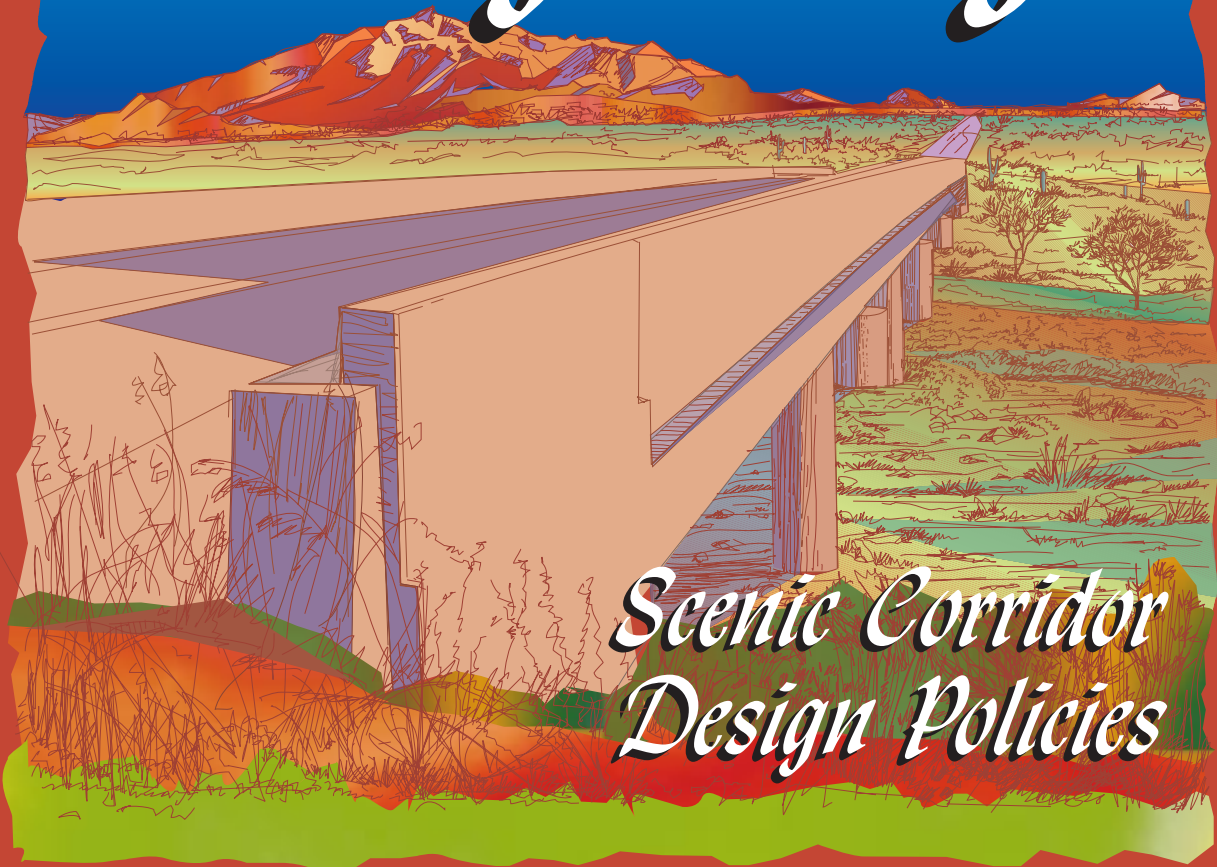


Carefree Highway



Scenic Corridor Design Policies

ADOPTED BY CITY COUNCIL
JUNE 11, 1997

PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT

**Carefree Highway
Scenic Corridor
Design Policies**

**Supplement to the
Street Classification Map**

and the

**Street Classification System General Policy Document
and Technical Supplement**

**Adopted by City Council
June 11, 1997**

Prepared by:

**Planning Department
City of Phoenix**

Carefree Highway Scenic Corridor Design Policies

Approved by City Council June 11, 1997

The Street Cross Section is A.

1. For the length of the corridor there will be a 205-foot setback from the street centerline leaving a 135 foot tract of land on each side of the right-of-way line undisturbed. The 205 foot setback is the base width of the scenic corridor. The land provided by a developer for the undisturbed desert portion of the scenic corridor will count toward the site's open space requirements. There are some exceptions to the 205-foot setback:
 - a. In commercially zoned/designated areas, the setback from centerline will be 120 feet.
 - b. Within a specific site, undulation may occur if it furthers the intent of the scenic corridor, and accommodates site features or the site design will be enhanced. The setback from centerline must average 205 feet and be a minimum of 170 feet.
 - c. At wash crossings (Cave Creek Wash, Paradise Wash, West Fork Paradise Wash, Apache Wash, Desert Hills Wash, East Fork Desert Lake Wash, Desert Lake Wash, Skunk Creek Wash), the setback from centerline shall include the floodway and the floodplain as it intersects the roadway to a depth of 570 feet from centerline. The cross section at wash crossings will also include a tapered setback extending a depth of 320 feet from centerline at the floodplain and extending for a length of 1000 feet until it intersects the 205-foot base setback (see Figure 1). The floodway, floodplain, and tapered setback to the wash that are in addition to the 205 feet of setback are proposed to be acquired and managed as part of a future desert lands preservation plan.
2. The concrete bridges over Cave Creek and Skunk Creek washes should be stained a color found in the desert landscape. If jersey barriers are used on these bridges, they should be stained to match.
3. Corten guardrails should be used adjacent to Paradise Wash, West Fork Paradise Wash, Apache Wash, Desert Hills Wash, East Fork Desert Lake Wash, Desert Lake Wash. If possible, corten guardrails should also be used adjacent to Cave Creek and Skunk Creek washes.

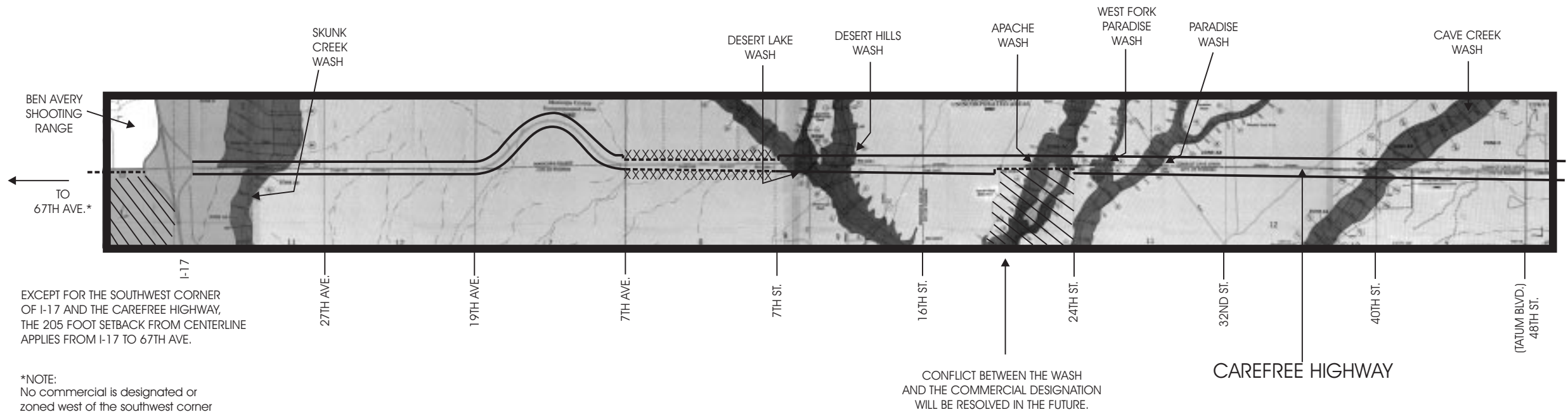
4. In all but commercial areas, future sidewalk construction should seek to blend with the natural environment. Since sidewalk materials are evolving, a decision on sidewalk material should be made at the time of final design by the Street Transportation Department. Preferred options include colored concrete and stabilized decomposed granite if found acceptable to the Street Transportation Department at the time of construction. The Street Transportation Department will consider maintenance responsibilities, including assignment of responsibility to adjacent property owners, in determining the ability to use these enhanced features. Commercial areas will have colored concrete or concrete sidewalks.
5. Carefree Highway street names should identify the highway as a scenic corridor and enhance it as a character area. The street name signs should have a unique design. The Street Transportation Department will consider maintenance responsibilities, including assignment of responsibility to adjacent property owners, in determining the ability to use unique street signs.
6. Plant material for the median shall be of the same palette as the plants native to the corridor and will utilize existing top soil excavated along the corridor. Plantings shall be planted to match the type, density and spacing of the adjacent natural desert area (where the natural desert area is sparse, the revegetation should match the sparseness; likewise, where the natural desert area is not sparse, a revegetation area will have increased plant density). Any portions of the buffer area that were previously disturbed, should be revegetated according to these same policies.

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FIGURE 2

CAREFREE HIGHWAY SCENIC CORRIDOR CONCEPT

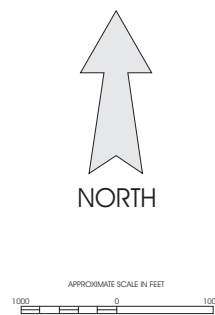
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EXCEPT FOR THE SOUTHWEST CORNER OF I-17 AND THE CAREFREE HIGHWAY, THE 205 FOOT SETBACK FROM CENTERLINE APPLIES FROM I-17 TO 67TH AVE.

*NOTE:
No commercial is designated or zoned west of the southwest corner of I-17 and the Carefree Highway. Also, there are no identified major washes between I-17 and 67th Avenue.

LEGEND	
--- SCENIC CORRIDOR 120 FOOT SETBACK FROM HIGHWAY CENTERLINE (FOR ILLUSTRATION ONLY, NOT TO SCALE)	▨ DESIGNATED COMMERCIAL
— SCENIC CORRIDOR 205 FOOT SETBACK FROM HIGHWAY CENTERLINE (FOR ILLUSTRATION ONLY, NOT TO SCALE)	XXX SOME COMMERCIAL FRONTAGE EXISTS (MARICOPA COUNTY JURISDICTION)



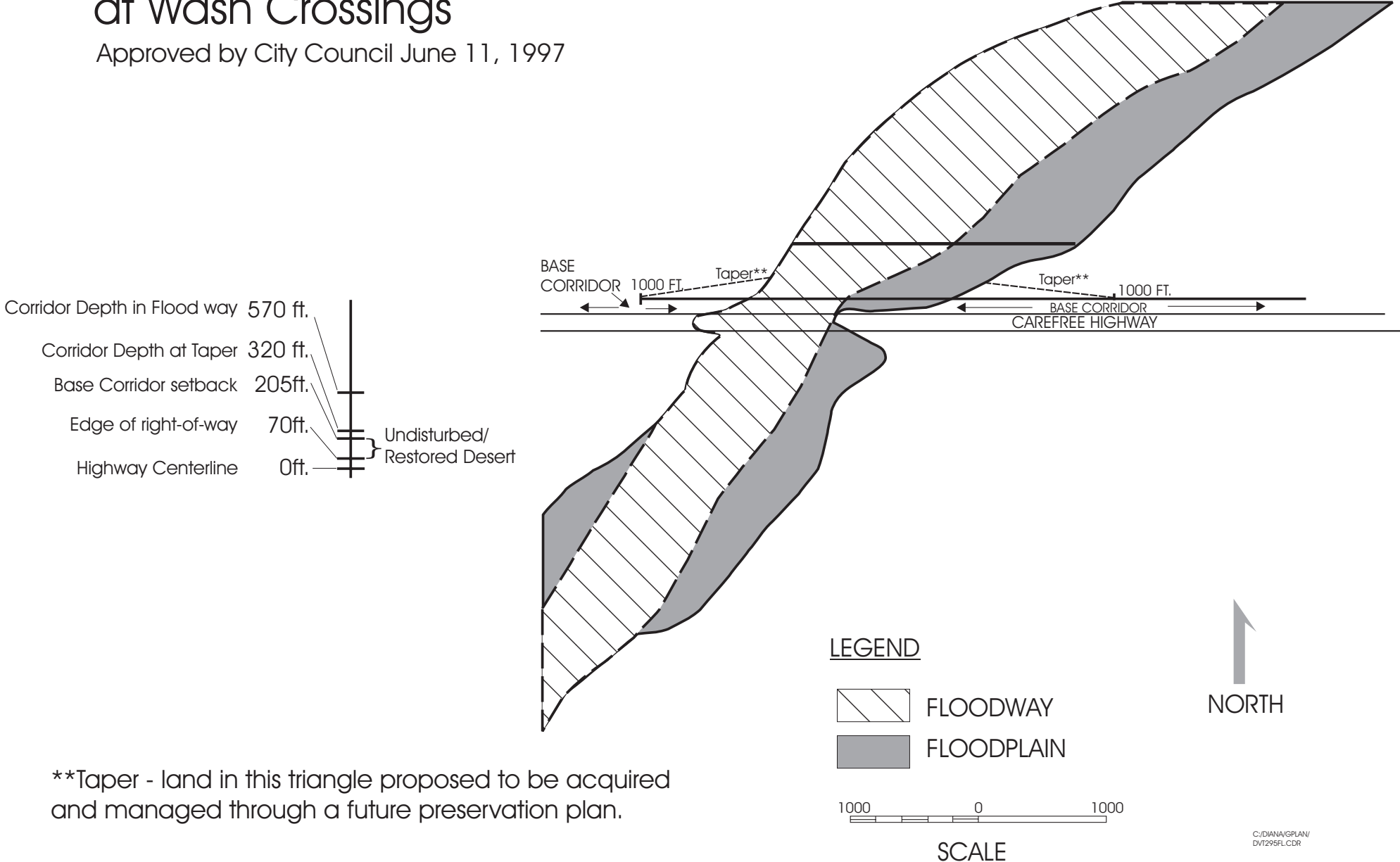
PLEASE REFER TO FIGURE 1 FOR DETAIL OF CORRIDOR SETBACK AT WASH CROSSINGS.

FIGURE 1

DVTV-02-95

Proposed Cross Section at Wash Crossings

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**Taper - land in this triangle proposed to be acquired and managed through a future preservation plan.