



PLANNING COMMISSION REPORT

MEETING DATE: July 13, 2005

ITEM NO. _____

GOAL: Coordinate Planning to Balance Infrastructure

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

REQUEST Request 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.

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.

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, Dixileta, Jomax, and Lone Mountain Roads, and Thompson Peak Parkway for designation.

BACKGROUND **General Plan.**
The General Plan Open Space and Recreation Element map designates certain roadways as Scenic Corridors or Buffered Setback/Parkways. Existing Scenic Corridors are: Scottsdale Road (north of CAP), Pima Road (north of Loop 101), Dynamite Boulevard, Shea Boulevard, Carefree Highway, and Cave Creek Road. Existing Buffered Roadways include: Via Linda, Frank Lloyd Wright Boulevard, Hayden Road in 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, and roads with Specific Design Themes (Themed Streetscapes).

History.

The Scenic Corridor and Buffered Roadways (Setbacks/Parkway) 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 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 and design elements for Scenic Corridors. The guidelines were approved after the city of Scottsdale 2001 General Plan was adopted and ratified in 2002.

Additional (theme) streetscape guidelines 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, 64th Street, Indian School Road, and for the southern reaches of Scottsdale Road (in progress 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.

Visually Significant 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 Desert Landscape Setbacks of Scenic Corridors are also the largest, at 100 feet. 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 NAOS and counted as required open space. No walls should be located in the scenic setback. To enhance the visual open space aesthetic along Scenic Corridors, walls should be low, meandering and unobtrusive.

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. Design Guidelines for Scenic Corridors were adopted by the Development Review Board in 2003. Buffered Roadways do not currently have their own design guidelines, however, that is a work program for the future.

A third category of Visually Significant 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. Themed Streets 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 Blvd. is an example of a Themed Street that is also a Buffered Roadway.)

Criteria.

Historically, the Scenic Corridor designation has been applied to roadways that 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”.
- The roadway is established as a regional trail corridor.

The following additional criteria are shared 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.

Finally, the Buffered Roadway designation have unique criteria:

- Will be located on 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.

**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 and 5)

- Examine the applicability of, and make recommendations for, applying the Scenic Corridor designations to other roadways in Scottsdale.
- 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.

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 doing nothing and applying a Scenic Corridor designation or applying a Buffered Roadway designation.
- The Scenic Corridor Design Guidelines is a policy document that state the intentions of the city to establish Scenic roadways. 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.

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. Lone Mountain Road and Thompson Peak Parkway would remain Buffered Roadways.

Policy Implications.

None of the 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 therefore meets the Buffered Roadway criteria. Dixileta and Jomax Roads are minor collector roads that currently have scenic qualities and local traffic and trails. 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 designation would need to be enforced through rezoning stipulations or other forms of exaction.

Community Involvement.

Two community open houses were held on June 28 and 30, 2005 with 45

attendees. Additional emails and phone calls have also provided input. A tally of the responses received as of this report are as follows:

	Scenic Corridor	Buffered Roadway	Do nothing
Jomax	6	5	7
Lone Mountain	9	6	2
Dixileta	5	6	7
Thompson Peak	6	9	1
Bell	8	4	5

While citizens are in favor of preserving natural open space and creating scenic roads, many are not sure that this amendment will accomplish what they would like to see. 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. Many state that the Buffered Roadway designation is the most appropriate way to achieve a scenic roadway.

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.

Other Issues.

- 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.

Visually Significant 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 in the front of the parcel, along the roadway.

**STAFF
RECOMMENDATION**

Recommended Approach:

- 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 future Buffered Roadway Design Guidelines. (see Attachments 2 and 5)
- Do not apply the Scenic Corridor designation to Bell Road, Dixileta Road, Jomax Road, Lone Mountain Road, and Thompson Peak Parkway since they do not meet the criteria for Scenic Corridors. (see Attachments 3 and 4)
- Maintain Thompson Peak Parkway and Lone Mountain Road as Buffered Roadways.
- Apply the Buffered Setback/Parkway designation to Bell Road since it meets the criteria for Buffered Roadways. (see Attachment 3) Citizen input was most in favor of a scenic designation for Bell Road. (see Attachment 6)
- Staff will create Buffered Roadway Design Guidelines to provide the same level of detail for this level scenic roadway as the Scenic Corridor Guidelines.

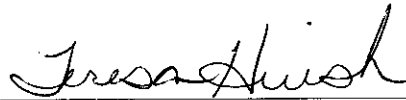
**RESPONSIBLE
DEPT(S)**

Planning and Development Services Department
Planning and Design Services Division

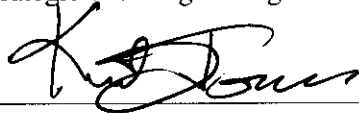
STAFF CONTACT(S)

Teresa Huish
Community Planner
480-312-7829
E-mail: thuish@scottsdaleAZ.gov

APPROVED BY



Teresa Huish
Report Author
Strategic Planning Manager

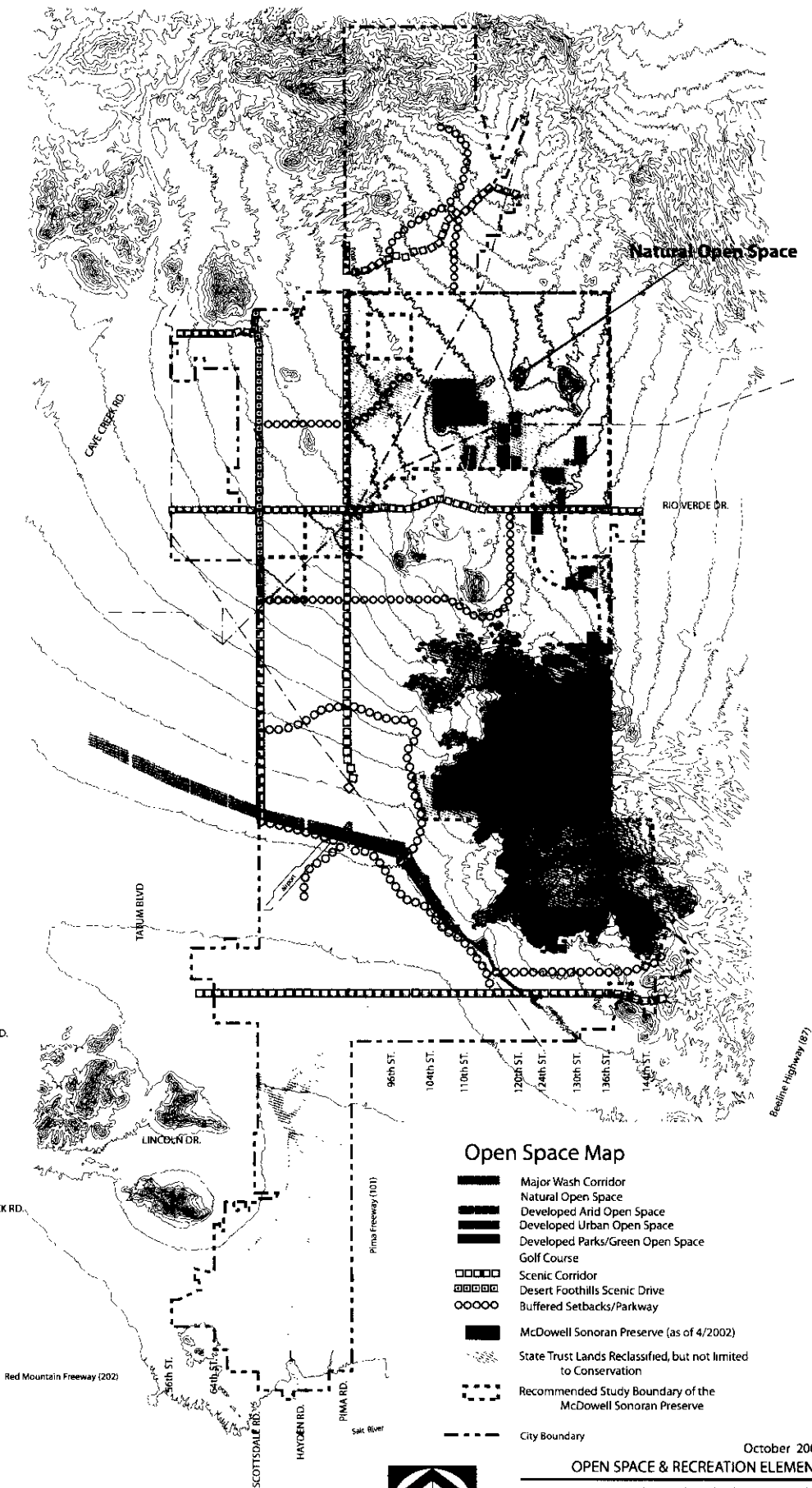


Kurt Jones, AICP
Director, Current Planning

ATTACHMENTS

1. Existing Open Space Map
2. Proposed Open Space Map and Character & Design Element and Open Space & Recreation Element text revisions
3. Scenic Corridor and Buffered Roadway Criteria
4. Application of Scenic Roadway designations
5. Executive Summary of Scenic Corridor Design Guidelines
6. Citizen Involvement

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.



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 CAMELBACK RD.
 INDIAN SCHOOL RD.
 THOMAS RD.
 McDOWELL RD.
 McKELLIPS RD.



DRAFT
Recommended Open Space Map

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

July 2005
OPEN SPACE & RECREATION ELEMENT

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

- 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 and roadways with specific streetscape design themes. Each of these designated roadways 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 residents and visitors have a sense of arrival into the city.



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

**see Economic
Vitality Element**

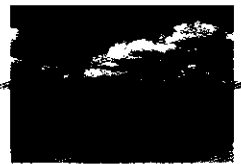
- Restore habitat in degraded areas (burned, grazed, vehicular damage) of the McDowell Sonoran Preserve to its undisturbed condition including plant species diversity and natural ecological processes.
- Support tourism in the community by providing public scenic-outdoors-educational-recreational opportunities for visitors.
- Designate viewsheds and consider them when approving development.
- Promote creative residential and commercial development techniques consistent with the Character Plan for an area, to further preserve meaningful and accessible open space.
- Relate the character of open spaces to the uses and character of different areas of the city.
- Preserve and integrate visual and functional connections between major city open spaces into the design of development projects.
- Evaluate open space design with these primary determinants: aesthetics, public safety, maintenance needs, water consumption, drainage considerations, and multi-use and desert preservation.
- Integrate utilities and other public facilities sited in open spaces into the design of those open spaces, with consideration given to materials, form, and scale.
- Protect the visual quality of open space, unique city characteristics, and community landmarks.
- Preserve scenic views and vistas of mountains, natural features, and rural landmarks.
- Protect and use existing native plants, the design themes of character areas within which they are sited, and response to local conditions in landscape designs.
- Permanently secure an interconnected open space system to maintain visual and functional linkages between major city open spaces. This system should include significant Scottsdale landmarks, major drainage courses, regional linkages and utility corridors.
- Apply a **Scenic Corridor** designation along major streets to provide for open space and opportunities for trails and paths. This designation should be applied using the following guidelines:
 - * There is a need for a landscaped buffer between streets and adjacent land uses.
 - * An enhanced streetscape appearance is desired.
 - * Views to mountains and natural or man-made features will be enhanced.
- Consider buffered setbacks/parkways 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.

**see Open Space map
for locations
see Scenic Corridor
Design Guidelines**

**see Character and
Design Element**

**see Character and
Design Element**

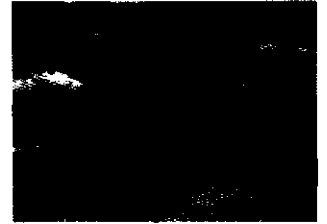
What are the criteria for SCENIC CORRIDORS?



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

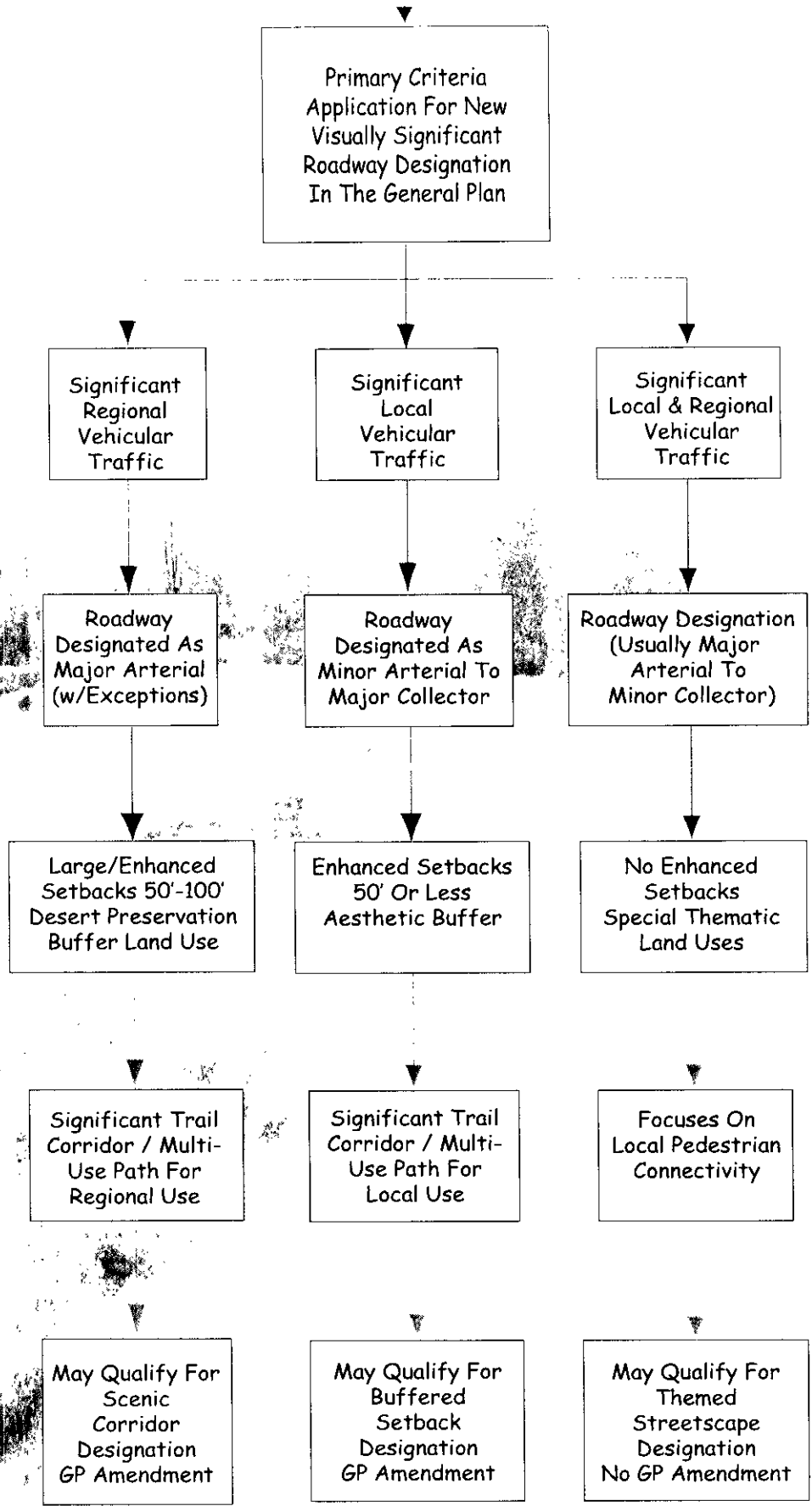
	Scenic Corridor Designation Criteria				Viewing Potential		Buffered Setback/Parkway Designation Criteria					Current Designation
	MA6 Road of Regional Significance	Major Arterial Designation	Regional Vehicle Travel	Regional Trail or Pathway	Buffer Land Use From Road	Views to Mountains	Create Blvd Setting w/ Setback	St. Specific Design Theme	Minor Art. to Major Collector	Local Vehicle Travel	Local Trails or Paths	
Significant Streets												
Scenic Corridors												
The Carefree Highway	★		★		★	★			★		★	Scenic Corridor
Cave Creek Road			★		★	★			★		★	Scenic Corridor
Dynamite Boulevard	★	★	★	★	★	★						Scenic Corridor
Pima Road	★	★	★	★	★	★						Scenic Corridor
Scottsdale Road	★	★	★	★	★	★	★	★				Scenic Corridor
Shea Boulevard	★	★	★		★	★	★	★			★	Scenic Corridor
Buffered Setback/Parkways												
Desert Mountain Parkway					★	★	★	★	★	★		Buffered Setback / Parkway
Frank Lloyd Wright Boulevard	★	★		★	★	★	★			★		Buffered Setback / Parkway
Happy Valley Road					★	★			★	★	★	Buffered Setback / Parkway
Lone Mountain Road					★	★			★	★	★	Buffered Setback / Parkway
Thompson Peak Parkway					★	★	★	★	★	★		Buffered Setback / Parkway
Via Linda Road					★	★	★	★	★	★		Buffered Setback / Parkway
Roads Under Consideration												
Bell Road					★	★	★		★	★	★	To be Determined
Dixileta Road					★	★				★	★	To be Determined
Jomax Road					★	★				★	★	To be Determined
Lone Mountain Road					★	★			★	★	★	Buffered Setback / Parkway
Thompson Peak Parkway					★	★	★	★	★	★		Buffered Setback / Parkway

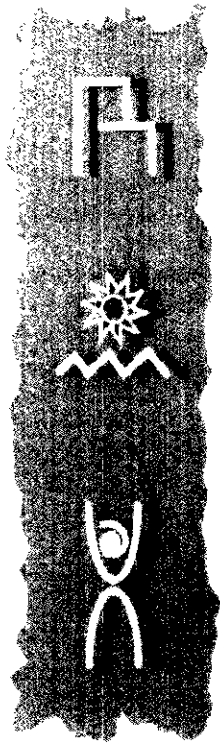


Applying the Designations and Regulation of **SCENIC CORRIDORS & BUFFERED ROADWAYS**

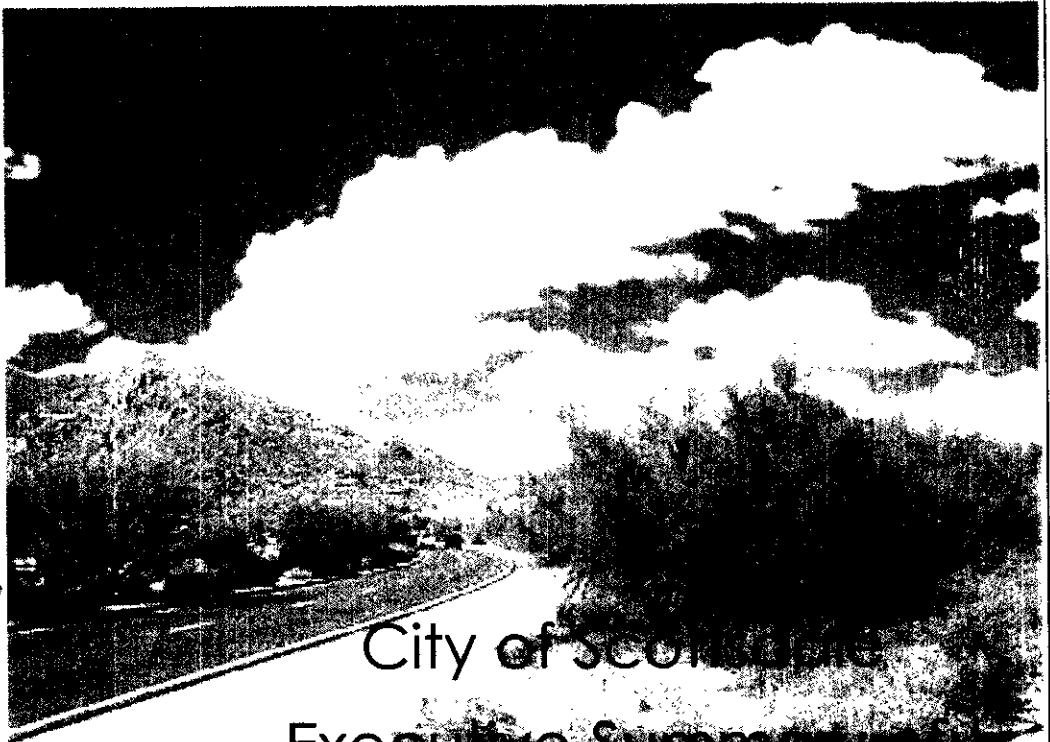
- Success depends on consistent application of standards.
- Scenic Corridors and Buffered Setback Roads/Parkways use design guidelines, not ordinances, to apply.
- Guidelines are often used in the Development Review process; Zoning change requests are a more effective way to apply.
- Single family residences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

ROADWAYS SUBMITTED FOR VISUALLY SIGNIFICANT DESIGNATION





SCOTTSDALE
SENSITIVE
DESIGN
PROGRAM



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

March 12, 2003

May 2004 Printing

7-DR-2003

ATTACHMENT #5

Scenic Corridor Design Guidelines

Executive Summary:

(see full guideline document for details and interpretations)

What are Scenic Corridors?

Scenic Corridors are major thoroughfares designated by the City's General Plan to have scenic desert landscape setbacks that provide a sense of openness for the community.

Why does the City designate Scenic Corridors?

- Scenic Corridors are designated to:
- Preserve or encourage the restoration of the natural setting along the roadway
 - Provide views of nearby landforms
 - Allow for connectivity of non-vehicular travel buffered safely from vehicular traffic
 - Visually link to vista corridors along major washes and other significant open space
 - Buffer adjacent land uses from the adverse affects of traffic along a major roadway

Where are the designated Scenic Corridors?

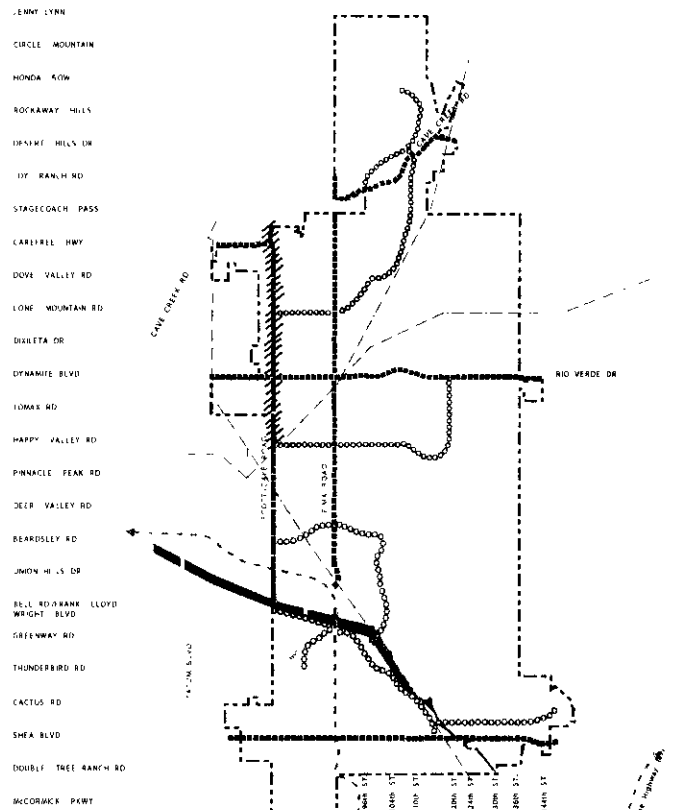
1. **Carefree Highway** (west from Scottsdale Road to the City's western boundary — 2 miles)
2. **Cave Creek Road** (northeast of Pima Road to the City's northeast boundary — 3.5 miles)
3. **Dynamite Boulevard** (east from 56th Street to the City's eastern boundary — 10.5 miles)
4. **Pima Road** (north of the 101- Loop to Cave Creek Road — 11 miles)
5. **Scottsdale Road** (north from Frank Lloyd Wright to Carefree Highway — 11 miles)
6. **Shea Boulevard** (Pima Freeway east to the City's eastern boundary — 9 miles)

What are the Scenic Corridor Design Guidelines?

The *Scenic Corridor Design Guidelines* are policies, standards, details, and concepts that are to be used to establish the health, safety, welfare, quality, and character of physical improvements along roadways designated by the City of Scottsdale's General Plan. These policies create the basis for visual character within and along these major roadways with a particular emphasis on retaining and displaying the native desert and traditional southwest cultural heritage of the area.

Two Formats of the Scenic Corridor Design Guidelines:

1. **General Overarching Guidelines:** The principle idea is to achieve minimum visual impact of the built environment on the natural desert setting. This concept is embodied in the *Scottsdale Sensitive Design Principles*.
2. **Specific Scenic Corridor Design Guidelines:** These design guidelines are more specific regarding the components of the scenic corridors; the right of way corridor, the scenic desert landscape setback, edges, and intersections. They provide guides for making planning and aesthetic decisions within each component.



Scenic Corridor Map



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 ½ 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*

- **Street Hardware Finish:** All new or replaced power poles, light poles, signal poles, mast arms, railings, grilles, and other street hardware should be finished to match one of the following:

- **Core-tin** steel, or
 - Painted to match rusted metal, or
 - Steel finished to appear forged, hammered generally having a stained distressed or patina/antiqued appearance (Not painted black), or
 - Painted to match "Western Reserve" by Frazee 8716N, or
 - Other finish approved by the City of Scottsdale's Planning and Development General Manager

Exceptions:

- **Where a different color or finish has been approved by an existing streetscape plan, such as Shea Blvd.**
- **Accent colors used for details as approved by the General Manager of Planning and Development.**
- **Utilities:** Underground preferred. All above ground should be finished as described in street hardware section above.

Scenic Desert Landscape Setback:

- **Minimum Setback Width:** 100' minimum width measured from back of planned ultimate right of way (some exceptions may apply).
- Scenic Setback may be used as NAOS.
- Scenic Setback may be counted as required open space.
- **Development limited to:**
 - Revegetation
 - Non vehicular travel ways
 - Regional drainage structures
 - Limited cross-access
 - Limited signs (as allowed by ordinance)
- **Landscape:**
 - **Preservable/Rural Landscape Character:**
Natural native desert pallet of trees, shrubs, and ground covers at densities matching surrounding undisturbed desert
 - **Compromised/High-Activity/Commercial Landscape Character:**
Natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers grouped and arranged to create interesting patterns, textures and other structured design forms

- **Multi-use Paths, Walks, & Trails:** Preferred location - in Scenic Desert Landscape Setback - gradual meandering alignment
Rural / Preservation Character: combined use - 8' to 10' wide stabilized D.G.
High activity / Commercial Character: 8' to 10' integral colored concrete with separate D.G. trail

• **Drainage Structures:**

- **Detention basins** should not be placed within the scenic landscape setback unless they are part of a regional drainage solution.
- **Channels** should be rounded to blend with the natural form of the terrain, and should be built to recreate a natural arroyo or wash.
- **Drainage Structures** should follow topography, and be constructed with materials possessing deep desert color tones and textures. Colors should be darker than the native soil.
- **Retention walls** of channels should not be greater than 4' in height, or should be stepped in increments of less than 4'.
- **All construction cuts** should be treated with desert varnish, and all channel edges should be revegetated.

• **Scenic Desert Landscape Setback Easement:**

- **Conveyed** to the City & recorded prior to improvement permit issuance
- **General access easement right** included for non-motorized ingress & egress for setback area

Development Edges at Scenic Setback:

- **Edge Development Forms:**
 - Should be low, and built into the natural topography
 - Rigid, long straight forms parallel to the right of way are discouraged.
 - Horizontal and vertical movement of the forms along the development edge is encouraged.
- **Elements that might be found along this edge include:**
 - Meandering low development wall
 - Single story structures with non-orthogonal orientation
 - Low understated development entry signs
 - Additional native desert landscape screens

- **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.



Exceptions to Minimum Scenic Setback Width:

- a. Exceptions:
 - i. Single family residential parcel or single family residential subdivisions: The 100' width may be calculated as a minimum average along the fringe of an individual single family residential parcel if both of the following are met:
 - 1. The setback perimeter edge has a horizontal radius in a gentle curvilinear fashion and the minimum setback is no less than 80' in width measured from the outside edge of the planned ultimate right of way.
 - 2. If any permanent wall, fence or other structure is no greater than 7'-4" in height at the street side face, measured from the street.
 - ii. Single Family Residential parcel not part of a subdivision and less than 10 acres in size: The 100' width may be calculated as a minimum average along the fringe of an individual single family residential parcel if both of the following are met:
 - 1. The setback perimeter edge horizontally meanders in a gentle curvilinear fashion and the minimum setback is no less than 50' in width measured from the outside edge of the planned ultimate right of way. Minimum setback follows item iv. below.
 - 2. If any permanent wall, fence or other structure is no greater than 7'-4" in height at the street side face, measured from the street.
 - iii. Single Family Residential parcel less than 5 acres in size: The Scenic Setback width may be calculated as a minimum average along the fringe of an individual residential parcel as shown in item iv. below, and should be no less than 50' in width measured from the outside edge of the planned ultimate right of way.
 - iv. Parcels adjacent to parcels that have received City of Scottsdale approval (prior to February 20, 2003) with a Scenic Setback Easement that is a different width: In such cases the 100' minimum width may taper to the adjacent property's scenic setback. The taper should be made at a ratio of not greater than 1:3 (1-foot change in setback for each 3-feet parallel to street frontage).
 - v. Parcels with any zoning approved prior to February 20, 2003 that stipulated a scenic corridor of a different minimum width.
 - vi. Parcels that have specific formal approval by City Council for other setback widths through zoning, a deed restriction or other formal City of Scottsdale approval.

City of Scottsdale Scenic Setback Easement Guidelines

Mary Marross, Mayor
 Wayne Ecton Ned O'Hearn
 Robert Littlefield David Ortega
 Cynthia Lukas Tom Silverman

DEVELOPMENT REVIEW BOARD:

Wayne Ecton, Councilman
 Charles Lotzar, Commission Member Raymond Potter, Vice Chairman
 E.L. Cortez, Design Member Michael Schmitt, Design Member
 Anne Gale, Development Member Mark Soden, Design Member

PARTICIPATING COMMISSIONS:

Planning Commission
 Transportation Commission
 McDowell Sonoran Preserve Commission

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 Inn by MARRIOTT TERRY MAYBERRY	17011 N SCOTTSDALE RD	SCOTTSDALE AZ	ribmscotts@rhwhotels.com	480-563-4120
Douglas Mahan	"	"	"	"
Jacque Sigelow	32640 N 70 th ST	Scottsdale 85262	jacquesigelow@hotmail.com	480 575-5545
MARY PATINO	7299 E. BAKER DR	Scottsdale 85262		
DAVID PATINO	7299 E. BAKER DR	SCOTTSDALE 85262		
Michael Kell	8973 N. 84 th Way	SCOTTSDALE	85258	
Leslie Tornelli	6200 E Camelback Rd	48250	Plus 65020	
Margaret Sharp	Independent			85053

1:6P-2004 open House Thursday, June 30, 2005

PLEASE SIGN IN

<u>Name</u>	<u>Address</u>	<u>email or phone</u>
Magg Fader	29835 N 78TH PLACE	MFF 5863@AOL.COM
Reggie Rumberus	29835 N 78th Pl	REG64345@AOL.COM
Michael Gray	4768 E. Baker Dr.	-
Donna + Edward Elmajian	23920 N. Church Rd Scottsdale AZ 85255	
Jacqueline 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	SDL 85255
Diane + Ray Berney	4747 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 Wiley Ln,	Sc 85255
Graham + Patricia Kettle	29651 N 74th St,	Scottsdale, 85262
H. John Altanber	8325 E. La Senda	Scottsdale 85255
Eddie Shannon	30068 N. 77th Pl	
Tracy Weaver	34522 N. Scottsdale Rd 218,	85262 tracyweaver@cox.net
Corrine Swanson	7737 EVISTA BOULEVARD	85255
FOR MCCULLAGH	7513 E. ARUNDEL RD	85255
Mary Beth McLaughlin	"	"
Howard Myers	6631 E. Horned Owl Tr.	85262
Anthony Lisi	7820 E. Alta Sierra Ci.	85262
Bob Temlin	7884 E ALTA SIERRA CR.	85262
ALAN ELSROD	7879 E LAS PIEDRAS	85262

PLEASE SIGN IN

<u>NAME</u>	<u>ADDRESS</u>	<u>EMAIL OR PHONE#</u>
Tim Montgomery	34894 N. 92nd Pl.	timmonty@phxcoxmail.com
Al { Diane Lawson	27617 N 74th St	
Tony Nelsso	7736 E DEBBARD RD	ROBBI@RANKH @EARTHLINK.NET
Andrea Michaels	33012 N 68th Way	madcap_thinker@ yshoo.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.

Site Location:
Scottsdale Roadways

Project Name:
Scenic Roadway
Designations General Plan
Amendment

Project Number:
1-GP-2004

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

The project may be viewed at Planning and Development Services, 7506 E Indian School Road, Suite 301

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? *Bexl - (it needs alot of help)*

comments: *I am impressed that Scottsdale is going to preserve the native vegetation along our ~~North~~ Scottsdale road ways.*

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

Your Comments Please!

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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:

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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:

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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 see 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!

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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!

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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!

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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.

Rob Touhin

Your Comments Please!

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comments:

Your Comments Please!

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comments:

Your Comments Please!

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comments: *We would like more ^{Public} meetings as final decisions are considered.*

Your Comments Please!

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comments: More meetings as to the final design setbacks?

Your Comments Please!

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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? no What Roadway? CONSIDER PINNACLE PEAK ROAD BETWEEN SCOTTSMOOR RD & PIMA RD.

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

Your Comments Please!

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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 Dixileta is a small street and individual homeowners already do a good job of maintaining streetscapes. City staff needs to be concentrating on enforcing existing development standards.

Your Comments Please!

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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 it's just going to be "trashed 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!

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- 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
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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!

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

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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 Street. See Dixileta! Any other plan would be impractical.*

Thank you!

Your Comments Please!

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

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

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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:

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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 30' & 100' buffer zones.

Your Comments Please!

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

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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!

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

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

Keep us scenic please.

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?

Diene; Ray Berney 7747 E. Baker Dr.

Comments: Hello. I like the idea of Scenic Corridors. I live backed up to Dixileta 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 Dixileta 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. Dixileta is a minor arterial. I would also like to see rubberized asphalt along Dixileta. 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.

*invasive
resolutions
had
they
scenarios*

Your Comments Please!

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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

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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:

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 5:55:55 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

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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

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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 N/AOS plus having deep front setbacks already. Having to give up an additional 50'-100' area of frontage is an extreme injustice and hardship. Doing this will bring additional traffic & noise to a beautiful & quiet 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!

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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. 1 vote NO!!