involved in the design and construction of all Core Gateways.</p> <p>A. Core Gateways should be established within the public right-of-way at:</p> <ol style="list-style-type: none"> 1. 26th Street and Camelback Road; 2. 24th Street, south of Colter Avenue; 3. 24th Street at Highland Street; 4. Piestewa Peak Parkway and Camelback Road (for Camelback Road traffic) 5. Piestewa Peak Parkway and Highland 	C	
<p>B. Developers and other private sector interests should be encouraged to contribute to the development of the Gateways.</p>	C	
<p>C. Highest priority and symbolic importance should be given to the Camelback Road Gateways.</p>	C	
<p>D. Gateways should indicate the boundaries of special Core landscaping and streetscape treatment.</p>	C	
<p>3.4.2 Locate fountains and/or other water features at those points along the pedestrian spine where the highest concentrations of pedestrians are anticipated engage in activities other than walking through the area.</p>	P	
<p>3.4.3 Developers should consider planning for and installing public art within their projects or the adjoining right-of-way and provide opportunities for artist/designer collaborations in accordance with the City's "Private Percent for Art Guidelines."</p>	C	
<p>A.4 Open Space/Amenities</p>		
<p>4.1 Shade and street furnishings should be provided for the comfort and convenience of pedestrians especially within and/or adjoining the pedestrian spine, (see Map 8 of Specific Plan). Furnishings should include pedestrian lighting fixtures and one or more of the following:</p> <ul style="list-style-type: none"> - drinking fountains - benches - trash receptacles - information kiosks 	P	

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<p>4.2 The Location of active uses at ground level in high-traffic pedestrian areas with particular emphasis along the pedestrian spine should be encouraged, including one or more of the following uses:</p> <ul style="list-style-type: none"> - retail - restaurants (food and beverage) - service (includes public, community uses) - entertainment - outdoor room with eating options - public art with kinetic movement or descriptive interpretation narrative - office space with visual interactive glazing - display windows or shadow boxes 	P	
<p>4.3 Uses and activities that "spill out" into pedestrian areas, especially those adjoining the pedestrian spine (sidewalk cafes, etc.) should be encouraged.</p> <p>A. Open space provided in front of a building should be an extension of the public streetscape and act as a transition to the building.</p>	P	
<p>4.4 Along the defined pedestrian spine, active, pedestrian outdoor public spaces (a plaza, courtyard, garden, "outdoor room," or a promenade) should be provided within private developments and connected with pedestrian walkways.</p>	P	
<p>A.5 Trails/Pathways/Walkways</p>		
<p>5.1 Continuous sidewalks or other pedestrian walkways linking private developments with sidewalks along public streets should be provided.</p>	P	
<p>5.2 A continuous walkway system shall be as shown on Map 8, pedestrian facilities plan. The pedestrian spine should always be continuous and provide connectivity between pedestrian destinations, even if the alignment is modified.</p>	P	
<p>5.3 Safe and convenient means of pedestrian access should be created between neighborhoods and the Core.</p> <p>A. Access via other than public streets should be provided if requested by the affected homeowners association, with consent of adjacent properties and if security measures for the neighborhood are addressed.</p>	P	

Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
B. Access via public streets should be provided in the form of a continuous sidewalk connecting all residential areas within or adjacent to the Core Center or Gradient to Camelback Road.	P	
5.4 Vehicular access across the pedestrian spine should be minimized. Exceptions may be made for delivery access only, travel distance around project perimeters on private property, and for "main street" development that enhances the pedestrian environment.	P	
5.5. Pedestrian spine identity items and way-finding aides shall be provided, including decorative hardscape, medallions, lighting standards and luminaries	P	
A.6 Parking/Circulation		
6.1.1 Parking must be conveniently located, but visually unobtrusive.	C	
A. Parking lots must be screened from street view with landscaping, berms, walls, grade changes or a combination of these elements.		
B. For office and retail commercial projects, every parking space shall be no greater than 150 feet from a sidewalk leading to the building or from a building entrance, and unshaded segments of walkways shall not exceed 15 feet except at a driveway crossing.	P	
C. For all new development a minimum of 15% of parking lot area must be landscaped with trees and shrubs. For all expansions to existing development, remodeling, or additions, a minimum of 10% of parking lot area must be landscaped. Minimum width of landscape area is five feet (seven with parking overhangs).	P	
6.1.2 Within the Core Center, all parking for office uses should meet the following standards.	P	
A. If such parking exceeds 50 spaces, 80 percent of the total number of parking spaces required for office use must be within above grade or below grade parking structures.		
B. This requirement can be varied by 20 percent subject to approval of a use permit through the Zoning Administrator.	P	

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<p>C. These guidelines apply to the review of a development plan for office uses within the Core Center. For development plans which include more than one phase of office construction, the development plan should demonstrate how this requirement will be complied with when office development exceeds 50 spaces. If an existing office development with 50 parking spaces or less proposes to expand and exceed 50 spaces, then the total existing and proposed spaces should comply with these guidelines.</p>	P	
<p>6.2.1 Parking must be conveniently located, but visually unobtrusive</p> <p>A. Parking structures must be either architecturally integrated with adjoining buildings or should be designed with architectural features similar to adjoining buildings for visual continuity.</p>	P	
<p>B. Above grade parking structures should not be located within 150 feet of a major street, collector street or pedestrian spine unless the ground level of the structure is devoted to retail, service, food and beverage, entertainment uses, or has such uses between the parking structure and the pedestrian spine.</p>	P	
<p>C, Openings in parking structures must be screened to eliminate visual impacts of headlights, cars and bright security lighting on adjacent residential properties and streets and major pedestrian areas.</p>	C	
<p>D. Parking on the roof of a parking structure shall be screened on all sides and on the top with a structure to block visibility of cars.</p>	C	
<p>6.3.1 Interruptions to pedestrian circulation along streets e.g., driveways, private streets, garage entrances) should be minimized.</p> <p>A. Driveways within or near bus stop zones should be eliminated to avoid vehicular/pedestrian conflicts and to avoid sight distance constraints around transit structures for vehicles exiting from developments.</p>	P	
<p>B. Driveways along major streets shall be limited to one per property per street. For properties in excess of 660 feet of frontage along a street, driveways shall be allowed at a minimum separation of 330 feet.</p>	P	

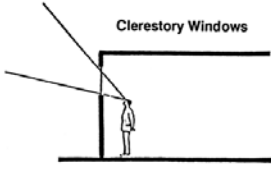
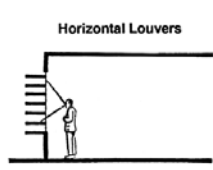
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
6.3.2 Bicycle facilities (such as wide curb lanes, bicycle lanes or paths consistent with AASHTO standards) should be provided linking Core developments to adjoining neighborhoods and to the citywide bikeway system.	C	
6.3.3 The Core shuttle should be routed to help create activity along major pedestrian corridors and provide maximum utility for travel.	C	
6.3.4 If the city adopts a plan for a Core shuttle system, the route should be parallel to but not more than 300 feet away from the pedestrian spine. Do not locate the Core shuttle route above the pedestrian spine.	P	
6.3.5 For walkways connecting the Core shuttle route to the pedestrian spine, provide continuous shade along the route and at Core shuttle stops.	P	
6.4.1 Secure bicycle parking areas must be provided, preferably in supervised enclosures or in bicycle lockers. The provision of bicycle parking may be phased per approval of the Traffic Management Association. However, a minimum of 25% of the required bicycle parking shall be provided at the time of construction. A. Bicycle parking must be located within parking structures or other secure covered areas for employees and within convenient distance of primary commercial and community facility destinations.	C	
B. Bicycle parking spaces must be provided at a ratio of one space per 10,000 square feet of retail uses and one space per 15,000 square feet of office or other non-residential uses.	C	
C. Bicycle parking spaces must be either within lockers, a secure enclosure or other facility designed for use of high-security locks, for securing both wheels and frame and offering support (per Appendix J, Arizona Bicycle Facilities Planning and Design Guidelines, 1988). A minimum space of two feet by six feet per bicycle should be provided.	C	
A.8 Site Lighting		
Citywide lighting standards apply to all light sources in each phase of development.	R	
A.10 Improvements within the Public Right-of-Way		

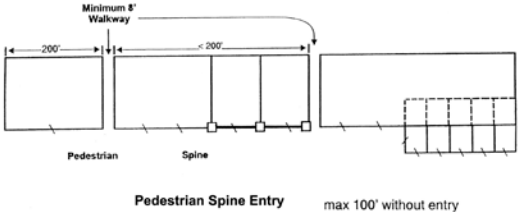
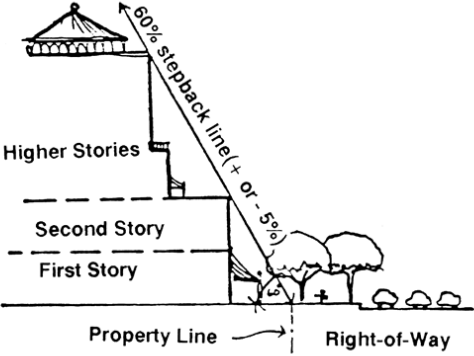
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>10.1 Streets should be designed so that a pedestrian can cross easily, safely and comfortably.</p> <p>A. Safe, convenient places for pedestrians waiting to cross streets should be provided, including medians for all Core arterials.</p>	P	
<p>B. Signalized or other protected mid-block pedestrian crossings should be provided on Camelback Road between 24th and 26th Streets, and on 20th Street, 22nd and 24th Streets between Camelback and Highland.</p>	P	
<p>C. Camelback Road should be improved in accordance with the street section shown below.</p> <p>Figure 11 Six Through Lanes at Camelback Road Intersection</p> 	P	
<p>10.2 Design elements should be provided within the public right-of-way that contributes to creating a lively and interesting street environment. (This guideline refers to elements that go beyond the merely functional. They can include art, water features, AND gathering places for people, or entertainment.)</p> <p>A. Public art should be incorporated into the streetscape as a part of the City's "Percent for the Arts" program.</p>	C	
<p>B. A diversity of overall streetscape elements should be provided within a consistent framework.</p>	C	

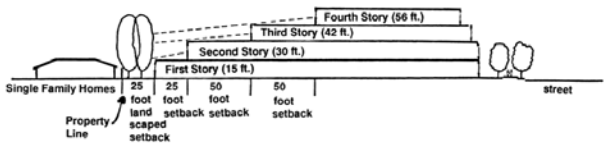
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>10.3 For development site frontage within the Core and adjoining Camelback Road, 24th Street, 22nd Street, 20th Street, 16th Street (east side), and Highland Avenue, ten-foot (10) wide sidewalks should be provided and separated from the roadway with a six-foot (minimum width) landscaped area to achieve the following benefits:</p> <ul style="list-style-type: none"> - Increased aesthetic quality - Increased safety - Increased incentive to walk - Decreased noise - Decreased fumes - Decreased dirt - Decreased heat <p>Separation of sidewalks from the roadway is required except at bus stops and pedestrian street crossings or where access to the curb is necessary, or on the north side of Camelback, between 24th and 26th streets, to maintain the established, mature olive tree theme. If a transit shelter is provided, the distance between curb and right-of-way line shall be increased by the width of the transit shelter if the shelter is placed between curb and sidewalk. (See also Design Guideline A.10.10)</p>	P	
<p>10.4 Street improvements on Camelback Road from 28th Street to Piestewa Peak Parkway and on 24th Street from Highland to Colter should be designed and constructed to provide a condition for reducing vehicular speed.</p>	P	
<p>10.5 Transit waiting areas should be of a design, consistent with the Core's design theme. They should be designed to meet or exceed City standards for shelter, information, location and convenience.</p>	C	
<p>10.6 Views from the roadway of Piestewa Peak and Camelback Mountain should be protected, looking east along Camelback Road and looking north along 24th Street, 22nd Street, and 20th Street in the following ways:</p> <p>A. Median planting should not exceed three feet in height.</p>		
<p>B. Pedestrian overpasses should not be constructed spanning 24th Street or Camelback Road, except an open pedestrian bridge may be located on 24th Street between Camelback Road and Esplanade Lane.</p>	P	
<p>C. The size and placement of traffic signals, light standards and other street signage should not interfere with views, consistent with safety requirements.</p>	P	

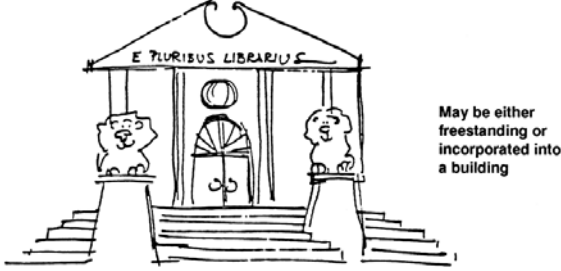
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D. New utility lines should be located underground.	P	
E. Gateways should not obstruct mountain views from major roadways.	P	
<p>10.7 Views from the roadway of Piestewa Peak and Camelback Mountain should be framed with a formal, double row of trees, spaced approximately 25 feet on center. The double row of street trees shall be planted along 24th Street, Camelback Road, Highland Avenue, 20th Street and 22nd Street.</p> <p>A. The row of trees on the development side of the pedestrian path is the responsibility of the private developer.</p>	P	
<p>B. The row of trees nearest the street should be provided as part of an improvement district, street project or by private development. (See also Design Guideline A.10.6)</p>	P	
<p>C. One theme tree shall be adopted for each of the following streets as follows:</p> <ul style="list-style-type: none"> ▪ <u>Camelback Road</u> - Native Mesquite, Medjool Date Palm and Swanhill Olive ▪ <u>Highland Street</u> – Native Mesquite, and Swanhill Olive ▪ <u>24th Street</u> – Palo Brea, <u>Swanhill Olive (adjacent to Biltmore Fashion Park)</u> ▪ <u>20th Street</u> – Palo Brea ▪ <u>22nd Street</u> – Palo Brea <p>The outer (street side) row of trees will be exclusively of the “theme” variety; and the inner row shall use the theme tree to supplement existing trees along the sidewalk. The intention is not to remove existing, mature trees to create the “inner row” if such trees are located in the way of the formal street trees but to use the “theme” trees to finish out the row and create a strong landscape transition.</p>	P	

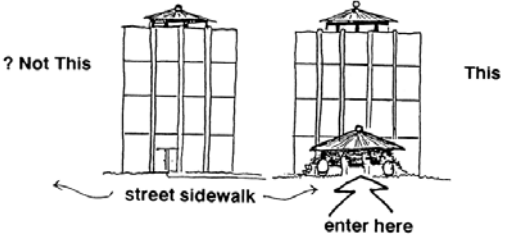
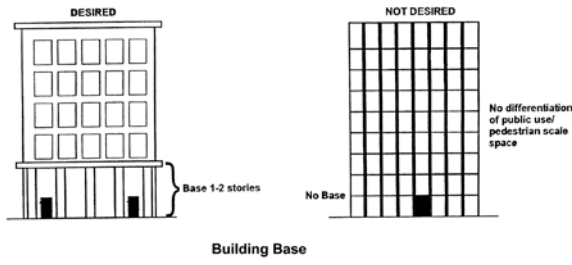
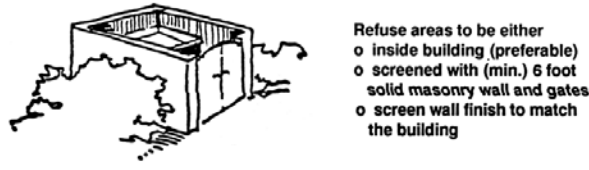
Camelback East Specific Plan Design Guideline		Applicant Comments Regarding Compliance
<p>D. A continuous streetscape theme should be established based on the “Arizona Biltmore Hotel” style utilizing street trees, street and pedestrian scaled light standards, street furniture, and street medians as primary elements. An artist or artists shall be included in the development of this theme and in the design and construction of appropriate streetscape elements. This streetscape treatment should be used on Camelback Road from 26th Street to the Piestewa Peak Parkway, on Highland Avenue from 24th Street to the Piestewa Peak Parkway, on 20th Street from Highland Avenue to the post office, on 22nd Street from Highland Avenue to Camelback Road and on 24th Street from Highland Avenue to the north boundary of Biltmore Fashion Park.</p>	P	
<p>B.1 Placement/Orientation</p>		
<p>1.1 A strong and relatively continuous building frontage adjacent to public streets and the pedestrian spine should be provided. A minimum 30% of the lot frontage should include buildings at the setback line of each lot* along the defined pedestrian spine, with the exception of intersecting walkways and outdoor rooms, the frontage should be continuous along at least one side of the defined pedestrian spine. On the Colonnade (CCI) site this is most important along 20th Street. * “lot” means the project development lot for zoning.</p>	P	
<p>A. Parking fields should not exceed 250 feet in depth. If greater than 250 feet then 30 % of the frontage on a public street should have building abutting the street.</p>	P	
<p>1.2 Use streetscape elements (landscaping, art, special paving) to provide visual interest where buildings are not at the setback line to provide continuity.</p>	P	
<p>1.3 Development proposals should analyze and illustrate on the shading plan the impacts of summer and winter sun and shade of pedestrian spaces (plazas, walkways, public sidewalks, etc.) and on adjoining neighborhoods.</p>		
<p>A. Projects should minimize negative microclimatological impacts on adjacent residences and pedestrian areas.</p>	C	

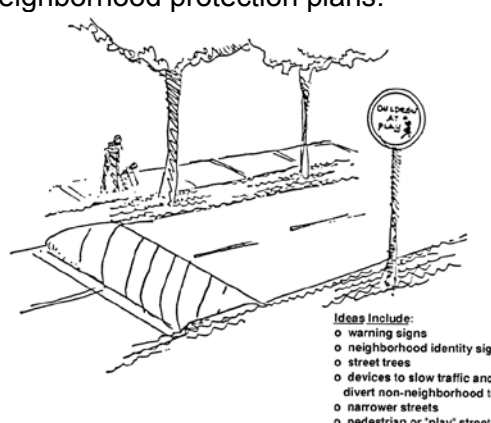
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B, In the design of pedestrian-oriented plazas and courtyards, hard surfaces should be shaded from mid-may through mid-October.	C	
1.3.1 To the maximum extent practical the pedestrian spine should provide substantial, evenly distributed areas that will be 1) in sunshine during the middle of the day from mid-October through the end of May, and 2) in shade from the end of March through Mid-October. The goal is to enhance the comfort of people using the pedestrian spine throughout the year and thereby encourage its use. With the exception of vehicular crossings, those portions of the pedestrian spine crossing surface parking areas should be in <u>near</u> continuous shade from the end of March through mid-October.	P	
1.4 Buildings in the Core Gradient should be designed to preserve privacy for adjacent single family residential areas through such measures as building orientation, clerestory windows, positioning windows so they do not face residential properties, eliminating windows or providing other window screening devices.	P	
<p>A. A statement must be submitted at the time of development review demonstrating both the extent of impacted residential areas and measures taken to ensure privacy.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Clerestory Windows</p> </div> <div style="text-align: center;">  <p>Horizontal Louvers</p> </div> </div>	R	
1.5 For buildings that abut the pedestrian spine or front on an outdoor room that abuts the pedestrian spine:		
A. Provide an outdoor walkway that passes between buildings and connects to the pedestrian spine or the abutting outdoor room at intervals of approximately every two hundred (200) feet. The minimum walk way width shall be eight feet.	P	

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<p>B. For buildings that exceed two hundred feet in length before providing a walkway as per 1.5 A, provide retail shops with clear, non-reflective glass windows and individual shop entries fronting on the pedestrian spine at a maximum of 100 feet apart. Such shops shall be distinctive through the use of offsets or architectural treatment from the larger user.</p>	P	
		
<p>B.2 Height, Bulk and Area</p>		
<p>2.1 Buildings should be designed so they do not extend closer to the street than a line drawn at 60 degrees from the front property line (plus or minus 5% or 3 degrees) on Camelback Road, 24th Street, 20th Street, 22nd Street and Highland Avenue.</p>	P	
		
<p>2.2 In core center areas building height should be limited to four stories (56 feet) within 150 feet of a single-family residential district.</p>	P	
<p>2.3 Except as provided in Table E, the following building height and setback standards will apply to all development within the Core Gradient that is adjacent to existing single-family district in conformance with the diagram below:</p>		

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<p>A. A 25 foot setback and landscape buffer, with two rows of trees, (minimum 24-inch box/2-1/2 inch caliper) of a fast-growing variety that will reach maturity within three (3) years shall be provided along the property line(s) adjoining single-family district to provide screening.</p> 	R	
<p>B. Parking will not be allowed within 25 feet of an adjacent residential zoning district.</p>	R	
<p>C. Mechanical and electrical equipment, ventilators, loading facilities, trash enclosures or other noise generating devices or equipment, will not be located on a building wall or roof facing residential property or within 50 feet of the property line adjacent to a residential zoning district.</p>	R	
<p>D. An eight foot high solid masonry wall must be provided on the property line adjacent to a single family residential zoning district. The wall height will be measured from grade of the higher elevation property.</p>	R	
<p>E.1 Roof top activity areas for any building of three stories or more facing a single-family district or multifamily use of two stories or less shall provide a parapet and/or physical separation from the roof edge so that views of the ground surface within 250 feet of the building shall not be visible.</p>	R	
<p>E.2 The face of balconies oriented to a single-family or a multifamily use of two stories or less shall have a 3' 6" translucent wall or opaque barrier.</p>	R	
<p>B.3 Architecture</p>		

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3.1 Community facilities (e.g., library, post office, meeting rooms, museums, theaters, government offices) should be architecturally prominent and easily accessible with a strong orientation to pedestrian spaces.	P	
		
3.2 Architectural design and site planning should be considered that incorporate a design theme that is compatible with a strong regional, cultural and environmental awareness.	C	
B.4 Articulation		
4.1 Design elements at ground level, especially along the pedestrian spine, should be created with sufficient variety and detail to be of interest to pedestrians by providing three or more of the following:		
A. Architectural details and articulation.	P	
B. Visual links to open spaces within developments.	P	
C. Ground level building facades that incorporate a substantial portion of their frontage as transparent elements.	P	
D. People-active areas and uses (balconies, terraces, patios, etc.).	P	
E. Intersections/movement options for pedestrians should be frequent, avoiding long, blank walls.	P	
4.2 Highly visible and direct pedestrian access to buildings, transit waiting areas and businesses should be provided from the public streets, the pedestrian spine, and internal plazas.		
A. Building entries should be architecturally prominent.	P	
B. Ground floor retail and service businesses located within 50 feet of a public street should have direct access from the public street.	P	
C. Barriers such as walls and hedges between buildings and bus stops should be avoided.	P	

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<p>D. Provide at least one building or site entrance per block per public street or 300 feet whichever is less.</p> 	R	
<p>E. All buildings over four stories in height should be designed with a building base that is differentiated from the remainder of the building in order to relate to a pedestrian scale.</p> 	P	
<p>F. Walls without windows or shadow boxes shall not exceed thirty percent of the area of the first 12 feet of the height of the building within 100 feet facing a street or designated pedestrian spine or outdoor room.</p>	R	
B.7 Screening		
<p>7.1 Loading and storage areas, mechanical and electrical equipment and refuse areas should face away from public streets.</p> 	P	
<p>7.2 Fire escapes must be architecturally integrated (enclosed or otherwise designed to avoid a "tacked-on" appearance).</p>	R	
C. Subdivision/Design Development		
C.1 Streets/Circulation		

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<p>1.1 Existing neighborhood streets should be redesigned to serve as quality open space, with a strong pedestrian emphasis as part of neighborhood protection plans.</p>  <p>Ideas include:</p> <ul style="list-style-type: none"> o warning signs o neighborhood identity signs o street trees o devices to slow traffic and to divert non-neighborhood traffic o narrower streets o pedestrian or 'play' streets 	C	
<p>1.2 Consider street closures and other measures such as street narrowing, changes in street texture, speed controls, speed bumps, street medians or traffic circles to eliminate cut-through traffic in neighborhoods commensurate with public safety considerations.</p>	C	
<p>D. Specialized Uses</p>		
<p>D.4 Signs</p>		
<p>4.1 Character</p>		
<p>4.1.1 Quality, durable materials, compatible with site and building design, should be incorporated in the sign design and construction. Materials such as masonry, concrete, stainless steel, natural rock or stone should be incorporated. Unless compatible with the building design, visible aluminum should be used on a minimal basis. Internally illuminated panels are discouraged. Routed or individual letters are preferred. There shall be consistency in the quality and durability of materials between the panels used on the sign.</p>	P	
<p>4.2 Location</p>		
<p>4.2.1 Where a sign is blocked by an abutting building a building identification sign shall be placed at the lowest possible height that will provide visibility from of the abutting arterial or collector street, while the street address numerals, if used, may be placed no higher than the story immediately above the building identification sign.</p>	R	

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4.2.2 Retail buildings shall have no wall signs above a height of 56 feet.	R	
4.2.3 The maximum sign height of a ground sign in the Core allowable after design review and/or by a comprehensive sign plan shall be twenty (20) feet.	R	
4.2.4 Multi-family residential buildings, hotels and parking structures shall have wall signs no higher than the top of the second story. Hotels may have wall signs up to a height of 56 feet.	R	
4.2.5 Unless otherwise regulated by the fire code, office buildings, including banks, of more than two stories shall have wall signs no higher than the top of the second story, except for street address numerals which may be located on the first or second story.	R	
4.2.6 Other than a directional sign, in no event shall an illuminated sign be located closer than one hundred fifty (150) feet to the closest property line of any single-family residential district unless the sign does not face, is not oriented to, or is obscured by intervening structure from the residential district.	R	
4.2.7 No roof signs or roof-mounted signs shall be allowed in the Core. The horizontal surface of sidewalks, pedestrian areas, landscaped areas, private street surfaces and similar surfaces shall not be used for signs.	R	

For additional information, contact the Long Range Planning Department at 602-534-3753 or pdd.longrange@phoenix.gov.

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