



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

## Development Review Board Meeting Memorandum

**Item No.** 8  
**Topic:** City of Scottsdale Design Standards & Policies Sidewalk Widths  
**Action Requested:** This is a non-action item.  
**Meeting Date:** June 21, 2018  
**From:** Eliana Hayes, Development Engineer Manager  
**Through:** Steve Venker, Development Review Board Coordinator 

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### Background

On January 18, 2018 the Development Review Board (DRB), approved the 2018 Design Standards and Policies Manual (DSPM) update pursuant to the authority given to the Board by City Council through its code of ordinances. This update was a culmination of multiple years worth of staff efforts, that commenced in 2012. At the request of the Board, extensive coordination efforts with a group of over 20 Scottsdale business partners and residents, known as the external user group, were incorporated into the update process.

As part of the adoption agenda item, one external user group member reached out to the Board with several outstanding review comments. Staff addressed these items through the adoption agenda item as follows:

One of the comments was a request to add a goal statement to the Purpose portion of the DSPM, Chapter 1 Section 1. In consideration of the request made, staff added the following statement: The DSPM supports the goals of the Scottsdale General Plan and the requirements of the Scottsdale Revised Code by providing technical standards and policies that are utilized for implementation of these goals and requirements.

Another comment was a request to hire a professional technical writer after update adoption. Staff has also considered this request and concluded that further internal discussions will be needed to secure approval for additional resources required to fulfill the request. As part of those discussions though, staff anticipates having to weigh the value of such work effort that is so wide and varied, from storm water to traffic signals, along with many more design considerations, against the additional resources required to fulfill such a request.

Lastly, a request to redefine sidewalk widths based upon current intensity of use was submitted. With the multi-modal policy of the adopted Transportation Master Plan (TMP), sidewalk widths provided in the DSPM are in support of multiple users from

walkers, to bicyclists, to strollers and more, now and through the life cycle of such infrastructure. Therefore, staff is in support of maintaining the sidewalk widths currently established in the DSPM.

This external user group member also addressed the Board during the DSPM adoption public hearing, focusing his comments on the reduction of stated sidewalk widths. Staff provided rationale for keeping sidewalk widths as currently stated in DSPM. The Board ultimately adopted the 2018 DSPM as presented by staff and asked staff to come back in 3 to 6 months to discuss sidewalk widths.

Staff is coming before the Board to discuss sidewalk widths as requested. In preparation of the discussion, staff met with the external user group member, in addition to a couple of others that subsequently expressed interest in a sidewalk width discussion. As part of those discussions, varying opinions on the need for modified sidewalk widths, including some for increased sidewalk widths, were given by different user group members in attendance.

Staff continues to be in support and recommends the sidewalk widths provided in the DSPM, currently. The sidewalk widths provided in the DSPM were created and are in response to priorities and goals adopted through various City Council approved documents such as the General Plan, Southern Scottsdale Character Area Plan, Downtown Character Area Plan, Greater Airpark Character Area Plan, Shea Character Area Plan, and the Transportation Master Plan.

For example, the Southern Scottsdale Area Plan encourages pedestrian-oriented site design for new and revitalized development within Corridors, Regional Centers, and Activity Areas as well as promotes advancing the role of pedestrian and bicycle mobility and connectivity within Southern Scottsdale. The Shea Character Area Plan encourages enhancing and protecting existing neighborhoods through buffering techniques and appropriate transitions and promotes efficient road network and alternative modes of travel. The Greater Airpark Character Area Plan looks to maintain and enhance public infrastructure to meet the current needs and future demand in the Greater Airpark. The Downtown Character Area Plan promotes the development of complete streets through public and private infrastructure investments and improvements and supports pedestrian-oriented design that encourages strolling, lingering and promenading activities, by including pedestrian comfort amenities such as shade, seating, shelter, and lighting, especially in areas where there is a high concentration of people. The Transportation Master Plan surmised all these plans with the adoption of a complete streets policy.

Each of these plans went through an extensive public outreach effort in addition to various Boards, Commissions and City Council discussions, recommendations and approvals. The sidewalk provisions provided in the DSPM are in keeping with these adopted bodies of work and should be maintained. Staff recommends that if any modifications to the DSPM stated sidewalk widths standards are directed, such modifications should be done in concert with a citywide public outreach effort, including Boards, Commissions, and City Council input.

Additionally, the DSPM does, however, provide for instances where, on a case-by-case basis, alternative sidewalk widths and/or provisions may be considered and granted as follows:

## SIDEWALKS

5-3.110

## A. Sidewalk Standards

Sidewalk Location/Conditions	Typical Sidewalk Width
Functioning as a multi-use path	10 feet
Along arterials and major collectors in urban conditions and areas with heavy pedestrian	10 feet minimum
Along arterials and major collector streets	8 feet minimum
Along minor collector and local collector streets	6 feet; 8 feet in activity
Along local residential and local commercial	6 feet; 8 feet in activity
Local streets in ESL/rural conditions	5' sidewalk one side**
* 8-foot-wide sidewalk may be required along minor collector and local collector streets near schools, parks, and other activity centers.	
** A 4-foot-wide ribbon curb may be provided as an alternative to sidewalk or no sidewalk in ESL/rural areas or where constraints prevent the use of standard sidewalk.	

FIGURE 5-3.22 SIDEWALK STANDARDS

Sidewalks adjacent to all city streets are required to meet the standard cross sections contained in Section 5-3.100 and the Streets Master Plan except as noted below.

In cases where a sidewalk width of six feet cannot be provided due to existing physical barriers or other constraints, a clear and continuous sidewalk width of five feet may be allowed if approved by the Planning and Development Director or designee.

Sidewalk widths may be modified on a case-by-case basis with approval by the DRB, except when the width is specified in an associated zoning case.

Sidewalk separation is required along all streets except local streets (local residential, local collector, local commercial/industrial). Sidewalk separation may not be possible in areas with limited right-of-way or where obstructions are present. Sidewalks may be located at the back of curb in an urban area where additional sidewalk width is provided. Refer to Section 5-8. Public Pedestrian Facilities for more detail regarding sidewalk design and requirements.

## B. Sidewalk Locations

All new sidewalks constructed adjacent to public and private arterial and collector streets shall be separated from the back of curb unless right-of-way or other constraints make this impossible. The minimum separation from the back of curb should be 4 feet. Wherever possible, the sidewalk should be located adjacent to the right-of-way line (with a one-foot clearance). Sidewalks may be located within adjacent easements, such as scenic corridors or public access, where available. Sidewalks should not be located within 10 feet of the edge of pavement or back of curb for arterials streets without vertical curb.

## C. Sidewalk Exemptions

Sidewalks will be provided on all streets except under any of the following conditions:

1. Along local residential and local collector streets in rural, low density areas – lot widths are 150 feet or more, or parcels are 20,000 square feet or more on both



- street sides – where improved shoulders are provided along both sides of the street or a 4-foot-wide ribbon curb is provided.
2. Along the side of a street where a multi-use path is required. The multi-use path will also serve as a sidewalk.
  3. In the outer separation between an arterial and a frontage road.
  4. With the approval of the DRB in an area that has been substantially developed without sidewalks and a required sidewalk would create a spot location.
  5. In conformance with a street cross section that has been approved as part of a master circulation plan.
  6. Along the side of a local street in the ESL/rural areas where a non-paved trail is provided.
  7. Access must be provided that conforms to the ADA from lots to the adjacent street along sections where no sidewalk is provided (one or both sides of the street).

### PRIVATE STREETS

5-3.111

All private streets shall be constructed to full public street standards, except equivalent construction materials or wider cross-sections may be approved by the Transportation Department. No internal private streets shall be incorporated into the city's public street system at a future date unless they are constructed, inspected, maintained and approved in conformance with the city's public street standards and approved by the City Council. Before issuance of any certificate of occupancy (C of O) for the site, the developer shall post access points to private streets to identify that vehicles are entering a private street system.

### LANE WIDTHS

5-3.112

New street construction shall include standard lane widths as identified in the cross sections contained in the Design Standards Section 5-3.100 above. Where right-of-way, utility, and other constraints make using the standard lane widths economically unfeasible, narrower lane widths may be approved by the Transportation Director or designee. Generally, 11-foot lanes widths are acceptable for through lanes, 10-foot lane widths are acceptable for auxiliary/turn lanes. For low volume, low speed streets 10-foot wide through lanes may be acceptable.

### STREET RIGHTS-OF-WAY

5-3.113

Rights-of-way requirements are based on the space needed for the street to meet ultimate development requirements, refer to Section 5-2 and Section 5-3.100. Rights-of-way provides space for utilities, cut or fill slopes, sidewalks, bicycle paths, trails, traffic control devices and information signs, fire hydrants, landscaping, transit facilities and other public facilities that must be located adjacent to street pavements. Additional rights-of-way may be required at major intersections to provide for turn lanes.

Rights-of-way widths more than the standard widths may be required in special circumstances such as where:

- A. Cut or fill slopes cannot be confined within the standard width;
- B. A roundabout is being considered as a traffic control device;

As such, staff submits that in the DSPM the stated sidewalk width standards accurately apply the goals and priorities expressed by the community through City Council adopted plans, while

allowing for the needed flexibility to accommodate project specific limitations. Consequently, staff recommends maintaining the current DSPM sidewalk width standards, as proposed.