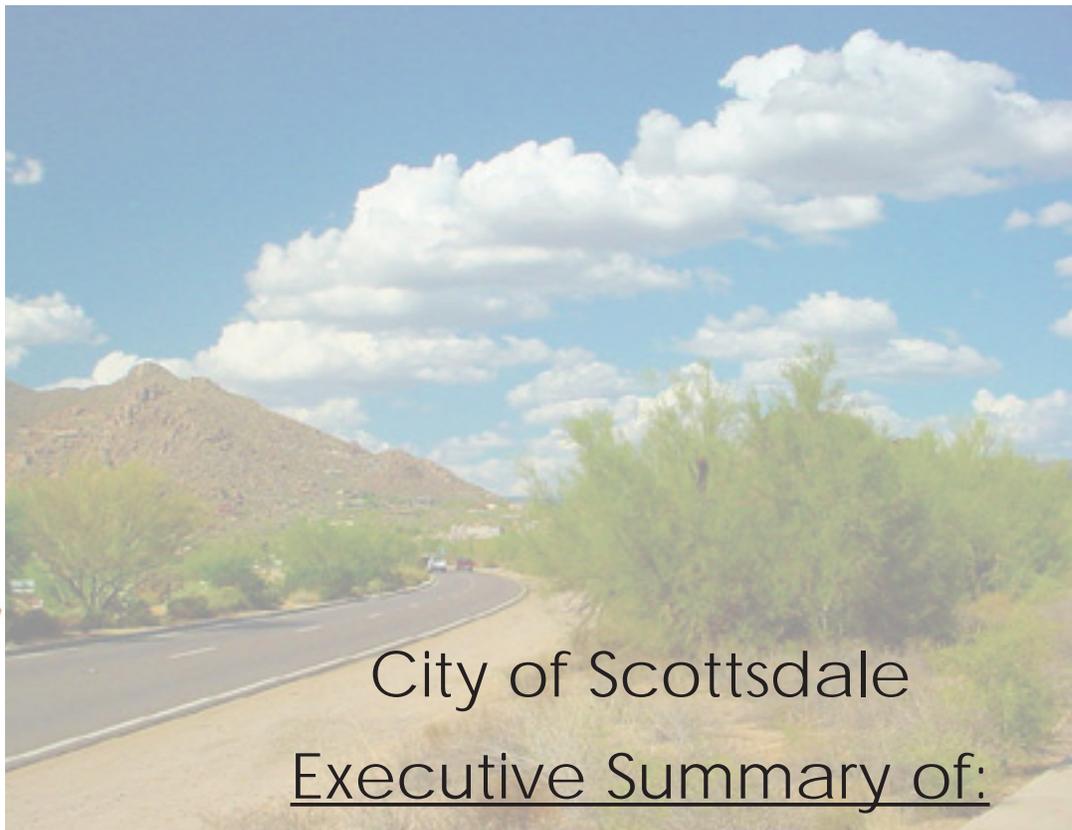




SCOTTSDALE
SENSITIVE
DESIGN
PROGRAM



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



Scenic Corridor Design Guidelines

Executive Summary:

(see full guideline document for details and interpretations)

What are Scenic Corridors?

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

Why does the City designate Scenic Corridors?

Scenic Corridors are designated to:

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

Where are the designated Scenic Corridors?

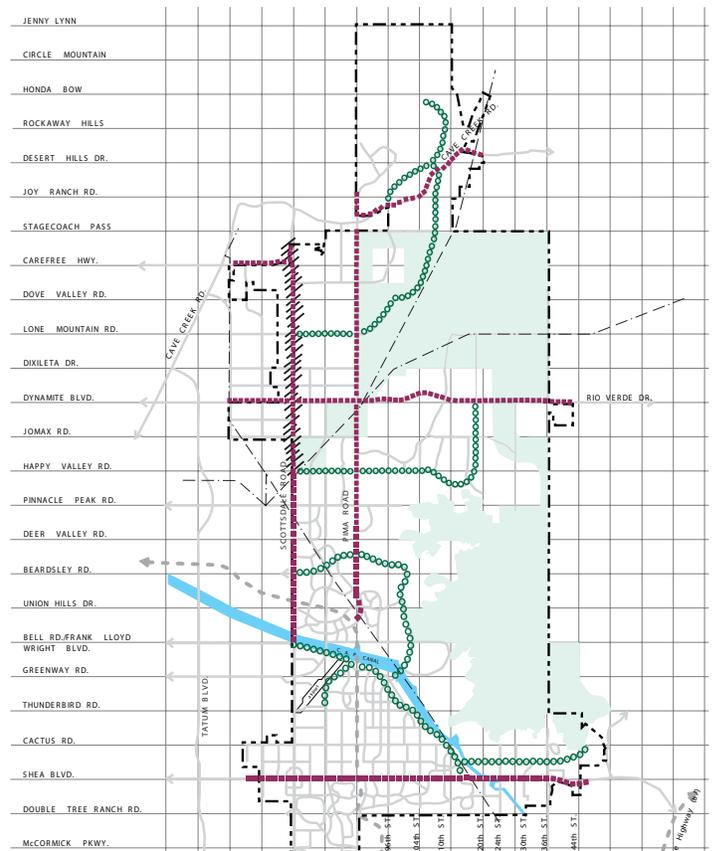
1. **Carefree Highway** (west from Scottsdale Road to the City's western boundary — 2 miles)
2. **Cave Creek Road** (northeast of Pima Road to the City's northeast boundary — 3.5 miles)
3. **Dynamite Boulevard** (east from 56th Street to the City's eastern boundary — 10.5 miles)
4. **Pima Road** (north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

What are the Scenic Corridor Design Guidelines?

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

Two Formats of the Scenic Corridor Design Guidelines:

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



Scenic Corridor Map

Scenic Corridor
 Desert Foothills Scenic Drive
 Buffered Setbacks/Parkway
 Recommended Study Boundary of the McDowell Sonoran Preserve
 City Boundary

Locations depicted on this map are generalized



Two Different Design Characters Along Scenic Corridors:

1. *Preservable/Rural/Low* (to moderate)

Density Residential: Certain portions (generally northern and eastern) of the corridors have historically remained in a rural, semi-native state, and are planned for lower density land use impacts such as single-family large lot residential. These areas include:

- i. Carefree Highway
- ii. Cave Creek Road
- iii. Scottsdale Road north of Happy Valley Road
- iv. Pima Road north of Deer Valley Road
- v. Shea Boulevard east of the CAP Canal
- vi. Dynamite Boulevard - inclusive (to date)

The basic design guideline implementation strategy for these areas should be preservation or re-establishment of the natural organic setting

2. *Compromised / High Activity /*

Commercial: Much of the desert plant materials in these areas are diminished or disfigured past the point of reasonable preservation efforts. Additionally, these areas may have or may be planned for higher impact land uses that will require substantial disturbance of the scenic setback areas. Examples of these areas include:

- i. Shea Boulevard west of the CAP Canal
- ii. Scottsdale Road south of Happy Valley
- iii. Pima Road south of Deer Valley

The basic design guideline implementation strategies for these areas should be revegetation of native plant materials, reshaping of topography, and implementing more organized, structured suburban qualities of improvements.

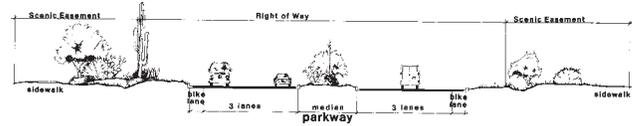


Specific Design Guidelines for the Components of Scenic Corridors:

(Abbreviated version—see full design guidelines for more information)

Right of Way Cross-Section Model:

- **Modified Parkway cross section** found in the City of Scottsdale's Design Standards & Policy Manual (DS & PM)



- **R.O.W. Width:** The planned ultimate width should be a minimum of 150' or a minimum of 75' each side of centerline. Exceptions: Cave Creek Road and Carefree Highway widths should be a minimum of 126' or a minimum of 63' each side of centerline.
- **Access** should be limited to half-mile and quarter-mile access points.
- **Median:** There should be a raised median of 24' in width.
- **Bicycle Lanes** should be provided for each direction at the outer pavement edge.
- **Pavement Edge & Clear Zone:**
 - Rural / Preservation Character:**
 - Rolled curb and gutter (integrally colored)
 - Graded recovery shoulder
 - Shrub and ground cover placed directly adjacent to the back of shoulder
 - Centers of trees, saguaro cacti, boulders, etc...14' from the back of curb
 - Street hardware placement- follow local interpretations of the *AASHTO Roadside Design Guide*
 - High activity / Commercial Character:**
 - Vertical curb and gutter (integrally colored)
 - Centers of shrubs and ground cover 1/2 diameter of the specific plant type behind the back of curb
 - Centers of trees, and Saguaro cacti placed no closer than 10' from the back of curb
 - Street hardware placement- follow local interpretations of the *AASHTO Roadside Design Guide*

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

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

Exceptions:

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

Scenic Desert Landscape Setback:

- **Minimum Setback Width:** 100' minimum width measured from back of planned ultimate right of way (some exceptions may apply).
- Scenic Setback may be used as NAOS.
- Scenic Setback may be counted as required open space.
- **Development limited to:**
 - Revegetation
 - Non vehicular travel ways
 - Regional drainage structures
 - Limited cross-access
 - Limited signs (as allowed by ordinance)

● **Landscape:**

Preservable/Rural Landscape Character:

Natural native desert pallet of trees, shrubs, and ground covers at densities matching surrounding undisturbed desert

Compromised/High-Activity/Commercial Landscape Character:

Natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers grouped and arranged to create interesting patterns, textures and other structured design forms

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

● **Drainage Structures:**

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

● **Scenic Desert Landscape Setback Easement:**

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

Development Edges at Scenic Setback:

● **Edge Development Forms:**

- Should be low, and built into the natural topography
- Rigid, long straight forms parallel to the right of way are discouraged.
- Horizontal and vertical movement of the forms along the development edge is encouraged.

● **Elements that might be found along this edge include:**

- Meandering low development wall
- Single story structures with non-orthogonal orientation
- Low understated development entry signs
- Additional native desert landscape screens

- **Development Walls at the Edge of the Scenic Desert Landscape Setback:** The following is a list of preferable situations in terms of enhancing the meaningful visual open space:
 1. No visual fence barrier
 2. Individual lot site wall at development envelopes
 3. Low, non-orthogonal, organic development walls that follow the criteria listed below
 4. No walls should be in scenic setback

Wall Alignment:

- Gradually meander horizontally (ideally following topography changes).
- Long, straight, uninterrupted lengths discouraged.
- Move around large plant specimens or landform features.
- Should not cross wash channels

Wall Height:

- Designed so that they are perceived visually to be as low as possible
- Residential districts -no higher than 6' to 8' from grade at the street face
- Commercial districts -should not exceed 10' in height
- A wall/ berm combination may be used to achieve higher screening.
- Walls are encouraged to vertically roll with the topography.

Material & Color:

- Prefabricated interlocking pilaster type CMU or similar systems are strongly discouraged.
- CMU (non interlock system) finished with stucco and rounded edges, integral colored or painted split face CMU, adobe, and or native stonework are preferred materials for walls.
- Colors should be deep desert earth tones and should have a light reflectivity value (LRV) of not greater than 35%. Colors should blend with the natural desert setting.
- View fence and openings that allow wildlife passage are strongly encouraged.

Regional Feature Crossings and Intersections:

- **Washes** should be left in a natural state and open for wildlife egress and visual access. Visually and physically expand connections to *Vista Corridors*.
- **Intersection** development design should include:
 - Deep corner cut-off set backs
 - Interesting compositions of native desert landscape
 - Open corners that visually extend desert features and mountain vistas and or views to interior natural open space within a development
 - Heightened attention should be directed towards the organization, and screening or camouflaging of any utility riser or other built environment element.

Closing Statements:

The contents of this document are the result of a citizen driven effort to protect our natural desert beauty found along some of our communities most heavily traveled and historic roadways. The efforts have spanned over 4 decades. During that period rapid growth has greatly changed much of the original character of these corridors.

Today, this document hopes to provide a guide to retain what little is left and to re-establish what has been lost. This document is only a guide, it will still be up to our policy makers and citizens to put forth the willingness and effort needed to carry out the goals of keeping Scenic Corridors a part of Scottsdale's admirable character.



Exceptions to Minimum Scenic Setback Width:

- a. Exceptions:
- i. Single family residential parcel or single family residential subdivisions: The 100' width may be calculated as a minimum average along the frontage if both of the following are met:
 1. The setback perimeter edge horizontally meanders in a gentle curvilinear fashion and the minimum setback is no less than 85' in width measured from the outside edge of the planned ultimate right of way.
 2. If any perimeter wall, following the setback edge is no greater than 7'-4" in height at the street side face, measured from grade.
 - ii. Single Family Residential Parcels not part of a subdivision and less than 10 acres in size: The 100' width may be calculated as a minimum average along the frontage of an individual single-family residential parcel if both of the following are met:
 1. The setback perimeter edge horizontally meanders in a gentle curvilinear fashion and the minimum setback is no less than 50' in width measured from the outside edge of the planned ultimate right of way. And the setback follows item **iv.** below.
 2. If any perimeter wall, following the setback edge is no greater than 7'-4" in height at the street side face, measured from grade
 - iii. Single Family Residential Parcels not part of a subdivision and less than 5 acres in size: The Scenic Setback shall be designated on an individual basis, shall follow item **iv.** below, and should be no less than 50' in width measured from the outside edge of the planned ultimate right of way.
 - iv. Parcels adjacent to parcels that have dedicated or have received City of Scottsdale approval (prior February 20, 2003) with a Scenic Desert Landscape Setback easement that is a different width than 100'. In such cases the 100' minimum width may taper to the adjacent property's scenic corridor set back. The taper should be made at a ratio of not greater than 1:3 (1-foot change in depth to each 3-feet parallel to street frontage).
 - v. Parcels with any zoning approved prior to February 20, 2003 that stipulated a scenic corridor of a different minimum width.
 - vi. Parcels that receive specific formal approval by City Council for other setback widths through zoning, development agreement or other formal Council Action.

City of Scottsdale Scenic Corridor Design Guidelines

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