PLANNING COMMISSION REPORT

MEETING DATE: September 28, 2005 ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT

Camberlango Properties Inc. – 5-GP-2005 & 14-ZN-2005

REQUEST

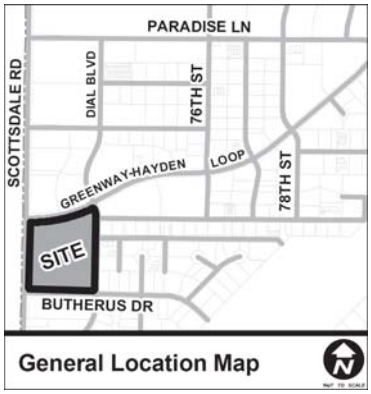
Request:

1. A Major General Plan Amendment of the Land Use Element from Employment to Mixed-Use Neighborhoods on a 28.61 +/- acre parcel located at 15101 N Scottsdale Road (Northeast corner of Scottsdale and Butherus Roads).
2. To rezone from Industrial Park District (I-1) to Planned Regional Center (PRC) on a 28.61 +/-acre parcel located at 15101 N. Scottsdale Road (Northeast corner of Scottsdale Road and Butherus Drive).

Key Items for Consideration:

- Changing nature of Scottsdale Road to Commercial/Retail
- Success of existing Kierland project to the west
- Approval of the proposed Site Plan
- Increasing market demand for mixed-use projects

Related Policies, References:
General Plan



OWNER

Vanguard City Home
480-993-0560

APPLICANT CONTACT

John Berry
Berry & Damore, LLC
480-385-2727

LOCATION

15101 N Scottsdale Rd.

BACKGROUND

Zoning.
The site is zoned Light Industrial (I-1). The I-1 zoning district(s) allow for a range of uses, including light manufacturing, warehousing, distribution, research and development office, etc.

General Plan.
The General Plan Land Use Element designates the property as Employment. This category "permits a range of employment uses from light manufacturing to light industrial and office uses. Employment areas should have access to adequate mobility systems and provide opportunities for business enterprises. Locations have been identified for employment areas where impacts on residential neighborhoods are limited and access is available to labor pools and transportation facilities. Landscaping requirements help create a park-like setting for employment. Strict development standards will protect adjacent

residential areas. Major streets serving employment areas should accommodate truck traffic. Transit facilities are also needed at significant employment centers to accommodate commuters."

Context.
The property is bounded by commercially zoned and general planned properties to the north, and to the west (City of Phoenix) and light industrial zoned and employment general planned parcels to the south and east, in what is generally referred to as the Airpark.

APPLICANT'S PROPOSAL

Goal/Purpose of Request.
The applicant is proposing to change the General Plan Land Use designation from Employment to Mixed Use, and a corresponding zone change application from Light Industrial (I-1) to Planned Regional Center (PRC). This change would be necessary to build the proposed project, encompassing more than 1.2 million square feet of residential, office, hotel, and commercial retail land uses on an approximately 28 acre parcel.

Key Issues.
- Changing nature of Scottsdale Road to Regional Commercial/Retail
- Approval of the proposed Site Plan

Development information.
- *Existing Use:* Light Industrial (Dial Research Center)*Proposed Uses:* Retail, commercial, office, hotel, residential*Parcel Size:* +/- 28 Acres
- *Building Height Allowed (I-1):* 36 Feet
- *Building Height Allowed (PRC):* 60 Feet
- *Building Height Proposed:* 60 Feet
- *Proposed Floor Area:* Commercial (276,000) Square Feet) Office (322,000 Square Feet) Hotel (220,000 square feet) Residential (405,000 square feet)

GENERAL PLAN ANALYSIS

Land Use Element Analysis:
The Scottsdale Road corridor in the Airpark area has been the subject of planning discussion and anticipated conversion to commercial uses. Considering the surrounding context of land use changes and development in City of Phoenix and the probability of a synergetic commercial core being established in conjunction with the already approved commercial retail land uses, the proposal is more in line with the trend of land uses in this area than the existing, Employment designation. The loss of Employment uses in the Airpark is generally a concern, but Scottsdale Road has become a destination retail and dining experience location with the introduction of the Kierland project in Phoenix, and several retail/restaurant land uses on either side of Scottsdale Road. The Scottsdale Road frontage in this area is oriented more to

the commercial activities along Scottsdale Road than to the uses in the core of the Airpark.

Growth Areas Element:
The Growth Areas Element approaches growth management from a perspective of identifying those areas of the community that are most appropriate for development. Having certain "growth areas" allows an increased focus on creating or enhancing transportation systems and infrastructure coordinated with development activity. The Airpark Area is one of the city's designated Growth Areas. This Growth Area was designated to help encourage multi-modal circulation, and make automobile and transit systems more efficient. One goal of the Growth Areas Element is to plan the orderly building of infrastructure and ensure that development timing is guided by the adequacy of existing and or expandable infrastructure, services and facilities such as water, sewer, drainage, and transportation facilities. Preliminary review by public facilities staff indicates that the infrastructure will be adequate for the proposed General Plan Amendment and Zone change to allow the type of development intensity being proposed.

Community Mobility Element:
One of the Goals of the Community Mobility Element is to emphasize "work, live, and play" relationships in land use decisions that will reduce the distance and frequency of automotive trips. Another Goal discusses the relationship and balance of land uses within general areas that will help reduce the demand on transportation systems. The current Employment designation does not encourage these types of relationships in terms of community mobility. The proposed General Plan Amendment request accomplishes both of these goals as the mixed-use nature of the proposal would allow several homeowners to walk to work or operate a business from the live/work lofts being proposed.

Cost of Development Element
The city of Scottsdale has long held the philosophy that new development should "pay for itself" and not burden existing residents and property owners with the provision of infrastructure and public services and facilities. The applicant has committed to put into place the necessary infrastructure to accommodate the proposed project (See Zoning Impact Analysis below).

Character and Design Element:
One of the Character and Design Element Goals stresses the appropriateness of a development proposal based on community goals, surrounding areas character, and the specific context of the surrounding neighborhood. An Approach to accomplish this is to promote safe, attractive, and context compatible development. Generally, these issues manifest themselves during the Development Review Board review process, but the character and nature of the project and how it blends with the surrounding built environment along Scottsdale Road is applicable here. The nature of Scottsdale Road has changed in the recent past (See Land Use Element discussion above), and the character and design of the road is much more urban in scale than in the past. Changing the General Plan to accommodate a more intense development will bring the property more into alliance with the surrounding community in this portion of the City.

Economic Vitality Element:
The addition of a strong mixed-use element, the significant reinvestment in the Airpark, and the potential addition of many new jobs and tax revenues to the City, are all seen as positive elements of this proposal. One specific Goal of the Economic Vitality Element discusses encouraging new and existing economic activities and employment opportunities to grow and expand the economic base. The number of jobs in the Airpark has grown from 3,200 in 1980 to 29,500 today. The Airpark as an employment area is strong and it is expected to experience continued growth. The overall economic interest in the Airpark is a macro level discussion regarding "potential" erosion in the interior of the Airpark and its impact on the ability to retain a solid employment core, citywide. On Scottsdale Road, the redesignation of this parcel from Employment to Mixed Use in the General Plan will not have a negative impact on the overall employment core of the City, and will help solidify the burgeoning retail / commercial base along Scottsdale Road.

ZONING ANALYSIS

Conformance to the Site Plan
The requested PRC zoning requires that a site plan be submitted and approved as a portion of the zoning request. The applicant has submitted a site plan, and the proposed site is provided for the Commission's review as Attachment 11.

Staff Analysis:
The staff supports the proposed site plan, as it accomplishes several goals of a mixed-use type of project. There are major access points off of all major roadways (Greenway Hayden, Scottsdale Road, and Butherus), and provides for pedestrian connectivity throughout the site. Generally, the site plan allows for a range of product types typically seen in mixed use projects which include retail and commercial office storefronts, with residential or office space above. The site plan lends itself well to the overall goal of the project, which is to create an environment where people can live, work, and play in the same place; which is also a goal of the City's General Plan (See General Plan analysis above). Vehicular access is provided to the underground garage in several locations internal to the project, with the main surface level entry points to the project being located along Greenway Hayden and Butherus. There is an access point on Scottsdale Road, which splits into two separate one-way roadways along the main plaza into the project. This access point is not designed to be a major entry point to the project, but rather will serve as a focal identifier, which will serve to create a sense of place at the project.

The site plan also promotes a positive relationship with Kierland across Scottsdale Road. The entry elements align, giving consumers the ability to experience many shopping and restaurant uses in close proximity.

Project Characteristics
While most of the aspects contained this section will be fully realized at the time of Development Review Board application, several are pertinent to the zoning discussion, as the current zoning designation would not allow these types of features to be constructed due to development standards associated with the existing I-1 zoning.

Staff Analysis:

The applicant is proposing a mixed-use project, with some on street parking, strong pedestrian connections, and a retail / commercial office storefront. The zoning category (PRC) the applicant is requesting is different from the existing category (I-1) in that it allows far greater flexibility in the development standards. For example, the additional Floor Area Ratio (FAR), which is allowed in the PRC district allows for the urban setting that is successful in the existing Kierland project, which the applicant would like to expand upon. The additional FAR, in conjunction with allowing residential and hotel uses, would allow the project to be built with an urban feel that a mixed use project would need to be successful. The types of vertical elements which would be present in this type of project include varying architectural elements on the different streets, well programmed open space, uniform and themed street furniture, decorative paving on sidewalks and walking paths, decorative street light standards, etc. Most of these things will be fully captured during the Development Review Board review process, and the applicant has indicated every desire to create a project, which accomplishes many of these things. The existing zoning category would not allow for these types of design features, or the character and scale of what appears to be happening along Scottsdale Road. The PRC zoning category would contain additional height and FAR which would allow for a mixed-use project to be successful.

Traffic.

The site is bounded by three arterial streets (Scottsdale Road, Greenway-Hayden Loop, and Butherus Road) and a minor collector street (Dial Boulevard/73rd Street). The four major intersections around the perimeter of the site are all currently signaled.

The approval of the proposed development plan under the proposed zoning district and General Plan amendment will generate an estimated 17,704 daily trips, with 820 trips generated during the a.m. peak hour and 1,739 trips generated during the p.m. peak hour. Site traffic will be distributed primarily to Scottsdale Road via the signalized intersections of Greenway-Hayden Loop and Butherus Road.

The proposed mixture of retail, hotel, residential, and office land uses will reduce some of the amount of site-generated traffic due to the natural interaction of these land uses. The site location will encourage the use of alternative modes of transportation for those employees of the Scottsdale Airpark and for the planned interaction with the Kierland Commons development.

Capacity analyses for the Year 2010 indicate that the four signalized intersections along the site perimeter – Scottsdale Road and Butherus Road, Scottsdale Road and Greenway-Hayden Loop, Greenway Hayden and Dial Blvd./73rd Street, and 73rd Street and Butherus Road - will operate at level of service D or better with the exception of the p.m. peak hour operation at the Scottsdale Road and Butherus Road intersection. Roadway improvements are recommended to improve the traffic conditions at this intersection and at the Butherus Road and 73rd Street intersection.

Staff will continue to work with the applicant to develop acceptable pedestrian and trolley connections from the site to the Kierland Commons development on the west side of Scottsdale Road.

Parking.
The total number of required parking stalls will fluctuate based on the total number of bedrooms contained in the residential component of the proposed project (ie, commercial parking is calculated on a per square foot basis, and residential parking is calculated on a per bedroom basis). In general, staff has analyzed the proposed project and finds that there appears to be adequate parking supply for the proposed project. The final parking calculations will be reviewed and approved at the time of Development Review Board application.

Water/Sewer.
Based on preliminary analysis of the infrastructure requirements of the proposed project, there appears to be adequate water and capacity to accommodate the proposed project. The final approved water and sewer needs report will be filed with the City and subsequently approved prior to any building permit being issued.

Fire.
The Fire Department has reviewed the proposed site plan and finds that there is adequate movement ability for safety personnel.

Schools District comments/review.
Scottsdale Unified School District has been notified of this application. Staff has not received any communication regarding this application.

Open space, scenic corridors.
This parcel of land does not border any dedicated open space or scenic corridor. It fronts Scottsdale Road and is bound on the remaining three sides by roadways and existing development in either a commercial or industrial zone; all of which have developed structures on them. As such, there would be no impact in this area to the City's open space and scenic corridor planning.

Policy Implications.
The nature of Scottsdale Road and the impact to the existing employment base has slowly been changing over time (See General Plan discussion above). While the City should be concerned about a potential long-term erosion of the Employment base in the entirety of the Airpark, the rezoning of this parcel to a PRC designation is in concert with past City decisions along Scottsdale Road, which has clearly taken on more of a retail/commercial feel. The success of the Kierland development across the City boundary is a reflection of the types of uses, which are successful. Changing the zoning designation at this location is most appropriate to reflect this changeover in allowable land uses; and will allow the most appropriate development to be constructed on the site.

Community Involvement.
The applicant had an open house meeting at the City of Scottsdale Airport facility. Several members of the public were in attendance, including several

staff members. Generally, there was positive feedback at the meeting. Staff has not received any negative feedback during the review of this project.

Community Impact.
The changeover in zoning at this parcel from I-1 to PRC will allow for reinvestment in the area, and will allow the parcel to be competitive with other development in the area. The proposed zoning designation will allow development consistent with other high quality mixed use projects that the community has come to expect and desire.

PLANNING COMMISSION

Planning Commission Remote Hearing as of August 24, 2005.
This project was introduced at the remote site hearing on August 24th, 2005 at the Senior Center on Via Linda Drive. The General Plan requires that any change in land use on a 28-acre site must apply for a Major General Plan Amendment. In general, at that meeting, there were questions asked by the Commission, and staff responses regarding the subject application. The applicant spoke in favor of their request, with no members of the public speaking either in favor or in opposition.

STAFF RECOMMENDATION

Recommended Approach:
Staff recommends approval, subject to the attached stipulations.

RESPONSIBLE DEPT(S)

Planning and Development Services Department
Current Planning Services

STAFF CONTACT(S)

Mac Cummins, AICP
Senior Planner
480-312-7059
E-mail: mcummins@ScottsdaleAZ.gov

APPROVED BY

Mac Cummins, AICP
Report Author

Randy Grant
Chief Planning Officer

ATTACHMENTS

1. Applicant's Narrative
2. Context Aerial
2A. Aerial Close-Up
3. Existing Land Use Map
3A. Proposed Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Impact Summary
8. Citizen Involvement
9. City Notification Map
10. August 24, 2005 Planning Commission Minutes
11. Site Plan

Drafted: April 2, 2005
Updated: April 22, 2005

Scottsdale & Butherus Roads (NEC)
Major General Plan Amendment
Analysis & Justification

I. Introduction

This request is to amend the City of Scottsdale's (the "City") General Plan Land Use Map from Employment to Mixed Use Neighborhoods on 28.61 gross acres located at the northeast corner of Buthrus and Scottsdale Roads (the "Property"). Accompanying this request will be an application to rezone the Property from Industrial Park District (I-1) to Planned Regional Center (PRC). This general plan amendment and corresponding rezoning request will facilitate the development of approximately 958,000 square feet of mixed use office, retail, residential and hotel space in a formally unrecognized but strategically significant commercial, retail suburban core.

This is considered a major general plan amendment not because of a significant variance in the permitted land uses but because of the size of the property. The Property is located in Planning Zone B, which includes the Scottsdale Airpark, one of the three fastest growing employment centers in the metropolitan area. A change in the land use designation of 10 or more acres in Planning Zone B requires a major amendment; both the Mixed-Use and Employment land use categories are found in Group E of the general plan's land use category matrix.

The Property shares a border with the Kierland Commons, a mixed use development in the City of Phoenix, which is considered the most successful retail center in Arizona averaging over $600 a square foot in sales. With the Kierland Commons development and approximately 5 sections of land (3,200 acres) planned for mixed use development in the City of Phoenix, this request seeks to capture the benefits derived from the Scottsdale Airpark for the City of Scottsdale while being compatible with the land uses on both sides of Scottsdale Road and within the airpark.

ATTACHMENT #1

II. Guiding Principles

The General Plan, a guiding tool for development of the City, establishes the basis and process for planning in Scottsdale today. The CityShape 2020 comprehensive review of the General Plan established six guiding principles to be utilized when determining if a proposed land use is appropriate. These guiding principles include: Preserve meaningful open space, Enhance neighborhoods, Seek sustainability, Support economic vitality, Advance transportation and Value Scottsdale's unique character and lifestyle.

This section contains a discussion of each of the General Plan's guiding principles, the goals and approaches associated with each principle and a response demonstrating how the proposed amendment is in harmony with the elements of each guiding principle.

A. Value Scottsdale Unique Character & Lifestyle

The City Shape 2020 process determined that two factors make Scottsdale a good place to live and work, "character" and "quality". The guiding principle of character and lifestyle relies on design standards, community preservation, development review, historic and archeological preservation and arts, culture and quality – continuing to make Scottsdale an exceptional place to live, work and visit.

i. Character and Lifestyle

Seven goals and approaches are enumerated in the character and lifestyle section of this guiding principle. Each one listed below provides a discussion about how this project meets the criteria established by the general plan to justify an amendment.

1. Determine the appropriateness of all development in terms of community goals, surrounding area character, and the specific context of the surrounding neighborhood.

Response: A Strategic Planning Team from the City's planning and Development Services Department issued a white paper on the Scottsdale airpark in December 2004. The recommendations formulated by the City's professional

planning staff recognized that a major community goal is to revisit the predominate zoning within the airpark (predominantly C-4 and I-1) in an attempt to improve competitiveness with Kierland, Desert Ridge and Paradise Ridge (all projects within the City of Phoenix). These projects represent the nearly 3,500 acres of mixed-use development contemplated on the west side of Scottsdale road.

Also identified as a deficiency in the existing character of the area is physically and functionally obsolete buildings on the east side of the City's namesake road. Finally, traffic mitigation and airport compatibility are identified as goals in redeveloping properties within the airpark area.

Spearheading a renaissance of the airpark area is this request. The property is currently improved with a 200,000 SF structure and surface parking lot. The site was originally constructed for the Dial Corporation Research Facility which in turn sold the property some years ago. All lease options have expired without an opportunity for renewal.

The mixed-use development plan contemplated in this request accomplishes three goals: 1) Revitalizes the site with a mix of uses determined by the City to be critical in repositioning the airpark area to compete with the City of Phoenix, 2) Eliminates the potential for the Dial research facility to go "dark", fall into disrepair, dilapidation and blight, and, 3) Introduces vibrant, exciting architecture and site planning to the area.

The airpark is predominantly an employment core. Accordingly, the proposed development will support rather than replace the employment core characteristics.

2. Review the design of all development proposals to foster quality design that enhances Scottsdale as a unique southwestern desert community. (The City Charter excludes review of detached single family residential)

Response: The Development Review Board will help determine the appropriateness of the architecture and site plan through the review process.

3. Identify Scottsdale's historic, archaeological and cultural resources, promote an awareness of them for future generations, and support their preservation and conservation.

Response: The airpark area is not archeologically significant but does have a unique history as a aviation training site during the Second World War. The historical significance of this is better reflected in the uses located near the airfield itself. The close proximity of Kierland Commons and recently constructed building with modern architecture limit the ability to adequately reflect the airparks historical significance.

4. Encourage "streetscapes" for major roadways that promote the city's visual quality and character, and blend into the character of the surrounding area.

Response: The "Employment Core" does not have specific streetscape guidelines. However, local and collector streets within the project will reflect a unified design utilizing consistent fixtures, materials and design elements. The abutting arterial streets will enjoy enhanced landscaping and points of interest intended promote the visual character synonymous with Scottsdale.

5. Build upon the significant role the arts have played in shaping our community's image and lifestyle by maximizing the potential of public art to enrich the daily lives of people that live in or visit Scottsdale.

Response: Public art will be included in the development of this project with the assistance of the Scottsdale Cultural Council.

6. Recognize the value and visual significance that landscaping has upon the character of the community and

maintain standards that result in substantial, mature landscaping that reinforces the character of the city.

Response: Landscaping not commonly associated with an "Employment Core" will be introduced into the area by this development. The project recognizes that strong landscape architecture is critical to the form and function of the development. The success of the live, work, play concept relies on the connectivity that is reinforced by strong landscape design.

7. Encourage sensitive outdoor lighting that reflects the needs and character of different parts of the city.

Response: As a vibrant and active suburban core, lighting will reflect the activity associated with the activities of the area. Additional lighting elements will be required due to the proximity of the airfield but overall a mix of lighting elements and techniques will be utilized to distinguish the myriad facets of the project.

ii. Land Use

The Land Use section of the Character and Lifestyle guiding principle addresses visual, aesthetic, social and economic goals intended to ensure long-term prosperity and enhance quality of life experiences. Nine guiding goals and approaches are examined to determine if a project, from a land use perspective, merits consideration.

1. Recognize Scottsdale's role as a major regional economic and cultural center, featuring business, tourism, and cultural activities.

Response: Scottsdale's reputation as a retail hub and net importer of employment is documented in the general plan. The City of Phoenix has taken advantage of this fact as seen in the Kierland Commons development (it is often mistaken for being within the incorporated limits of the City of Scottsdale both due to its proximity to Scottsdale and its "Scottsdale"

mailing address). The development plan proposed in conjunction with the amendment focuses the economic, cultural and tourist impacts back on Scottsdale.

The airpark area provides a unique opportunity to introduce the land uses proposed herein both to compete with Phoenix and to broaden the citywide benefits of the airpark.

2. Coordinate land uses affecting regional networks (mobility, economic, and open space) with adjacent jurisdictions to maintain the integrity and efficiency of each network.

Response: Where applicable, development of the site will be coordinated with the adjoining municipality. Utilities like water and sewer are not shared in this location. The development plan continues the neighborhood street and walkways into Scottsdale from Kierland Commons tying the projects, aesthetically, together.

3. Encourage the transition of land uses from more intense regional and citywide activity areas to less intense activity areas within local neighborhoods.

Response: Given the relatively small size of the Property, and the redevelopment/infill nature of the proposed development, land uses do not transition but rather co-exist. By introducing private streets which in turn create blocks with each block divided into mixed-uses, the scale of the project is broken down creating the feel and utility of a neighborhood.

4. Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic base needed to secure resources to support the community.

Response: The mixed uses of the project which incorporate high quality residential, retail and commercial components supports a high quality of life, a diverse mixture of housing and

leisure opportunities allowing economies of scale to support the larger airpark employment core.

The project is intended to support the larger airpark employment core.

5. Develop land use patterns that are compatible with and support a variety of mobility opportunities/choices and service provisions.

Response: The physical integration of retail and residential uses promotes pedestrian mobility. Where feasible, pedestrian access/circulation elements are proposed to decease automobile trips. At the contemplated densities and intensities, the development enhances the entire airpark employment area's ability to utilize alternative modes of transportation. Additionally, other than on street parking, the vast majority of parking will be underground.

6. Promote land use patterns that conserve resources such as land, clean air, water, and energy and serve all people within the community.

Response: The intensity of the airpark employment core dictates that correspondingly intense mixed-use developments be incorporated. This will allow the core to reach a critical mass enabling it to achieve maximum efficiency relative to resources and the costs of service.

7. Sensitively integrate land uses into the surrounding physical and natural environments, the neighborhood setting, and the neighborhood itself.

Response: The airpark core is primarily an activity center. Sensitive integration in this instance mandates mixed-use and employment uses. Given the City's recognition that the introduction of land uses like retail commercial and residential is essential to the sustainability of the core, the physical environment should reflect design principles like interconnectivity, mobility choices and pedestrian scaled

building elevation and setbacks. Each of these elements is reflected in the proposed site and circulation plans.

8. Encourage land uses that create a sense of community among those who work, live, and play within local neighborhoods.

Response: The mixed uses for the project in addition to the existing Kierland Commons and Zocallo projects create a true district and sense of community. Retail and restaurant uses are intended to include public gathering spaces for people drawn into the development from the larger airpark core.

These retail and restaurant components, courtyards and streetscapes provide public spaces for residents of the community and employees and visitors of airpark to gather.

9. Provide a broad variety of land uses that create a high level of synergy within mixed-use neighborhoods.

Response: With the proposed uses of residential, commercial office, retail and hotel space, the development represents the proto-typical mixed-use development. The general plan recognizes that mixed-use development invigorates an area, which is precisely what is expected to occur in the airpark area.

The mix and scale of uses compliment each other and, within the airpark core, function without an adverse affect on residential areas. The general plan acknowledges that substantial restrictions may be placed on mixed-use developments where adjoining residential neighborhoods can be impacted. This project offers the full benefit of a mixed-use project without the potentially limiting and deleterious effects since no residential neighborhoods exist in the general vicinity.

B. Support Economic Vitality

The general plan recognizes that a diverse and growing economic base is, in part, the product of land use planning. Seven goals and approaches outline how a proposed land use will advance economic vitality.

1. Sustain and strengthen Scottsdale's position as a premier international and national tourism destination and resort community.

Response: With the potential of a 100 room luxury boutique hotel, and support retail, an appreciable component of the proposed project strengthens Scottsdale's position as a destination resort community. The hotel is intended to cater to high income individual's who utilize private aviation flying in and out of the Scottsdale Airport.

The retail, restaurant and entertainment uses anticipated within the development also caters to an exclusive clientele, creating an urban resort experience.

2. Encourage and maintain a high level of diverse, quality retail and entertainment activity in Scottsdale that supports the needs of Scottsdale's residents and visitors.

Response: As previously mentioned, the project should attract higher end retailers than those currently occupying the Kierland Commons development. The project will likely be distinguished from all others in the community.

3. Encourage and support a diversity of businesses that contribute to Scottsdale's sales and property tax base so that needed infrastructure, physical amenities, services, and the expansion of such services are provided.

Response: As a revitalization and infill project in the employment core, an expansive list of commercial enterprises already thrive in the area. The project will expand the commercial retail and services base, thereby increasing the City's revenues well beyond those generated by the current and passive land use (Dial Research Center).

4. Foster new and existing economic activities and employment opportunities that are compatible with Scottsdale's lifestyle.

Response: While traditional employment opportunities will be created by the commercial retail and office land uses, new live-work opportunities can be expected in the tradition of the "new-economy". Non-polluting, telecommuting jobs are contemplated as a percentage of the employment base within the project. The live-work concept is reflected in portions of the residential elements of the projects along with more traditional office space.

5. Locate and integrate non-residential development to improve access and visibility and to protect the integrity of neighborhoods.

Response: The proposed project is a self-contained neighborhood where non-residential land uses are physically integrated into residential ones. Access and visibility is not as high a propriety, because of this integration, as it would otherwise be in a traditional commercial retail setting, but is strengthened by inserting restaurant, retail and office uses along Scottsdale Road.

6. Maintain and develop partnerships that will support and promote quality employment and business opportunities.

Response: The quantity and quality of the non-residential uses proposed establishes a base of resources that lends itself to strategic partnerships and alliances. The proposed development reinforces the existing airpark employment uses making both stronger. The residential land uses can be leveraged to support and sustain the employment uses of the greater airpark area.

7. Sustain the long-term economic well being of the city and its citizens through redevelopment and revitalization efforts.

Response: The Dial Research Center has already acknowledged that they no longer intend to lease the space currently occupied. The Property will be redeveloped. Unlike many similar situations where a site falls into disrepair until it is

re-used or subsidized for re-use, the Property is already poised for re-development.

Mixed-use projects are regularly proposed in redevelopment situations. In this case mixed-use development is superior to the employment uses currently contemplated by the general plan. It is important to note that the proposed project will actually provide more employment than the current use and generate substantial revenue to the City for the benefit of its citizens.

Specifically, given the repositioning of the airpark core and the intense competition created by development on the west side of Scottsdale Road, a mixed use development of the caliber proposed will anchor and sustain the region by complementing the employment use that will continue to dominate the airpark.

C. Enhance Neighborhoods

Community involvement, housing and neighborhoods constitute this guiding principles contribution to the City's vision articulated in City Shape 2020. Proposed land use changes and ultimately development is intended to satisfy the goals and approaches to follow.

i. Community Involvement

1. Seek early and ongoing involvement in project/policy-making discussions.

Response: The public outreach process, airpark notification process, school district notification and community outreach is being coordinated to both receive feedback from interested parties and to ensure that the project is compatible and consistent with the development trends of the region. Additionally, this project is unique in that the developers and architects responsible for the Kierland Commons project may be affiliated with this one. A concerted effort is reflected in the current design, architecture, site planning and studies supporting the basis for this development.

2. Proactively seek community-wide representations on issues through vigorous outreach programs that engage citizens who are not typically involved.

Response: A host of communication mediums are being utilized to educate interested parties about the project.

3. Publish and process city issues in a manner that is relevant to citizens' daily lives and personal and professional interests.

Response: As a major amendment to the general plan, this application will be discussed in a multitude of public forums including a remote hearing near the site and multiple public hearings at City hall.

4. Accept and respond to new ways of communicating and new technologies.

Response: The City has effectively established a citizen participation program that is outlined in this request to assure that the proposed land use change is deemed appropriate by stakeholders and interested parties.

5. Make available facts and information about community issues to increase understanding and insight into the complexity of challenges that affect the community.

Response: A separate community outreach firm has been retained to continue providing information and maintain lines of communication ensuring that citizen comments and concerns are addressed.

ii. Housing

1. Preserve the quality of existing dwellings and neighborhoods so that people will find our community a healthy, safe and attractive place to call home today and into the future.

Response: The proposed development plan includes new construction and does not adversely affect existing dwellings.

2. Seek a variety of housing options that blend with the character of the surrounding community.

Response: The housing proposed is appropriate given the context and high level of intense development existing in the vicinity. Any other housing type (single family) would likely be inappropriate. The proposed housing component allows for a variety of options including townhomes, flats, lofts, live/work and full service condotel options all of which will be of high quality in context with the surrounding community.

3. Seek a variety of housing options that meet the socioeconomic needs of people who live and work here.

Response: The housing element is intended to support the live, work demographic expected in this area. The general plan recognizes the Scottsdale has fewer people per household and higher per capita incomes than the rest of the Valley; the housing proposed herein reflects this phenomenon.

4. Encourage housing development that provides for "live, work, and play" relationships as a way to reduce traffic congestion, encourage economic expansion and increase overall quality of life for our residents.

Response: As previously discussed the project's built environment is centered around the live, work, play concept and provides additional support to the employment core.

5. Encourage the investment of resources and use of existing and future tools to promote the revitalization of

Scottsdale's older neighborhoods and adaptation of dated housing stock.

Response: While the airpark is an older area there is no apparent need to revitalize older housing stock since there is none in the immediate area.

6. Encourage the increased availability and integration of a variety of housing that supports flexibility, mobility, independent living, and services for all age groups and those with special needs.

Response: The mixed-use concept supports special needs by located necessary good and services within easy and convenient access to residents and workers. Transportation services are located at arterial penetrations to make mobility easier for all groups.

iii. Neighborhoods

1. Enhance and protect diverse neighborhoods so they are safe and well maintained.

Response: The project represents an activity node intended to serve other needs of the community and the employment core. The Property is inappropriate for detached single family housing. This project will consist of a new neighborhood maintained by a Master Property Association for safe enjoyment by all.

2. Use redevelopment and revitalization efforts to provide for the long-term stability of Scottsdale's mature residential and commercial neighborhoods.

Response: The airpark has been recognized, as Downtown Scottsdale has been previously, as needing a land use policy to revitalize and sustain the area and character of Scottsdale. Redevelopment of the Property as proposed achieves this goal by perpetuating Scottsdale quality of life and aesthetics in the built environment, preventing the physical decline and possible

deterioration of the a gateway property at the airpark and generally matching or exceeding the vitality of the area seen in the Kierland Commons project built in the City of Phoenix.

D. Open Space

This guiding principle address city and community wide aspirations of maintaining Scottsdale's meaningful open space heritage and desert preservation.

i. Open Space and Recreation

1. Protect and improve the quality of Scottsdale's natural and urban environments as defined in the quality and quantity of its open spaces.

Response: The redevelopment of an existing site in itself helps to protect undeveloped, natural environments. The character of the proposed development, like the existing employment character, utilizes landscape open spaces and pedestrian elements to interject meaningful, accessible open space. Substantial perimeter landscaping and separate pedestrian trials create a traditional landscaped setting.

2. Manage a comprehensive open space program that is responsive to public need, delivers high quality customer service, and exemplifies the city's commitment to leadership in environmental affairs.

Response: This goal typically applies to larger parcels of land in the context of master planning. At 23 net acres the proposed open space plan consists of landscaped set-backs, courtyards and pedestrian paths consisting of environmentally appropriate landscaped open space areas and courtyards.

3. Acquire and develop open space identified (by the City Council) as high priority through land dedication or purchase.

Response: This goal is specifically related to the McDowell Mountain preserve and is unaffected by this request. Although significant new sales tax revenue will be generated by this project and will directly support this effort.

4. Encourage and cooperate with other governmental agencies to preserve and protect regional open space and to acquire, develop, maintain and operate regional facilities that are available to people who live, work or visit the City of Scottsdale.

Response: This project will take full advantage of this amenity and represents an opportunity for each of the bordering City's to broaden their interplay.

5. Improve the quality of life for all Scottsdale residents by ensuring a wide range of recreational facilities and services.

Response: This project will be subject to impact fees, assessments and tax liabilities, some of which may be earmarked for recreational facilities and services by the City.

6. Cooperate with and support the school districts that serve Scottsdale to be able to continue access to school sites and facilities for suitable, safe, and consistent recreational use and enjoyment.

Response: In the absence of a school site being conveniently located to the Property and the type of residential housing proposed herein, this goal appears inapplicable.

7. Provide attractive, well-maintained community recreational and park facilities that serve the entire community.

Response: The site is not identified on the parks or trails plan as being all or part of a park site.

8. Provide access to educational, recreational, and cultural services for all residents.

Response: The core area appears to enjoy the benefit of the facilities outlined in the general plan. As a redevelopment/infill project no substantial public educational, recreational or cultural are required by the general plan (public art will be provided).

ii. Preservation and Environmental Planning

1. *Acquire the land within the Recommended Study Boundary of the McDowell Sonoran Preserve to create an integrated desert open space system linking open spaces in Scottsdale with open spaces adjacent to Scottsdale.*

Response: Mixed-use density within this core area provides housing and employment opportunities that might otherwise be contemplated on lands targeted for preservation.

2. Enhance the quality of life in Scottsdale by safeguarding the natural environment.

Response: Redevelopment indirectly supports preservation of the natural environment by creating housing and commercial opportunities in previously developed areas.

3. Achieve a sustainable balance between the conservation, use and development of Scottsdale's natural resources.

Response: The land use element of this narrative describes the benefits of both the mixed-use development and its' relationship to the airpark relative to conserve natural resources like fuel by promoting alternative modes of transportation.

4. Reduce energy consumption and promote energy conservation.

Response: Elements of the City's Green Building Program are anticipated to be incorporated into the development of this project.

5. Conserve water and encourage the reuse of wastewater.

Response: We will adhere to the City's requirements.

6. Ensure the quality of our groundwater and surface water supplies

Response: The Dial Research Center presumably had no adverse affect on ground or surface water. Similarly the proposed project will not adversely affect ground and surface water.

7. Promote local and regional efforts to improve air quality.

Response: The live, work, play, mixed-use model that this application reflects has demonstrated that vehicle trips will be reduced by the arranging the land uses as proposed herein. A correlating improvement in air quality would be expected.

8. Maximize resource recovery and reuse, and promote recycling and promote the use of recycled, recyclable, and renewable materials.

Response: While the existing improvements on the Property do not incorporate the elements and construction materials contemplated by this goal, alternative materials and construction techniques will be discussed during the architectural design phase.

9. Protect and conserve native plants as a significant natural and visual resource.

Response: Significant native vegetation is not currently present on site; however a desert landscape pallet may be incorporated as part of the landscape planning.

10. Encourage environmentally sound "green building" alternatives that support sustainable desert living.

Response: Low impact building materials and energy efficient materials including low use water fixtures can be incorporated during the design phase to help this project preserve natural and environmentally sensitive resources. Again, it is intended that the project will participate in the Scottsdale Green Building program.

E. Seek Sustainability

i. Cost of Development

1. Present quick tabular and graphic analyses and reviews to city elective and appointive bodies and the general public by using fiscal impact modeling.

Response: See land use impact analysis attached.

2. *Assign a staff liaison from each city department to participate, on an as-needed basis, with the primary management team of a fiscal impact model.*

Response: This is at the city's discretion versus the applicant.

3. Conduct city department evaluation, planning, and budgeting for existing and future levels of public service operations and the development of infrastructure and capital facilities by the use of fiscal impact modeling.

Response: See response above.

ii. Growth Areas

1. Direct and sustain growth and expansion in areas of the city that can support a concentration of a variety of uses and are particularly suitable for multimodal transportation and infrastructure expansion and improvements.

Response: As a redevelopment product and being located in a previously defined character area (airpark employment core) this application has only an indirect effect of future growth areas by intensify development in an existing core versus expansion into the growth areas.

2. Make automobile, transit and other multimodal circulation more efficient.

Response: The Property is not located in a designated growth area but does achieve this goal in the context of the airpark employment core.

3. Conserve significant natural resources and open space areas in the growth areas and coordinate their locations to similar areas outside the growth areas.

Response: See the above response.

4. Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and fiscal planning that is coordinated with development activity.

Response: While outside recognized growth areas existing infrastructure is utilized by this redevelopment project.

5. Identify legal mandates and policies concerning future growth, development, revitalization, redevelopment, and expansion of public infrastructure and facilities, services and crime prevention within the municipal boundaries.

Response: This particular goal and approach does not appear to apply either to the existing land use or the proposed.

6. Integrate public (civic) art into the visual character of designated growth areas.

Response: This is not applicable as it relates to growth areas but public art will voluntarily be incorporated into this redevelopment project.

7. Promote development timing that is guided by the adequacy of existing and/or expandable infrastructure, services, and facilities.

Response: N/A

iii. Public Services and Facilities

1. Establish and maintain an innovative, sustainable solid waste collection, recycling, and disposal delivery system for present and future generations.

Response: This development will participate in the City's solid waste and recycling systems. Cost associated with these services are reduced by combining land uses at the appropriate densities as proposed in this development.

2. Protect the health, safety, and welfare of the public from the impacts of flooding.

Response: This property is not within a designated flood area.

3. Encourage provision of power and communication systems that match the character of Scottsdale and provide reliable, efficient service for Scottsdale citizens, visitors, and businesses.

Response: Utility coordination, under grounding and beatification will be addressed in the infrastructure design phase.

4. Develop strategies to place the library in a position to respond to future challenges brought on by the information age, social and economic forces and people's lifestyles.

Response: Technologically speaking, the development will, during the construction phase, install the necessary technology

infrastructure needed to connect to information technologies. These improvements will include potential WiFi sites, dedicated voice and data transmission lines and remote signally capabilities associated with "smart houses".

5. Partner with other jurisdictions and agencies to achieve maximum efficiency in city service delivery.

Response: As a result of sharing a common border with the City of Phoenix, emergency services are available from both municipalities as dictated in the prevailing inter-governmental agreements and shared dispatching capabilities.

6. Provide an integrated system of services, resources, and opportunities to help Scottsdale residents of all ages improve their lives, the lives of others, neighborhoods, and the total community.

Response: The sales tax, lodging tax, property tax and development impact fees estimated to be generated by this project is calculated to be in excess of $3,000,000 annually, with portions of the proceeds benefiting the myriad programs intended to accomplish this goal.

7. Provide a safe environment for all Scottsdale citizens, visitors, and private interests by alleviating physical risks that may be encountered in the normal operation and development of the community.

Response: The proposed development recognizes the significance of safety related to the operations of the Scottsdale Airport. By mitigating against aircraft sound level, disclosing the airports location and operations and by using appropriate roof plans, lighting and signaling devices, the project will support the airpark without hindering its' operations.

8. Provide city service facilities to meet the governmental, administrative, public safety, emergency, social, human, cultural, informational, and maintenance needs of the community.

Response: No City facilities are associated with this development.

9. Design public buildings and improve aesthetics of public buildings and facilities to increase appeal as community gathering spaces.

Response: The architecture and public spaces of the various buildings in itself will be public art as the developer is currently interviewing world-renowned architects to join the design team.

10. Provide recreational opportunities to meet the needs of all areas of the community through public facilities.

Response: While not a "linear park" much of the landscaped open space should feel and function in a park like manner only on a smaller scale.

11. Coordinate with the School Districts that serve Scottsdale to plan for and secure school sites and facilities for the delivery of the best elementary and secondary educational programs achievable for the school-age children of the community.

Response: The appropriate schools districts will be contacted to determine the specific impact of the residential component. As previously mentioned, Scottsdale has the lowest household occupancy in the Valley which would apply to school age children as well.

12. Ensure renewable, long-term water supplies for the community.

Response: As an infill/redevelopment project, existing water delivery systems should be sufficient to service the development. A water needs assessment will be filled with the zoning case to accompany this request.

13. Encourage the conservation of water and the reuse of wastewater.

Response: This goal and approach applies to extending water distribution into undeveloped areas without the ability to reclaim the same. This does appear to relate to the area in which the Property is located.

14. Meet or surpass all applicable water quality standards for domestic, commercial, and industrial uses.

Response: This goal and approach applies to the City's water quality requirement. The proposed development does not produce contaminants enumerated in the Safe Drinking Water Act and therefore contributes to the City's ability to provide safe, federally compliant potable water.

F. Advance Transportation

i. Community Mobility

1. Protect the function and form of regional air and land corridors.

Response: The land corridor abounding the Property is already well established and offers an existing 'backbone" of design elements intended to protect and enhance the corridor.

Varying materials could provide traffic calming. Expansive landscaped streetscapes will both announce a sense of arrival and provide the amenities necessary to promote the use of alternative modes of transportation.

2. Protect the physical integrity of regional networks to help reduce the number, length, and frequency of automobile trips, to improve air quality, reduce traffic congestion, and enhance quality of life and the environment.

Response: The densities proposed herein are intended to support the local needs of residents by supplying retail goods and services within walking distance. The myriad goods and services intended to be offered with this project and that are existing at Kierland Commons creates a "one stop shopping" opportunity that reduces trips and provides the benefits associated with reduced vehicle miles traveled.

3. Promote regional diversity and connectivity of mobility choices.

Response: The mixed-use nature of the project reduces the demand on regional systems intended to connect people to core areas. Alternative modes of transportation are encouraged and integrated into the proposed circulation element.

4. Prioritize regional connections to safely, effectively and efficiently move people, goods, and information beyond the city boundaries.

Response: The airpark area itself is not closely located to regional transportation systems like SR 101. Customarily employment centers have a closer relationship to these systems. The introduction of residential land uses proposed in this application increases the efficient movement of people by locating them close to employment opportunities while potentially relieving trips on the regional transportation networks.

5. Relieve traffic congestion.

Response: The live, work, play conglomeration of uses proposed herein relives unnecessary trips beyond the boundaries of the development. The pedestrian linkage between this project and Kierland Commons further reduces automobile trips.

6. Optimize the mobility of people, goods, and information for the expected buildout of the city.

Response: As a redevelopment/infill development, the project already enjoys access to various forms of inter-model transportation. The addition of mixed-use land patterns at the appropriate density and intensity benefits the City by taking full advantage of the transportation network.

7. Maintain Scottsdale's high aesthetic values and environmental standards in the city's transportation system.

Response: The Development Review Board will aid the developer during the site plan review process. The pedestrian circulation element will include elements for safety and comfort, including intermittent covered and tree lined sidewalks, "people places", designated crossings and landscaped buffers between arterial streets and sidewalks.

8. Emphasize live, work, and play land use relationships to optimize the use of citywide systems and reduce the strain on regional and local/neighborhood systems.

Response: The project takes advantage of two major arterial streets to link the community to surrounding transportation systems. Transit shelters will be provided as deemed necessary by the city and the developer to complete the link.

9. Protect neighborhoods from negative impacts of regional and citywide networks.

Response: The entire project has been designed to place the appropriate land uses in the proper locations on the site. Residential uses are buffered by active and passive land uses while a network of interconnected streets and sidewalks provide access. Consolidated, below grade parking promotes non-vehicular mobility throughout the core.

10. Encourage a diversity of links between neighborhood systems and with citywide and regional systems.

Response: A strong linkage is proposed between this project and the existing Kierland Commons development. Mass transit opportunities exist on Scottsdale Road and alternative modes of transportation are being explored between the development and the airport.

11. Provide opportunities for building "community" through neighborhood mobility.

Response: The live, work, play concept is built first on complimentary land uses and how they are inter-related in the built environment. The site plan accompanying this request provides elements creating neighborhood mobility.

12. Recognize the diversity of neighborhoods throughout the city and their different mobility needs.

Response: As indicated in previous responses, diversifying land uses within the airpark employment core i.e., residential, entertainment, tourist, creates an environment where the core is self sustaining and less dependent on automobile trips.

III. Conclusion/Summary

The Property, currently improved with Dial Corporation research facilities, is within an as yet unidentified sub-area of the Scottsdale airpark. Due in large part to the expansive mixed-use development across the street in Phoenix and the nearly 3,200 acres earmarked for future mixed-use development on Phoenix's General Plan, Scottsdale's Strategic Planning Team identified in their White Paper issued in December 2004 the

immediate need to "revisit" the predominant zoning in the area to compete with the Kierland, Desert Ridge and Paradise Ridge PCD's.

In response to the City's proactive planning, this request seeks to amend the general plan land use designation of the Property from Employment to Mixed-Use. Both these land use categories support many of the same zoning districts. In fact, the site under its' existing general plan designation and zoning could be developed with over 600,000 SF of I-1 uses which include many of the same uses contemplated in the redevelopment plan. This request allows for a more orderly, process driven development of the site intended to support both the airpark employment core and greater sub-urban district being creating within the boundaries of the City of Phoenix.

The traditional method of physically integrating residential and commercial land uses is employed to create a full-service neighborhood village intended to reduce vehicular trips, provide goods and services on a local scale, promote tourism in the airpark area, take advantage of existing utilities and infrastructure, prevent the Property from falling into disrepair and to recapture the quality and character of Scottsdale currently being coveted by development on the opposite side of the City's namesake street.

This request will be supplemented by applications for rezoning, design review and a host of basis of needs reports, all demonstrating the appropriateness of this request and the overwhelming benefits to the City.

PROJECT NARRATIVE

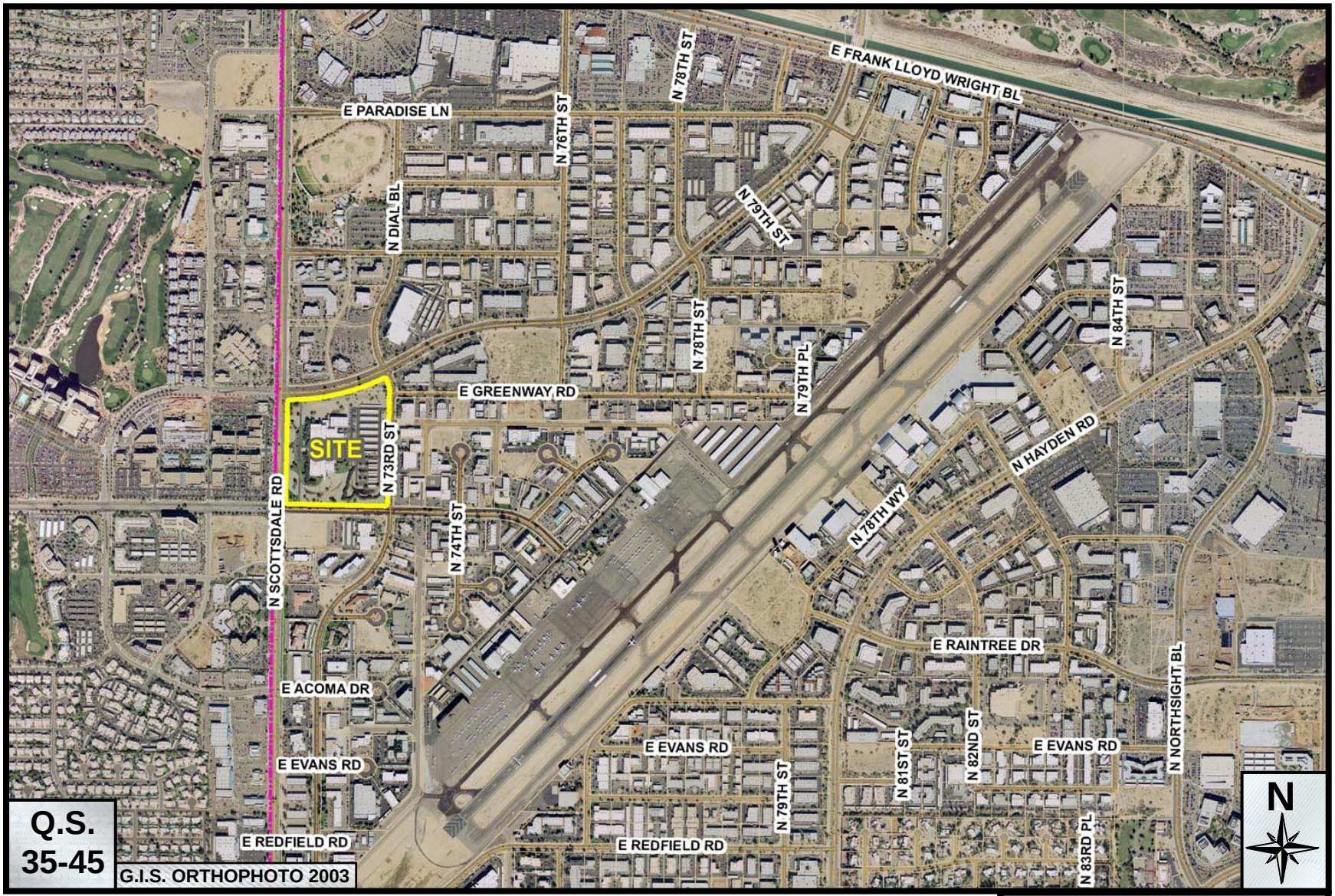
The project request is to rezone the property located at 15101 N. Scottsdale Rd. which encompasses 28.61 Gross AC of I-1 zoning to PRC within the Scottsdale Airpark. The property is located across the street from Kierland Commons on Scottsdale Rd in the City of Phoenix, on the west side. Butherus Dr is on the south side of the property and features a new 2-3 story office building. Dial Rd./ 73rd Street is on the east side of the property and currently has one, two, and three-story office buildings. Greenway-Hayden Loop on the north side features the Zocallo and Barcelona developments which includes one-story restaurants, and retail and a new two-story office and retail project called Barcelona Business Center currently under construction. The current site is improved with a 200,000 SF, structure currently utilized by Dial Reserch Facility all surface parked. The existing area has dramatically changed over the past 5 years, our zoning request will create an upscale mixed-use project that will reflect the changes in the market place and relate to the surrounding context.

Our zoning request is consistent with the General Plan designation for this area as a Mixed-Use Core. The existing site is underutilized and creates a "wasteland" pedestrian experience. The proposed request will allow for an exciting mixed-use project that will combine high-end sophisticated, retail, restaurants, office, residential, and hotel uses fully integrated creating a dynamic place for people to shop, live and work. The zoning modification will also allow for an increase in the current employment base on the site.

The project is conceived as a perceived extension of Kierland Commons by creating a grid of streets that are organized along a main street, with the focus of creating a dynamic and memorable pedestrian experience. The central space is modeled after a Central Park which will provide for meaningful open space to be enjoyed by the residents, shoppers, workers and visitors to the project. Surrounded by a canopy of beautiful palm trees, the Central Park will be lined with great shops, offices, residential uses and restaurants. The integration of the residential uses above the retail will create synergy and a strong sense of community. The Central Park are will become a great public space for the community and create a unique district within the City of Scottsdale that will become nationally and internationally renowned. The attention to detail in crafting a unique place involves understanding, integrity and providing for the comfort and convenience of the various users; misters, landscape, water features, pots, site furnishings, hardscape details and lighting will all be orchestrated together to create a unique and memorable place where people will want to linger and enjoy. The Central Park will provide for a great opportunity for the choreography of public art and other events. The architecture will be sensitive to the environment. Simple, Elegant, Clean, Upscale, and Sophisticated are words that describe the vision for the project.

The project consists of approximately 819,000 SF of Commercial uses, which include 276,551 SF of Retail/ Restaurants, 322,549 SF of Office, and 219,900 SF for a boutique hotel. In addition the project incorporates 405,876 SF of Residential units including Live/Work units. The total project accommodates approximately 1,224,876 SF of mix-use development.

The project provides parking for all the uses in a combination of surface, and structured parking spaces.



Camberlango Properties Inc

5-GP-2005

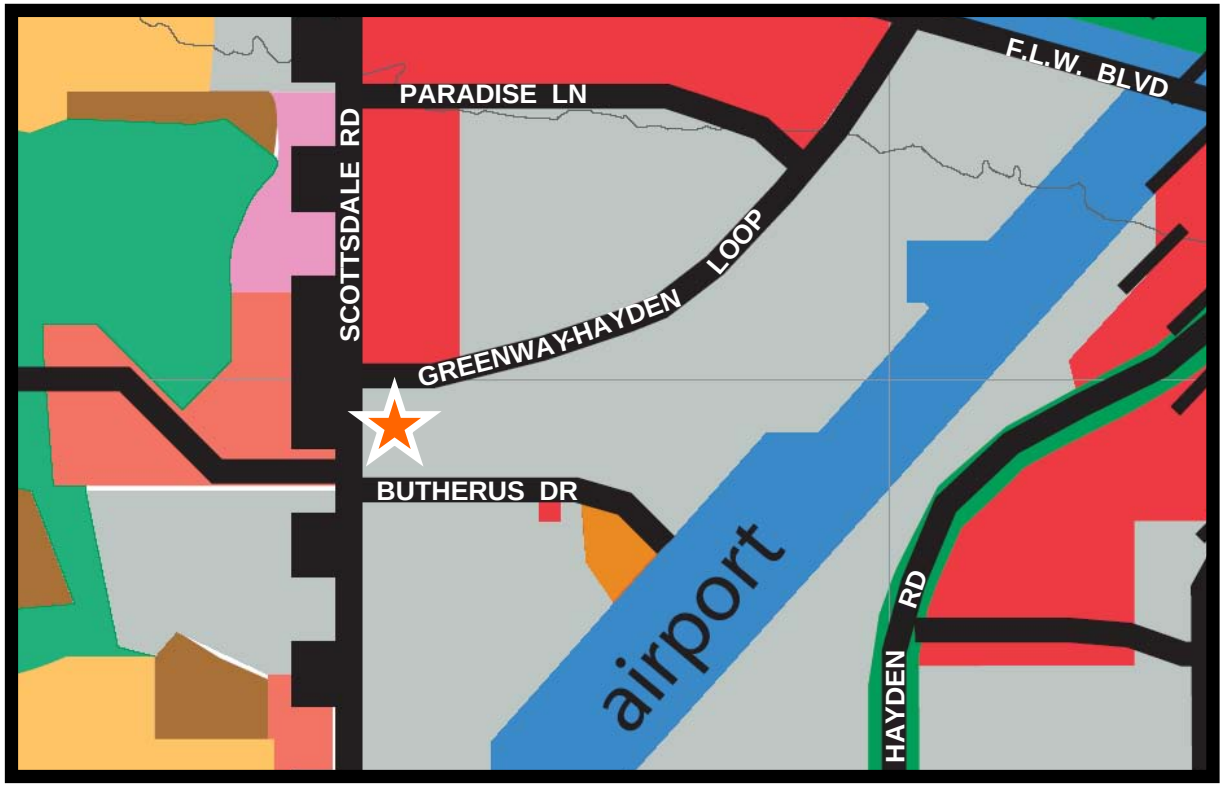
ATTACHMENT #2

Camberlango Properties Inc

5-GP-2005

ATTACHMENT #2A

General Plan (Existing)



Rural Neighborhoods
Suburban Neighborhoods
Urban Neighborhoods
Mixed-Use Neighborhoods
Resorts/Tourism

Shea Corridor
Mayo Support District
Regional Use District

Commercial
Office
Employment
Natural Open Space
Developed Open Space (Parks)
Developed Open Space (Golf Courses)
Cultural/Institutional or Public Use

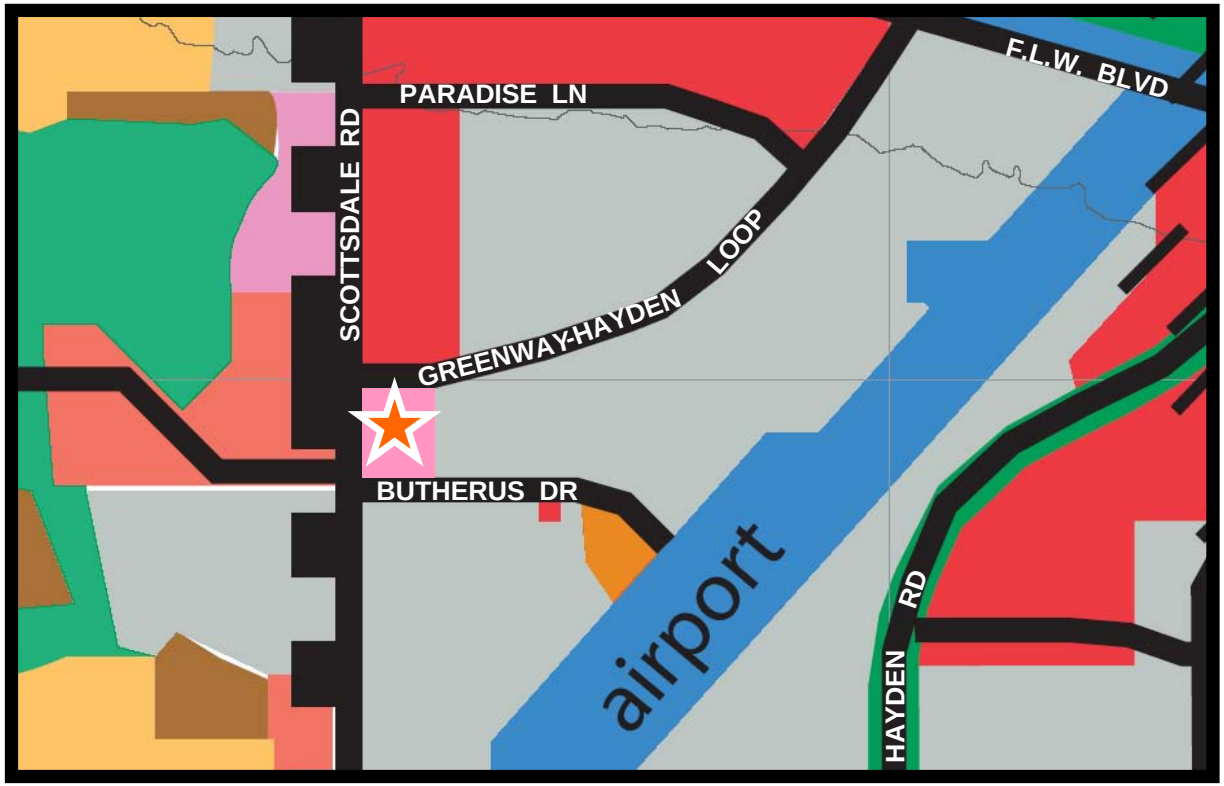
McDowell Sonoran Preserve (as of 8/2003)
Recommended Study Boundary of the McDowell Sonoran Preserve
City Boundary
Location not yet determined

Adopted by City Council October 30, 2001
Ratified by Scottsdale voters March 12, 2002
revised to show McDowell Sonoran Preserve as of May 2004
revised to reflect General Plan amendments through June 2004

N

5-GP-2005
ATTACHMENT #3

General Plan (Proposed)



Rural Neighborhoods
Suburban Neighborhoods
Urban Neighborhoods
Mixed-Use Neighborhoods
Resorts/Tourism

Shea Corridor
Mayo Support District
Regional Use District

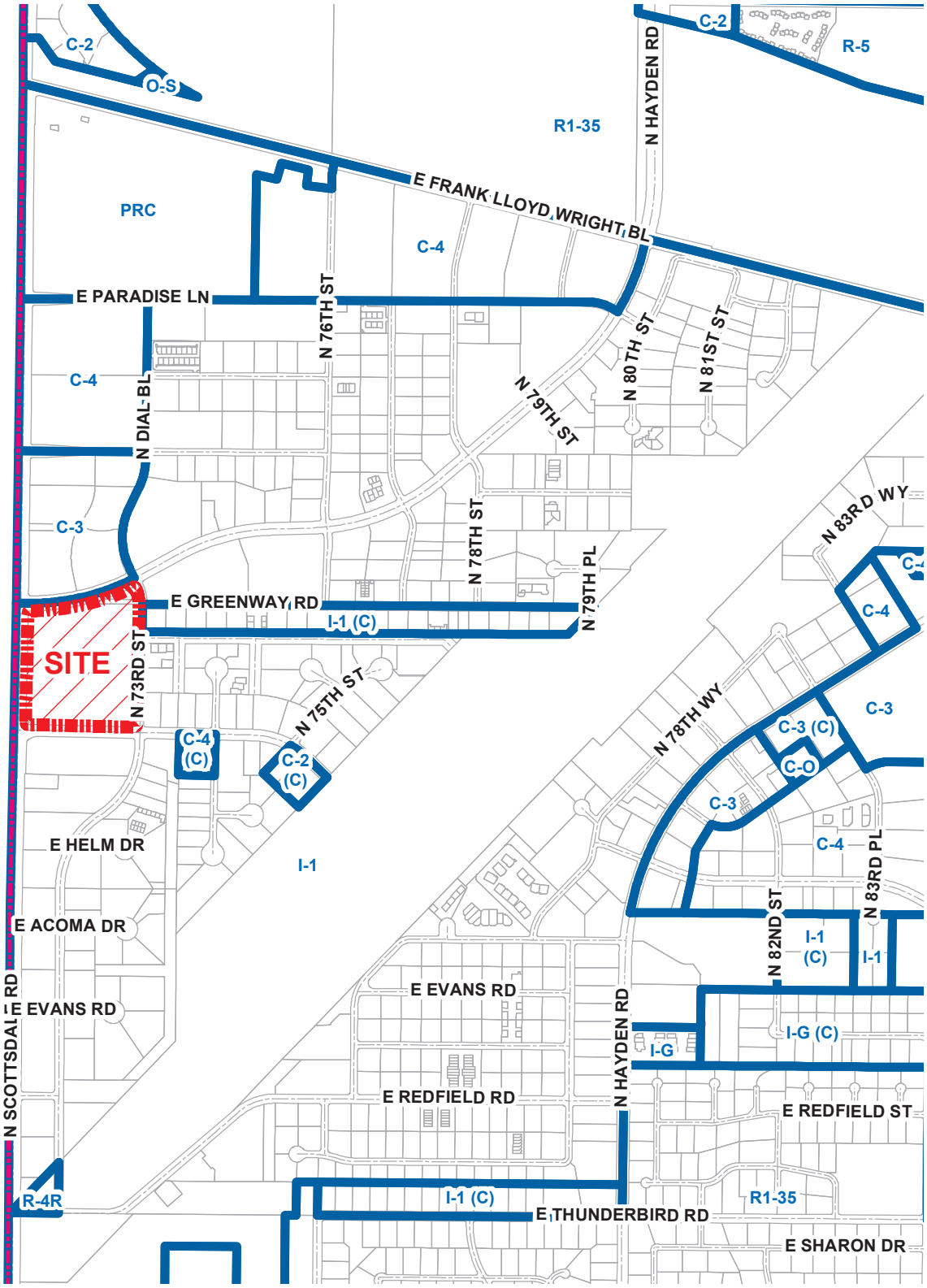
Commercial
Office
Employment
Natural Open Space
Developed Open Space (Parks)
Developed Open Space (Golf Courses)
Cultural/Institutional or Public Use

McDowell Sonoran Preserve (as of 8/2003)
Recommended Study Boundary of the McDowell Sonoran Preserve
City Boundary
Location not yet determined

Adopted by City Council October 30, 2001
Ratified by Scottsdale voters March 12, 2002
revised to show McDowell Sonoran Preserve as of May 2004
revised to reflect General Plan amendments through June 2004

N

5-GP-2005
ATTACHMENT #3A



5-GP-2005

ATTACHMENT #4

STIPULATIONS FOR CASE 5-GP-2005 & 14-ZN-2005

PLANNING/ DEVELOPMENT

1. CONFORMANCE TO SITE PLAN. Development shall conform to the site plan submitted by Nelsen Architects, Inc. with a staff receipt date of 8/19/2005. These stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.

2. CONFORMANCE TO PROPERTY DEVELOPMENT STANDARDS. No development standards are amended with this application. The above referenced site plan and the development program shall be revised as necessary to comply with all property development standards of the Zoning Ordinance. However, any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council. The City shall use "reasonable" judgement in approving any proposed phasing plan, based on market conditions and making sure that the transportation, public infrastructure, and public safety needs of the community are met. Any appeal to an approved or denied phasing plan shall be subject to public hearings before the City Council.

3. PHASING. All site vehicular circulation, pedestrian circulation, and Scottsdale Road landscaping shall be constructed prior to or concurrent with the first above grade building. In the event that temporary construction of circulation or pedestrian circulation improvements is necessary, a phasing plan shall be approved by the Assistant City Manager or designee prior to construction commencing. Any Building pad which remains undeveloped for a period of 1 year shall be topped with 2" of decomposed granite.

4. PUBLIC ART MASTER PLAN. The developer shall provide original works of art costing of a minimum of one (1) percent of the total building valuation. The public art shall be installed and maintained in accordance with the provisions of the Scottsdale Zoning Ordinance (Sec. 5.3083. Cultural improvements program), and the Scottsdale Revised Code section 20-121 and 20-121.1 (Art in public places program).The developer may pay an amount equal to one (1) percent of the building valuation or any portion of the obligation not used on site, into the cultural trust fund, in lieu of installing original art work. Such amount shall be disbursed in accordance with the provisions of the art in public places program, provided that art work purchased with monies deposited in the cultural trust fund, shall be placed only within the boundaries of this project. A Public Art Master Plan shall be submitted with the first Development Review submittal that demonstrates compliance with the public art requirement, including a location plan and an implementation plan of any phasing of various art components.

MASTER PLANS

1. MASTER PLANS GENERALLY. The developer shall have each Master Plan specified below prepared by a registered engineer licensed to practice in Arizona. Each Master Plan shall be subject to city staff approval before any further Development Review Board submittal.

    a. Schedule A - Drainage Master Plan

SCHEDULE A – DRAINAGE MASTER PLAN

1. MASTER DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a master drainage report and plan subject to city staff approval. The master drainage report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the master drainage report and plan shall:

a. Include a complete description of requirements relating to project phasing.
b. Identify the timing of and parties responsible for construction of all storm water management facilities.

2. MASTER DRAINAGE REPORT COPIES. Before master drainage report approval by the Drainage Planning Department, the developer shall, when requested by city staff, submit two (2) hard copies and one (1) disc copy of the complete master drainage report.

3. MASTER DRAINAGE REPORT APPROVAL. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the master drainage report.

CIRCULATION

1. STREET CONSTRUCTION. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the following right-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual:

Street Name/Type	Dedications	Improvements	Notes
Scottsdale Road Major Arterial	65' existing	Existing	8' Sidewalk; Note A
Greenway-Hayden Minor Arterial	65' existing	Existing	8' Sidewalk; Note A
Butherus Road Minor Arterial	50' existing	Existing	8' Sidewalk; Note A
73rd Street Minor Collector	30' existing	Existing	6' Sidewalk; Note A
Internal Streets Local Commercial	Private		Note B

A. The developer shall improve the existing sidewalk along the perimeter streets to current City standards, including widening to the minimum widths noted and construction of directional handicap ramps with truncated domes.
B. The private internal streets shall be contained in tracts or access easements. The proposed cross section for the internal streets shall be submitted for review and approval by the Transportation Department.

INTERSECTION IMPROVEMENTS. The developer shall be responsible for the following intersection improvements. The improvements may be modified by the Transportation General Manager or via approval of the master circulation plan by the Transportation Department.
A. Add a second westbound left lane at the Scottsdale Road and Butherus Road intersection.
B. Provide two westbound through lanes and a combined through/right turn lane at the Scottsdale Road and Butherus Road intersection.
C. Add a southbound right-turn lane at the 73rd Street and Butherus Road intersection.
D. Add a second eastbound left lane at the Scottsdale Road and Butherus Road intersection.
E. Add left turn arrows to the intersection of Greenway-Hayden Loop and Dial Boulevard/73rd Street.

2. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, or the Developer posts a bond or suitable security measure acceptable to the Assistant City Manager or designee, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines). The developer shall

dedicate a one-foot wide vehicular non-access easement along all street frontages except at the approved access locations. Additional site access may be approved by the Transportation General Manager or via the approval of a master circulation plan by the Transportation Department.

a. Scottsdale Road – One right-in, right-out only driveway shall be provided approximately 550 feet north of Butherus Road.
b. Greenway-Hayden Loop - There shall be a maximum of two site driveways from Greenway-Hayden Loop, with a minimum of 300 feet between the driveways and street intersections. Left-in only access may be provided at the eastern site driveway with an approved median design and driveway location.
c. Butherus Road - There shall be a maximum of two site driveways from Greenway-Hayden Loop, with a minimum of 300 feet between the driveways and street intersections. Full access may be provided at the eastern site driveway with an approved median design and driveway location.
d. 73rd Street – Site driveways shall be located with a minimum of 125 foot separation. Driveway locations shall not conflict with existing driveway and street intersections on the east side of the street as determined by city staff.

3. MEDIAN RECONSTRUCTION. Before issuance of any certificate of occupancy for the site, or the developer posts a bond or suitable security measure acceptable to the Assistant City Manager or designee, the developer shall reconstruct the existing medians on Greenway-Hayden Loop and Butherus Road, to provide left-turn access into and out of the site per the approved access locations. The median opening design and construction shall be to the satisfaction of city staff; and the developer shall relocate any existing landscaping that will be displaced, as determined by city staff.

4. AUXILIARY LANE CONSTRUCTION. Before issuance of any certificate of occupancy for the site, or the developer posts a bond or suitable security measure acceptable to the Assistant City Manager or designee, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct right-turn deceleration lanes at all approved site entrances on Scottsdale Road, Greenway-Hayden Loop, and Butherus Road, in conformance with the Design Standards and Policies Manual.

5. EASEMENT REQUIREMENTS. Before any final plan approval, the developer shall dedicate an easement that allows signage for the City's airport and associated monuments over the southwest corner of the site in a form acceptable to city staff.

6. MASTER CIRCULATION PLAN. With the Development Review Board submittal, the developer shall submit a Master Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and design of site driveways, internal streets, parking lot access and bus facilities.

7. PEDESTRIAN CIRCULATION PLAN. With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and width of all sidewalks and pedestrian pathways.

8. TRANSIT FACILITIES. Before issuance of any certificate of occupancy for the site, the developer shall construct a bus bay and stop facilities (landscaping, bench and trash can) on Scottsdale Road just north of Butherus Road. The design and location of these facilities shall be subject to city staff approval (Transportation Planning Division 480-312-7010) before any final plan approval.

9. TRAFFIC SIGNAL PARTICIPATION. The developer shall be responsible for the design and

construction of any pedestrian or transit traffic signals on Scottsdale Road along the site frontage. The design and location of the signal, and any necessary warrant studies, shall be subject to approval by city staff.

10. PRIVATE STREET CONSTRUCTION. All private streets shall be constructed to full public street standards, except equivalent construction materials or revised cross-sections may be approved by city staff. In addition, all private streets shall conform to the following requirements:

    a. No internal private streets shall be incorporated into the city's public street system at a future date unless they are constructed, inspected, maintained and approved in conformance with the city's public street standards. Before any lot is sold, the developer shall record a notice satisfactory to city staff indicating that the private streets shall not be maintained by the city.
    b. Before issuance of any certificate of occupancy for the site, or the Developer posts a bond or suitable security measure acceptable to the Assistant City Manager or designee, the developer shall post access points to private streets to identify that vehicles are entering a private street system.
    c. Secured access shall be provided on private streets only. The developer shall locate security gates a minimum of 75 feet from the back of curb to the intersecting street. The developer shall provide a vehicular turn-around between the public street and the security gate.

DRAINAGE AND FLOOD CONTROL

With the Development Review Board submittal, the developer shall submit written approval documentation from the City of Scottsdale's Flood Plain Administrator (Contact Bill Erickson at 480-312-7652) for the use of underground storage detention system in lieu of over ground basins. In absence of such written approval documentation, the developer shall modify the proposed site plan to accommodate full storm water storage as per City of Scottsdale requirements.
Furthermore:

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:

    a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- verses post-development discharge comparison of ALL washes which exit the property.
    b. Determine easement dimensions necessary to accommodate design discharges.
    c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
    d. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
    e. Include a complete description of requirements relating to project phasing.

2. FINAL DRAINAGE REPORT. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall conform to the Design Standards and Policies Manual – Drainage Report and Preparation. In addition, the final drainage report and plan shall:

    a. Demonstrate consistency with the Master Drainage Plan and Report.
        (1). Any design that modifies the approved master drainage report requires from the developer a site-specific addendum to the final drainage report and plan, subject to review and approval by the city staff.

(2). Addendum generated by the final drainage analysis for this site shall be added to the appendix of the final drainage report.

b. Provide final calculations and detailed analysis that demonstrate consistency with the accepted conceptual drainage plan and report.

3. STORM WATER STORAGE REQUIREMENT. Before improvement plan approval, the developer shall submit a final drainage report and plan which calculates the storm water storage volume required, Vr, and the volume provided, Vp, using the 100-year, 2-hour storm event.

4. STORM WATER STORAGE EASEMENTS. With the Development Review Board submittal, the developer shall submit a site plan subject to the City staff approval. The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.

5. DRAINAGE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

VERIFICATION OF COMPLIANCE

1. REQUIRED SPECIAL INSPECTIONS. Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.

2. CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT. Before the issuance of a Grading & Drainage Permit:

   a. The developer shall certify to the Project Quality/Compliance Division, that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
   b. The Inspecting Engineer shall seal, sign and date Part III (Certificate of Responsibility) of the CSIDF.

3. CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE. Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:

   a. The Inspecting Engineer shall seal, sign and date the Certificate of Compliance form.
   b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.

4. AS-BUILT PLANS. City staff may at any time request the developer to submit As-built plans to the Inspection Services Division. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff.

WATER

1. BASIS OF DESIGN REPORT (WATER). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:

    a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
    b. Identify the timing of and parties responsible for construction of all water facilities.
    c. Include a complete description of requirements relating to project phasing.

2. APPROVED BASIS OF DESIGN REPORT. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.

3. NEW WATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the city Water System Master Plan.

4. WATERLINE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site.

WASTEWATER

1. BASIS OF DESIGN REPORT (SANITARY SEWER).). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:

    a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
    b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
    c. Include a complete description of requirements relating to project phasing.

2. APPROVED BASIS OF DESIGN REPORT. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.

3. NEW WASTEWATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the city Wastewater System Master Plan.

4. SANITARY SEWER EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site http://www.epa.gov/region.

   The developer shall:
   a. Submit a completed Notice of Intent (NOI) to the EPA.
   b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) to the EPA.

2. NOTICE OF INTENT (NOI). With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.

3. SECTION 404 PERMITS. With the improvement plan submittal to the Project Quality/Compliance Division, the developer' engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]

4. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.

5. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.

6. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 *Guidelines for the Construction of Water Systems*, and Engineering Bulletin #11 *Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works*, published by the ADEQ. In addition:

   a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
   b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
   c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.

d. Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings.
   (1). Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall:
   (2). Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Builts, as issued by the MCESD.
   (3). Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form.
   (4). Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities.
   (5). Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD.

ADDITIONAL INFORMATION FOR CASE

PLANNING/DEVELOPMENT

1. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:

    a. The architectural design of buildings and structures;
    b. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use;
    c. The design, location, and amount of landscaping;
    d. Pedestrian and automobile circulation;
    e. Major stormwater management systems.

2. NOTICE TO PROSPECTIVE BUYERS. The developer shall give the following information in writing to all prospective buyers of on the site:

    a. The closest distance from the lot to the midpoint of the Scottsdale Airport runway.
    b. The development's private streets shall not be maintained by the city.
    c. The city shall not accept any common areas on the site for ownership or maintenance.

ENGINEERING

1. RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE. The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.

2. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.

3. STREET CONSTRUCTION STANDARDS. The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.

4. CITY CONTROL OF ACCESS. The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

TRAFFIC IMPACT ANALYSIS SUMMARY
CAMBERLANGO PROPERITES
CASE #: 279-PA-2005/5-GP-2005/14-ZN-2005

Summary Prepared by Jennifer Bohac, COS Traffic Engineering
Traffic Impact Study Prepared by Cathy Hollow, Parsons Brinkerhoff.

Existing Conditions:
The approximately 28-acre site is located on Scottsdale Road between Butherus Road and Greenway-Hayden Loop. The site extends to the east to 73rd Street/Dial Boulevard. The site is currently occupied by a single office building. Current site access is primarily provided from 73rd Street, with no direct access to Scottsdale Road.

Scottsdale Road is classified as a Major Arterial Roadway in the city's Streets Master Plan. Scottsdale Road runs north-south along the western boundary of the site. It is constructed with three lanes in each direction and a raised median. The intersections of Scottsdale Road with Butherus Road and Greenway-Hayden Loop are signalized. Current traffic volumes on Scottsdale Road adjacent to the site are 34,700 vehicles per day. The posted speed limit on Scottsdale Road the vicinity of the site is 45 mph.

Greenway-Hayden Loop is classified as a Minor Arterial on the city's Streets Master Plan. Greenway-Hayden Loop runs east-west along the northern side of the site with three lanes in each direction with a raised landscaped median. Current traffic volumes on Greenway-Hayden Loop adjacent to the site are 14,800 vehicles per day. The posted speed limit on Greenway-Hayden Loop is 40 mph.

Butherus Drive is classified as a Minor Arterial on the city's Streets Master Plan. Butherus Road is constructed with two lanes in each direction with a raised median. It runs east-west and terminates into the Scottsdale Airport east of the site. Current traffic volumes on Butherus Road adjacent to the site are 9,500 vehicles per day. The posted speed limit on Butherus Drive is 35 mph.

73rd Street/Dial Boulevard is classified as a Minor Collector on the city's Streets Master Plan. It is a north-south roadway that connects Butherus Road with Greenway-Hayden Loop. 73rd Street is constructed with one lane in each direction and allows for parking on the east side. The intersections of 73rd Street/Dial Boulevard with Greenway-Hayden Loop and Butherus Road are signalized. Current traffic volumes on 73rd Street adjacent to the site are 6,800 vehicles per day. The posted speed limit on 73rd Street is 30 mph.

To the north of this area the current land use is industrial. To the south, the current land use is office. To the east the current land use is office/industrial (the Scottsdale Airpark) and to the west the current land use is mixture of commercial and residential.

The accident history in the vicinity of the proposed site was examined for the period from 2002-2004. Table 1 below presents a summary of the accident rates by year. The accident rates are shown as accidents/million entering vehicles. There were no accidents at Butherus Drive and 73rd Street in the three-year period examined.

TABLE 1 – INTERSECTION ACCIDENT SUMMARY

Location	2002 Accident Rate	2003 Accident Rate	2004 Accident Rate
Scottsdale & Greenway-Hayden	0.33	0.45	0.11
Scottsdale & Butherus	0.50	0.25	0.44
Butherus & Dial	N/A	N/A	N/A
Greenway-Hayden & 73rd Street	0.13	0.39	0.13
City-wide Average	0.54	N/A	N/A

Proposed Development:
The proposed Camberlango Properties development has several components: Residential Condominium/Townhouse, General Office, Hotel, Restaurant, and Retail Shopping Center. The project includes 245,261 square feet of retail land use; 322,549 square feet of office; a 150-unit hotel; 31,290 square feet of restaurant; and 271 residential condominium units. The applicant has provided a traffic study prepared by Parsons Brinkerhoff under the City's TIMA Program, which examined the traffic impacts from the proposed development. A copy of this report is included for reference.

Full build out of the entire development was assumed to be in 2010. The development includes 245,261 square feet of retail land use; 322,549 square feet of office; a 150-unit hotel; 31,290 square feet of restaurant; and 271 residential condominium units. The development is proposing two new access driveways onto Scottsdale Road, Greenway-Hayden Loop, and Butherus Drive upon opening. There will be seven new access points on Dial Boulevard at Full build out, two main driveways and five minor driveways for drop-off and pick-up for the hotel and office buildings.

Trip generation numbers for the Year 2010, which assumes full build out of the development, are presented in the following table. Also included is an estimate of internal trips (10%) and trips made by alternative modes (5%). The total external trip numbers are reduced to account for those trips.

This trip generation is based on data contained in the Institute of Transportation Engineer's *Trip Generation*. The trip generation calculations indicate that in 2010, with the full build out, the proposed development would generate approximately 17,704 daily trips, with 820 trips generated during the a.m. peak hour and 1,739 trips generated during the p.m. peak hour.

TABLE 2 – TRIP GENERATION

Land Use	Quantity	Units	Daily Total	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Residential Condominium/ Townhouse	271	Units	1,498	19	95	114	91	45	136
General Office	322.5	1,000 SF	3,287	422	57	478	75	365	430
Hotel	150	Rooms	969	41	26	67	47	42	89
Shopping Center	245.3	1,000 SF	12,138	166	107	272	454	590	1,135
Restaurant	31.3	1,000 SF	2,815	13	13	26	157	77	234
Subtotal			20,707	661	298	959	915	1,119	2,034
Internal	10%		-2,701	-66	-30	-96	-92	-112	-204
Other Modal	5%		-932	-30	-13	-43	-41	-50	-91
Total External			**17,704**	**565**	**255**	**820**	**782**	**957**	**1,739**

Future Conditions:
Capacity calculations were performed for 2010 to evaluate the Level of Service (LOS) at the four signalized study intersections. Capacity calculations were also performed at the major unsignalized driveways.

Capacity calculations for the signalized intersections were evaluated for the intersection overall. At the unsignalized intersections, the level of service was evaluated for each movement; the LOS shown is the LOS for the worse movement. The worse movement is often the exiting left-turn movement onto a roadway with relatively high through volume.

The results of the capacity calculations are presented in the table 3 below.

TABLE 3 - LEVEL OF SERVICE TABLE

Intersection	Type	2005		2010 Base		2010 With Development	
		AM	PM	AM	PM	AM	PM
Scottsdale Rd/ Greenway-Hayden Lp	Signalized	C	D	C	D	D	D
Scottsdale Rd/ Butherus Dr	Signalized	D	D	D	E	D	F
Greenway-Hayden Lp/ Dial Blvd	Signalized	B	B	B	B	C	B
Butherus Dr/ Dial Blvd	Signalized	B	B	B	C	B	D

The table above demonstrates that in the AM Peak Hour, the level of service for the signalized and unsignalized intersections in the vicinity of the site will be at LOS D or better with the proposed development.

In the PM Peak Hour, the level of service for the signalized and unsignalized intersections in the vicinity of the site will be at LOS D or better with the proposed development, with the exception of the intersection of Scottsdale Road and Butherus Drive.

As a result of the capacity analysis, the following improvements are recommended:

- Add a second westbound left lane at the Scottsdale Road and Butherus Road intersection.
- Provide two westbound through lanes and a combined through/right turn lane at the Scottsdale Road and Butherus Road intersection.
- Consider utilizing split phase signal operation for the east-west movements at the Scottsdale Road and Butherus Road intersection.
- Add a southbound right-turn lane at the 73rd Street and Butherus Road intersection.
- Add a second eastbound left lane at the Scottsdale Road and Butherus Road intersection.
- Add left-turn arrows at the Greenway-Hayden Loop and 73rd Street intersection.

Additional Information:
The applicant has expressed a desire to provide a controlled pedestrian crossing of Scottsdale Road to connect the site to the Kierland Commons development on the west side of the street. Preliminary discussions have suggested a staggered pedestrian traffic signal; however, the design and analysis of this proposal will need to be completed as the project design is refined through the Development Review Board and final plan review processes. There is also a desire to provide a trolley route to connect the Kierland Commons development to this site. This will also need additional discussion.

Summary:
The approval of the proposed development plan under the proposed zoning district and General Plan amendment will generate an estimated 17,704 daily trips, with 820 trips generated during the a.m. peak hour and 1,739 trips generated during the p.m. peak hour. Site traffic will be distributed primarily to Scottsdale Road via the signalized intersections of Greenway-Hayden Loop and Butherus Road.

The proposed mixture of retail, hotel, residential, and office land uses will reduce some of the amount of site-generated traffic due to the natural interaction of these land uses. The site location will encourage the use of alternative modes of transportation for those employees of the Scottsdale Airpark and for the planned interaction with the Kierland Commons development.

Capacity analyses for the Year 2010 indicate that the four signalized intersections along the site perimeter – Scottsdale Road and Butherus Road, Scottsdale Road and Greenway-Hayden Loop, Greenway Hayden and Dial Blvd./73rd Street, and 73rd Street and Butherus Road - will operate at level of service D or better with the exception of the p.m. peak hour operation at the Scottsdale Road and Butherus Road intersection. Roadway improvements are recommended to improve the traffic conditions at this intersection and at the Butherus Road and 73rd Street intersection.

Staff Concerns/Comments:

- Street improvements should be required as outlined above and in the traffic impact study prepared for the proposed development plan.

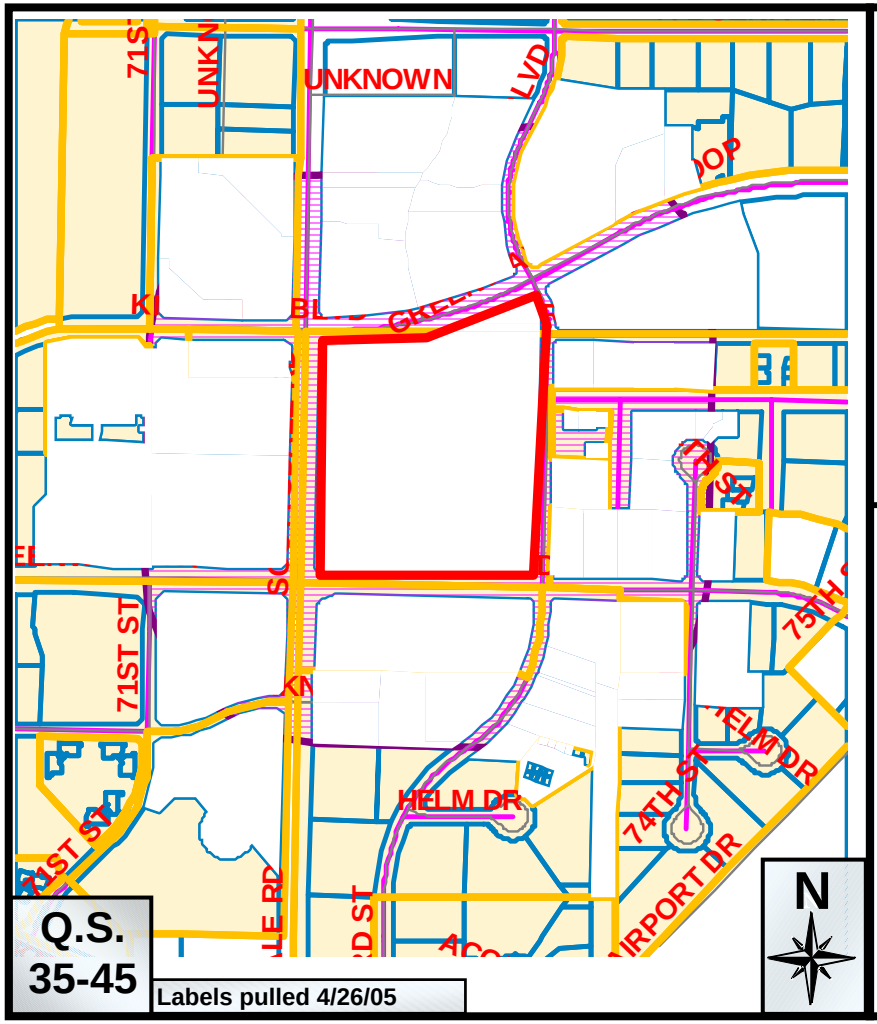
- The development plan should provide enhanced pedestrian connections to the adjacent land uses. Staff will continue to work with the applicant to determine an appropriate design for a pedestrian crossing of Scottsdale Road.

- Major site driveways need to be located to provide adequate left-turn vehicle storage. Access to Scottsdale Road should be restricted to right-in, right-out only due to the proximity of the two major signalized intersections at Butherus Road and Greenway-Hayden Loop.

Attachment #8 Citizen Involvement

The above attachment is on file at the City of Scottsdale Current Planning office,
7447 E Indian School Road, Suite 105.

City Notifications – Mailing List Selection Map



Map Legend:

Site Boundary

Properties within 750-feet

Additional Notifications:

- Interested Parties
- ZOCALLO PLAZA PROPERTY OWNERS ASSOCIATION

5-GP-2005

Camberlango Properties Inc

ATTACHMENT #9

COMMISSIONER HEITEL MOVED TO APPROVE THE INITIATION OF 13-GP-2005. COMMISSIONER HESS SECONDED THE MOTION, WHICH PASSED UNANIMOUSLY WITH A VOTE OF 7 (SEVEN) TO 0 (ZERO).

EXPEDITED AGENDA

Noting that Commissioner Schwartz had a conflict on item 5 dealing with 52-ZN-1997#4 (X Lofts) Chairman Gulino suggested dealing with that item first.

COMMISSIONER BARNETT MOVED TO APPROVE ITEM 52-ZN-1997#4 (X LOFTS) SECONDED BY COMMISSIONER HESS. THE MOTION PASSED UNANIMOUSLY WITH A VOTE OF 6 (SIX) TO 0 (ZERO), WITH COMMISSIONER SCHWARTZ RECUSING.

Mr. Grant clarified that on 1-ZN-1999#2 (Miller Townhomes), putting a walkway in would depend upon getting additional land, because there is a wall extending beyond the businesses on the north side of both properties.

COMMISSIONER BARNETT MOVED TO APPROVE ITEMS 1-ZN-1999#2 (MILLER TOWNHOMES), 11-UP-2005 (CATERAZ LLC CAFÉ, AND 12-UP-2005 (CATERAZ LLC CATERING). COMMISSIONER HEITEL SECONDED THE MOTION, WHICH PASSED UNANIMOUSLY WITH A VOTE OF 7 (SEVEN) TO 0 (ZERO).

NON-ACTION ITEMS

5-GP-2005 (Camberlango Properties Inc) request by owner for a Major General Plan Amendment of the Land Use Element from Employment to Mixed-Use Neighborhoods on a 28.61 +/- acre parcel located at 15101 N Scottsdale Road (Northeast corner of Scottsdale and Butherus Roads).

Chairman Gulino noted that Commissioner Schwartz declared a conflict on this matter.

Ms. Huish addressed the Commission, highlighting an overview of the General Plan Amendment process. Her presentation outlined the background, the current definition of a major amendment, and the City's criteria for General Plan amendments. These included change of land use, the area of change, the acreage of change, overriding incentives, character area, waste/wastewater infrastructure criteria. She noted that this meeting was the remote hearing required by the State statute. This addresses only the General Plan amendments, not any associated zoning cases. Members of the public have an opportunity to express their opinions and the Commission has the opportunity to hear what public concerns are. No formal vote would be taken on non-action items at tonight's remote hearing.

The public hearing is scheduled for September 28, 2005. The Council public hearing is October 24, 2005. Zoning cases, should there be any concurrent cases, will likely be heard at that time.

Mr. Cummins gave a staff report with a slide presentation, explaining the effect of changing the land use. This would allow for more growth in the area than the existing zoning. The mixed use would potentially reduce commuter traffic since people could live and work in the same neighborhood. He noted a trend in this area of the City to denser land uses.

In response to a question from Vice-Chairman Steinberg regarding the development of residential property near the Airpark, Mr. Cummins stated that staff is working on compatibility of adjacent land uses. He noted that the property in question is located outside of the noise contour line identified in the airport studies. Vice-Chairman Steinberg asked how this might impact the industrial land uses at the Airpark. Mr. Cummins explained that residential-only uses, or proposals to place residential property within the noise contour line would be a valid concern. Given the location of the subject property, staff felt this was an appropriate land use.

Mr. John Berry addressed the Commission, stating that there has been overwhelming community support for this project. This location is in a growth area identified in the General Plan. He is not aware of any opposition to the project.

Chairman Gulino noted that no members of the public had asked to address the Commission regarding the case and thanked Mr. John Berry for his comments.

6-General Plan-2005 (Happy Peak)
Ms. Lagarde advised that she was withdrawing this case on behalf of her client. They will re-apply in January.

Ms. Bronski advised that the Applicant has a right to withdraw, so no vote was required.

7-GP-2005 (Silverstone) request by owner for a Major General Plan Amendment of the Land Use Element from Cultural/Institutional or Public Use to Mixed-Use Neighborhoods on 160 +/- acres located at the southwest corner of Pinnacle Peak Road and Scottsdale Road.

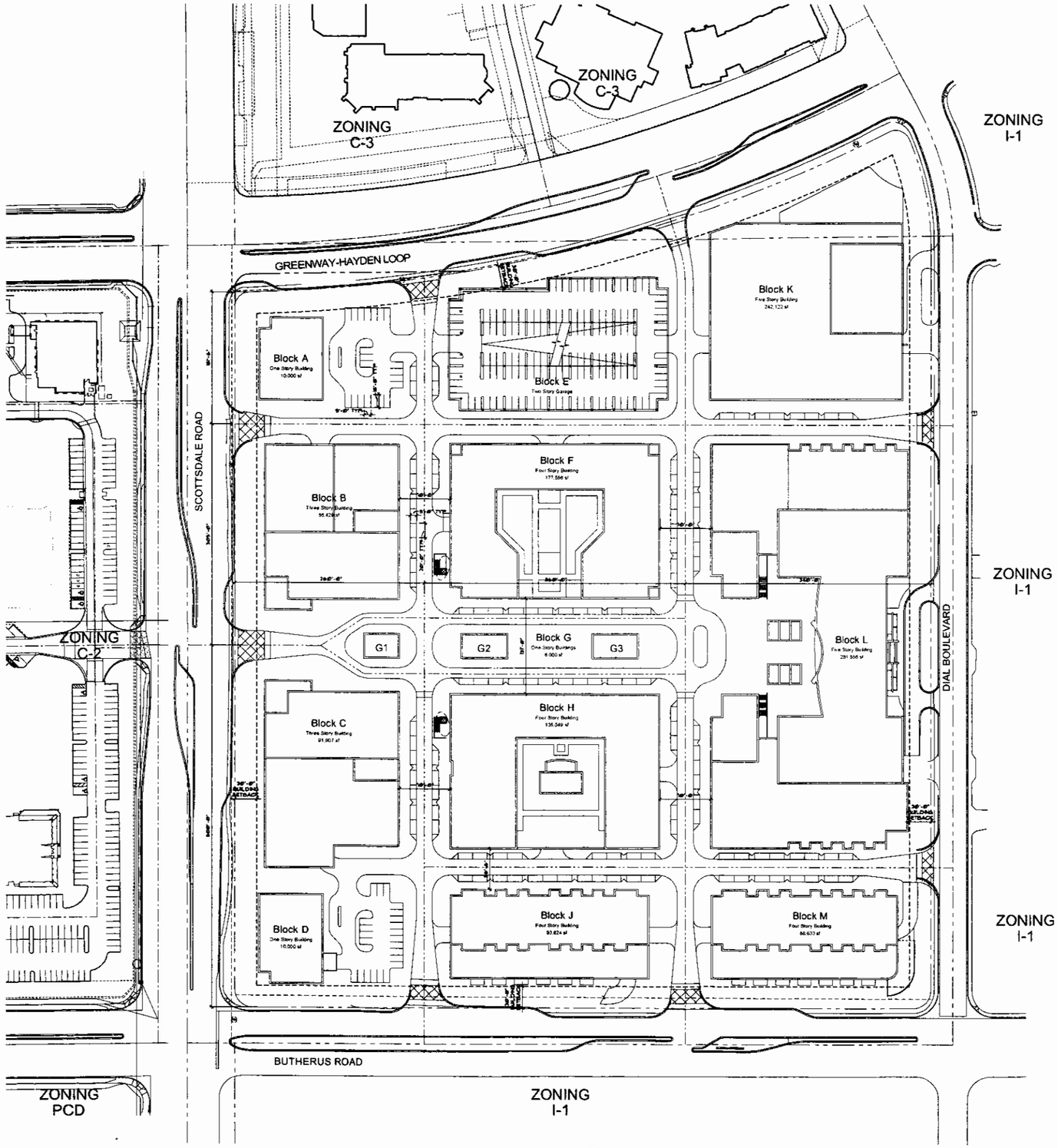
Mr. Curtis presented the staff report on the Silverstone case, also known as Rawhide. Items for consideration are infrastructure and the treatment of the Rawhide wash, economic vitality, and the impact on surrounding land uses and community.

Mr. John Berry addressed the Commission. He noted that the Applicant had submitted a detailed analysis showing how the proposal conformed to the General Plan and introduced colleagues who were in attendance.

He noted that the General Plan stressed context. At this stage, they were not looking at specific detail, but at context. The property is surrounded by major roadways pursuant to the General Plan. The Rawhide parcel is surrounded by intense development in both Scottsdale and Phoenix, most of which is commercial or office. The proposal to locate residential on this land would fill a currently unmet need.

Mr. Berry reported that intense use of the Rawhide facility has seriously disturbed many areas of the property. The remaining areas of the property are disturbed, to a lesser degree. The eastern edge has been absolutely destroyed over the years. Area residents have made numerous complaints about Rawhide operations regarding noise, fireworks, dust, odors, and traffic. Approving the change would eliminate these issues.

Mr. Berry mentioned the flooding problems with the Rawhide wash which regularly causes Pinnacle Peak and Scottsdale Roads to flood.



01 SITE PLAN
SCALE: 1" = 60'-0"

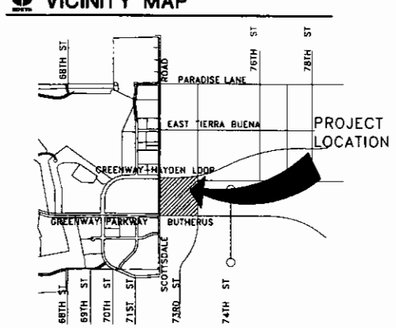
SITE DATA

Gross Site Area	1,246,149.70 SF 28.61 Acres
Net Site Area	1,024,555.00 SF 23.52 Acres
Open Space Required -20% max. of Net Site Area	204,911 SF
Open Space Provided	206,531 SF
Frontage Open Space Required -25% of Open Space	51,226 SF
Frontage Open Space Provided	82,380 SF
Parking Lot Landscape Required -15% of Total Parking lot area	20,619 SF 3,093 SF
Parking Lot Landscape Provided	4,279 SF
Building Height Allowed	60' max
Building Setback	30' at all streets
FAR Allowed (w/o residential)	0.8 (819,644 SF)
FAR Proposed	0.8 (819,000 SF)
Office Allowed (40% of Commercial)	(819,000 x .40) 327,600 SF
Office Proposed	322,549 SF
Residential Allowed (50% of Commercial)	(819,000 x .50) 409,500 SF
Residential Proposed	405,876 SF

TABULATIONS

Retail 1 car / 200 sf	245,261 SF 1,226 cars
Restaurant 1 car / 80 sf	31,290 SF 391 cars
Office 1 car / 300 sf	322,549 SF 1,074 cars
Hotel 1 car / room or unit	219,900 SF (150 units) 150 cars
Commercial Subtotal Commercial Parking Req'd	819,000 SF 2,841 cars
Residential Varies by unit type (271 units)	405,876 SF 406 cars
Total Building Area Total Parking Req'd	1,224,876 SF 3,247 cars
Surface Parking Prov'd	162 cars
Structured Parking Prov'd	
Level B1	1,356 cars
Level B2	1,208 cars
Ground Level	226 cars
Level 2	183 cars
Level 3	163 cars
Total Parking Prov'd	3,280 cars
Accessible Req'd	62 cars
Accessible Prov'd	64 cars

VICINITY MAP



nelsen architects
INC

ARCHITECTURE
INTERIORS
PLANNING

AUSTIN | SCOTTSDALE
15044 NORTH SCOTTSDALE ROAD
SUITE 200
SCOTTSDALE ARIZONA 85254
TEL (480) 948-5860
FAX (480) 948-6801
WWW.NAARCHITECTURE.COM

15101 SCOTTSDALE

15101 N. SCOTTSDALE RD.
SCOTTSDALE, AZ

Date
07.01.05

Revisions
07-01-05
REZONING SUBMITTAL

Drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.
© COPYRIGHT

Project No.
306200

Sheet
A101
A1 - SITE PLAN

ATTACHMENT #11