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Comments on Alta

Request

These comments are for 'Alta', a proposed 277 unit multi-family development located on west side of Scottsdale Road between Earll Drive and Osborn Road. The Alta request will rezone 4.8 acres to Downtown Multiple with amended standards for building placement and setbacks. The request also involves the approval of a conceptual site plan

Context

Alta occupies a portion of a larger 1/4 mile by 1/8 mile block that was added to the Downtown with the adoption of the 2009 Downtown Plan. The Alta site fronts and is bound by Scottsdale Road on the east and by 71st Street on the west. 71st Street continues in the Marshall Way alignment south of Osborn Road ending at Earll Drive. The Alta site adjoins a stand-alone restaurant and a multifamily community (currently under construction) to the north and a mobile home park on the south and in close proximity a planned multi-family development further south at the corner of Scottsdale Road and Earll Drive. The nearby multifamily developments and the conditions of their approval are important context for this review as our concern is for both the site and the block in its entirety.

Areas Reviewed

This review addresses three areas of concern including:

- **Setbacks from Scottsdale Road and Treatment of the Setback Zone**
- **Potential Onsite Pedestrian Connections Limited by Site Plan Approval**
- **Connection/Integration with Original Downtown Area**

Setbacks from Scottsdale Road and Treatment of the Setback Zone:

Proposal: Allow an increase in the setback of residential units and common amenity areas fronting Scottsdale Road.

Recommendation/Findings: A review of the proposed development plan, the Downtown Character Plan and site observation indicate further review of this issue and for city staff to work with the applicant on adjusting setbacks for residential units and improvements to reinforce the 20 foot setback line.

Staff Assessment: The request for increased setback is a quality of life concern which should be measured and balanced against the vision for the street. Although the Downtown Plan does not specifically address this segment of Scottsdale Road, it does address Scottsdale Road generally. The roadway is also addressed in the Scottsdale Road Design Guidelines.

The Plan speaks extensively about improving pedestrian connectivity and the need for improved open space. It also embraces the concept of complete and streets as infrastructure that supports adjoining land uses.

According to the Plan, Scottsdale Road in this area is classified as a major street providing regional connectivity and pedestrian access to areas that are near the Downtown,

The Plan suggests an inconsistency between with the zoning ordinance with respect to street classification, adjoining land use and prescribed setbacks

Other observations that indicate a review of setbacks for Scottsdale Road include housing growth and increased pedestrian demand from housing development and local restrictions limiting improvements to the west side.

Due to current variations in building size, scale and placement, and potential design treatment that could strengthen the street- space enclosure behind the 20 foot setback line, a greater setback should be allowed for the residential units but maintained for common area area facilities.

Create a usable outdoor space behind the pedestrian facilities and the residential units.

Maintain the setback standard for non-residential uses. Enhance plantings between the street and residential areas and embellish the Scottsdale Road streetscape with additional planting, low walls shade elements and other pedestrian street furniture.

Implement the Scottsdale Road streetscape with the street space design.

Potential Onsite Pedestrian Connections Limited by Site Plan Approval.

Proposal: – Approve the site plan as proposed.

Recommendation: Stipulate that minor changes to the site plan, including the break -up of the singular building footprint, will be at the discretion of the DRB.

Staff Assessment: The large single use building presents challenges to navigation especially by pedestrians. Pedestrian circulation and connectivity within the site and to surrounding areas is an important urban design object that benefits site development in numerous other ways. Movement between sites should not require access the public right-of-way facilities. Approving the site plan as proposed would ensure a site plan that presents challenges to challenges to pedestrian access and mobility within and to adjoining sites.

Utilize both the north and south edges of the site for pedestrian circulation and access to 71st St. Identify on-site pedestrian spaces and access points.

Identify a north/south pedestrian route through the site.

Connection/Integration with Original Downtown Area:

Proposal: The Alta site and the expansion area's relative strength or weakness of its relationship to the original Downtown area. How can the relationship be strengthened?

Recommendation: Begin a discussion with applicants and residents about improvements to the streetspace and adjoining development to enhance pedestrian mobility and expansion of the Downtown pedestrian network. Refer to map.

Staff Assessment: Consider completing the Scottsdale Road through the mobile home community. Work with other development entities and the city to advance streetscape segments on inactive or vacant parcels. Various agreements and tools are available to facilitate improvements on public land.

Scottsdale Road – Streetspace design that prioritizes pedestrian comfort and safety. Design should incorporate generous pathways, facilities and features to support pedestrian and cyclists. Incorporate seating areas, bike facilities, pedestrian scale lighting, and other pedestrian amenities.

Incorporate marked crossings at Earll Dr., Drinkwater Blvd., Osborn Rd. and Bishop Ln.

Provide visual and physical connectivity and transitional areas to the recreation and amenity areas of private developments. These connections enliven the street.
 Improve 71st Street as a complete street that accommodated pedestrian and cyclists. Utilize the street as a secondary neighborhood serving street. Minimize driveway crossings and delineate areas for street parking and crosswalks locations.

Incorporate pedestrian scale lighting and access to amenity areas.

Create defensible space between public and private areas. Accommodate access to adjoining developments.

Incorporate entrances to ground floor units where buildings front streets. Design defensible space for security and privacy. Utilize low walls, and view fencing, plant barriers and grade changes for creating separation.

Incorporate pet exercise and clean-up stations.

- Complete the Scottsdale Road and 71st Street streetscapes and connect to downtown at strategic locations including Earll, Drinkwater Blvd. Osborn Road and Bishop Lane
- Refer to map and the table below for other improvements for enhancing connectivity

Pedestrian and Vehicular Circulation Influences

Scottsdale Road	Major arterial and transit/transportation corridor extending 36 plus miles Reclassified as a major collector between Osborn and Camelback 4 – 6 lanes with turn Setback reduced to 20 feet south of Goldwater to the Downtown boundary. 8' to 10' wide pedestrian sidewalk separated from curb On-street bike lane
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Marshall Way (71 st Street)	Continuous corridor from Chaparral to 4 th St. and from Osborn to Earle 5' wide pedestrian walkway at curb Undeclared bike route connecting Downtown to South Scottsdale
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Bishop Drive	- north of Scottsdale Road. 2 lane with turn 5 ft. wide sidewalk
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Drinkwater Blvd.	5 lanes with northbound emphasis and turn. Intersects Scottsdale Rd. in a 3 lane/2-way T east of the Alta site 3 lane Y configuration north of Earle Drive. Street cross section incorporates a 6 foot wide pedestrian sidewalk
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East/West facilities	
East Angus Drive	abandoned in ____ as part of DRB Case No.
Osborn Road	4 lanes with turn, 5 ft. sidewalk, on-street bike lane
Earle Drive	2 lane with turn, 5 ft. sidewalk

Pedestrian Network	See attached map
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TO ENTERTAINMENT

Improve Marshall Way

EXPAND ACCESS

OFFICE

EMPLOYMENT CENTER

TO WORK

STREET

EAST/WEST

DEFINE ACCESS POINTS

Parking Access

ALPHA

FUEL

MEDICAL

CAR

HOTEL

CARE FACILITY

Improve East/West

GATEWAY AS FOR DS

EXISTING

REDEVELOPMENT

TO SHOPPING

RESIDENTIAL

Bike lanes



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