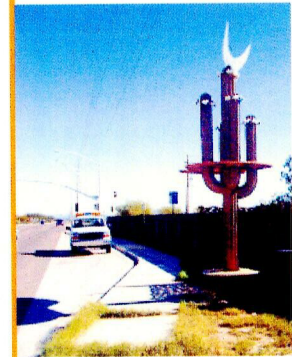


- Create specific design guidelines for highly visible major city streets.
- Design **Downtown/Urban** areas to concentrate on those elements that will provide pedestrian comfort, such as arcade-covered walkways, shade, decorative paving, and landscaping, so that a comfortable setting can be created for this use-intensive area.
- Achieve compatibility between pedestrians and transportation routes in the **Suburban** areas of the city. Use of trees that are native and/or desert adapted and achieve a dense, broad canopy is encouraged for the main theme of this streetscape type. Separation of pedestrians from traffic flow can be realized through the use of landscape areas and consideration of sidewalk alignment.
- Apply the **Transitional** classification to areas of the city where the development pattern is medium to low, and the streetscape serves as a buffer between traffic and adjacent land uses. Include native plants or plants compatible with a desert environment in the Transitional area's landscape materials. Special care should be given to the protection of existing vegetation and natural features that can be incorporated into the design.
- Ensure compatibility with the natural desert in **Natural** streetscape areas. Plant selection should be those that are native to the desert and densities of planting areas should be similar to natural conditions.
- Blend different streetscape categories where they join to prevent a marked difference between opposing sides of streets.
- Apply streetscape guidelines to all landscaped areas within the public right-of-way. Encourage the use of streetscape guidelines in areas between the right-of-way and building setback lines or perimeter walls.
- Designate specific design standards to be implemented on select streets where a special theme is desired.
- Apply the **Scenic Corridor** designation in circumstances where a substantial landscape buffer is desired to maintain views, the desert character is a vital part of the neighborhood setting, and buffering of roadway impacts is important. This allows for a larger landscaped area that can minimize the impact of highly traveled roads adjacent to neighborhoods.
- Establish specific Scenic Corridor guidelines and policies for the design and maintenance of these visually significant roadways.
- Other visually significant roadways include roadways with buffered setbacks, Desert Scenic Roadways (in ESLO districts) and roadways with specific streetscape design themes. Each of these designated roadways should have individual design guideline policies.
- Form and implement policies to guide landscape maintenance in the public right-of-ways and easements in a manner consistent with the desired streetscape character.
- Retain mature trees in public right-of-ways to preserve shade and the character of the street.
- Use markers and entry features at key entrances to Scottsdale so that



see **Scenic Corridor Design Guidelines**

see **Shea Boulevard, Via Linda, and Frank Lloyd Wright Boulevard Streetscape Design Guidelines**

see Economic
Vitality Element

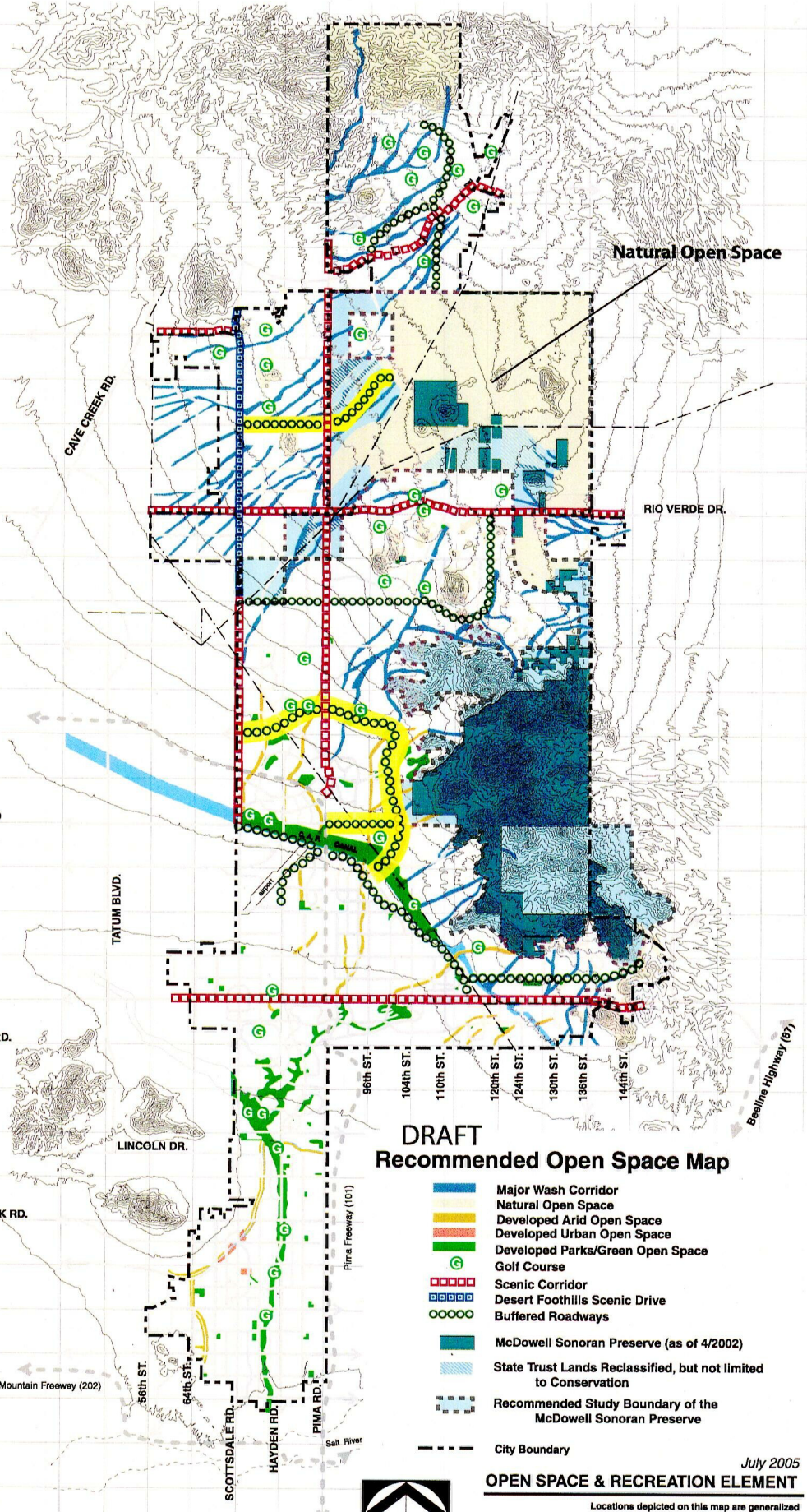
- Restore habitat in degraded areas (burned, grazed, vehicular damage) of the McDowell Sonoran Preserve to its undisturbed condition including plant species diversity and natural ecological processes.
- Support tourism in the community by providing public scenic-outdoors-educational-recreational opportunities for visitors.
- Designate viewsheds and consider them when approving development.
- Promote creative residential and commercial development techniques consistent with the Character Plan for an area, to further preserve meaningful and accessible open space.
- Relate the character of open spaces to the uses and character of different areas of the city.
- Preserve and integrate visual and functional connections between major city open spaces into the design of development projects.
- Evaluate open space design with these primary determinants: aesthetics, public safety, maintenance needs, water consumption, drainage considerations, and multi-use and desert preservation.
- Integrate utilities and other public facilities sited in open spaces into the design of those open spaces, with consideration given to materials, form, and scale.
- Protect the visual quality of open space, unique city characteristics, and community landmarks.
- Preserve scenic views and vistas of mountains, natural features, and rural landmarks.
- Protect and use existing native plants, the design themes of character areas within which they are sited, and response to local conditions in landscape designs.
- Permanently secure an interconnected open space system to maintain visual and functional linkages between major city open spaces. This system should include significant Scottsdale landmarks, major drainage courses, regional linkages and utility corridors.
- Apply a **Scenic Corridor** designation along major streets to provide for open space and opportunities for trails and paths. This designation should be applied using the following guidelines:
 - * There is a need for a landscaped buffer between streets and adjacent land uses.
 - * An enhanced streetscape appearance is desired.
 - * Views to mountains and natural or man-made features will be enhanced.
- Consider **Buffered Roadways** to provide the streetscape with a unique image that should also reduce the impacts of a major street on adjacent parcels. This type of designation is primarily an aesthetic buffer.
- Apply a **Desert Scenic Roadway** designation along the one mile and half mile streets within the Environmentally Sensitive Lands Ordinance (ESLO) district that are not classified as Scenic Corridors or Buffered Roadways to maintain and enhance open space along roadways in ESL areas.

see Open Space map
for locations
see Scenic Corridor
Design Guidelines

see Character and
Design Element

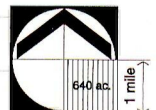
see Character and
Design Element

JENNY LYNN
 CIRCLE MOUNTAIN
 HONDA BOW
 ROCKAWAY HILLS
 DESERT HILLS DR.
 JOY RANCH RD.
 STAGECOACH PASS
 CAREFREE HWY.
 DOVE VALLEY RD.
 LONE MOUNTAIN RD.
 DIXILETA DR.
 DYNAMITE BLVD.
 JOMAX RD.
 HAPPY VALLEY RD.
 PINNACLE PEAK RD.
 DEER VALLEY RD.
 BEARDSLEY RD.
 UNION HILLS DR.
 BELL RD./FRANK LLOYD WRIGHT BLVD.
 GREENWAY RD.
 THUNDERBIRD RD.
 CACTUS RD.
 SHEA BLVD.
 DOUBLE TREE RANCH RD.
 McCORMICK PKWY.
 INDIAN BEND RD.
 McDONALD DR.
 CHAPARRAL/CAMELBACK RD.
 CAMELBACK RD.
 INDIAN SCHOOL RD.
 THOMAS RD.
 McDOWELL RD.
 McKELLIPS RD.



DRAFT
Recommended Open Space Map

- Major Wash Corridor
- Natural Open Space
- Developed Arid Open Space
- Developed Urban Open Space
- Developed Parks/Green Open Space
- Golf Course
- Scenic Corridor
- Desert Foothills Scenic Drive
- Buffered Roadways
- McDowell Sonoran Preserve (as of 4/2002)
- State Trust Lands Reclassified, but not limited to Conservation
- Recommended Study Boundary of the McDowell Sonoran Preserve
- City Boundary



July 2005
OPEN SPACE & RECREATION ELEMENT

Locations depicted on this map are generalized
general plan
scottsdale, arizona