

 **FILE COPY**

# CITY COUNCIL REPORT



MEETING DATE: October 4, 2005

ITEM NO. 21 GOAL: Coordinate Planning to Balance Infrastructure

**SUBJECT** Scenic Roadway Designations General Plan Amendment  
1-GP-2004

**REQUEST**

Request:

1. A General Plan Amendment to the Open Space and Recreation Element and the Character and Design element regarding Scenic Corridor and Buffered Setback/Parkway designations on certain roadways in Scottsdale.
2. To adopt Resolution No. 6716 affirming the above General Plan Amendment.

**Key Items for Consideration:**

- Scenic Corridor Design guidelines were adopted by the Development Review Board in February 2003. The guidelines are not currently referenced in the city of Scottsdale General Plan 2001.
- The McDowell Sonoran Preserve Commission, and members of the Planning Commission and the City Council have expressed interest in classifying additional roadways as Scenic Corridors. Citizen reaction to this proposal is mixed based on open house comment cards and one-on-one communication with staff.
- Citizens living in the southern areas of the community have also requested an enhanced designation for major roadways in the southern portions of the community. The themed streetscape roadway (referenced in the General Plan, but not designated on a map) is the best application for these roadways.
- Based on discussion at the Planning Commission hearing, staff is recommending the addition of a new scenic roadway designation for streets in the Environmentally Sensitive Lands Ordinance (ESLO) district.
- Planning Commission recommended approval of the staff recommendations, 3-1.

**Related Policies, References:**

Scenic Corridor Design Guidelines (7-DR-2003)

**APPLICANT CONTACT**

Teresa Huish  
City of Scottsdale  
480-312-7829

**LOCATION**

Citywide – specifically examining Bell Road, Dixileta Drive, Jomax Road, Lone Mountain Road, and Thompson Peak Parkway for designation or redesignation.

**BACKGROUND****General Plan.**

The General Plan Open Space and Recreation Element map designates certain roadways as Scenic Corridors or Buffered Setbacks/Parkways. Existing Scenic Corridors are:

- Scottsdale Road (north of the Central Arizona Project canal)
- Pima Road (north of Loop 101 Freeway)
- Dynamite Boulevard
- Shea Boulevard
- Carefree Highway, and
- Cave Creek Road.

Existing Buffered Roadways include:

- Via Linda
- Frank Lloyd Wright Boulevard
- Hayden Road through the Airpark
- Thompson Peak Parkway
- Happy Valley Road
- Lone Mountain Road, and
- Desert Mountain Parkway.

Both the Open Space and Recreation Element and the Character and Design Element text discusses Scenic Corridors, Buffered Roadways (Setbacks/Parkway), and roads with Specific Design Themes (Themed Streetscapes). Themed Streetscapes are not designated on any General Plan map.

**History.**

The Scenic Corridor and Buffered Setbacks/Parkways designations have been a part of the General Plan since the Northeast Area Plan (1976) when the Shea Boulevard Scenic Parkway was designated. In the 1981 Environmental Design Element Streetscape Plan, two major streets, Shea Boulevard and Scottsdale Road north of the CAP, were shown as Scenic Corridors. Additional roads - Hayden, Frank Lloyd Wright, Via Linda, and Pima - were shown as roads with Major Buffers. With the adoption of the Scottsdale Foothills General Plan (1984) and the Tonto Foothills General Plan (1986) for newly annexed areas of the city, additional roadways were designated Scenic Corridors: Pima Road (north of the 101 Freeway), Dynamite Boulevard, Carefree Highway, and Cave Creek Road; and Major Buffers: Lone Mountain Road, Desert Mountain Parkway, and Happy Valley Road. With the update of the Environmental Design Element in 1992, the Scenic Corridor and Buffered Setback/Parkway (Major Buffers) designation was moved to the Open Space Plan. No additional Scenic Corridors or Buffered Setbacks/Parkways were included in this update or the 2001 General Plan update.

Throughout 2002-2003, Scenic Corridor Design Guidelines were developed and taken through a public process and hearing with the Development Review Board for adoption. These guidelines clearly identify the setbacks (100 feet with some exceptions) and design elements for Scenic Corridors. The setback is measured from the back of planned ultimate right of way with some exceptions. Development within the setback is limited to revegetation, non-vehicular travel ways, regional drainage structures, limited cross-access, and

limited signs (as allowed by the sign ordinance). Multi-use paths, walks, and trails with a meandering alignment are also allowed in the scenic setback. The scenic setback may be used as Natural Area Open Space (NAOS) and counted as required open space. No walls should be located within the scenic setback. Walls along Scenic Corridors should be low, meandering and unobtrusive to enhance the visual open space aesthetic. The guidelines were adopted by the Development Review Board in February 2003, after the General Plan was adopted in 2001 and ratified in 2002. Since 2003, the Guidelines have been applied to Scenic Corridors designated in the General Plan.

Streetscape guidelines (themed streets) have been established and adopted by the City Council for Shea Boulevard, Frank Lloyd Wright Boulevard, and Via Linda. Streetscape improvements have also been established for McDowell Road, 64<sup>th</sup> Street, and Indian School Road, and are being established for the southern reaches of Scottsdale Road now.

The Streets Master Plan was adopted by the City Council in Fall 2003 and includes street classifications and cross-sections for the various levels of roadway. Among the classification is a Rural Cross-Section established for roadways in less dense areas of the community. In the coming year, the Transportation Master Plan will be crafted, updating the Streets Master Plan, and including all the elements of transportation such as trails and other forms of non-motorized transportation. The Streets Master Plan provides one of the forms of criteria evaluating the level of scenic roadway that may be appropriate for any given street.

#### **Scottsdale's Scenic Roadways**

The designation of Scenic Corridors and Buffered Roadways is established as a hierarchy.

Scenic Corridors are the largest roadways, with regional connectivity for both traffic and trails. The Scenic Setbacks of Scenic Corridors are also the largest, at 100 feet.

Buffered Roadways are also major roadways, but smaller in scale (usually minor arterials or major collectors), with citywide rather than regional traffic and trails. The setbacks of Buffered Roadways are usually 40 to 50 feet. Buffered Roadways do not currently have specific design guidelines like the Scenic Corridor Design Guidelines, however, that is a work program for the future and one of the recommendations of this case.

Following discussion at the Planning Commission hearing and from receiving input from citizens, staff is recommending a third level of scenic roadway designation called the "Desert Scenic Roadways". Desert Scenic Roadways are the one-mile and half-mile roads within the ESLO district that are not already designated as a Scenic Corridor or Buffered Roadway. Setbacks of these roadways will vary based on the topography and specific site conditions. These roadways will rely on the placement of NAOS and zoning setbacks to achieve an open space corridor along the road. Desert Scenic Roadways will apply to areas with existing and future proposed development, so the open space corridor will meander and not be a strict dimension. It will be important to examine new development on a case-by-case basis to ensure that the ESLO NAOS priorities (such as wash preservation and continuous open space) are

being met while trying to achieve open space corridors along the roadways.

An additional category of Scenic Roadways is the Themed Streets. Themed Streets are those roadways that have a specific design/streetscape theme established. Themed Streets do not have enhanced setbacks, but have design guidelines for colors, street furniture, etc. A Themed Street may also be a Scenic Corridor or Buffered Roadway. Shea Boulevard is an example of a Themed Street that is also a Scenic Corridor; Frank Lloyd Wright Boulevard is an example of a Themed Street that is also a Buffered Roadway.

**Criteria.**

The following are stated goals of both the Scenic Corridor and the Buffered Roadway:

- The need for a buffer for adjacent land uses from the roadway.
- Views to the mountains or other important landmarks will be preserved through this designation.

Historically, the Scenic Corridor designation has been applied to roadways that also meet all or most of the following criteria:

- Identified by the Maricopa Association of Governments (MAG) as a "road of regional significance."
- Identified by the city as a major arterial classification (6-lanes and median)
- Identified in the General Plan Mobility Element as a "regional road".
- Established as a regional trail corridor.

The Buffered Roadways designation have these unique criteria:

- Identified by the city as minor arterial or major collector level streets.
- Carries more citywide/local traffic rather than regional traffic.
- Local trails or multi-use pathways will be located along these roadways.
- Need/want to create a boulevard setting with aesthetic setbacks.

If approved, Desert Scenic Roadways will have these criteria:

- One mile and half mile roads within the Environmentally Sensitive Lands Ordinance (ESLO) district (not already established as Scenic Corridors or Buffered Roadways)
- Open space along the roadway is desired to preserve views and native vegetation, and to provide a more rural and open feel.
- ESLO priorities (e.g. wash preservation and contiguous open space) for NAOS will be met prior to the location of open space along the road.

The desert scenic roadway will be accomplished primarily through NAOS location and zoning setback application. The setback will vary based on site conditions, previous development, and topography of the parcel.

**APPLICANT'S  
PROPOSAL****Goal/Purpose of Request.**

- Amend the text of the General Plan Open Space and Recreation Element and the Character and Design Element to include, by reference the Scenic Corridor Design Guidelines. (see Attachments 2

- revised General Plan text and 3 Scenic Corridor Design Guidelines)
- Examine the applicability of, and make recommendations for, applying Scenic Roadway designations to specified roadways in Scottsdale. (see Attachment 4 for data)
  - Expand the definition of other scenic and buffered roadway designations mentioned in the General Plan Open Space and Recreation Element to provide the same level of detail as the Scenic Corridor Guidelines.
  - Expand the hierarchy of scenic roadways to include the Desert Scenic Roadways designation.

**Key Issues.**

- Community reaction to the idea of establishing more Scenic Corridors is mixed, based on open house comment cards and one-on-one communication with staff. While citizens are in favor of preserving natural open space and creating scenic roads, they are not sure that this amendment is the correct course of action to accomplish that. The tallied responses are evenly divided between having no designation/doing nothing and applying a Scenic Corridor designation or a Buffered Roadway designation. (see chart on page 6)
- The Scenic Corridor Design Guidelines are a policy document that states the intentions of the city to establish scenic roadways and describe the standards for Scenic Corridors. They are not ordinance. If the Scenic Corridor designation is applied to roadways that do not meet the historical criteria, it may be more difficult to achieve the Scenic Corridor Guideline goals by having property owners and developers voluntarily provide the setbacks. The designation would need to be enforced through rezoning stipulations or other forms of exaction.
- From forty (40%) to sixty (60%) percent of each suggested Scenic Corridor roadway (Bell, Dixileta, Jomax, Lone Mountain, and Thompson Peak) is already developed, making application of an 100' scenic setback difficult and inconsistent.

**IMPACT ANALYSIS****Open space, scenic corridors.**

Currently the General Plan designates six roadways as Scenic Corridors and seven as Buffered Roadways. If the staff recommendation is approved, one additional Buffered Roadway would be established for Bell Road, and Lone Mountain Road and Thompson Peak Parkway would remain Buffered Roadways. The Desert Scenic Roadway as a new designation in the hierarchy would be included in the General Plan text but not on the Open Space Map.

**Policy Implications.**

None of the five suggested roadways meet the criteria for Scenic Corridors. Thompson Peak Parkway and Lone Mountain Road are currently designated as Buffered Roadways and fully meet those criteria. Bell Road is a minor arterial roadway that also serves as a gateway to the McDowell Sonoran Preserve, and meets the Buffered Roadway criteria. Dixileta and Jomax Roads are minor collector roads that currently have scenic qualities and local traffic and trails. The Desert Scenic Roadway designation would apply to these streets.

If the Scenic Corridor designation is applied to roadways that do not meet the historical criteria, it may be more difficult to achieve Scenic Corridor goals voluntarily. The six Scenic Corridors were designated before much development had occurred around and along them, so it was easier for the city to negotiate the designation with property owners and developers. Since the adoption of the Scenic Corridor Design Guidelines, which specified the 100' setback and other design elements of Scenic Corridors, application to newly designated, partially developed roads may be difficult. The designation would need to be enforced through rezoning stipulations or other forms of exaction rather than expecting property owners to voluntarily comply.

**Community Involvement.**

Two community open houses were held on June 28 and 30, 2005 with 45 attendees. Additional emails, phone calls, faxes, and comment sheets mailed to the city have also provided input.

While citizens are in favor of preserving natural open space and creating scenic roads, many are not sure that the designation of Scenic Corridor is appropriate for the five roadways. Concerns relate to the applicability of a 100-foot Scenic Corridor setback and the impacts on neighborhoods. They express doubts about the ability to achieve the Scenic Corridor with already developed neighborhoods along the roadways. Several mention that they already consider their roadways scenic and don't need the designation. They are concerned that it is a waste of city time and effort to pursue these designations. Others request that major and minor arterial roadways (but not roads of lesser classification) are designated scenic. Proponents of this amendment ask that all roads are made scenic in some way. Several believe that all the roadways under consideration should become Scenic Corridors. Many state that the Buffered Roadway designation is the most appropriate way to achieve a scenic roadway.

A tally of the responses received as of this report are as follows:

	Scenic Corridor	Buffered Roadway	No designation or no change
Jomax Road	6	5	12
Lone Mountain Road	9	6	5
Dixileta Drive	5	6	11
Thompson Peak Parkway	6	10	3
Bell Road	8	5	7

Community Comments Summarized.

- Any street where the setback involves interference with completed construction should be eliminated from consideration as a Scenic Corridor.
- Please make Pinnacle Peak and major and minor arterials scenic.
- Concerned that Dixileta is already scenic, the setback would interfere with existing homes.
- I am totally against any scenic corridor or buffered setback designation on Jomax Road west of Scottsdale Road. South side of road is in

Phoenix and many properties are already built. NAOS has already been dedicated, why penalize people more? I don't agree with this proposal and am totally against it.

- Maintain quality of life in Scottsdale with Buffered Roadways.
- Implementation of Scenic Corridors is difficult already, adding more roadways would make that more difficult and distract from the visual continuity along the roadway.
- I am impressed that Scottsdale is going to preserve the native vegetation along our north Scottsdale Roadways.
- In favor of this – it's what makes Scottsdale special. (Requested Lone Mountain – Scenic Corridor; Jomax, Dixileta – Buffered Roadways)
- The city has lots of other things to worry about.
- I like the idea of Scenic Corridors, but they don't apply to Dixileta.
- The main corridors of Scottsdale Road and Pima are perfect. Taking away the rights of private property owners to utilize their land is wrong!
- Who carries liability insurance on the acquired land?

Other Issues from Citizen Comment Cards.

- Use the Rural Road cross-section for all Scenic Corridors north of the CAP. And no street lights.
- Use colorized concrete on all new sidewalks and curbs on Scenic Corridors.
- Construction trash should be picked up on a weekly basis.
- Keep existing zoning – no variances.
- Enforcement of traffic laws and existing development standards.
- Want more public meetings.
- Rubberized asphalt on roadways.
- Ban developer's signs and limit "for sale" signs.
- Improve sign ordinance and enforcement of ordinance. Ban signs in scenic corridors.
- Include a multi-use trail in the ROW of the road profile for Scenic Roadway.

**Community Impact.**

Scenic Roadways (Scenic Corridors, Buffered Roadways, and Themed Streets) provide an amenity to the public traveling the roadways and living near to major streets. The designation of a Scenic Corridor or Buffered Roadway impacts the property owners along the roadways and prevents them from building in the setback area. NAOS could be used to achieve this setback on developing properties, however, until an area is more developed it's difficult to assess whether all the NAOS should go along the roadway. The addition of the Desert Scenic Roadway would impact properties along mile and half-mile streets in the ESLO district, providing an additional opportunity for scenic setbacks along these roads through NAOS and zoning setbacks.

**OTHER BOARDS AND COMMISSIONS**

**Planning Commission.**

The Planning Commission heard this case on July 13, 2005.

Three citizens spoke in favor of the recommendations and against applying a

Scenic Corridor designation to Jomax Road. They raised questions of property values and liability. Each of them also indicated that the notification cards that were mailed to each property owner along the impacted roadways were not received so they were not aware of the public hearing on this topic.

Planning Commissioners also had concerns about how to apply the designation to already developed properties and how to mitigate the impacts to property owners along the recommended buffered roadways. They admonished staff to be supersensitive to creating negative impacts to adjacent property owners. It was also suggested that the best time to establish scenic roadways is before development occurs and that new streets of the major arterial classification be evaluated for scenic roadway designations.

Staff was asked to return with an initiation to evaluate other major roads, like Pinnacle Peak or Hayden Roads for designation.

One suggestion to mitigate the impacts of Scenic Corridor impacts is to provide some kind of hardship resolution for property owners that could go through a process of appealing the designation or asking to be excluded from the designation.

**STAFF  
RECOMMENDATION**

**Recommended Approach:**

- Apply the Buffered Roadway (Setback/Parkway) designation to Bell Road since it meets the criteria for Buffered Roadways. (see Attachment 5)
- Maintain Thompson Peak Parkway and Lone Mountain Road as Buffered Roadways.
- Expand the hierarchy of Scenic Roadways to include Desert Scenic Roadways and amend the General Plan text to include this designation.
- Do not apply the Scenic Corridor designation to Dixileta Drive or Jomax Road since they do not meet the criteria for Scenic Corridors. (see Attachments 5 and 6) Dixileta Drive and Jomax Road would be considered Desert Scenic Roadways.
- Amend the text of the General Plan Open Space and Recreation Element and the Character and Design Element to include, by reference, the Scenic Corridor Design Guidelines and any future scenic roadway design guidelines. (see Attachments 2 and 3)
- Direct staff to create Buffered Roadway Design Guidelines and Desert Scenic Roadway guidelines to provide the same level of detail for these scenic roadway designations as the Scenic Corridor Guidelines.

**Option for Council Consideration:**

For roadways within the Recommended Study Boundary of the McDowell Sonoran Preserve and within 100 feet of the Boundary, a scenic setback of up to 100 feet would be required on properties of 25 acres or larger that are undeveloped as of October 4, 2005.

**RESPONSIBLE  
DEPT(S)**

**Planning and Development Services Department**  
Planning and Design Services Division

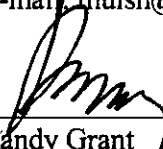


**STAFF CONTACT(S)**

Teresa Huish  
Strategic Planning Manager  
480-312-7829  
E-mail: [thuish@scottsdaleAZ.gov](mailto:thuish@scottsdaleAZ.gov)

Randy Grant  
Chief Planning Officer  
480-312-7995  
E-mail: [rgrant@ScottsdaleAZ.gov](mailto:rgrant@ScottsdaleAZ.gov)

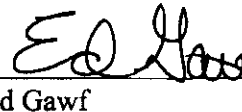
**APPROVED BY**

  
\_\_\_\_\_  
Randy Grant  
Chief Planning Officer

9/15/05  
Date

  
\_\_\_\_\_  
Frank Gray  
General Manager Planning & Development Services

9.16.05  
Date

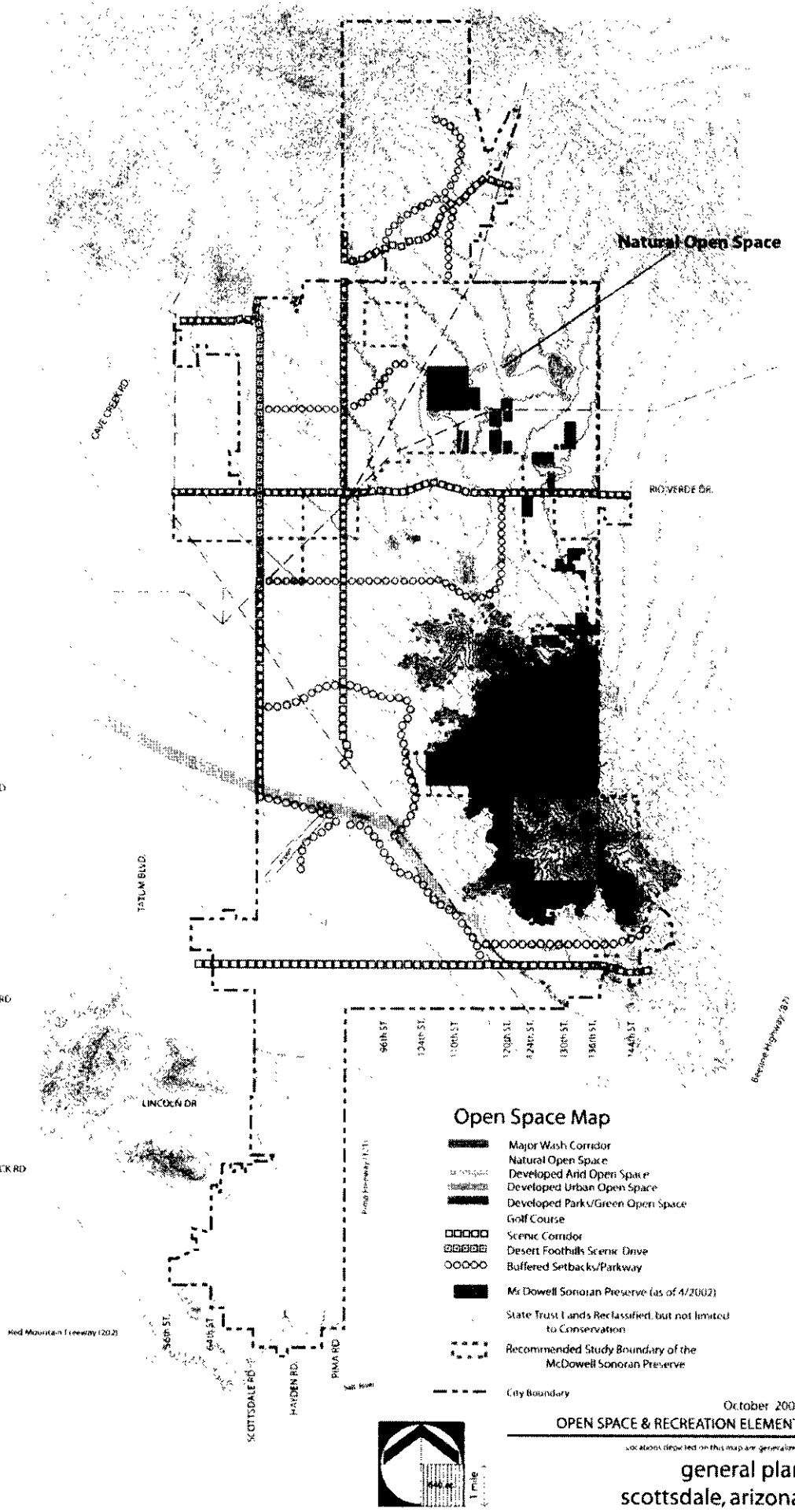
  
\_\_\_\_\_  
Ed Gawf  
Deputy City Manager

9/16/05  
Date

**ATTACHMENTS**

1. Existing Open Space Map
2. Proposed Open Space Map and Character & Design Element and Open Space & Recreation Element text revisions
3. Executive Summary of Scenic Corridor Design Guidelines
4. Corridor maps of roadways under consideration
5. Scenic Corridor and Buffered Roadway Criteria
6. Application of Scenic Roadway designations
7. Citizen Involvement
8. Resolution No. 6716
9. July 13, 2005 Planning Commission Minutes

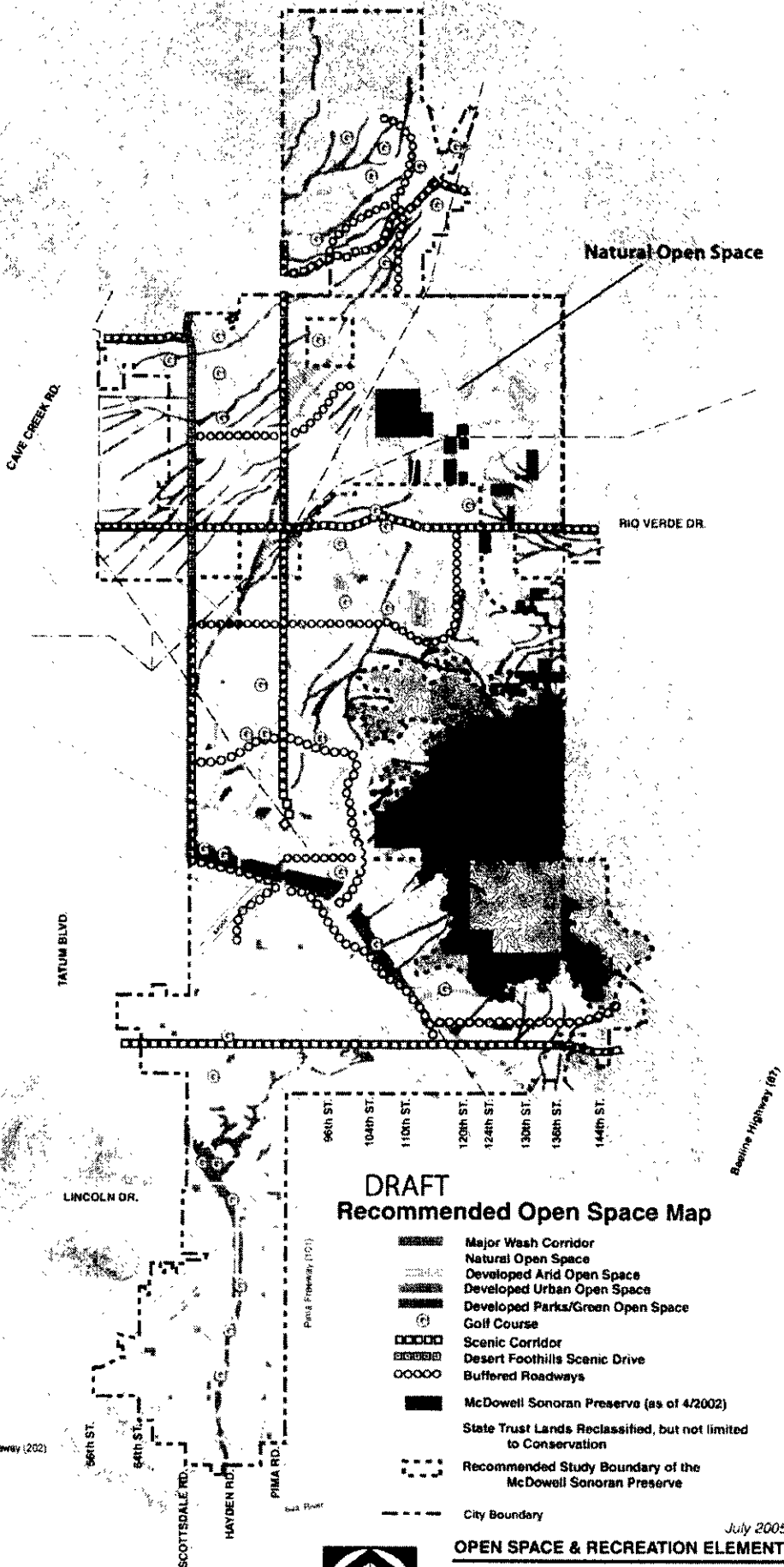
JENNY LYNN  
 CIRCLE MOUNTAIN  
 HONDA BOW  
 ROCKAWAY HILLS  
 DESERT HILLS DR  
 JOY RANCH RD  
 STAGE COACH PASS  
 CAREFREE HWY  
 DOVE VALLEY RD  
 EDNE MOUNTAIN RD  
 DIXIE LA DR  
 DYNAMITE BLVD  
 GMAX RD  
 HAPPY VALLEY RD  
 PINNACLE PEAK RD  
 DEER VALLEY RD  
 BEARDSLEY RD  
 UNION HILLS DR  
 BELL RD / FRANK LLOYD  
 WRIGHT BLVD  
 GREENWAY RD  
 THUNDERBIRD RD  
 CACTUS RD  
 SHEA BLVD  
 DOUBLE TREE RANCH RD  
 MCCORMACK PKWY  
 INDIAN BEND RD  
 McDONALD DR  
 CHAPARRAL / CAMEL BACK RD  
 CAMEL BACK RD  
 INDIAN SCHOOL RD  
 THOMAS RD  
 MCGOWELL RD  
 MCKEELIP RD



October 2002  
 OPEN SPACE & RECREATION ELEMENT  
 Locations shown on this map are generalized  
 general plan  
 scottsdale, arizona

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.  
 BEARDSLILY 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.

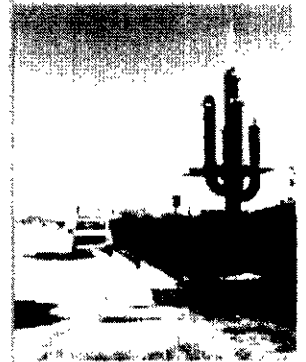
Red Mountain Freeway (202)



July 2005  
**OPEN SPACE & RECREATION ELEMENT**

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

- 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  
Viability 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 and  
Recreation

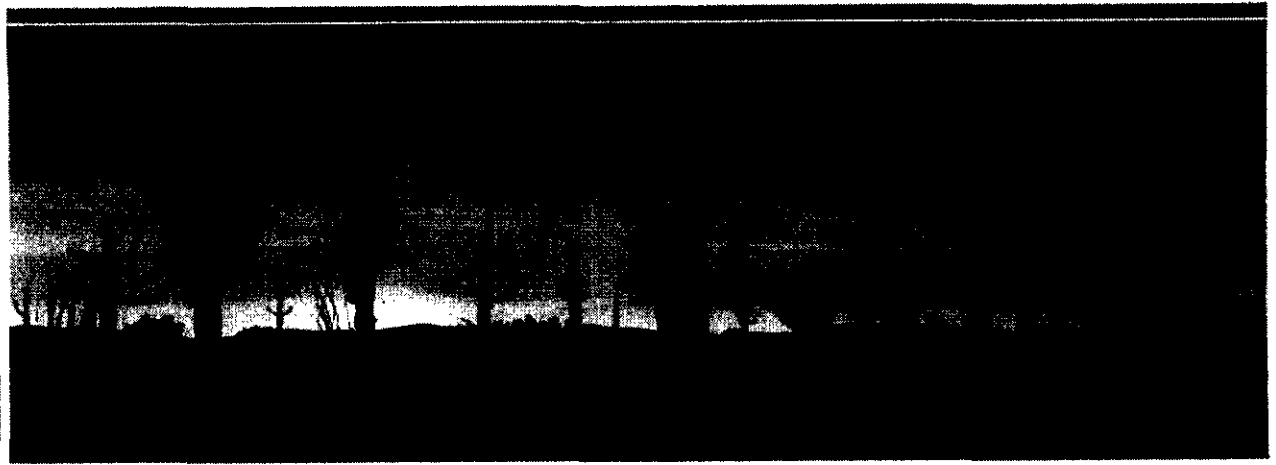
see Scenic Corridor  
Design Guidelines

see Character and  
Design Element

see Character and  
Design Element



City of Scottsdale  
Executive Summary of:  
**Scenic Corridor  
Design Guidelines**



March 12, 2003

April 2004 Printing

7-DR-2003

**ATTACHMENT #3**

## Two Different Design Characters Along Scenic Corridors:

### 1. *Preservable/Rural/Low (to moderate)*

**Density Residential:** Certain portions (generally northern and eastern) of the corridors have historically remained in a rural, semi-native state, and are planned for lower density land use impacts such as single-family large lot residential. These areas include:

- i. Carefree Highway
- ii. Cave Creek Road
- iii. Scottsdale Road north of Happy Valley Road
- iv. Pima Road north of Deer Valley Road
- v. Shea Boulevard east of the CAP Canal
- vi. Dynamite Boulevard - inclusive (to date)

**The basic design guideline implementation strategy for these areas should be preservation or re-establishment of the natural organic setting**

### 2. *Compromised / High Activity /*

**Commercial:** Much of the desert plant materials in these areas are diminished or disfigured past the point of reasonable preservation efforts. Additionally, these areas may have or may be planned for higher impact land uses that will require substantial disturbance of the scenic setback areas. Examples of these areas include:

- i. Shea Boulevard west of the CAP Canal
- ii. Scottsdale Road south of Happy Valley
- iii. Pima Road south of Deer Valley

**The basic design guideline implementation strategies for these areas should be revegetation of native plant materials, reshaping of topography, and implementing more organized, structured suburban qualities of improvements.**



## **Specific Design Guidelines for the Components of Scenic Corridors:**

(Abbreviated version—see full design guidelines for more information)

### **Right of Way Cross-Section Model:**

- **Modified Parkway cross section** found in the City of Scottsdale's Design Standards & Policy Manual (DS & PM)



- **R.O.W. Width:** The planned ultimate width should be a minimum of 150' or a minimum of 75' each side of centerline. Exceptions: Cave Creek Road and Carefree Highway widths should be a minimum of 126' or a minimum of 63' each side of centerline.
- **Access** should be limited to half-mile and quarter-mile access points.
- **Median:** There should be a raised median of 24' in width.
- **Bicycle Lanes** should be provided for each direction at the outer pavement edge.
- **Pavement Edge & Clear Zone:**
  - Rural / Preservation Character:**
    - Rolled curb and gutter (integrally colored)
    - Graded recovery shoulder
    - Shrub and ground cover placed directly adjacent to the back of shoulder
    - Centers of trees, saguaro cacti, boulders, etc....14' from the back of curb
    - Street hardware placement- follow local interpretations of the *AASHTO Roadside Design Guide*
  - High activity / Commercial Character:**
    - Vertical curb and gutter (integrally colored)
    - Centers of shrubs and ground cover 1/2 diameter of the specific plant type behind the back of curb
    - Centers of trees, and Saguaro cacti placed no closer than 10' from the back of curb
    - Street hardware placement- follow local interpretations of the *AASHTO Roadside Design Guide*

- **Development Walls at the Edge of the Scenic Desert Landscape Setback:** The following is a list of preferable situations in terms of enhancing the meaningful visual open space:
  1. No visual fence barrier
  2. Individual lot site wall at development envelopes
  3. Low, non-orthogonal, organic development walls that follow the criteria listed below
  4. No walls should be in scenic setback

**Wall Alignment:**

- Gradually meander horizontally (ideally following topography changes).
- Long, straight, uninterrupted lengths discouraged.
- Move around large plant specimens or landform features.
- Should not cross wash channels

**Wall Height:**

- Designed so that they are perceived visually to be as low as possible
- Residential districts -no higher than 6' to 8' from grade at the street face
- Commercial districts -should not exceed 10' in height
- A wall/ berm combination may be used to achieve higher screening.
- Walls are encouraged to vertically roll with the topography.

**Material & Color:**

- Prefabricated interlocking pilaster type CMU or similar systems are strongly discouraged.
- CMU (non interlock system) finished with stucco and rounded edges, integral colored or painted split face CMU, adobe, and or native stonework are preferred materials for walls.
- Colors should be deep desert earth tones and should have a light reflectivity value (LRV) of not greater than 35%. Colors should blend with the natural desert setting.
- View fence and openings that allow wildlife passage are strongly encouraged.

**Regional Feature Crossings and Intersections:**

- **Washes** should be left in a natural state and open for wildlife egress and visual access. Visually and physically expand connections to *Vista Corridors*.
- **Intersection** development design should include:
  - Deep corner cut-off set backs
  - Interesting compositions of native desert landscape
  - Open corners that visually extend desert features and mountain vistas and or views to interior natural open space within a development
  - Heightened attention should be directed towards the organization, and screening or camouflaging of any utility riser or other built environment element.

**Closing Statements:**

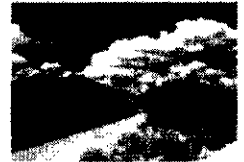
The contents of this document are the result of a citizen driven effort to protect our natural desert beauty found along some of our communities most heavily traveled and historic roadways. The efforts have spanned over 4 decades. During that period rapid growth has greatly changed much of the original character of these corridors.

Today, this document hopes to provide a guide to retain what little is left and to re-establish what has been lost. This document is only a guide, it will still be up to our policy makers and citizens to put forth the willingness and effort needed to carry out the goals of keeping Scenic Corridors a part of Scottsdale's admirable character.





# What are the criteria for SCENIC CORRIDORS?



1. Scenic Corridors may be designated along major streets to provide for open space and opportunities for trails and paths.

"Major streets" are defined as one or more of the following:

- a. Roads designated by the MAG Regional Transportation Plan as "Roads of Regional Significance."
  - b. Roads that have a significant number of travelers who either originate from or have a destination of a community other than Scottsdale.
  - c. Roads designated as major arterials planned for 6 lanes of travel.
  - d. Roads with a significant portion designated as a regional (rather than neighborhood) trail corridor or multi-use path.
2. Views to mountains and natural or man-made features will be enhanced.
  3. An enhanced streetscape appearance is desired.
  4. There is a need for a landscaped buffer between streets and adjacent land uses.



What are the criteria for

## **BUFFERED SETBACKS/PARKWAYS?**

- Established for roads that do not meet the Scenic Corridor criteria but are desired to provide the streetscape with a unique image or reduce the impacts of a major street on adjacent parcels.
- 1. May be designated along major roads primarily used by local citizens and visitors to commute to and from destinations located within the city's corporate boundaries.
- 2. Roads with buffered setbacks should be at least identified as minor collectors on the city's Streets Master Plan. They may be designated as major arterials, but generally are of lesser designation.
- 3. Roads with a significant portion designated as non-vehicular travel corridor for neighborhood or local (rather than regional) trail or multi-use path.

### Scenic Corridor & Buffered Setback/Parkway Designation Criteria Matrix

	Scenic Corridor Designation Criteria				Shared Criteria		Buffered Setback/Parkway Designation Criteria				Current Designation	
	MAG Road of Regional Significance	Major Arterial Designation	Regional Vehicle Travel	Regional Transit or Pathway	Buffer Land Use From Road	Views to Mountains	Create Blvd Setting w/ Setback	St. Specific Design Theme	Minor Art to Major Collector	Local Vehicle Travel		Local Transit or Paths
<b>Significant Streets</b>												
<b>Scenic Corridors</b>												
The Carefree Highway	★		★		★	★			★		★	Scenic Corridor
Cave Creek Road			★		★	★			★		★	Scenic Corridor
Dynamite Boulevard	★	★	★	★	★	★						Scenic Corridor
Hime Road	★	★	★	★	★	★						Scenic Corridor
Scottsdale Road	★	★	★	★	★	★	★	★				Scenic Corridor
Shea Boulevard	★	★	★		★	★	★	★			★	Scenic Corridor
<b>Buffered Setback/Parkways</b>												
Desert Mountain Parkway					★	★	★	★	★	★		Buffered Setback / Parkway
Frank Lloyd Wright Boulevard	★	★		★	★	★	★	★		★		Buffered Setback / Parkway
Happy Valley Road					★	★	★		★	★	★	Buffered Setback / Parkway
Hayden Road					★	★	★		★	★		Buffered Setback / Parkway
Lone Mountain Road					★	★			★	★	★	Buffered Setback / Parkway
Thompson Peak Parkway					★	★	★	★	★	★	★	Buffered Setback / Parkway
Va Linda Road					★	★	★	★	★	★	★	Buffered Setback / Parkway
<b>Roads Under Consideration</b>												
Bell Road					★	★	★		★	★	★	To be Determined
Dixie Road					★	★				★	★	To be Determined
Jomas Road					★	★				★	★	To be Determined
Lone Mountain Road					★	★			★	★	★	Buffered Setback / Parkway
Thompson Peak Parkway					★	★	★	★	★	★	★	Buffered Setback / Parkway



## Applying the Designations and Regulation of

# SCENIC CORRIDORS & BUFFERED ROADWAYS

- Success depends on consistent application of standards.
- Scenic Corridors and Buffered Setback Roads/Parkways use design guidelines, not ordinances, to apply.
- Guidelines are often used in the Development Review process; Zoning change requests are a more effective way to apply.
- Single family residences are not involved in Development Review process, so application of design guidelines is more difficult.

ROADWAYS SUBMITTED FOR VISUALLY SIGNIFICANT DESIGNATION

Primary Criteria  
Application For New  
Visually Significant  
Roadway Designation  
In The General Plan

Significant  
Regional  
Vehicular  
Traffic

Significant  
Local  
Vehicular  
Traffic

Significant  
Local & Regional  
Vehicular  
Traffic

Roadway  
Designated As  
Major Arterial  
(w/Exceptions)

Roadway  
Designated As  
Minor Arterial To  
Major Collector

Roadway Designation  
(Usually Major  
Arterial To  
Minor Collector)

Large/Enhanced  
Setbacks 50'-100'  
Desert Preservation  
Buffer Land Use

Enhanced Setbacks  
50' Or Less  
Aesthetic Buffer

No Enhanced  
Setbacks  
Special Thematic  
Land Uses

Significant Trail  
Corridor / Multi-  
Use Path For  
Regional Use

Significant Trail  
Corridor / Multi-  
Use Path For  
Local Use

Focuses On  
Local Pedestrian  
Connectivity

May Qualify For  
Scenic  
Corridor  
Designation  
GP Amendment

May Qualify For  
Buffered  
Setback  
Designation  
GP Amendment

May Qualify For  
Themed  
Streetscape  
Designation  
No GP Amendment

# Please Sign In.

## Scenic Corridor Open House

Tuesday, June 28, 2005

Community Design Studio, 7506 E. Indian School Rd.

PLEASE PRINT LEGIBLY -- AND IF AVAILABLE, PLEASE INCLUDE YOUR E-MAIL -- We will include your address on future communications related to this topic.

Name	Mailing address	City and Zip Code	E-Mail	Phone (optional)
RESIDENCE (w/ by MARRIOTT)				
TERRY MAYBERRY	17011 N SCOTTSDALE RD	SCOTTSDALE AZ	ribmscotts@rhwhotels.com	480-563-4120
Douglas Mahan	"	"	"	"
Jacque Sigelow	32640 N 70 <sup>th</sup> ST	Scottsdale 85262	Jacquesigelow@hotmail.com	480 575-5545
MARY PATINO	7299 E. BAKER DR	Scottsdale 85262		
DAVID PATINO	7899 E. BAKER DR	SCOTTSDALE 85262		
Michael Kell	8973 N. 84 <sup>th</sup> Way	SCOTTSDALE	85258	
LOUIE TORNIELLO	5200 E Camelback Rd	W 850	Phx 85020	
Margaret Sharp	Independent			85053



1-GP-2004 open House Thursday, June 30, 2005

# PLEASE SIGN IN

<u>Name</u>	<u>Address</u>	<u>email or phone</u>
Mary Fader	29835 N 78TH PLANE	MFF 5863 @AOL.COM
<del>Lea Chamberlain</del>	29835 N 78th PL	Lea64345@AOL.com
Michael Gray	7768 E. Baker Dr.	-
Donna + Edward Elmajian	23920 N. Church Rd Scottsdale AZ 85255	
Janqueline Jones	26603 N 70th PL Scottsdale AZ	85262
Lloyd Doerr	29939 N 78th Pl Scottsdale, AZ	85260
Bob Pope	7879 E. ALTA SIERRA CIRCLE	Scottsdale, AZ 85262
Marilyn Andrews	22612 N. Church Rd, Scottsdale	85255
DONALD ANDREWS	22612 N. Church Rd BDL	85255
Diane + Ray Berney	7747 E. Baker Dr	Scottsdale 85262
Lowell + Sue Lueprow	30600 N PIMA Rd #129	" "
MICHAEL + GEORGETTE MOBBI	8024 E. Lone Mountain	
Bob + Inae Vairo	10040 E. Harry Truman Ln, SC	85255
Graham + Patricia Kettle	29651 N 74th St, Scottsdale,	85262
H. John Altorker	8325 E. La Senda	Scottsdale 85255
Eddie Shanon	3068 N. 77th PL	
Tracy Weaver	34522 N. Scottsdale Rd 218,	85262
Cornie Swanson	7737 EVISTA BOULEVARD	85255
Pat McCullagh	7513 E. ARLINGTON RD	85255
Mary Beth McLaughlin	" "	" "
Howard Myers	6631 E. Horned Owl Tr.	85262
Anthony Liso	7820 E. Alta Sierra Cir.	85262
Bob Tomlin	7884 E ALTA SIERRA Cir.	85262
ALAN ELSROND	7879 E LAS PIEDRAS	85262



# PLEASE SIGN IN

NAME

ADDRESS

EMAIL OR PHONE#

Tim Montgomery 34894 N. 92nd Pl.

timmonty @ phxcoxmail.  
com

Al & Diane  
Lawson

27617 N 74<sup>th</sup> St

TONY NELSON  
Andrea Michaels

7736 E REDBIRD RD

REDBIRD RD  
@ EARTHLINK.NET

33012 N 68<sup>th</sup> Way

madcap\_thinker @  
yahoo.com



## OPEN HOUSE INVITATION



**Dear Property Owner:**

You are invited to attend one of two community open houses regarding a request to amend the Open Space and Character & Design Elements regarding Scenic Corridors and Buffered Setback/Parkway designations.

**Staff contact: Teresa Huish, 480-312-7829**

**Open House Dates:**

**Tuesday, June 28, 2005, 4:30 to 6 pm**

Community Design Studio, 7506 E Indian School Road

**Thursday, June 30, 2005, 5 to 7 pm**

La Mirada Park, 8950 E Pinnacle Peak Road

For more information, call **480-312-7000** or log on to:  
**[www.scottsdaleaz.gov](http://www.scottsdaleaz.gov)**

**Site Location:**  
Scottsdale Roadways

**Project Name:**  
Scenic Roadway  
Designations General Plan  
Amendment

**Project Number:**  
1-GP-2004

The project file may be viewed at Planning and Development Services, 7447 E Indian School Road, Suite 101

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?    yes  no

Should Lone Mountain Road be redesignated a Scenic Corridor?    yes  no      Remain a Buffered Setback Roadway?  yes  no

Should Dixileta Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?    yes  no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes  no      Remain a Buffered Setback Roadway?  yes  no

Should Bell Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?    yes  no

Should other roadways be considered for a scenic/buffered roadway designation?    yes  no      What Roadway?

Should these or other roads be designated a Themed Street?  yes  no      What Roadway? Bell - (it needs alot of help)

comments: I am impressed that Scottsdale is going to preserve the native vegetation along our north Scottsdale roadways.

I prefer to see all the above streets have 100' setbacks where possible!

# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor? ~~yes~~ no      A Buffered Setback Roadway? yes no
- Should Lone Mountain Road be redesignated a Scenic Corridor? yes no      Remain a Buffered Setback Roadway? yes no
- Should Dixileta Road be designated a Scenic Corridor? yes no      A Buffered Setback Roadway? yes no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor? yes no      Remain a Buffered Setback Roadway? yes no
- Should Bell Road be designated a Scenic Corridor? yes no      A Buffered Setback Roadway? yes no
- Should other roadways be considered for a scenic/buffered roadway designation? yes no      What Roadway?
- Should these or other roads be designated a Themed Street? yes no      What Roadway?

comments:

*A great way to maintain quality of life in Scottsdale.*

# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor?    yes     no    A Buffered Setback Roadway?    yes     no
- Should Lone Mountain Road be redesignated a Scenic Corridor?    yes     no    Remain a Buffered Setback Roadway?     yes    no
- Should Dixileta Road be designated a Scenic Corridor?    yes     no    A Buffered Setback Roadway?    yes     no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes     no    Remain a Buffered Setback Roadway?     yes    no
- Should Bell Road be designated a Scenic Corridor?    yes     no    A Buffered Setback Roadway?    yes     no
- Should other roadways be considered for a scenic/buffered roadway designation?    yes     no    What Roadway?
- Should these or other roads be designated a Themed Street?    yes     no    What Roadway?

comments: Gave a list of my concerns.

---

---

---

---

---

---

---

---

---

---

Jacqueline Jones

Why place a scenic corridor or scenic buffer on properties along Jomax Road (WEST OF SCOTTSDALE ROAD) when there are properties already built with 6-8 foot high walls within the proposed scenic corridor area?

Why place a scenic corridor or scenic buffer on properties along Jomax Road (WEST OF SCOTTSDALE ROAD) when the entire south side of the roadway is within the City of Phoenix city limits and this designation cannot be enforced along the entire south side?

Why place a scenic corridor or scenic buffer on properties along Jomax Road (WEST OF SCOTTSDALE ROAD) when it'll only penalize Scottsdale residents on the north side of the street (create unusable private property) and be unenforceable along the south side of the street because it is not within Scottsdale?

I already have dedicated Natural Area Open Space (NAOS) designated along the wash on my property and now the city wants to designate the entire south 100 feet for a scenic corridor...I DON'T AGREE with this proposal and am totally against it!!!

Do I get compensated for this taking of what was useable space on my property?

Why is it that I have designated NAOS on my lot and other lots within my subdivision do not have NAOS designated and they got to wall in their entire lots including where the city wants to designate the scenic corridor?

How is the City's well site just west of my property scenic?? It has looked awful for over 20 years?

Where are the numbers of Scottsdale residents pushing for this? Or are there only a select few who think they dictate what happens in this part of Scottsdale?

SO, I have the zoning requirements for 43,000 square foot lots, which I have. The city takes 20-25% of that for NAOS because I added onto my existing home (originally built in 1985) after the city adopted the Environmentally Sensitive Lands Ordinance. So in reality, I have approximately 33,000 square feet useable after my NAOS dedication to the city, I then have to worry about the Foothills Overlay (recently applied to my property) and what that restricts my property to.... and now the City wants to apply a scenic corridor/buffer on my property and further restrict it!!!!!!! Please stop this!!!!!!

I am totally against any scenic corridor or buffered setback designation on Jomax Road, west of Scottsdale Road.

# Your Comments Please!

Also, why don't the homebuilders pick up their construction trash on a weekly basis?

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor?  yes no A Buffered Setback Roadway?  yes no
- Should Lone Mountain Road be redesignated a Scenic Corridor?  yes no Remain a Buffered Setback Roadway?  yes no
- Should Dixileta Road be designated a Scenic Corridor?  yes no A Buffered Setback Roadway?  yes no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes no Remain a Buffered Setback Roadway?  yes no
- Should Bell Road be designated a Scenic Corridor?  yes no A Buffered Setback Roadway?  yes no
- Should other roadways be considered for a scenic/buffered roadway designation? yes  no What Roadway? → ENFORCE CURRENT SCENIC ROADS
- Should these or other roads be designated a Themed Street? yes  no What Roadway?

comments: The city should keep new sidewalks/curbs

on scenic corridors in the "brown colorized"

concrete. A recent roadway expansion/curb project on Westland Road (between Pima & Scottsdale Rds) used standard grey concrete, which contrasts to what was installed along Westland by Winfield (nearer to Scottsdale Rd.)

This multi-color concrete is also seen along Pima Road near DC Ranch → the East side of DC Ranch used the brown "colorized" concrete for curbs & sidewalks, while the newest curb/sidewalk project uses the standard grey concrete. Hodge-Podge!

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should Lone Mountain Road be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Should Dixileta Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Should Bell Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should other roadways be considered for a scenic/buffered roadway designation?    yes    no    What Roadway?

Should these or other roads be designated a Themed Street?    yes    no    What Roadway?

comments:

Why is the current (posted)  
speed limit on No. Scottsdale/Pima Roads  
still 55 MPH?

↘ If these are truly scenic corridors,  
why does the city still permit such  
high speeds for construction vehicles,  
cement trucks and delivery vans?



# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?     yes     no

Should Lone Mountain Road be redesignated a Scenic Corridor?  yes  no      Remain a Buffered Setback Roadway?     yes     no

Should Dixileta Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?     yes     no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes  no      Remain a Buffered Setback Roadway?     yes     no

Should Bell Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?     yes     no

Should other roadways be considered for a scenic/buffered roadway designation?     yes     no      What Roadway?

Should these or other roads be designated a Themed Street?     yes     no      What Roadway?

comments: Use RURAL Road cross section for all scenic corridors North of CAP. DO NOT USE URBAN cross section. (VERTICAL Curbs).

Rural cross section has ribbon curbs & shoulders which provide space for disabled vehicles to pull off road, tourists pull off road (for view), and OFF-ROAD drainage - most important - DOES NOT REQUIRE STREET LIGHTS  
most people want to maintain DARK SKIES

Install vegetated medians using bond money set aside for Scottsdale Road.



# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?     yes     no

Should Lone Mountain Road be redesignated a Scenic Corridor?  yes  no      Remain a Buffered Setback Roadway?     yes     no

Should Dixileta Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?     yes     no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes  no      Remain a Buffered Setback Roadway?     yes     no

Should Bell Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?     yes     no

Should other roadways be considered for a scenic/buffered roadway designation?  yes  no      What Roadway?

Should these or other roads be designated a Themed Street?    yes  no      What Roadway?

comments:

MOST IMPORTANTLY THE CITY SHOULD KEEP  
EXISTING ZONING - NO VARIANCES  
THE CITY HAS SHOWN THAT IT IS EITHER INCAPABLE  
OR RELUCTANT TO POLICE VARIANCES.

Bob Towler





# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor?  yes no      A Buffered Setback Roadway?  yes no
- Should Lone Mountain Road be redesignated a Scenic Corridor?  yes no      Remain a Buffered Setback Roadway?  yes no
- Should Dixileta Road be designated a Scenic Corridor?  yes no      A Buffered Setback Roadway?  yes no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes  ~~no~~      Remain a Buffered Setback Roadway?  yes  ~~no~~
- Should Bell Road be designated a Scenic Corridor? yes  no      A Buffered Setback Roadway? yes  no
- Should other roadways be considered for a scenic/buffered roadway designation? yes  no What Roadway?
- Should these or other roads be designated a Themed Street? yes  no What Roadway?

comments: *We would like more <sup>Public</sup> meetings as final decisions are considered.*

---

---

---

---

---

---

---

---

---

---

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?  yes  no

A Buffered Setback Roadway?  yes  no

Should Lone Mountain Road be redesignated a Scenic Corridor?  yes  no

Remain a Buffered Setback Roadway?  yes  no

Should Dixileta Road be designated a Scenic Corridor?  yes  no

A Buffered Setback Roadway?  yes  no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes  no

Remain a Buffered Setback Roadway?  yes  no

Should Bell Road be designated a Scenic Corridor? yes  no

A Buffered Setback Roadway? yes  no

Should other roadways be considered for a scenic/buffered roadway designation? yes  no What Roadway?

Should these or other roads be designated a Themed Street? yes  no What Roadway?

comments: *More meetings as to the final design setbacks?*

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway?  yes  no

Should Lone Mountain Road be redesignated a Scenic Corridor?  yes  no Remain a Buffered Setback Roadway?  yes  no

Should Dixileta Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway?  yes  no

Should Thompson Peak Parkway be redesignated a Scenic Corridor? yes  no  Remain a Buffered Setback Roadway?  yes  no

Should Bell Road be designated a Scenic Corridor?  yes  no A Buffered Setback Roadway?  yes  no

Should other roadways be considered for a scenic/buffered roadway designation?  yes  no What Roadway?

Should these or other roads be designated a Themed Street?  yes  no What Roadway? *CONSIDER PINNACLE PEAK ROAD BETWEEN SCOTTSMOOR RD & PIMA RD.*

comments: DOING THESE KIND OF THINGS IS WHAT MAKES SCOTTSDALE SO SPECIAL & SUCCESSFUL!

---

---

---

---

---

---

---

---

---

---



# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor?    yes    no      A Buffered Setback Roadway?    yes    no
- Should Lone Mountain Road be redesignated a Scenic Corridor?    yes    no      Remain a Buffered Setback Roadway?    yes    no
- Should Dixileta Road be designated a Scenic Corridor?    yes    no      A Buffered Setback Roadway?    yes    no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes    no      Remain a Buffered Setback Roadway?    yes    no
- Should Bell Road be designated a Scenic Corridor?    yes    no      A Buffered Setback Roadway?    yes    no
- Should other roadways be considered for a scenic/buffered roadway designation?    yes    no      What Roadway?
- Should these or other roads be designated a Themed Street?    yes    no      What Roadway?

comments: The City of Scottsdale has a lot of other things they  
need to be worried about. For example, enforcement of traffic laws, especially  
on Loop 101. A road such as Dixiteta is a small street and individual homeowners  
already do good job of maintaining streetscapes. City staff needs to  
be concentrating on enforcing existing development standards.

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?    yes     no

A Buffered Setback Roadway?     yes    no

Should Lone Mountain Road be redesignated a Scenic Corridor?     yes    no

Remain a Buffered Setback Roadway?    yes     no

Should Dixileta Road be designated a Scenic Corridor?    yes     no

A Buffered Setback Roadway?     yes    no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes    no

Remain a Buffered Setback Roadway?    yes    no

Should Bell Road be designated a Scenic Corridor?    yes     no

A Buffered Setback Roadway?     yes    no

Should other roadways be considered for a scenic/buffered roadway designation?     yes    no

What Roadway?    ~~Para~~  
Pima.

Should these or other roads be designated a Themed Street?    yes    no

What Roadway?

comments:

---

---

---

---

---

---

---

---

---

---

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should Lone Mountain Road be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Should Dixileta Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Should Bell Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should other roadways be considered for a scenic/buffered roadway designation?    yes    no    What Roadway?

Should these or other roads be designated a Themed Street?    yes    no            What Roadway?

comments:

It's rather late for this — However if the city would ban developer's signs & limit "for sale" signs to be placed only on the property for sale, i.e. no directional signs. And then enforce it!

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should Lone Mountain Road be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Should Dixileta Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Should Bell Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should other roadways be considered for a scenic/buffered roadway designation?    yes    no    What Roadway?

Should these or other roads be designated a Themed Street?    yes    no            What Roadway?

comments:

It's too late for most of this. Besides, without an improved sign ordinance its just going to be "touched up" anyway. And then some enforcement. Realtors are using more balloons + banners especially on weekends. How about banning signs in the scenic corridor?

# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway? yes  no
- Should Lone Mountain Road be redesignated a Scenic Corridor?  yes  no Remain a Buffered Setback Roadway? yes  no
- Should Dixileta Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway? yes  no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes  no Remain a Buffered Setback Roadway? yes  no
- Should Bell Road be designated a Scenic Corridor?  yes  no A Buffered Setback Roadway? yes  no
- Should other roadways be considered for a scenic/buffered roadway designation? yes  no  What Roadway?
- Should these or other roads be designated a Themed Street? yes  no  What Roadway?

comments:

*I am especially concerned with Dixileta Road ~~between~~ it is already a scenic drive between Scottsdale Rd and Pima Rd. If it would be designated a scenic corridor or a buffered setback Scottsdale would have to buy many homes on both sides. Please leave it alone.*

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor? yes  no A Buffered Setback Roadway? yes  no

Should Lone Mountain Road be redesignated a Scenic Corridor? yes no Remain a Buffered Setback Roadway? yes no

Should Dixileta Road be designated a Scenic Corridor? yes  no A Buffered Setback Roadway? yes  no

Should Thompson Peak Parkway be redesignated a Scenic Corridor? yes no Remain a Buffered Setback Roadway? yes no

Should Bell Road be designated a Scenic Corridor? yes no A Buffered Setback Roadway? yes no

Should other roadways be considered for a scenic/buffered roadway designation? yes no What Roadway?

Should these or other roads be designated a Themed Street? yes no What Roadway?

comments: Any street where setback involves interference with completed construction should be eliminated from consideration other than perhaps being designated as Themed Streets as in Dixileta! Any other plan would be impractical

Thank you!

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?  yes  no

Should Lone Mountain Road be redesignated a Scenic Corridor?  yes  no      Remain a Buffered Setback Roadway?  yes  no

Should Dixileta Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?  yes  no

Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes  no      Remain a Buffered Setback Roadway?  yes  no

Should Bell Road be designated a Scenic Corridor?  yes  no      A Buffered Setback Roadway?  yes  no

Should other roadways be considered for a scenic/buffered roadway designation?  yes  no      What Roadway?

Should these or other roads be designated a Themed Street?  yes  no      What Roadway?

Pinnacle Peak  
Road

comments:

Pinnacle Peak Rd. is due to be improved in the near future.

Please make it scenic.

The more major & minor arterials you can make scenic, the better for

Scottsdale. When Drinkwater was mayor, we called it the Scottsdale Way.

# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway? yes  no
- Should Lone Mountain Road be redesignated a Scenic Corridor?  yes  no Remain a Buffered Setback Roadway?  yes  no
- Should Dixileta Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway? yes  no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?  yes  no Remain a Buffered Setback Roadway?  yes  no
- Should Bell Road be designated a Scenic Corridor?  yes  no A Buffered Setback Roadway?  yes  no
- Should other roadways be considered for a scenic/buffered roadway designation? yes  no  What Roadway?
- Should these or other roads be designated a Themed Street? yes  no  What Roadway?

comments: Dixileta Road already is very scenic, for the city to spend any money on it seems waste ful.

Maybe a center island with trees and rubberized road bed would work better for Dixileta road.

There are to many homes now in the proposed 50' & 100' buffer zones.



# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway?  yes  no

Should Lone Mountain Road be redesignated a Scenic Corridor? yes  no  Remain a Buffered Setback Roadway?  yes  no

Should Dixileta Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway?  yes  no

Should Thompson Peak Parkway be redesignated a Scenic Corridor? yes  no  Remain a Buffered Setback Roadway?  yes  no

Should Bell Road be designated a Scenic Corridor? yes  no  A Buffered Setback Roadway?  yes  no

Should other roadways be considered for a scenic/buffered roadway designation? yes  no  What Roadway?

Should these or other roads be designated a Themed Street? yes  no  What Roadway?

comments: It's difficult enough to implement the presently designated scenic corridor. Trying to do this with more roadways is going to run into more and more existing developments and homes which won't comply. This would distract from the visual continuity along the roadway.

Tim Conner  
Harry Higgins

# Your Comments Please!

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should Lone Mountain Road be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Keep us scenic please.

Should Dixleta Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Your proposal puts the road through my house. How can this happen? Please help.

Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes    no            Remain a Buffered Setback Roadway?    yes    no

Should Bell Road be designated a Scenic Corridor?    yes    no            A Buffered Setback Roadway?    yes    no

Should other roadways be considered for a scenic/buffered roadway designation?    yes    no    What Roadway?

Should these or other roads be designated a Themed Street?    yes    no            What Roadway?

Diane: Ray Berney    77147 E. Baker Dr.

comments: Hello. I like the idea of Scenic Corridors. I live backed up to Dixleta where 47 Feet of N.A.O.S, a designated trail and sidewalk already exist and have been maintained by the Los Piedras Community. The proposal, however, as it exists puts the 100' setback through my house! The 50' setback takes away my fence. This would occur with many residences that are not showing on your 2003 aerial map! Your definitions should be revised, so that the already scenic Dixleta remains scenic. Perhaps a scenic corridor with 2 lanes and a median would work in conjunction with the already existing sidewalk, trail and my required N.A.O.S. Dixleta is a minor arterial. I would also like to see rubberized asphalt along Dixleta. I would appreciate meeting with you to discuss the possibilities. We probably are already considered "Buffered setback roadway." I just don't want things to become ugly. Our area is low density and has a lot of wild life.

using  
definitions  
A  
new  
definitions



## Huish, Teresa

---

**From:** jsaleo@qwest.net  
**Sent:** Wednesday, June 29, 2005 5:56 PM  
**To:** Huish, Teresa  
**Subject:** 1-GP-2004

*May I make a suggestion. Include a multi-use trail in the ROW of the road profile for Scenic Roadway. Actually, it was to be included in the Desert Foothills Character Area.*

*John Aleo*

*jsaleo@qwest.net*

*This message was feedback from the following web page:  
<http://eservices.scottsdaleaz.gov/cases/casesheet.aspx?caseid=26962>  
6/29/2005 5:58:55 PM*

*130.13.136.83 Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 1.1.4322) sessionID: 0*

## Huish, Teresa

---

**From:** diana\_kaminski@tempe.gov  
**Sent:** Wednesday, July 06, 2005 12:08 PM  
**To:** Huish, Teresa  
**Subject:** Scenic Corridor Designation

*Teresa, I have reviewed the proposed changes and do not see anything that impacts/affects the City of Tempe. If there were considerations being made to additional areas, it seems that the western edge of the McDowell Road corridor might be worth consideration, as it enters into a Papago desert park in Phoenix, and is considered by all three cities as a natural feature and amenity. Thank you for the notice of the hearing. I do not plan to attend.*

*Diana Kaminski  
480-858-2391  
diana\_kaminski@tempe.gov*

*This message was feedback from the following web page:  
<http://eservices.scottsdaleaz.gov/cases/casesheet.aspx?caseid=26962>  
7/6/2005 12:07:40 PM*

*164.50.248.201 Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1)  
sessionID: 8641457*

# Your Comments Please!

*per phone conversation*

circle either yes or no:

Should Jomax Road be designated a Scenic Corridor?    **yes**    **no**            A Buffered Setback Roadway?    **yes**    **no**

Should Lone Mountain Road be redesignated a Scenic Corridor?    **yes**    **no**            Remain a Buffered Setback Roadway?    **yes**    **no**

Should Dixileta Road be designated a Scenic Corridor?    **yes**    **no**            A Buffered Setback Roadway?    **yes**    **no**

Should Thompson Peak Parkway be redesignated a Scenic Corridor?    **yes**    **no**            Remain a Buffered Setback Roadway?    **yes**    **no**

Should Bell Road be designated a Scenic Corridor?    **yes**    **no**            A Buffered Setback Roadway?    **yes**    **no**

Should other roadways be considered for a scenic/buffered roadway designation?    **yes**    **no**    What Roadway?

Should these or other roads be designated a Themed Street?    **yes**    **no**            What Roadway?

comments: *Hyden Road from Indian Bend - Via de Ventura has great views of the McDowell's, sometimes obscured by vegetation. Should look at ways to limit tall vegetation so views can be seen.*

# Your Comments Please!

FAX (480) 312-7088

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor?    yes  **no**      A Buffered Setback Roadway?    yes  **no**
- Should Lone Mountain Road be redesignated a Scenic Corridor?    yes  **no**      Remain a Buffered Setback Roadway?    yes  **no**
- Should Dixieita Road be designated a Scenic Corridor?    yes  **no**      A Buffered Setback Roadway?    yes  **no**
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes  **no**      Remain a Buffered Setback Roadway?     **yes**    no
- Should Bell Road be designated a Scenic Corridor?    yes  **no**      A Buffered Setback Roadway?    yes  **no**
- Should other roadways be considered for a scenic/buffered roadway designation?    yes  **no**      What Roadway?
- Should these or other roads be designated a Themed Street?    yes  **no**      What Roadway?

comments: Has anyone stopped to consider the property owners that will be effected by this? We have already dedicated a large portion of our property to NHTS plus having deep front setbacks already. Having to give up an additional 50'-100' area of frontage is an extreme injustice and hardship. This will bring additional traffic & noise to a beautiful & quite area. And who is going to be responsible for the upkeep and who will provide the liability coverage?

I think there are already plenty of scenic corridors throughout Scottsdale. we do not need more. Lets put our money to better use where it really needs it.

# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor?    yes  no      A Buffered Setback Roadway?    yes  no
- Should Lone Mountain Road be redesignated a Scenic Corridor?    yes  no      Remain a Buffered Setback Roadway?    yes  no
- Should Dixieita Road be designated a Scenic Corridor?    yes  no      A Buffered Setback Roadway?    yes  no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes  no      Remain a Buffered Setback Roadway?  yes  no
- Should Bell Road be designated a Scenic Corridor?    yes  no      A Buffered Setback Roadway?     yes  no
- Should other roadways be considered for a scenic/buffered roadway designation?    yes  no      What Roadway?
- Should these or other roads be designated a Themed Street?    yes  no      What Roadway?

comments: The property owners along Lone Mountain Rd. and other road ways under consideration have dedicated a large portion of their property to NAOS plus having deep front setbacks already. Having to give up an additional 50'-100' area of frontage is an extreme injustice and hardship. Not to mention that the proposed areas are already developed to some extent which makes it very difficult to implement this plan.  
Scottsdale already has about 47 miles of scenic corridors! I don't think that this is the best use of our resources. I vote **NO!!**



# Your Comments Please!

circle either yes or no:

- Should Jomax Road be designated a Scenic Corridor?    yes  no      A Buffered Setback Roadway?    yes  no
- Should Lone Mountain Road be redesignated a Scenic Corridor?    yes  no      Remain a Buffered Setback Roadway?    yes  no
- Should Dixleta Road be designated a Scenic Corridor?    yes  no      A Buffered Setback Roadway?    yes  no
- Should Thompson Peak Parkway be redesignated a Scenic Corridor?    yes  no      Remain a Buffered Setback Roadway?    yes
- Should Bell Road be designated a Scenic Corridor?    yes  no      A Buffered Setback Roadway?    yes no
- Should other roadways be considered for a scenic/buffered roadway designation?    yes  no      What Roadway?    |
- Should these or other roads be designated a Themed Street?    yes  no      What Roadway?

comments:

Jomax does not go through to Tatum and should be left as a 2 lane roadway.

Please add us to your emailing list for updates.

**DIANE DWYER**  
**MONTE D. BOLINGER**  
6821 E. MONTERA WAY  
SCOTTSDALE, AZ 85262-4855

Thank you,  
*Diane Dwyer*

Home: 480.513.8395

email: didwyer@cisco.com

RESOLUTION NO. 6716

A RESOLUTION OF THE COUNCIL OF THE CITY OF SCOTTSDALE, ADOPTING AN AMENDMENT TO THE GENERAL PLAN FOR THE CITY OF SCOTTSDALE, TO AMEND THE OPEN SPACE AND RECREATION ELEMENT AND THE CHARACTER AND DESIGN ELEMENT REGARDING SCENIC ROADWAY DESIGNATIONS AND DESCRIPTIONS.

WHEREAS, the City Council, through its members and staff, has solicited and encouraged public participation in the development of the General Plan amendment, consulted and advised with public officials and agencies as required by Arizona Revised Statutes Section 9-461.06, transmitted to the City Council and submitted a review copy of the general plan amendment proposal to each agency required by ARS Section 9-461.06 and all persons or entities who made a written request to receive a review copy of the proposal, and considered comments concerning the proposed amendment and alternatives; and

WHEREAS, the Planning Commission has held a hearing on July 13, 2005 concerning the General Plan Amendment; and

WHEREAS, the City Council, has held a public hearing on October 4, 2005, and has incorporated, whenever possible, the concerns expressed by all interested persons;

NOW, THEREFORE, LET IT BE RESOLVED, by the City Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That the City Council hereby amends the General Plan to add the Buffered Roadway designation to Bell Road, and add a reference to the Scenic Corridor Design Guidelines into the Open Space and Recreation Element (page 114), and the Character and Design Element (page 49 ), and to add an additional roadway designation called "Desert Scenic Roadway" for City of Scottsdale land within the Environmentally Sensitive Lands Ordinance, (page 114).

Section 2. That the above amendment is described in Case No. 1-GP-2004 and on Exhibit 1, Open Space and Recreation Element, Recommended Open Space Map, and pages 49 and 114 of the Scottsdale General Plan, attached hereto and incorporated by this reference.

Section 3. That copies of this General Plan amendment shall be on file in the Office of the City Clerk, located at 3939 Civic Center Boulevard, Scottsdale, Arizona.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this \_\_\_\_ day of October, 2005.

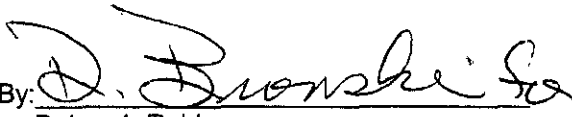
ATTEST:

CITY OF SCOTTSDALE, an Arizona  
municipal corporation

By: \_\_\_\_\_  
Carolyn Jagger  
City Clerk

By: \_\_\_\_\_  
Mary Manross  
Mayor

APPROVED AS TO FORM:

By:   
Deborah Robberson  
Acting City Attorney

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.

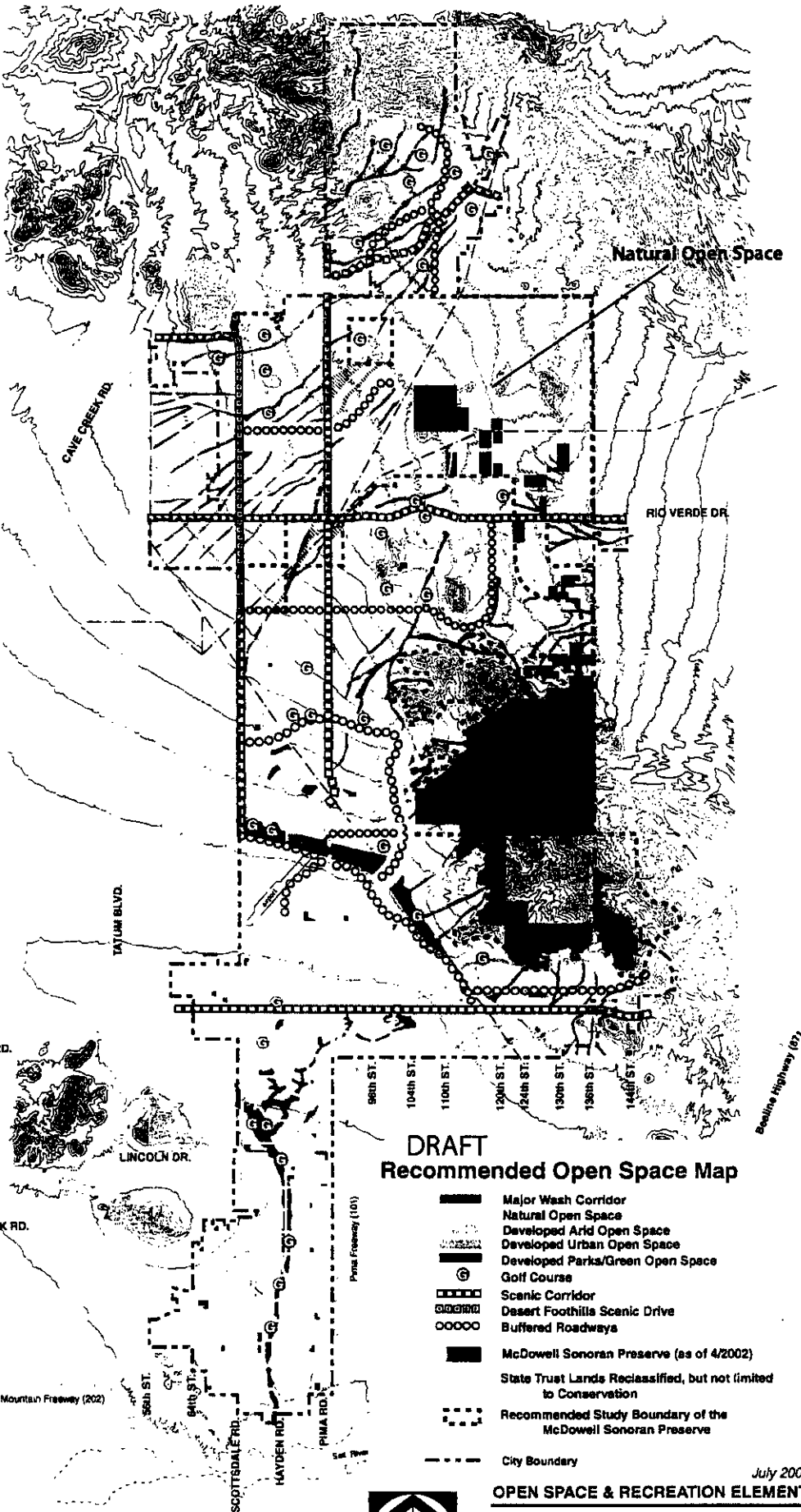


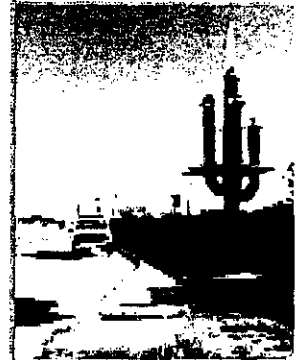
EXHIBIT 1



July 2005  
**OPEN SPACE & RECREATION ELEMENT**

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

- 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 **Shoa 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

direction the Commission could give to the Development Review Board. Mr. Jones advised that a stipulation could be addressed to the Development Review Board.

**COMMISSIONER BARNETT MOVED TO APPROVE 10-ZN-2005 WITH ONE CHANGE ON THE STIPULATIONS TO INCLUDE THE CONCEPTUAL SITE PLAN DATED JULY 13, 2005 BY ELLEMAN SCHICK AND THE RECOMMENDED ADDITIONAL STIPULATION WHICH CALLED FOR A GATEWAY ENTRY. SECONDED BY COMMISSIONER SCHWARTZ. THE MOTION CARRIED UNANIMOUSLY WITH A VOTE OF FIVE (5) TO ZERO (0).**

**1-GP-2004 (Scenic Roadway Designations General Plan Amendment)** request by City of Scottsdale, Applicant, for a General Plan Amendment to the Open Space and Recreation Element and the Character and Design element regarding Scenic Corridor and Buffered Setback/Parkway designations on certain roadways in Scottsdale.

Ms. Huish made a PowerPoint presentation. Council had initiated the application to amend the scenic roadway designations and references in the General Plan. The Scenic Corridor Design Guidelines adopted by the Development Review Board in 2003 were not referenced in the General Plan, because it had been adopted in 2001. Members of the McDowell Sonoran Preserve Commission, the Planning Commission and members of the City Council had recommended that staff look at adding some roadways as scenic corridors in the General Plan. After the case was initiated, residents of the southern areas of the City asked for some major roadways there to receive some special designation.

The goal of the case was to amend the text of the open space recreation element and the character and design element to reference the scenic corridor design guidelines, evaluate and then make recommendations about applying scenic corridor designations to certain roadways in Scottsdale, and to get direction about expanding the definition for other kinds of scenic and buffered roadways, create guidelines with the same level of detail and definition as the Scenic Corridor Design Guidelines.

Ms. Huish reviewed the various designations that apply to different streets in the City and the history of the designations. Roads that staff felt should be considered for a new designation were: Bell Road, Dixileta, Jomax Road, Lone Mountain and Thompson Peak Parkway. Open houses were held. Public commentary was mixed. Citizens were in favor of preserving the natural open space and creating scenic roads. However, they were not sure that designating scenic corridors was the right way to go about this. Each of the roadways under consideration is already 40 - 60 percent developed. This would make it a challenge to achieve the setbacks. None of the roadways that staff were suggesting met the historic criteria for scenic corridor designation, although new guidelines could be developed. The scenic corridor designation was a policy designation that comes from the General Plan, not an ordinance.

The staff recommendation was to apply the buffered roadway designation to Bell Road, where citizen comments had been most in favor of some form of scenic designation. This

road met the historic criteria for buffered roadways. Staff recommended maintaining Thompson Peak Parkway and Lone Mountain Road as buffered roadways. Based on the criteria for scenic corridors, staff recommended not applying the scenic corridor to the remaining two roadways under consideration. Staff recommended amending the text of the General Plan to reference the Scenic Corridor Design Guidelines and any future buffered roadway design guidelines. Staff were planning to work on buffered roadway design guidelines as a future project. Ms. Huish displayed a map showing the recommended designations.

Commissioner Barnett said he was generally in favor of the recommendations. He asked what would happen if owners of existing properties which did not conform to the setbacks were grandfathered into new designations then wanted to make changes on the property. He asked whether this would be a taking clause on behalf of the City.

Ms. Huish replied that non-conforming properties would be grandfathered in, but if changes were requested in future, the new guidelines would apply because that would be a change of a non-conforming use. Ms. Bronski added that takings needed to be looked at on a case by case basis.

Mr. Grasse spoke in opposition to changing the designation on Jomax Road. He was in favor of the scenic drive but was concerned with having 100 feet taken from the back of his property. He had questions about the effect on property values and liability insurance. Ms. Huish said that the responsibility for insurance depended on the form of ownership. Chairman Gulino said that as an existing property owner, Mr. Grasse's property would be grandfathered in.

Ms. Jones was opposed to giving up 100 feet of land for a scenic corridor on a two-lane road. She noted that many affected neighbors had not received notice of the open house.

Mr. Ribeiro commented that, like Mr. Grasse and other neighbors, he had only learned of this issue the previous evening. In response to a question from Chairman Gulino, he said that only out of five neighbors had received a notice in the mail. He was in agreement with the staff recommendation, having just obtained financing for additions to his home. Chairman Gulino noted that Mr. Myers, who had left, was in favor of this item.

In response to a comment from Chairman Gulino, Ms. Huish noted that the initiative had been generated through the McDowell Sonoran Preserve Commission. Mr. Ekblaw said that staff had wanted to look at the roads that were identified as potential candidates for designation. Staff had performed an evaluation of these roads and had some public input.

Chairman Gulino said that he was concerned about the impact on established communities and a discussion ensued on this issue and the rationale for the selection of roadways currently under consideration.

**COMMISSIONER HEITEL MOVED TO APPROVE 1-GP-2004 (SCENIC ROADWAY DESIGNATIONS GENERAL PLAN AMENDMENT). SECONDED**



**BY COMMISSIONER STEINKE. THE MOTION CARRIED WITH A VOTE OF THREE (3) TO ONE (1) WITH COMMISSIONER BARNETT DISSENTING.**

Chairman Gulino asked that staff expand the concept for the Commission's consideration. Mr. Ekblaw said that they would place a General Plan amendment case on the agenda for the next meeting. Commissioner Heitel suggested that this should include a hardship resolution for existing property owners. Commissioner Barnett commented that there were impacts on transportation and wondered whether the Transportation Commission should be involved in the discussion. Mr. Ekblaw replied that the Transportation Commission had been involved in the consideration of the Scenic Corridor Design Guidelines. The General Plan process did not require that the current item be submitted to the Transportation Commission

**ADJOURNMENT**

With no further business to discuss, the regular meeting of the Scottsdale Planning Commission was adjourned at 8:35 p.m.

Respectfully submitted,  
A-V Tronics, Inc.

# CITY COUNCIL REPORT



MEETING DATE: April 5, 2004

ITEM NO. 14 GOAL: Coordinate Planning to Balance Infrastructure

**SUBJECT** Scenic Roadway Designations General Plan Amendment (1-GP-2004)

**REQUEST** Request to initiate a General Plan amendment to the Open Space and Recreation Element and the Character and Design Element regarding Scenic Corridor and Buffered Setback/Parkway designations.

**Key Items for Consideration:**

- Scenic Corridor Guidelines were adopted by the Development Review Board in February 2003. The guidelines are not currently referenced in the City of Scottsdale General Plan 2001.
- Interest has been expressed in classifying additional roadways as Scenic Corridors.

**APPLICANT CONTACT** Teresa Huish  
City of Scottsdale  
480-312-7829

**LOCATION** Citywide

**BACKGROUND** **History.**  
The Scenic Corridor and Buffered Setbacks designations have been a part of the General Plan since the Northeast Area Plan (1976) when the Shea Boulevard Scenic Parkway was designated. In the 1981 Environmental Design Element – Streetscape Plan two major streets (Shea Boulevard and Scottsdale Road north of the CAP) were shown as Scenic Corridors. Additional roads (Hayden, Frank Lloyd Wright, Via Linda, and Pima) were shown as roads with Major Buffers. With the adoption of the Scottsdale Foothills General Plan (1984) and the Tonto Foothills General Plan (1986) for newly annexed areas of the city, additional roadways were designated Scenic Corridors: Pima Road (north of the 101 Freeway), Dynamite Boulevard, Carefree Highway, and Cave Creek Road; and Major Buffers: Lone Mountain east of Pima, Desert Mountain Parkway, and Happy Valley Road. With the update of the Environmental Design Element in 1992, the Scenic Corridor and Buffered Setback/Parkway (Major Buffers) designation was moved to the Open Space Plan. No additional Scenic Corridors or Buffered Setbacks/Parkways were included in this update or the 2001 update.

Throughout 2002-2003 Scenic Corridor Design Guidelines were developed and taken through a public process and hearing with the Development Review Board for adoption. These guidelines clearly identify the setbacks and design elements for Scenic Corridors. Additional streetscape guidelines have been established and adopted by the City Council for Shea Boulevard, Frank Lloyd Wright Boulevard, and Via Linda.

The Streets Master Plan was adopted by the City Council in Fall 2003 and includes street classifications and cross-sections.

Interest has been expressed to expand the application of a Scenic Corridor designation to other roadways in the city. This General Plan amendment will examine the various classifications for scenic or buffered roadways, determine the applicability of these various designations to roadways in Scottsdale, and also define guidelines for the scenic or buffered roadways similar to the Scenic Corridor Design Guidelines.

**APPLICANT'S PROPOSAL**

- Amend the text of the General Plan Open Space and Recreation Element and the Character and Design Element to include by reference the Scenic Corridor Guidelines (Feb. 2003).
- Examine the applicability of, and make recommendations for, applying the Scenic Corridor designation to other roadways in Scottsdale.
- Expand the definition of other scenic and buffered roadway designations mentioned in the General Plan Open Space Element to provide the same level of detail as the Scenic Corridor Guidelines.

**STAFF RECOMMENDATION**

**Recommended Approach:**  
Staff recommends the initiation.

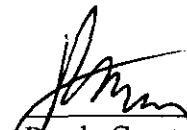
**RESPONSIBLE DEPT(S)**

**Planning and Development Services Department**  
Planning and Design Services/Current Planning Services

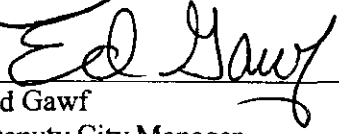
**STAFF CONTACT(S)**

Teresa Huish, Lead Senior Planner  
Planning and Design Services, Planning and Development Services  
[thuish@ScottsdaleAZ.gov](mailto:thuish@ScottsdaleAZ.gov)  
480-312-7829

**APPROVED BY**

  
\_\_\_\_\_  
Randy Grant  
Chief Planning Officer

3/22/04  
Date

  
\_\_\_\_\_  
Ed Gawf  
Deputy City Manager

3/22/04  
Date