

McClay, Doris

From: Huish, Teresa
Sent: Tuesday, August 16, 2005 5:31 PM
To: McClay, Doris
Cc: Conner, Tim
Subject: FW: scenic corridor

for the file on 1-gp- 2004

-----Original Message-----

From: Huish, Teresa
Sent: Tuesday, August 16, 2005 5:23 PM
To: 'CW Swanson'
Subject: RE: scenic corridor

Pinnacle Peak does not currently have a specific scenic designation. It is classified as a Minor Arterial between Scottsdale and Pima Roads, and a minor Collector east of Pima Road in the Streets Master Plan.

Through the General Plan case on scenic roadways now going through the process, staff is recommending a new scenic roadway classification for desert roadways called Desert Scenic Roadways be included in the General Plan. This would apply to roads like Pinnacle Peak that are mile or half mile streets in the Environmentally Sensitive Lands Ordinance (ESLO) District. The City Council will hear this case on September 20 (tentatively).

Pinnacle Peak was not one of the suggested roadways to be considered by the City Council or Preserve Commission members for a scenic roadway designation through this General Plan amendment, however, on August 24, the Planning Commission will initiate a second General Plan case to evaluate other roadways - specifically Hayden Road and Pinnacle Peak Road.

Hope this answers your questions.

Teresa Huish

-----Original Message-----

From: CW Swanson [mailto:cswanson@hotmail.com]
Sent: Tuesday, August 16, 2005 10:35 AM
To: thuish@scottsdaleaz.gov
Subject: scenic corridor

What is Pinnacle Peak Rd. designated as?
Why wasn't it included in the current scenic corridor proposal?

cws

McClay, Doris

From: Huish, Teresa
Sent: Wednesday, July 06, 2005 12:37 PM
To: McClay, Doris
Subject: FW: Scenic Corridor Designation

From Tempe, for the file 1-gp-2004

-----Original Message-----

From: diana_kaminski@tempe.gov [mailto: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

January 19, 2004

TO: Planning Commission

FROM: Art DeCabooteer, Chairman 
McDowell Sonoran Preserve Commission

SUBJECT: **Scenic Corridors**

At the January 8, 2004, McDowell Sonoran Preserve Commission meeting the Commission unanimously approved submitting a letter to the Planning Commission requesting the following:

The McDowell Sonoran Preserve Commission recommends the Planning Commission initiate a process to consider designating the following road segments as scenic corridors.

- **Jomax Road- Scottsdale Road to Pima Road**
- **Lone Mountain Road- Scottsdale Road to Pima Road**
- **Dixileta Road- all of the road segments in Scottsdale**
- **Thompson Peak Parkway- the CAP Canal to Scottsdale Road**

The McDowell Sonoran Preserve Commission has maintained a keen interest in scenic corridors since the preparation of the *Desert Open Spaces System Plan* in 1997. The Commission views scenic corridors as an enhancement to the McDowell Sonoran Preserve and as an essential element of an overall integrated open space system in the community. Scenic corridors augment the quality of life in the community by creating a sense of openness along streets frequently traversed by residents and as a benefit to tourism providing visitors a pleasing experience while traversing designated streets.

The Commission strongly recommends the listed roadway segments be added to the Scottsdale General Plan and other appropriate policy documents. The Commission recognizes that some of these roadway segments have an established development pattern.

If you have questions or require additional information, please contact Commissioner Howard Meyers, who is the lead commissioner on this topic, staff, or I.

c: Randy Grant
Tim Conner

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)
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Barlene Petersen

480-994-9010

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? *Levi - (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:

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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!

per phone conversation

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

Your Comments Please!

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comments: Diane & Jerry Diehl 6837 E. Monterra Way Scottsdale AZ 85262

Our back yard joins with Jomax with McDonald Ranch across. We enjoy the nature of this AREA. We have put a gate thru our wall to go to this AREA to the Road. We have planted wild flowers & cleaned this AREA for our use. We already have a natural trail for horses. We do not want any more Land taken from us. We moved here for the space & view.

Diane & Jerry Diehl

We did not get any notice until your letter received 7/13/05 - date of the meeting.
(I work until 5:00)

Your Comments Please!

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Should these or other roads be designated a Themed Street? yes no What Roadway? 480-585-0399

comments: THE MAIN CORRIDORS OF SCOTTSDALE RD AND PIMA ARE PERFECT.

TAKING AWAY THE RIGHTS OF PRIVATE PROPERTY OWNERS TO UTILIZE THERE LAND IS WRONG!

WHO CARRIES THE LIABILITY INSURANCE ON THE ACQUIRED LAND?

HERB GRASSE
26609 NORTH 71ST PL
SCOTTSDALE, AZ 85262



Your Comments Please!

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comments:

Jane Williams
26615 N 71st Place
Scottsdale, AZ 85262

Your Comments Please!

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A Buffered Setback Roadway?

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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:

CERTAINLY NOT LOGICAL ON JOMAX, AT LEAST WEST OF
SCOTTSDALE ROAD... TOO MUCH PROPERTY ALREADY DEVELOPED.

LARRY HERZON

26619 N. 71ST PLACE

SCOTTSDALE, AZ 85262

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: 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!

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r

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A Buffered Setback Roadway?

yes

no

Should other roadways be considered for a scenic/buffered roadway designation?

yes

no

What Roadway?

1

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 mailing list for updates.

Thank you,

Diane Dwyer

DIANE DWYER
MONTE D. BOLINGER
6821 E. MONTERRA WAY
SCOTTSDALE, AZ 85262-8855

Home: 480.513.8395

email: didwyer@cisco.com

Your Comments Please!

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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??

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

comments:

Why is the current (posted)
speed limit on No. Sothsdale/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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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 these or other roads be designated a Themed Street? yes no What Roadway? *ALL - THIS IS SCOTTDALE*

comments:

Your Comments Please!

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comments:

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

Bob Tomlin

Your Comments Please!

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comments:

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

comments: DOING THESE KIND OF THINGS IS WHAT MAKES SCOTTSDALE 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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Pima.
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comments:

Your Comments Please!

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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 "trashed up" anyway. And then some enforcement. Really was using more balloons + banners especially on weekends. How about banning signs in the scenic corridor?

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
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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: 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

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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: Any street where setback involves interference with completed construction should be eliminated from consideration other than perhaps being designated as Themed Streets. See 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

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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?

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
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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 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

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?

Diane & Ray Berney 7747 E. Baker Dr.

confusing questions and descriptions

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.

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

Your Comments Please!

circle either yes or 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? 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:

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Should Lone Mountain Road 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: A great way to maintain quality of life in Scottsdale.

Local News

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Preservationists seek scenic corridors

Group says larger setbacks needed to protect open space

By **JOE KULLMAN**
TRIBUNE

Preservation activists say Scottsdale officials are being too timid in their latest move to protect the city's Sonoran Desert ambience.

The City Council later this summer will consider applying design and development guidelines aimed at preserving natural terrain and scenic views to land along another major roadway.

But the guidelines, which encourage property owners to maintain open space and native desert vegetation, and to keep perimeter walls and other structures from blocking desert vistas, won't be the strongest ones the city could use.

Following the advice of city planners, the Planning Commission last week voted to recommend the City Council designate Bell Road as a "buffered roadway."

The commission also recommended Lone Mountain Road and Thompson Peak

Designated scenic corridors

- Carefree Highway from Scottsdale Road to city's western boundary
- Cave Creek Road from Pima Road to northern boundary
- Dynamite Boulevard from 56th Street to eastern boundary
- Pima Road north of Loop 101 to Cave Creek Road
- Scottsdale Road from Frank Lloyd Wright Boulevard to Carefree Highway
- Shea Boulevard from Loop 101 to city's eastern boundary

Parkway remain designated buffered roadways and not be declared scenic corridors. The commission declined to support adding Jomax Road and Dixleta Drive to six existing scenic corridors.

Guidelines for scenic corridors stipulate building setbacks of 100 feet from road-sides.

Guidelines for buffered roadways call for setbacks of no more than 50 feet.

Preservation advocates say the larger setbacks are needed to adequately protect natural



TIM HACKER, TRIBUNE

BACK CORRIDORS: The leader for the Volunteers @ Scenic Pima Road, Tim Montgomery, front left, stands in the desert along with group members, from left, Jan and Mike Stephenson, Lorraine Sawicki, Tom Caputo, Sharron and Guy Henriksen.

open space and views.

"It's important for our tourism industry and it's important for our quality of life," said Tim Montgomery, a leader of the Volunteers @ Scenic Pima Road. "We're losing too much of the type of natural scenery we see in those

advertisements that are supposed to draw tourists."

The Pima Road group, which Montgomery said has about 150 members, has been urging city officials to establish more scenic corridors and ensure new development follows the guidelines.

Scottsdale's McDowell Sonoran Preserve Commission asked the city to consider making Jomax and Dixleta scenic corridors. The two roads and Thompson Peak Parkway are the main "portals" into the city's open-space system, said Howard Myers, who served on the preserve commission for six years.

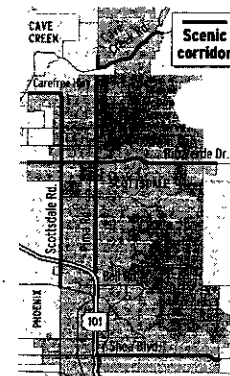
"We would like to see stronger scenic protections given to all of them. . . . We may have to battle for that" when the issue goes before the City Council, Myers said.

City planner Teresa Huish said Jomax and Dixleta aren't major regional thoroughfares, and therefore don't qualify for the full scenic-corridor designation.

She pointed out also that the city received negative responses from some residents who examined proposals to add scenic corridors.

The opposition is misguided, Myers said.

"Some people don't understand that (scenic-corridor guidelines) don't impact them if their houses are already built. It's only about new development," he said. "They think they are somehow going to lose something and that this is



TRIBUNE

just more government regulation."

Planning commissioner James Heitel said many properties along Jomax and Dixleta are already developed, so applying scenic-corridor guidelines would not have much effect.

"Providing unimpeded open space there would be pretty hard to achieve," he said.

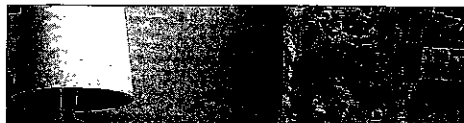
CONTACT WRITER:
(480) 970-2342
or jkullman@aztrib.com

EVERYDAY PEOPLE

Fountain Hills woman a pillar of the community

Longtime resident 'got involved in everything'

By **JOHN LEPTICH**



departments.

Tibbetts has participated in every Town Hall meeting since their inception in 1984, including two in April.

She joined the Chamber of

Everyday People

Everyday People is a weekly look at people with ties to the Scottsdale area who might not otherwise be in the news. If you know someone you

Library open, some areas not cooled

TRIBUNE STAFF REPORTS

Scottsdale's Civic Center

La Mirada June 30th

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Michael Gray	4768 E. Baker Dr.	—
Donna + Edward Elmajian	23920 N. Church RD Scottsdale AZ 85255	—
Jacqueline Jones	26603 N 70 th PL	Scottsdale AZ 85262
Lloyd Doerr	29939 N 78 th 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	SDH 85255
Diane + Ray Berney	7747 E. Baker Dr.	Scottsdale 85262
Lowell + Sue Lueptow	30600 N Pima Rd #129	" "
MICHAEL + GEORGETTE MOBBI	8024 E. Lone MOUNT.	
Bob + Inae Vairo	10040 E. Harry Wiley Ln.,	Sc. 85255
Graham + Patricia Kettle	29651 N 74 th St,	Scottsdale, 85262
H. John Altorker	8325 E. La Senda	Scottsdale 85255
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Connie Swower	7737 EVISTA BOULEVARD	85255
FOR MCULLAGH	7513 E. ARLING ROAD	85255
MaryBeth McLaughlin	" "	" "
Howard Myers	6631 E. Horned Owl Tr.	85262
Anthony Lisi	7820 E. Alta Sierra Cir.	85262
Rob Tomlin	7884 ^E ALTA SIERRA CIR.	85262
ALAN ELSROD	7829 E LAS PICONAS	85262

PLEASE SIGN IN

NAME

ADDRESS

EMAIL OR PHONE#

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TONY NELSEN

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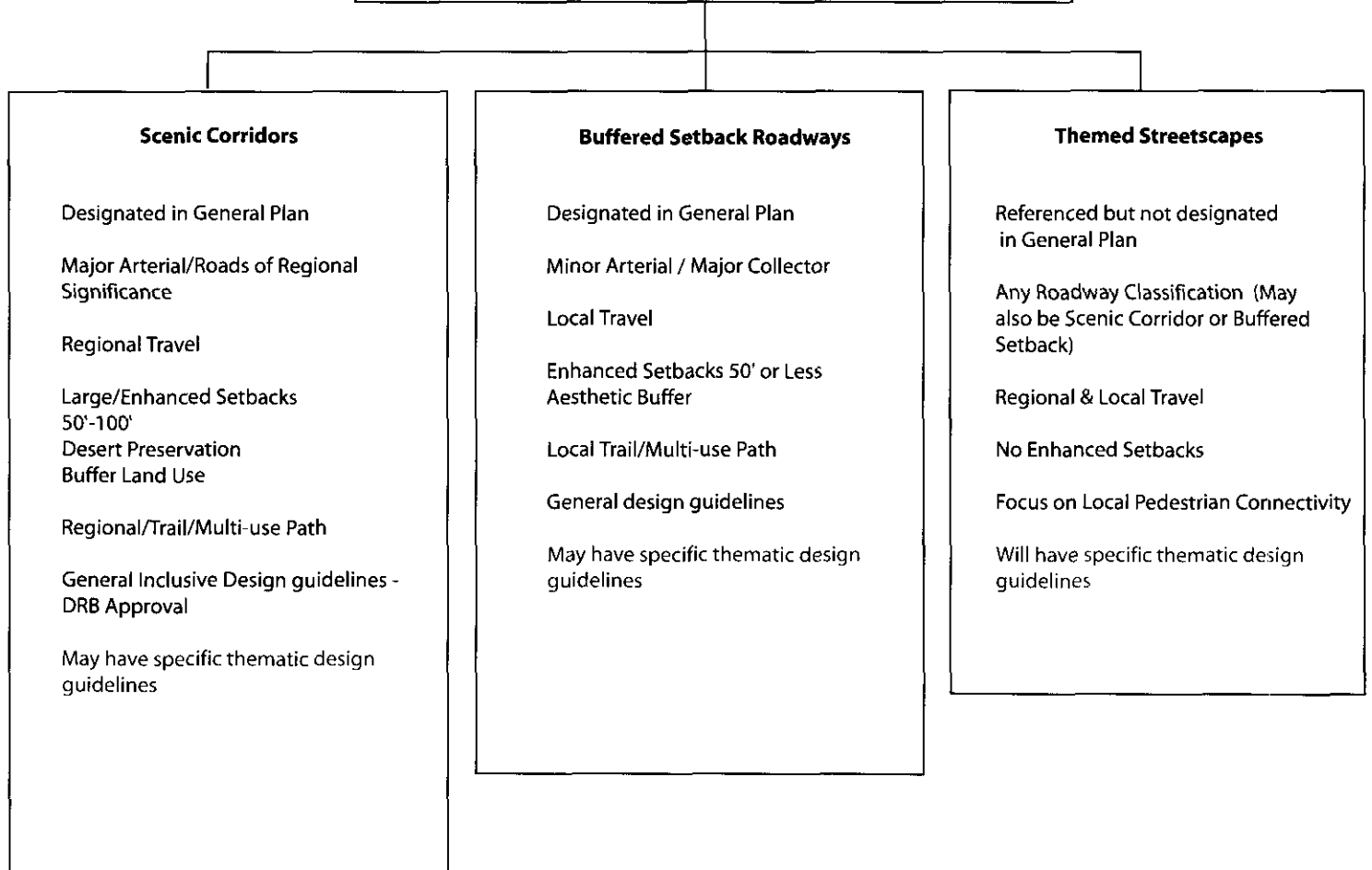
DEBBIRD@AOL.COM
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Andrea Michaels

33012 N 68th Way

madcapthinker@yahoo.com

Visually Significant Roadways
Components of Linear Meaningful Open Space
Streetscape Character: Natural, Transitional, Suburban, Downtown/Urban
(Character and Design Element/Open Space and Recreation Element)



What The General Plan Says About: Scenic Corridors:

Character and Design Element

"Apply the Scenic Corridor designation: ..."

- to maintain views
- where the desert character is a vital part of the neighborhood setting
- to buffer impacts of highly traveled roadways adjacent to neighborhoods through a larger landscaped area

Buffered Setback / Parkways:

Character and Design Element

"Other visually significant roadways include roadways with buffered setbacks and roadways with specific streetscape design themes. Many of these designated roadways have individual design guideline policies."

Themed Streets:

Character and Design Element

"Designate specific design standards to be implemented on streets where a special theme is desired."



Open Space and Recreation Element

"Apply a Scenic Corridor designation along major streets to provide for open space and opportunities for trails and paths. The 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.

Open Space and Recreation Element

"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."

"Create specific design guidelines for highly visible major city streets."

Who benefits from **SCENIC CORRIDORS, BUFFERED SETBACKS/PARKWAYS?**

- **Adjacent land owners** who are more effectively buffered from the adverse impacts of major roadway traffic, and experience enhanced enjoyment of the scenic beauty of the surrounding desert.
- **Scottsdale citizens** who drive, walk, bicycle, or horseback ride along these corridors
- **Tourists and visitors** who can experience more of our desert/cultural/recreational lifestyle and the community's lush Sonoran Desert.



What are other ways the City BUFFERS ROADWAYS?



- Natural Area Open Space Requirements
- Environmentally Sensitive Lands Ordinance
- Development Agreements
- Arizona Preserve Initiative Agreement with State Land Dept.
- City Preservation Purchases
- Trails Plan Development Dedications
- Neighborhood Plans (I.E. Cactus Acres)
- Building Setback Requirements
- Open Space Requirements for Commercial Development



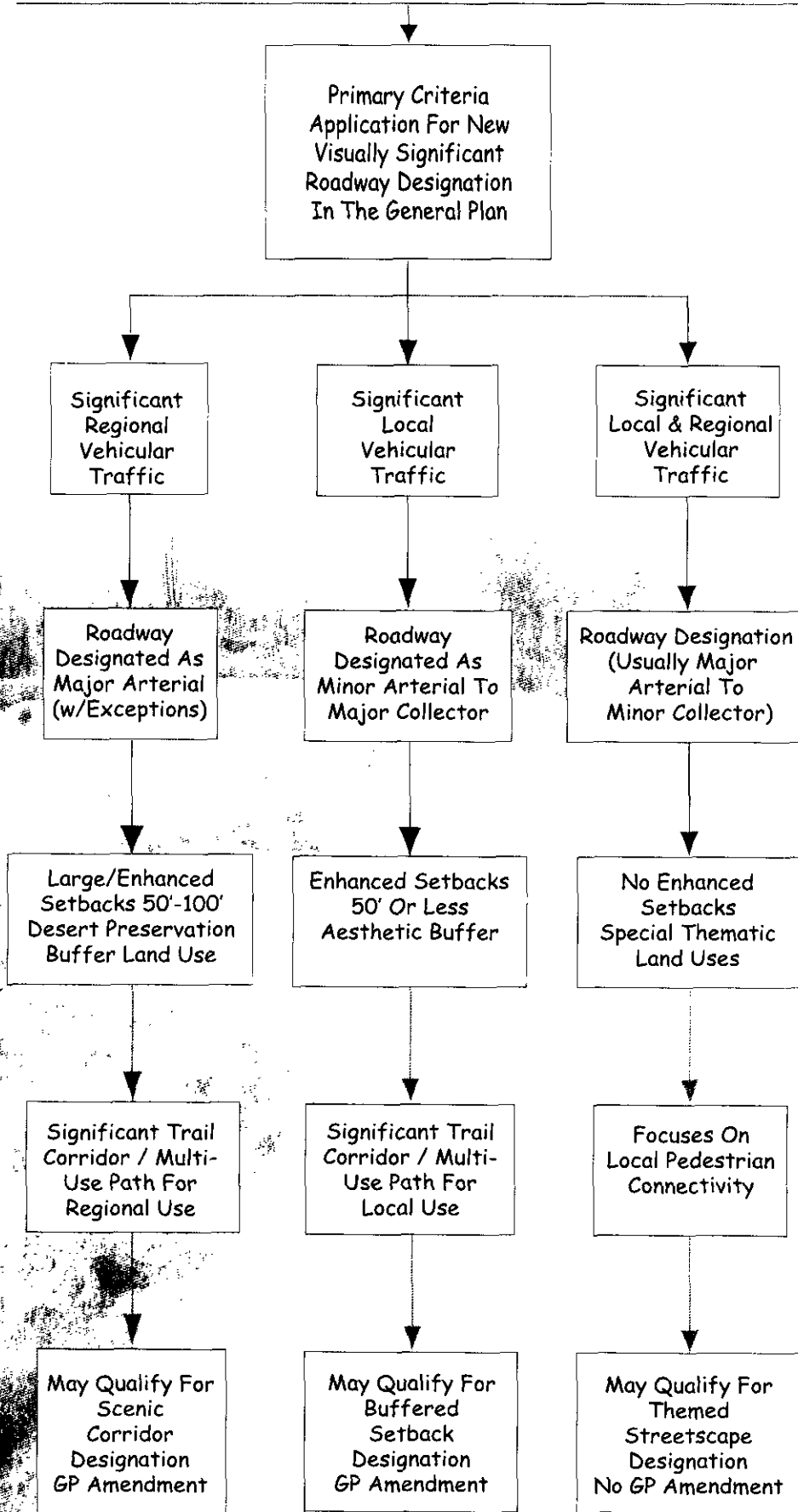
Existing Themed Streets:

- 64th Street (McDowell to Indian School Rds.)
- Indian School Road
- Scottsdale Road
- Frank Lloyd Wright Boulevard
- Shea Boulevard (East of the CAP Canal)
- Via Linda (East of the CAP Canal)
- Cactus Road (96th to 104th St.)
- Pima Road (Loop 101 to McDowell Road)

Themed Streets May Have:

- Theme Symbols and Graphics
- Theme Colors and Materials
- Theme Landscape Pallets
- Public Art as part of the Streetscape Design
- Theme Street Hardware (eg. transit stops)
- Other Elements that Reinforce the Character of the Area

ROADWAYS SUBMITTED FOR VISUALLY SIGNIFICANT DESIGNATION



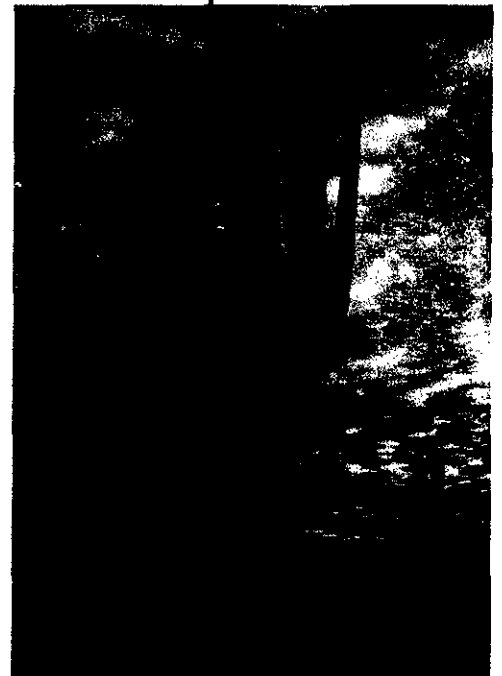
Scenic Corridor History Time Line

<p>1963</p> <p>A grass roots effort convinced the county to establish the Desert Foothills Scenic Drive. The Designation included Scottsdale Road from Happy Valley Road to Carefree.</p>	<p>Early 1970's</p> <p>Scottsdale established precedence by stipulating a scenic corridor for the rezoning of the McCormick Center along Shea Boulevard</p>	<p>1976</p> <p>Scottsdale adopted the Northeast Area General Plan. This Created a scenic Parkway designation along Shea Boulevard.</p>
<p>1984</p> <p>Scottsdale adopted the Scottsdale Foothills General Plan. This plan designated portions of Scottsdale Road, Pima Road, and Dynamite Boulevard as Scenic Corridors. Buffered Setback roads were introduced.</p>	<p>1986</p> <p>Scottsdale adopted the Tonto Foothills General Plan. Cave Creek Road and the Carefree Highway were added to the Scenic Corridor designation list. Additions were also made to the Buffered Setback roads.</p>	<p>1992-1999</p> <p>General Plan updates added some basic guidelines for designation of Scenic Corridors.</p>
<p>1997</p> <p>Scottsdale published a Scenic Corridor Design Guideline brochure. The brochure suggested 50' residential setbacks and 100' non-residential setbacks.</p>	<p>2001</p> <p>The voter approved 2001 General Plan described the need for formal Scenic Corridor Design Guidelines</p>	<p>2003</p> <p>Scottsdale's Development Review Board adopted formal Scenic Corridor Design Guidelines that suggested minimum setback buffers of 100'.</p>
<p>January 2004</p> <p>The McDowell Sonoran Preserve suggested to the Planning Commission that additional roads be considered for Scenic Corridor Designation.</p>	<p>April 2004</p> <p>Scottsdale City Council initiated a General Plan Amendment to consider additional designation of roads as Scenic Corridors and Buffered Setback / Parkways.</p>	

- A comprehensive and connected system that links together existing multi-use trails with developing areas and the natural preserve areas.
- The history of planning the future expansion of recreational facilities, which has played a major role in the development of the existing system and continues to play an important role for future planning.
- Open space and recreational amenities that provide an individual solitude or participating in a group.
- Opportunities to provide recreational amenities that support current population as well as anticipate the desires and needs of future generations.
- A community with numerous recreational facilities dispersed throughout its borders. Such an inventory makes expansion and linking of these easier and more rewarding to the residents of the city.
- The recognition and support of the constitutionally-guaranteed private property rights and opposition to any practice or program that would result in a violation of those rights or the taking of property without due process and equitable resolution.

Goals and Approaches

1. **Protect and improve the quality of Scottsdale's natural and urban environments as defined in the quality and quantity of its open spaces.**
 - Provide ample opportunity for people to experience and enjoy the magnificent Sonoran Desert and mountains, balancing access with preservation.
 - Provide a variety of opportunities for passive and active outdoor recreational activities such as hiking, horseback riding, mountain biking, rock climbing and wildlife observation.
 - Provide opportunities for education and research on the Sonoran Desert and mountains, and the history and archaeology of the community.
 - Provide access areas of sufficient size and with adequate facilities for public use and open space system access.
 - Develop a non-paved public trail system for hiking, mountain biking, and horseback riding and link these trails with other city and regional trails.



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 Character and
Design Element

see Character and
Design Element

see the Goals of the
Historic
Preservation
Commission in
Appendices



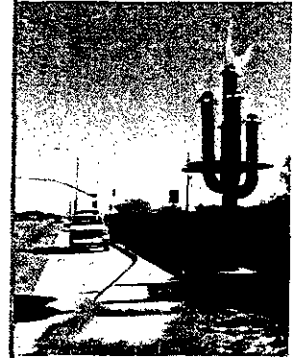
see the Streetscape
map for Streetscape
classification area
locations

3. **Identify Scottsdale's historic, archaeological and cultural resources, promote an awareness of them for future generations, and support their preservation and conservation.**
 - Continue the Historic and Archaeological Preservation Process. The Historic Preservation Commission advises the Planning Commission and City Council in all matters concerning historic and archaeological preservation.
 - Enforce and refine the city's Historic Preservation Ordinance and the Archaeological Resource Preservation Ordinance to protect our significant resources and mitigate unavoidable loss.
 - Continue the process of identifying Scottsdale's historic, archaeological, and cultural resources.
 - Provide a variety of support and incentives to enhance and maintain significant historic and archaeological resources.
 - Establish standards required to preserve and retain the historic character of designated resources.
 - Promote revitalization of identified significant current or future historic resources through preservation, adaptive reuse or other means as an alternative to wholesale redevelopment.
 - Initiate programs for the preservation, restoration or rehabilitation of City-owned historically significant structures and resources.
 - Advocate programs for the restoration and rehabilitation of privately owned significant structures and resources.
 - Discourage and work to prevent unwanted demolition of buildings and structures identified by the Commission as significant and work to prevent the destruction of significant archaeological resources.
 - Develop partnerships with groups such as the Scottsdale Historical Society, State Historic Preservation Office, and other local, regional, and national historic and archaeological boards and commissions in support of these goals.
 - Promote the Historical and Archaeological Preservation programs within the community through education and public outreach.

4. **Encourage "streetscapes" for major roadways that promote the city's visual quality and character, and blend into the character of the surrounding area.**

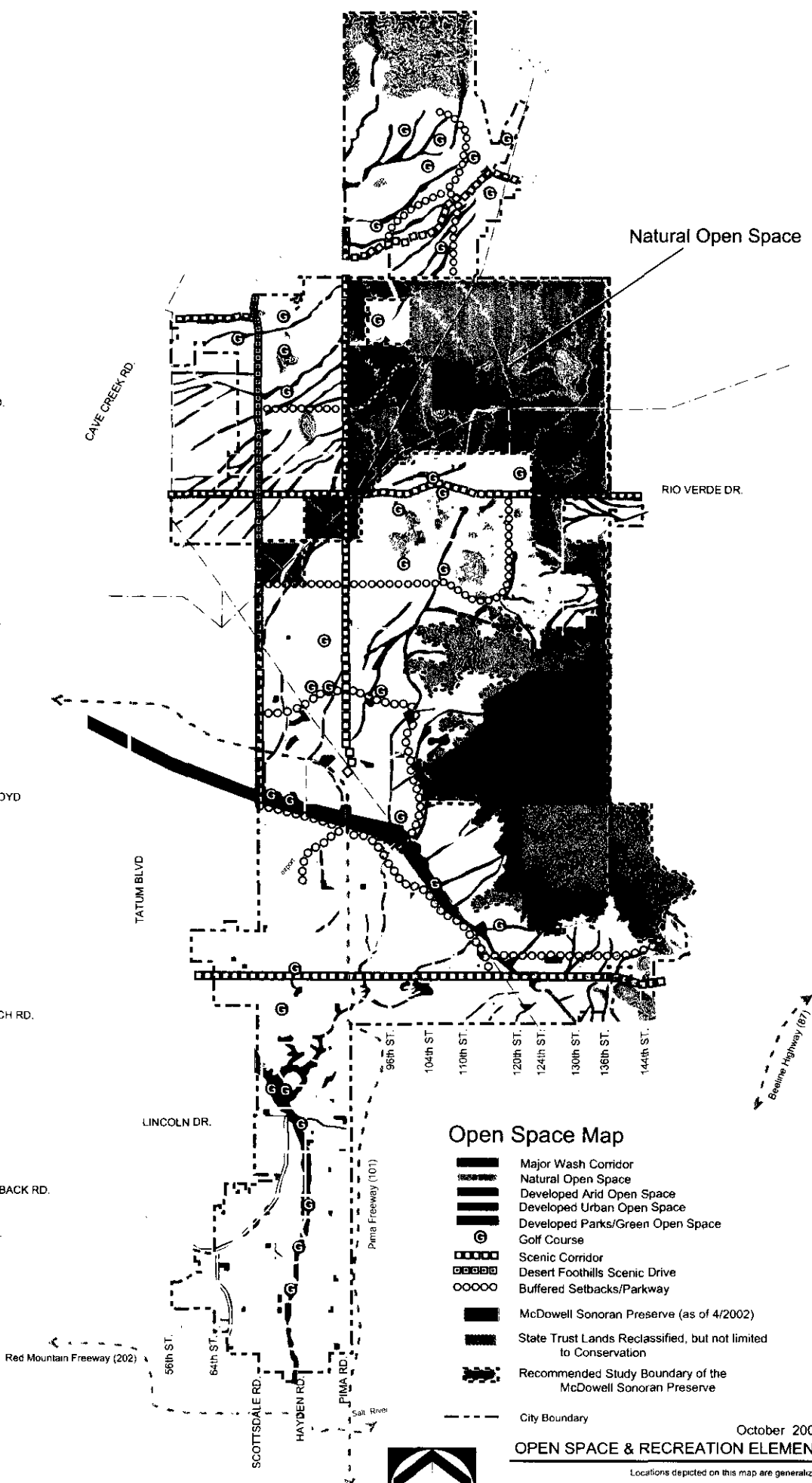
Streetscape is a term used to describe the combination of individual design elements that give character to the street frontages of the city. Some examples of these elements are landscaping, street furniture, lighting, and sidewalk design. Streetscape design plays a major role in setting a standard of quality and innovation for other design issues.

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

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.



October 2002
 OPEN SPACE & RECREATION ELEMENT

Locations depicted on this map are generalized



general plan
 scottsdale. arizona

City seeks more scenic streets

Program would expand to older parts of Scottsdale

By JOE KULLMAN
TRIBUNE

Scottsdale wants to make a stronger show of its aesthetic and environmental sensitivities along city streets.

City planners are at work on a general plan amendment that will broaden the scope of Scottsdale's scenic corridors program.

Scenic Corridor Development Guidelines encourage property owners to preserve their desert environs and

prevent structures from cutting off scenic views in developing areas of north Scottsdale.

The amendment would add guidelines designed to promote scenic enhancement along roadways in older and redeveloping parts of the city.

An expanded scenic corridor definition will allow guidelines that now apply to about 50 miles of six major roadways to extend to two additional north Scottsdale roads, Jomax and Lone Mountain.

But the amendment also will identify long stretches of main roads throughout Scottsdale as target areas for "themed streetscapes" or

"buffered setback" guidelines, said city planner Teresa Huish.

The designations foster the city's vision of new development reflecting particular neighborhoods' historic character, artsy urban ambience or Sonoran Desert flavor.

Resident Craig Kjell has been asking city planners why south Scottsdale neighborhoods can't get the civic prestige bestowed on residents living along north Scottsdale's designated scenic corridors.

From Kjell's neighborhood along 64th Street south of Thomas Road, there are views of Camelback Mountain, the Papago Buttes and the

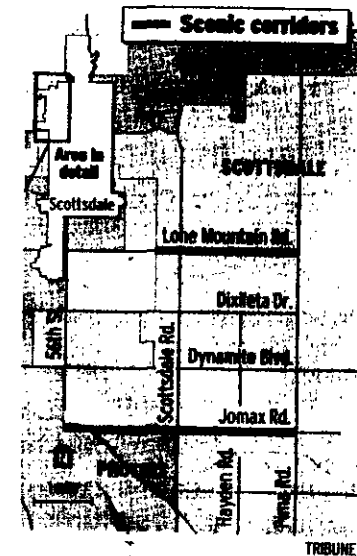
Superstition Mountains.

The new guidelines would enable city officials to offer Kjell a promising response.

"It would be very difficult to retrofit developed areas to achieve what scenic corridors are intended to do, like opening up views and keeping the natural desert landscape," Huish said.

But under themed streetscape guidelines, any neighborhood might get roadside landscaping, street lights or other public facilities that will boost its attractiveness and identity, she said.

CONTACT WRITER: (480) 970-2342
or jkullman@aztrib.com



Designated scenic corridors

- Carefree Highway from Scottsdale Road to city's western boundary
- Cave Creek Road from Pima Road to northern boundary
- Dynamite Boulevard from 56th Street to eastern boundary
- Pima Road north of Loop 101 to Cave Creek Road
- Scottsdale Road from Frank Lloyd Wright Boulevard to Carefree Highway
- Shea Boulevard from Loop 101 to eastern boundary

Proposed additions:

- Jomax Road from 56th Street east to Pima Road
- Lone Mountain Road from 68th Street east to Pima Road

Scenic corridor additions

City wants to change rules to expand mileage

By JOE KULLMAN
TRIBUNE

Scottsdale officials want to apply development guidelines aimed at protecting natural environs and scenic views to more areas of the city.

Land along almost 50 miles of six major roadways already is subject to Scenic Corridor Design Guidelines adopted a year ago. The guidelines encourage property owners to preserve open space and natural desert vegetation, and to prevent buildings, walls and other structures from becoming visual barriers to scenic features.

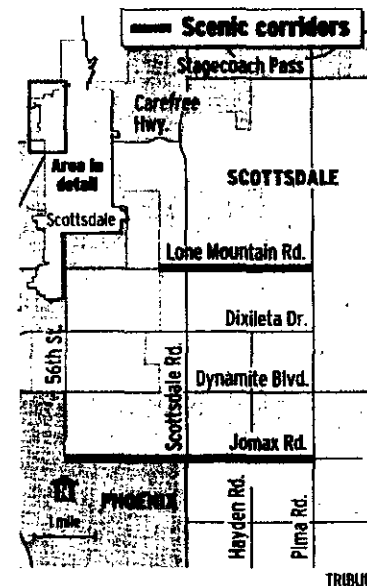
City planners are preparing

to extend the designation to another 6½ miles along Jomax and Lone Mountain roads in north Scottsdale.

It's being done at the request of City Councilman Tom Silverman, who said residents and other property owners in those areas are urging the city to expand the scenic corridor project.

"They realize the importance of this, and that it's better to get it done now, before more new development gets started," Silverman said.

"We're fortunate to have the McDowell Mountains and the great desert views ... The Sonoran Desert is what makes us unique and a lot of tourists come here for that scenery, so we need to protect those views," said Silverman, whose family has owned and managed the Chaparral Suites resort hotel in Scottsdale since 1953.



Making Jomax and Lone Mountain roads official scenic corridors will require City Council approval of a general plan amendment, which would open the way for more roadways to gain the designation,

said city planner Teresa Huish. The general plan stipulates only "regional" thoroughfares — roadways connecting Scottsdale to neighboring communities — can be scenic corridors. Jomax and Lone Mountain roads don't qualify. An amendment would allow shorter roadways within city boundaries to become corridors, Huish said.

Most developers and individual homeowners are cooperating with the city's scenic-protection effort, but challenges loom, said city planner Tim Conner.

"There hasn't been a lot of development in some of those (scenic corridor) areas yet. When that starts to happen, we'll have to roll up our sleeves and figure out how to make it all work," Conner said.

CONTACT WRITER: (480) 970-2342
or jkullman@aztrib.com

City seeks to create more scenic corridors

SCOTTSDALE — With wild-fires gobbling up pristine wilderness throughout the northeast Valley, city officials are moving to create additional open space along some of Scottsdale's best-traveled roads.

A proposal now under development could nearly double Scottsdale's stock of scenic corridors, a special designation that allows planners to restore a more natural feel to major roads.

The designation helps preserve views of nearby landforms and increases setback requirements, pushing new construction farther away from the road. The guiding principle is to reduce buildings' impact on the desert.

This summer, staff members will ask the Planning Commission to consider establishing corridors on five major roads: Bell Road, Dixileta Drive, Jomax Road, Thompson Peak Parkway and Lone Mountain Road.

Tempe developer leads in race for FH project

FOUNTAIN HILLS — One developer has emerged as the front-runner to plan the 1,200 acres of state trust land north of Fountain Hills.

Tempe-based SunCor Development Co. recently filed an application with the Arizona State Land Department to organize the layout of houses and neighborhoods on the nearly 2 square miles of

Sonoran Desert.

If approved by Arizona land officials later this year, SunCor could play a major role in the development of the land north and west of McDowell Mountain Road, south of McDowell Mountain Regional Park.

The difficult topography of the state trust land, with its steep washes and hills, led to minimal response to State Land Department advertisements for a land planner.

Scottsdale hotels note gains for early 2005

SCOTTSDALE — Scottsdale-area hotels reported increases in occupancy, room rates and revenue through May, according to figures from Smith Travel Research.

Revenue per available room, a key industry barometer, showed the biggest gains, up 10.7 percent to \$147.84 for the first four months of the year.

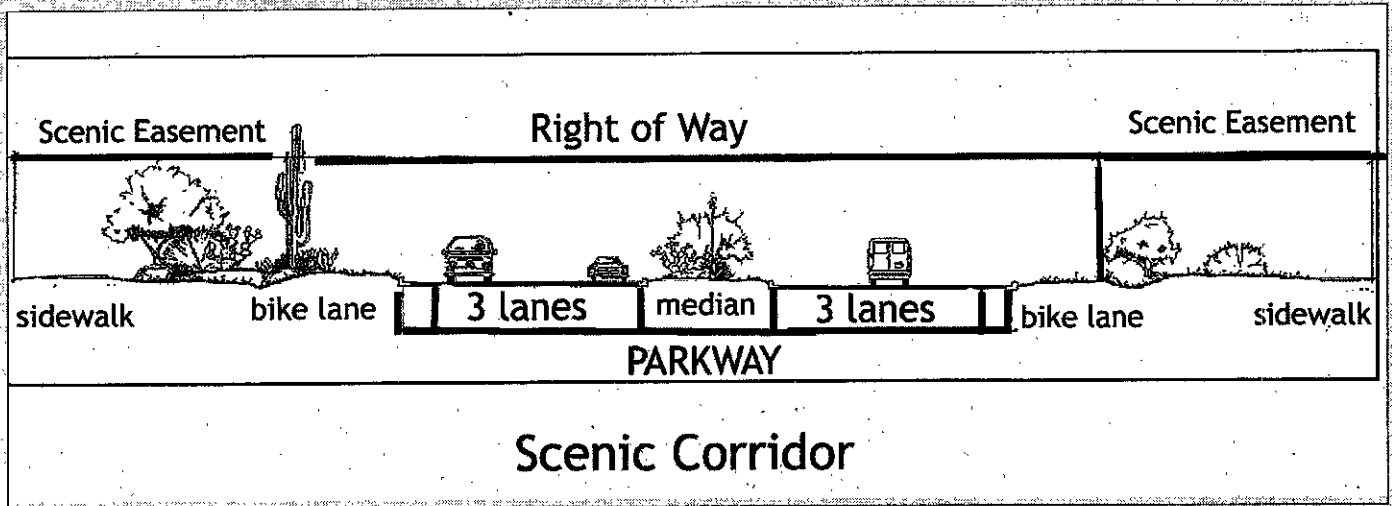
Early in the season, rain put a damper on the number of visitors showing up at business conferences and fewer guests stayed over for extra days after their meetings because of the weather, said Kieran MacDonald, Fairmont Scottsdale Princess Resort general manager.

March and April were great months at the 650-room resort, with occupancy topping 90 percent, he said.

Scottsdale tourism leaders are hoping that they will get some momentum to carry through the slower summer season.

Tuesday in Scottsdale

What's happening	Scottsdale City Council meeting.
What it's about	The Scottsdale City Council will have a final look at a bid request going out to ambulance companies Tuesday, just days before the city inaugurates its first municipal fire department. The city's use of fire protection from private Rural/Metro Fire Department ends Friday, but the city's ambulance service will take longer to settle.
When/where	5 p.m., Scottsdale City Hall Kiva, 3939 N. Scottsdale Road.



City of Scottsdale

The proposal would help preserve views and increase setback requirements, pushing new construction further away from the road.

Plan doubles scenic corridors

Move would create more open space

By Casey Newton
Scottsdale Republic

SCOTTSDALE — With wildfires gobbling up pristine wilderness throughout the Northeast Valley, city officials are moving to create additional open space along some of Scottsdale's best-traveled roads.

A proposal now under development could nearly double Scottsdale stock of scenic corridors, a special designation that allows planners to restore a more natural feel to major roads.

The designation helps preserve views of nearby landforms and increases setback requirements, pushing new construction further away from the road. The guiding principle is to reduce buildings' impact on the desert.

This summer, staff members will ask the Planning Commission to consider establishing corridors on five major roads: Bell Road, Dixaleta Drive, Jomax Road, Thompson Peak Parkway and Lone Mountain Road.

Planners also will consider adopting formal guidelines for what Scottsdale calls "buffered parkways" and "theme streets," which share the basic principles of scenic corridors but are less stringent in their design requirements.

That will allow the city to bring landscaped medians, entry monuments and other streetscape features to a wider variety of roads, said Teresa Huish, strategic planning manager for Scottsdale.

The City Council will have final say over the proposal, which takes the form of an amendment to the General Plan.

But first, the city is holding two open houses to gauge public support for the proposal. The first open house takes

place from 4:30 p.m. to 6 p.m. Tuesday at the Community Design Studio, 7506 E. Indian School Road.

The second takes place from 5 p.m. to 7 p.m. Thursday at La Mirada Community Center, 8950 E. Pinnacle Peak Road.

Scottsdale has so far established six scenic corridors, on stretches of Pima Road, Carefree Highway, Cave Creek Road, Dynamite Boulevard, Scottsdale Road and Shea Boulevard.

All told, Scottsdale has about 47 miles of scenic corridors.

Planners first began working on an amendment last year at the request of former Councilman Tom Silverman. More recently, Councilwoman Betty Drake asked planners to prepare an amendment to the General Plan.

Reach the reporter at casey.newton@scottsdalerepublic.com or (602) 444-6853.

ATOR Lookin' for love in all the wrong places

scottsdale 50
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CAVE CREEK | FOUNTAIN HILLS | PAR

S'N
HAPPY

City balks at 5 scenic corridors

Residents want label

By Casey Newton
Scottsdale Republic

SCOTTSDALE — Living in north Scottsdale, Jacque Bigelow is alarmed by what she calls "horrible commercial" developments springing up all around her.

"I see the desert being bulldozed," said Bigelow, who lives off Carefree Highway. "I'm very concerned we protect the beauty of the Sonoran Desert."

That concern led Bigelow to attend an open house last month on Scottsdale's plans to designate as many as five new scenic corridors in the city.

Scenic corridors, which push new construction back from the road and preserve views of nearby landforms, help give roads a more natural feel.

On July 13, the Scottsdale Planning Commission will consider establishing corridors on five major roads: Bell Road, Dixileta Drive, Jomax Road, Thompson Peak Parkway and Lone Mountain Road.

"I love the idea," Bigelow said.

Scottsdale's planning staff, though, is less convinced. According to a city survey of the roads, none of the five meets any of the criteria for the designation.

Scenic corridors are supposed to be established along major roads that support regional travel. The five candidates don't handle that much traffic.

"One of our concerns is that we don't dilute the scenic corridor designation," said Teresa Huish, Scottsdale's strategic planning manager.

The roads might meet standards for designation as a "buffered parkway," a lesser category that still provides for large setbacks and open spaces along roads.

Community News

DC Ranch club to open

The DC Ranch Village Health Club and Spa, 18501 N. Thompson Peak Parkway, is scheduled to open Aug. 1. The 81,000 square-foot club will include heated swimming pools, an indoor bas-

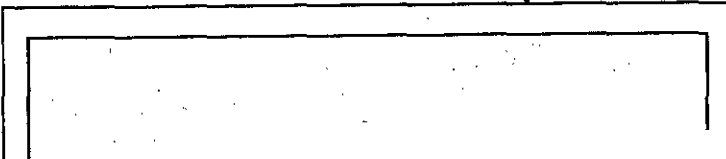
ketball court, pilates and yoga studios and a full service cafe. Single, couple and family memberships are available with a one-time enrollment fee followed by monthly membership dues. Charter memberships will be available Fall of 2005. For more information, call (480) 609-7981 or visit www.villageclubs.com.

Trolley starts year-round service

The Scottsdale Trolley began year-round service recently, expanding on the seasonal service previously provided. The trolleys offer free rides from 11 a.m. to 6 p.m., Monday through Saturday, every 10 minutes. Service will be extended until 9 p.m. Thursday evenings for the downtown Artwalks. The trolley is a circulator service traveling through Scottsdale's historic Old Town Main

developer of commercial and office projects, announced the completion of the Grayhawk Office Villas project, an office condo development in the Grayhawk master planned community at Thompson Peak Parkway and Pima Road. The project, designed by Butler Design Group, consists of six independent buildings totaling 50,000 square-feet. Two of the buildings were sold before the construction was complete and two more are currently under contract. For more information,

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Scenic roads under review

By Margaret Sharp
Independent Newspapers

North Scottsdale residents appear to be evenly divided on whether more roads should be designated "scenic corridors."

To some, the roads are already scenic enough and don't need special labeling or anyone tampering with the natural beauty.

Others say existing development makes it an impossible task to designate more 100-foot scenic corridors or create 50-foot buffered setbacks without interfering with property rights.

About 50 people showed up for the city-sponsored open house at La Mirada Community Center, at Pinnacle Peak and

If You Go

Planning Commission hearing on a general plan amendment to create scenic roadway designations.
5 p.m. July 13.
City Hall Kiva, 3939 N. Drinkwater Boulevard.

Scottsdale roads, June 30.

At this and a June 28 open house in downtown Scottsdale, city staff explained three options for scenic corridors, buffered scenic setbacks or themed streets.

A general plan amendment is required to create more scenic roadway designations.

Planning commission will hear public comment on the issue 5 p.m. July 13 at the City Hall Kiva, 3939 N. Drinkwater Boulevard.

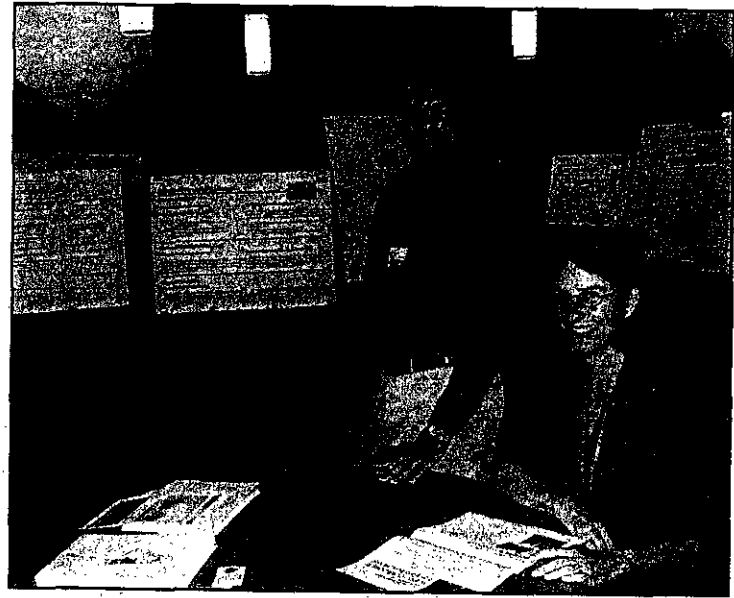
Jomax and Dixileta roads, and Bell Road east of Pima are proposed for future designation as scenic corridors.

Roads suggested for 50-foot buffered setbacks included Desert Mountain Parkway, Lone Mountain and Happy Valley roads, Thompson Peak Parkway, Frank Lloyd Wright Boulevard and Via Linda Road east of Frank Lloyd Wright Boulevard.

"We presented three options, to see what fits existing roadways and the percentage of existing development," said Tim Conner, senior planner and architect.

"A 50-foot setback may be more achievable than a 100-foot scenic corridor in some places.

See Corridor — Page 6



Independent Newspapers/Margaret Sharp
Tim Conner, senior planner/architect, and Teresa Huish, strategic planning manager, answered questions at city-sponsored open houses on scenic roadway designations.

Cell Site

Continued From Page 1
115th Place.

As a result of strong opposition, Verizon withdrew its application to the city and scouted for other locations.

"This time they are going to city right-of-way, and we have the same concerns," said Mr. Goad.

"The site would set a precedent for other cellular providers. We suddenly could have a street of faux cactus towers."

Jenny Weaver, spokesperson for Verizon Wireless, said extensive work goes into determining the best location for a cell site, based on topography, zoning and other factors. Alternative locations are not under consideration at this time, she added.

"This is an important site for us, to provide reliable service not only for everyday communications but for emergencies," she said. "In a situation where land lines go out, having wireless service can be a matter of safety."

While some neighbors say improved cell coverage is vital to their business, others say preserving their views and wildlife habitat are more important.

According to Mr. Goad, other concerns are audible buzzing from air-conditioning units and power cabinets, and disruption if workmen had to repair equipment in the middle of the night.

"It's not just an issue for Troon. If something goes through here, it can go through anywhere, and nobody really knows the long-term effects of high frequency radio activity. We don't want it close to residences."

An area of 115th Street will be cordoned off around a podium, so people can gather to look at drawings and speak.

Verizon hosted a small neighborhood meeting June 29, after informing homeowners within 750-feet of the site of their plans.

Send your questions or comments to Kira Wauwue, project coordinator for the city of Scottsdale, at kwauwue@scottsdaleaz.gov. To comment on this story, email msharp@newszap.com.

Stations

Continued From Page 1

pupils, for example, would have got letters because they're going into first grade, a required age group," she said. Middle schools also sent them out to sixth graders, because seventh graders need to have had the shots.

"There's rarely a death from chicken pox but there are a lot of lost school days due to the disease," Ms. Trahan said.

While many pre-schoolers were immunized during their "wellness check-ups," others weren't, she noted. "Not all par-

ents take their kids in for routine shots," she said.

Scottsdale Healthcare is offering free immunizations at the following locations and dates:

July 16: Scottsdale Healthcare Osborn Community Health Wellness Center, 3634 N. Drinkwater Blvd.

July 23 and Aug. 13: Occupational Health Clinic, 15150 N. Hayden Road, Suite 110.

Aug. 6: Desert Camp Community Center, 9260 E. Desert Camp Drive, DC Ranch.

Aug. 21: Valley of the Sun Jewish Community Center, 12701 N. Scottsdale Road. For information call (480) 882-4636.

Water

Continued From Page 1

The tiered charges for water are on top of a base charge of \$11.25 per household.

By comparison, under the present system homeowners pay \$1.37 per 1,000 gallons for the

first 23,000 gallons, and \$2.49 per 1,000 gallons for usage above 23,000 gallons.

"The third tier is intended to add an incentive to the high end user, to get them to reduce their water needs," Mr. Mansfield said. It will impact five percent of homeowners who use a lot of water for landscaping purposes, he added.

Volunteers

Continued From Page 4

for three weeks to July 29. Families with teenagers needed. For more information, contact Brenda Smith (602) 942-5842.

Volunteers needed for home meal program

North Scottsdale and Paradise Valley volunteers are needed to help deliver meals to those in need for Area Agency on Aging's Home Delivered Meal Program. For more information, contact (602) 264-2255.

Work with international teens

NW Services, a non-profit educational organization, seeks

Corridor

Continued From Page 1

One of the things we have found is people like participation in this, they see it as adding value to their property."

But many unsigned comment sheets left at La Mirada Community Center conveyed concern.

"We had an equal number of folks on both sides of the issues," said Robin Meinhart, planning information officer.

"If they already live there, on one of those roads, they pointed out too much development has already occurred, making it difficult to designate scenic corridors.

"If they held property and were planning to build, they didn't like the idea of having to give up 100

feet," she said.

The land owners would still be responsible for maintaining the property in a scenic corridor or buffered setback, Ms. Meinhart added, and they felt that was not equitable.

"We have 40 years of history regarding scenic roads," said Harry Higgins, senior planner. "Scottsdale is a pretty city and we want to keep it that way."

"Any street where setback involves interference with completed construction should be eliminated from consideration," was one such comment.

"Why place a scenic corridor or scenic buffer on properties along Jomax west of Scottsdale Road when the entire south side of the road is within the city of Phoenix limits?" another resident asked.

Some remarked that a part of

their property backing up to washes is already designated Natural Area Open Space. To have to give up more open space facing a road such as Jomax or Lone Mountain Road would be unacceptable, they said.

Residents made some pragmatic suggestions for the city to consider.

These included:

- Putting a center island with trees down the center of Jomax and Dixileta roads, and rubberizing the road beds.

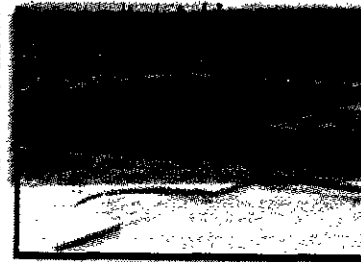
- Keeping sidewalks and curbs in scenic areas in brown colored concrete

- Making homebuilders pick up their construction trash on a weekly basis.

To comment on this story, email nscottsdalenews@newszap.com.

GO-GO

cheeseburgers kind of place



The health club that's bigger than the White House

BUSINESS & REAL ESTATE, PAGE S8

CAREFREE | CAVE CREEK | FOUNTAIN HILLS | PARADISE VALLEY | ARCADIA | SALT RIVER COMMUNITY

SCOTTSDALE REPUBLIC

WEDNESDAY • JULY 15, 2003

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SECTION S

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Panel rejects scenic corridors

Bell Road to become a 'buffered parkway'

By Casey Newton
Scottsdale Republic

SCOTTSDALE — A conservationists' plan to designate more roadways as scenic corridors fell short after the Scottsdale Planning Commission agreed this week that none of the candidates met the necessary criteria.

The commission voted 3-1 Wednesday to recommend

against designating any additional scenic corridors.

But in the same vote, commissioners recommended classifying Bell Road as a "buffered parkway," a kind of lesser scenic corridor with smaller setback requirements for development along the road.

Scenic corridors, which push new construction away from the road and preserve

views of nearby landforms, help give major roadways a more natural feel.

The Planning Commission considered establishing corridors on Bell, Dixileta Drive, Jomax Road, Thompson Peak Parkway and Lone Mountain Road.

The McDowell Sonoran Preserve Commission, and members of the Planning Commission and City Council, had ex-

pressed an interest in designating more scenic corridors.

But under the guidelines, such corridors should be major roadways that handle regional travel. None of the five met that definition, and the commission staff recommended against any additional scenic designations.

Scottsdale has created six scenic corridors to date: Scottsdale, Pima and Cave Creek roads; Shea and Dynamite boulevards; and Carefree Highway.

Commissioners did recommend to the City Council that the General Plan be amended to include the scenic corridor guidelines, which were adopted in 2003, two years after the General Plan.

Commissioner David Barnett voted against the staff's recommendations, saying he wanted more information about how designating roadways as visually significant would affect neighbors.

See **ROADWAYS** page 2

\$8,000

Saving big on health care

asting a spell on NE Valley readers

Potter's latest wizardry on the family calico, according to the Borders survey.

Pre-orders and reservations for the book are enough to fill the Hogwarts School of Witchcraft and Wizardry: almost 900,000 at amazon.com, more than 1 million at Barnes & Noble — and 164 at the Scottsdale Public Library and its four branches.

"This is wonderful for libraries," said Joanne Hamilton-Selway, the library's collection development coordinator. "It's really a book that crosses all lines. And if (people) come in and can't get that Harry Potter book right away, we can recommend other books or something different for them."

The library expects 80 Potter fans to attend tonight's pre-release party, which kicks off at 8:30 p.m. at the Mustang

Library, on 90th Street, south of Shea Boulevard.

Barnes & Noble Booksellers, southeast of Shea and Loop 101, will have a similar bash, as will the Borders Books & Music, 7000 E. Mayo Blvd.

"We're kind of up to our ears in Harry Potter right now," said Grady Soine, a tired-sounding sales rep for Borders. "This is the biggest event of the year."

But rest easy, for the end is near. In just a few hours, all of Howley's questions will be answered, which makes her nervous.

She's fallen in love with J.K. Rowling's characters. If one were to disappear ...

"I might be pretty upset," Howley said.

Reach the reporter at doug.haller@scottsdalerepublic.com or at (602) 444-6866.

Scottsdale Potter parties

■ **Barnes & Noble Booksellers** — 10500 N. 90th St. Countdown party begins at 8 p.m. Festivities include giveaways, arts and crafts, magic tricks, trivia and a costume contest. Books go on sale at 12:01 a.m. Saturday. Details: (480) 391-0048.

■ **Borders Books & Music** — 7000 E. Mayo Blvd. The Midnight Magic Party kicks off at 9 p.m. Activities include face painting, trivia and visits from Potter characters. Details: (480) 513-8848.

■ **Scottsdale Public Library** — Mustang branch at 10101 N. 90th St. The party starts at 8:30 p.m. Activities include viewing *Harry Potter* and *the Prisoner of Azkaban* on the big screen, a trivia challenge and "wizard" chow. Teens are invited to dress as their favorite characters for a chance to win a copy of the new book. Registration required. Details: (480) 312-6061.

ed big gifts

"It's and bet-that

"We did much better this year on the silent auction, which is where the increase came," Crouch said.

Ticket prices were \$5 higher in advance and \$10 higher at the door compared with last year, but that didn't cause a dip in attendance, he said.

The golf tournament this year lost a \$1,000 sponsor, Crouch said, so the donation to the Kiwanis Club of Ahwatukee was down from last year's gift of \$3,750.

Each year, the lights display costs about \$80,000, Crouch said. Roughly half of that comes from the fund-raisers and the other half is financed through a \$1 per month homeowners association fee in the Foothills development.

ROADWAYS Planning Commission rejects scenic corridor plan

Continued from page 1

"I'm still a little murky on how this is affecting people," he said.

Barnett made his comments after a group of neighbors who lived along Jomax complained that they weren't notified of the city's proposal.

Residents told commissioners they worried the designation would prevent them from building accessory structures on their properties.

But their fears are likely overstated — compliance with the guidelines is voluntary.

Commissioners David Gulino, Steven Steinke and James Heitel voted against

designating any additional scenic corridors.

Commissioners Eric Hess and Steve Steinberg were absent.

Commissioner Jeffrey Schwartz was present for much of the meeting but left before the vote on the scenic corridor case.

Also on the agenda

In other action, the Planning Commission:

■ Voted 5-0 to approve rezoning two acres northeast of 68th Street and Camelback Road to allow for a commercial development.

■ Deadlocked 2-2 on a re-

quest to rezone 20 acres southwest of Windmill Road and Stagecoach Pass to allow for more houses. Barnett and Heitel voted against the proposal, saying they had a responsibility to limit the density of growth in north Scottsdale.

Citing a conflict, Gulino recused himself from the case.

Because it lacked majority support, the request will be forwarded to the City Council with a recommendation for denial.

Reach the reporter at casey.newton@scottsdale-republic.com or (602) 444-6853.