Current Planning Services
7447 E. Indian School Rd.
Scottsdale, AZ 85251

Development Review Board Meeting Memorandum

Item No.	13
Topic:	52-DR-2012 Draft Design Guidelines Update
Action Requested:	No action is required; information provided for possible discussion and direction related to format of design guidelines.
Meeting Date:	January 3, 2013
From:	Steve Venker, Development Review Board Coordinator

Background

Planning Staff are proposing to consolidate four design guideline documents, related to commercial development, and create a single design guideline document in an effort to provide clear and easy reference to the provisions of the City-wide Design Guidelines.

Draft Design Guidelines

Based on Board member's comments, Planning Staff have prepared a portion of the guideline document that illustrate the proposed format related to the organization of the guidelines, important concept statements, and the narrative that supports the concepts.

Conclusion

We request that the DRB members review and comment on this portion of the guideline document in preparation for the January 3rd DRB meeting at which there will be a non-action item for discussion of the guideline document.

Attachment:

1. Partial COS Design Guidelines Draft Citywide Development

Chapter 1 Site Design and Planning

1.1 Response to Development Context

1.1.1 Maintain and strengthen the established development pattern.

1.1.1.1. Build upon the established development pattern of the surrounding area. For example:

a. Development should respond to the pattern of building placement, the building/street interface, and the pedestrian pathway network.

b. In areas with a dominant natural desert landscape, development should maintain a natural appearance using organic forms, indigenous planting design, highly textured surfaces and thoughtful orientations that acknowledge the positive and negative influences of the desert climate and take advantage of the natural topography and landscape character to help minimize the visual impact of development.

1.1.2 Coordinate location of utility systems.

1.1.2.1. Site plans should demonstrate an understanding of how the new development will be served by utility systems. The development team should work proactively with utility providers to coordinate and locate to the developments advantage any above ground equipment and related improvements considering that the best location(s) for such equipment is not always the one that is most convenient or least expensive. Below grade equipment vaults should be considered in some contexts if a grade level solution that is visually unobtrusive cannot be achieved.

1.1.2.2. Locate above ground utility equipment and related improvements away from visually featured areas of the landscape and where possible 30 to 50 feet back from important intersections. Where possible, group or co-locate equipment to more effectively provide accessibility and screening.

1.1.3 Coordinate with adjacent development

1.1.3.1. The site plan design should demonstrate a coordinated approach with the site plans of adjacent development (existing or planned). Consider the following coordinated relationships in site plan design:

a. Where possible, seek shared driveway access and cross access easements between sites to limit the disruption of traffic on perimeter streets and to allow vehicles to move easily between adjacent sites.

b. Enhance the area-wide pedestrian networks and connectivity with adjoining developments and neighborhoods by providing pathways linking on-site facilities to other destinations such as perimeter walkways, transit facilities, and adjoining sites.

c. Consider grouping or co-locating service areas, refuse collection facilities, and other like functions of adjoining development for the purpose of efficiency and better management site impacts. Where adjoining functions are not compatible, provide adequate buffering to lessen the impacts to adjoining development.

d. In addition to internal pedestrian links between buildings, parking, and other on-site destinations, consider the benefits of connections to adjoining sites.

e. Require the continuation of perimeter open space and thematic landscape designs in the interest of area-wide continuity of the public streetscape.

f. Connect minor open space areas to create larger and more useful open space areas, and ensure access to open space whenever possible and feasible.
g. Master plan drainage and retention facilities in the interest of efficiency and creating larger areas of usable open space.
h. Site buildings and design window openings, balconies and terraces with consideration for the privacy and sensitivity of adjoining residential development.
i. Other visual and physical linkages between adjoining uses and sites where the coordinated approach benefits the function, efficiency and visual unity of the larger context of development.

1.1.4 Alternative site design should benefit the neighborhood and the community.

1.1.4.1. Not all development contexts are suitable for continuation in some development proposals nor do all areas or uses within in a community always present opportunities for interface. In situations where the continuation of an existing pattern of development is not desirable or is not feasible, the applicant should establish and document in the project narrative why the proposed design alternative is preferred and how the project will benefit the neighborhood and the community.

1.1.5 Emphasize the relationship to the street.

1.1.5.1. Unless constrained otherwise, buildings should have a strong relationship to the street including a functional public entrance that is also a visual focus for the building. In place of street oriented public entrance, a strong pedestrian connection that establishes a sense of a formal public entry may be substituted.

1.1.6 Enclose and define exterior spaces.

1.1.6.1. Where appropriate buildings should be used to help enclosure and define exterior spaces that are human scaled and furnished to encourage human use.

1.1.7 Reinforce existing desirable spatial characteristics.

1.1.7.1. The siting of buildings and parking areas should reinforce existing desirable spatial characteristics such as a common setback, rhythms or patterns established by building masses and their relationship to the street and to each other. Parking in front setbacks is generally discouraged especially in areas with high pedestrian activity or potential.

1.2 Pedestrian, Transit, and Bicycle Facilities

1.2.1Pedestrian connections should encourage walking.

1.2.1.1. Clearly delineated pedestrian paths (or open plazas) should connect building(s) with each other, parking areas, perimeter sidewalks and trails, and transit facilities. Developments are encouraged to make internal connections to adjoining sites whenever such connections will encourage walking over driving to the same destination.

1.2.1.2 Where pedestrian circulation paths intersect vehicular routes, a slight change in grade, paving material, textures, and/or color should be used to slow traffic and emphasize the area of conflict.

1.2.2Provide wide sidewalks.

1.2.2.1. Where sidewalks occur adjacent to parking areas, the encroachment of parked cars into pedestrian space should be avoided. Alternately, walkways can be widened to accommodate both vehicle overhangs and pedestrian movement.

1.2.2.2. The combined dimension of sidewalk and base planting located between a building and parking vehicular circulation area should be a minimum of twelve feet and

preferably twenty feet as development intensity increases. Sidewalks should be planned and occur in conjunction with landscaping, not at the expense of landscaping.

1.2.3Bicycle parking spaces should be near the main entry.

1.2.3.1. Bicycle parking is an important part of any site plan and should be accessible and located near a building's main public entrance or that used primarily by the tenant. The design of bicycle facilities should complement the design of the projects landscape or be visually inconspicuous.

1.3 Enhanced Pedestrian Areas

1.3.1 Provide an enhanced pedestrian area.

1.3.1.1. Developments should feature an enhanced pedestrian area(s) (i.e. a plaza, patio, courtyard, linear promenade, terrace or usable landscaped area) scaled accordingly to the size and demands of the particular user or facility. Some zoning categories set forth specific requirements for such spaces.

1.3.2 Benefit for the greatest number of users.

1.3.2.1. Whatever its configuration, enhanced pedestrian areas should add value to the site as a usable amenity located to provide the greatest benefit to the most number of users. Avoid dedicating an isolated remnant of the site that would see little use.

1.3.3 Exhibit a higher level of design treatment.

1.3.3.1. Enhanced pedestrian areas should exhibit a higher level of design treatment incorporating seating, water features, sculpture, trash receptacles/ash urns, pedestrian scaled lighting, and other furnishings as appropriate for the specific user.

1.4 Circulation and Parking

1.4.1 Coordinate vehicular access and connectivity between sites

1.4.1.1. The circulation and parking areas of adjoining sites should be coordinated to the extent possible in the interest of efficiency and to reduce the dominance of the private automobile on the community landscape. Redundant circulation should be avoided and pavement widths reduced whenever possible. The desirability of connectivity to residential development should be evaluated on a case-by-case basis.

1.4.2 Design to minimize parking automobile use

1.4.2.1. Developments that exceed the parking required by City code or recognized industry standard are discouraged. All projects should seek opportunities and incorporate design features or transportation management strategies that strive to reduce automobile use (i.e. enhanced accessibility to public transit, enhanced pedestrian connectivity, trip reduction programs).

1.4.3 Distribute parking areas and articulate paved surfaces

1.4.3.1. Site planning should work to disperse parking areas as opposed to creating singular expanses of pavement.

1.4.3.2. The use of varied paving materials (i.e. concrete pavers, stabilized granite and paving materials with textural and color variations) are encouraged to help relieve monotonous expanses of asphalt.

1.4.4 Design parking areas to blend with dominant development character

1.4.4.1. Parking lot design should blend with the character of the area. For example, areas with a natural desert character would indicate a parking lot design that is more

organic in appearance whereas an infill development in a more mature area of the City might reflect the existing urban pattern and landscape.

1.4.5 Screen parking areas

1.4.5.1. All parking facilities should be screened from the public right-of way by a three (3) foot high wall, earth berming, plantings and a combination thereof as approved by the DRB. All site walls and screen walls should be architecturally integrated with the building or master planned area.

1.5 Service, Refuse Collection and Utilities

1.5.1 Manage the location of new utilities.

1.5.1.1. Consult with major utility providers to manage the location of new above grade and below ground facilities (i.e. electric power transformers, switching cabinets, traffic signal pedestals, cable and phone boxes, and backflow preventers) as they may impact safety, movement and the visual quality of the development.

1.5.2 Screen service areas and utilities from view.

1.5.2.1. Service areas, storage areas, and refuse enclosures should be oriented away from public view and screened from public areas. Trash collection, service areas, and loading areas should be separated from the primary vehicular and pedestrian circulation areas. All site walls and screen walls should be architecturally integrated with the building or master planned area.

1.5.2.2. Utility equipment should be accessible for maintenance and service requirements as per the current OSHA standards and the requirements of each provider. Screening of equipment, if required, should not encroach upon these required maintenance safety setback zones.

1.5.3 Integrate wireless communication facilities.

1.5.3.1. Consider the potential for wireless communication facilities integrated directly into the site and building design as opposed to seeking freestanding locations at a later time (Refer to the City's Wireless Communication Facilities Ordinance).

Chapter 2 Architecture

A building's design should demonstrate an understanding of the regions environmental and cultural context. Scottsdale's southwestern Sonoran Desert setting presents numerous opportunities and imposes numerous constraints to building design. Some relevant factors include the intensity of solar radiation and sun angles, a long moderate and mild winter followed by an equal period of extreme summer temperatures and limited annual rainfall. Physically the area possesses a dramatic horizontal landscape character, rugged hillside areas, and unique native and adapted plant life.

2.1 Massing, Scale, and Proportion

2.1.1 Relate to the massing of horizontal landforms.

2.1.1.1. A building's mass should relate to the dominant horizontal landforms of the Sonoran Desert and the southwest. Generally, a building's profile should step in increments to achieve full height. Forms of dramatic vertical proportion should accentuate the horizontal.

2.1.1.2. New development should respect the predominant scale of development in the surrounding area especially the scale of development on adjoining sites.

2.1.1.3. Where surrounding development is of a low scale, large-scale buildings should be located internal to a site.

2.1.1.4. Roof pitches should be shallow, not to exceed a pitch of 1:4 (rise to run) or flat.

2.1.1.5. The window (void) to wall (mass) ratio of a typical multi-story office building should not exceed 50:50 and should not be less than 70:30. Buildings in the downtown will require the highest void to mass ratio averaging 60:50. Buildings with openings that are deeply recessed (12" to 18 ") can have a higher void to mass ratio as the wall sections perpendicular to the glazing appear to exaggerate the mass.

2.1.2 Refer to regional architectural traditions.

2.1.2.1. Building designs that reference the construction methods, use of materials, and cultural architectural responses of past regional civilizations and cultures are encouraged (i.e. post and beam, heavy and massive appearance, earthen adobe, aggregate concretes, masonry, rammed earth, and limited or suggestive use of water). Walls should express a heavy mass in reference to the building materials such as cemented soils and aggregate concretes, adobe and masonry traditionally used in the region.

2.1.2.2.. The use of covered walkways, trellises, arcades and similar architectural shading features is encouraged where pedestrian use will be heaviest (i.e. building entries and porte cocheres, pathways between building/transit facilities, perimeter locations where pedestrian activity justifies). Avoid creating areas of redundant shade such as occurs by placing an awning beneath an extended eave.

2.1.2.3. The design of buildings should incorporate passive architectural solutions to east, south and west faces of buildings to avoid solar exposure and resulting heat gain. Passive architectural solutions may include such features as awnings, extended eaves, horizontal projections between floors, galleries and arcades, deeply recessed windows, perforated metal screens, lattice and trellis features, light shelves and other such devices to modify the exposure of exterior wall and window surfaces.

2.1.2.4. The use of horizontal window/wall banding treatments should be limited and may be inappropriate in some settings. If permitted, window bands should be recessed to reveal the thickness of exterior walls.

2.2 Architectural Detail, Material and Color

2.2.1 Use regional materials, colors, and textures.

2.2.1.1. Building designs should reference the regions naturally occurring materials, colors, and textures within a palette that has richness and some variety. Simulated materials should relate to those that would otherwise be found in the local area.

2.2.2 Provide consistent architectural character and details.

2.2.2.1. All sides of a building should reference consistent architectural detail and character.

2.2.2.2. Changes in building material, texture, or paint color, should occur with a four (4) inch horizontal change in wall plane or in association with a strongly pronounced scoring, expansion joint, reveal or other similar wall detail change.

2.2.2.3. The use of highly reflective, polished or glossy materials should be limited and may be inappropriate in some contexts.

2.2.2.5. In most cases changes in paint color, material and/or texture at outside corners of buildings should be avoided. The mass indicated by a color or material should be resolved

by turning the outside corner and returning an undefined distance that is appropriate to the scale and proportion of the building.

2.2.2.6. The use of bold and highly contrasting geometric paint schemes banding and other applied graphics unrelated to the building architecture and uncharacteristic of the buildings surrounding context are discouraged.

2.3 Mechanical Systems

A buildings mechanical systems as it might affect the aesthetics and architectural composition of a building should be carefully considered in early phases of design. The mounting of HVAC equipment on rooftops for example is a common local practice that may cost effective but might also present a design challenge in terms of a pleasing architectural composition. Depending on the desired architectural affect and functional requirements other service options, such as ground level units, should be considered.

2.3.1 Integrate mechanical equipment screening into the building architecture.

2.3.1.1. HVAC and other mechanical systems must be screened in a manner that is architecturally integrated and considerate of the overall composition of the building.

2.3.1.2. Where roof-tops are viewed at close range from higher adjacent ground, roofing materials and color should be kept dull and muted and toward darker tones.

2.3.1.3. Parapet heights should remain in comfortable proportion to the overall height of the building. What is a comfortable dimension cannot be predetermined, as it will vary depending on the specific composition of the building and all of its elements.