

SCOTTSDALE
SENSITIVE
DESIGN
PROGRAM

City of Scottsdale
**Scenic Corridor
Design Guidelines**





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Scenic Corridor Design Guidelines

APPROVED BY DEVELOPMENT REVIEW BOARD
FEBRUARY 20, 2003



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February 20, 2003
City of Scottsdale
Planning & Design Services
Department of Planning and Development Services

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Scottsdale Scenic Corridors

Introduction:

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.



Scenic Corridors visually have the following components:

- **Right of Way (the roadway)**
- **Scenic Desert Landscape Setback (along the roadway)**
- **Development Edges at Scenic Setback**
- **Regional Feature Crossings and Intersections**

Why does the City designate Scenic Corridors?

Scenic Corridors are designated to:

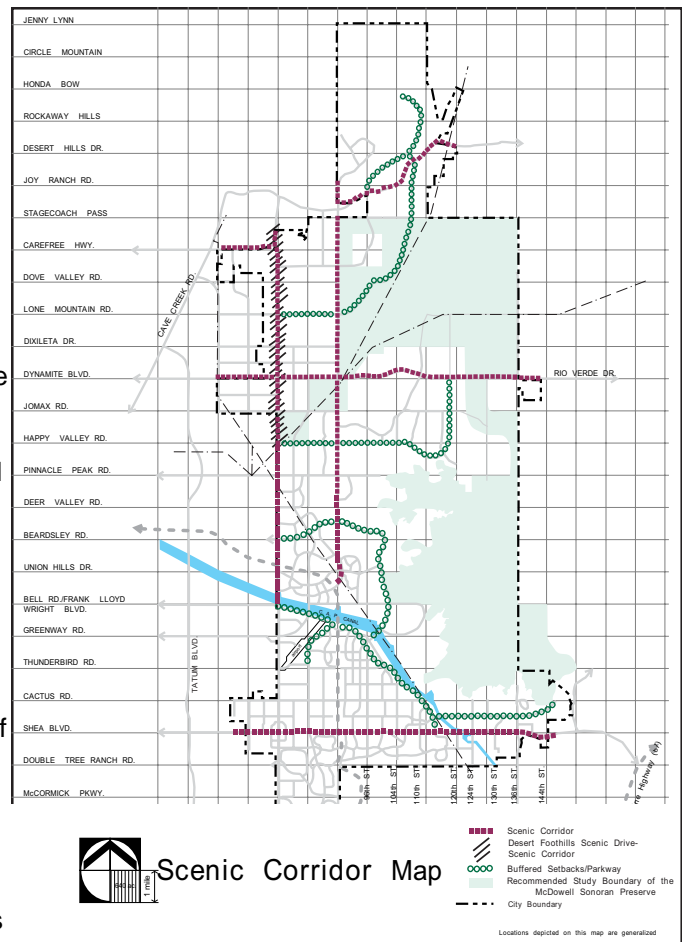
- Preserve or encourage the restoration of the natural setting along the roadway
- Provide views of nearby landforms
- Allow for connectivity of non-vehicular travel buffered safely from vehicular traffic
- Visually link to vista corridors along major washes and other significant open space
- Buffer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

How are Scenic Corridors Designated?

- Scenic Corridors are designated as a part of the City of Scottsdale's General Plan. The City Council and Citizens adopt the General Plan every 10 years.
- A General Plan Amendment would be required for additional roadways to receive this designation. General Plan Amendments require a public process that includes a formal vote of the City Council.

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)



Who benefits from Scenic Corridors?

- The adjacent land owners who are more effectively buffered from the adverse affects of roadway traffic, while reinforcing the desirable ties to the scenic beauty of the surrounding Sonoran desert.
- The general citizenry who drive, walk, bicycle or horseback ride along these corridors.
- Tourists and visitors contributing to our economic vitality who come to Scottsdale to experience our communities lush Sonoran Desert.



Introduction to Scenic Corridor Design Guidelines:

Introduction to Design Guidelines:

The *Scenic Corridors Design Guidelines* are a component of the City of Scottsdale's *Sensitive Design Program*. The *Scottsdale Sensitive Design Program* is a comprehensive compilation of policies and guidelines used to shape the quality and character of the City's built environment. Like all City of Scottsdale design guidelines, the *Scenic Corridor Design Guidelines* are polices and should not be construed as ordinance.

The basic framework for these policies and guidelines are the *Scottsdale Sensitive Design Principles*. The Principles are the result of joint discussions held with the City's Planning Commission, Development Review Board, and City Council. They articulate Scottsdale's design vision and outline community design expectations and values. The City of Scottsdale's Development

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Review Board initially approved the *Scottsdale Sensitive Design Principles* in 2000.

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 having a particular emphasis on retaining and displaying the native desert and traditional southwest cultural heritage of the area.

Scenic Corridor Vision Statement:

Scottsdale citizens value the natural desert setting along the northern and eastern portions of certain major thoroughfares in our community. There is an understanding by the community at large that these should be preserved or recreated as meaningful open space. The City's General Plan reflects this commitment by designating portions of **Scottsdale Road, Pima Road, The Carefree Highway, Cave Creek Road, Dynamite Boulevard, and Shea Boulevard** as Scenic Corridors.

Design Guidelines Goals:

Recognizing the value of community character, on the behalf of our citizens, the City of Scottsdale has pledged to take certain steps to protect this valued resource of natural linear open space from rapidly approaching development. These community goals include:

- Constructing new, expanding existing, and over time retrofitting roadways designated as Scenic Corridors so that the design policies and guidelines found in this document are carried out.
- Working to preserve, restore, and maintain the natural beauty of the Sonoran Desert within the scenic desert landscape setbacks along these corridors of regional significance.
- Applying the design policies and guidelines found in this document to public and private development along the edges of these corridors.

- Educating citizens, staff, and the policy makers about the goals and benefits of Scenic Corridors in their community.

Who should use the Scenic Corridor Design Guidelines?

The *Scenic Corridor Design Guidelines* provide an outline of the City’s design expectations for all designated Scenic Corridors, and are intended to be used by all participants in the development process



including citizens, policy makers, design professionals, and developers.

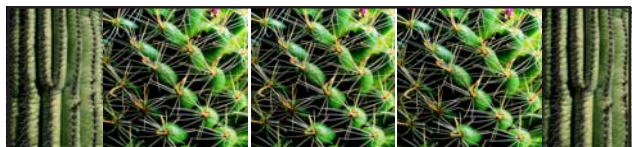
How to use the Scenic Corridor Design Guidelines

Two Formats of Guidelines and Two Different Design Characters of the Corridors:

The Scenic Corridor Design Guidelines are a combination of two formats of design guidelines. One is a generalized reference of appropriate design in the desert of Scottsdale and the second involves the corridor specific guidelines included in this document.

Additionally there are two distinctly different types of design character found along the corridor. The first character is described as a Preservable/Rural/ Low (to moderate) density residential character, while the second is described in terms of a Compromised/ High activity/Commercial land use character. Each is discussed in more detail below.

The general overarching guidelines are appropriate for both character types. The more specific corridor guidelines were drafted to error on the side of the Preservable/Rural character. Some distinctions are made regarding the more specific guidelines for the Compromised/High activity character. In cases where this distinction is not made, the guidelines are



intended to default to the design character for the Preservable/Rural character.

The Two Formats of the Scenic Corridor Design Guidelines:

1. General Overarching Guidelines: The first format is the overarching goals that should be considered whenever development occurs in the Sonoran desert. 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*. These principles are based on the overall belief that development should respect, and enhance the unique climate, topography, vegetation and historical context of Scottsdale’s Sonoran desert environment, all of which are considered amenities that help sustain our community and its quality of life. The *Scottsdale Sensitive Design Principles* may be found in the appendix of this document. For the most recent and comprehensive set of these principles contact the City of Scottsdale’s Community Design Studio or visit their web page on the City of Scottsdale’s web site.

2. Specific Scenic Corridor Design Guidelines: Second are a set of design guidelines that are more specific regarding the components of the scenic corridors; the right of way corridor, the scenic desert landscape setback, edges, and intersections are provided to guide specific points of development. These specific guidelines make up the body of this document.

Two Different Design Character Along Scenic Corridors:

The existing conditions and quality of the scenic desert landscape setback area along some designated scenic corridors varies widely. Some areas are suitable for a preservation approach while others have been compromised to the point where there is very little to preserve.

In some cases there are, or will be, two different intensities of land use along with their associated impacts. These differences require different strategies to achieving similar aesthetics. It should also be noted that in some cases of higher intensities of land use the aesthetic qualities may be more suburban in character than those in more rural low intensity land use areas.

In general terms the two different character types can be defined as follows:

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. Other portions of these roads possess existing and planned higher impact land use designations, but to date have retained their natural character fairly well. 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 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:*

Other portions of designated scenic corridors have all ready been disturbed by recreation or development related activity. 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:

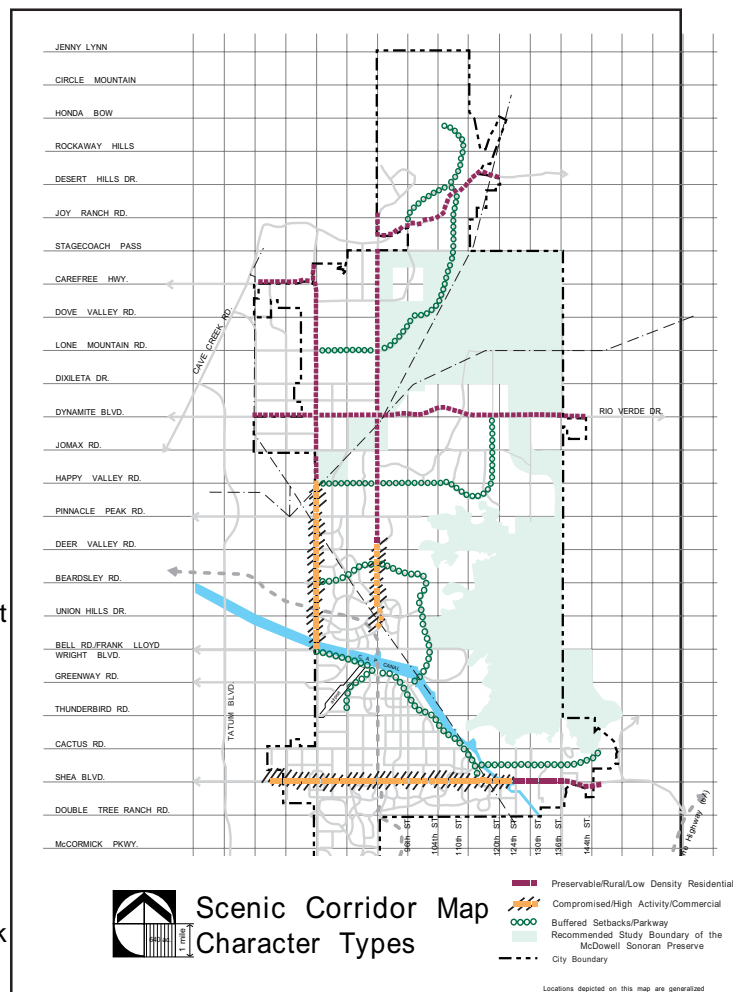
- i. Shea Boulevard west of the CAP Canal
- ii. Scottsdale Road south of Pinnacle Peak
- iii. Pima Road south of Deer Valley

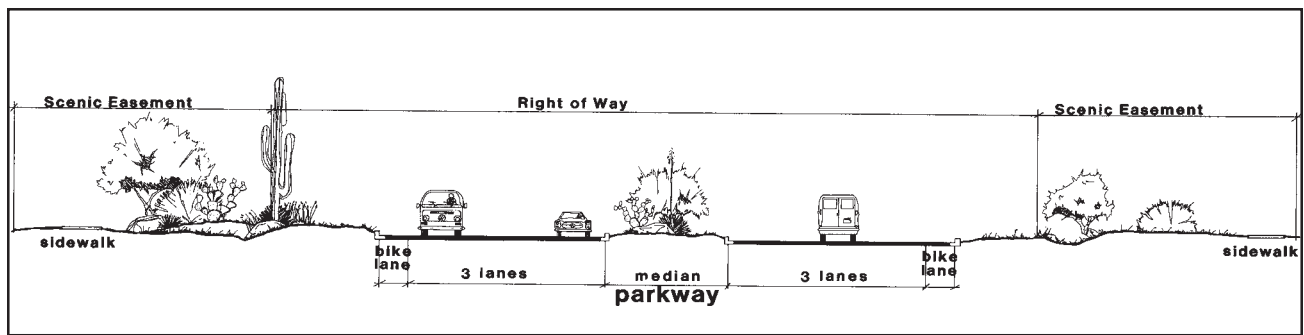
The basic design guideline implementation strategies for these areas should be revegetation of native plant materials, reshaping of topography, and implementing more organized, structured suburban qualities of improvements.

Specific Design Guidelines for the Components of Scenic Corridors:

The components of the Scenic Corridor are divided into the following categories:

- Right of Way
- Scenic Desert Landscape Setback
- Development Edges at Scenic Setback
- Regional Feature Crossings and Intersections





Right of Way Cross-Section Model:

The elements of this component include:

- R.O.W. width and access
- Landscaped median
- Vehicular travel lanes
- Bicycle lane
- Pedestrian walkways/ Multi-use paths*
- Transit stops
- Utility easement
- Parkway edge landscaping
- Trails*
- Drainage structures

* Preferred location is in the Scenic Landscape Setback.

Cross-Section Model General Description:

Although some designated scenic corridors have differing cross section designations in the General Plan and the transportation Streets Master Plan, the Parkway cross section found in figure 3.1-2 of the City of Scottsdale's Design Standards & Policy Manual (DS & PM) most closely resembles that of the scenic corridor. For that reason a modified Parkway designation cross section should be used as a design baseline for all designated scenic corridors

Parkways are generally defined as high-volume, high-capacity facilities that provide for regional mobility rather than local traffic movements. Direct access is limited. Parkway have scenic easements that give the added attraction of desert landscaping along these regional routes. The scenic easements are located outside of the defined right of way. Although there are some exceptions, the minimum width of the scenic landscape setback easement for all scenic corridors should be 100' measured from the outside edge of the right of way on each side of the street.

It is also an objective of the Scenic Corridor Design Guidelines to provide for a safe and comfortable location for the connectivity of trails, paths and other means of pedestrian, equestrian, and non-motorized vehicular travel within the scenic desert landscape setback. Easements obtained by the city for the scenic setbacks should also include the necessary rights supporting this type of travel along the corridor.

In addition to the expanded scenic landscape setback easement, the method of constructing scenic corridors should differ from standard streets. The outer most lanes of a scenic corridor should be constructed first leaving an oversized median until (or if) additional lanes are required.

Generally speaking the Scenic Corridor Design Guidelines are intended to enhance the aesthetical qualities of the right of way component of the corridor. All performance and safety requirements of the DS&PM are to be retained.

Related City of Scottsdale plans and standards that should be consulted along with this document for this portion of the roadway included but are not limited to:

- The General Plan
- The Streets Master Plan
- The Trails Plan
- The Bicycle Master Plan
- The Design Standards and Policy Manual (DS & PM)
- The Zoning Ordinance

Elements of the Right of Way Cross-Section:

- **Right of Way Width:** The overall width of the planned ultimate right of way for scenic corridors 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 onto Right of Way:** Access should be limited to half mile and quarter mile access points. Property owners not having frontage to these alignments should acquire cross property access agreements or access onto interior streets to these alignments to gain access to scenic corridors. The General Manager of Transportation may grant exceptions.



- **Median:** There should be a raised median of 24' (wherever feasible) in width (measured from inside face of curb to inside face of curb). The median should have an integrally colored concrete vertical curb and gutter and should be landscaped with a native desert pallet at densities similar to the surrounding desert. Where bull noses taper to 3' or less in width the median should contain integrally colored exposed aggregate concrete or other finish approved by the General Manager of Planning and Development.
- **Vehicular Travel Lanes:** The ultimate planned section should contain two or three (3) travel lanes in each direction. If fewer lanes are constructed prior to the planned ultimate cross section, the outer most lanes should be constructed first leaving an extra wide median that may be used for future travel lane expansion purposes.



- **Travel Lane(s)-Horizontal Alignment and Curvature:** Gradual shifts in the horizontal alignment off the true orthogonal section grid are encouraged within the limits of traffic safety and right of way widths. Additional separation of alignment to preserve boulder outcroppings and other natural desert features are strongly encouraged.

- **Travel Lane-Sense of Vertical Curve:** Historically, travel on some scenic corridors was influenced by the rolling sensations of the roadbed dipping into and rising out of the wash crossings. While wet wash crossings are no longer feasible in safety terms, engineering design efforts should attempt to replicate a similar sensation within the limits of roadway safety. Additionally, rises in the road should be strategically placed to take advantage of and expand vistas of large washes, distant mountains, natural landmarks, and large expanses of dedicated native desert open space.
- **Bicycle Lanes:** Bicycle lanes should be provided at the outer pavement edge for each direction of travel.



- **Pavement Edge & Clear Zone:**

**Option A— (preferred)
Rural / Preservation Character:**

Beginning at the outside edge of the outside travel lane:

- 4'-5' wide (minimum) bicycle lane
- 2'- wide rolled curb and gutter (integrally colored)
- 4' to 6'- wide graded recovery shoulder.
- Shrub and ground cover landscape may and should be placed directly adjacent to the back of the graded shoulder.
- Clear/recovery zone extending 14' from the back of curb extending toward the edge of right-of-way. Fixed vertical objects of more than 4" in diameter including but not limited to trees, saguaro cacti, boulders, etc... should not be located within this clear/recovery zone (tree and cacti spacing based on center of main trunk).
- Street hardware such as traffic signs, signal poles, streetlight poles should follow local interpretations of the *AASHTO Roadside Design Guide*.

Option B High Activity / Commercial Character:

Beginning at the outside edge of the outside travel lane:

- 4'-5' wide (minimum) bicycle lane
- 2'- wide vertical curb and gutter (integrally colored)
- Centers of shrubs and ground cover may and should be placed no closer than $\frac{1}{2}$ diameter of typical maturity, for the specific plant type, behind the back of curb.
- Centers of trees, Saguaro cacti, or other fixed vertical landscape features with mature main trunks of greater than 4" in diameter should be placed no closer than 10' from the back of curb.
- Street hardware such as traffic signs, signal poles, streetlight poles should follow local interpretations of the *AASHTO Roadside Design Guide*.



Note regarding AASHTO "Roadside Design Guide"—The *Scenic Corridor Design Guidelines* should be interpreted in concert with the *AASHTO Roadside Design Guide*. The descriptions of clear/recovery zones provided in the options above generally follow professional interpretations of the intent of this guideline. It should be noted that the Scenic Corridors exist within the corporate boundaries of the City of Scottsdale. AASHTO reflects upon this situation with the following statement under section 10.1 Needs for Individual Study of Sites: "While the clear roadside concept is still the goal of the designer, there are likely to be many compromises in the urban or suburban area." The authors of the *Scenic Corridor Design Guidelines* respect this stance on this subject.

o Sidewalks, Multi-use Paths, & Equestrian Trails:

Rural / Preservation Character Types:

- Stabilized decomposed or native granite multi-use path of 8' to 10' in minimum width should be installed along each side of the entire length of scenic corridors.



- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width.
- The walk should meander gradually and return to the curb line at bus stops, intersections, and driveways.
- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or share the planned trail easement where such easement exists.
- Equestrian trails and the multi-use path should be a combined path and clearances as described in the DS & PM should be kept.

High Activity / Commercial Character Types:

- Integrally colored 8' to 10' wide minimum concrete walk/multi-use path should be installed along each side of the entire length of scenic corridors.
- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width.
- The walk should meander gradually and return to the curb line at bus stops, intersections, and driveways.



- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or share the planned trail easement where such easement is wide enough to be shared.
- Equestrian trails should be located in the scenic landscape setback easement and may be placed adjacent to or separated from the hard surface walk and should be constructed to meet the standards of the DS & PM

o Utilities:

- All new utilities should be located underground.
- All existing utilities currently located above ground should be planned for future undergrounding at the next period of upgrade.



- Re-vegetation with a balanced mixture of mature and smaller sizes of native plant materials including native trees (min. 5-gal.), shrubs (min. 1-gal.), and ground cover should be required to repair all scarring as a result of undergrounding and other similar construction that disturbs the shoulder area and or scenic setback. Scarring of rock formations or other natural features should be camouflaged with the application of desert varnish.
- All abandoned and/or non-operational equipment should be removed from the right of way.
- Sending and/or receiving antennae and their related equipment (microwave, cellular, broadband, etc...) should not be allowed in the right of way of scenic

corridors, unless they are integrated into existing or required street hardware and the surrounding landscape/hardscape setting. The integration aesthetics should be in keeping with the guidelines of this policy.

- **Example:** Streetlight poles and Street traffic signal poles specifically designed for the City of Scottsdale and approved by the City of Scottsdale's Development Review Board may include wireless communication antenna, however, all associated equipment must be located entirely underground, or outside of the scenic setback of the scenic corridor and/or screened from view from streets, trails, and multi-use paths

Leases for existing structures not integrated into the corridor as described above should not be renewed without meeting the intent of this guideline. The utility owners should be required to remove abandoned structures at the end of lease periods.

- All utility cabinets, bollards, poles, power pedestals, valves, vaults, or other exposed apparatus should be installed plumb and square with the road alignment and logically arranged with other similar cabinets and hardware to facilitate screening. All above grade appurtenances should be screened by landscape, a rustic decorative screen, a low wall, and/or painted to match Frazee Western Reserve 8716N as shown in the Frazee Millennium color deck, or other finish approved by the General Manager of Planning and Development. (Exception: those items required by the Corporation Commission or life safety, or local Fire code to be colored a specific color.). **Exception: where a different color or finish has been approved by an existing streetscape plan, such as Shea Blvd**



o Streetlights:

Preservable/Rural Character District:

- Dark skies are valued and all attempts should be made to limit the compromises of this character.



- The number of streetlights should be kept to a minimum required for road safety purposes. Consult the latest IESNA standards. In all cases the lowest minimum IES standard for the related surrounding ambient light levels should be used in designing street lighting.
- The location of streetlights should focus on the intersections of scenic corridors with minor collector streets or greater capacity designations, or as required by the Transportation General Manager for specific safety reasons.
- All streetlights and other exterior lights should be full cutoff shielded. Care should be taken to reduce opportunities of unwanted direct glare.
- The use of low direct pedestrian scale lighting is encouraged in lieu of using the spillage of streetlights.
- All poles, fixtures and related hardware should be finished as described in the Street Hardware section below.

High Activity / Commercial Character Districts:

- These districts may have higher street lighting requirements than the Preservable/Rural character district areas in order to meet minimums of the IES. In all cases the lowest minimum IES standard for the related surrounding ambient light levels should be used in designing street lighting.

- All poles, fixtures and related hardware should be finished as described in the Street Hardware section below.

o Street Hardware:

- 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 below:
 - 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.**
- Existing poles, appurtenances, and other street hardware not finished as described above should be considered for future re-finishing, removal, replacement or other remedy to provide a consistent streetscape.
- All new streetlight installations should match the City of Scottsdale standard for specific streetscapes, ESLO districts, character areas, and/or Scenic Corridors (Yet to be determined)



- All new street signal poles, mast arms, and streetlight extension installations should match the City of Scottsdale standard for specific streetscapes, ESLO districts, character areas, and/or Scenic Corridors (Yet to be determined)
- The design of all transit stop shelters should be based on or be the City of Scottsdale Standard approved by the Development Review Board in 2002 or other site-specific design consistent with the intent of these design guidelines and approved by the Development Review Board.
- Intelligent Transportation Systems (ITS) should only be allowed within two miles of the freeway interchange, and within the High-activity/ Commercial Character type areas. All finishes shall be as described in the street hardware section above.



o Signs:

- Only transportation signage, scenic corridor markers, adopt-a-road markers, city entry markers, and safety related signage should be allowed in the right of way.
- Other signs allowed by ordinance including election campaign signs, temporary development and development related directional signs, etc... are strongly discouraged.
- Special low level illuminated streetname signs should be installed at major intersections (mile or half mile) to help reduce the need for street lighting spill over.

- All pole-mounted signs should have poles with finishes as described in the Street Hardware section above.
- All signs should meet the standards for safety vision clearances.
- All sign backs should be finished with a non-reflective dark color such as "Western Reserve 8716N Frazee" or similar approved by the City of Scottsdale's General Manager of Planning or designee.
- See Scenic Desert Landscape Setback section for sign guidelines for the scenic setback easement.



• Other Elements, Monuments, Markers— Architectural, Utilitarian or Artistic:

- All other elements found in the right of way should be constructed from materials found in or made from the desert setting or interpret such materials in form texture and color. For Rural/ Preservation Character areas the method of assembling these materials should produce a result that appears to be an extension of the desert or a weathered remnant from a prehistoric, historic, or pioneer era of man's work. A more contemporary interpretation may be used for the High Activity / Commercial areas.



o **Right of Way Landscape:**

Preservable/Rural Landscape Character:

Medians: Natural native desert pallet of trees, shrubs and ground covers at densities matching surrounding undisturbed (or previously undisturbed) desert.



- Tree and large cacti (Saguaro) centers should be located within the central 1/3rd of the median.
- Centers of shrubs and ground cover may and should be placed no closer than ½ diameter of typical maturity, for the specific plant type, behind the back of curb.
- Boulders are discouraged in the median unless they are dominant features of the immediate indigenous surrounding. In such cases boulders should be located in the central 1/3rd of the median.

Off Shoulder Planting: Natural native desert pallet of trees, shrubs and ground covers at densities matching surrounding undisturbed desert. The landscape designer is encouraged to re-establish a rolling/meandering edge that is reinforced and defined by shrubs and ground cover.



- Shrub and ground cover landscape may and should be placed directly adjacent to the back of the graded shoulder.
- Tree and large cacti (Saguaro) should be placed a minimum of 14' from the back of curb to create a clear/recovery zone.
- Boulders should be kept entirely out of the 14' back of curb clear recovery zone.

- Safety requirements for sight triangles must be met.

See the Landscape subsection of the Scenic Desert Landscape Setback Section for additional description of plant type and revegetation processes.

Compromised/High-Activity/Commercial Landscape Character:

Medians: 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. To contrast and highlight this appearance, the designer should also consider the use of more organic native desert designs (at densities matching surrounding undisturbed, or previously undisturbed desert) placed directly adjacent to the structured forms.



- Tree and large cacti (Saguaro) centers should be located within the central 1/3rd of the median.
- Centers of shrubs and ground cover may and should be placed no closer than ½ diameter of typical maturity, for the specific plant type, behind the back of curb.
- Boulders are discouraged in the median unless they are dominant features of the immediate indigenous surrounding. In such cases boulders should be located in the central 1/3rd of the median.
- The inclusion of decorative hardscape as a contrasting accent may be encouraged to further the patterning or structure of landscape design features.
- Color and texture in the landscape pallet should be considered as a design element designating special events along the roadway such as entries to developments or other important occurrences.

Back of Curb Planting: Natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers grouped and arranged to create interesting patterns, textures and other more structured design forms. To contrast and highlight this appearance the designer should also consider the use of more organic native desert designs (at densities matching surrounding undisturbed, or previously undisturbed desert) placed adjacent to the structured forms.



- Centers of shrubs and ground cover may and should be placed no closer than ½ diameter of typical maturity, for the specific plant type, behind the back of curb
- Tree and large cacti (Saguaro) should be placed a minimum of 10' from the back of curb to create a clear/recovery zone.
- Boulders should be kept entirely out of the 10' back of curb clear recovery zone.
- Safety requirements for sight triangles must be met.
- The inclusion of decorative hardscape as a contrasting accent is encouraged to further the patterning or structure of landscape design features.
- Color and texture in the landscape pallet should be considered as a design element designating special events along the roadway such as entries to developments or other important occurrences.

o Drainage:

- **Drainage improvements** when required should be landscaped and constructed in a manner that replicates a natural wash. Where bridged crossings are required the design should consider clearances that allow wildlife to cross the vehicular road at a grade separation.



- **Detention Basins:** Detention basins should not be placed within the right of way, unless it is part of a regional drainage solution. In such a cases, detention basins should:
 - Be built to recreate a natural arroyo or wash
 - Not occupy more that 25% of any portion of back of curb area between vehicular accesses.
 - Have all edges and basin bottoms revegetated to a native-like state.
- **Channel work:** Any civil engineering improvements required to control runoff flows as they cross the right of way and scenic setback or move collected runoff to major wash corridors should be:
 - Rounded to blend with the natural form of the terrain
 - Should be built to recreate a natural arroyo or wash.
- **Civil Engineered Bridges and Drainage Structures:**
 - Should be constructed with materials possessing deep desert color tones and textures.
 - Colors should be darker than the native soil.
 - Smooth, reflective, metallic, streamlined structures, crisp tooled masonry, etc... should be avoided.
 - Materials such as native stone, adobe, integrally colored shot-crete etc...are suggested materials. Retention walls for channel sides should not be greater than 4' in height.
 - All surfaces disturbed by construction cuts should be treated with desert varnish. Re-vegetate all channel edges.
 - Railings and all metal work related to drainage structures should be finished as described in the Street Hardware section above

o **Maintenance:**

Preservable/Rural Character:

All plant materials should be allowed to grow and develop in a natural organic state in terms of shape, size and character. Once established the general maintenance that should be preformed should be limited to:

- Minor pruning for:
- Visual safety at drives or similar areas
- Trail and pathway clearances
- Regular monthly trash pickup should be preformed.
- Distressed and dead plants should be allowed to decay naturally.
- Plant replacement should take place only as a means to mitigate disturbances or density loss due to pollution or other natural or man-made causes. A mitigation plan should be established for such efforts.

Compromised/High-Activity/Commercial Character:

Plant materials should be allowed to grow to their natural shape, size and character. Due to the more structured and ordered nature of this landscape character additional attention to maintenance may be necessary. Generally the maintenance should include:

- Minor pruning for:
- Visual safety at drives or similar areas
- Trail and pathway clearances
- Regular monthly trash pickup should be preformed.
- Distressed and dead plants should be removed and replaced to maintain any designed structure or order in the landscape form.

Who Maintains:



- Maintenance of all public elements within the right of way between curbs shall be performed by the City of Scottsdale.
- Maintenance of privately owned items such as utility cabinets and related screening shall be the responsibility of the corresponding utility or agency.
- Maintenance of sidewalks, trails, multi-use walks, street signage, and transit facilities shall be performed by the City of Scottsdale.



- Maintenance of the landscape plant materials directly adjacent to multi-use paths & trails shall be performed by the City of Scottsdale.
- Maintenance of landscaping behind curbs, but adjacent to private property should become the responsibility of the adjacent private property owner except as otherwise formally approved by the City of Scottsdale City Council.



Scenic Desert Landscape Setback:

As the name indicates this portion of the Scenic Corridor cross-section is a dedicated setback easement that is void of buildings and other development related improvements. Exceptions of improvements that may be located in this area should be limited to those that are required for regional drainage, general public health and safety, and pedestrian/equestrian/no-vehicular travel.

Some benefits derived from this setback include:

- Buffering adjacent land uses from the passing traffic
- An aesthetically pleasing experience for those traveling the corridor right of way.
- An expanded sense of meaningful open space
- Opportunities for the safe movement of wildlife
- Non-vehicular travel buffered from vehicular travel
- Opportunities to educate citizens and visitors about the desert environment.



• **Scenic Desert Landscape Setback Minimum Width:**

A 100' minimum width should be designated along the entire length of the designated street frontage measured from each edge of the planned ultimate Right of Way (150' full street, 75' half street minimums).

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:
 1. The setback perimeter edge horizontally meanders in a gentle curvilinear fashion and the minimum setback is no less than 85' 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:
 1. The setback perimeter edge horizontally meanders in a gentle curvilinear fashion and the minimum setback is no less than 50' 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 no less than 50' 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 Corridor 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-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.

- **Scenic Setback as NAOS:**

In undisturbed native desert areas these setbacks may be considered preservation of that natural area open space (NAOS) and in most cases may be applied to the property owners' requirements as stipulated in the Environmentally Sensitive Lands Ordinance (ESLO). In disturbed areas, or areas where native plant densities have diminished, re-vegetation should be implemented. See the ESLO for designation of these areas as NAOS.

- **Scenic Setback as Open Space:**

The scenic setback may be counted towards a parcel's required open space.

- **Elements Strongly Discouraged Within the Scenic Setback:**

Buildings, parking areas, utilities, walls (except retaining walls under 4' in height) or other improvements should not be allowed within the scenic setback.

- **Acceptable Elements Within the Scenic Setback:**

Where natural features must be disturbed or recreated, The Scottsdale Sensitive Design Principles should be followed. All participants of the development process should focus on the main goal of **minimizing the visual impact of development on the natural desert environment.** The elements that may be found in this cross section component include:



- Natural topography
- Natural native desert landscape pallet at natural densities
- Natural desert washes
- Trails and paths
- Limited regional drainage ways (as described below)
- Grade separated pedestrian crossings
- Interpretative displays
- Low level landscape or pedestrian lighting
- Limited perpendicular property access drives



Any other existing structures found within this setback should be planned for removal or remediation.

- **Sidewalks, Multi-use Paths, & Equestrian Trails in the Scenic Setback:**

Rural / Preservation Character Types:

- A stabilized decomposed granite multi-use path of 8' to 10' in minimum width should be installed along each side of the entire length of the scenic corridors.
- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width.
- The walk should meander gradually and return to the curb line at bus stops, intersections and driveways.
- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or share the planned trail easement where such easement exists.
- Equestrian trails and the multi-use path should be a combined path and clearances as described in the DS & PM should be kept.



High Activity / Commercial Character Types:

- An integrally colored 8' to 10' wide minimum concrete walk/multi-use path should be installed along each side of the entire length of scenic corridors.
- The walk/multi-use path should be separated from the vehicular travel lanes by a landscaped buffer of not less than 10' in width. The walk should meander gradually and return to the curb line at bus stops, intersections and driveways.
- The walk/multi-use path should be located within the scenic landscape setback and may require it's own easement or to share the planned trail easement where such easement is wide enough to be shared.
- Accesses from the adjacent parcels should be provided at convenient intervals not greater than ¼ mile apart and along all vehicular cross access routes.
- In some areas the DRB may determine that stabilized granite may be substituted for integrally colored concrete.
- Equestrian trails may be placed adjacent to or separated from the hard surface walk and should be constructed to meet the standards described below.

• Unpaved Equestrian Trails in the Scenic Setback:

- Trails should be surfaced with decomposed granite (stabilized preferred). Trails should be built to standards consistent with section 7.3 of the City of Scottsdale's Design Standards and Policy Manual and the Trails Master Plan.
- Trails should be placed within the scenic setback behind the vehicular right-of-way.

- The trail should meander gently with the topography and return to the curb line at intersections and driveways.
- The trails master plan or trails coordinator should determine minimum travel surface width.
- Low vegetation should be maintained along the trail edge with a vertical clear zone of 10' minimum.
- All other improvements and clearing of vegetation should be kept to a minimum.



• Drainage Facilities in the Scenic Setback:

- **Detention Basins:** On Site detention basins should not be placed within the scenic landscape setback, unless they are part of a regional drainage solution. In such cases detention basins should:
 - Be built to recreate a natural arroyo or wash
 - Not occupy more that 25% of any portion of scenic setback between vehicular accesses.
 - Have all edges and basin bottoms revegetated to a native-like state.

- **Channel Work & Drainage Structures:** Any civil engineering improvements required to control run-off flows as they cross the scenic setback or move collected runoff to major wash corridors should be constructed to blend into the desert setting:
 - 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 be constructed with materials possessing deep desert color tones and textures. Colors should be darker than the native soil.
 - Smooth, reflective, metallic, streamlined structures, crisp tooled masonry, etc... should be avoided.



- Materials such as native stone, adobe, integrally colored shot-crete etc...are suggested materials.
- Retention walls of channels should not be greater than 4' in height, or should be stepped in increments of less than 4'.
- All surfaces disturbed by construction cuts should be treated with desert varnish.
- All channel edges should be revegetated as described in the landscape section below.

- **Railings related to drainage structures:** All metal work should be finished as described in the Street Hardware –Right of Way section of these guidelines.

- **Signs In the Scenic Setback:**

- The number and size of signs should be kept to a minimum to reduce visual clutter in the natural landscape setting.
- Signs allowed by ordinance should be setback a minimum of 80% (or more) of the setback depth to the rear of the scenic desert landscape setback buffer (example 100' deep setback, signs should be setback no closer than 80' from the edge of R.O.W.).



- Tower signs are strongly discouraged.
- Signs for the purpose of advertisement are strongly discouraged.
- Low wall or ground mounted signs built from natural or simulated desert material with heavy textures and deep desert colors are preferred.
- Reverse channel letter halo illumination or non-illuminated signs are preferred.

- Low-level spot lighting may be supported only when the light is primarily for the purpose of accenting the natural materials and textures. The light source should also be shielded from view.
- Internally illuminated cabinet and letter/ logo signs are strongly discouraged.
- All pole-mounted signs should have poles with finishes as described in the Street Hardware – Right of Way section of these guidelines.
- All sign backs visible to the road should be finished with a non-reflective dark color such as “Western Reserve 8716N Frazee” or similar approved by the City of Scottsdale’s General Manager of Planning or designee.

- **Scenic Setback Landscape:**

- **Preservable/Rural Landscape Character**

Districts: Landscaping within the scenic desert landscape setback should be composed of the native Sonoran desert pallet found at (or were historically found at) that particular elevation. Plant species and densities should be consistent with the typical natural undisturbed desert for the specific local location.



- Wherever possible native plant materials that remain in good health should be retained.
- Where plant densities are diminished, species are missing and/or scarring has occurred, additional plantings should be implemented.
- The landscape designer is encouraged to re-establish a rolling/meandering edge near roadways that is reinforced and defined by shrubs and ground cover.



- **Revegetation:**
 - Revegetation should follow the N.A.O.S. Revegetation Area Guidelines found in the appendix of this document.
 - All plant materials should match the local surrounding area and shall be of those species found on the City of Scottsdale Indigenous Plants for Environmentally Sensitive Lands list found in the appendix of this document, or as specifically approved by the Development Review Board.
 - All landscape plant materials should blend with the native vegetation in mature height and plant form at the time of planting. This is best achieved by using a combination of young and mature plants. Shrub minimum sizes shall be 1 gallon, and minimum Tree sizes are 5 gallon.
- New landscaping for areas such as shoulders, medians, and utility remediation should follow the revegetation guidelines noted above.
- Decorative boulders should only be used where boulder outcroppings are present in the local setting.

For more specific Sonoran desert landscape reference purposes the following documents have been included in the appendix of this document:

- N.A.O.S. Revegetation Area Guidelines
- City of Scottsdale Indigenous Plants for Environmentally Sensitive Lands
- E.S.L.O. Design Guidelines 802-2 Landscape Development Sections 1&2 Native Vegetation & Landscape Features.

Compromised/High-Activity/Commercial Landscape Character:

Generally these areas either have been or will be disturbed past the point of reasonable preservation. For this reason it is anticipated that the landscape character will need to be re-created.

Because the land use densities adjacent to these districts will be much more intense and of a different nature than those in the Preservable/Rural districts, a slightly different design approach may be used for the landscape setback. The above guidelines for the Preservable/Rural districts may be used in this district as well, however, the designer may chose to vary the design approach to provide a landscape form that is more in keeping with the surrounding activities.



- The natural native desert (or regionally compatible) pallet of trees, shrubs and ground covers may be grouped and arranged to create interesting patterns, textures and other more structured design forms. The use of non-native regionally compatible plants requires approval of the General Manager of the Planning & Development Services Department or his assignee.
- To contrast and highlight this appearance the designer should also consider the use of a more organic native desert designs at densities matching surrounding undisturbed (or previously undisturbed) desert placed adjacent to the structured forms. Wherever possible native plant materials that remain in good health should be retained.



- Plant densities of trees, cacti, shrubs, and groundcover should maintain densities at least as dense and varied as the natural native desert of the surrounding area. Where plant densities are diminished, species are missing and or scarring has occurred, additional plantings should be implemented.
- The landscape designer is encouraged to re-establish a rolling/meandering edge near roadways that is reinforced and defined by shrubs and ground cover.
- Centers of shrubs and ground cover may and should be placed no closer than $\frac{1}{2}$ diameter of typical maturity, for the specific plant type, behind the back of curbs
- Trees and large cacti (Saguaro) should be placed a minimum of 10' from the back of curb to create a clear/recovery zone.
- Boulders should be kept entirely out of the 10' back of curb clear recovery zone.
- Safety requirements for sight triangles must be met.
- The inclusion of decorative hardscape as a contrasting accent is encouraged to further the patterning or structure of landscape design features.
- Color and texture in the landscape pallet should be considered as a design element designating special events along the roadway such as entries to developments or other important occurrences.
- New landscaping for areas such as shoulders, medians, and utility remediation should be revegetated following the guidelines noted above.

- **Setback Landscape Intensification:**

The scenic desert landscape setback may be intensified with additional native desert trees and shrubs to create bosque like screens where very shallow historic scenic setbacks exist or to mask dense and or undesirable adjacent development. Tree bosques should not be considered an alternate to following the design guidelines.

- **Other Landscape Elements, Monuments, Markers—Architectural, Utilitarian or Artistic:**

All other elements found in the Scenic Desert Landscape Setback should be constructed from materials found in or made from the desert setting or interpret such materials in form texture and color. For Rural/ Preservation Character districts the method of assembling these materials should produce a result that appears to be an extension of the desert or a weathered remnant from a prehistoric, historic, or pioneer era of man's work. A more contemporary interpretation may be used for the High Activity / Commercial character districts.

- **Scenic Setback Maintenance:**

- Once established the general maintenance that should be preformed should be limited to:
 - Minor pruning for:
 - Visual safety at drives or similar areas
 - Trail and pathway clearances
 - Regular monthly trash pickup should be preformed.
 - Distressed and dead plants should be allowed to decay naturally.
 - Plant replacement should take place only as a means to mitigate disturbances or density loss due to pollution or other natural or man-made causes. A mitigation plan should be established for such efforts.



- Maintenance of all public elements within the right of way shall be preformed by the City of Scottsdale.
- Maintenance of privately owned items such as utility cabinets and related screening should be the responsibility of the corresponding utility agency.
- Maintenance of the Scenic Desert Landscape Setback should be the responsibility of the property owner.
- Maintenance of the back of curb landscape between the street and Scenic Desert Landscape Setback should be the responsibility of the adjacent property owner.

• **Easements of Dedication for Scenic Set Back and Other Rights:**

The Scenic Desert Landscape Setback should be secured by the City of Scottsdale during the development process through the conveyance (by the property owner to the City) of a recorded Scenic Landscape Setback easement.

Additional rights for general public access for the purpose of multi-use path/walk/trail should be included. The specific location within the Scenic Landscape Setback easement of the multi-use path/walk/trail (s) will be determined during planning and development phases for those improvements.

The Preferred Method of describing multi-use path/walk/trail easement rights within the Scenic Desert Landscape Setback easement may include, but is not limited to the following description:

1. General conveyance of access, improvement and associated maintenance rights located within the boundaries of the Scenic Desert Landscape Setback easement for the purpose of providing pedestrian, equestrian, and other non motorized methods of travel across the length of said easement in a meandering, generally parallel fashion in relation to the road. Specific locations said access, improvement and associated maintenance rights (or obligations) shall be determined by the City of Scottsdale.



Development Edges at Scenic Setback:

The development edge at the scenic setback should be treated as a transitional zone in a design sense. The cross sectional width of this area depends upon the type of development. This zone becomes the background to the scenic desert setback when viewed from the road.

Wherever possible adjacent NAOS or other open space should be connected visually to the Scenic Desert Landscape Setback to expand and increase the value of the meaningful open space of the area.

• **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 this development edge is encouraged to strengthen and focus the design emphasis on the natural desert features rather than the man made improvements.
- All improvements should follow the *Scottsdale Sensitive Design Principles* with the goal of minimizing the visual impact of development on the natural desert environment.

• **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 site walled development envelopes
3. Low non-orthogonal, organic development walls that follow the criteria listed below.

Alignment:

- No walls should be placed within the designated scenic landscape setback.
- Development walls along the edge of the scenic desert landscape setback should gradually meander horizontally (ideally following topography changes).
- Straight uninterrupted lengths of walls should not exceed 150' in length.
- Walls should be placed to move around large plant specimens or landform features.
- Development walls should not cross wash channels, nor should they impede wash natural flows or the ability for wildlife to travel along those corridors.



Height:

- All walls should be designed into the surrounding landscape setting so that they are perceived visually to be as low as practically possible.
- Walls in residential districts should be no higher than a range between 6' and 8' in height as measured from grade at the street face.

- Walls at commercial developments may be slightly higher, yet should not exceed 10' in height.
- A wall/landscape berm combination may be used to achieve higher screening without increasing setback distance. Exposed wall height should be limited to 6' to 8' measured from top of berm at street face. Gradual horizontal meandering alignment should be required for wall/landscape berm combination.
- Walls are encouraged to vertically roll with the topography in cases of natural or manmade undulations.



Material & Color:

- Prefabricated interlocking pilaster type CMU or similar systems are strongly discouraged and will not be supported in the development review process.
- 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 shall be required to have a light reflectivity value (LRV) of not greater than 35%. Colors should blend with the natural desert setting.
- Piers of natural materials may help to break up long runs of wall.
- View fence and openings that allow wildlife passage are strongly encouraged.





- **Buildings at Setback Edge:**

should be sited in a manner that does not reinforce the right of way alignment.

- Footprints of adjacent structures should be placed off the orthogonal grid so that a sense of organic meandering much like the development wall component is achieved.
- Long (greater than 100') continuous walls paralleling the right of way are strongly discouraged.
- Structures of more than one story along the edge of the scenic setback should have each story stepped back within a 1:2 (rise to run) incline plane step back envelope.

Regional Feature Crossings and Intersections:

Regional Feature Crossings:

Along these corridors there are:

- Natural desert features
- Vista corridors
- Wildlife crossings
- Trails
- Pedestrian paths
- Natural washes
- Regionally engineered drainage solutions

These features that bisect Scenic Corridors must be recognized by development. Special care should be taken to preserve these natural connections that are bisected by the corridors. In all cases any development adjacent to these linear bisects should respect the *Scottsdale Sensitive Design Principles*.



- **Minor Washes:**

The Environmentally Sensitive Lands Ordinance (E.S.L.O.) identifies minor washes as those with 250 CFS flows in 100-year events. Although minor washes are not noted as Vista Corridors by the E.S.L.O. they should be respected as natural crossings that cut through development and could allow for the movement of wildlife. Leaving these washes in a natural state and leaving them open as a visual corridor is recommended.



- **Major Washes & Vista Corridors:**

Washes with a flow of 750 CFS or greater during a 100-year event classifies it as a Vista Corridor in the E.S.L.O. This requires that a minimum 100' wide buffer be kept to maintain the wash. Additionally the width may expand if topography and historical flow levels indicate a wider channel. These washes should be left open for wildlife egress and visual access.





- **Intersections:**

Intersections of major cross streets provide a unique opportunity to express manmade improvements that exemplify the Sonoran Desert Design Principles. Most motorists and pedestrians will stop at these junctions during their travels along Scottsdale Road. This element of time will allow for a greater detail of observation, therefore, additional attention to detail shall be important. Additionally, opportunities for view sheds should be considered in the development of all intersection sites.

Encouraged 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.
- A particular attention should be paid to the organization and screening or camouflaging of any utility riser or other built environment element, blending them into surrounding landscape and/or other elements of the surrounding context.



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 the original character of much 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.

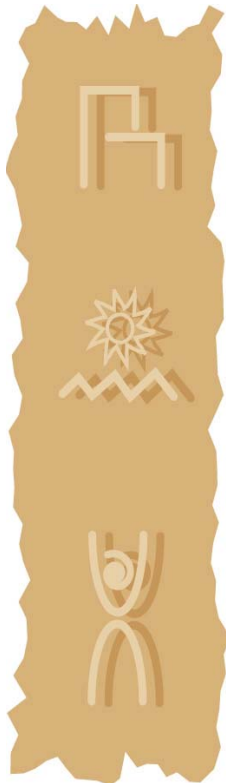
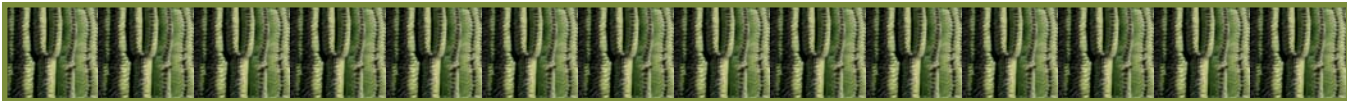


Appendix List:

1. **Scenic Corridors Historical Perspective**
2. **Descriptive Narrative of Designated Scenic Corridors**
3. **Scottsdale Sensitive Design Principles**
4. **City of Scottsdale Indigenous Plants for Environmentally Sensitive Lands (list)**
5. **N.A.O.S. Revegetation Area Guidelines**
6. **E.S.L.O. Design Guideline 802-2 Landscape Development Sections 1 & 2**



APPROVED BY DEVELOPMENT REVIEW BOARD
FEBRUARY 20, 2003



SCOTTSDALE
SENSITIVE
DESIGN
PROGRAM

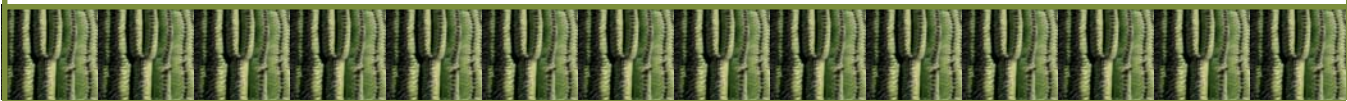


Appendix

- A-1. Scenic Corridors Historical Perspective
- A-2. Descriptive Narrative of Designated Scenic Corridors
- A-3. Scottsdale Sensitive Design Principles
- A-4. City of Scottsdale Indigenous Plants for Environmentally Sensitive Lands (list)
- A-5. NAOS Revegetation Area Guidelines
- A-6. ESLO Design Guideline 802-2
Landscape Development Sections 1 & 2
Native Vegetation and Landscape Features

City of Scottsdale

Scenic Corridor Design Guidelines



A Historical Perspective of Scenic Corridors:

Nationally:

As the American love for the automobile grew after World War II and the concept of living in the fresh, clean, and crime free suburbia exploded around the nation, a trend of taking Sunday drives through the country to enjoy nature was begun. As development moved from the inner cities to the suburbs, the dynamics of many of these popular scenic routes changed.

Fredrick Law Olmstead, the critically acclaimed “father of landscape architecture” was instrumental in planning and preserving many of these scenic routes throughout the United States. The Merrit Parkway in southwestern Connecticut is probably one of Olmstead’s best examples of blending the physical form of a roadway with the natural environment, and serves as a prototypical example.

Regionally:

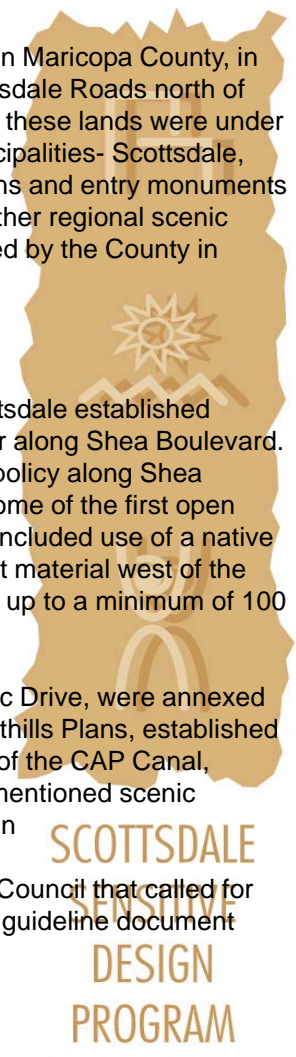
Scenic corridors within Maricopa County can be traced back to the early 1960’s, when Maricopa County, in concert with numerous area residents designated a portion of Cave Creek and Scottsdale Roads north of Happy Valley Road as the Desert Foothills Scenic Drive. At that time, the majority of these lands were under the jurisdiction of Maricopa County. Today this 17-mile route runs through four municipalities- Scottsdale, Carefree, Cave Creek, and Phoenix. Residents have created plant identification signs and entry monuments to welcome visitors and residents alike to “the most beautiful desert in the world”. Other regional scenic corridors such as the Wickenburg and Carefree Highways have also been established by the County in cooperation with local communities.

Locally:

In the early 1970’s, as development and the City boundary migrated northward, Scottsdale established precedence by stipulating a scenic corridor for the rezoning of the McCormick Center along Shea Boulevard. The adoption of the Northeast Area Plan in 1976 helped to solidify a scenic corridor policy along Shea Boulevard from Pima Road to the City’s eastern boundary. The policy established some of the first open space design guidelines to be used on a street within Scottsdale. These guidelines included use of a native plant palette east of the Central Arizona Project (CAP) Canal and low water use plant material west of the CAP Canal. Setbacks varied from a minimum of 25 feet for one-acre residential lots up to a minimum of 100 feet for non-residential uses.

In the 1980’s, additional lands, which included a portion of the Desert Foothills Scenic Drive, were annexed into the City of Scottsdale. Two planning studies, Scottsdale Foothills and Tonto Foothills Plans, established policies to expand the scenic corridors to include Pima and Scottsdale Roads North of the CAP Canal, Dynamite Boulevard, Cave Creek Road, and the Carefree Highway. All of the aforementioned scenic corridors are currently reflected in the Open Space Element of the City’s General Plan

In 1998 the McDowell Sonoran Preserve Commission submitted a report to the City Council that called for more specific Scenic Corridor design guidelines. The current scenic corridor design guideline document attempts to balance all of the community objectives related to scenic corridors.



Descriptive Narratives of Designated Scenic Corridors

A. Carefree Highway (west from Scottsdale Road to the western Boundary 2 miles)

The Carefree Highway is considered a road of regional significance because it is one of the few roads in the northern portion of Maricopa County that connects to Interstate -17. Approximately, a two-mile section of the Carefree Highway borders the City of Scottsdale. A 17-mile stretch of Carefree Highway between Lake Pleasant and Scottsdale Road was studied by Maricopa County with cooperation of adjacent municipalities. The purpose of the Carefree Highway Scenic Corridor study was to develop specific recommendations and policies designed to balance the scenic qualities with the provision of safe and efficient traffic flow and the reality of development. This County plan establishes consistent policies for each of the five municipalities it runs through. Terravita, a master planned community adjacent to the Carefree Highway scenic corridor in Scottsdale, incorporated a scenic setback well before a plan was adopted by the County in May of 1997. This scenic setback was in line with the policy already established for other scenic corridors in Scottsdale as indicated in the Environmental Design Element of the City's General Plan. In addition to Terravita, the Del Webb medical offices also incorporated similar scenic setbacks into their design.

B. Cave Creek Road (northeast of Pima Road to the Northeast boundary = 3.5 miles)

In 1870, the Army built a military wagon road to link Fort McDowell near the Verde River to other outposts to the north in areas such as Prescott. As part of the soldiers' trek from the various Military outposts, soldiers often camped at the intersection of the Military road and Cave Creek Wash where the Village of Cave Creek was soon established. The original Cave Creek Road was built in 1873 to link Cave Creek with Phoenix, its smaller neighbor to the south.

By the 1930's and 1940's several dams were under construction along both the Verde and Salt Rivers. The construction workers from the dam sites would spend their weekends in Cave Creek and its saloons. Once the dams were completed, the workers left and the town of Cave Creek settled back in to obscurity as its counterpart, Phoenix began a tremendous growth period.

Cave Creek Road remains an important north-south artery between Phoenix and northern communities of Cave Creek, Carefree, and Scottsdale. In the 1960's a group of local residents worked with Maricopa County to designate Cave Creek Road north of Deer Valley Road as part of the Desert Foothills Scenic Drive. This 17-mile landmark drive also includes part of Scottsdale Road north of Jomax Road.

Cave Creek Road leads travelers north out of Scottsdale to the Tonto National Forest recreation sites at Seven Springs and Bartlett Lake. In addition, it has some of the highest elevations and most expansive views of any roadway within the City.

C. Dynamite Boulevard (east from 56th Street to 144th Street — 10.5 miles)

Like the Carefree Highway, Dynamite Boulevard has been designated by Maricopa County as a road of regional significance. This designation implies that Dynamite will be an important east-west artery serving the northern portions of the metropolitan area. At one point in time, the roadway was planned to extend to the Beeline Highway, however the plans were abandoned after an environmental impact study revealed some bald eagle nesting grounds. Even though the concept of connecting Dynamite to the Beeline to the east has been abandoned, it will remain an important regional link to Interstate - 17 to the west.

The Scottsdale City Council has adopted two character area plans that impact Dynamite Road. The portion west of Pima Road is part of the Desert Foothills Character Plan, while the stretch to the east of Pima Road is included in the Dynamite Foothills Character Plan. Specific design guidelines were Today,

adopted with these plans that should be included in development design along this corridor in addition to those in this document.

56TH STREET EAST TO PIMA ROAD

The north side of Dynamite from 56th Street to 64th Street lies within Maricopa County. To date several subdivisions and custom homes have been built in the county adjacent to Dynamite, but scenic setbacks have not been designated. To the south of this county stretch in Scottsdale, the majority of sub-developments have dedicated 50-foot minimum scenic setbacks.

To the east of Scottsdale Road the land ownership becomes more fractured, typically one to five acres in size. The ability to achieve the scenic easements becomes more difficult due to the complexity of dealing with smaller properties. However, these properties fall within the Environmentally Sensitive Lands Ordinance (ESLO) overlay area. The ESLO requires development to designate approximately 20% of the parcel as Natural Area Open Space (NAOS). This NAOS could serve a dual purpose and be used as the scenic corridor if dedicated adjacent to the right-of-way. However, if a major wash designated as a vista corridor also crosses one of these small parcels, commitment of NAOS to a scenic setback adjacent to the road may be more difficult to achieve.

Implementation of scenic corridor setbacks along these one to five acre parcels may require case-by-case evaluation. Small parcels combined with the need for safe right-of-way widths may create the need to re-examine the minimum setbacks described in the guidelines of this document.

PIMA ROAD EAST TO 112TH STREET

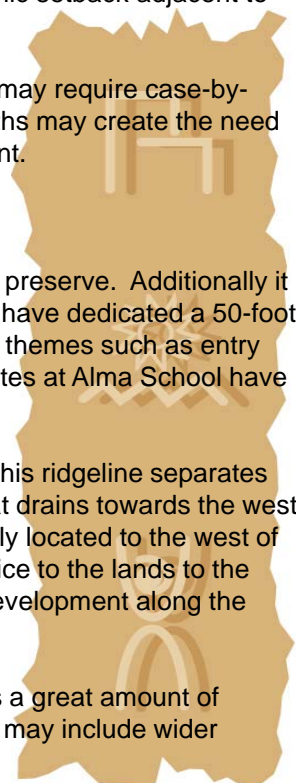
This section of Dynamite crosses State Trust Lands that the City is attempting to preserve. Additionally it passes several subdivisions and master planned residential communities. Most have dedicated a 50-foot scenic corridor easement. These communities have adopted some identifiable themes such as entry features, signage, landscape pallets and hardscapes. The limited commercial sites at Alma School have provided deeper setbacks.

In east Scottsdale, a ridgeline bisects Dynamite approximately at 122nd Street. This ridgeline separates two watersheds, one that drains towards the east to the Verde River and one that drains towards the west to the Salt River. Because much of the water and sewer infrastructure is currently located to the west of the ridgeline, numerous pumping and lift stations will be required to provide service to the lands to the east. Blending this infrastructure into the desert setting will be a challenge for development along the corridor.

Since little development has occurred to date east of 118th Street, there remains a great amount of opportunity to possibly create an enhanced scenic corridor. Those opportunities may include wider medians, wider scenic setbacks, and the preservation boulder features.

D. Pima Road (north of the 101- Loop to Cave Creek Road — 11 miles)

In the early 1920's many of the original homesteaders in the Pinnacle Peak area such as K.T. Palmer remember Pima Road as a "dirt path" that wove through stands of saguaros, mesquites, ironwoods and palo verdes. The natural beauty that surrounded them struck visitors to Palmer's homestead. In fact, Palmer sold much of his land in and around the Pinnacle Peak area to many of these visitors who wanted to experience the desert lifestyle. Palmer later partnered with Tom Darlington to realize his dream of building a town from scratch – Carefree. Pima Road was one of the streets envisioned to provide access from Carefree to Scottsdale and Phoenix. However, it wasn't until the mid 1980's that Pima Road was finally improved and extended to Cave Creek Road and Carefree.



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Today, Pima Road remains an important north-south artery. The natural beauty along this route continually attracts new residents to the area. Over the last two decades numerous master planned communities, subdivisions and custom homes have been constructed near or adjacent to Pima Road. The Environmentally Sensitive Lands Ordinance (ESLO) encourages these new developments to blend into the natural desert setting by using appropriate colors and maintaining desert open space. However, as more privately held land develops along Pima Road it may be difficult to maintain the current sense of openness now enjoyed by those who travel its length.

In recent negotiations between the City of Scottsdale and the State Land Trust to preserve the large tracts of state land north of Jomax Road produced an additional gain for scenic corridors. The letter of agreement sent to the City by Mr. Anabel of the State Land Trust indicated that scenic corridors would be recognized and designated on Pima Road and Scottsdale Road where they run through or along State Trust Lands. To date the specifics of what this dedication will entail have yet to be negotiated. These areas hold special opportunities for desert preservation, and the guidelines found in this document should be the minimum starting position for the negotiations. As an example, as Pima Road bisects State Trust Lands north of Jomax Road there remains the opportunity to maintain wider scenic setbacks and road alignment splits so that boulder features may be preserved.

PIMA ROAD NORTH OF THE 101 PIMA FREEWAY TO DEER VALLEY ROAD

Several master planned communities and a utility campus occur along the first two and a half miles north of the Pima Freeway. Pima Road realigns north of the Pima 101 Freeway with Hualapai and merges with Princess Drive. The focus of the Pima Road Scenic Corridor will be from the Princess/Pima Road freeway interchange northward to the city's north boundary.

The Pima Road Channel, one of the three desert drainage channels planned for north Scottsdale, is designed to divert floodwaters and is planned to parallel Pima Road from Jomax Road south to the Freeway. The conceptual drainage design calls for a channel or pipe to flow south from Jomax along the east side of Pima Road. The drainage will then be piped under Pima Road near the Deer Valley intersection. From that point the flow will be along the west side of Pima to a pipe under the Pima Freeway (at the prior Pima Road alignment) to allow the flows to drain into the detention areas north of the Central Arizona Project (CAP) canal. The conceptual design of the channels and other drainage structures has not yet been determined, however, this document contains guidelines for the aesthetic appearance of that future design.

DEER VALLEY ROAD NORTH TO STAGECOACH PASS

This stretch of Pima Road remains one of the most flexible scenic corridors due the large amount to State Trust Lands to the east. The City of Scottsdale is in the process of negotiating the purchase of these lands for preservation purposes. Although it has yet to be seen how successful the City will be at the purchase of the entire land mass, the State Lands Trust has pledged to designate the east side of Pima as scenic corridor.

Specifics of that designation have yet to be negotiated by the time of this publication. The City of Scottsdale considers the guidelines found in this document to be minimums and should consider expanded and enhanced corridors if possible during the designation negotiation. The State Lands lend the ability to be creative with the alignment of the northbound lanes from Lone Mountain Road to Stagecoach Pass, and thus, preserving some boulder clusters and possibly creating a wider scenic setback.

To the south of Jomax along the west side of Pima, several subdivisions platted in what was at the time Maricopa County do not include scenic easement. Because the county did not classify Pima as a scenic drive, no scenic setback easements were reserved at the time of the subdivisions. This unfortunately limits the ability to achieve large consistent scenic setbacks along this section of roadway.

In 1992, a devastating wild fire occurred between Westland Drive and Stagecoach Pass. The charred remnants of this fire can still be found along the Pima corridor. Fortunately the desert is slowly

recovering. An additional recent disturbance is the installation of a major 7.5-mile water line from Jomax Road to Cave Creek Road. The required 40 to 75 foot easements required to install the line have been taken inside of the planned 150-foot planned right of way. The planned 100 foot minimum scenic setback will remain untouched. Recognizing that it will be several years before the roadway would be widened to cover the pipeline trench, the City of Scottsdale has agreed to revegetate the construction area for this program so that the visual beauty will be replenished if only for a temporary period.

E. Scottsdale Road (north from Frank Lloyd Wright to Carefree Highway – 11 miles)

The Scenic Corridor along Scottsdale Road can be divided in three distinctive sections. Some of the elements that contribute to the character of each of these sections include, but are not limited to: land ownership pattern, land use type and pattern, natural features, and future developments (i. e., State Lands).

Phoenix, Carefree, Maricopa County, and the State Land Trust have land within their jurisdictions adjacent to Scottsdale Road. The east side of Scottsdale Road between Frank Lloyd Wright Boulevard and Jomax Road lies within Scottsdale, while the Western portion is within the City of Phoenix, except for about an unincorporated half mile section at the former Chauncey Ranch. This unincorporated stretch is being annexed by Phoenix as the property develops.

Recent dialogues with Phoenix officials have led to the creation of an intergovernmental scenic corridor guideline draft. At the time of this document's publication, the draft guideline has yet to have been formalized, however, it is still being discussed by both cities' staffs. Each community has certain differences in development standards; however, both communities have pledged to create a unified boulevard corridor with a common design aesthetic on both sides of this joint edge.

The completion of the 101 Outer Loop (Pima Freeway), has activated planning and development discussions regarding the large State Land Trust Parcels to the north on both sides of Scottsdale Road. The State Land Trust leaders refer to these tracts as the "crown jewels" of the Land Trust holdings. Early discussions with Phoenix, Scottsdale & State Land Trust indicate that these State lands are expected to be at the heart of some of the most substantial land development planned for the next few decades. This insight confirms that the need to designate and preserve the scenic setbacks and design standards is now.

FRANK LLOYD WRIGHT BOULEVARD TO 101 OUTER LOOP (PIMA FREEWAY)

This segment has experienced the most loss of the native character with the construction of the freeway embankments, canal dikes, ranch pastures, historic off-road vehicle usage, and possibly some very old attempts at irrigation farming.

Very significant non-residential zoning and development exists on this northern approach to the freeway. This development is in a sense contained with "gateway-portals" created by The Central Arizona Project (CAP) dikes at the south and the Pima Freeway overpass at the north. Off ramps of the 101 freeway offer the opportunity to unveil to regional travelers the unique character of Scottsdale and Scottsdale Road. Some expression of the native Sonoran desert should be implemented at those locations.

PIMA FREEWAY TO HAPPY VALLEY ROAD

This segment has substantial development along the frontage as well as zoning commitments for future development. Because of historic conditions, some of the smallest setbacks along the entire length of Scottsdale Road will occur in this area.

A major power line crosses at Williams Road and two others cross just north of Happy Valley Road. The area affected by the Environmentally Sensitive Land Ordinance first fronts onto Scottsdale Road at

Alameda Road. Major drainage ways near Deer Valley and Pinnacle Peak Roads will require large crossing structures in the future.

HAPPY VALLEY ROAD TO CAREFREE HIGHWAY

This portion has a history of being a scenic drive that dates back to the early 1960's. Much of the frontage retains a character that is strongly defined by existing native desert vegetation. The mountains around Cave Creek and Carefree become increasingly dominant as one proceeds northward and outlying hills and rock knobs to the east become closer and more significant.

The few remaining parcels provide opportunities to enhance and possibly embellish the amenities associated with the Scenic Drive. On the other hand, the two and one half acre G.L.O. residential lots pose a good deal of difficulty in achieving a consistent and open corridor since rezoning and development review processes will not apply to them. The existing large parcels fronting onto Scottsdale Road in this segment have and will pose unique challenges and commercially zoned opportunities.

F. Shea Boulevard (Pima Freeway east to eastern city boundary – 9 miles)

Shea Boulevard is one of the first streets in Scottsdale to be designated and provide scenic setbacks. Shea's scenic setback was conceived in 1974 with the approval of the general plan amendment and zoning for the McCormick Ranch Center. This project included a 100 foot setback along both Pima Road and Shea Boulevard. Later, a few adjacent developments such as the current PCS office buildings continued this concept further east along Shea.

The approval of the Northeast Area Plan (1976), further defined the scenic corridor policy for the entire length of Shea east of Pima Road. In the early 1980's with the creation of the Scottsdale and Tonto Foothills Plans, this scenic corridor policy was extended to several major corridors north of the Central Arizona Project (CAP) Canal. The adoption of the Shea Area Plan (1993) helped to further define some policies and goals for the development of future land uses adjacent and in close proximity to Shea.

The Shea Area Plan minimized retail along Shea, provided an opportunity for higher employment opportunities and encouraged site planning that was sensitive to environmental features and existing neighborhoods. This plan additionally spoke directly to a minimum baseline for scenic setbacks along Shea as well as building height and the preservation of natural features and open space. In 1994, a set of streetscape design guidelines was established to give more specificity to the aesthetical treatment of future road improvements.

PIMA ROAD TO THE CAP CANAL

The landscape palette from Pima to the CAP Canal is typically low water use or xeriscape. The typical scenic setbacks along this section of the road varied from a minimum of 25 feet in the case of one acre lots, 50 feet where more dense single family subdivisions occurred, and up to 100 feet or more where multi-family or non-residential uses occurred. Some exceptions have been 25 feet for a pre-existing cemetery frontage and 75 feet along Scottsdale Ranch.

Since this was the initial scenic corridor in Scottsdale, there was some experimentation with issues such as drainage. For example, Scottsdale Ranch was allowed to provide for drainage structures within the corridor, however, it was later determined that no more than 30% of any development frontage should be used for drainage facilities. This rule helped to preserve the natural character of these corridors, and further blend these facilities in the natural environment.

Scottsdale Sensitive Design Principles

As amended by the Development Review Board on March 8, 2001

Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran desert environment, all of which are considered amenities that help sustain our community and its quality of life. The following design principles will help improve and reinforce the quality of design in our community:

1. The design character of any area should be enhanced and strengthened by new development.

- Building design should consider the distinctive qualities and character of the surrounding context and as appropriate, incorporate those qualities in its design.
- Building design should be sensitive to the evolving context of an area over time.

2. Development, through appropriate siting and orientation of buildings, should recognize and preserve established major vistas, as well as protect natural features such as:

- Scenic views of the Sonoran desert and mountains
- Archaeological and historical resources

3. Development should be sensitive to existing topography and landscaping.

- A design should respond to the unique terrain of the site by blending with the natural shape and texture of the land while minimizing disturbances to the natural environment.

4. Development should protect the character of the Sonoran desert by preserving and restoring natural habitats and ecological processes.

5. The design of the public realm, including streetscapes, parks, plazas and civic amenities, is an opportunity to provide identity to the community and to convey its design expectations.

- Streetscapes should provide continuity among adjacent uses through use of cohesive landscaping, decorative paving, street furniture, public art and integrated infrastructure elements.

6. Developments should integrate alternative modes of transportation, including bicycles and bus access, within the pedestrian network that encourage social contact and interaction within the community.

7. Development should show consideration for the pedestrian by providing landscaping and shading elements as well as inviting access connections to adjacent developments.

- Design elements should be included to reflect a human scale, such as the use of shelter and shade for the pedestrian and a variety of building masses.

8. Buildings should be designed with a logical hierarchy of masses:

- To control the visual impact of a building's height and size
- To highlight important building volumes and features, such as the building entry.

9. The design of the built environment should respond to the desert environment:



- Interior spaces should be extended into the outdoors both physically and visually when appropriate.
- Materials with colors and coarse textures associated with this region should be utilized.
- A variety of textures and natural materials should be used to provide visual interest and richness, particularly at the pedestrian level. Materials should be used honestly and reflect their inherent qualities.
- Features such as shade structures, deep roof overhangs and recessed windows should be incorporated.

10. Developments should strive to incorporate sustainable and healthy building practices and products.

- Design strategies and building techniques, which minimize environmental impact, reduce energy consumption, and endure over time, should be utilized.

11. Landscape design should respond to the desert environment by utilizing a variety of mature landscape materials indigenous to the arid region.



- The character of the area should be emphasized through the careful selection of planting materials in terms of scale, density, and arrangement.
- The landscaping should compliment the built environment while relating to the various uses.

12. Site design should incorporate techniques for efficient water use by providing desert-adapted landscaping and preserving native plants.



- Water, as a landscape element, should be used judiciously.
- Water features should be placed in locations with high pedestrian activity.

13. The extent and quality of lighting should be integrally designed as part of the built environment.



- A balance should occur between the ambient light levels and designated focal lighting needs.
- Lighting should be designed to minimize glare and invasive overflow, to conserve energy, and to reflect the character of the area.

14. Signage should consider the distinctive qualities and character of the surrounding context in terms of size, color, location and illumination.

- Signage should be designed to be complementary to the architecture, landscaping and design theme for the site, with due consideration for visibility and legibility.

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**CITY OF SCOTTSDALE
INDIGENOUS PLANTS FOR ENVIRONMENTALLY SENSITIVE LANDS**

This list was compiled by the City of Scottsdale to be used in conjunction with the Environmentally Sensitive Lands Ordinance (ESLO) regulations in the Zoning Ordinance. The location and height of plants that are not on this list are regulated by ESLO (Section 7.800 in the Zoning Ordinance). **The plants on this list are indigenous to Scottsdale but may not be appropriate for all locations. The choice of plants for a specific site should be based upon whether the plants are common in the area where the property is located.** Visit www.scottsdaleAZ.gov/codes/NativePlant/default.asp for detailed description of many of the plants listed.

The Development Quality/Compliance director in the Planning and Community Development Department may add plants to this list based upon recommendations from city staff. Private consultants may suggest to staff that plants be added or deleted from the list. Plants that are also protected by the NATIVE PLANT Ordinance, Chapter 46 of the City Code and Section 7.500 of the Zoning Ordinance, are designated with an asterisk (*). Plants designated with a (+) are restricted according to Water Resources Ordinance No. 3161 and must receive prior approval from the Arizona Department of Water Resources before they are planted. The indigenous plants on this list are also, in general, low water users according to the Arizona Department of Water Resources. Please check with staff as to where a variety of a specific plant species may be indigenous.

Trees

BOTANICAL NAME

- * Acacia constricta
- * Acacia greggi
- * Canotia holocantha
- * Celtis pallida
- * Cercidium floridum
- *Cercidium microphyllum
- * Chilopsis linearis
- * +Juniperous mono sperma
- * Olneya tesota
- * +Populus fremontil
- * Prosopis velutina
- * Quercus turbinella
- * Rhus ovata
- * Vauquelinea californica

COMMON NAME

- Whitehorn Acacia
- Catclaw Acacia
- Crucifixion Thorn
- Hackberry
- Blue Palo Verde
- Foothill Palo Verde
- Desert Willow
- One-seeded Juniper
- Ironwood
- Cottonwood
- Arizona Mesquite
- Scrub Oak
- Sugar Sumac
- Arizona Rosewood

Succulents/Cacti

BOTANICAL NAME

- * Carnegiea gigantean
- Echinocereus engelmannii
- * Ferocactus cylindraceus
- * Ferocactus wislizenii
- * Fouquieria splendens
- Mamillaria microcarpa
- Opuntia acanthocarpa

COMMON NAME

- Saguaro
- Hedgehog Cactus
- Compass Barrel
- Fishhook Barrel
- Ocotillo
- Fishhook Cactus
- Staghorn Cholla

Succulents/Cacti (cont.)



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BOTANICAL NAME

Opuntia bigelovii
 Opuntia engelmannii
 Opuntia fulgida
 Opuntia leptocaulis
 * Peniocereus greggii
 Yucca baccata
 * Yucca elata

COMMON NAME

Teddy Bear Cholla
 Engelmann's Prickl-pear
 Chainfruit Cholla
 Desert Christmas Cholla
 Desert Night-Blooming Cereus
 Banana Yucca
 Soaptree Yucca

Shrubs/BushesBOTANICAL NAME

Ambrosia ambrosioides
 Ambrosia deltoidea
 Ambrosia dumosa
 Anisacanthus thurberi
 +Atriplex canescens
 Atriplex lentiformis
 +Atriplex polycarpa
 Bebbia juncea
 *Berberis haematocarpa
 Callinadra eriophylla
 Cassia covesii
 Celtis pallida
 Dodonae viscosa
 Datura wrightii
 Encelia farinosa
 Encelia frutescens
 Ephedra aspera
 Ericameria laricifolia
 Eriogonum fasciculatum
 Gutierrezia sarothrae
 Hyptis emoryi
 Justicia californica
 Larrea tridentata
 Lotus rigidus
 Lycium andersonii
 Pulchea sericea
 Simmondsia chinensis
 Trixis California
 Viguiera deltoidea
 Ziziphus obtusifolia

COMMON NAME

Giant Bursage
 Triangle-leaf Bursage
 White Bursage
 Desert Honeysuckle
 Fourwing Saltbush
 Quailbrush
 Desert Saltbush
 Sweetbush
 Red Barberry
 Fairy Duster
 Desert Senna
 Desert Hackberry
 Hopbush
 Sacred Datura
 Brittlebush
 Green Brittlebush
 Mormon Tea
 Turpentine Bush
 Flat-top Buckwheat
 Snakeweed
 Desert Lavendar
 Chuparosa
 Creosote Bush
 Deer Vetch
 Wolfberry
 Arrow Weed
 Jojoba Bush
 Trixis
 Goldeneye
 Greythorn

Annuals/Perennials/Vines

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BOTANICAL NAME

Abronia villosa
 Amsinckia intermedia
 Baileya multiradiata
 Cucurbita digitata
 Dichelotemma pulchellum
 Dyssodia pentachaeta
 Eriophyllum lanosum
 Eschscholzia mexicana

BOTANICAL NAME

Evolvulus arizonicus
 Gaillardia pulchella
 Gilia latifolia
 Janusia gracilis
 Lasthenia chrysostoma
 Lesquerella gordonii
 Lupinus sparsiflorus
 Machaeranthera asteroides
 Melampodiuim leucanthum
 Orthocarpus purpurascens
 Penstemon parryi
 Penstemon pseudospectabilis
 Phacelia campanularia
 Phacelia crenulata
 Platystemon californicus
 Proboscidea pariflora
 Psilostrophe cooperi
 Plantago purshii
 Rafinesquia neomexicana
 Salvia columbariae
 Sphaeralcea ambigua
 Stephanomeria pauciflora

GrassesBOTANICAL NAME

Aristida purpurea
 Bouteloua aristidoides
 Bouteloua curtipendula
 Hilaria berlanderi
 Erioneuron pulchellus

COMMON NAME

Sand Verbena
 Fiddleneck
 Desert Marigold
 Coyote Gourd
 Desert Hyacinth
 Dogweed
 Woolly Daisy
 Mexican Gold Poppy

COMMON NAME

Arizona Blue Eyes
 Gaillardia
 Starflower
 Slendar Janusia
 Goldfields
 Bladderpod Mustard
 Desert Lupine
 Purple Aster
 Blackfoot Daisy
 Owl's Clover
 Parry's Penstemon
 Arizona's Penstemon
 Desert Bluebell
 Scorpionweed
 Cream Cups
 Devil's Claw
 Paper Flower
 Indian Wheat
 Desert Chicory
 Desert Chia
 Desert Globemallow
 Desert Straw



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N.A.OS. Revegetation Area Guidelines

1. For all areas where revegetation is required, conduct a site analysis prior to proposed disturbance, or of an adjacent natural parcel if the site has been previously disturbed or burned. (Refer to example of Revegetation Area Planting graphic). Revegetated areas should match existing vegetation types and density.
2. List plant types, sizes and quantities. Only those plants that are indigenous and appropriate to the given area may be utilized.
3. Provide a temporary irrigation system or city approved watering program for a period not to exceed three (3) years or until the plant material has become established. No overhead irrigation systems shall be used without prior city approval.
4. Use of natural boulders and salvaged surface material is encouraged. Decomposed granite is not to be used.
5. At least 50% of trees provided shall be salvaged and/or be a minimum 36" box size.
6. Hydro-seed may be used only in addition to container plants. List plant species and ratios from seed mix.
7. Transplanted cacti shall be planted in original growing orientation.
8. Saguaros shall be planted and maintained per the City of Scottsdale's Standards for Saguaro Salvage and Transplantation form.
9. Young cacti shall be protected from sun damage. Cacti may have nurse shrub planted on southern facing side or be covered with sunscreen material.
10. Plants which are best adapted for placement in drainage easements but which may not be appropriate for all areas include, but are not limited to:

Floor



Trees: mesquite, cottonwood, Hackberry
 Shrubs: Chuparosa, catclaw, Acacia

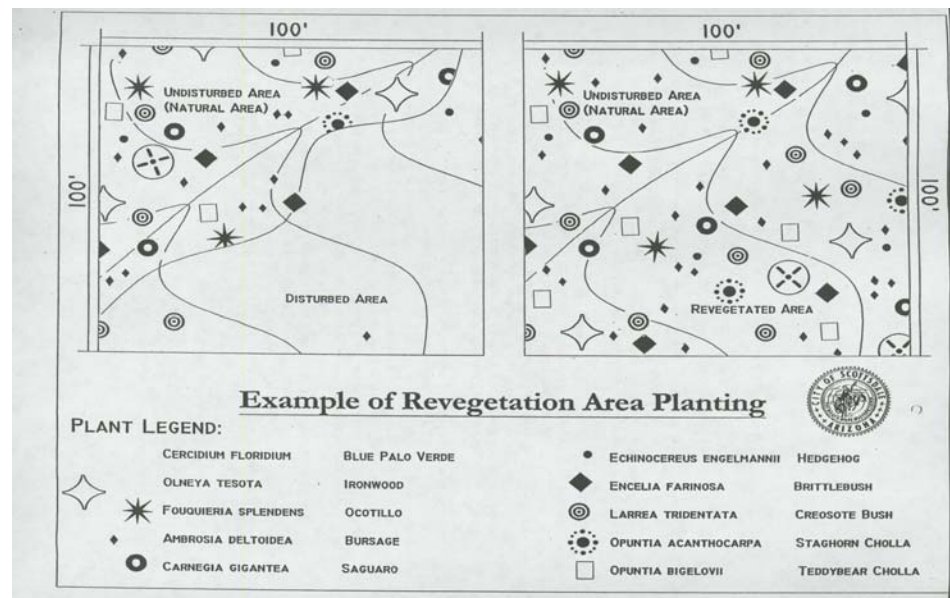
Embankment

Trees: blue palo verde, foothill palo verde, ironwood.
 Shrubs: chuparosa, arrow weed, jojoba, hackberry, white bursage

11. The applicant shall demonstrate that the proposed revegetation does not:
 - overuse a particular specie of plant
 - use a non-indigenous plant specie
 - use a plant specie which does not occur naturally upon the given site



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801 GENERAL

801-1 Introduction

This chapter focuses on the protection of the unique visual quality and the native desert environment of the northern Scottsdale area. The following key elements should be considered.

1. Preserve important view corridors from public transportation routes;
2. Minimize scarring of the natural topography;
3. Preserve existing vegetation;
4. Preserve drainage ways as view and wildlife corridors thus providing open space connections throughout proposed developments areas;
5. Protect significant visual features such as peaks, ridgelines, rock outcrops, boulder fields and significant stands of vegetation.



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802 GENERAL DESIGN GUIDELINES

The following guidelines apply to all areas, which are visible from public viewpoints or nearby development. An entire development complex shall be designed and sited to blend into the landscape.

802-1 Site Development

The following guidelines apply to all buildings, structures, walls and fences:

1. All exterior finish surfaces should blend in color and texture with the surrounding stone, rock or soil color.
2. Reflective building materials shall be discouraged. Recessed window and entry opening and deeper roof overhangs will be encouraged.
3. All improvements should have a location and height, which preserve the ridgeline silhouette of topographic features.
4. Building and surrounding improvements should match and blend with the form of the landscape. Stepping floor elevations should be utilized to avoid massive building forms and surfaces, which contrast with the surrounding terrain.
5. Exterior lighting should have fixtures, which are recessed or shielded so that the light source is not visible from a public viewpoint or other development in the immediate area.
6. All exterior mechanical equipment should be screened with material complementary to both the structure and the surrounding environment.

802-2 Landscape Development

1. Native Vegetation and Landscape Features

Several distinct native landscape character zones are found in the ESL areas, and are typed by the following vegetation communities:

Lower Sonoran:

Open vegetation dominated by Creosote and Bursage.

Upper Sonoran:

Consists of a diversity of major plants including Foothills Palo Verde, Ironwood, Saguaro, Teddy Bear Cholla, Staghorn Cholla, Barrel Cacti, Bursage and Hedgehog.

Sonoran/Upland Transition:

Typically consist of Mesquite, False Palo Verde, Catclaw, Jojoba, Desert Holly, Haplopappus, Buckwheat and denser grassland covers.

Juniper Woodland:

An open woodland of at least five juniper trees per acre.

Chapparal:

A dense, brushy growth of manzanita, Cliffrose, desert holly, sugar bush, and silverberry.

Mountain Grassland

An open, primarily treeless expanse with occasional brush or tree specimens.

Riparian (Wet):

Includes plants along ephemeral or perennial streams, such as Cottonwood, Desert Willow, Netleaf Hackberry, True Willows, and Arrowweed. This is an extremely limited, but important, habitat community in northern Scottsdale.

Riparian (Dry)

Includes vegetation along major and minor floodways characterized by Blue Palo Verde, Mesquite, Canyon Ragweed, Desert hackberry, Catclaw, and Ironwood.

In addition to the native vegetation communities, a landscape character zone will include smaller scale topographical features such as boulder formations, rock outcrops, or natural vegetation clusters.

2. Developed Landscape Character

All development in the ESL areas should include plans to mitigate any impact on the native vegetation and landscape features previously outlined. All landscaping required within public easements, or other areas to be dedicated to the city, and in common areas should utilize native plant types and densities to match the existing landscape character.

All development in ESL Areas will be required to submit landscaping plans which demonstrate integration with the surrounding landscape character zone, as well as compliance with any required natural open space, other open space, or revegetation requirements.

Allowed landscape plant materials shall blend with the native vegetation in mature height and plant form.

803 VEGETATION/VIEWSHED REPORT

A vegetation viewshed report, with simulations of proposed development, may be required for some projects in ESL areas. The report should contain information which describes the existing visual and vegetative conditions of the site, the visual and vegetative zones and features located on the site, and the key public viewpoints that will be impacted by development. It should demonstrate, through verbal description and visual simulations, conformance with the intent of the ESLO. It should contain the following items:

1. Vicinity map showing the location of public viewpoints identified or approved by the city and the location of the project.
2. Map of the project area delineating visual and vegetation zones.
3. Annotated photograph(s) and written description of the landmark features and visual zones, including the criteria for establishing each zone.
4. Description of the existing visual conditions, character zones, and viewsheds, including smaller scale local features such as boulder outcrops and distinctive vegetative clusters and features.
5. Description of the existing vegetation communities, and approximate plant density and coverage by each community. An inventory of all vegetation of 4" or greater caliper, or cacti 6 ft. or taller, must be included (See native Plant Ordinance).
6. Accurate simulations from foreground, middle ground and distant public viewpoints showing proposed building massing, color, road alignments, cut and fill, drainage improvements, and above

ground improvements (including landscaping).

7. Narrative description of visual and vegetative impacts resulting from development.
8. Mitigation plan and description showing how the project has been designed to conform to the visual and vegetative guidelines listed herein.

803-2 Scenic Corridor

Designation

The city of Scottsdale may designate specific areas as Scenic Corridors/Vistas. The vegetation viewshed report shall include specific requirements, which respond to preserving these areas in their natural condition.



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