



CITY OF PHOENIX

1ST STREET STREETScape STUDY

VAN BUREN ST. TO MORELAND ST.

PROJECT NO. CD30000019



MARCH, 2012

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PREPARED FOR:

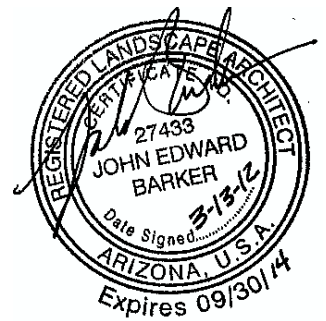
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1. INTRODUCTION

This 1st Street Streetscape Study is part of the greater Downtown strategy to place a higher priority on enhancing the attractiveness of the downtown streets and the livability of the downtown area as development intensity increases. As part of the greater downtown area, this study specifically focuses on the 1st Street corridor from Van Buren Street to Moreland Avenue and is intended to be used in conjunction with the Downtown Code. The guidance presented in this study does not supersede any existing federal, state or city laws, rules, and regulations. All projects remain subject to relevant statutes, zoning requirements, and appropriate reviews.

The purpose of this streetscape study is to identify a set of preferred urban design improvements and treatments that can be implemented either in conjunction with new development, or through direct public or private capital investment. Implementation of streetscape concept plan is mostly voluntary, but the plan represents an already reviewed design concept, which may streamline implementation.

1.1 PROJECT DESCRIPTION / BACKGROUND

This 1st Street corridor has been identified in previous planning studies as a pedestrian street with wider sidewalk widths and enhanced pedestrian amenities beyond the normal development standards required for other downtown streets. As a pedestrian street, it is a major part of the “Connected Oasis” concept that has been presented for downtown Phoenix as part of the Urban Form Project, a comprehensive urban planning document for Downtown Phoenix. A main goal of the “Connected Oasis” concept is to provide shade for pedestrians to create a more pleasant experience and encourage more pedestrian use. In addition to shade, the “Connected Oasis” concept calls for other engaging amenities to enhance the pedestrian experience, such as creating public open spaces,



providing for public art, and creating a streetscape character unique to the local community.

The northern boundary of the 1st Street study area was established at Moreland Street where 1st Street ends on the south side of Hance Park. Van Buren Street was established as the southern boundary of the study area due to potential redevelopment opportunities north of Van Buren Street while the area south of Van Buren Street is well established.

With the goal of developing design guidelines for the project corridor and establishing a seed project that will set the character for future development, the City is using the 2006 Downtown Streetscape Program Bond Fund identified by the Economic Development Program to provide funding for the study, development of the concept and project guidelines, and for the construction of the seed project within the study corridor.

1.2 CONTRIBUTING STAKEHOLDERS

The study process included input from several City departments and downtown area stakeholders. The Street Transportation Department provided roadway geometric criteria, lighting standards, and maintenance requirements; the Planning Department provided character information, development standards, right-of-way frontage types, and the pedestrian sidewalk width and landscape framework; the Water Department provided waterline clearance requirements; and Public Transit Department provided bus route circulation requirements.

Stakeholders in addition to City staff included property and local business owners, Arizona State University representatives, local residents and people that travel the study corridor, and the Phoenix Community Alliance.

The following individuals participated in the stakeholder meetings. We thank them for their willingness to lend their time and ideas to the study, and for their continued involvement during the course of implementing the streetscape concept.

Stakeholders:

Dwayne Allen
Jim Baca
Ben Bethel
Diane Bowman, Arizona Public Service
Gail Brinkmann, City of Phx. Street Trans. Dept.
Mike Cynecki, City of Phx. Street Trans. Dept.
Ray Dovalina, City of Phx. Street Trans. Dept.
Jason Fernandez, City of Phx. Street Trans. Dept.
Theresa Flechter, ASU
Benjamin Gutkin
Andrew Haines
Jason Harris, City of Phx. Comm. & Economic Dev.
Cherie Hudson, ASU
Carol Johnson, City of Phoenix Planning Dept.
Don Keuth, Phoenix Community Alliance
Briana Leon, City of Phx. Street Trans. Dept.

Stakeholders continued:

Jo Marie McDonald, Phoenix Community Alliance
Josh Oehler, arcone associates
Pat Panetta, ASU
Bramley Paulin
Kurt Schneider, L.D. Schneider & Associates
John Siefert, City of Phx. Street Trans. Dept.
Shane Silsby, City of Phx. Street Trans. Dept.
Dan Suhr
Sean Sweat
Matthew Taunton
Zach Timberlin
Thomas Topero
Heide Young, City of Phx. Street Trans. Dept.
Cheryl Varosky, Arizona Public Service
Nichelle Zazueta-Bonow, City of Phx. Comm. & Econ. Dev.

1.3 PROJECT PURPOSE

The purpose of this report is to provide overall concepts and a description of the proposed character with enough detail to direct future preparation of construction drawings. This report will be used by City staff, community members, developers, designers, and property owners. These guidelines contain qualitative factors that should be used in the design of future projects to reinforce the specific character described in this report. Design guidelines and statements in this report are meant to inspire and serve as a benchmark for excellence, not constrain creativity.

The Concept Plan transforms the 1st Street streetscape by providing a local identity owned by the community. The Plan aims to encourage growth and sustainability of business activity within the area. The Plan's objectives are to:

- Improve the quality of the public domain and environment;
- Strengthen community identity by fostering a "Sense of Place" and respect for culture;
- Strengthen civic pride;

- Enhance business opportunities, especially in regard to dining and entertainment;
- Meet the goal of creating a pedestrian street, by designing the streetscape to reflect a pedestrian friendly environment;
- Engage the community in the process of change; and
- Act as a catalyst in the revitalization of 1st Street, attracting investment and improving employment opportunities.

The concept plan was developed using the following general design philosophies.

Design for Context

Streets help define the character of neighborhoods. Their design should refer to the surrounding context, including the history, land uses, and nearby landmarks.

- Preserve the unique character of the neighborhood.
- Support connections to nearby land uses by providing gathering spaces and pedestrian access to and from major destinations.
- Design to be a green, traffic-calmed environment that encourages walking, bicycling, and recreational activities.
- Design to balance the accommodation of vehicular traffic with safety and community needs.

Design for Livability

Beyond their use for moving people and goods, streets comprise an extensive network of public open spaces that can facilitate social, civic, and economic interactions.

- Expand usable public open space by reallocating underutilized roadway space to create pedestrian plazas, expanded sidewalks, corner and mid-block curb extensions, and opportunities for green planted areas.
- Design to encourage physical activity for all ages and populations by making walking,

bicycling, and transit attractive and convenient.

- To meet the goal of creating a pedestrian street, the design of the streetscape will reflect a pedestrian friendly environment with an attention to scale, beauty, and function that work for and celebrate the people rather than the cars. The pedestrian will feel connected, inspired, comfortable and safe.
- Include public seating when there is an appropriate maintenance partner.

Design for Sustainability

Sustainability should be integrated into the streetscape through the use of design elements that will address the long term well-being of the environmental, economic, and social dimensions of the streetscape.

- Collaborate across agencies in testing new materials so that streets are constructed in an environmentally sound way.
- Minimize impermeable surfaces and maximize vegetation on streets. Street designs should use stormwater source controls and other best management practices (BMPs) wherever possible.
- Enhance the conditions for health and long term viability of vegetation.
- Reduce the heat absorption of streets by maximizing tree canopy cover and utilizing paving materials with high Solar Reflectance Index (SRI) values when possible.
- Reduce maintenance and accommodate the ease of repair so that the streetscape design remains intact as adjacent areas are developed.
- Design a plan that is implementable by both the public and private domain, in terms of design flexibility, material availability, and capital and maintenance costs, while maintaining the original established character, so that the streetscape enhances the long term economic vitality of study area.

Design for Visual Excellence

Great cities are defined by the visual quality of their streets. City of Phoenix streets should be designed to the highest aesthetic standards possible, maintaining consistency in their character in order to achieve a coherent and harmonious streetscape.

- Improve the coherence of the neighborhood's streets by using consistent materials.
- Consider long term maintenance. Materials should be selected that are easily maintained and are durable over an extended period of time.

Design for Cost-Effectiveness

Reconstruction of city streets requires substantial financial resources. The list of worthwhile projects competing for a limited pool of funding is extensive. It is therefore important to ensure that street designs are cost-effective.

- Consider full lifecycle costs and benefits when developing street designs. Besides their initial capital outlays, the measurable long-term economic, environmental, safety, health, and other benefits of well-designed, well-managed streets should be taken into consideration.
- Design streets to meet the city's future needs. Streets are reconstructed very infrequently. Consideration of future conditions and needs should be part of the planning process.

2. INVENTORY & ANALYSIS

Initial coordination meetings were conducted with representatives of impacted agencies and departments to identify project issues and to solicit recommendations and ideas regarding the streetscape as well as the street narrowing. Information was obtained from: the Street Transportation, Water, Public Transit, and Planning Departments. Additional follow-up meetings were also conducted during the course of the project.

2.1 INVENTORY

Resources were reviewed as part of the project inventory and analysis. In addition, the team walked the project corridor several times and photographed the area over the course of the project. Existing conditions were identified to gain a sense of the local community character and context. The existing conditions and context are described below.

2.1.1 Right-of-Way

The existing Right-of-Way width on 1st Street is 100 feet from Polk Street to Moreland Street. South of Polk Street the Right-of Way is 85 feet wide, but there is an additional 16-foot wide sidewalk easement for a total of 101 feet.

2.1.2 Street Section

The existing street cross section is very wide for the amount of traffic use. The street width varies from 64-feet to 70-feet. There is either diagonal or parallel parking on both sides of the street, and the street is striped for one lane in each direction plus a continuous left turn lane. The crown of the road is often elevated above the top of curb, and a good portion of the curbs are an old style with a 10-inch plus height. The elevated crown is likely due to decades of street repaving that has built up the centerline of the street and exaggerated the crown



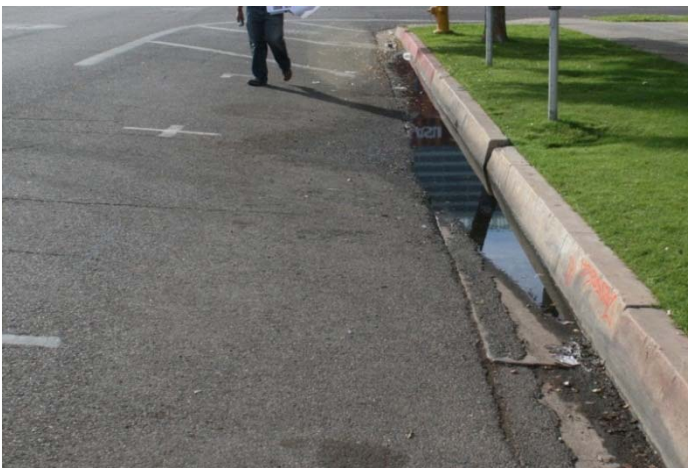
North of Roosevelt St. there is 70-feet of street pavement for two lanes of traffic.



Existing tall old style curbs are a safety issue for pedestrians and can be damaging to vehicle doors and bumpers.

2.1.3 Drainage

Existing stormwater drainage within the corridor is conveyed by an aging system of curb and gutter and inadequate catch basins. The elevated crown of the street presents a potential flood hazard for those properties with low floor elevations on the upstream side of 1st Street (east side). Stormwater travels east to west in the downtown area and the high street crown somewhat acts as a dam. If the storm drain inlets are overwhelmed by a large storm, runoff will pond up to the elevation of the street crown which is higher than some floor elevations, hence the potential flood hazard.



Old storm drain system does not function well. Small old-style catch basin is submerged for days after a storm.

2.1.4 Utilities:

There are underground waterlines, storm drains, and communication lines that impact the conceptual streetscape layout. For the majority of the project, an existing 30-inch storm drain, a 30-inch waterline, and a 6-inch waterline lie in the west side of the street right-of-way; while several communications utilities and a small storm drain lie in the east half of the right-of-way. The existing street lights are powered by overhead power lines.

2.1.5 Transportation

1st Street does not provide a direct connection between arterial streets and therefore, vehicular traffic is mainly local.

There are several public transportation systems that use 1st Street between Roosevelt and Van Buren Streets, including Valley Metro and DASH. Arizona State University also uses 1st Street for a bus route that provides transportation to ASU's Tempe campus.



Several bus services use 1st Street on their routes.

Existing pedestrian traffic mainly comes from the ASU campus on the south end of the project, except when special events occur such as the First Friday's art event, the Public Market on Saturday's, or seasonal events that take place at Hance Park. The existing sidewalks are typically 4 to 5 feet in width and are in need of replacement in many locations.



Aging sidewalk needs to be replaced in many areas.

2.1.6 Parking

This section of 1st Street has existing parking on both sides of the street, with either striped diagonal or parallel parking depending on the traffic lane configurations and driveway locations. Although there have been a variety of striped parking configurations over the years, in January 2010, there were 174 street parking spaces between Van Buren Street and Moreland Street. The parking spaces south of Roosevelt Street are City metered. The existing tall curbs can be troublesome for front bumpers and opening car doors.



Photo of existing street character: large curb; small catch basin; unconventional striping to utilize wide pavement; eclectic architectural character.

2.1.7 Land use

The land use along the study corridor is generally commercial, with some residential including St. Croix Villas and the ASU campus student housing. The commercial uses include office, restaurants, hotel, private parking, art galleries, theater, worship, and the ASU campus.



Residential

Office

Restaurant

Hotel

Parking

Galleries

Worship

2.1.8 Zoning

The street and adjacent properties fall within the Downtown Core – West Evan Churchill zoning district, and the corridor also falls within a Transit Overlay District.

2.1.9 Character & Visual Quality

The existing character of the project corridor is an eclectic mix of new and old architecture of varying styles. Renovated buildings with a contemporary style reside side-by-side with older or historic structures. There are many properties that are vacant, and some that are serving as parking lots until future development arrives.

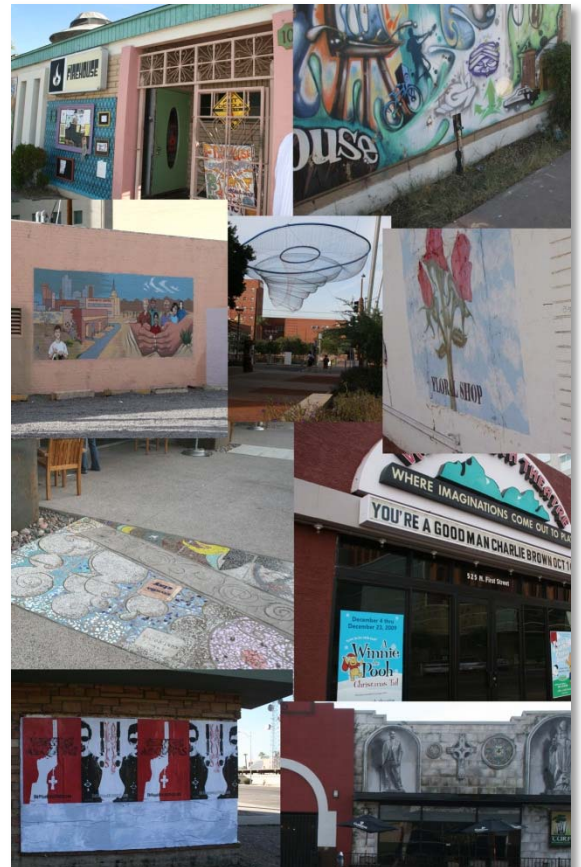


Existing street character is a collection of old and new architecture, developed and undeveloped properties, and typical urban blight issues associated with undeveloped downtown property.



New development south of Fillmore Street, including the ASU campus, has revitalized the area and initiated the narrowing of 1st Street.

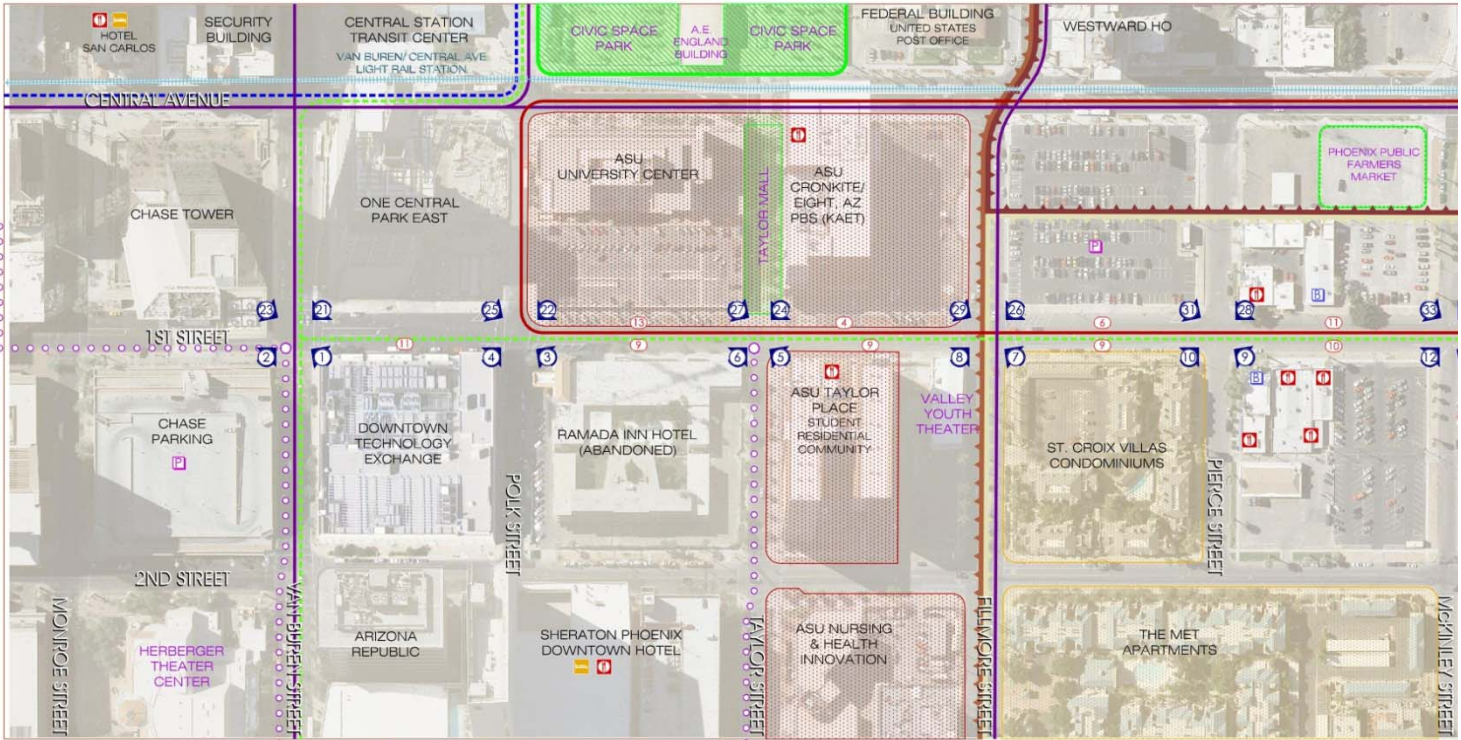
The new ASU downtown development south of Fillmore Street has infused the southern portion of the corridor with revitalization and has added to both the pedestrian and vehicular activity along 1st Street.



The project is located within the Evans Churchill Character Area which is an arts-oriented community. Artwork is prevalent throughout the corridor.

2.1.10 Inventory Map

A photo inventory was conducted in November, 2009. In addition, information pertaining to the project site was obtained from City planning documents including: Character Area designation, transportation routes, and land uses. This information is shown on the following Inventory Map.



- ← Orpheum Theater 0.22 miles
- ← Phoenix City Hall 0.25 miles
- ← Dodge Theater 0.60 miles

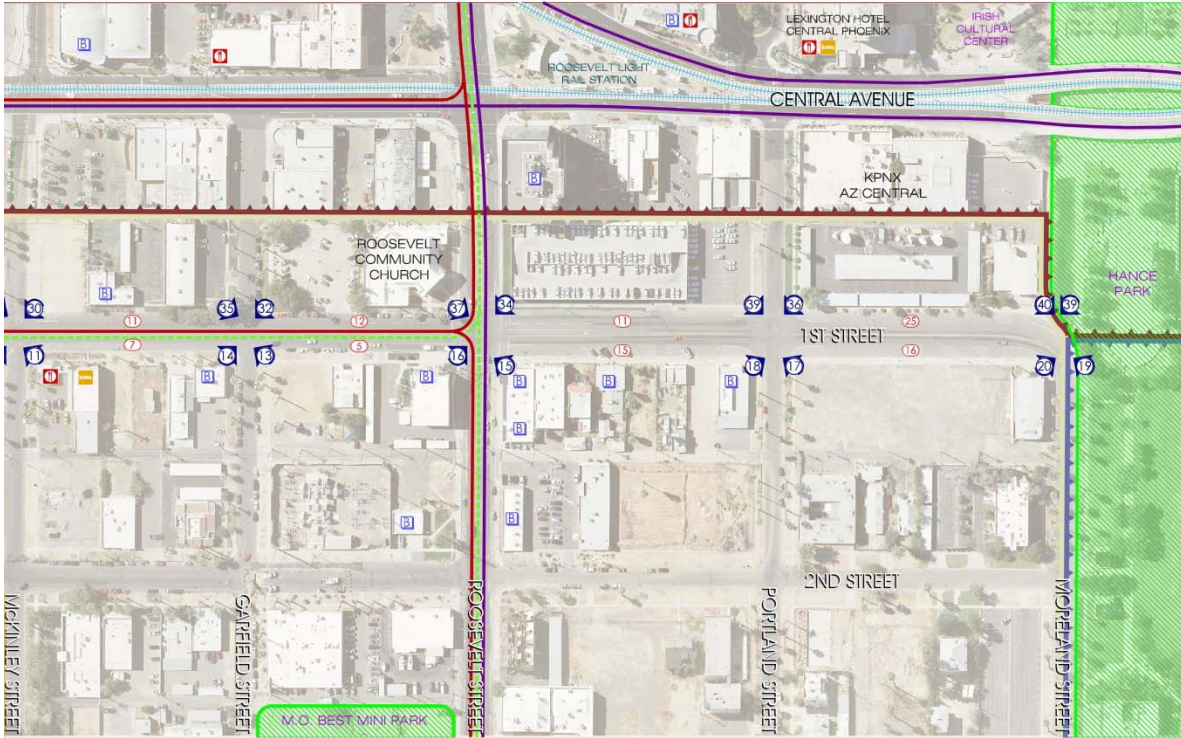
- ← U.S. Airway Center 0.34 miles
- ← Chase Field 0.57 miles

- ↓ Phoenix Convention Center 0.30 miles
- ↓ Heritage Square 0.43 miles
- ↓ Phoenix Museum of History 0.46 miles
- ↓ Arizona Science Center 0.50 miles



1st STREET STREETScape:
Van Buren St. to Moreland St.

INVENTORY



MAP LEGEND

- PARKS
- ASU CAMPUS
- RESIDENTIAL
- BUSINESS
- RESTAURANT
- HOTEL
- PHOTO LOCATION

TRANSPORTATION LEGEND

- VALLEY METRO LIGHT RAIL
- VALLEY METRO BUS ROUTE
- ASU CAMPUS SHUTTLE
- DASH ROUTE
- DOWNTOWN LOOP
- GOVERNMENT LOOP

CHARACTER AREAS

- BUSINESS CORE
- DOWNTOWN GATEWAY
- TOWNSEND PARK
- WEST EVANS CHURCHILL

Other Symbols:

- PUBLIC PARKING
- # of PARKING SPACES ALONG 1st STREET
- DESTINATION DISTANCE from 1st STREET

0 120' 240'
SCALE: 1"=120'



MAP



1/22/2010

2.2 ANALYSIS

A corridor analysis was conducted that identified opportunities and constraints. The analysis reinforced the need to reduce the extensive amount of under-utilized street pavement, and to create a pedestrian street based on the connectivity the corridor provides between business, residential, and public space land uses, and downtown area attractions. The analysis identified several existing infrastructure constraints which heavily influenced the direction of the concept design, including stormwater drainage and underground utilities. The underground utilities were the primary constraint, and included storm drains, a 30-inch water line, a 6-inch water line, and several communication utility lines.

Opportunities & Constraints

2.2.1 Right-of Way

Since the street pavement width will be narrowed, the existing width of the Right-of-Way provides ample space to provide for enhanced pedestrian and landscape area.

2.2.2 Pedestrian Use

Identified as a proposed pedestrian street in previous planning studies, 1st Street has many attributes that will foster pedestrian activities. Low vehicular traffic volumes, a good mixed use of commercial and residential activity, the proximity to downtown art and entertainment activities, the ASU campus population, and the vicinity to mass transit. Other than the existing substandard conditions of the sidewalk, the main constraint that deters pedestrian use of 1st Street is the lack of shade.

2.2.3 Transportation

Although labeled as a pedestrian street, an ample parking supply is provided along the street and within the corridor area providing access to the commercial businesses. Located in the downtown core area, both private and public transportation to the area is well accommodated by close proximity to the I-10

freeway, major arterial streets, bus routes, and the light rail system.

The City has designated 3rd Street and 3rd Avenue as north/south bicycle routes into the downtown area. The low volume of vehicular traffic on 1st Street and the cross streets allows bicycle traffic to share the vehicle lanes within the corridor, and to make connections to the designated bicycle routes.

2.2.4 Land Use

The mix of land uses that is being established within the corridor creates the opportunity for regular pedestrian activity throughout each day of the week.

2.2.5 Historic and Urban References

The eclectic character of the corridor with a mix of old and new development, creates an opportunity for combining contemporary design with historic, more traditional references. The zero setback allowed by zoning promotes an urban feel.

2.2.6 Utilities

The utilities require clear distances that must be maintained between the utility and tree plantings. The existing water and storm drain lines restrict tree planting for a significant portion of the west side of the right-of-way. Although the existing underground utilities are a constraint to creating a traditional symmetrical street section, the project will benefit from the opportunity to underground street light power lines, and from the existing storm drains which provide an outfall for new, more efficient storm drain inlets.

2.3 STAKEHOLDER MEETING #1

Three streetscape geometric concepts were developed in response to the analysis of the corridor. These basic concepts were presented in the first stakeholder meeting to start discussion and get feedback as to how the streetscape concept should be developed. Each concept illustrated where trees could be planted in relation to the

existing utilities, the alternative street and parking layout, and pedestrian zone dimensions.

The concepts were based on the constraints of the underground utilities, which limited where trees can be planted, and the street geometrics required by the City. The pros and cons of each concept were presented and discussed. The stakeholders provided input, creative ideas, and shared information about unique conditions near their properties. Stakeholders consisted of local business and property owners, Arizona State University representatives, local residents and people that travel the study corridor.

The following feedback from this stakeholder's meeting was used in the development of a more refined concept.

- Make the area like or foresee it someday being like a Gas Lamp District in San Diego.
- Will there be artificial shading?

- Is this in-line with Urban Form parameters?
- Property owners will want parking, parking is needed, angled provides more.
- Provide for better growing conditions for trees.
- Dislike of a median island concept; concerns included: access restriction, useless area, transient use, dog walk, and reduces parking. Prefer more active use on street.
- Prefer the Kierland concept as a model.
- Accommodations for Bicycles? Bicycle parking?
- Will project provide ADA compliance?
- Will there be room for city buses?
- Which is safer parallel or angled parking?
- Problems with speeding cars
- Priority is shade.



Exhibits used to explain existing utility conflicts, potential street layouts, and potential tree plantings

3. PRELIMINARY CONCEPT DESIGN

With the advice and endorsement of community members, Street Transportation, and Community and Economic Development staff, a preliminary streetscape concept plan was developed using the information gathered in the first stakeholder meeting, and the previously mentioned general design philosophies.

The preferred vehicular traffic scheme was a single street with one lane in each direction rather than north and south lanes divided by a landscape median, as was identified in two of the initial concepts. The preliminary concept design utilized a layout that attempted to maximize the tree planting areas while providing a balance on each side of the street in terms of angled and parallel parking and the pedestrian/landscape zone. In order to provide this balance certain intersections were offset which created a slight bend in the street at mid-block. The bend created a place for a mid-block pedestrian crossing and provided some level of traffic calming. The following assumptions, principals, and basic standards were used during the development of the preliminary concept plan.

3.1 ASSUMPTIONS & PRINCIPALS

3.1.1 Street and Parking Geometrics:

The following street geometrics provided by the City along with ASHTO design criteria shall be used.

- **Lane widths:**
 - With no left turn lane: Two 14-ft. lanes (28-ft. total);
 - With left turn lane: Two 13-ft. lanes, and 10-ft. turn lane (36-ft. total)
- **Left turn lanes:**
 - Both northbound and southbound at Fillmore and Roosevelt Streets.
- **Curb return radii:**
 - 1st Street right turn return = 30-ft. radius;
 - cross street right turn return = 25-ft. radius.

- **Parking:**

Maintain, as near as possible, the existing number of spaces.

Parallel parking: 24-ft. x 8-ft. (typical);
End spaces: 20-ft. x 8-ft, with bumper curb overhang.

Diagonal parking: 45-degree, 10-ft. wide x 18-ft. deep.

Accessible parking:

Diagonal: 10-ft. x 18-feet deep with 5-ft isle and connected S/W ramp.

Parallel: 13-ft. x 24-ft. long with connected S/W ramp.

Parking stalls to maintain a minimum 20-ft. distance from end of street curb return.

3.1.2 Drainage:

Although a topographic survey was not conducted for this study, there was a general understanding of the drainage patterns and drainage issues that needed to be addressed in concept development. Several options were identified to address drainage, including grated gutters within the sidewalk, in the scenario where the existing elevated street profile remained as is; and the more preferable option of lowering the street profile which will provide a more standard and maintainable approach with sidewalk drainage concentrating in the roadway gutter.

3.1.3 Pedestrian Area:

To meet the streetscape standards of the Phoenix Downtown Code, the sidewalk typical minimum width for 1st Street north of Fillmore Street shall be 12-ft. Any deviation from this shall be reviewed on a case by case basis to accommodate approved right-of-way frontage use. Such deviation shall be a minimum 8-ft. for short distances. The Downtown Code standard for sidewalk width for the cross streets in the study area is 8-ft.

The pedestrian area, including sidewalks, sidewalk ramps, tree grates, planters, etc. shall be compliant with the requirements of the Americans with Disabilities Act (ADA).

3.1.4 Sustainability:

- To promote a sustainable design theme that can be implemented in phases and easily maintained, standard MAG concrete sidewalks were used to:
 - Blend with the eclectic nature of the site context rather than to compete with it;
 - Accommodate integration of artwork or architectural elements - the simple grid pattern provides a canvas more compatible to site specific unique expression;
 - Provide a historic tie to the past simple grid pattern of the area’s old sidewalks;
 - Reduce the heat island effect – the light standard concrete color has a higher solar reflective quality than a darker textured or colored concrete surface;
 - Accommodate the ease of phasing and street repair – The simple standard design can easily be replicated without specialized materials or construction.
- Structural soils shall be used to improve tree growth and development.
- Permeable pavers shall be used to reduce storm water runoff and improve vegetation growing conditions, while providing a contrasting design element. Through the use

of the streetscape design and construction techniques, the permeable pavers will increase on-site infiltration and direct water to planting areas.

- Drip irrigation system shall be used to reduce landscape water use.

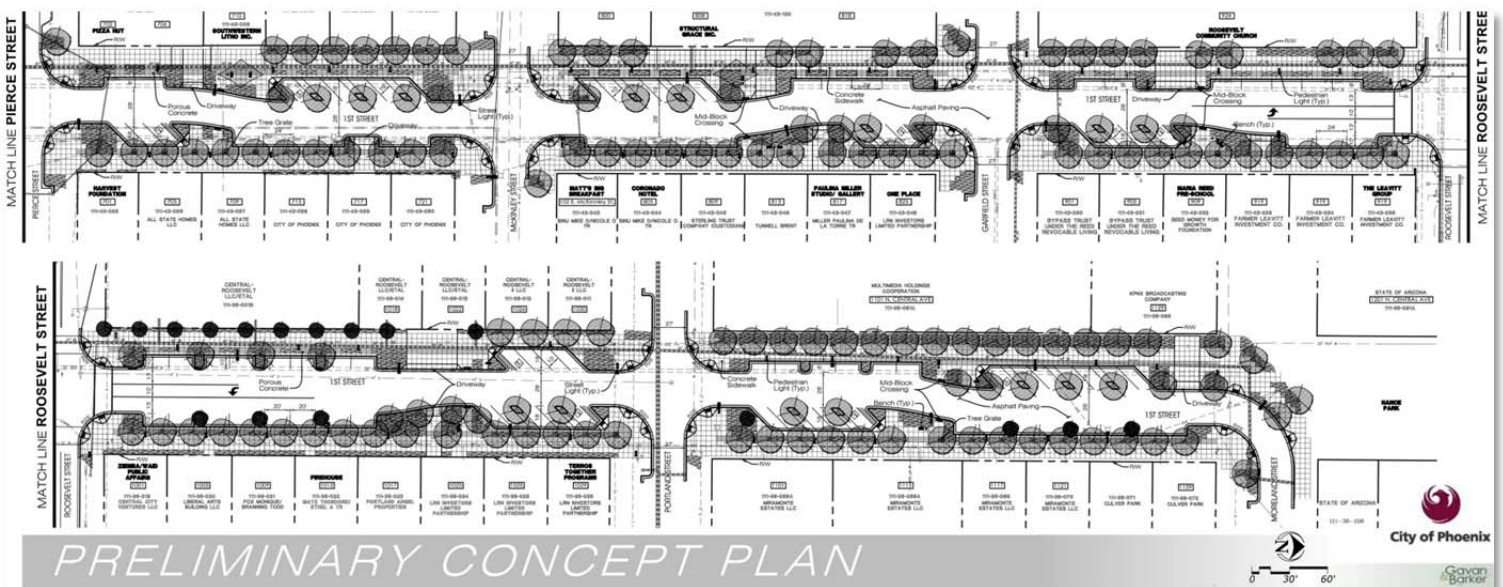
3.1.5 Landscaping:

Tree plantings shall be used to the fullest extent possible to meet the streetscape standards of the Phoenix Downtown Code. Trees must be strategically located to allow for their long-term survival and maximize their ability to provide shade and reduce the heat island effect, and improve air quality. Trees species were selected to provide: a good shade canopy; an upright form for pedestrian and vehicular safety; hardiness; low water usage; and suitability for the site context.

Shrubs and ground covers were selected for a heavily used streetscape environment based on hardiness, low water use, low maintenance, seasonal color, and suitability for the site context.

3.1.6 Street Lighting:

Street lighting and pedestrian lighting shall follow the City standards for the downtown area, which is the box-style with bronze colored poles. The southern end of the project, south of Fillmore Street, uses a specially approved lighting theme developed for the ASU campus.



3.2 STAKEHOLDER MEETING #2

The Preliminary Concept Plan was presented in Stakeholder Meeting #2. The design approach and development of the preliminary streetscape concept geometrics were explained, along with a more detailed discussion of the proposed pedestrian zone hardscape and landscape features, site furniture options, and land owner street frontage options.

In addition to the preliminary streetscape layout, the following exhibits were presented and discussed in the meeting:

1. Layout Concepts



Exhibit was used to illustrate elements of the street layout concept, including:

- The use of tree islands due to underground utility conflicts;
- The use of permeable pavers for drainage and plant health;
- The use of traffic calming measures;
- The use of a sidewalk grid for historic connotation and accommodation for artwork or future repairs and improvements;
- The concept's flexibility for allowing various sidewalk frontage options for adjacent businesses.

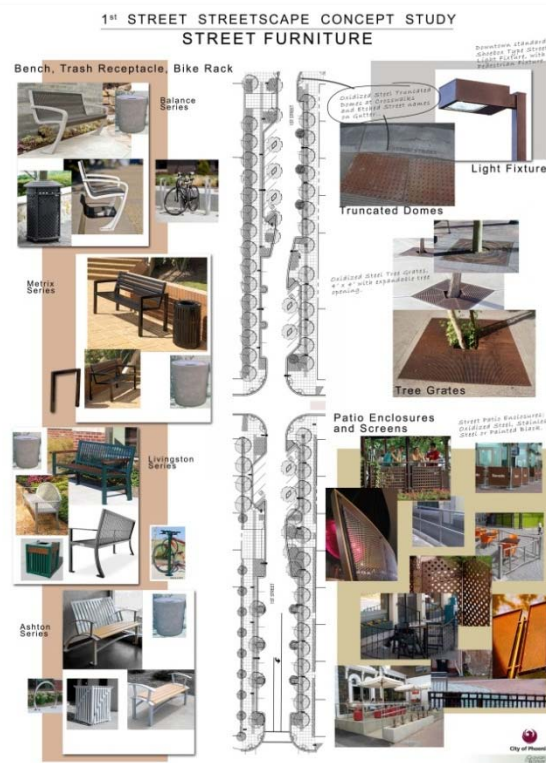


Exhibit was used to illustrate possible street furniture options that can contribute to defining the streetscape character including:

- Benches;
- Bike racks;
- Detectable warning plates at crosswalks;
- Tree grates;
- Light fixtures;
- Patio enclosures and screens

2. Street Furniture

3. Plant Materials

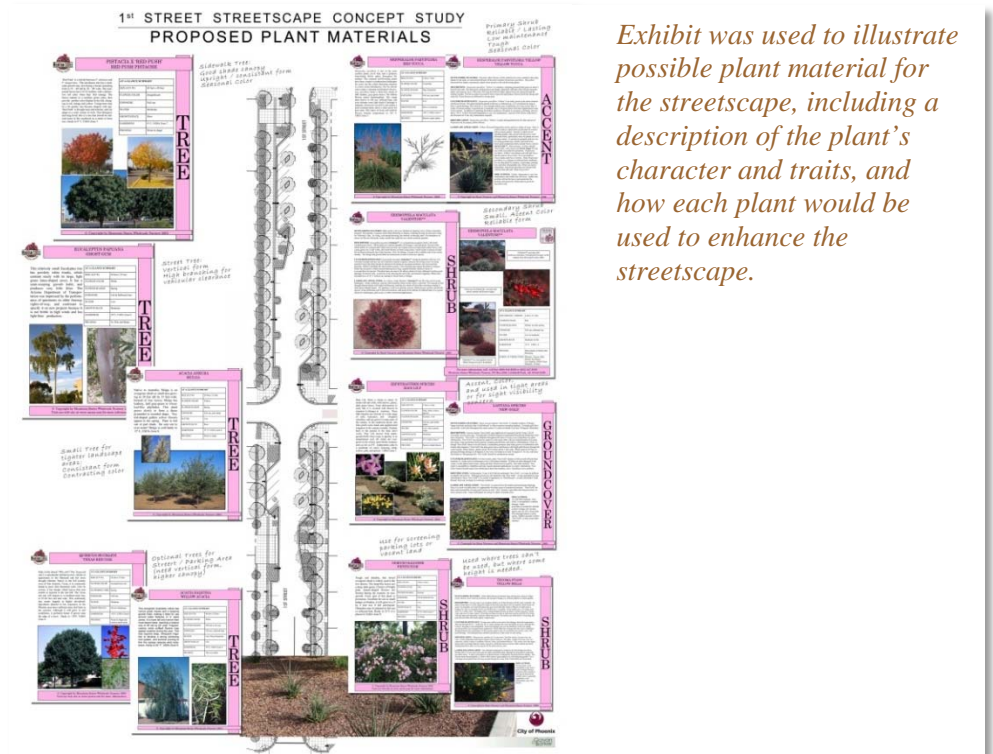


Exhibit was used to illustrate possible plant material for the streetscape, including a description of the plant's character and traits, and how each plant would be used to enhance the streetscape.

The following feedback from this stakeholder's meeting was used in the development of a more refined concept. There was a sense of a general consensus in favor of the preliminary concept plan presented.

The Comments received in Stakeholder meeting #2:

- Not in favor of median concept (two attendees voiced this opinion).
- What is given up with the median concept? (Design team response: Parking is reduced; restricted turn movements (access); more trees could be added to median, but maintenance agreement would be required).
- Median would not be used, current concept provides for more sidewalk activity.
- Provide continuous landscape strip.
- Either provide striped bike lane or make lanes narrower than 14-ft so that cars are forced to slow down and share lane with bicycles.
- Could power outlets be provided for First Friday vendors? (Owner) said plan is to use 1st Street for First Friday; provide link to Roosevelt District from Downtown. First Friday is going to be every Friday. Look at

booth size and power requirements and incorporate into the design.

- How much is parking reduced from what currently exists? (Design team response: concept provides 76% of existing) (184 existing vs. 141 in concept); addition of handicap stalls contributes to the reduction).
- Benches should be designed to discourage sleeping.
- Not in favor of using chairs instead of benches.
- Consider putting a bike rack (multiple) in a parking stall instead of on sidewalk.
- Consider using solar compacting trash cans like they are using in Flagstaff.
- Considerer solar LED street lights, no trenching/conduit needed.
- Concern over property owner maintenance; some owners may not take care of their trees.
- Likes current plan; definitely does not want the median. Would like to see more flexibility on character elements to keep the eclectic character; don't be stringent on landscape, furniture, etc.

- Concern with trees in small islands. If accommodations for trees (Structural Soils) are not implemented, then would not want to have the islands.
- Consider more traffic calming measures, such as textured pavement, so that bicycles can share the traffic lane.
- Group is generally opposed (doesn't see the need) for the southbound left turn lane at Roosevelt. (*Design team response: We will look into possibly shortening the lane, but will need to line up with lanes on the south leg of the intersection.*)
- Has the bus traffic been considered? (*Design team response: The proposed lane widths and curb return radii will accommodate buses.*)
- Likes what has happened to the streetscapes on the Downtown Avenues, now this plan needs to be implemented on 1st Street.
- Expanding on the new construction at Taylor St. and moving north makes sense.

3.3 STAKEHOLDER CONCERN - NON-TRADITIONAL LAYOUT

After stakeholder meeting #2, there was a concern raised by some stakeholders that the preliminary streetscape concept was not consistent with a downtown urban street layout due to the concept's street bends at mid-block. This group of stakeholders felt that the geometry should use a more traditional linear layout. With this feedback, an alternative alignment was prepared which addressed this concern.

3.4 STAKEHOLDER MEETING #3

The attendees were informed of an alternative alignment, which was developed based on stakeholder feedback after Stakeholder Meeting #2. The details of the two alignments (concept alignments A & B) were presented; Alignment A was the concept presented in Stakeholder Meeting #2

and included the curved sections of street; Alignment B was developed to be a more linear/traditional urban street, but included a much larger sidewalk frontage on the west side of the street than on the east, due to the restrictions as to where trees could be planted.

The following are attendee comments/questions with Design Team / Staff responses in italics:

- Concerned with Alignment B and the narrow sidewalk on the east side at the Fillmore St. left turn lane; likes Alignment A – provide more space.
- Attendee said his preference would be to keep the existing curbs and landscaping and just install bump-outs at the intersections – maximize investment dollars. (*Design team response: It is important to provide pedestrian improvements: wide sidewalks, shade, bike racks, etc.*)
- Question was asked - Is there a similar street in Downtown Phoenix.
- Attendee would prefer even narrower street than the 28-foot width proposed. (*Design team response: 28-feet is needed to provide adequate room for turning movements, delivery trucks, etc. and we need to be concerned with future development that will increase traffic.*)
- St. Croix resident said alignment B provides too little room in front of St. Croix's high wall. He prefers alignment A.
- Attendee wanted to know how this plan fits with the overall downtown plan. (*Design team response: The Downtown Code does not address streets on a whole, but addresses the development frontages. The Downtown Urban Form project set a vision.*)
- There was disagreement between attendees that the offset alignment of B was an issue (providing a very wide sidewalk on the west side compared to the east side). Some think that property owners could feel cheated if they have narrower frontage, and may complain.

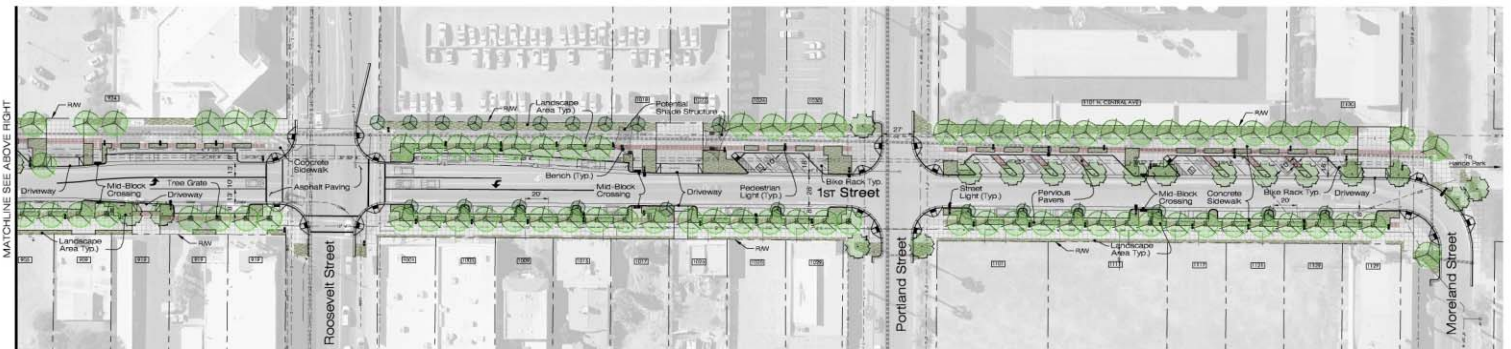
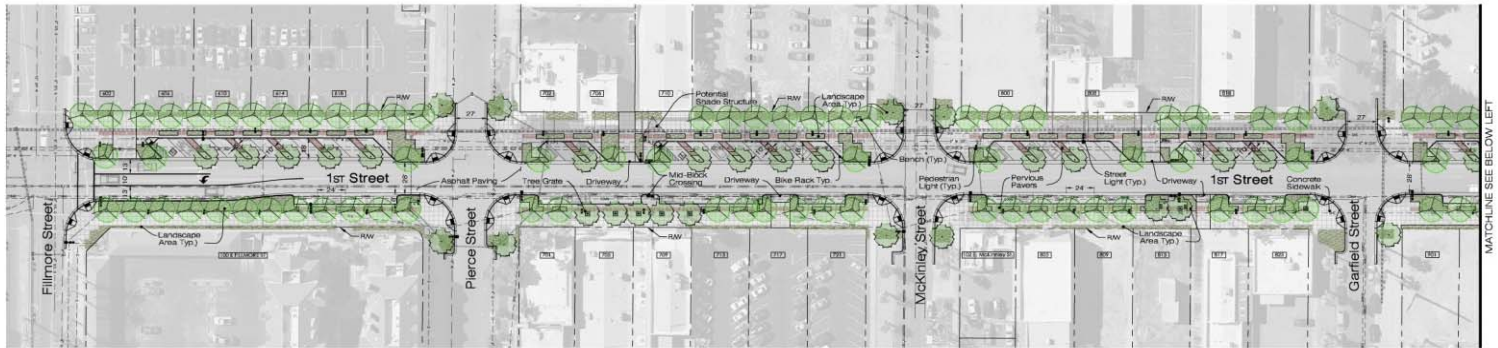
- Appeared to be a split decision by attendees of those in favor of alignment A or B.
- General consensus among attendees was that the first section to be improved should be from Fillmore moving north. (*Design team response: The sections to be improved will be dependent on property owner involvement and acceptance of maintenance responsibilities.*)
- Next step will include finalizing the concept plan and guidelines and having City council adopt them.
- Attendee asked for confirmation that the median concept will not come back. (*Design team response: The median concept is not in the plan.*)

3.5 ALTERNATIVE ALIGNMENT "C" (RECOMMENDED ALTERNATIVE)

The alignment issue discussed in stakeholder meeting #3, with one side in favor of a more linear layout, and the other wanting a balanced sidewalk frontage, inspired the design team to study a third alignment which met the desires of both sides. An "Alignment C" was developed which located all of the angled parking on the west side of the street. This allowed a straight street alignment and a balanced sidewalk frontage while keeping the designed character of the streetscape plan intact.

The attendees of stakeholder's meeting #3 were presented the "Alignment C" alternative, and there was a consensus to move forward with this recommended alignment.

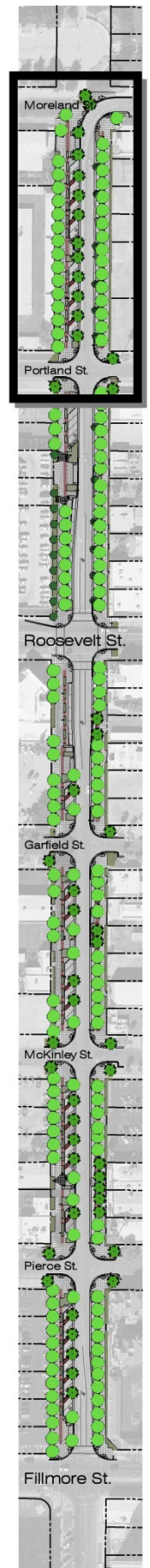
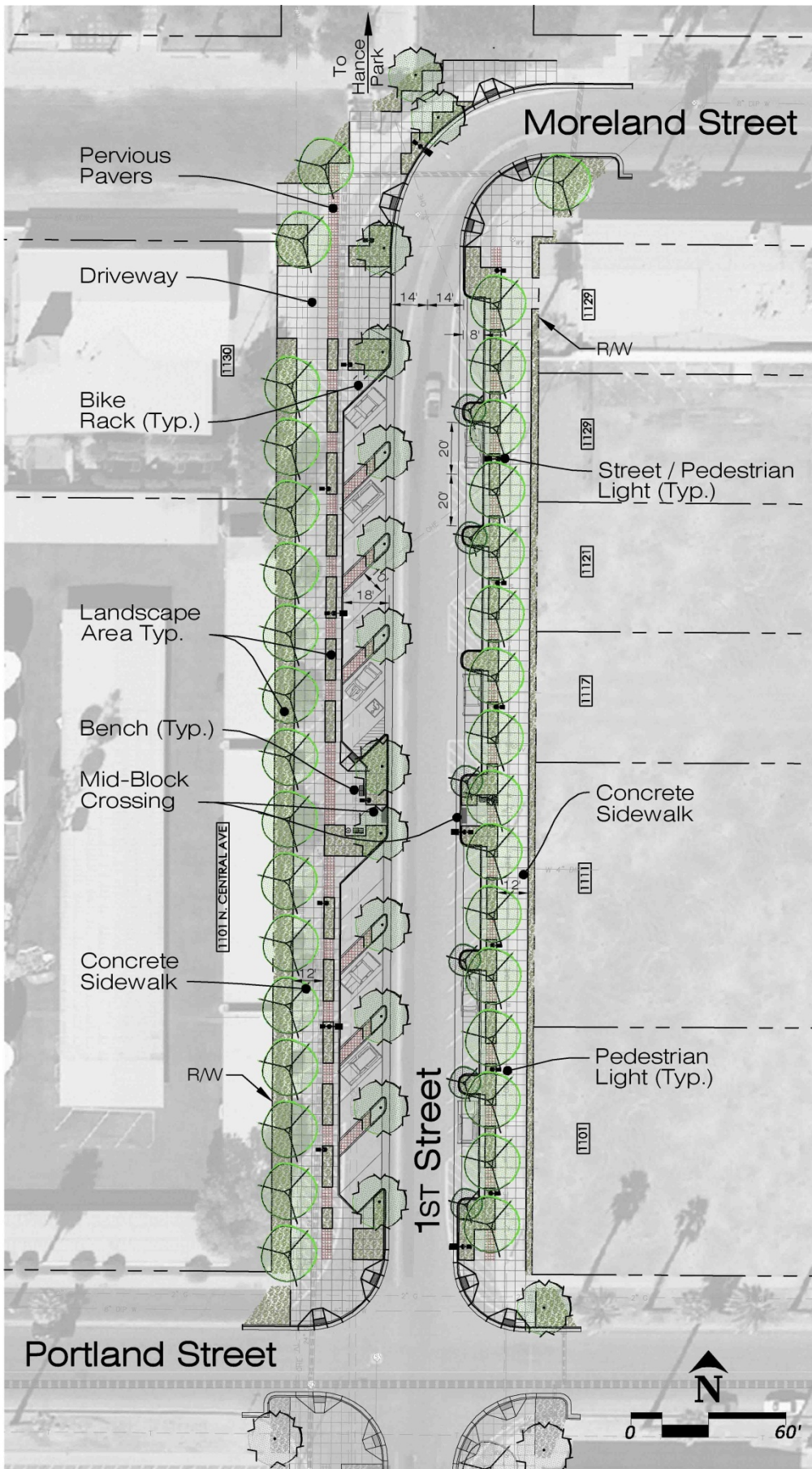
1ST STREET - PROPOSED STREETScape LAYOUT



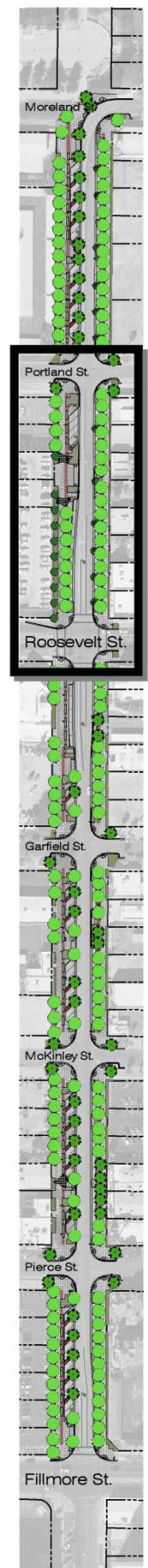
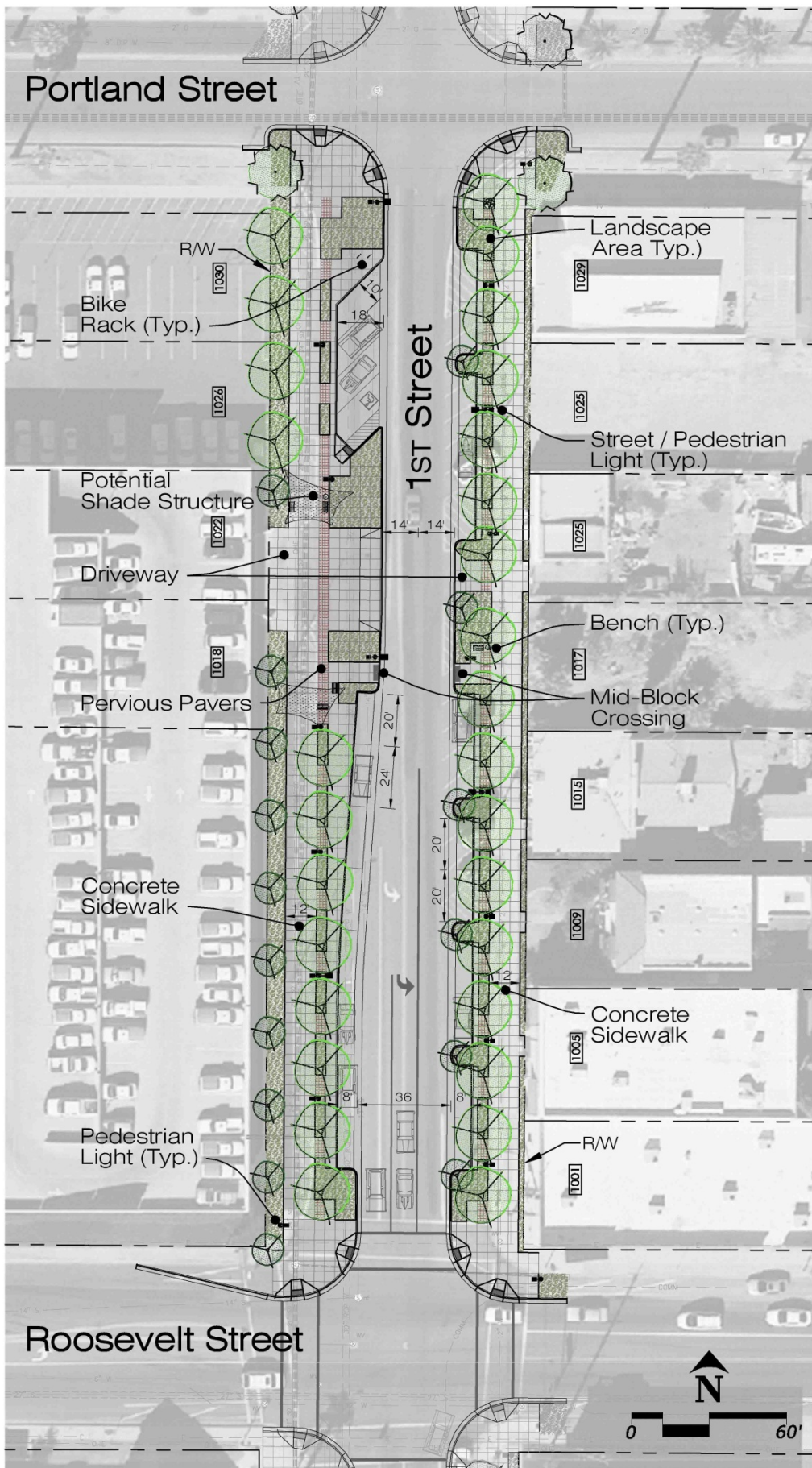
Recommended streetscape layout – see the following pages for enlargement of each block

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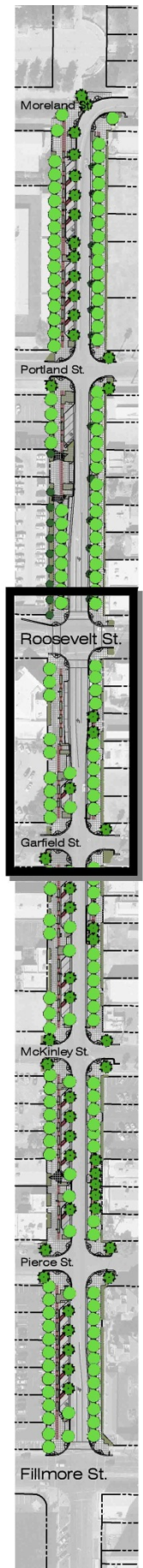
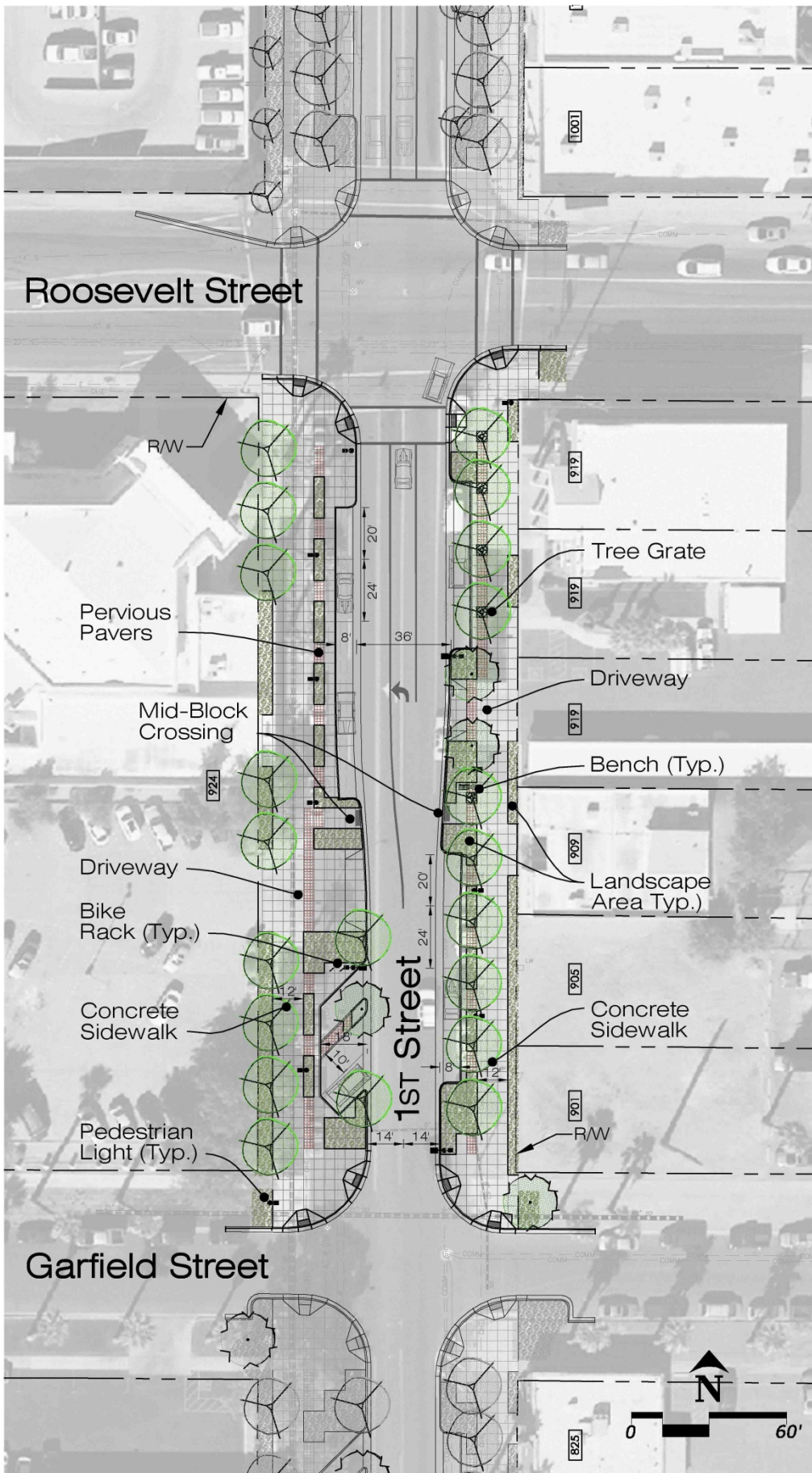




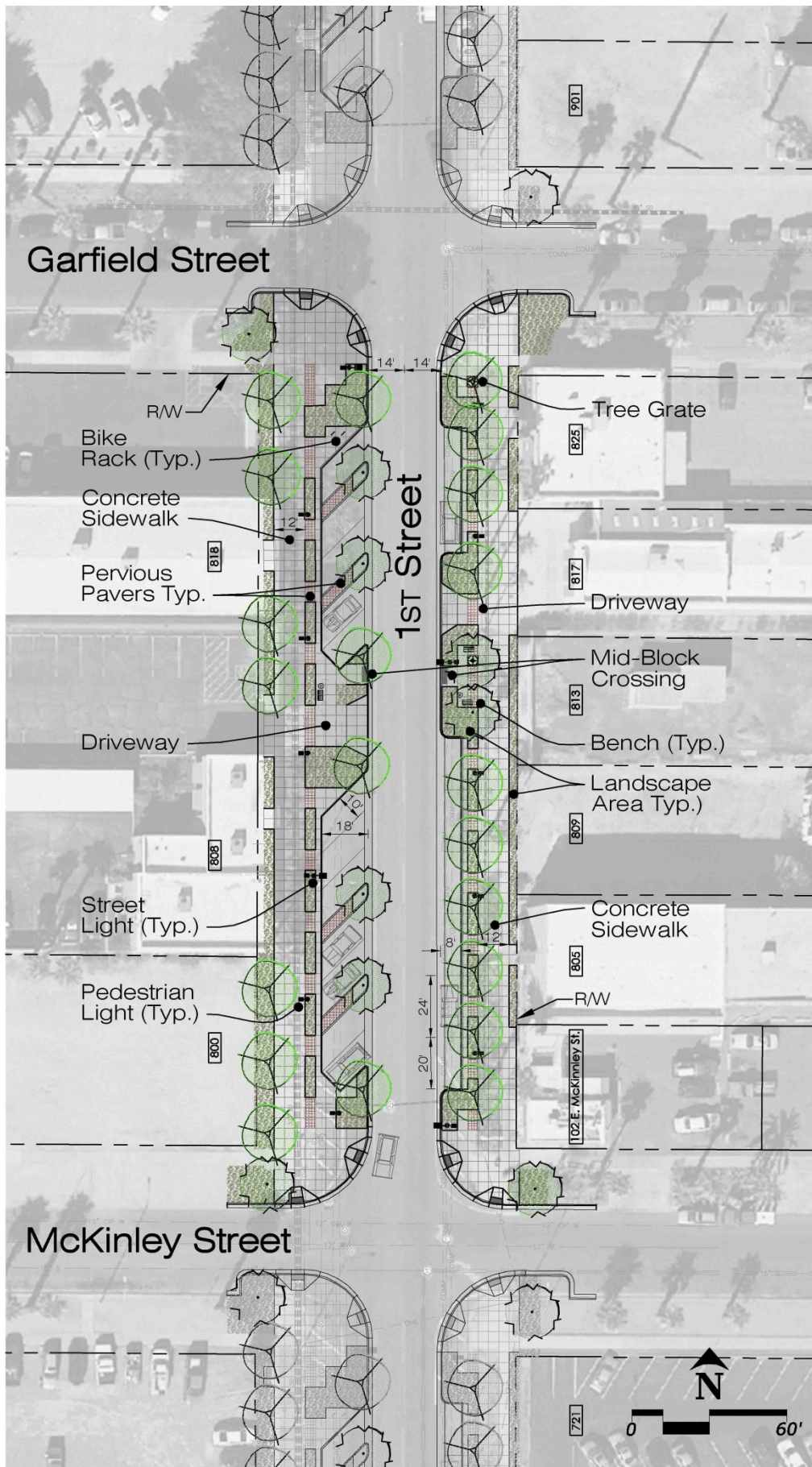
STREETSCAPE PLAN - Moreland Street to Portland Street



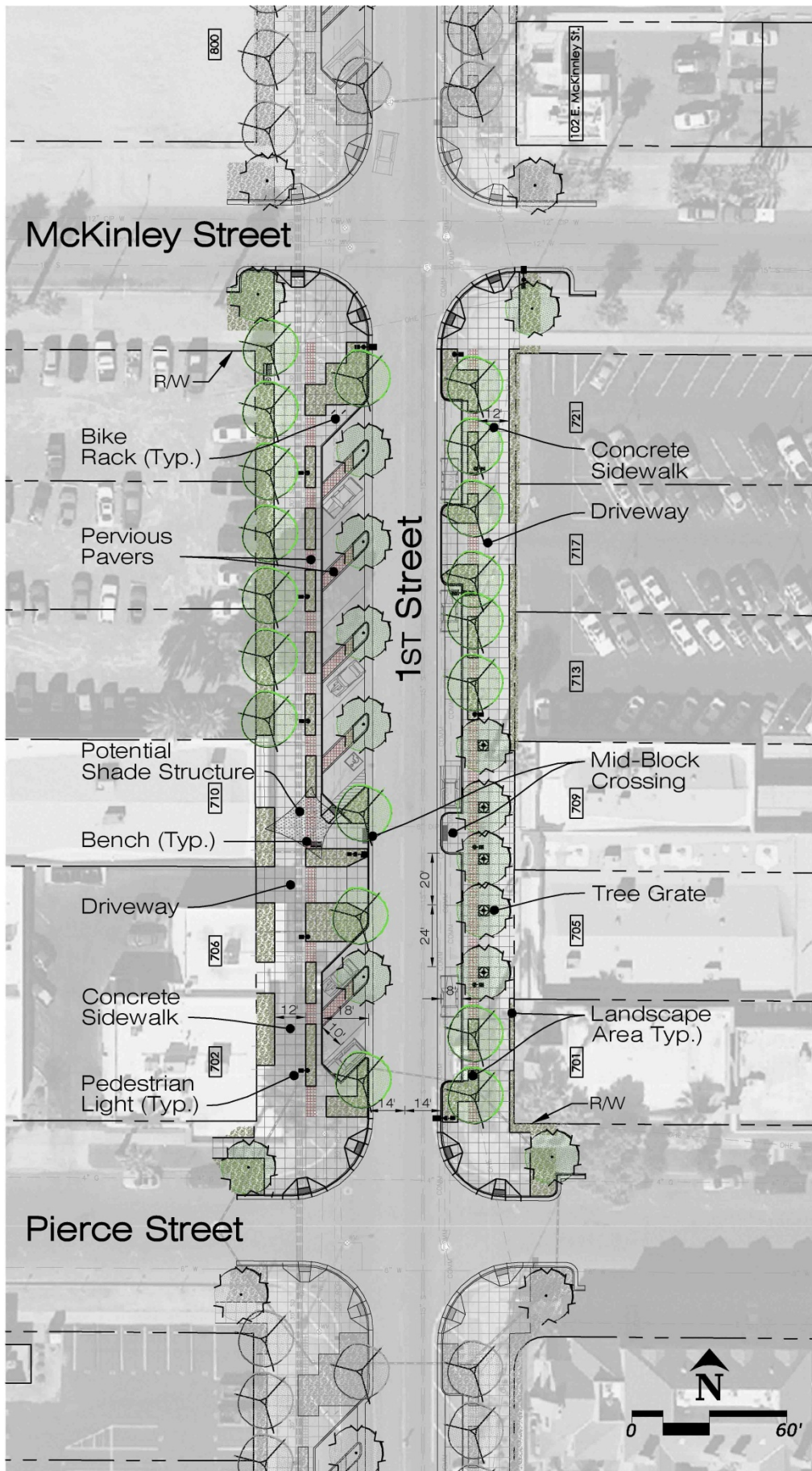
STREETSCAPE PLAN - Portland Street to Roosevelt Street



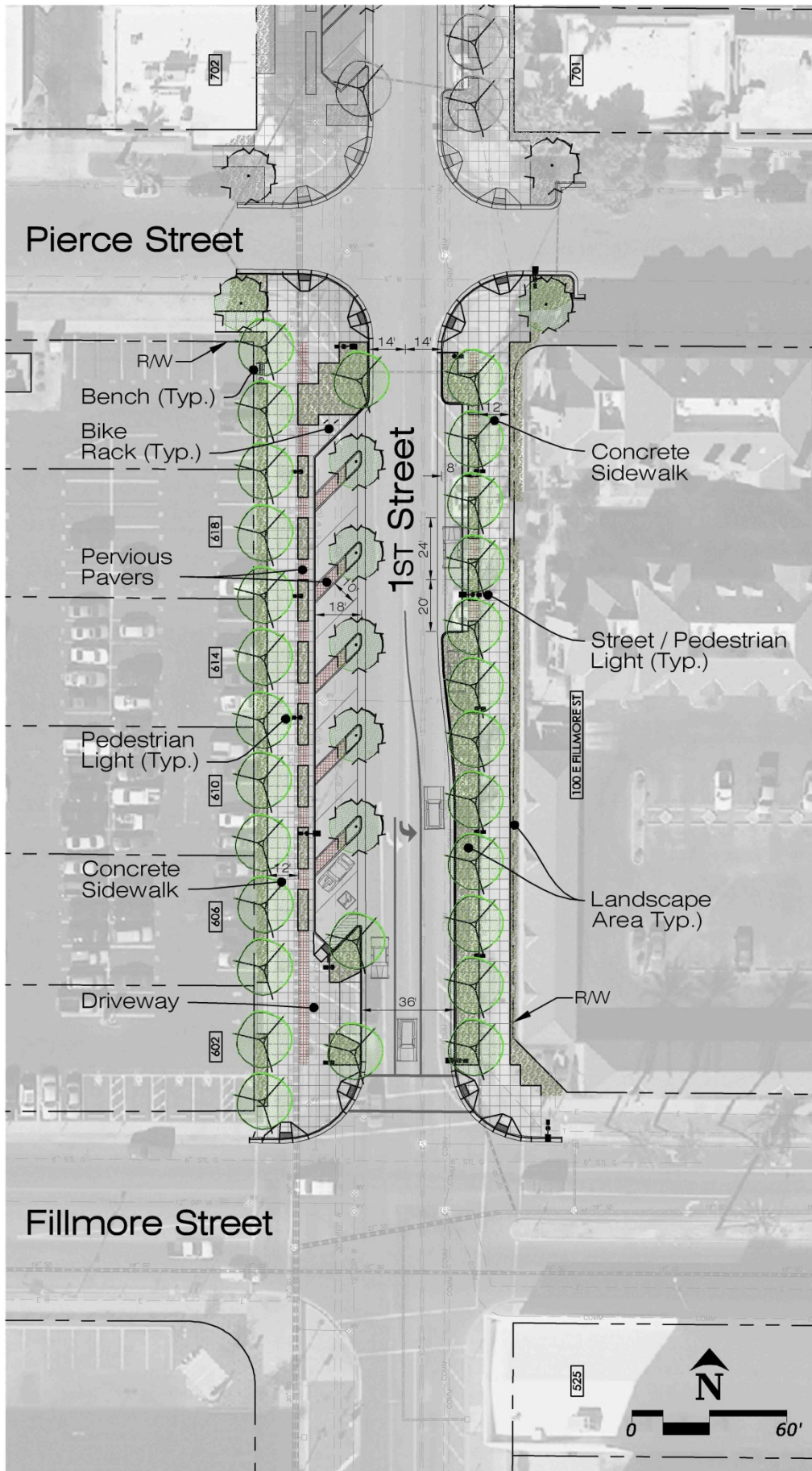
STREETSCAPE PLAN - Roosevelt Street to Garfield Street



STREETScape PLAN - Garfield Street to McKinley Street



STREETSCAPE PLAN - McKinley Street to Pierce Street



STREETSCAPE PLAN - Pierce Street to Fillmore Street

4. GUIDELINES

This design framework will serve as a guide for both private and public efforts; anyone proposing changes to the public right-of-way should refer to these guidelines. It will apply to new projects, to the renovation of existing buildings or street frontage, and to activities within the streetscape. The guidelines are provided as a tool to help create and preserve a desired streetscape character that will establish an enhanced streetscape environment unique to this downtown community.

These Streetscape Design Guidelines have been produced by the City of Phoenix as part of a larger effort aimed at improving the visual quality and economic vitality of our City. The key to revitalization will be thoughtful implementation of these Guidelines combined with other current initiatives from both the public and private sectors. It is anticipated that these initiatives will build consistency and continuity of our urban landscape, while retaining some flexibility for neighborhood distinctions. Enhancement of these public spaces is one of the most tangible ways in which we are able to improve the quality of life for the local residents as well as for visitors to the area.

The Design Guidelines will ensure:

- A level of quality in the streetscape
- A coherent look for this 1st Street corridor
- Maximized impact of the streetscape
- Continued momentum from initial re-development efforts
- Prevention of “out of character” streetscape elements
- A defined beautification process and model
- Identification of key locations for greening and art

Streetscape Definition and Specific Components:

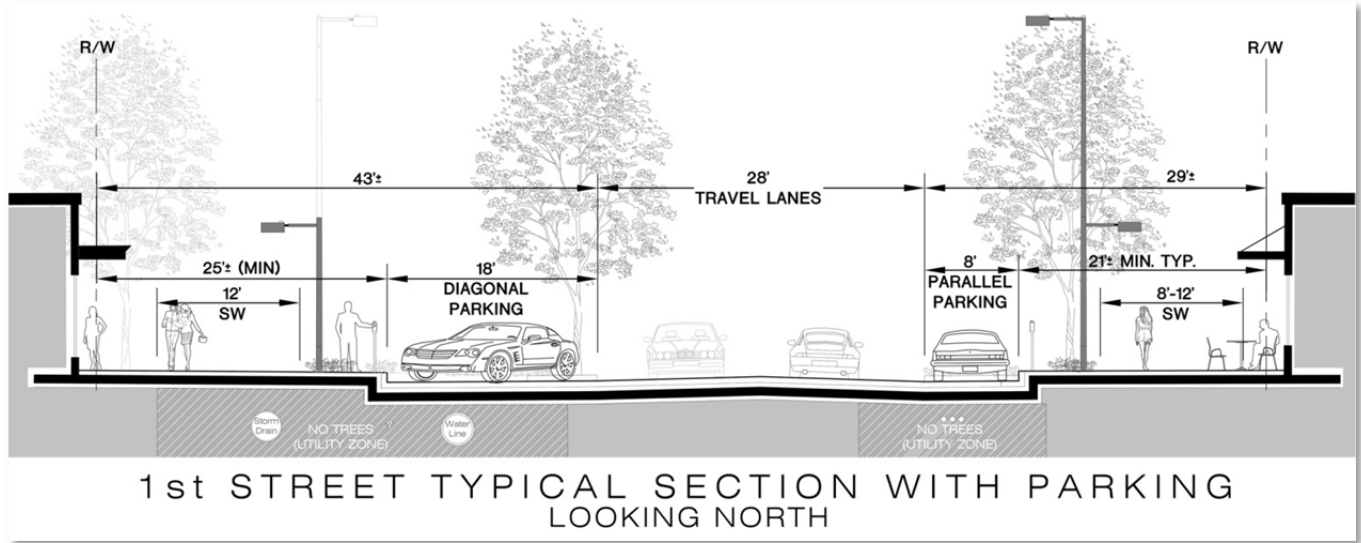
The term ‘streetscape’ as utilized throughout these Streetscape Design Guidelines typically refers to exterior public spaces located within the public right-of-way. These Streetscape Design Guidelines do not address objects mounted to building facades such as signs, canopies, awnings, window boxes, railings, and other architectural features. If proposed, such items are typically intended to enhance private property and are subject to City review and approval.

The categories addressed by these Streetscape Design Guidelines include the street, sidewalk, lighting, furnishings, and landscaping. Each category addresses guidelines for specific components that will meet City requirements for vehicular and pedestrian transportation and maintenance functions, while providing for a cohesive streetscape character

The preceding pages specify products that may be used in the streetscape area as a general guide or reference. Manufacturers’ names are used within these Streetscape Design Guidelines to describe specific streetscape components. They are not meant, however, to be used as the single source. Alternate manufacturers are acceptable, provided they meet the aesthetic and functional criteria established by the products listed herein.

4.1 STREET

A holistic design approach was used to determine the street alignment. The alignment considered the pedestrian, vehicle, underground utilities, surface storm drainage, existing and future adjacent land use, historic and urban influences, phasing, and transitions to existing streets. The underground utilities which restricted tree planting, required a slight shift of the street centerline to the east side of the right-of-way to allow for a row of trees to be planted behind the west curb line. This shift was compensated for by



placing the diagonal parking on the west side of the street, which provided for a more balanced pedestrian area on both sides of the street.

4.1.1 Geometrics

Street width: The street section shall consist of one through lane in each direction with left-turn lanes at Fillmore Street and Roosevelt Street. The street width will vary from 28-ft. at the two lane section, to 38-ft. at the left turn lanes.

Lane widths: Through lanes shall be 14-ft. when there is no left turn lane; 12-ft when adjacent to a left turn lane in same direction of travel; and 14-ft when adjacent a left turn lane in opposite direction of travel.

Left Turn Lanes: Left turn lane width shall be 10-ft. with a 100-ft length plus a 100-ft taper.

Radii: Curb returns shall have a 30-ft. radius for right turn movements from 1st Street onto cross streets, and a 25-ft. radius for right turn movements from the cross street onto 1st Street.

Crosswalks: Crosswalk ramps at the street intersections shall use the City of Phoenix Standard Detail P1233; midblock crosswalks shall use the City standard P1241-2 or a straight type without wings if they are not needed. The straight type will also allow more available space for landscaping.

4.1.2 Parking

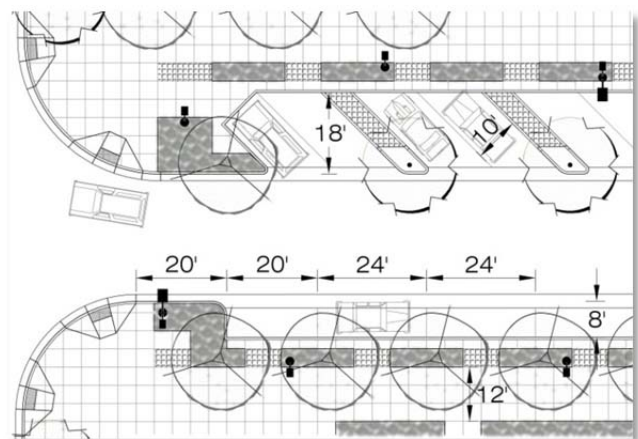
One desire of the stakeholders was to keep as much of the existing parking as possible. The

recommended streetscape plan was designed in a manner that maximized tree planting areas while providing a significant number of parking spaces. This required the use of both diagonal parking and parallel parking.

Diagonal Parking: 45-degree angle, 10-ft. stall width, 18-ft. depth (from face of curb to face of curb).

Parallel Parking: 8-ft. stall width; 20-ft stall length at the ends of a bank of stalls, 24-ft stall length between the end stalls.

Parking stalls shall not be less than 20-ft from a street curb return.



Accessible Parking: At the time of this study, there was not a quantifiable standard for providing accessible parking spaces in the public right-of-way; this plan can only address the criteria for placement of such parking spaces. The plan's distribution of accessible parking was determined by available accessible parking spaces on adjacent private property and existing land uses.

The location of accessible parking spaces must meet allowable cross slope for access isle and van lifts. Accessible parallel spaces require extra space for a level loading zone adjacent to the space. This requires removal of an area of the sidewalk or landscaping at each location. Access ramps and isles must be provided to each accessible space.

4.1.3 Grading & Drainage

The streetscape plan utilizes a street section with standard 6-inch curb and modified crown, or in some cases no crown, in order to tie into existing curb returns and maintain existing drainage patterns. The crown of the road, which in some cases was higher than adjacent building floor elevations, was lowered to allow this more standard approach. The existing 30-inch storm drain on the west side of the right-of-way provides an outfall for new catch basins that are required at low spots in the curb and gutter.

Several existing buildings have roof drain lines that exit through the existing curb and into the street gutter. Where elevation change is not sufficient for existing roof drain lines to be extended and exit into the new curb and gutter, a direct tie into the 30-inch storm drain may be done, if approved by the City.

4.1.4 Paving, Curb & Gutter

New paving shall consist of current Street Transportation requirements for asphalt paving, and pavement thickness section will be based on Street Transportation geotechnical recommendations.

Diagonal parking spaces shall be paved with 8-inch thick Class “A” concrete. When parallel parking is isolated from the street pavement with a valley gutter, the parking space shall also be paved with 8-inch thick Class “A” concrete.

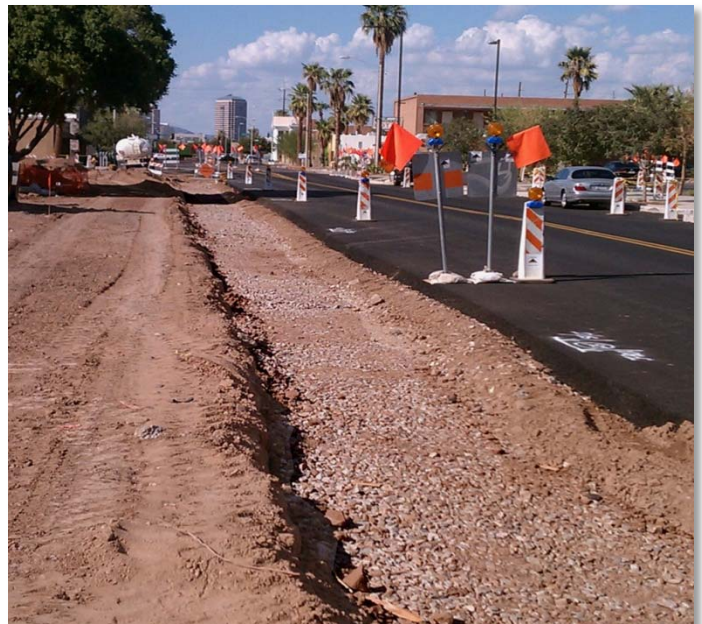
New concrete curbs and gutters shall utilize Maricopa Association of Governments (MAG) standard details for single curb, depressed curb, valley gutter, and integral curb and

gutter, modified if required to accommodate existing conditions.

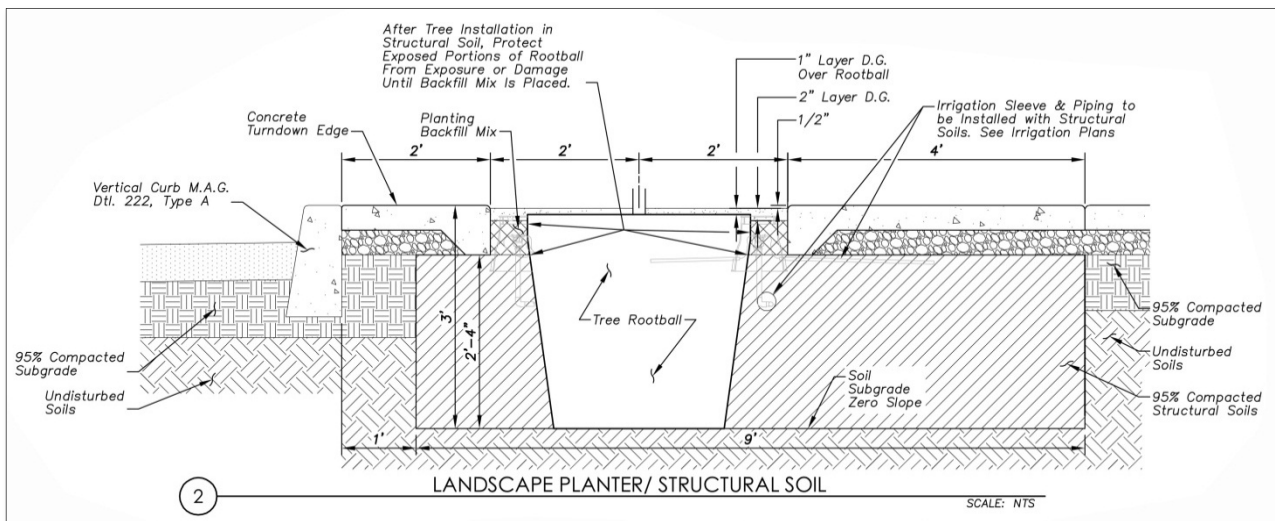
4.1.5 Structural Soil

Many trees planted in an urban environment struggle to survive due to environmental stress from soil compaction (required for standard concrete sidewalk construction) and low soil fertility combined with inadequate soil moisture, low levels of oxygen near root zones, limited soil volume, pet urine, air pollution, and excessive solar heat reflected from surrounding paving and structures. Basically, paved areas are unfriendly to trees. Add detrimental human forces such as vandalism and poor tree species selection to this list of environmental stresses and the relatively short life span of many urban street trees becomes more understandable.

New tree plantings should be planted in continuous trenches of engineered soil (structural soil) under the pavement. Such planting trenches shall be located parallel to curb lines and under parking or sidewalk areas.



Continuous trench of structural soil prior to curb and pavement placement.



Typical Structural Soil Planting Detail

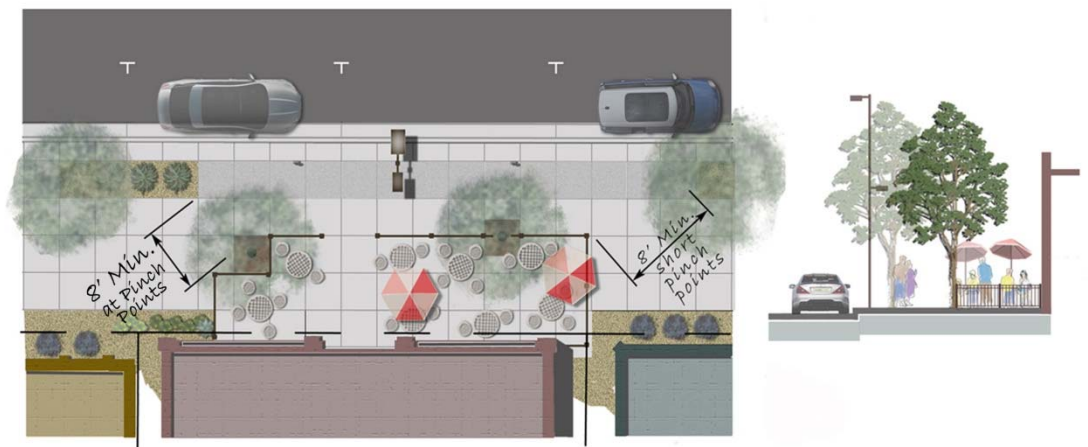
To provide both un-compacted soil for root growth and compacted sub-surface base materials for sidewalk pavements, engineered soils shall be used when possible. Such soils contain a mix of soil loam, stone, water, and a moisture-retaining polymer so that weight-bearing loads are transferred from stone to stone, leaving the soil between the stones essentially unaffected by compaction. Larger volumes of soil with increased porosity, nutrient holding capacity and drainage are thereby created.

The structural soil will provide greater volumes of soil for root growth, while permitting air and water to reach critical tree root zones. Individual tree planting pits are not recommended within paved areas unless only a single tree is to be installed due to a limited streetscape improvement area, or where existing tree and utility locations render continuous trenches impractical.

4.2 SIDEWALK

4.2.1 Layout and Pattern

Dimensions: The 1st Street sidewalk should typically maintain a 12-ft. width on both sides of the street. This width may vary to accommodate business frontages and specially permitted right-of-way uses. Sidewalk cafes that partially extend into the public right-of-way can contribute to the pedestrian environment on 1st Street, but tables, chairs, trash receptacles and other items can interfere with car doors, pedestrian movement along the street, and pedestrian access to parking spaces. Therefore, a clear area of at least 8-ft in width must be maintained, and should only be used for short distances or pinch points, and only if approved by the City.



Sidewalk width shall typically be 12-ft. – Special cases that add enhancement to the streetscape may have narrower, 8-ft wide pinch points if approved by the City.

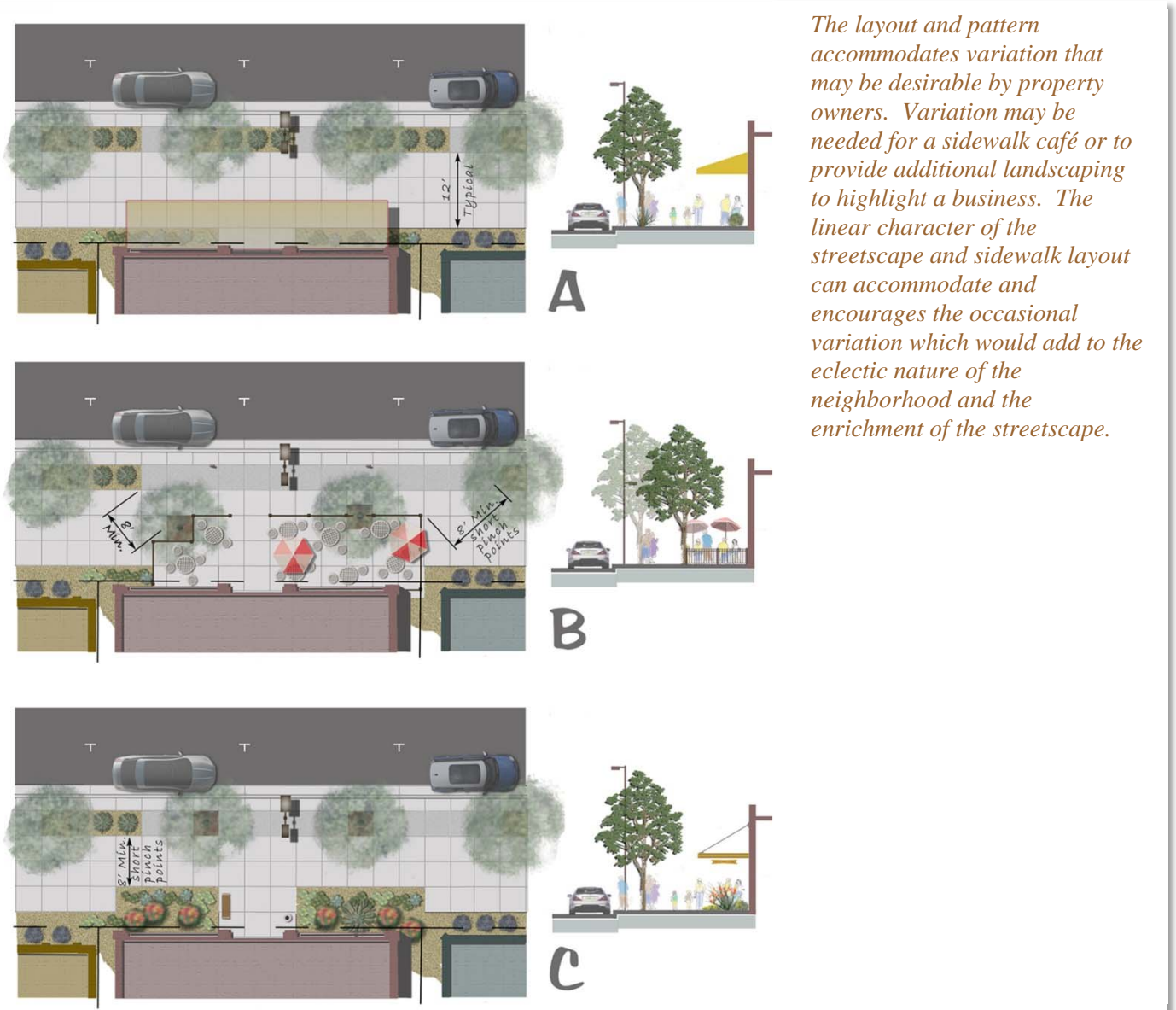
The sidewalk layout provides for pedestrian street crossing at the street intersections and at approximately mid-block. The linear pedestrian movement on the sidewalk is visually separated from the street and parking by the colored paver and landscape band.

In order to achieve a harmonious streetscape and consistency of character, the basic layout of the sidewalk shall maintain a linear 4-ft by 4-ft grid pattern using standard gray concrete and MAG standards for installation. This simple design scheme will facilitate creating a cohesive streetscape as different phases are installed. The layout is easily matched and does not require special materials, colors, or

particularly skilled installers. It will also easily accommodate repair and retrofit work which supports a sustainable design theme.

The design also provides a historic connotation to the simple grid pattern used in the original downtown sidewalks.

In addition to variation in the sidewalk layout for business frontage, the simple grid pattern and basic gray color of the sidewalk can also be considered a simple canvas background in the event that artwork is proposed to be added to the sidewalk.



4.2.2 Materials

Sidewalk: The concrete sidewalk shall be a minimum MAG standard, trowel and light hair broom finish, with tooled ¼-inch joints (no sawcut joints). The standard uncolored gray concrete has a high solar reflective index which contributes to urban heat island reduction.

Permeable Interlocking Concrete Pavers: The accent paver band shall be a permeable paver system installed over crushed stone bedding and open graded base aggregate. Pavers shall have an approximate 4-inch x 9-inch dimension, with a 3 1/8 - inch (80mm) thickness. The paver layout pattern shall be stacked bond except at driveways where it shall be a basket weave. The paving system shall be equivalent to: Pavestone – Eco Priora Paver, Color: Honeysuckle (mixed color blend). The edges of the pavers shall consist of a concrete header capped with pavers, so that no concrete header is exposed.

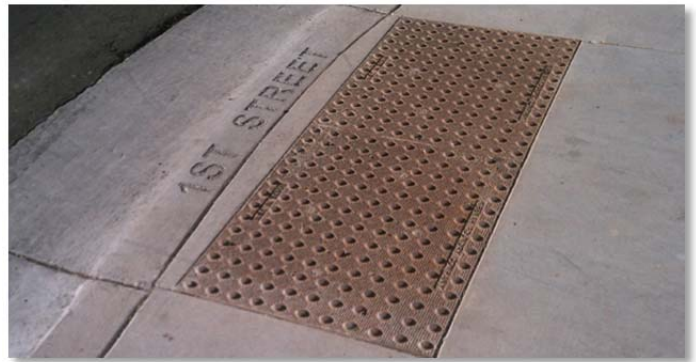


The permeable paver band provides the cohesive visual thread that will tie phased projects together creating a unified character throughout the study corridor. The additional benefits of the paver band include:

- Reduction of runoff into the storm drain system
- Reduction of impervious cover
- Promotes plant survival by providing air and water to roots
- Reduces pollutants and improves water quality

- Reduced peak discharges and stress on storm sewers
- Eliminates puddles and flooding on the sidewalk and parking areas

Truncated Domes: The truncated domes required at sidewalk ramps shall be equivalent to: Neenah Foundry - cast iron detectable warning plate. Finish shall be natural rust patina.



Tree Grates: When tree grates are required in order to meet minimum sidewalk width and walking area, the tree grates shall be ADA compliant, 4-ft. by 4-ft. square cast iron, with access openings for irrigation access, with natural finish; equivalent to Neenah Foundry Model R-8706-A.



4.3 LIGHTING

All fixtures in the public right-of-way should be kept simple and unobtrusive. The street lights should follow the box-style standard for the downtown area. Street lighting should be supplemented with pedestrian scale fixtures along the walkways. Color shall be brown (bronze).



Street Lights: shall be LED (12,600 Lumen) shoebox luminaire with a 31'-6" mounting height.

Pedestrian Lights: shall be LED (5,800 Lumen) shoebox luminaire with a 16'-0" mounting height. Pedestrian lights shall be mounted on the same pole as the street light where possible.



Bench styles may vary within the study corridor but should generally stay within a traditional/contemporary style. Benches shall be ADA compliant, have a back, and have a bronze, brown, or black color. Benches longer than four feet in length shall have a mid-seat divider or armrest.

4.4.2 Litter/Ash Receptacles

The installation of litter receptacles for this 1st Street corridor will depend on the willingness of adjacent private property owner to accept the responsibility of trash collection and any maintenance required for the trash receptacle.

4.4 FURNISHINGS

4.4.1 Benches

Provision of benches within streetscape areas encourages social interaction, and such interaction is the very foundation for successful neighborhoods and commercial areas.

The installation of benches for this 1st Street corridor will depend on the willingness of adjacent private property owner to accept maintenance for the benches. Benches are typically located at mid-block spaces, bus stops, and other desirable resting locations. Locations in proximity to shade provided by street trees and buildings are also preferred. Bench locations must not create unsafe obstructions for such things as building entrances and fire hydrants. All benches located within public areas must be permanently mounted to sidewalk paving per the bench manufacturers' specifications.



Litter receptacles shall be concrete, approximately 32" in height, 28" in diameter, and a 30-gallon capacity. Ash receptacles shall be of similar style. The concrete receptacle shall have a standard smooth finish in a gray or charcoal color. The litter receptacle shall be equivalent to Phoenix Precast – Park Series Waste Receptacle, Stock # PSWR2832, with waste liner and aluminum lid.

4.4.3 Bicycle Racks

Providing opportunities for the safe storage of bicycles promotes an alternate means of urban transportation. It also supplies an amenity for couriers, shoppers, and commuters who bike to downtown from surrounding areas. Bicycle racks provide a better alternative to chaining bicycles to trees, streetlights, and signposts. Typically, two bicycle racks per block will likely be sufficient for current use, however, these would be in addition to any bicycle racks required by the City for private property improvements, and the property owners may determine that more or fewer bicycle racks are warranted, depending upon specific streetscape locations. Locate bicycle racks such that parked bicycles do not block pedestrian zones.



Bicycle racks shall be the single hoop style, with a minimum 2-inch diameter galvanized schedule 40 steel pipe. The hoop shall be approximately 36-inches in height, and 22-inches in width.

4.4.4 Newsstands

Newsstands in the right-of-way can add to the visual blight along the street due to the various discordant colors, shapes, sizes, and numbers



Existing newsstands along 1st St.



Example of manufactured system



Fabricated metal screen corral

of individual newsstands or vender racks. Newsstands should be complimentary to the streetscape by being unified while not infringing on their ability to advertise. Alternatives include the use of a manufactured newsstand system to house many venders, or the use of a corral system to help screen and blend the individual stands with the streetscape furnishings.

4.4.5 Fences and Screens

Wherever fencing is used to separate adjacent site areas, or screening is used to screen parking lots or other undesirable views, the method to accomplish this shall be approved by the City. For this 1st Street corridor, the preferred materials include: wrought iron, steel, or aluminum for fences, and steel perforated panels or trellises for screens. Whichever method is used for fencing or screening, the finish shall be a dark finish such as a sealed rusted patina, or a brown or black powder coat finish.

A delicate balance of adequate spatial separation and public surveillance must be met in order for proposed fencing to be beneficial. Fencing should not exceed a height of 42". Where adequate space for shrub buffer planting is unavailable, vines requiring only a 12" wide planting area may be grown in front of, and supported by fencing, provided that such vines are maintained at permissible heights. Fences and railings also present excellent opportunities to exhibit the work of the area's many talented artists and artisans. Custom designed fences which serve utilitarian

purposes while simultaneously adding public art to the streetscape are encouraged. Such designs for fences visible from the public rights-of-way must be reviewed and approved by the City prior to construction.

4.4.6 *Patio Enclosure*

The corridor is fortunate to have several outdoor café spaces along 1st Street. Such outdoor gathering spaces enhance the quality of the pedestrian experience, reinforce a vibrant sense of place, and add to the City's economic vitality. The City must approve the use of the public right-of-way for commercial use, and permits must be obtained prior to the setup of these outdoor spaces. To maintain safety, pedestrian thoroughfare, and a level of aesthetic unity to the 1st Street Streetscape, the following general recommendations are provided for these outdoor spaces.

Outdoor Space Enclosure

Enclosures for outdoor spaces shall be of commercial grade, professionally installed, and be made of safe, sturdy, and durable material. The preferred material is steel or wrought iron, with a natural finish or painted a dark brown or black. Enclosure designs shall be reviewed and approved by the City.

Moveable Tables and Chairs

Typically, moveable tables and chairs serving these establishments are located adjacent to the building, or within a fenced patio enclosure, maintaining a clear pedestrian area on the curb side of the sidewalk. Moveable furnishings must not encroach into the adjoining pedestrian zones. Clear, accessible pedestrian routes must be maintained at all times. Because the installation of all such improvements is considered temporary in nature, and subject to the aesthetic preferences of business owners, specific table and chair selections for future use along 1st

Street are not provided. All moveable furnishings must, however, be made of safe, sturdy, and durable materials such as wood, steel, plastic, or wrought iron. They must also be of commercial grade and specifically manufactured for outdoor commercial use. Tables should be small café style, and they should visually complement adjacent chairs. All moveable furnishings must be regularly cleaned and maintained. They must be stored indoors and/or out of the public rights-of-way beyond hours of business operation. Neither moveable tables nor chairs may be secured to sidewalk pavement, street lights, trees, benches or other public street furnishings. The owner of moveable furnishings must also supply a specified litter/ash receptacle noted in previous section, if such receptacle does not currently exist.

4.4.7 *Shade Structures*

Ideally, trees will be used along the street to provide shade for pedestrians and business frontage. But often there are obstacles such as underground utilities or vehicular clearance restrictions that prevent the planting of trees. This is when the use of engineered shade structures can be implemented. Shade structures can also be a way to incorporate artwork into the streetscape.

The installation of shade structures for this 1st Street corridor will depend on the initiation of a shade structure concept by an adjacent property owner, review and approval by the City, and the willingness of the property owner to accept any maintenance required for the structure.

4.5 LANDSCAPING

4.5.1 Planting

The plant pallet for the 1st Street Streetscape is relatively small by design. The plantings have been selected to reinforce a unified streetscape character that will help establish a sense of place along the corridor unique to this community. Deviations from the plant pallet will come from planting on adjacent properties and streets. The deviations will add to the diversity, but this small list will prevent a chaotic planting appearance in the case where only small sections of the streetscape plan are implemented over time.

Deviation from this list for plantings behind the 12-ft sidewalk is also acceptable and will allow adjacent property owners to add their personal touch. Plants that are added to this list must be drought tolerant, low water use plants that support water conservation, and therefore be on the Arizona Department of Water Resources (ADWR) low water use plant list.

The plant list has been developed using the following criteria:

- Plants have been selected to fit the context of the surrounding downtown area.
- Plants have been selected from the ADWR low water use plant list.
- Trees have been selected for their shade canopy, seasonal color, growth habits and vertical form suitable for pedestrian walkways and their ability to provide for vehicular clearances.
- Shrubs have been selected for hardiness, seasonal color, and low maintenance.

The following general plant list is recommended for the 1st Street Streetscape planting areas within the right-of-way.

1st Street Streetscape Plant Palette

<u>Botanical Name</u>	<u>Common Name</u>
Trees:	
Pistacia x 'Red Push'	Red Push Pistache
Acacia salicina	Willow Acacia
Dalbergia sissoo	Rosewood
Acacia aneura	Mulga
Quercus virginiana	Heritage Live Oak
Shrubs:	
Agave desmettiana	Dwarf Century Plant
Hesperaloe parviflora 'Brakelights'	Red Yucca 'Brakelights'
Eremophila maculate	Valentine
Nerium Oleander 'Petite Pink'	'Petite Pink' Oleander
Caesalpinia cacalaco 'Smoothie'	Thornless Cascalote
Bougainvillea sp.	Variegated Bougainvillea
Ruellia peninsularis	Desert Ruellia
Carissa macrocarpa 'Boxwood'	Dwarf Natal Plum
Groundcovers:	
Lantana species	'New Gold' Lantana
Ruellia brittoniana 'Katie'	Katie Ruellia

4.5.2 Irrigation

Permanent irrigation shall be provided for the plantings within the right-of-way. An irrigation system shall be used that utilizes low water and low maintenance and does not contribute to surface runoff. Rigid PVC piping and commercial grade irrigation equipment shall be used.

The manner in which the irrigation system is to be designed will depend on if the maintenance responsibility is by the City, an improvement district, or by adjacent private property

owners. If it is to be maintained as an entire street, by the block, or as an entire corridor as when maintained by the City, the system will be interconnected and controlled by a single point of connection for the water and electrical needs. If the system is to be maintained by individual property owners, where each owner maintains the planting and irrigation within their street frontage, then the irrigation system will be made of independent systems connected to the adjacent property's private irrigation system.

4.5.3 Rock Mulch

City landscaping standards require the use of an inert ground cover over all exposed earth landscape areas. The 1st Street Streetscape shall use decomposed granite with a red-brown color tone. It is recommended that the decomposed granite match that used on previously installed sections of the streetscape in size, gradation, and color. The decomposed granite used on previous sections is: ½” screened, “Jesse Red”.

4.6 ARTWORK

This 1st Street project is located within the Evans Churchill Character Area as defined by the Downtown Urban Form project. Character areas were based on a reflection of the existing downtown neighborhoods, and created with community involvement which identified the area's unique elements, challenges, and visions for the area. The Evan Churchill character area is a mixed use neighborhood that continues to evolve as an arts-oriented community, and as the home to unique art galleries and trendy restaurants.

The 1st Street Streetscape plan facilitates and encourages the addition of public art in the street right-of-way. The plan's standard grid sidewalk pattern not only has a historic connotation, but

also accommodates the incorporation of artwork. Because the sidewalk has a simple pattern, it will provide more of a background canvas, and not contend with artwork placed within the pedestrian area. The standard pattern and color of the sidewalk also allows for easy removal, replacement, and tie-in to adjacent sidewalk as artwork is installed. In addition to the sidewalk patterns, the other standard elements of the streetscape plan such as the colors and textures of benches, trash receptacles, light fixtures, and landscaping, were also intentionally kept more subdued in order to help unify the eclectic character of the community's architecture and arts-oriented features.

Any artwork proposed for the right-of-way will be required to go through, and meet the requirements of the City of Phoenix Office of Arts and Culture.

5. IMPLEMENTATION & PHASING

5.1 IMPLEMENTING THE PLAN

Development of the 1st Street Streetscape Plan will occur incrementally through public and private efforts. Because of the incremental improvements and potential multiple entities providing the improvements, the intent of these guidelines is to provide consistency throughout the corridor and ultimately create a unique sense of place.

The 1st Street Streetscape Design Guidelines should be used by City staff, design professionals, community groups, and other entities involved in the planning and design of the 1st Street corridor. The guidelines should be the foundation of designs for all projects that significantly impact the public right-of-way along the corridor.

5.2 PHASING

The phasing of the 1st Street Streetscape Plan is expected to begin on the south end of the corridor at Fillmore Street, and move north to Moreland Street. The new Arizona State University campus south of Fillmore Street has already made pedestrian improvements to 1st Street, and has introduced significant pedestrian traffic. The businesses near Pierce Street, one block north of Fillmore Street, have been drawing the pedestrians to the north. Therefore, as discussed in the Stakeholder's meetings, there was a general consensus to build on the new improvements and activity on the south end of the 1st Street corridor and phase the 1st Street Streetscape improvements from south to north.

Phasing limits will generally be set block by block so that transitions between street pavements widths and grading elevations can be accomplished at the cross streets. The extent of improvements for each phase will be based on funding that becomes available.

The use of on-going, City sponsored capital improvement projects will be one of the possible funding sources for implementation of the 1st Street Streetscape Plan. Other funding sources, such as grants, government programs, or Transportation Enhancement funding, will also be utilized if awarded. Private funding may be required to fully execute or expedite the plan, or as a stipulation to new development along 1st Street.

6. MAINTENANCE RESPONSIBILITIES

The 1st Street Streetscape maintenance responsibilities primarily fall on the City of Phoenix Streets Transportation Department. Adjacent private property owners also must maintain a portion of the right-of-way along the property's frontage.

The City is responsible for the street maintenance within the right-of-way, including pavement, curb, gutter, and sidewalk, lighting, parking meters, and City utilities.

Private property owners are responsible for the maintenance of any special streetscape hardscape or street furnishings that are approved by both the City and private property owner prior to construction. This can include artwork, benches, bike racks, trash receptacles, or other improvements within the right-of-way installed with special permit.

The City is responsible for the watering and upkeep of the street landscaping within the right-of-way except for any landscaping that lies behind the public sidewalk and extending onto private property.

Private property owners are responsible for the watering and upkeep of the landscaping within the right-of-way which falls between the public sidewalk and the adjacent private property.