PLANNING COMMISSION REPORT

Meeting Date: February 24, 2016
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Aire on McDowell
4-GP-2015 and 15-ZN-2015

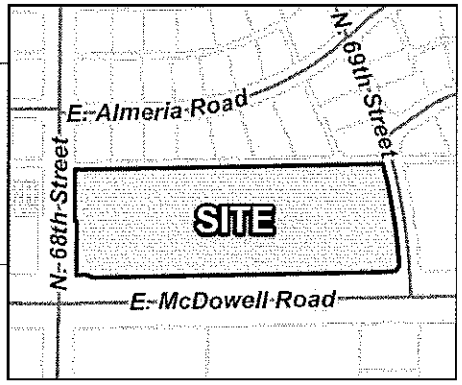
Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a non-major General Plan amendment to the City of Scottsdale General Plan 2001 from the Mixed Use Neighborhoods land use designation to the Urban Neighborhoods land use designation, and

2. A recommendation to City Council regarding a request by owner for approval of a zoning district map amendment from Highway Commercial (C-3) to Multi-family Residential (R-5) zoning on a 6.8 +/- gross acre site located at 6802 - 6880 E. McDowell Road.

Key Items for Consideration

- Transition of commercial to residential along the McDowell Corridor
- General Plan and Southern Scottsdale Character Area Plan support a variety of housing options, as well as reinvestment in underutilized properties
- Pedestrian experience and overall design along McDowell Road frontage
- No improvements proposed for 69th Street to resolve dead-end condition
- Developer to upgrade infrastructure as needed to accommodate new residential
- Public comment received by staff



OWNER

EJG Investments, LLC - Elliott Glasser
480-947-6600

APPLICANT CONTACT

John Berry
Berry & Riddell, LLC
480-385-2753

Action Taken _____

LOCATION

6802-6880 E. McDowell Road

BACKGROUND

General Plan

The City of Scottsdale General Plan 2001 Land Use Element designates the property as Mixed-Use Neighborhoods, which are typically located in areas with strong access to multiple modes of transportation and major regional access and services. These areas support higher density housing combined with complementary office and/or retail uses or mixed-use structures with residential above commercial or office. The General Plan also designates the McDowell Corridor as a Growth Area. Growth Areas are areas of the community that accommodate future growth through transportation system and infrastructure improvements and are intended to discourage sprawl by focusing new development into these targeted areas as they are most appropriate for integrating open spaces, natural resources, accommodating a variety of land uses, and oriented to multi-modal activity.

Southern Scottsdale Character Area Plan

The General Plan establishes Character Area Planning as a means to ensure quality of development and consistency of character within the context of community-wide goals. The subject site is located within the Southern Scottsdale Character Area Plan on a Regional Corridor (McDowell). In Southern Scottsdale, Regional Corridors only occur within General Plan designated Growth Areas, as these corridors support greater residential density that complements Regional Center land uses, such as dining, employment, business incubation, technology and innovation services, entertainment, higher density vertical mixed-use residential, office, commercial, and retail development.

Zoning

The project site was annexed into the City in 1965 and was rezoned from County residential zoning to C-3. It has been used primarily for vehicle sales and repair since it was annexed. There have been no zoning entitlements since the original annexation case.

Context

The subject property is located at the northeast corner of N. 68th Street and E. McDowell Road and consists of three parcels. High-intensity commercial uses, ranging from retail to vehicles sales abut the site on three sides and single-family residential abuts the site to the north. The last viable use on the site was the Scott Toyota car dealership, which vacated the site 7 years ago, in 2009. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Single-Family Residential, zoned R1-7
- South: Vehicle Sales, zoned C-3
- East: Vehicle Sales, zoned C-3
- West: Retail, zoned C-3

Other Related Policies, References:

- 2001 General Plan
- 2010 Southern Scottsdale Character Area Plan
- Zoning Ordinance
- 8-PP-2015: Request for preliminary plat approval for 81-lot subdivision (pending)

APPLICANTS PROPOSAL

Goal/Purpose of Request

The applicant's request is for a non-major General Plan amendment from Mixed-Use Neighborhoods to Urban Neighborhoods, and a rezone of three contiguous parcels from C-3 to R-5 to allow for a new gated subdivision; consisting of 81 lots with attached two-story and three-story for-sale single-family residences. Internal streets will be private, with primary access to the site provided on E. McDowell Road and secondary access provided on N. 68th Street at the northwest corner of the site. No access or improvements are proposed along N. 69th Street. A central amenity area is proposed for residents and open space areas accessible to the public are proposed at the southwest and southeast corners of the project. Additionally, a new eight-foot wide sidewalk detached from the street curb will be provided on E. McDowell Road to enhance the pedestrian experience. A total of four pedestrian connections from the project to surrounding streets are proposed and each of the lots adjacent to E. McDowell Road will include gated pedestrian access to the street. The internal streets will serve as fire lanes; as such, vehicles will not be allowed to park on the streets. To accommodate visitors, the plan calls for a row of parallel guest parking spaces along the north property line.

Development Information

- Existing Use: Vacant (previously Vehicle Sales)
- Proposed Use: Attached Single-Family Residential
- Parcel Size: +/- 6.8 acres
- Building Height Allowed: 36 feet
- Building Height Proposed: 36 feet
- Open Space Required: 48,874 square feet
- Open Space Provided: 48,902 square feet
- Frontage Open Space required: 27,220 square feet
- Frontage Open Space provided: 27,589 square feet
- Density Allowed: 23 dwelling units per acre of gross land area
- Density Proposed: 11.8 dwelling units per acre of gross land area

NON-MAJOR GENERAL PLAN AMENDMENT IMPACT ANALYSIS

General Plan

The applicant's request is recognized as a non-major amendment based upon criteria outlined in the City of Scottsdale General Plan 2001, specifically the Change in Land Use Category Criteria outlined within the Land Use Element. The Change in Land Use Category (Criteria #1) table identifies that a change from Mixed-Use Neighborhoods Land Use designation (Group E) to an Urban Neighborhoods Land Use designation (Group C) does not constitute a Major General Plan Amendment.

The General Plan Land Use Element describes the Urban Neighborhoods land use designation as *areas of multi-family dwellings/apartments. Densities in Urban Neighborhoods are usually more than eight dwellings per acre. These high-density uses are generally located near retail centers, offices, or other compatible non-residential uses. Care must be taken to minimize impacts on other residential areas and to provide adequate circulation to accommodate the traffic volumes. Access to transportation choices is a key consideration for urban neighborhoods. Areas containing high-density residential development should have minimal environmental constraints.*

The request conforms to the General Plan description of Urban Neighborhoods from a land use density and transportation stand point. Although the applicant proposes a single-family residential product, the residences will be attached and equate to 11.8 dwelling units per acre. The subject site is adjacent to the Mixed-Use Neighborhoods land use designations to the east and west, and is adjacent to Suburban Neighborhoods to the north. The site has frontage on McDowell Road, a major arterial as per the 2008 Transportation Master Plan. Three Valley Metro bus routes traverse this section of McDowell Road, including two Local routes (Route 17 and Route 56) and one Express route (Route 514) – which will accommodate transportation choices for future residents.

Policy Implications (Non-Major General Plan Amendment)

One of the Six Guiding Principles, established through the CityShape 2020 and incorporated into the City of Scottsdale General Plan 2001, is "Enhance Neighborhoods". This guiding principle acknowledges that Scottsdale's residential and commercial neighborhoods are a major defining element of this community. It also acknowledges that Scottsdale is committed to maintaining and enhancing existing and future neighborhoods, and states that development, revitalization, and redevelopment decisions must meet the needs of the neighborhoods in the context of broader community goals. The following section discusses General Plan goals that relate to the applicant's request.

The General Plan Land Use (Goal 4), Housing (Goal 4), and Community Mobility (Goal 8) Elements encourage the concept of "live, work, play" in the community. The plan discusses the importance of creating land use relationships that positively affect the community in terms of decreasing traffic, encouraging economic development, and increasing resident's quality of life. As such, the applicant proposes an 81+/- unit, attached single-family housing project 1.5 miles from the Downtown boundary as well as within a half-mile of SkySong – thus in close proximity to several employment, shopping, and leisure opportunities to support the "live, work, play" concept. Furthermore, residents will be in close proximity to several Valley Metro transit connections, including two Local routes and one Express route.

The General Plan Land Use (Goals 3 and 7), Neighborhoods (Goals 4 and 5), and Housing (Goal 2) Elements support sensitive integration and transition of new development and redevelopment into established areas of the community. Furthermore, the plan encourages new development to be context-appropriate, blending with the character of that which has been previously established.

The applicant proposes an attached, single-family residential redevelopment project on a former auto-dealer site. The subject site is adjacent to single-family residences to the north, and fronts to McDowell Road – with commercially-zoned, Mixed-Use land use-designated properties to the east and west. The applicant proposes more-intense, single-family residential (11.8+/- dwellings per acre) that will front McDowell Road and act as a transition to the residents to the north (3.4+/- dwellings per acre) – as opposed to the commercially-zoned entitlements that exist. The General Plan states that the Urban Neighborhood land use designation is *generally located near retail centers, offices, or other compatible non-residential uses*. As such, the Urban Neighborhoods land use designation is typically located adjacent to and acts as a buffer between more-intense, non-residential uses and residential uses – similar to what will be accomplished through this request.

While the request includes an increased density as compared to the residences located to the north, the for-sale product type as well as the proposed layout is similar to the residences already existing in the area. Furthermore, recent additions of higher-density residential along McDowell Road has only included rental product-types – meaning, this will be the first for-sale, new single-family construction, opportunity for potential residents along the corridor.

In terms of transition, the applicant proposes development features such as landscape buffers and an "enhanced pedestrian environment" – complete with landscaping consistent with McDowell Road Streetscape Design Guidelines, and a linear "art wall".

The General Plan Growth Areas Element (Goals 3 and 6) promotes the creation and protection of open space areas as well as the integration of public art in developments located within Growth Areas. As stated previously, the entire length of McDowell Road is recognized as a Growth Area within the General Plan. Recognizing this, the applicant states that "mature landscaping will be integrated throughout the development" including a landscaped buffer between the proposed development and the existing single-family residential to the north, as well as an enhanced streetscape along its southern frontage that will adhere to the McDowell Road Streetscape Design Guidelines. This "enhanced pedestrian environment" the applicant describes will include an "art wall". The applicant states that the wall will not be meant as a formal Scottsdale Public Art piece, but will be an artistic take on a perimeter wall "designed in a manner that provides a range of screening methods as opposed to a flat, solid linear wall".

Southern Scottsdale Character Area Plan

The subject site is located within the Southern Scottsdale Character Area, which was adopted in October 2010. One of the overarching themes of the plan is to encourage redevelopment and revitalization of the Southern Scottsdale area as well as to acknowledge a need for diversity of housing choice. The Land Use (Policy LU 1.2 and Goal LU 3) and Character & Design (Policy CD 2.1 and Goal CD 7) Chapters support corridor (McDowell) reinvestment – including new residential development – that is pedestrian-oriented and complements, buffers, and is context-appropriate to that which has previously been established.

The subject property is a vacated auto dealer site, adjacent to existing single-family to the north, with designated Mixed Use Neighborhoods to the east and west. The Urban Neighborhoods land use designation will provide for the redevelopment of the vacated auto dealer site. The intended development will complement the anticipated and established makeup of the area in terms of compatibility in use and physically through development features such as landscape buffers and an "enhanced pedestrian environment" as proposed by the applicant.

The development will include several pedestrian connections, including direct-access to McDowell Road from adjacent residences. The project will also include open space areas fronting to McDowell Road as well as an open space buffer to the adjacent, single-family properties to the north.

The Economic Vitality (Goal EV 1) and Housing (Goal H 2) Chapters support the redevelopment of aging commercial properties as well as encourage the development of a range of housing options.

The applicant proposes an attached, single-family residential redevelopment project on a former auto-dealer site. The request includes the addition of 81+/- fee-simple lots – meaning, a for-sale, single-family residential product will be available along McDowell Road.

Gruen Gruen Southern Scottsdale Strategic Recommendations (2007)

As a means to inform the Southern Scottsdale Character Area Plan process, the city of Scottsdale hired Gruen Gruen + Associates to complete an assessment and forecast of the market for retail and office uses within the area. The report discussed the area bounded by Osborn Road on the north, Pima Road on the east, McKellips Road on the south, and 64th Street on the west. The study identified potential strategic actions to facilitate the enhancement of Southern Scottsdale's commercial markets. The report suggested that more high-density, residential uses were needed in the area as a means to bring in more residents to provide both the employment base and commercial patrons needed in Southern Scottsdale to strengthen the commercial aspects of the area. According to the report, the process of rezoning obsolete commercial uses (subject site) to higher-density housing could ultimately help in providing for a wider employment base as well as provide for more patrons to Southern Scottsdale retail and restaurant uses.

Since the report, McDowell Road has seen requests to change commercially-zoned properties to residential – including Las Aguas, SkySong, and San Travesia. Even with these recent land use changes, residential land area along McDowell Road makes up roughly 16% (75+/- acres) of the linear corridor. Comparatively, properties that are currently zoned commercial make up 56% (265+/- acres) along the corridor. The remainder of the corridor includes employment zoning (I-1, General Dynamics) at 27% (127+/- acres) and open space zoning (O-S, portion of Indian Bend Wash) at 1% (6+/- acres). The applicant's request from Mixed-Use Neighborhoods (C-4 zoning district) to Urban Neighborhoods (R-5 zoning district) would result in an increase of residential by another 1% (6.8+/- acres) for the corridor.

The full Gruen report can be found at: https://www.scottsdaleaz.gov/Asset19985.aspx

2013 Citywide Land Use Assumptions Report

In December 2013, the City of Scottsdale completed, and City Council adopted (Resolution No. 9560), a Land Use Assumptions (LUA) Report that illustrates "projections of changes in land uses, densities, intensities and population over a period of at least ten years and pursuant to the General

Plan of the municipality". The study examined Scottsdale in three general geographic areas—south, central and north. The South Sub-Area includes all lands within the boundaries of the City of Scottsdale south of Indian Bend Road.

According to the study, the South Sub-Area is projected to absorb approximately 166 acres of residential land area by 2030, with the majority of it projected to be urban residential development (136 acres, or 82%). Since the adoption of the LUA in December 2013, roughly 24+/- acres have been entitled (through the zoning process) as urban residential within the South Sub-Area. The applicant's request would then provide an additional 6.8+/- acres of urban residential. Consequently, the proposed change in General Plan land use category to Urban Neighborhoods to allow for multi-family development is in keeping with the projected increase in this residential development-type anticipated in this area of the community.

The full Development Forecast can be found at:

http://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Water/Rates+and+Fees/LUAR2013.pdf

Applicant-Supplied, Commercial Market Analysis (2015)

In October of 2015, Elliott D. Pollack & Company completed a Commercial Market Analysis of the South Scottsdale Market Area on behalf of the applicant that reviewed the "commercial real estate market conditions" surrounding the subject site (Attachment 13). The study area for the analysis included all areas of the City south of Osborn Road.

According to the study, the vacancy rate for built office space within the study area is 23% and the vacancy rate for commercial space is 8.4%. The report states that much of the corridor contains commercial space built upon shallow lots, potentially restricting the redevelopment potential of these properties. The report states that additional retail, or redevelopment thereof, would not be of benefit to the city as it "may only disperse sales among competing shopping centers". Furthermore, the report draws similar findings to that of the Gruen report discussed above, stating that existing retail and employment opportunities would be strengthened by "increasing the resident population in the area".

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

The site was previously occupied by a vehicle sales use, but is now vacant. The McDowell Road Corridor has undergone a dramatic change in recent years; starting with the Mark-Taylor project at the intersection of N. Miller Road and E. McDowell Road (rezoned to PCD in 2011) and the Las Aguas project on the north side of E. McDowell Road west of N. 68th Street (rezoned to PUD 2013). Both of these sites were previously zoned commercial and were occupied by high-intensity commercial uses; but were rezoned to accommodate high-density residential. It should be noted neither of these sites required a non-major General Plan amendment, as both the PCD and PUD districts are consistent with the Mixed-Use Neighborhoods designation.

Goal LU 1, Policy LU 1.2 of the SSCAP encourages "residential development and revitalization that complements the established urban form". Additionally, Goal LU 2, Policy LU 2.1 supports "greater residential density to complement Regional Center Land Uses" and Goal LU3, Policy LU 3.2

promotes a "mix of housing located along Corridors as part of designated Regional Centers and Activity Areas". This site is sandwiched between the Papago Regional Center and the Skysong Regional Center, and offers an alternative to the more common single-family detached and multi-family condo or apartment settings. This request would appear to be consistent from a land use perspective with the goals and policies of the SSCAP.

Traffic/Trails

Trip generation for the former vehicle sales use was approximately 1,487 trips per day, with 121 trips occurring during PM peak hour traffic and 88 trips occurring during AM peak hour traffic. The proposed subdivision is anticipated to generate approximately 865 trips per day, with 87 trips occurring during PM peak hour traffic and 66 trips occurring during AM peak hour traffic. Rezoning the project site from C-3 to R-5 will potentially reduce trip generation by approximately 42%, based on comparison of the existing vehicle sales use and the proposed residential use. As such, the proposed subdivision is anticipated to have significantly less impact on traffic operations along the adjacent roadway network than the land use existing today. There are no existing trails, nor are any proposed at this location.

Water/Sewer

Preliminary Basis of Design Reports for water and sewer have been reviewed and accepted by the City's Water Resources Division. The applicant will construct all necessary water and sewer improvements needed to accommodate this subdivision.

Public Safety

The City's public safety divisions have reviewed the proposal and find that there is adequate ability to provide emergency services. The nearest fire station is located approximately 4,500 feet (.85 mile) east of the site at 1901 N. Miller Road; and the nearest police station is located approximately 2 miles northeast of the site at 3737 N. 75th Street. No impacts to existing service levels are anticipated.

School District Comments/Review

The Scottsdale Unified School District has reviewed the proposal and has determined that existing facilities are sufficient to serve the proposed residential density.

Open Space

The proposal meets all open space requirements of the R-5 zoning district, including the private open space requirements for each lot. Frontage open space is highlighted by two large open space areas at the southeast and southwest corners of the project that will not be fenced off; allowing for public access and enhancing the pedestrian experience. Both open space areas will include sidewalks to connect residents to E. McDowell Road. As recommended by the City's Design Standards and Polices manual, landscape tracts will be provided along both the N. 68th Street and E. McDowell Road frontages to provide additional buffering of the residences from traffic on both streets.

Community Involvement

Property owners within 750 feet of the site, as well as citizens on the Interested Parties List, have been notified of the applicant's request, and the site is posted with the required signage.

Additionally, the applicant held an Open House at Skysong on July 20, 2015. According to the applicant's report, 10 interested parties attended the Open House to learn about the project, ask questions and voice concerns. According to the report, a couple of neighbors asked questions about the proposed building height and views toward adjacent properties. Public comment expressing support and concern about the proposal has been received by staff and is included as part of this report.

Policy Implications

- Continues trend currently underway to transition properties along the McDowell Road Corridor from commercial to residential.
- Activation of the McDowell Road Corridor; specifically, the difference between commercial uses that rely on high visibility and interaction with the street vs. residential use with walled yards abutting the street.
- Potential impact on McDowell Road as a corridor, both in terms of use as well as visuals. This proposal lacks a mixed-use component along this stretch of McDowell Road, as envisioned by the Southern Scottsdale Character Area Plan (2009). However, the proposal adds to the variety of residential densities along McDowell Road, supplying residential use in close proximity to existing retail and employment, and creating a walkable environment – complete with direct pedestrian access to homes abutting McDowell Road as well as a linear "art wall" element.
- Although recent zoning actions have led to an increase in residential along McDowell Road, recent land use and market reports indicate the proposed changes may be consistent with trends and projections for this area of the community. Furthermore, this request includes the addition of 81+/- fee-simple lots – meaning that, a new for-sale single-family residential product will be available along McDowell Road.

STAFF RECOMMENDATION

Recommended Approach:

1. Staff recommends that the Planning Commission recommend City Council approve a Non-Major Amendment to change the City of Scottsdale 2001 General Plan land use designation from Mixed-Use Neighborhoods to Urban Neighborhoods, and

2. Staff recommends that the Planning Commission find that the proposed zoning district map amendment is consistent with and conforms to the adopted General Plan, and make a recommendation to City Council for approval a Zoning District Map Amendment from Highway Commercial (C-3) to Multi-family Residential (R-5) zoning on a 6.8 +/- gross acre site located at 6802 - 6880 E. McDowell Road.

RESPONSIBLE DEPARTMENTS

Planning and Development Services
Current Planning Services
Long Range Planning Services

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APPROVED BY

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FOR
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Planning and Development Services
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ATTACHMENTS

1. Stipulations
   Exhibit A to Attachment 1: Conceptual Site Plan
   Exhibit B to Attachment 1: Art Wall Element
2. Additional Information
3. Applicant's Narrative
4. Context Aerial

4A. Aerial Close-Up

5. Current General Plan Map
6. Proposed General Plan Map
7. Current Zoning Map
8. Proposed Zoning Map
9. Context Aerial w/ Site Plan
10. Vehicle and Pedestrian Circulation Plan
11. Landscape Plan
12. Open Space Plan
13. Commercial Market Analysis (provided by applicant)
14. Traffic Impact Analysis
15. Citizen Involvement
16. City Notification Map

Stipulations for the Zoning Application: Aire on McDowell Case Number: 15-ZN-2015

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

SITE DESIGN

1. CONFORMANCE TO CONCEPTUAL SITE PLAN. Development shall conform to the conceptual site plan submitted by LVA Urban Design Studio, shown as Exhibit A to Attachment 1. Any proposed significant change to the conceptual site plan as determined by the Zoning Administrator prior to preliminary plat approval shall be subject to additional public hearings before the Planning Commission and City Council. Once the final plat is approved, the development must conform to the final plat.

2. MAXIMUM DWELLING UNITS/MAXIMUM DENSITY. Maximum dwelling units and maximum density shall be as indicated on the Land Use Budget Table below.

Land Use Budget Table						
Parcel	Gross Acres	Zoning	Proposed DU/AC	Max DU/AC	Proposed # of Lots	Max # of Lots
129-08-052B 129-08-052C 129-08-052D	+/- 6.8 acres	R-5	11.8 DU's per acre of gross land area	11.8 DU's per acre of gross land area	81	81

3. ART WALL ELEMENT. The perimeter wall along the street frontages shall be a thematic art wall, as opposed to just a standard block wall or view fence, shown as Exhibit B to Attachment 1. Final design of the art wall element shall be subject to Development Review Board approval.

4. OPEN SPACE. The open space areas at the southwest and southeast corners of the project shall not be enclosed by walls or fences and shall remain open to the street. All common open space shall be provided in tracts and shall be maintained by the residents of the subdivision, or by a future community association.

5. FRONTAGE OPEN SPACE. An open space tract with an average width of 15 feet shall be provided along the E. McDowell Road frontage, and open space tracts with a minimum width of 10 feet shall be provided along both the N. 68th Street and N. 69th Street frontages.

6. PRIVATE OUTDOOR LIVING SPACE. Per R-5 zoning requirements, each lot shall include private outdoor living space equal to or greater than 15% of the gross floor area of the residence.

7. MCDOWELL ROAD STREETSCAPE. Landscape and hardscape improvements along the McDowell Road frontage shall be consistent with the "Traditional Resort Theme", as indicated in the McDowell Road Streetscape Design Guidelines. The proposed streetscape improvements shall be included as part of the Preliminary Plat and final civil improvement plan submittal.

8. PEDESTRIAN AMENITIES. In addition to the sidewalks and pathways, pedestrian amenities along the E. McDowell Road frontage shall include benches, shade structures and/or pedestrian-scale lighting shall be provided along the McDowell Road frontage as part of the streetscape improvements. A conceptual pedestrian amenity plan, showing sidewalk connections to both intersections shall be included as part of the Preliminary Plat submittal and shall be subject to Development Review Board approval.

9. PEDESTRIAN CONNECTIVITY. Pedestrian connections from the lot to the street shall be provided for each of the lots with rear yards adjacent to McDowell Road.

10. INTERNAL STREETS. Internal streets shall be designed in conformance with City of Scottsdale street standards for single-family lots.

11. BUILDING HEIGHT LIMITATIONS. No building on the site shall exceed 36 feet in height, measured as provided in the applicable section of the Zoning Ordinance.

INFRASTRUCTURE AND DEDICATIONS

12. CIRCULATION IMPROVEMENTS. Before any permits are issued for construction on the residential lots, the owner shall make the required dedications and provide the following improvements in conformance with the Design Standards and Policies Manual and all other applicable city codes and policies.

    a. STREETS. Dedicate the following right-of-way and construct the following street improvements:

Street Name	Street Type	Dedications	Improvements	Notes
E. McDowell Road	Major Arterial	Existing 65-foot half-street right-of-way. No additional dedication required	Detached 8-foot wide sidewalk, curb and gutter, deceleration lane for westbound traffic at project entrance	a.1, a.2, a.3
N. 68th Street	Minor Collector	Dedicate 5 feet of additional fee-title right-of-way along northern half of frontage to match 45-foot half-street to the	Detached 6-foot wide sidewalk, curb and gutter	a.1, a.2, a.4, a.5

		south		
N. 69th Street	Local Residential	Existing 25-foot half-street right-of-way. No additional dedication required	None	

a.1. All existing obsolete driveway entrances shall be removed and replaced with pedestrian improvements to match the rest of the street frontage.

a.2. A Non-Motorized Public Access Easement shall be dedicated over any portion of the street sidewalk that encroaches onto the project site.

a.3. Prior to submittal of civil improvement plans, the applicant shall secure approval of a design concept for vehicular circulation on McDowell Road from the Transportation Division.

a.4. The existing transit facilities on 68th Street shall be removed and replaced with pedestrian and landscape improvements to match the rest of the street frontage.

a.5. With the civil improvement plan submittal, the applicant shall provide a design concept for access and gate configuration on 68th Street for review and approval by the Transportation Division.

b. VEHICLE NON-ACCESS EASEMENT. A one-foot Vehicular Non-Access Easement (NVAE) shall be dedicated along all three street frontages, except at approved driveway locations.

c. MEDIANS. Alterations to any medians in the McDowell Road right-of-way shall be the responsibility of the applicant, and shall include replacement of any landscaping disturbed by construction. Design of median alterations shall receive approval from the Transportation Division prior to submittal of civil improvement plans.

13. DRAINAGE REPORT. With the Preliminary Plat submittal, the drainage report shall be revised to include an analysis of off-site flows, to the satisfaction of the Storm Water Division.

14. BASIS OF DESIGN REPORT (WATER AND WASTEWATER). Final Basis of Design Reports for both water and wastewater shall be accepted by the Water Resources Division prior to submittal of civil improvement plans. The final Basis of Design Reports shall address the following:

a. The water system shall be looped through to the six-inch line at the northeast corner of the project in 69th Street

b. Potholing of the utilities in McDowell Road to determine the sewer outfall location for the development.

c. Each unit shall be separately metered and may utilize the service line for both domestic and fire protection provided a continuous firewall is provided between each unit.

15. EASEMENTS.

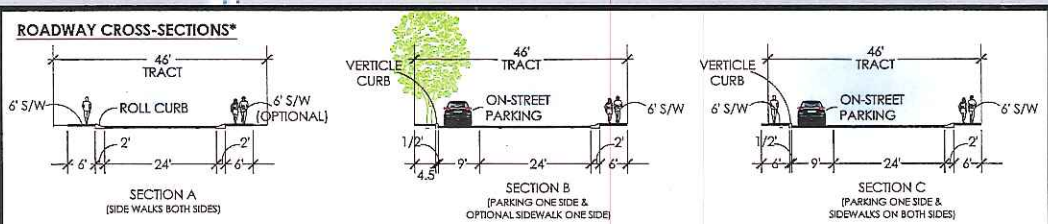
    a. EASEMENTS DEDICATED BY PLAT. The owner shall dedicate to the city on the final plat, all easements necessary to serve the site, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.

16. CONSTRUCTION COMPLETED. Before any on-lot building permit is issued for the site, the owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations, in conformance with the Design Standards and Policies Manual and other applicable standards.

SITE DATA

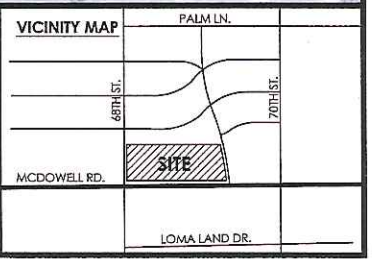
ADDRESS:	6850 E MCDOWELL RD.
SITE AREA (NET):	222,314 (5.11 AC)
SITE AREA (GROSS):	298,775 SF (6.86 AC)
PROPOSED # OF LOTS:	81
NET DENSITY:	15.8 DU/AC
GROSS DENSITY:	11.8 DU/AC
CURRENT ZONING:	C-3
PROPOSED ZONING:	R-5
RESIDENT PARKING:	2 GARAGE SPACES/UNIT
GUEST PARKING:	25 SPACES (INCLUDES 2 ACCESSIBLE SPACES)
MAX. BUILDING HEIGHT:	36' PER ZONING
TYP. LOT DIMENSIONS:	24'x48', 20'x50'
OPEN SPACE:	SEE OPEN SPACE PLAN

ROADWAY CROSS-SECTIONS*



* ALL INTERNAL STREETS TO BE DESIGNATED FIRE LANES. *ALL INTERNAL STREETS TO SUPPORT 83,000 POUNDS GROSS VEHICLE WEIGHT.

VICINITY MAP



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120 south ash avenue • tempe, arizona 85281 • 480.994.0994

KJ Jovnanian Homes

AIRE ON MCDOWELL

CONCEPTUAL SITE PLAN

4-GP-15/15-ZN-15
01/13/16

APPROX. SCALE: 1"=30' NORTH

1517 DRAWN BY: AV

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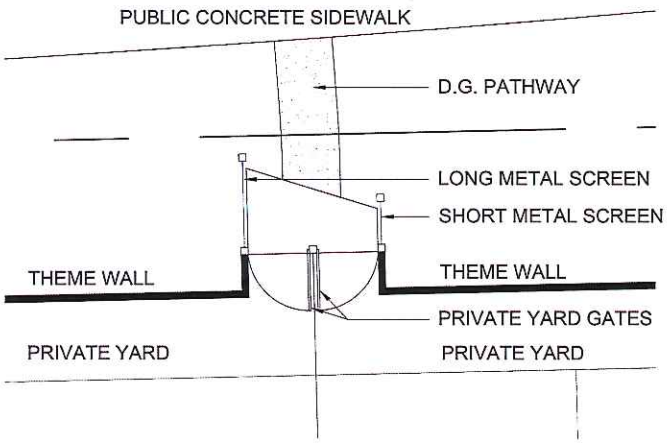
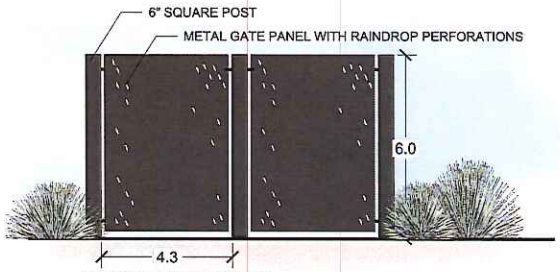
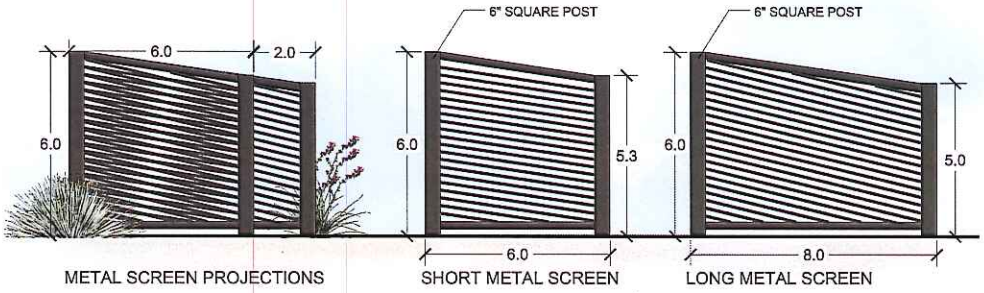
S:\1517-68th & McDowell\CAD\LVA\SITE ANALYSIS\1517-Site Plan 2015-01-05.dwg

Exhibit A to Attachment 1





PRIVATE YARD GATES



METAL SCREEN PROJECTIONS SHORT METAL SCREEN LONG METAL SCREEN

NOTE: Parasoleil screens shown as examples only. Custom patterns may be used to reflect vegetation and/or rainfall.

Exhibit B to Attachment 1

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McDOWELL ROAD STREETSCAPE WALLS

THEME WALLS CONCEPTS
Sheet 1

1543 DRAWN BY: TEAM 1/15/16

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S:\1543-SEC 40TH & McDowell\CAD\LVA\LS\EXHIBITS\Theme Wall.dwg Jan 15, 2016

Additional Information for:

Aire on McDowell

Case: 15-ZN-2015

PLANNING/DEVELOPMENT

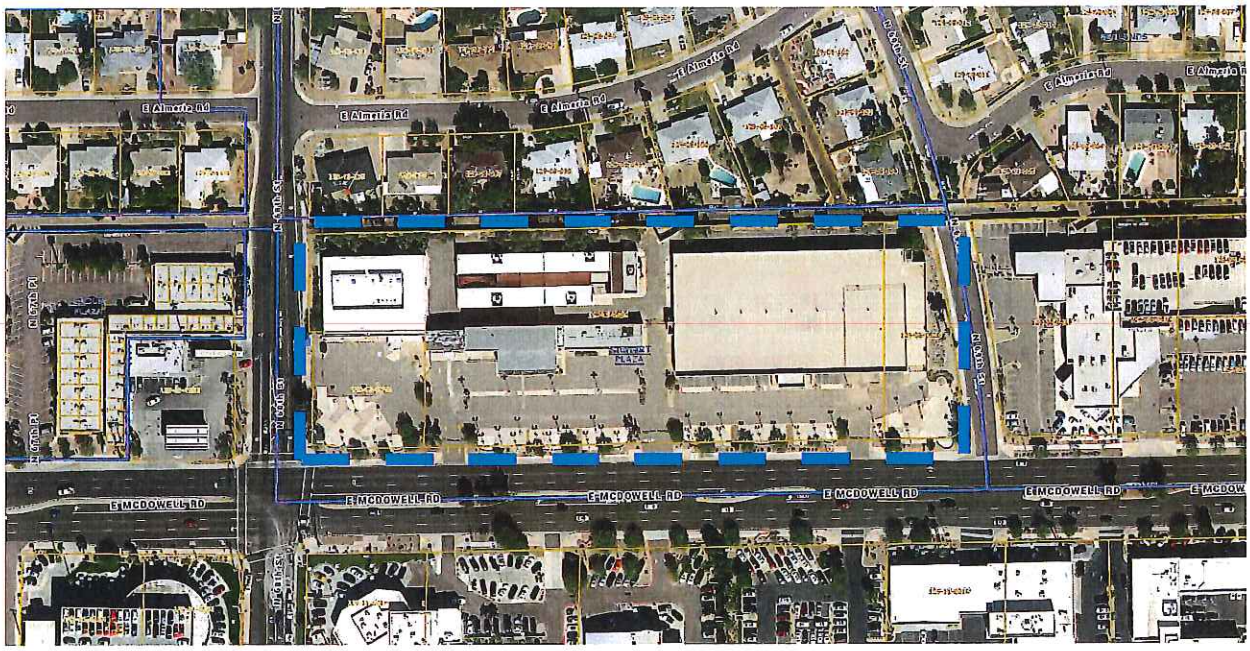
1. DEVELOPMENT CONTINGENCIES Each element of this zoning case—including density/intensity, lot/unit placement, access and other development contingencies—may be changed as more information becomes available to address public health, safety and welfare issues related to drainage, open space, infrastructure and other requirements.
2. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:
    a. Pedestrian improvements and amenities on McDowell Road,
    b. perimeter wall design along McDowell Road, and
    c. McDowell Road streetscape design
3. 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.
4. 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.

Aire on McDowell

NEC of 68th Street & McDowell Road

Project Narrative

4-GP-2015 / 15-ZN-2015



Prepared for:

K. Hovnanian Homes

Prepared by:

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4-GP-15/15-ZN-15
01/13/16

ATTACHMENT #3

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I. Property Information

Location: 6850 E. McDowell Road, northeast corner of 68th Street and McDowell Road

Property Size: 6.86 (+/-) gross acres and 5.11 (+/-) net acres

II. Property General Plan/ Zoning:

- **Current General Plan:** Mixed Use
- **Proposed General Plan:** Urban Neighborhoods

- **Current Zoning:** C-3 (Highway Commercial)
- **Proposed Zoning:** R-5 (Multifamily Residential)

Surrounding Uses:

- **North:** R1-7, Single-Family Residential
- **East:** C-3 Dealership
- **South:** C-3/C-4 Dealership – Active GPA & Zoning Case for Residential (6-GP-2015 and 18-ZN-2015)
- **West:** C-3 Circle K with Gas Station & Offices

III. Project Overview

About the Site:

The proposed application is a request for a Minor (non-Major) General Plan Amendment from the Mixed Use designation to Urban Neighborhoods and a rezoning request from C-3 to R-5 on an approximately 6.86 +/- gross acre property located at 6850 E. McDowell road, the NEC of 68th Street & McDowell Road (the "Property"). The R-5 category is being requested because it most closely aligns with the development standards required for the proposed attached single-family homes. The typical densities found within the R-5 designation are 17-23 dwelling units/acre ("du/ac"); however, K. Hovnanian is proposing only 11.8 du/ac for Aire on McDowell.

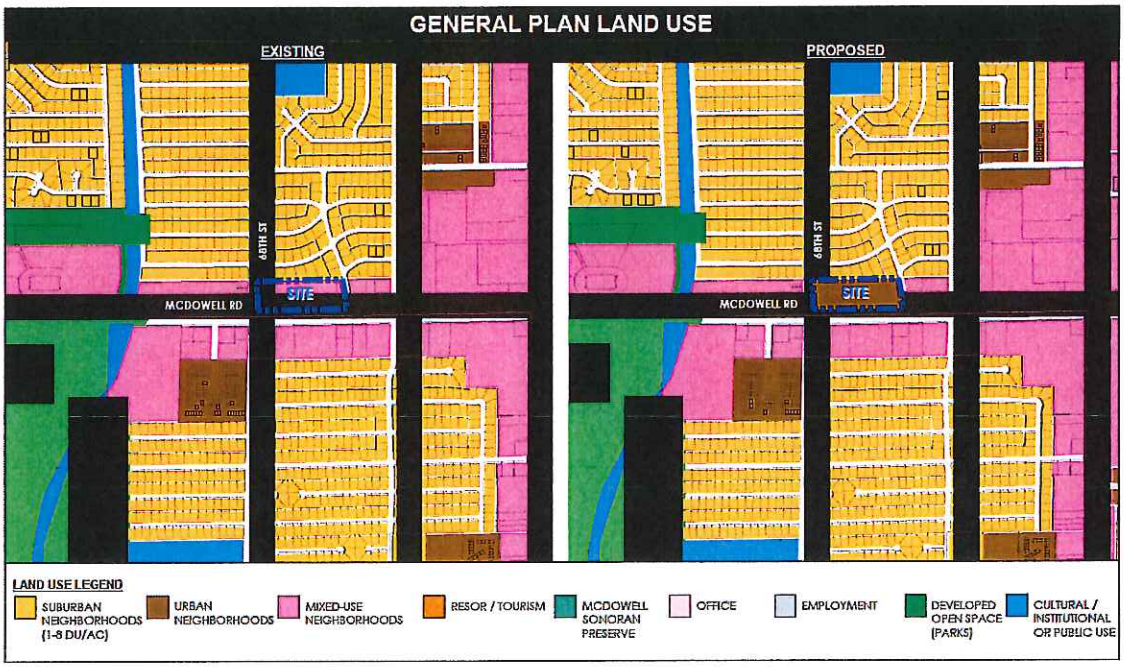
The Property was previously occupied by the Right Toyota car dealership; however, the dealership buildings have been vacant for several years. The Property is dilapidated and the subject of complaints from neighborhoods and area businesses. The proposal is to downzone and redevelop the 6.86 +/- acre Property with 81+/- single-family homes (11.8 du/ac) bringing additional revitalization to the McDowell Corridor and fulfilling a demand for new housing in Southern Scottsdale. The current General Plan land use category for the site is Mixed Use and the proposed R-5 zoning district required a change in land use category from Mixed Use to Urban Neighborhoods.

K. Hovnanian has taken special consideration with the site plan by providing a single-family lot configuration that is sensitive to the existing single-family residential homes to the north. The proposed zoning and density provide a logical transition from McDowell Road (a 6-lane major arterial) to the R1-7 to the north. The site location is ideal for residential development with close proximity to Downtown Scottsdale, Downtown Phoenix, and Tempe. The proposed residential community will benefit from the nearby canal linkage, nearby Papago Park and close proximity to the Phoenix Zoo and Desert Botanical Gardens. Additionally, the integration of additional homes along the McDowell Corridor will strengthen the nearby existing retail and commercial businesses, as well as implement the City's goals and policies set forth in the recently adopted Southern Scottsdale Character Area Plan ("SSCAP"). The buildings and site layout were designed with attention to buffering the existing single-family neighborhood to the north and enhancing the McDowell Road street frontage with a fresh modern/contemporary design, balconies, projections and sustainable building methods and materials.

IV. 2001 General Plan

The request includes a Minor General Plan Amendment ("GPA") from Mixed Use to Urban Neighborhoods to accommodate the R-5 rezoning request and a change from "Group E" to "Group C" per the land use matrix in the 2001 General Plan. Additionally, the land use change is under the 10-acre threshold for Major GPA's.

The Urban Neighborhoods land use category "includes areas of multifamily dwellings/apartments. Densities in Urban Neighborhoods are usually more than eight dwelling units per acre."…."Access to transportation choices (ie: pedestrian, bicycle, transit, etc.) is key consideration for Urban Neighborhoods."



The General Plan sets forth a collection of goals and approaches intended to integrate the Guiding Principles into the planning process and provide as a framework for proposed development and the built environment. The CityShape 2020 planning process recommended a three-level approach to planning including: Level I – Citywide Planning (the General Plan), Level 2 – Character Planning (Southern Scottsdale Character Area Plan) and Level 3 – Neighborhood Planning (there is no neighborhood plan for this area of the City).

The CityShape 2020 effort also established the "Six Guiding Principles." Per the City's 2001 General Plan, Six Guiding Principles articulate how the appropriateness of a land use change to the General Plan is to be qualified. These Six Guiding Principles are as follows: *Value Scottsdale's Unique Lifestyle & Character, Support Economic Vitality, Enhance Neighborhoods, Preserve Meaningful Open Space, Seek Sustainability, Advance Transportation.*

1. *Value Scottsdale's Unique Lifestyle & Character-* Revitalizing the McDowell Road Corridor will strengthen the existing character of the surrounding neighborhoods and promote Scottsdale's unique lifestyle by providing more housing options for the community.

2. *Support Economic Vitality* - Revitalizing and redeveloping properties is a critical part of the economic vitality of the community as it matures. Integrating new residential development along McDowell Road is essential for the continued economic growth and sustainability of the City as a whole.

3. *Enhance Neighborhoods-* Key design elements that were considered with the Aire development plan include a modern architectural design, pedestrian connectivity and attention to the neighborhood edge conditions, most notably the single-family residential to the north.

4. *Preserve Meaningful Open Space-* Meaningful pedestrian connectivity, common areas, and edge treatments will be addressed through streetscape design themes for McDowell Road.

5. *Seek Sustainability-* Many of the design features and building practices will address sustainability, including but not limited to building orientation, green building materials and techniques, and native desert landscaping.

6. *Advance Transportation-* Residential developments integrated within an existing retail context (along both McDowell Road and Scottsdale Road) naturally lend themselves to alternative modes of transportation such as walking, bicycling, trolley and/or mass transit. The Property is directly adjacent to McDowell Road, within close proximity to Scottsdale Road, and 2 miles west of the Loop 101, all of which provide vehicular and mass transit regional access.

The Six Guiding Principles are further broken down into specific goals and policies within the various elements of the General Plan. Below is a discussion of the General Plan goals and polices that are applicable to the Aire on McDowell.

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

Bullet 4.
Ensure that all development is part of and contributes to the established or planned character of the area of the proposed location. Character can cross land uses and zoning to include community regions containing a mixture of housing, employment, cultural, educational, commercial, and recreational uses. The overall type of character type that these uses are a part of describes the pattern and intensity of how these uses fit together.

Response: McDowell Road is designated as an Employment Core Urban Character Type in the 2001 General Plan. The General Plan states that "Employment Cores are primarily employment centers for the city. These cores support a wide range of activities and regional and community level employment uses." The McDowell Road Corridor has evolved over the last 15 years with the approval of the Southern Scottsdale Character Area Plan in 2010 and the development of SkySong as a regional employment innovation center. Additionally, several of the car dealerships along McDowell Road have vacated or are planning to do so in the near future leaving behind large obsolete structures with limited options for adaptive reuse as commercial or employment buildings. As discussed below in the Economic Vitality section, additional roof tops will help bolster the existing commercial and employment uses along McDowell and Scottsdale Road. The Employment Core supports a "wide range" of uses to strengthen the changing needs and demands of the McDowell Road Corridor.

Character & Design Goal 4.
Encourage "streetscapes" for major roadways that promote the city's visual quality and character, and blend into the character of the surroundings.

Bullet 7.
Apply streetscape guidelines to all landscaped areas within the public right-of-way. Encourage the use of streetscape guidelines in areas between the right-of-way and building setback lines or perimeter walls.

Bullet 8.
Designate specific design standards to be implemented on selected streets where a special theme is desired.

Response: The streetscape design for Aire is still evolving, but the goal will be to balance the functional requirements (such as privacy, security, and noise attenuation) with the aesthetics of the development through the application and selection of landscaping, street furniture, lighting and hardscape design. The landscape design will conform to the McDowell Road Streetscape Design Guidelines utilizing the specified plant palette recognizing the significance of a shaded pedestrian experience within the urban context.

More specifically from a design standpoint, K. Hovnanian is including a series of "art walls" along with an enhanced pedestrian environment for the McDowell Road frontage. This wall in not intended to be subject to formal City public art requirements. The site plan includes individual lot access to the McDowell Road frontage further activating streetscape. The art wall with pedestrian gate access to individual lots, movement and change in plane, and large landscaped areas provides a visually interesting pedestrian and vehicular experience along McDowell Road. Graphics have been provided showing this area and the quality pedestrian environment with canopy trees on both sides and an 8' sidewalk. Further, the proposed site plan and streetscape design is a vast improvement over the current condition.

The development's perimeter wall facing McDowell Road is designed to contribute to McDowell's character as a gateway to Scottsdale and as a major regional roadway. Located near Scottsdale's western border, Aire is located between the desert mountains of Papago Park and the creative technology environment of SkySong. The McDowell Road wall will symbolize connection of these environments in an artistic, contemporary way.

Several design variations are being considered for the proposed wall. All include elements expressing light, rain, wind, respect for the desert, and/or the importance of sustainability. Arid-region or arid-adapted landscaping along the base of the wall will tie into these elements. The wall design elements under consideration include:

- green screens
- glass or mirror inserts that symbolize slanted lines of windblown rain
- tile, glass or painted horizontal inset flowing "ribbon" representing water
- parasoleil screens with patterns based on desert, rain/wind, technology or area history theme.

Graphics included with this development plan depict possible wall designs. The final wall design, however, will be included with submittals to the Development Review Board. This wall in not intended to be subject to formal City public art requirements.

Character & Design Goal 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.

Bullet 1.
Require substantial landscaping be provided as part of new development or redevelopment.

Bullet 2.
Maintain the landscaping materials and pattern within a character area.

Bullet 3.
Encourage the use of landscaping to reduce the effects of heat and glare on buildings and pedestrian areas as well as contribute toward better air quality.

Response: Mature landscaping will be integrated throughout the development with the goal of providing a vegetated buffer to the adjacent single-family residential to the north, and enhancing the streetscape along McDowell Road acknowledging the speed at which it will be experience by vehicles while still providing a meaningful and shaded environment for pedestrians. The amount of mature landscaping planned with the redevelopment of the site to residential will vastly increase the amount of vegetation and open space (22% required) on this Property, as compared to the hard surfaces of the existing dealership buildings, surface and parking structures, thereby, greatly reducing the heat island effect.

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

Bullet 1.
Ensure that neighborhood edges transition to one another by considering appropriate land uses, development patterns, character elements and access to various mobility networks.

Bullet 6.
Encourage transitions between different land uses and intestates through the use of gradual land use changes, particularly where natural and man-made buffers are not available.

Response: The proposed land use category of Urban Neighborhoods and the density of 11.8 du/ac is appropriate given the surrounding context and provides an ideal land use transition from McDowell Road (a 6-lane major arterial) to the R1-7 homes to north. Notably, the rezoning request from C-3 to R-5 is a downzoning and will result in a reduction in daily trip volumes (see traffic study). The architecture and building placement is respectful of the existing homes to the north in terms of height, massing and setback.

Land Use Goal 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.

Bullet 1.
Allow for the diversity of residential uses and supporting services that provide for all needs of the community.

Bullet 4.
Provide a variety of housing types and densities and innovative development patterns and building methods that will result in greater housing affordability.

Response: The proposed residential community will bring new residents and increased retail and restaurant demand to Southern Scottsdale. The residential community is consistent with the type of development envisioned in the SSCAP by providing a mix of housing types along the McDowell Corridor integrated with existing, and future, freestanding commercial uses and mixed use development. McDowell Road has a wide range of uses including office, dealerships, retail, restaurants, service related and recreational uses (ie: Papago Park). Integrating residential along this corridor meets the goals and policies of the General Plan and SSCAP.

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

Bullet 3.
Promote development patterns and standards that are consistent with the surrounding uses and reinforce an area's character.

Response: Revitalization of the McDowell Road Corridor has been a long-standing City goal, which inspired numerous community meetings and charrettes, the formation of the McDowell Corridor Task Force in early 2009, and later the adoption of the SSCAP in 2010 establishing a set of goals and policies for Southern Scottsdale and highlighting McDowell Road as a mixed use corridor. The integration of a variety of residential densities along McDowell Road will expand and upgrade the housing options for this area and create the "live, work, play" environment the City desires. Aire on McDowell will be a for-sale, attached single-family development and will add to the housing options along the McDowell Road Corridor integrating high end, medium density (11.8 du/ac) residential development on a vacant underutilized parcel. The Property is within close proximity to a number of employers including, but not limited to, SkySong, General Dynamics Honor Health and Arizona State University.

McDowell Corridor Task Force Recommendation *(February 8, 2010)*

Vision
To develop the vision, the Task Force considered Southern Scottsdale 1950's post-war legacy as a community of strong, close-knit neighborhoods. Given today's trend to embrace and to revive the rich history of the past, Southern Scottsdale can experience a renaissance that will capitalize on its existing technology, education and employment core, its diverse housing options, and its opportunities to attract mixed uses which include retail and entertainment.

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

Bullet 4.
Support and encourage appropriate public and private redevelopment and revitalization efforts in the community.

Bullet 6.
Promote residential revitalization to maintain quality housing and thus maintain quality of the life and stability of the local economy.

Response: The proposed development plan brings reinvestment and revitalization to a dilapidated, vacant car dealership site. The proposal will continue to reenergize the McDowell Road Corridor and bring new residential living opportunities, further strengthening the economic core of Southern Scottsdale. The integration of additional rooftops along McDowell Road will bolster nearby retail and commercial businesses.

Elliott Pollock Analysis - October 2015
K. Hovnanian commissioned an economic market analysis for the proposed McDowell Road developments (Aire and Skye) which are both a downzoning from commercial to residential. The Commercial Market Analysis for the South Scottsdale Market Area (the "Analysis") was prepared by Elliot Pollock, October 2015. The Analysis is included with this submittal and highlights several key findings stated below:

- *The vacancy rate for office space in the Market Area (defined in the Analysis) stands at 31%.*
- *Available retail space in the Market Area is abundant with a vacancy rate of 8.4%.*
- *At least three major auto dealerships sites are currently vacant totally 252,000 s.f. of space.*
- *It is questionable whether these buildings in their current condition can be put to a commercial use other than auto dealerships.*
- *It would be difficult to redevelop the auto dealership properties as retail due to the small size and limit depth of the parcels.*
- *Many of the older free-standing dealership structures have limited use for modern retailers and buildings that are 10,000 s.f. or larger in size in the Market Area have a vacancy rate of 50%.*
- *SkySong is clearly the anchor for the Market Area and considered to be an "innovation district" based on the combination of education, research, office and residential land uses.*
- *In order to continue the expansion of the fledging innovation district centered at Skysong, additional mixed-use residential and office development should be promoted.*
- *The City of Scottsdale should work to strengthen its existing retail real estate assets (ie: Pagago Plaza) as opposed to protecting potential retail sites where they may not be warranted or demanded.*
- *The addition of new retail centers in a community, without corresponding increase in resident population, may have no effect on actually increasing retail sales and may only disperse sales among competing shopping centers.*
- *A viable alternative strategy is to support and strengthen existing retail establishments by increasing the resident population in the area.*

- *Additional residents living in close proximity to retail development will lead to higher retail sales activity.*

Housing Goal 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.

Bullet 1.
Encourage a variety of housing densities throughout Scottsdale, with mixed-uses in areas of major employment and transit hubs, to offer greater live-work choices to a broader economic range of households.

Response: The mix of housing along McDowell Road has already begun to take shape with the recently approved Las Aguas (PUD), SkySong (PCD) and Mark Taylor (PUD) developments which are all multifamily residential. This proposed for-sale, attached single-family development will further expand and upgrade the housing options along the McDowell Road Corridor integrating modern residential development on a vacant underutilized parcel acting as a catalyst for further redevelopment along McDowell Road.

Neighborhoods Goal 4.
Preserve and enhance the unique sense of neighborhood found in diverse areas of Scottsdale through neighborhood conservation.

Bullet 3.
Guide revitalization, redevelopment, and infill (new development in established areas) development to ensure that such development efforts are context-appropriate to the surrounding neighborhoods.

Bullet 7.
Create, preserve and enhance pedestrian, vehicular and alternative transportation mode connections and links between neighborhoods and other neighborhood-supporting land uses throughout the community.

Response: The Property is surrounded by retail, car dealerships (property to the south is currently under application for rezoning to R-5 – Skye on McDowell) and single family homes. The proposed request for Urban Neighborhood and R-5 zoning creates a logical land use fit in the greater context. The proposed density of 11.8 du/ac is compatible with the R1-7 development directly to the north and the development plan provides a buffer through landscaping and building setback along the northern edge of the site.

Redevelopment of this Property will include improvements to the pedestrian connectivity along the McDowell Road street frontage with a detached, widened sidewalk, direct access from the proposed homes, and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced

strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along McDowell Road will activate the corridor by increasing pedestrian synergy with new residents who will utilize the sidewalks, canal paths, and Papago Park amenities.

> ***Growth Area Goal 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.*
>
> ***Bullet 3.***
> *Promote the coordination of infrastructure development and upgrade with opportunities for infill development and development activity where it will encourage a mix of uses and support pedestrian and transit activity.*

Response: The Property is located within the McDowell/Scottsdale Road Growth Area. Integrating residential development within the range of land uses along McDowell Road will promote both land use synergy and pedestrian/transit activity as residents utilize the physical connections, as well as, the existing transit opportunities adjacent to the site. The proximity of employment, retail, entertainment and service related land uses throughout Southern Scottsdale make this infill site prime for redevelopment and highly suitable for residential development, providing housing opportunities within close proximity to an existing mix of uses. As noted below, the SSCAP Land Use Goal 2 states that these corridors "support greater residential density to complement Regional Center land uses."

> ***Growth Area Goal 3.***
> *Conserve significant natural resources and open space areas in the growth areas and coordinate their locations to similar areas outside of the growth areas.*
>
> ***Bullet 1.***
> *Achieve meaningful open space as an integral part of activity cores and conserve significant natural resources and open space areas within growth areas.*

Response: Mature landscaping will be integrated throughout the development with the goal of providing a vegetated buffer to the adjacent single-family residential, and enhancing the streetscape along McDowell Road acknowledging the speed at which it will be experience by vehicles while still providing a meaningful and shaded environment for pedestrians. The amount of mature landscaping planned with the redevelopment of the site to residential will vastly increase the amount of vegetation and open space (22% required) on this Property, as compared to the hard surfaces of the existing dealership buildings and surfaces. Additionally, the design proposed for the McDowell Road street frontage with 4-sided architecture, art wall, gate access to each residential lot, street-lined tree canopies, and 8' sidewalk and additional sidewalk connections integrated with the open space areas along McDowell Road all help to achieve "meaningful open space" sought for this Growth Area.

> ***Growth Area Goal 6.***
> *Integrate public (civic) art into the visual character of designated growth areas.*

Response: The development's perimeter wall ("art wall") facing McDowell Road is designed to contribute to McDowell's character as a gateway to Scottsdale and as a major regional roadway. Although this wall in not intended to be subject to formal City public art requirements. Located near Scottsdale's western border, Aire is located between the desert mountains of Papago Park and the creative technology environment of SkySong. The McDowell Road wall will symbolize connection of these environments in an artistic, contemporary way.

Several design variations are being considered for the proposed wall. All include elements expressing light, rain, wind, respect for the desert, and/or the importance of sustainability. Arid-region or arid-adapted landscaping along the base of the wall will tie into these elements. The wall design elements under consideration include:

- green screens
- glass or mirror inserts that symbolize slanted lines of windblown rain
- tile, glass or painted horizontal inset flowing "ribbon" representing water
- parasoleil screens with patterns based on desert, rain/wind, technology or area history theme.

Community Mobility Goal 5.
Relieve Traffic Congestion.

Bullet 3.
Emphasize work, live, play relationships in land use decisions that will reduce the distance and frequency of automotive trips and support alternative modes such as pedestrian paths, equestrian trails, cyclists routes, transit, telecommuting and technology for moving people and information.

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

Bullet 2.
Encourage the development and redevelopment of areas that support a balance of live, work, play land use relationships and alternative modes of transportation that reduce the reliance on the automobile.

Response to both Goal 5 & 8: Redevelopment of this Property will include improvements to the pedestrian connectivity along the McDowell Road street frontage with a detached, widened sidewalk and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along McDowell Road will activate the corridor by increasing pedestrian synergy with new residents who will utilize the sidewalks, canal paths, and Papago Park amenities. The existing dealership driveway entrances along McDowell Road will be eliminated and replaced with sidewalk, curb, and gutter to match the proposed improvements.

The Property is located within close proximity to an array of land uses (office, retail, support services) and the proposed pedestrian connections enhance the environment for residential development. The integration of more residential development along McDowell Road will naturally result in reduced travel distances, vehicle trips and promote walking and cycling via nearby trails, sidewalks and recreational amenities such as the canal path system, Papago Park and Indian Bend Wash. In addition to the new residential developments mention above the City is beginning to see new businesses established in the area such as the Fate Brewery at the southwest corner of McDowell and Scottsdale Road. This type of redevelopment reflects how the live, work, play philosophy develops through a variety of retail services inspired by a revitalizing corridor with the promise of more rooftops bringing additional investment.

Lastly, as identified in the traffic study included with this application, the proposed residential development will reduce the daily weekday trips from 1,487 (existing use) to 865; a reduction of 622 daily trips.

V. Southern Scottsdale Character Area Plan ("SSCAP")

The City Council adopted the SSCAP in October 2010. The public outreach process for the SSCAP identified five community priorities which are listed below:

1. *Develop a strong economic core with community gathering places*
2. *Focus on local mobility and walkability*
3. *Maintain and enhance existing neighborhoods and identity*
4. *Balance growth*
5. *Promote well designed architecture and sustainability*

From its inception, the proposed Aire on McDowell residential community utilized these five priorities as guiding principles to the overall design and architectural character. Bringing new residential living opportunities to the McDowell Road Corridor will strengthen the economic core of Southern Scottsdale and enhance the existing character of the surrounding neighborhoods. The project was designed with a focus on walkability and also promotes a modern, contemporary architecture sensitive to the surrounding context while responding to the current market. The applicant seeks to build a sustainable, desert sensitive project by incorporating recessed windows and low-water use plant materials. The existing sidewalk along McDowell Road will be replaced with a detached 8' sidewalk and landscaping will be provided between the curb and sidewalk to enhance the pedestrian experience. All of the internal streets will have sidewalks as well with connection points to McDowell at the center entry drive and at each open space corner of the site.

Below are the land use goals and policies identified in the SSCAP that apply to the proposed development:

Goal LU 1
Promote residential reinvestment and revitalization through regulatory flexibility.

- ***Policy LU 1.1***
Update land use regulations to allow for the revitalization and/or expansion of residential properties to current market standards.

- ***Policy LU 1.2***
Encourage new residential development and revitalization that complements the established urban form.

Response: The proposed development meets these land use goals by revitalizing a long vacant car dealership property and redeveloping with a residential land use that will bring additional housing opportunities to the McDowell Road Corridor; an area designated for revitalization and redevelopment. The site plan has been designed in a sensitive manner by providing appropriate buffering to the existing single-family residential to the north. Integrating residential will strengthen the live, work, play land use concept along this corridor and will bring synergy to this mixed use core.

The site location is ideal for residential development with close proximity to Downtown Scottsdale, Downtown Phoenix, Sky Harbor Airport, and Tempe. Aire on McDowell will benefit from the nearby canal linkage, nearby Papago Park and close proximity to the Phoenix Zoo and the Desert Botanical Garden. Additionally, the integration of additional residential units along the McDowell Corridor, with adjacent and nearby commercial land uses, will strengthen the nearby existing retail and commercial businesses, as well as maintain the City's goals and policies.

McDowell Corridor Task Force Recommendation *(February 8, 2010)*

Target Market Position
The brand should capitalize on the following prioritized list of assets:
1. *SkySong/General Dynamics*
2. *Downtown Scottsdale*
3. *Salt River Maricopa Indian Community*
4. *Phoenix Zoo/Desert Botanical Garden (Papago Park)*
5. *ASU/Tempe*
6. *Sky Harbor Airport*

Goal LU 2
Create a hierarchy of regional, opportunity, and resort corridors to guide future land use, development and redevelopment throughout southern Scottsdale.

- ***Policy LU 2.1***
Regional Corridors consist of higher intensity development and exist only within General Plan designated Growth Areas. These corridors will:
  - *Connect Regional Centers*
  - *Be bordered exclusively by mixed-use neighborhood land use designation*
  - *Contain vertical and horizontal mixed-use development; and*

- *Support greater residential density to complement Regional Center land uses.*

Response: Redevelopment of this Property with a residential land use will support the larger Regional Corridor context, the Sky Song Regional Center, as well as the Papago Regional Center. The integration of residential along McDowell Road will provide pedestrian synergy which is essential to a thriving mixed use development pattern. As noted several times in the SSCAP, these mixed use environments can be vertical or horizontal in nature.

Goal LU 3
Promote revitalization, reinvestment and development along Southern Scottsdale's Corridors.

- ***Policy LU 3.2***
Promote a mix of housing located along Corridors as a part of designated Regional Centers and Activity Areas.

- ***Policy LU 3.6***
Encourage a diversity of new development, redevelopment, and infill projects that incorporate vertical and horizontal mixed-use development along Southern Scottsdale Corridors.

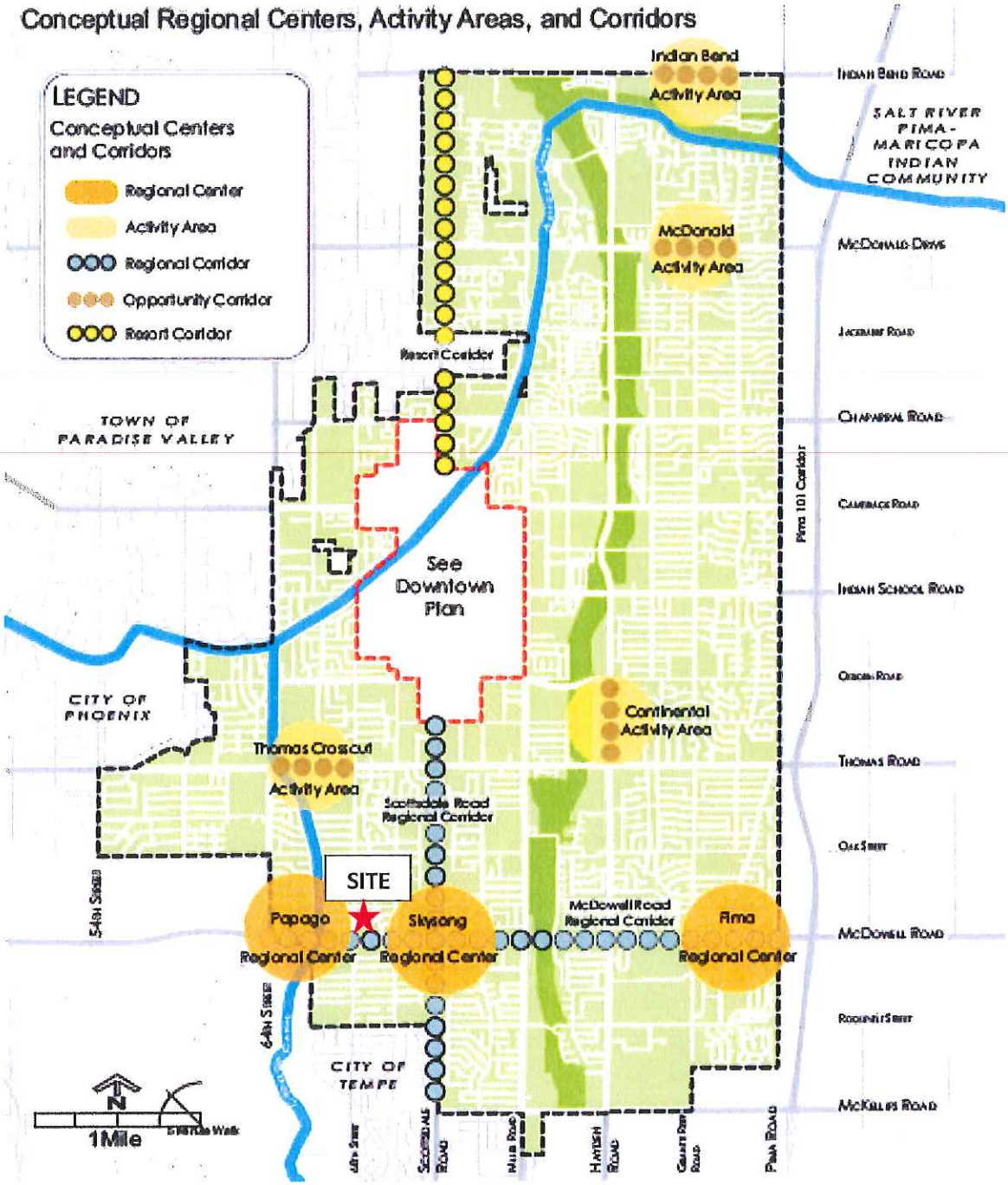
Response: The proposed residential community will not only bring reinvestment and redevelopment to the area, but will also bring development that more closely aligns the goals of the City by integrating residential development along the McDowell Road Corridor. The "mix of housing" along McDowell Road has already begun to take shape with the recently approved Las Aguas (PUD), SkySong (PCD) and Mark Taylor (PUD) developments which are all multifamily residential. This proposed for-sale, attached single-family development will further expand and upgrade the housing options along the McDowell Road Corridor integrating modern residential development on a vacant underutilized parcel.

Goal LU 5
Create Regional Centers and activity areas to guide future land use types and intensities throughout Southern Scottsdale.

- ***Policy LU 5.1***
Encourage the most intense levels of reinvestment, revitalization, and infill development within designated Regional Centers. These centers are located within General Plan designated Growth Areas, on Regional Corridor roadways and are considered a valley-wide destination.

Response: McDowell Road is designated at a Regional Corridor per the SSCAP. The site falls between the Papago Regional Center and SkySong Regional Center. The proposed residential development will strengthen the link between these two "Regional Centers" and will accomplish a range of goals including the revitalization of an underutilized property by integrating high

quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will tie into the nearby canal trail system and Papago Park to the west.



Southern Scottsdale Character Area Plan, 2010

Goal LU 9
Create new development and connectivity opportunities between Pagago Park and Southern Scottsdale.

- ***Policy LU 9.1***
Support more intense land uses adjacent to Papago Park that are tourism and regional destinations including (but not limited to): mixed-use, hotel, specialty attractions, housing, recreation, retail, and support services.

Response: As mentioned above, the proposed residential community will benefit from the nearby canal linkage and Papago Park. The density of 11.8 du/ac is appropriate given the surrounding context and provides an ideal land use transition from McDowell Road (a 6-lane major arterial) to the R1-7 homes to north. With the redevelopment of the site, improvements to the pedestrian connectivity will be made along the street frontage with a detached, widened sidewalk and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along this corridor enhances the pedestrian realm as new residents utilize the sidewalks, canal paths, and Papago Park amenities.

Goal CD 1
New and redeveloped residential housing should respect existing neighborhood character and design.

- ***Policy CD 1.1***
New and redeveloped residential development should be compatible in terms of established neighborhood housing proportion, size, mass, and height.

- ***Policy CD 1.2***
Architectural housing character should not be restricted to, but remain complementary with, existing neighborhood design.

Response: The proposed residential housing brings an exciting new architectural type to McDowell Road providing a modern, contemporary aesthetic appealing to the market demographic drawn to this transforming Regional Corridor. That being said, the building proportions, size, massing and heights are compatible with the adjacent single-family homes to the north. Additionally, the site plan has been designed to provide a 70-foot buffer (with the exception of lot 38 at 54 feet) along the north and mature landscaping along the northern edge.

Goal CD 2
The character and design of mixed-use and commercial development should accommodate a variety of land uses, engage pedestrians, and extend indoor spaces to the outside.

- ***Policy CD 2.1***

Encourage pedestrian-oriented site design for new and revitalized development within Corridors, Regional Centers, and Activity Areas.

- ***Policy CD 2.2***

Support new building design that respects existing area character, while allowing for efficient and coherent use of building sites.

- ***Policy CD 2.4***

New development and redevelopment should provide a diversity of design by accommodating a mix of land uses both vertically and horizontally.

Response: McDowell Road is designated as a Regional Corridor in the SSCAP. The site falls between the Papago Regional Center and SkySong Regional Center. The proposed residential development will strengthen the link between these two "Regional Centers" and will accomplish a range of goals including the revitalization of an underutilized, vacant dealership property by integrating high quality, vibrant architecture, creating pedestrian synergy and promoting a mixed use environment.

Goal CD 4

Site and building design of new development and redevelopment should respond to the Sonoran Desert Climate.

- ***Policy CD 4.1***

Encourage new development to incorporate designs such as shade structures, deep roof overhangs and recessed windows to address passive solar cooling opportunities.

- ***Policy CD 4.2***

Encourage the use of a variety of textures and natural building materials to provide architectural visual interest and richness, particularly at the pedestrian level.

- ***Policy CD 4.3***

Support landscape design that responds to the desert environment by utilizing indigenous and adapted landscape materials that complement the Southern Scottsdale built environment.

Response: The architectural design, window placement, building materials and landscaping have been carefully selected to incorporate the vernacular of the Southwest and provide desert sensitive design elements. Architecture has been designed to activate both sides of the building (see elevations & site plan). The landscape plant palette is consistent with the McDowell Road Streetscape Guidelines and incorporates predominately low water use plant materials appropriate for this urban desert setting.

Goal CD 6

Promote, plan, and implement design strategies that are sustainable.

- ***Policy CD 6.1***
  Encourage compact development design along Corridors and in Regional Centers and Activity areas to help reduce travel distances, encourage walking and cycling, and stimulate public transit use.

- ***Policy CD 6.4***
  Encourage the use of sustainable design principles for remodeling and new development projects to mitigate building construction and operational impacts on the environment.

Response: Being located along the McDowell Road Regional Corridor with close proximity to an array of land uses (office, retail, support services) and pedestrian connections, the Property provides an enhanced environment for residential development. The integration of more residential development along McDowell Road will naturally result in reduced travel distances, vehicle trips and promote walking and cycling via nearby trails, sidewalks and recreational amenities such as the canal path system, Papago Park and Indian Bend Wash.

The single-family residential units will include a ground level private garden space with balcony above. The garden patio spaces will serve as an indoor/outdoor space and an extension of the ground level flex space (living, home office, game room, etc). The garden spaces that align McDowell Road and other street frontages will be designed in a manner that provides a range of screening methods as opposed to a flat, solid linear wall. This edge will activate McDowell Road with direct pedestrian access, art wall elements and vegetation to bring visual interest as opposed to an unattractive linear wall mass (see pages 6 &7 for art wall description).

K. Hovnanian uses energy efficient technology in their homes incorporating low-e glass, energy star appliances, sustainable building materials, and low water use desert landscaping appealing to the expectations of today's consumer while reducing operational impacts on the environment.

Goal EV 1
Support reinvestment that updates and/or replaces aging commercial properties.

- ***Policy EV 1.1***
  Support Opportunity and Regional Corridors, Regional Centers and Activity Areas for areas of mixed-use and higher-density development as part of an overall economic revitalization strategy.

Response: The proposed development plan brings reinvestment and revitalization to an aging, dilapidated, vacant car dealership site, further reenergizing the McDowell Road Corridor and bringing new residential living opportunities strengthening the economic core of Southern Scottsdale. The integration of additional rooftops along McDowell Road will bolster nearby retail and commercial businesses promoting the live, work, play momentum desired by the City.

Goal EV 5
Encourage a strong economic relationship among opportunity and regional corridors and associated regional centers and activity areas.

- ***Policy EV 5.3***
  Promote the development and location of a range of housing to meet executive and workforce housing needs in the Regional Centers and adjacent mixed-use Regional Corridors to support business cluster and employment development.

Response: Per the SSCAP, the Property lies between the Papago Regional Center and SkySong Regional Center along the McDowell Road Regional Corridor. The proposed residential development will strengthen the link between these two "Regional Centers" and will accomplish a range of goals including the revitalization of an underutilized property and providing additional housing options for employees of SkySong, General Dynamics, Honor Health, and Arizona State University to name a few.

Goal H 2
Embrace a wide range of housing options.

- ***Policy H 2.4***
  Increase availability of housing choices that meet the living activity requirements of diverse individuals, families, and for persons with disabilities.

Response: The mix of housing along McDowell Road has already begun to take shape with the recently approved Las Aguas (PUD), SkySong (PCD) and Mark Taylor (PUD) developments which are all multifamily residential. This proposed for-sale, attached single-family development will further expand and upgrade the housing stock along the McDowell Road Corridor integrating higher-end, modern residential development on a vacant underutilized parcel acting as a catalyst for further redevelopment along McDowell Road.

VI. Conclusion

In summary, the applicant is seeking a General Plan Amendment and rezoning on a 6.86+/- acre site to create a for-sale single-family residential community with approximately 81+/- homes. Redevelopment of this parcel will revitalize an underutilized site by redeveloping a long vacant car dealership and providing additional high-end housing opportunities for the Southern Scottsdale community. It will contribute to the live, work, play land use balance promoted by the General Plan and SSCAP. Incorporating new residential land use is essential to the success of Southern Scottsdale and the McDowell Road Regional Corridor. The site is an ideal location for residents to live close to Downtown Scottsdale, Downtown Phoenix, Sky Harbor Airport and Tempe and enjoy the nearby amenities of Papago Park, canal trail system and Indian Bend Wash.

Aire on McDowell

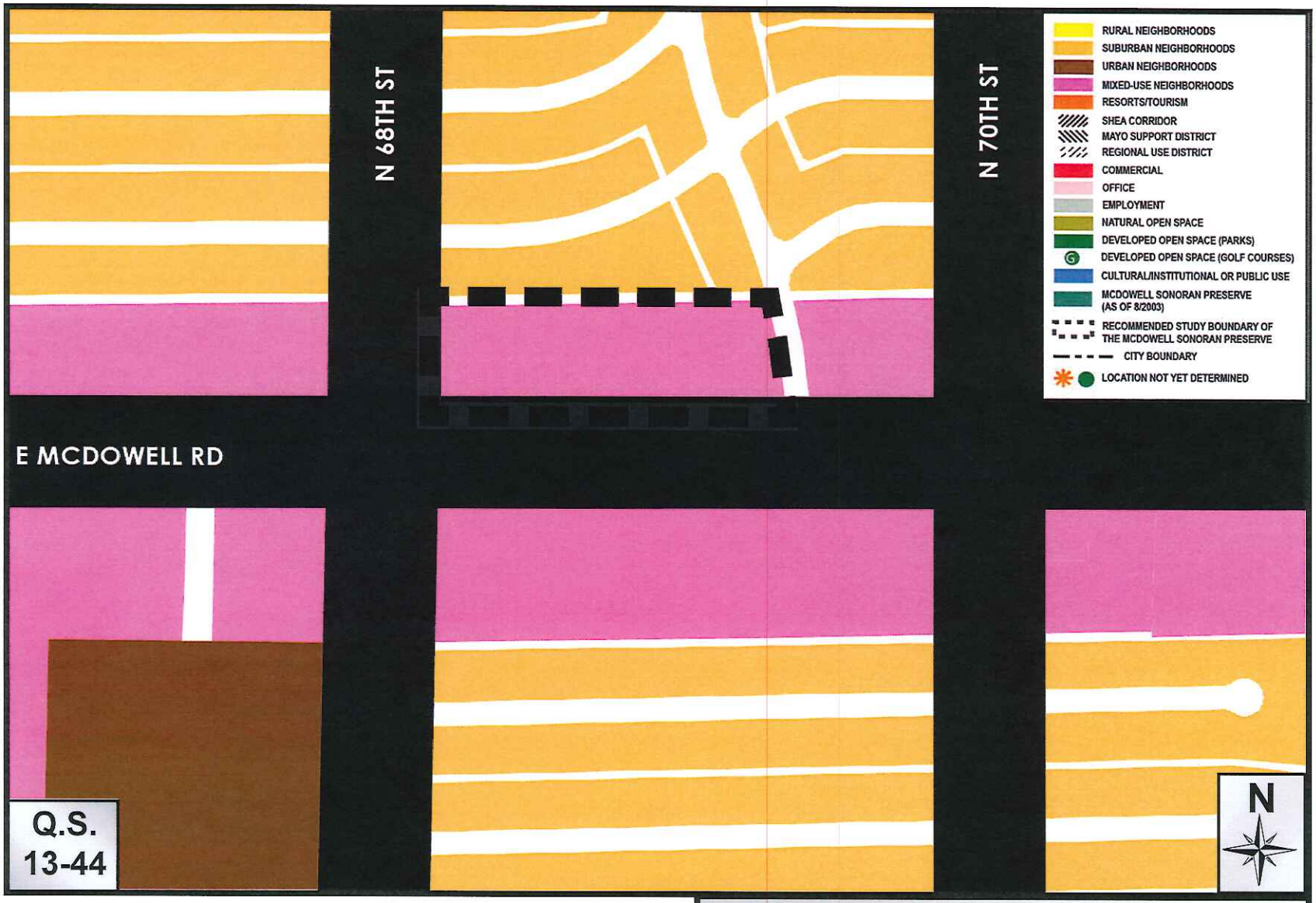
4-GP-2015 & 15-ZN-2015

ATTACHMENT #4

Aire on McDowell

4-GP-2015 & 15-ZN-2015

ATTACHMENT #4A

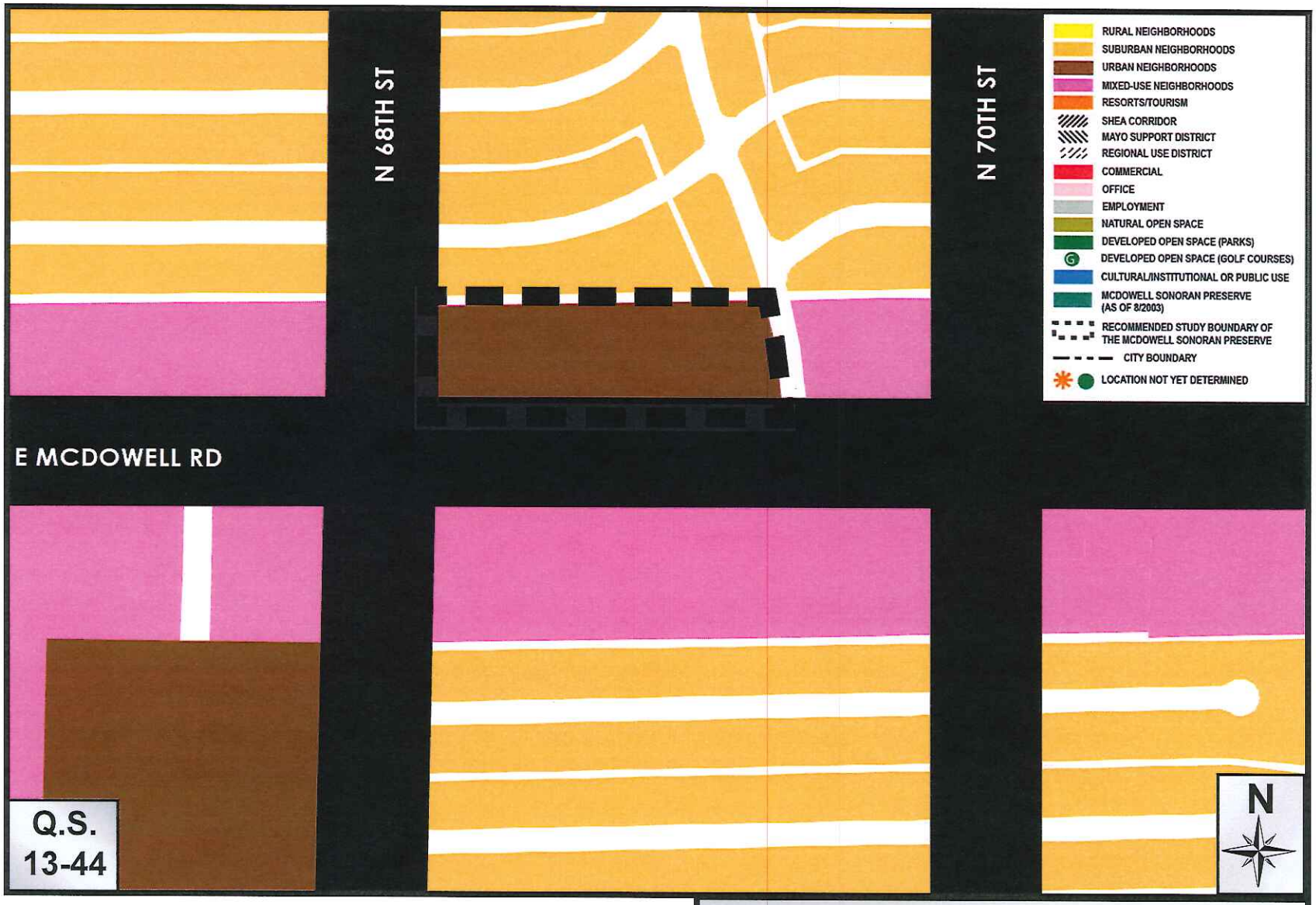


Aire on McDowell – Existing

General Plan

4-GP-2015 & 15-ZN-2015

ATTACHMENT #5

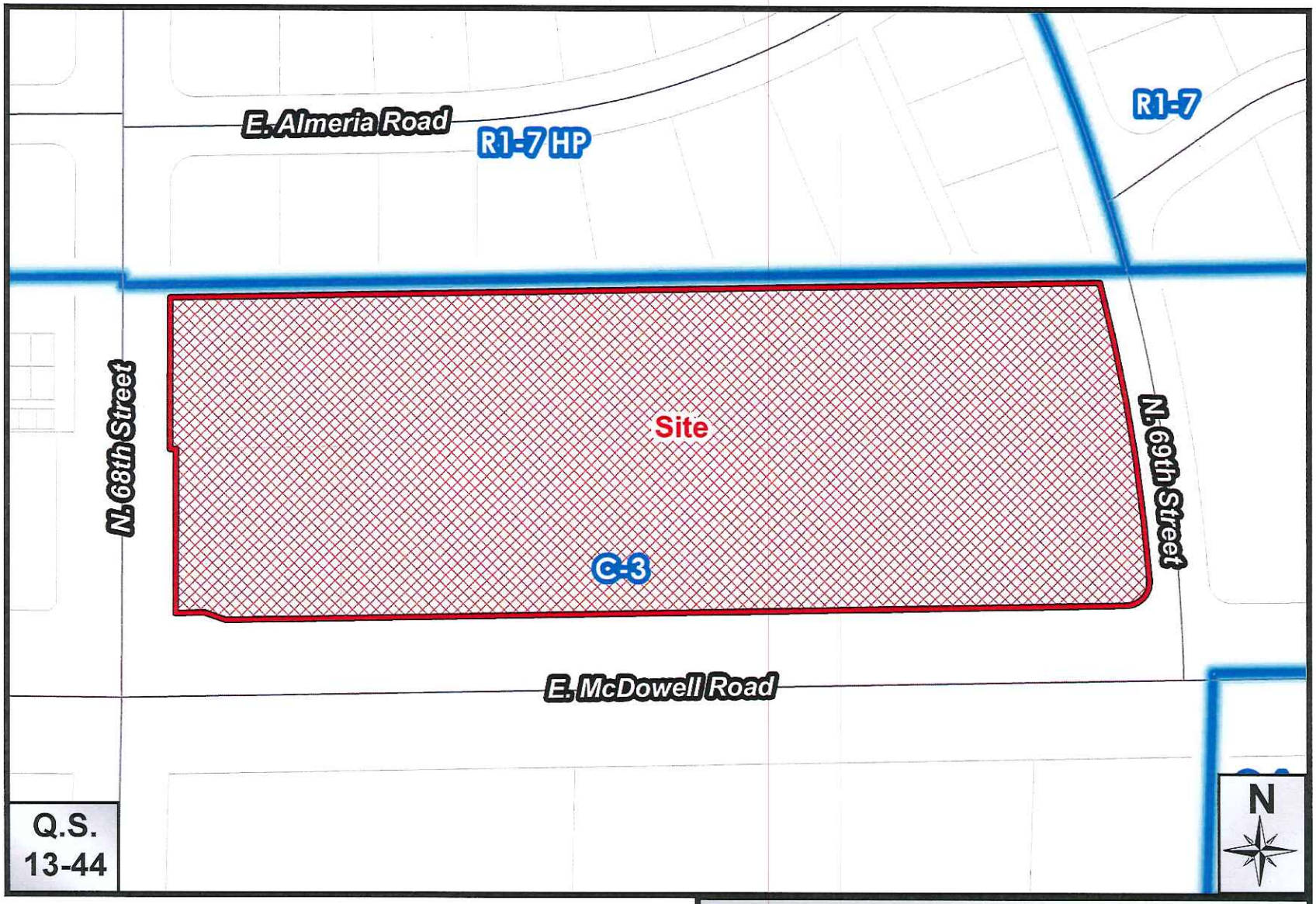


Aire on McDowell – Proposed

General Plan

4-GP-2015 & 15-ZN-2015

ATTACHMENT #6

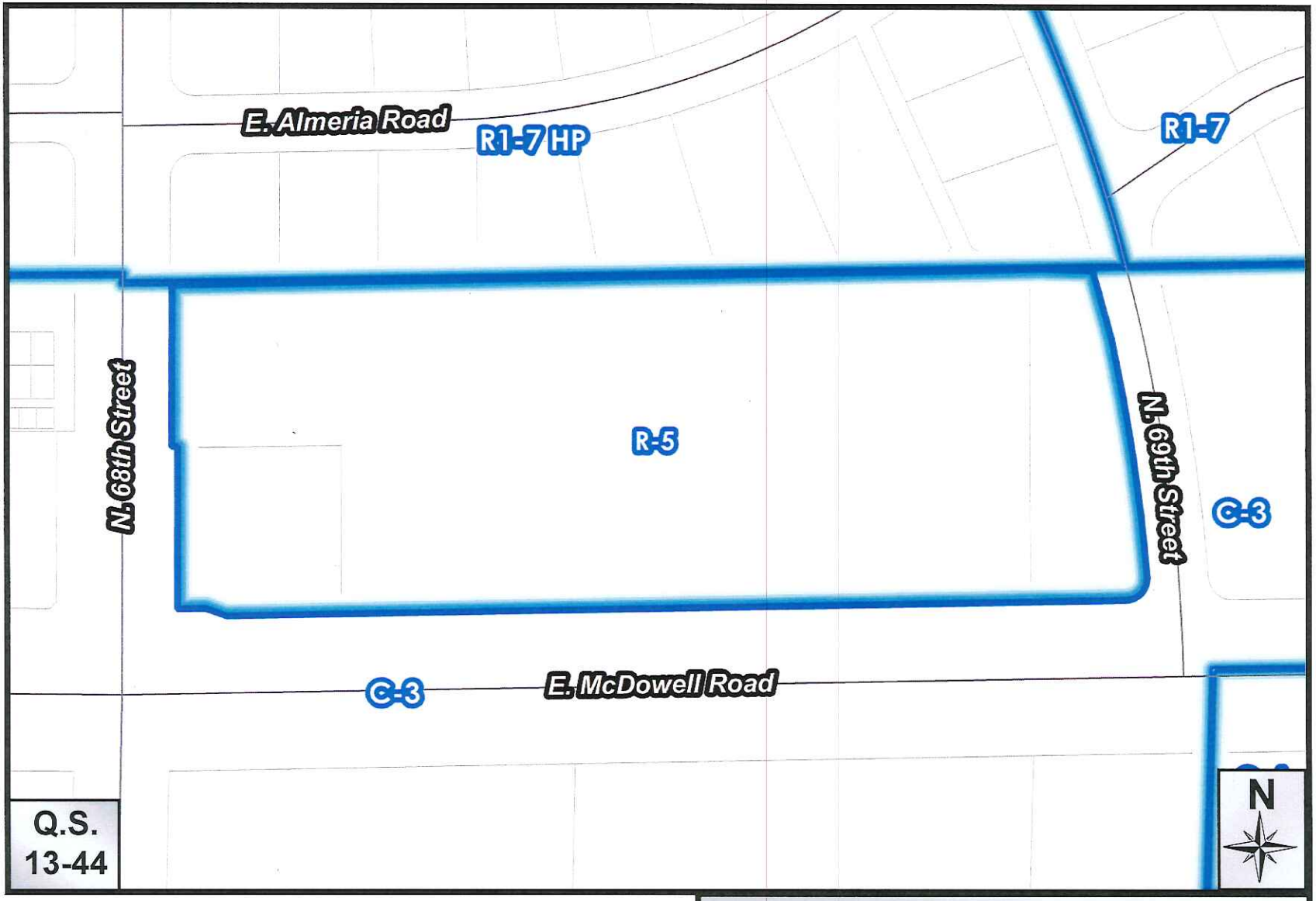


Aire on McDowell – Existing Zoning

4-GP-2015 & 15-ZN-2015

Ordinance

ATTACHMENT #7

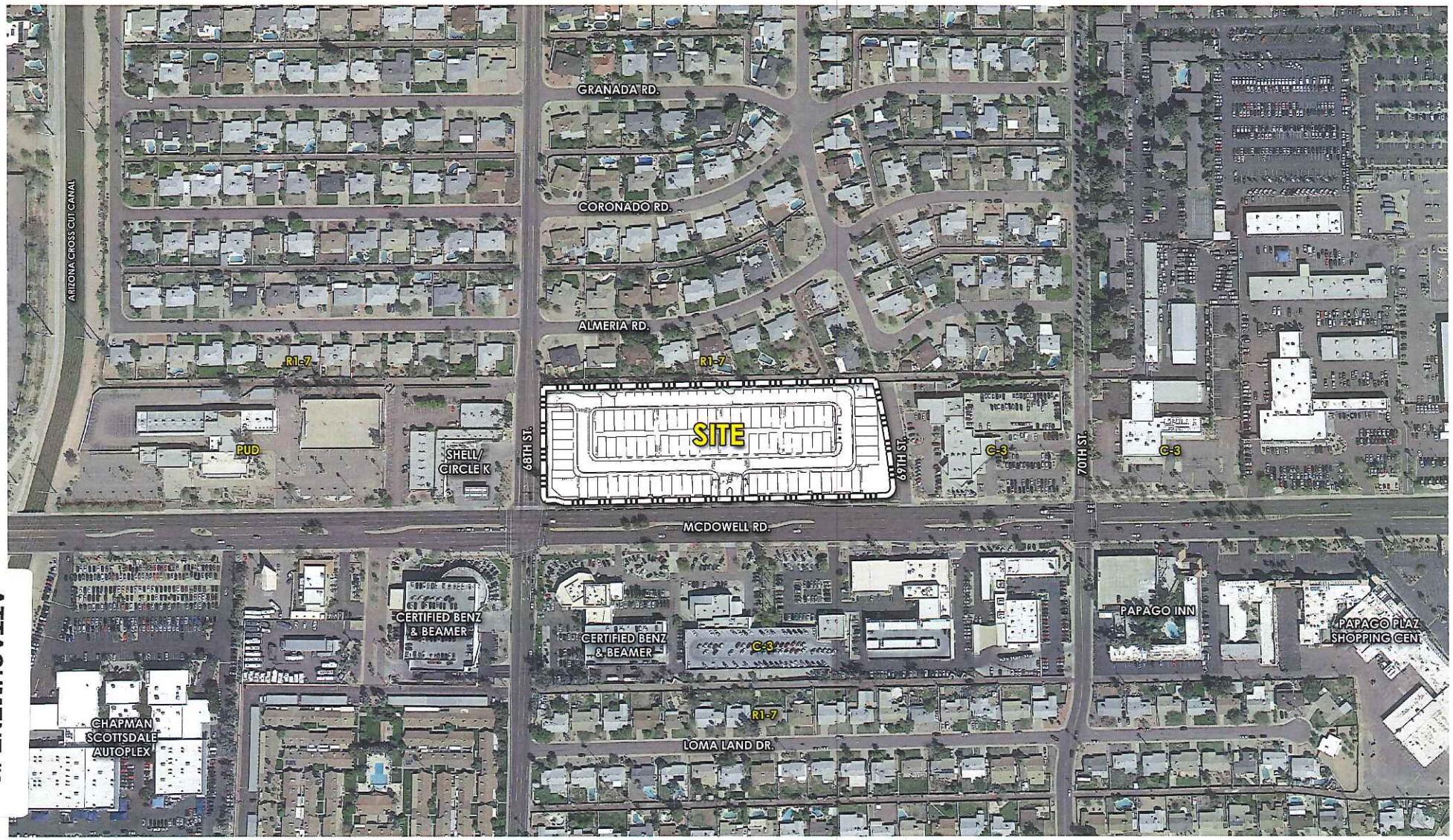


Aire on McDowell – Proposed Zoning

Ordinance

4-GP-2015 & 15-ZN-2015

ATTACHMENT #8



ATTACHMENT #9

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KHovnanian Homes

AIRE ON MCDOWELL

CONTEXT AERIAL

APPROX. SCALE: 1"=100' NORTH

1517 DRAWN BY: AV 11/30/15

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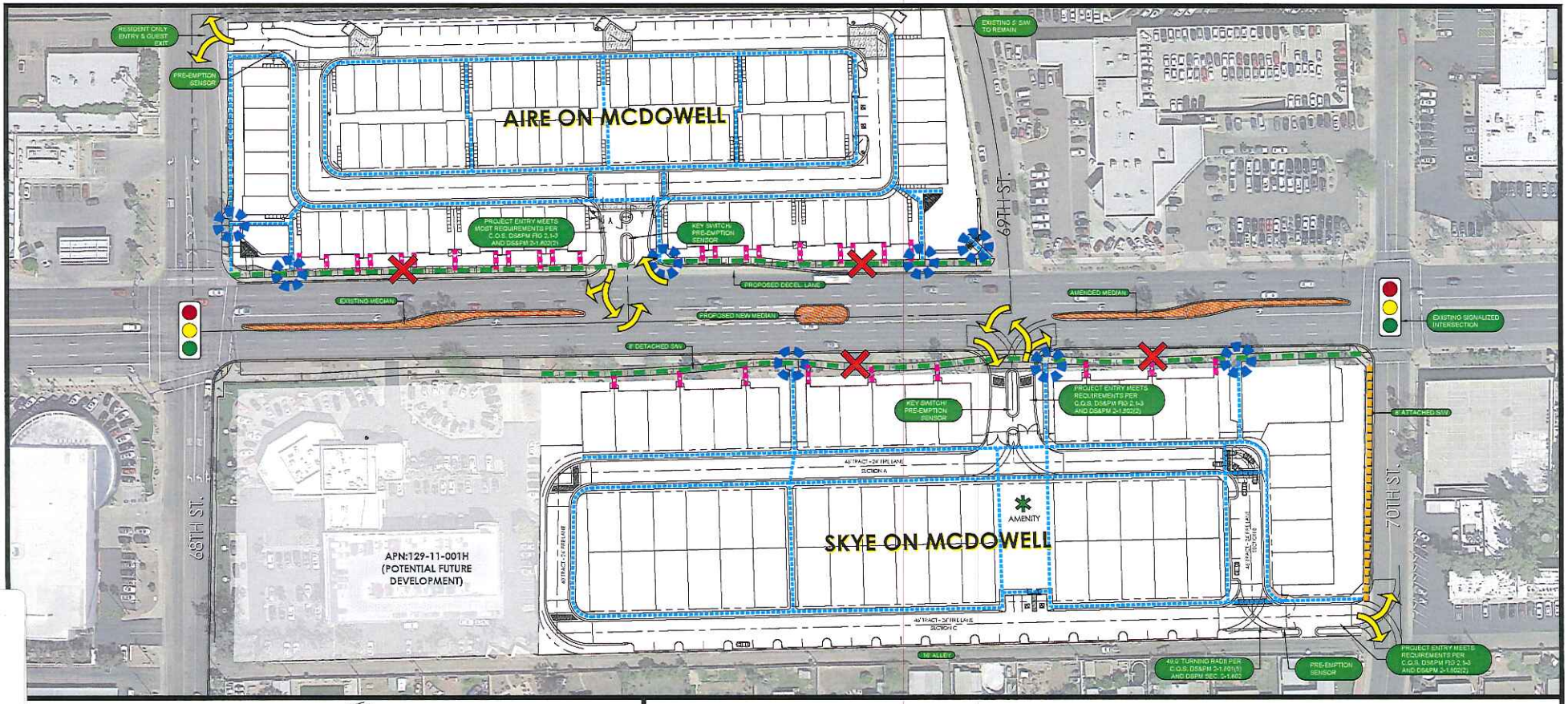
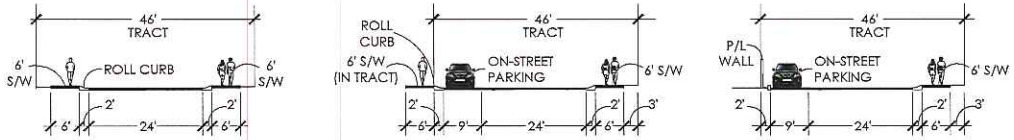
15-ZN-2015
12/02/15



LEGEND

- 4' PRIVATE PATHWAYS
- 6' PRIVATE SIDEWALK
- 8' ATTACHED PUBLIC SIDEWALK
- 8' DETACHED PUBLIC SIDEWALK
- PEDESTRIAN NODE
- COMMERCIAL TURNING RADII (49')
- SIGNALIZED INTERSECTION
- EXISTING DRIVEWAY TO BE REMOVED
- PROPOSED TURNING MOVEMENT

ROADWAY CROSS SECTIONS



SECTION A (SIDEWALKS BOTH SIDES)

SECTION B (PARKING ONE SIDE & SIDEWALKS ON BOTH SIDES)

SECTION C (PARKING ONE SIDE & SIDEWALK ON ONE SIDE)

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SKYE ON MCDOWELL

MASTER CIRCULATION PLAN

APPROX. SCALE: 1"=50' NORTH

1543 DRAWN BY: AV 1/13/16

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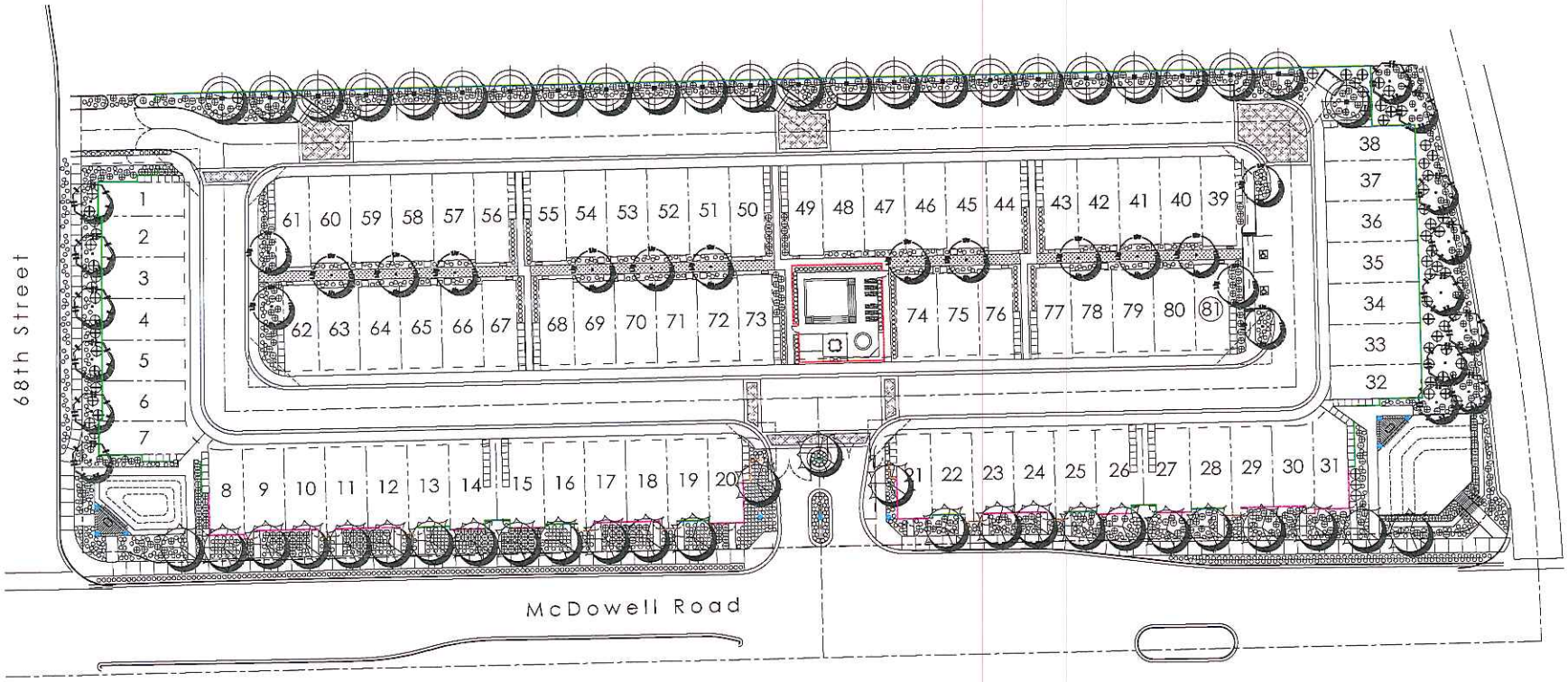
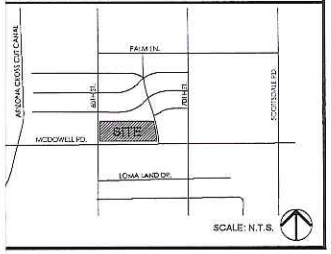
ATTACHMENT #10

4-GP-15/15-ZN-15
01/13/16



VICINITY MAP



PROJECT TEAM

Discipline	Company Contact Info.
Client	K. Hovnanian Homes Chuck Chisholm 480.824.4175 cchisholm@khov.com
Planner / Landscape Architect	LVA Urban Design Studio Alex Stedman Laura Thelen, RLA, LEED-AP 120 South Ash Avenue Tempe, Arizona 85281 480.994.0994 astedman@lvadesign.com lthelen@lvadesign.com

PROJECT DATA

ON-SITE LANDSCAPE AREA:
RIGHT-OF-WAY LANDSCAPE AREA:
TOTAL TREES PROVIDED: 98
MATURE TREES REQUIRED: 49
MATURE TREES PROVIDED: 82

Pursuant to Section 10.50LB, all trees shall have a 15 gallon minimum container size and at least 50% must be mature. For developments where buildings have more than one story, 50% of the trees shall meet the following standards:
Palm Trees: 12 feet tall
Single-Trunk Trees: 3 inch caliper
Multiple-Trunk Trees: 1-1/2" caliper average trunk

CONCEPTUAL PLANT LEGEND

TREES		SIZE	QTY
ULMUS PARVIFLORA	EVERGREEN ELM	36" BOX (2" CAL.)	30
CERCIDIUM HYBRID	DESERT MUSEUM PALO VERDE	24" BOX (1.5" CAL.)	16
EUCALYPTUS PAPUANA	GHOST GUM EUCALYPTUS	24" BOX (2" CAL.)	24
JACARANDA MIMOSIFOLIA	JACARANDA	48" BOX (3" CAL.)	12
SMALL PATIO TREES			
CHITALPA TASHKENTENSIS	CHITALPA	24" BOX	16
THEVETIA PERUVIANA	YELLOW OLEANDER	24" BOX (1.5" CAL.)	
BAUHINIA CONGESTA	ANACACHO ORCHID	24" BOX (1" CAL.)	
CAESALPINIA MEXICANA	YELLOW BIRD OF PARADISE	15 GAL	

THEME WALL
ART WALL
VIEW / POOL FENCE
GREENSCREEN WALL

SHRUBS / VINES / ACCENTS		
TECOMARIA CAPENSIS	CAPE HONEYSUCKLE (ON TRELLIS)	5 GAL
*EQUISETUM HYMENALE	HORSETAIL REED	1 GAL
HESPERALOE PARVIFLORA 'PERPA'	BRAKELIGHTS YUCCA	1 GAL
*HIBISCUS ROSA-SINENSIS	CHINESE HIBISCUS	5 GAL
MUHLENBERGIA CAPILLARIS	REGAL MIST	1 GAL
MUHLENBERGIA RIGENS	DEER GRASS	1 GAL
PEDILANTHUS MACROCARPUS	SLIPPER PLANT	5 GAL
*SANSEVIERIA TRIFASCIATA	SNAKE PLANT	5 GAL
GROUNDCOVERS		
LANTANA ' NEW GOLD'	GOLD LANTANA	1 GAL
LANTANA MONTEVIDENSIS	TRAILING PURPLE LANTANA	1 GAL
RUELLIA BRITTONIANA 'KATIE'	KATIE RUELLIA	1 GAL
*TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL
WEDELIA TRILOBATA	YELLOW DOT	1 GAL

INERT GROUNDCOVERS
MID-IRON SOD / TURF
SYNTHETIC TURF
SEASONAL ANNUALS

DECOMPOSED GRANITE IN ALL PLANTER BEDS

* NOT ON THE ARIZONA DEPARTMENT OF WATER RESOURCES LOW WATER USE PLANT LIST (APPROX. 3,570 S.F. OF PLANT MATERIAL SHOWN ON PLAN IS NOT ON LOW WATER USE LIST)

APPROX. SCALE: 1"=30'
NORTH

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AIRE ON MCDOWELL

PRELIMINARY LANDSCAPE PLAN
SHEET L-1

1517 DRAWN BY: JV/LT 1/13/16

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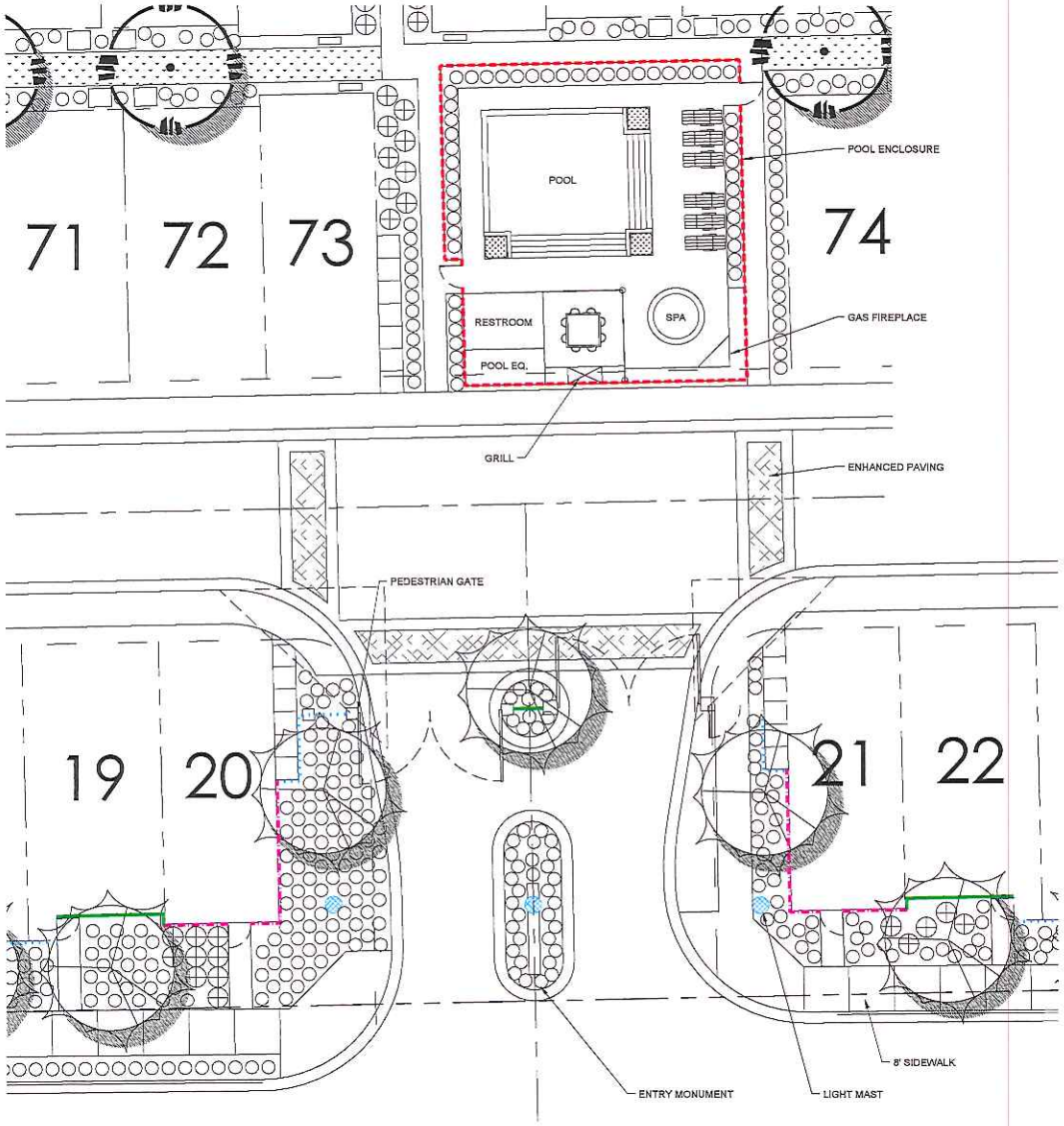
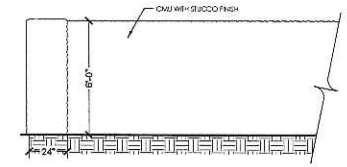
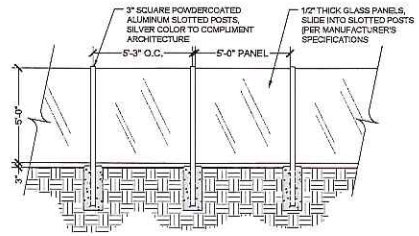
ATTACHMENT #11

4-GP-15/15-ZN-15
01/13/16





1 THEME WALL
SCALE: N.T.S.



2 POOL FENCE
SCALE: N.T.S.

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AIRE ON MCDOWELL

PRELIMINARY LANDSCAPE PLAN
SHEET L-2

APPROX. SCALE: 1"=10'
NORTH

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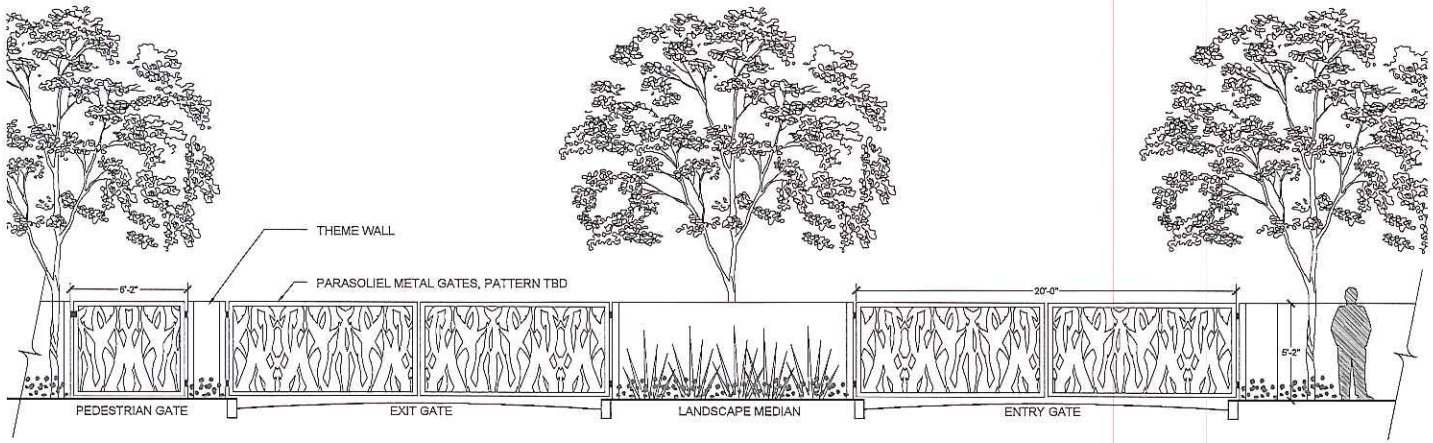

1 ENTRY GATES
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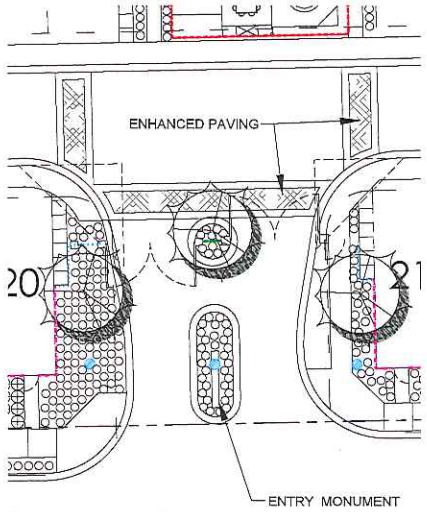

2 ENTRY AREA CONTEXT
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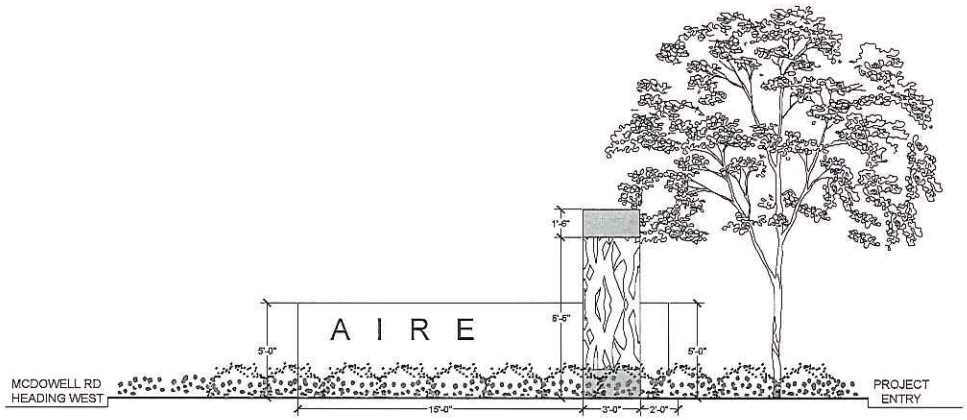

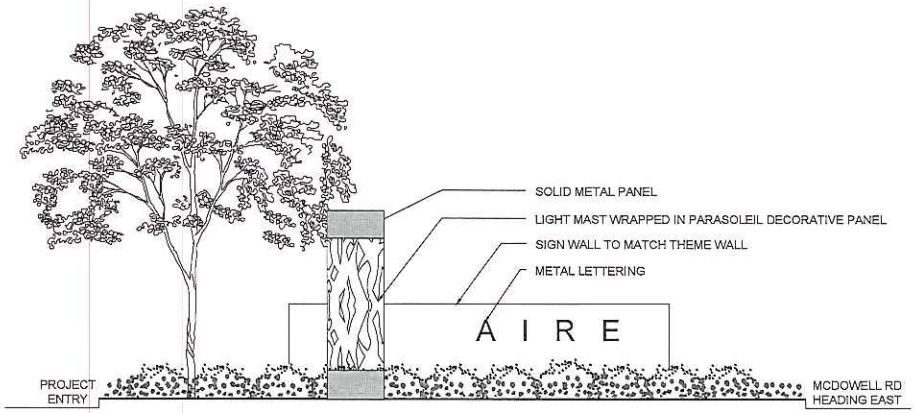

3 ENTRY MONUMENT
SCALE: N.T.S.

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AIRE ON MCDOWELL

PRELIMINARY LANDSCAPE PLAN
SHEET L-3

NORTH

APPROX. SCALE: NTS

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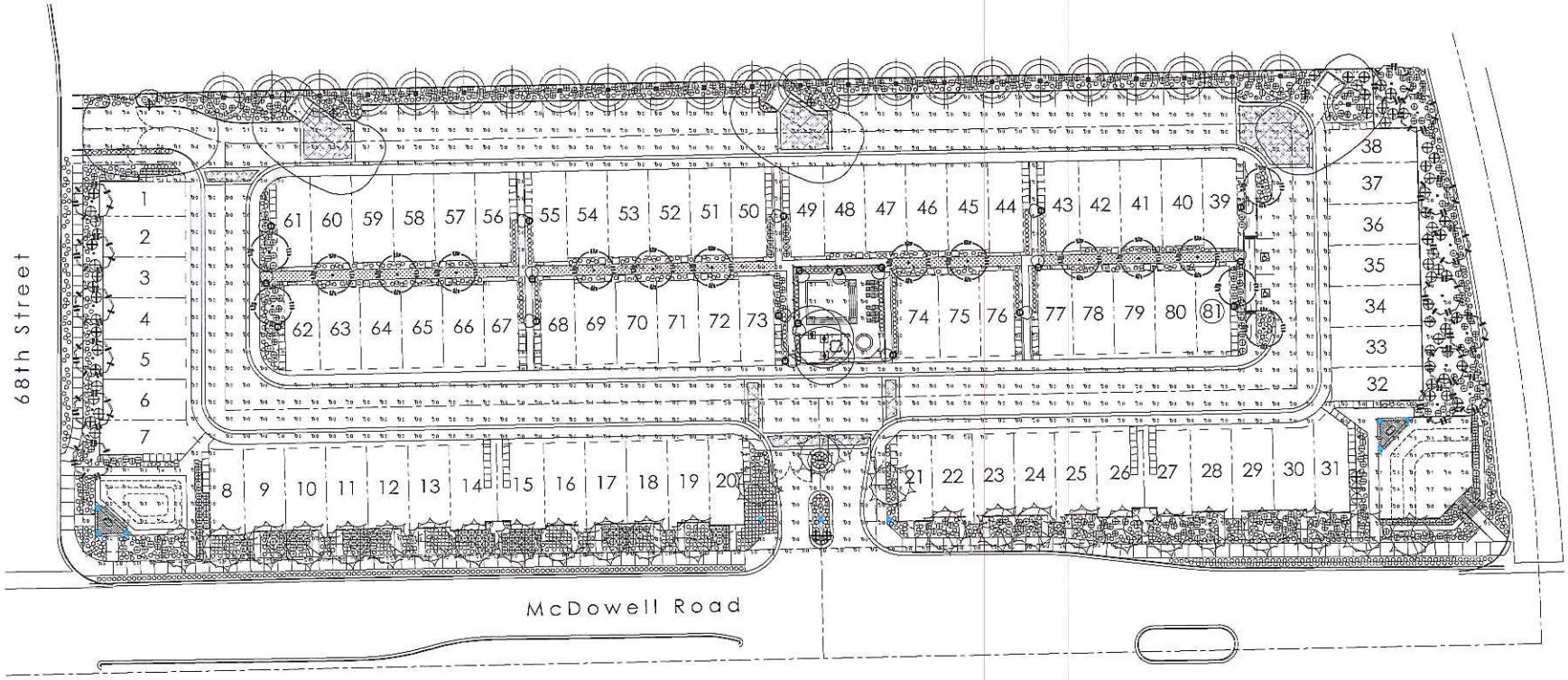

LUMINAIRE SCHEDULE									
Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	A	2	HYDREL DALTON A M20 12 NFL L3 B/S	INGRADE UPLIGHT	GREEN CREATIVE 7MR16G4DIM/830FL36	PDX10_22LED_WHT53K_MFL.ies	Absolute	1.00	7
	B	12	HYDREL MILLERTON M20 12 NFL L3 C2 CSL B/S	DOWNLIGHT	GREEN CREATIVE 7MR16G4DIM/830FL36	7.5MR16G4DIM830FL36_IESNA2002.IES	507	1.00	7
	C	4	USARCHITECTURAL RZR-M-IV-24LED-NW-350-HS/SSS12	FULL CUTOFF AREA LIGHT MOUNTED AT 12 FT AFG	4000K LED	RZRM-4S-24PLED-NW-350.ies	Absolute	1.00	27
	D	3	USARCHITECTURAL LN20 E26 A19 RAL8015T	FULL CUTOFF WALL MOUNT AT 84 INCHES	GREEN CREATIVE RETROFIT LED 9A19G4DIM/840	9A19G4DIM-840_IESNA2002.IES	960	1.00	9.4
	E	20	SLV 232145U	27.5 INCH HIGH BOLLARD	LED	232135.ies	87	1.00	6
	XFMR	2	HYDREL BPTA 60LED	INGRADE TRANSFORMER	NA	PDX10_22LED_WHT53K_MFL.ies	Absolute	0.01	7

STATISTICS						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
fc values at grade	+	0.1 fc	5.6 fc	0.0 fc	N / A	N / A
Property line calculations	+	0.0 fc	0.1 fc	0.0 fc	N / A	N / A

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PRELIMINARY LANDSCAPE PLAN
SHEET L-4

APPROX. SCALE: 1"=30'
0' 30' 15' 60'
NORTH

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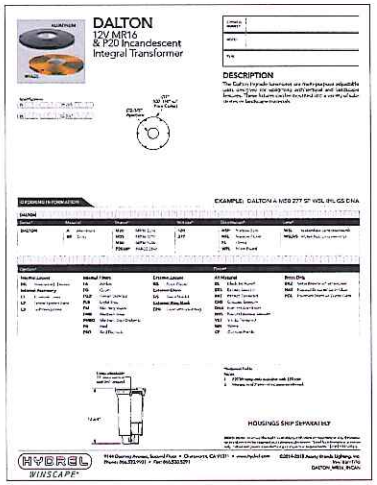
A



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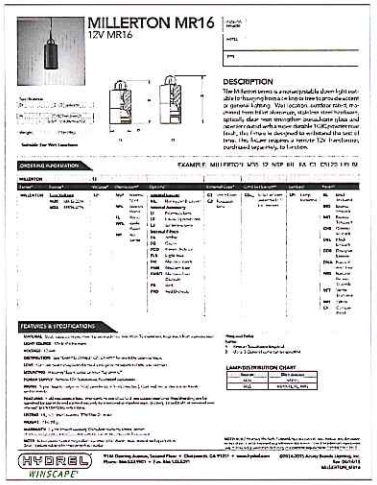

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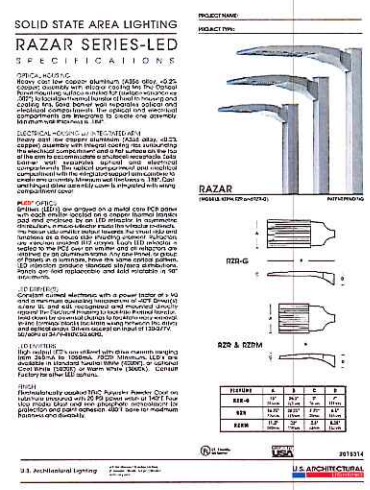
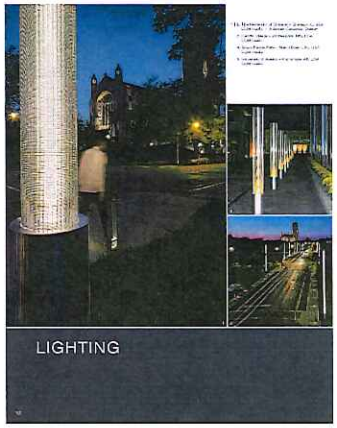


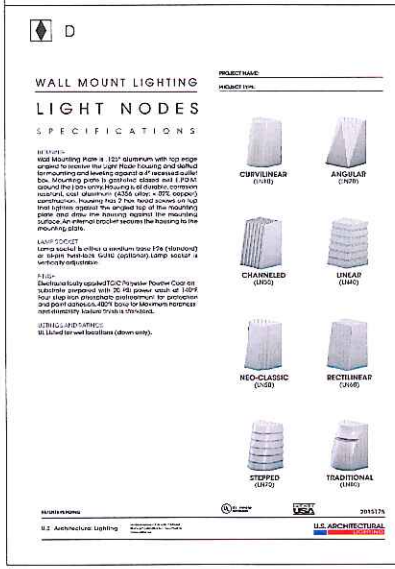
LIGHT MAST REFERENCE IMAGES



SPECS:

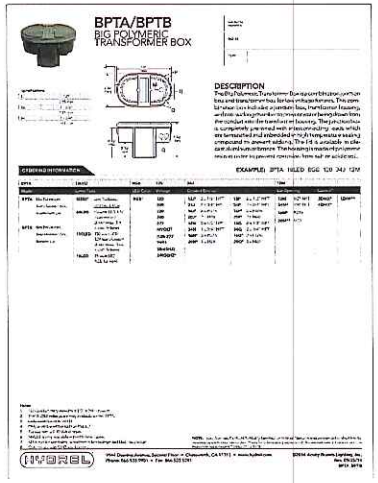
Johnson screens®

D



E

XFMR



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PRELIMINARY LANDSCAPE PLAN
SHEET L-5

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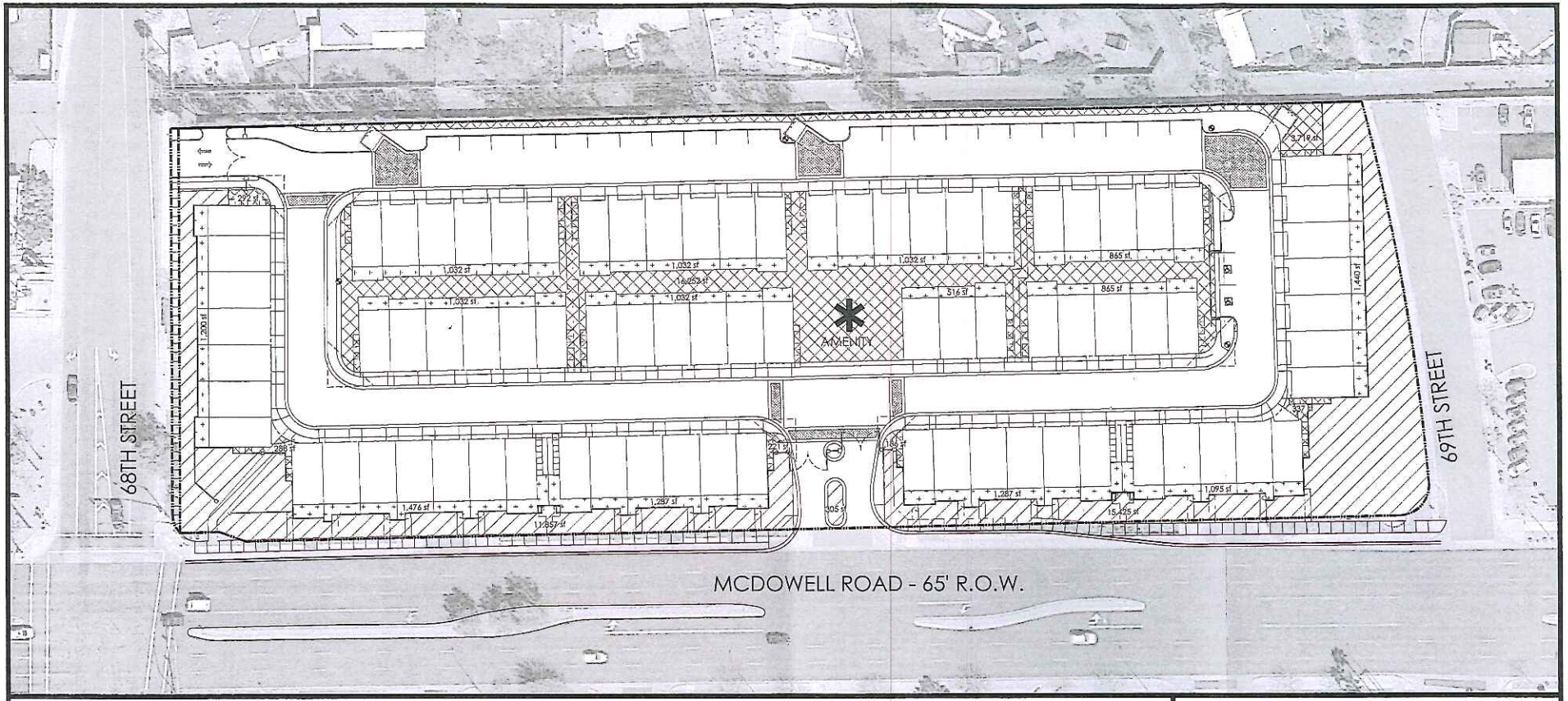

OPEN SPACE ANALYSIS:

FRONTAGE OPEN SPACE
REQUIRED: 1,361 LF X 20= 27,220 SQ FT
PROVIDED: 27,589 SF

COMMON OPEN SPACE
REQUIRED: 48,874 SF (22% OF NET)
PROVIDED: 48,902 SF

PRIVATE OUTDOOR LIVING SPACE*
REQUIRED: +/- 13,655 SF
PROVIDED: +/- 20,702 SF
*MINIMUM: 240 SF/UNIT

SITE DATA:

ADDRESS:	6850 E MCDOWELL RD.
SITE AREA (NET):	222,314 (5.11 AC)
SITE AREA (GROSS):	298,775 SF (6.86 AC)
PROPOSED # OF LOTS:	81
NET DENSITY:	15.8 DU/AC
GROSS DENSITY:	11.8 DU/AC
CURRENT ZONING:	C-3
PROPOSED ZONING:	R-5
RESIDENT PARKING:	2 GARAGE SPACES/UNIT
GUEST PARKING:	25 SPACES (INCLUDES 2 ACCESSIBLE SPACES)
MAX. BUILDING HEIGHT:	36' PER ZONING
TYP. LOT DIMENSIONS:	24'x48', 20'x50'
OPEN SPACE:	SEE OPEN SPACE PLAN

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KJ Jovnanian Homes

AIRE ON MCDOWELL

OPEN SPACE PLAN

APPROX. SCALE: 1"=30' 0 15 30 60

NORTH

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ATTACHMENT #12

Commercial Market Analysis
South Scottsdale Market Area

Prepared for:

Berry Riddell LLC

October 2015

Prepared by:

Elliott D. Pollack & Company
7505 East 6th Avenue, Suite 100
Scottsdale, Arizona 85251

ATTACHMENT #13

18-ZN-2015
11/6/15

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Executive Summary

Elliott D. Pollack and Company was retained to review commercial real estate market conditions surrounding commercial sites located at the northeast and southeast corners of McDowell Road and 68th Street in Scottsdale, Arizona. The properties that are the subject of rezoning include requests from C-3 and C-4 to R-5 for the development of for-sale residential. The market area surrounding the properties was analyzed in terms of current and available retail and employment building space.

Following are key findings of this research.

- Within the South Scottsdale Market Area (defined as the east and west borders of the City of Scottsdale (56th Street to Pima Road) and from McKellips Road on the southern border to Osborn Road on the north), the vacancy rate for office space stands at 31%. Excluding the new building at SkySong that is under construction, the vacancy rate is 23%.

- Available retail space in the Market Area is abundant with 1.16 million square feet of retail space and an overall vacancy rate of 8.4%. In addition, at least three major auto dealer sites are currently vacant totaling 252,000 square feet of space. It is questionable whether these buildings in their current condition can be put to a commercial use other than an auto dealership.

  Much of the conventional retail space remaining in the area is built on small lots with limited depth that restricts the use and redevelopment of the property. The former dealership site at 6850 E. McDowell is an example of a site that would be difficult to redevelop as a retail property. In addition, many of the existing retail buildings are older free-standing structures that may have limited use for modern retailers. In fact, the buildings under 10,000 square feet in size in the Market Area have a vacancy rate of 50%.

- SkySong is strategically located within the Market Area and has created a critical mass of office tenants within 445,000 square feet of office space and a 325-unit apartment complex. SkySong will be the focus of continued commercial development and can accommodate more than 440,000 square feet of additional building space.

- SkySong is clearly the anchor for the Market Area and has demonstrated the strong linkage between Arizona State University, research and innovation within a business setting. A variety of academic research has been conducted on how cities can foster innovation, technological breakthroughs and the growth of knowledge. The Brookings Institute has coined a term for this model of urban development known as "innovation districts".

In recent years, innovative and emerging firms and talented workers are choosing to locate in compact, amenity-rich cores of central cities where they are close to other firms, research labs, and universities so that they can share ideas. Scottsdale is beginning to participate in this transformation with densification of development, revitalization of Downtown, alliances with higher education institutions and promotion of emerging technologies through incubators. With its educated workforce and diversified economy, Scottsdale is positioned to take advantage of the emerging trend of innovation districts and SkySong represents one of the first opportunities in the Greater Phoenix area to build upon the successful collaboration between a university and a city.

Mixed-use development is a key component of the innovation district concept. The area surrounding SkySong is rich in retail development although many of the properties are obsolete or oriented toward the auto sales market. The immediate area's office vacancy rate is 31%. Multi-family development has grown in the last few years in the area with the construction of SkySong's 325 residential units, the completion of San Travesia adjacent to SkySong (440 units) and the approval of Las Aguas's 154 units.

In order to continue the expansion of the fledgling innovation district centered on SkySong, additional mixed-use residential and office development should be promoted, especially modern office buildings that are designed and wired for today's emerging technologies, employees and business models. The redevelopment of the Papago Plaza with a grocery store anchor and additional retail space will provide some of the services demanded by residents and employees in the area. In order to support this new retail development, additional residential is required.

In our opinion, the City of Scottsdale should work to strengthen its existing retail real estate assets as opposed to protecting potential retail sites where they may not be warranted or demanded. In the end, the addition of new retail centers in a community, without a corresponding increase in the resident population, may have no effect on actually increasing retail sales and may only disperse sales among competing shopping centers. A viable alternative strategy is to support and strengthen existing retail establishments by increasing the resident population in the area. Retail sales and other forms of revenue originate from the spending of the community's residents and, to some extent, employees working in the area. Additional residents living in close proximity to retail development will lead to higher retail sales activity.

1.0 Introduction

1.1 Purpose of Study

Elliott D. Pollack and Company was retained to review commercial real estate market conditions surrounding commercial sites located at the northeast and southeast corners of McDowell Road and 68th Street in Scottsdale, Arizona. The properties that are the subject of rezoning include requests from C-3 and C-4 to R-5 for the development of for-sale residential. The market area surrounding the properties was analyzed in terms of current and available retail and employment building space.

1.2 Limiting Conditions

This study prepared by Elliott D. Pollack & Company is subject to the following considerations and limiting conditions.

- It is our understanding that this study is for the client's due diligence and other planning purposes. Neither our report, nor its contents, nor any of our work were intended to be included and, therefore, may not be referred to or quoted in whole or in part, in any registration statement, prospectus, public filing, private offering memorandum, or loan agreement without our prior written approval.

- The reported recommendation(s) represent the considered judgment of Elliott D. Pollack and Company based on the facts, analyses and methodologies described in the report.

- Except as specifically stated to the contrary, this study will not give consideration to the following matters to the extent they exist: (i) matters of a legal nature, including issues of legal title and compliance with federal, state and local laws and ordinances; and (ii) environmental and engineering issues, and the costs associated with their correction. The user of this study will be responsible for making his/her own determination about the impact, if any, of these matters.

- This study is intended to be read and used as a whole and not in parts.

- This study has not evaluated the feasibility or marketability of any site for planned uses.

- Our analysis is based on currently available information and estimates and assumptions about long-term future development trends. The data is considered current as of September 2015. Such estimates and assumptions are subject to uncertainty and variation. Accordingly, we do not represent them as results that will be achieved. Some assumptions inevitably will not materialize and unanticipated events and circumstances may occur; therefore, the actual results achieved may vary materially from the forecasted results.

2.0 Commercial Market Analysis

2.1 Retail Market Trends

Cassidy Turley estimates the retail vacancy rate for the Scottsdale market area through the second quarter of 2015 at 8.4% (vacancy data is not disaggregated to individual cities or smaller regions). The Scottsdale market area extends from McKellips Road north to the city limits, east of 64th Street. Greater Phoenix's retail market as a whole has a much higher vacancy rate at 11.3%. Average asking rents in the Scottsdale submarket are also 36% higher than the average rents for Greater Phoenix.

Approximately 202,000 square feet of retail space is under construction. The majority of that activity is found at Scottsdale Fashion Square where a 142,000 square foot expansion is underway.

2015 Q2 Retail Vacancy Rates Scottsdale and Greater Phoenix

	Inventory	Total Vacant	% Vacant	YTD Net Absorption	Under Construction	Average Asking Rate
Scottsdale	**16,159,307**	**1,350,298**	**8.4%**	**(77,991)**	**142,000**	**$18.84**
Greater Phoenix						
Neighborhood	88,864,572	12,055,815	13.6%	226,178		$13.30
Power/Regional	46,240,999	2,560,864	5.5%	9,754	-	$22.57
Specialty	2,108,652	199,953	9.5%	192,637	-	$23.56
Strip	13,386,659	2,225,009	16.6%	12,882	-	$13.43
TOTAL	**150,600,882**	**17,041,641**	**11.3%**	**441,451**	**202,000**	**$13.82**

Source: Cassidy Turley

2.2 Office Market Trends

The Greater Phoenix office market is considered overbuilt with a vacancy rate of 19.3% (according to DTZ). While the market is improving from its vacancy rate of 25% in 2012, conditions are still difficult for most landlords and not near a stabilized occupancy rate that would spur significant additional office development. Some submarkets have vacancy rates well above 20%.

In spite of the difficulty in the office market, some parts of Greater Phoenix have experienced significant absorption with vacancy rates in the 10% range. The two primary submarkets that are experiencing growth are South Scottsdale and North Tempe. Cassidy Turley estimates the office vacancy rate for the South Scottsdale market area in the second quarter of 2015 at 10.0%. North Tempe's vacancy rate is 10.8%. The South Scottsdale average asking rent is 18% higher than the Greater Phoenix average.

The South Scottsdale submarket is defined by DTZ as extending from McKellips Road on the south to Lincoln Drive on the north, east of 64th Street. The submarket includes the Downtown Scottsdale area.

Most observers believe that the low vacancy rates in these two submarkets are due to the amenities available in the area – restaurants, entertainment and an urban residential lifestyle. Many of the new businesses in the area are in the "high tech" field including R&D, software development and online services.

The primary anchor in the McDowell Road Corridor is SkySong, the ASU Scottsdale Innovation Center that links technology, research, education and entrepreneurship. The complex is comprised of 1.2 million square feet of mixed-use office, retail and residential components.

Office Vacancy Rates
South Scottsdale and Greater Phoenix

	Bldgs	Inventory	Total Vacant	% Vacant	Net Absorption	Under Construction	Average Asking Rate
South Scottsdale							
TOTAL	**35**	**3,649,701**	**365,724**	**10.0%**	**62,708**	**-**	**$26.22**
Greater Phoenix							
Class A	240	37,083,865	5,973,590	16.1%	627,948	3,175,581	$26.34
Class B	733	51,799,969	11,053,659	21.3%	116,199	1,189,972	$20.60
Class C	197	7,734,489	1,622,835	21.0%	169,216	-	$15.70
TOTAL	**1,170**	**96,618,323**	**18,650,084**	**19.3%**	**913,363**	**4,365,553**	**$22.21**

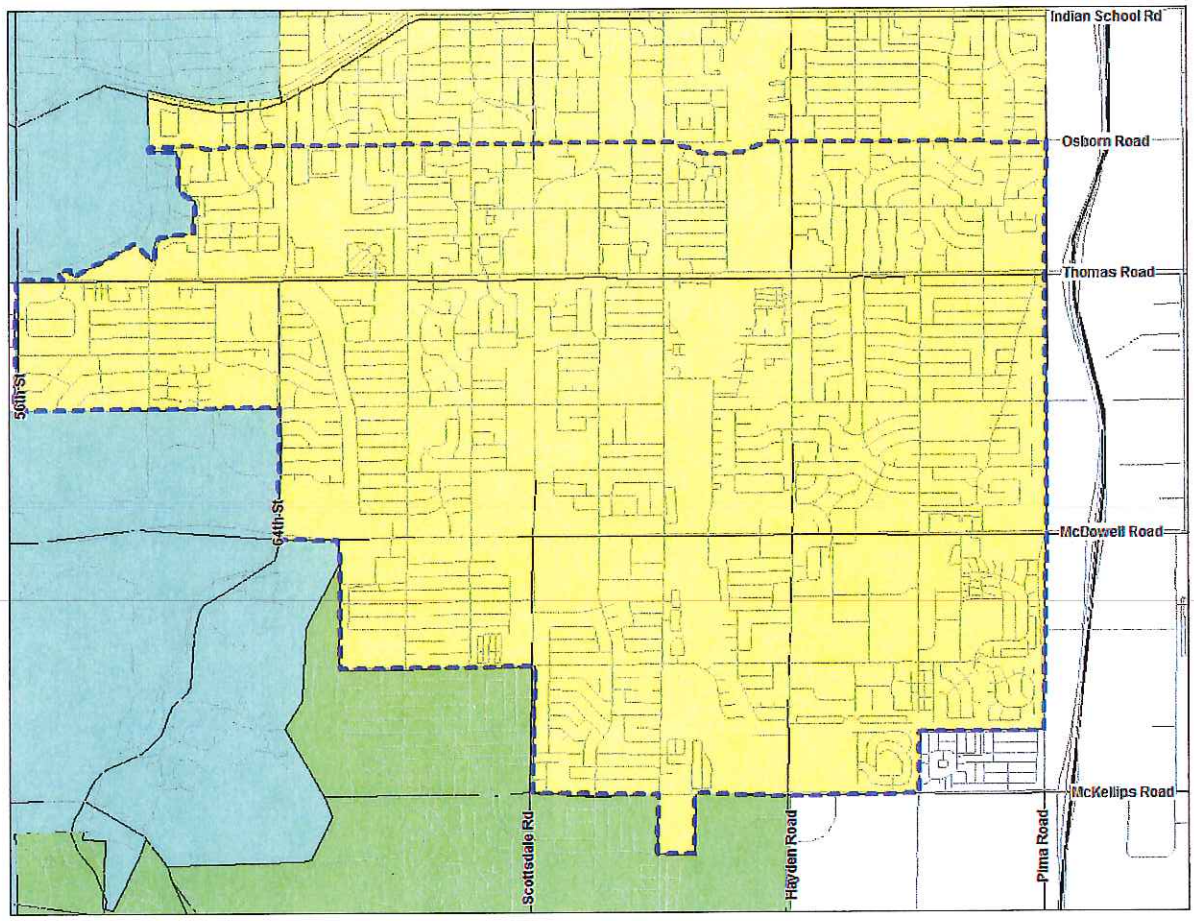
Source: Cassidy Turley

2.3 Existing Vacancy

The market area surrounding the subject sites at 68th Street and McDowell Road was analyzed in terms of occupancy of retail and office space. This was conducted in order to assess the availability of ready-to-lease space for retail and office users.

The market area defined for this study encompasses a reasonable commercial driving distance from the subject site while staying within the City of Scottsdale's municipal boundaries. The area extends to the east and west borders of the City of Scottsdale (56th Street to Pima Road) and from McKellips Road on the southern border to Osborn Road on the north. The following map illustrates the market area.

Market Area Boundary Map



After a review of broker websites, other online resources and physical site visits, over 967,000 square feet of vacant retail and office space was located within the market area. Vacancies ranged from free-standing buildings as small as 1,300 square feet to spaces within multi-tenant neighborhood shopping centers and office buildings as large as 700,000 square feet.

Commercial Vacancy Locations

While some commercial space is versatile enough to accommodate office and retail uses, vacancies have been subdivided into two categories according to primary use. The following tables detail each location with available commercial space, including physical address, total square feet, available spaces, and vacant square feet by type.

As the table on the following page illustrates, 85 vacant office spaces were located in the market area. This represents nearly 618,000 square feet of vacant space. The Roosevelt Facility (8220 E. Roosevelt St) comprises over one third of the vacant office space in South Scottsdale. Other notable vacancies include SkySong 4 (145,000 SF under construction), Scottsdale Executive Villas (30,229 SF) and Scottsdale Commerce Center (46,859 SF).

Many of the office buildings listed below are older structures that may not appeal to modern internet service providers and startups. Other than SkySong, this part of Scottsdale has seen little if any new office development in the past ten years. Modern buildings with amenities in Downtown Scottsdale appear to be well-occupied compared to properties south of Osborn Road. While the overall South Scottsdale office market as defined by DTZ is doing well at a low vacancy rate, the smaller area surrounding the intersection of McDowell and Scottsdale Roads has a high vacancy rate. However, approximately one-third of the vacant square

footage is within one complex, the Roosevelt Facility at the General Dynamics complex near Hayden Road and Roosevelt Street. SkySong 4 is shown as vacant, but is under construction and should rapidly lease-up similar to its other buildings.

Office Space Listings & Vacancy
South Scottsdale Market Area

Name	Address	Total Space	Vacant Spaces	Vacant SF	Vacant %
Scottsdale Old Town Plaza Condominium	7285 East Earll Dr	6,328	1	6,328	100%
Skysong 1	1475 N. Scottsdale Rd	150,000	2	12,487	8%
Skysong 2	1375 N. Scottsdale Rd	150,000	2	10,281	7%
Skysong 3	1365 N. Scottsdale Rd	145,000	1	3,308	2%
Skysong 4	1355 N. Scottsdale Rd	145,000	1	145,000	100%
Quiet Center - Scottsdale	3301 N. Miller Road	23,000	2	1,056	5%
Monterey Plaza	3226 N. Miller Road	8,028	1	1,080	13%
Hayden Park Professional Plaza	3200 N Hayden Rd	65,434	6	13,583	21%
Parkway Plaza	609 N Scottsdale Rd	5,102	1	1,168	23%
1017 N. Scottsdale Road	1017 N. Scottsdale Road	1,782	1	1,782	100%
Roosevelt Facility	8220 E Roosevelt Street	700,000	4	220,676	32%
1525 N. Granite Reef Road	1525 N. Granite Reef Road	19,352	3	8,260	43%
Scottsdale Commerce Center	1435 N Hayden Rd	120,000	7	46,859	39%
NEC of Hayden & McDowell Roads	8010 E. McDowell Road	43,368	1	5,917	14%
Fairway Park	5733 - 5743 E Thomas Rd	5,924	4	2,130	36%
Scottsdale Executive Villas	6200-6390 E Thomas Rd	158,600	15	30,229	19%
AllCare	6401 E. Thomas Rd	6,000	1	2,000	33%
Wilshire Plaza	2515 N Scottsdale Rd	40,000	2	4,660	12%
6908 E Thomas Road	6908 E Thomas Road	15,907	1	1,535	10%
7107 E Thomas Rd	7107 E Thomas Rd	1,700	1	320	19%
2607 N Hayden Rd	2607 N Hayden Rd	1,400	1	1,400	100%
Scottsdale Hayden Office Building	3260 N Hayden Rd	31,348	4	5,858	19%
7447 Earll Drive	7447 E Earll Dr	8,297	1	8,297	100%
Scottsdale Medical Building	3271 N Civic Center Plaza	16,178	3	6,779	42%
7330 E. Earll	7330 E. Earll Drive	9,000	1	1,135	13%
3225 N. Civic Center Plaza	3225 N. Civic Center Plaza	10,230	1	540	5%
Monterey Plaza Bldg	3295 N Drinkwater Blvd	20,000	3	5,495	27%
Scottsdale Medical Pavillion	7331 E Osborn Rd	53,529	6	10,809	20%
Scottsdale Office Condos	3337 N. Miller Road	1,267	1	1,267	100%
7303 E. Earll Drive	7303 Earll Dr	40,878	1	40,878	100%
Offices at Thomas & Hayden	8111 E Thomas Road	2,987	1	2,987	100%
2922 N. 70th Street	2922 N. 70th Street	3,400	1	3,400	100%
2928 N. 70th Street	2928 N. 70th Street	3,500	1	3,500	100%
Scottsdale Office Building	2940 N. 67th Place	2,449	1	2,449	100%
6722 E Avalon Drive	6722 E Avalon Drive	2,925	1	2,925	100%
6730 E. Mcdowell RD	6730 E. Mcdowell Rd	1,500	1	1,500	100%
Totals		**2,019,413**	**85**	**617,878**	**31%**

Sources: Colliers International; Whitestone REIT; Commercial Properties Incorporated (CPI); Diamond Pacific Investments, Inc.; Voit Real Estate Services; North Bay Commercial; ESCEE Commercial Properties; Plaza Companies; The Hogan Group; Sperry Van Ness; CBRE; Strategic; HURD Realty; Gilligan Commercial LLC; Westwood Financial Corp.; Donahue Shriber; De Rito Partners Inc.; Cushman & Wakefield; LoopNet.com; Elliott D. Pollack & Co.; Landiscor; Maricopa County Assessor

Available retail space is also abundant in the market area surrounding the intersection of McDowell and Scottsdale Roads. Of the 1.16 million square feet of retail space in the area, a total of 98,905 square feet are vacant and available. The overall vacancy rate is 8.4%.

In addition to the inventory of traditional retail space, at least three major auto dealer sites are currently vacant including the site at the northeast corner of 64th Street and McDowell Road containing more than 160,000 square feet of building space. It is questionable whether these buildings in their current condition can be put to a commercial use other than an auto dealership. There has been significant movement of new and used auto dealers in the area from one site to another as they are vacated.

Much of the conventional retail space remaining in the area is built on small lots with limited depth that restricts the use and redevelopment of the property. The former dealership site at 6850 E. McDowell is an example of a site that would be difficult to redevelop as a retail property. In addition, many of the existing retail buildings are older free-standing structures that may have limited use for modern retailers. In fact, the buildings under 10,000 square feet in size in the Market Area have a vacancy rate of 50%.

When the vacant auto dealership sites are added to the inventory of vacant retail space, the vacancy rate for the market area surrounding intersection of Scottsdale and McDowell Roads balloons to 24.8%.

Retail Space Listings & Vacancy
Subject Site Market Area

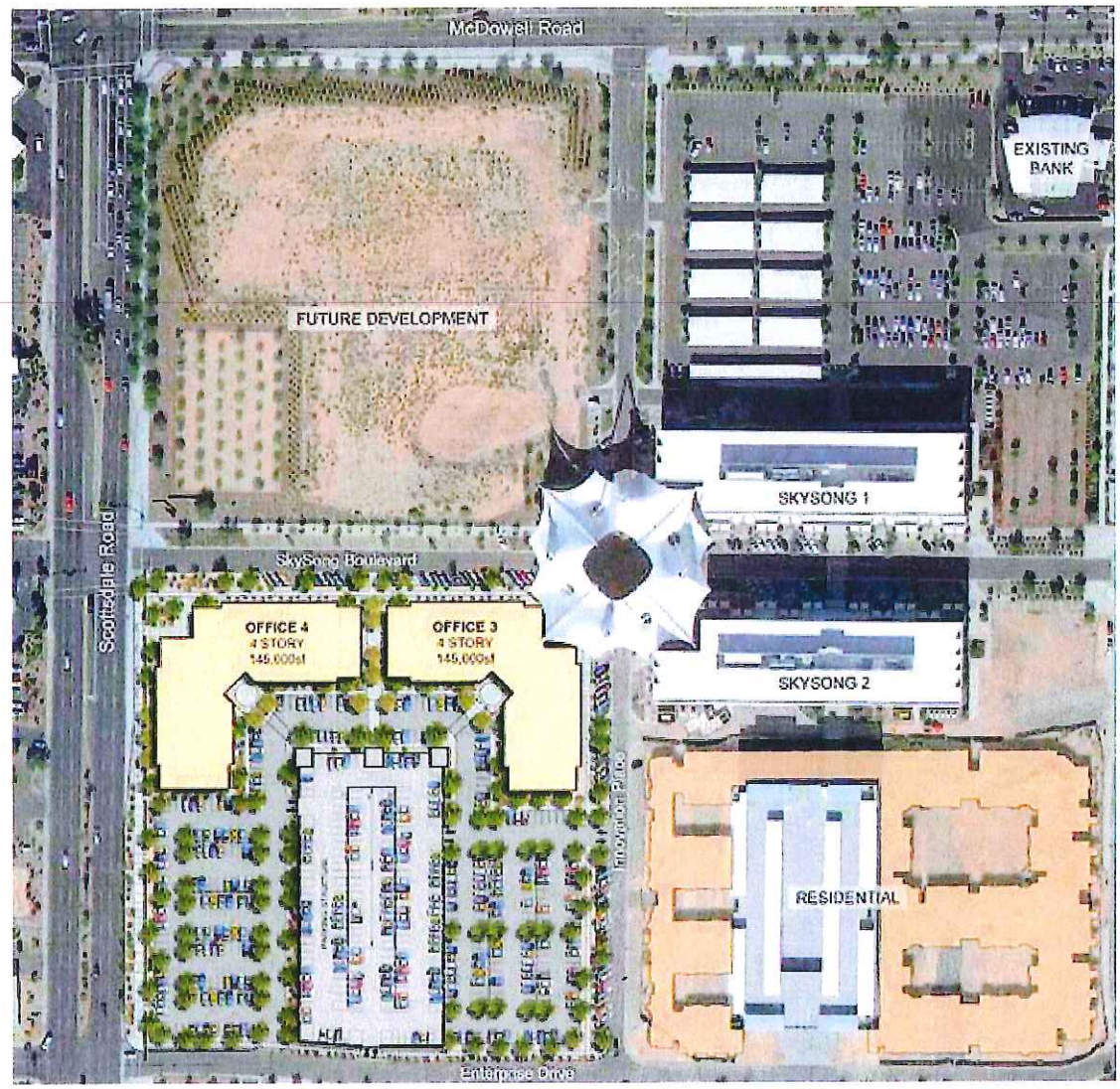
Center	Location	TOTAL SF	Vacant Spaces	Vacant SF	Vacant %
Scottsdale Path of Progress	2122 N Scottsdale Rd	7,330	1	7,330	100.0%
McKellips Plaza	7620 E. McKellips Rd	18,000	2	2,000	11.1%
Antique Center	NW Corner Scottsdale Road & Palm Lane	34,816	0	0	0.0%
Frontier Lanes Center	NE Corner Scottsdale Road & Thomas Road	44,012	0	0	0.0%
Fry's Center	NE Corner 60th Street & Thomas Road	51,406	0	0	0.0%
Lowe's	NW Corner Hayden Road & McDowell Road	136,796	0	0	0.0%
Papago Plaza	SW Corner Scottsdale Road & McDowell Road	123,791	9	23,850	19.3%
Scottsdale Crossing	SE Corner Scottsdale Road & Thomas Road	119,567	1	2,434	2.0%
Scottsdale East Plaza	SE Corner Hayden Road & Roosevelt Street	38,464	0	0	0.0%
Scottsdale Oak Plaza	N of NW Corner Scottsdale Road & Oak Street	35,889	0	0	0.0%
Scottsdale Plaza	S of SW Corner Scottsdale Road & Oak Street	43,958	0	0	0.0%
Sky Song	1375 N Scottsdale Rd	10,920	1	10,920	100.0%
South Scottsdale Office/Retail	1608 N. Miller Road	7,788	1	925	11.9%
Rio at Scottsdale	7607 East McDowell Road	33,769	2	2,050	6.1%
Fountain Plaza	7730 E. McDowell Rd	123,086	2	5,760	4.7%
Scottsdale Commerce Center	1495 N. Hayden Rd	13,772	1	1,140	8.3%
7845 E. McDowell Rd	7845 E, McDowell Rd	2,100	1	2,100	100.0%
8110 E McDowell Rd	8110 E McDowell Rd	3,420	1	3,420	100.0%
8120 E. McDowell Rd	8120 E. McDowell Rd	10,159	2	2,000	19.7%
8322 E. McDowell	8322 E. McDowell Rd	9,930	4	4,997	50.3%
Office / Retail Space	1919 N. Scottsdale Road	8,000	1	1,315	16.4%
Wilshire Plaza	2515 N Scottsdale Rd	40,000	2	4,660	11.7%
Former Restaurant	2730 N. Scottsdale Road	3,400	1	3,400	100.0%
Scottsdale Rd Plaza	3020 N Scottsdale Rd	1,296	1	1,296	100.0%
Scottsdale Plaza	6750 E Thomas Rd	9,740	1	1,607	16.5%
Indian River Plaza	7919 E Thomas Rd	92,341	2	7,979	8.6%
Hayden Park Center	2910 N. Hayden Rd	57,248	1	1,500	2.6%
OfficeMax Plaza	3388 N Hayden Rd	75,000	4	6,581	8.8%
Totals		**1,155,998**	**41**	**97,264**	**8.4%**
Vacant Auto Dealership	6850 E McDowell Road	38,962	1	38,962	100.0%
Vacant Auto Dealership	1200 N Scottsdale Rd	51,632	1	51,632	100.0%
Vacant Auto Dealership	6480-6620 E McDowell Road	161,436	5	161,436	100.0%
Totals		**252,030**	**7**	**252,030**	**100.0%**

Sources: Velocity Retail Group; Voit Real Estate Services; ESCEE Commercial Properties; Plaza Companies; The Hogan Group; CBRE; Strategic; HURD Realty; Gilligan Commercial LLC; Westwood Financial Corp.; Donahue Shriber; De Rito Partners Inc.; Cushman & Wakefield; LoopNet.com; Elliott D. Pollack & Co.; Landiscor; Maricopa County Assessor

2.4 Future Development Potential – SkySong

The future of significant office development in South Scottsdale will be concentrated in the SkySong development located at the southeast corner of McDowell Road and Scottsdale Road. At full build out, over 1.2 million square feet of development will be built.

As the following illustration shows, SkySong is well under way. Development began in 2008 and slowed due to the recession. However, the project has been a bright spot for real estate recovery in the south Scottsdale area. The third office building of 145,000 square feet was completed in January 2015 and is already nearing full occupancy. SkySong 4 is now in the pre-leasing stage and is expected to be delivered in 2016.

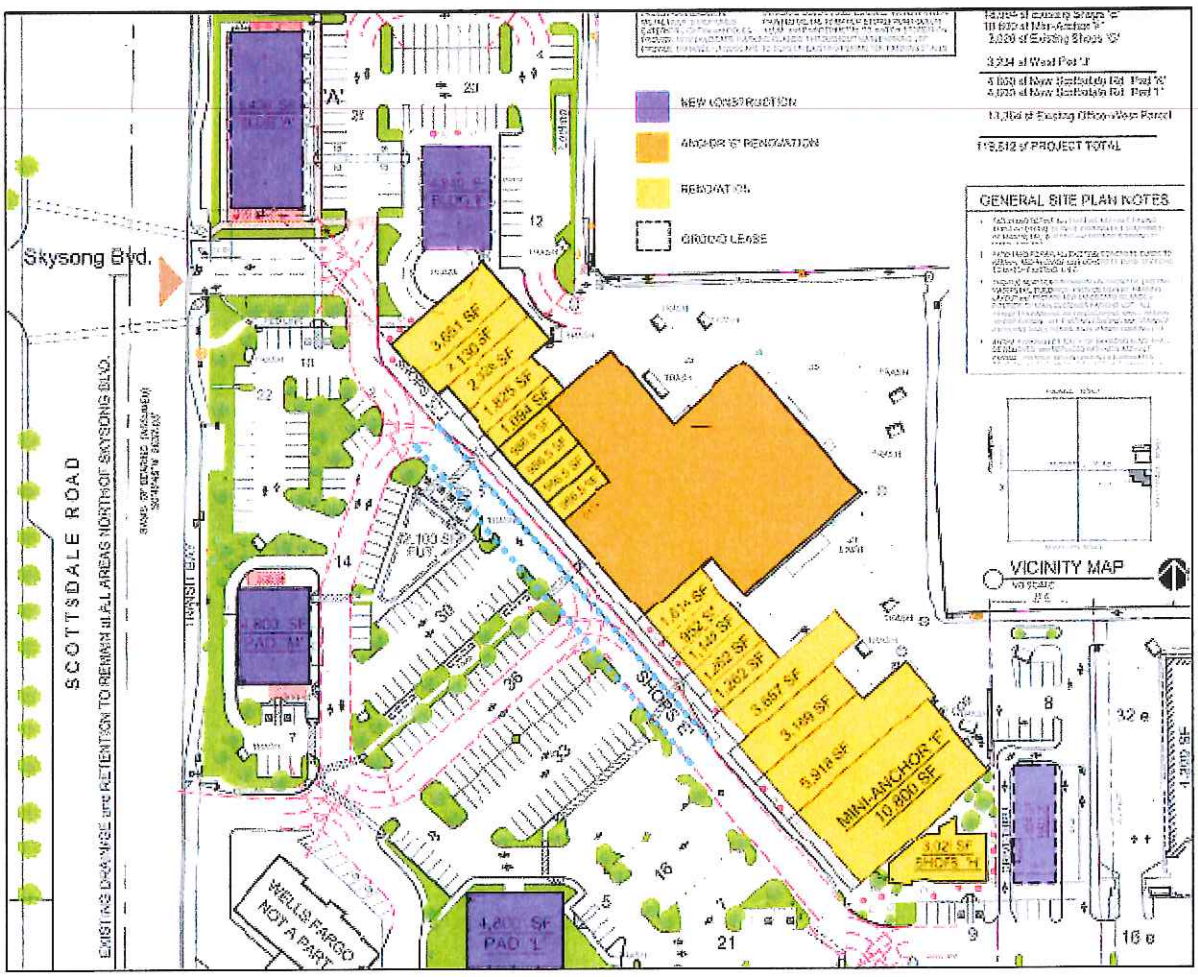


A 12,000 square foot restaurant and retail building is also planned for 2016, bringing more dining choices for the over 1,000 employees located at SkySong. The 325-unit SkySong Apartments were built in 2013 and are also fully occupied.

Future SkySong projects, in addition to the 145,000 square foot SkySong 4 office building, include a planned hotel/conference center and a retail center. After accounting for development already built and occupied, over 440,000 square feet of commercial space is yet to be developed. The project will continue be the focus of commercial development in the south Scottsdale area in the near term, with spillover effects to the surrounding properties.

2.5 Future Development Potential – Papago Plaza

Due to the overwhelming popularity of SkySong, the retail site known as Papago Plaza is planned for major renovations, redevelopment and expansion to leverage its proximity to the SkySong development. The property just recently sold in September 2015. While the plaza is approximately 20% vacant, the new owners are preparing redevelop the center and add a grocery store anchor and new shops with higher visibility to the adjacent arterial streets. The property will be renamed Papago Marketplace. The following site plan shows the location of the anchor grocery store in the center of the property with new freestanding pads on the McDowell and Scottsdale Road frontage.



2.6 Conclusions

There is a significant amount of vacant available retail and office space within a very short distance of the subject sites at 68th Street and McDowell Road. Much of this space is obsolete in terms of modern development standards and often built on small lots with narrow depths. This configuration severely limits the ability of owners to redevelop their sites.

SkySong is clearly the anchor for the immediate area and has demonstrated the strong linkage between Arizona State University, research and innovation within a business setting. A variety of academic research has been conducted on how cities can foster innovation, technological breakthroughs and the growth of knowledge. The Brookings Institute has coined a term for this model of urban development known as "innovation districts". The Institute defines the districts as:

> Geographic areas where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators, and accelerators. They are also physically compact, transit-accessible, and technically-wired and offer mixed-use housing, office, and retail.

The Brookings Institute identified three different types of innovation districts:

- The "anchor plus" model found in the downtowns of central cities is where large scale mixed-use development is centered around major anchor institutions such as universities.
- The "re-imagined urban areas" model where industrial or warehouse districts are undergoing a physical and economic transformation. Important elements of the model are transit access, a historic building stock, and proximity to downtowns in high rent cities.
- The "urbanized science park" model commonly found in suburban areas. This model, exemplified by the Triangle Research Park in North Carolina, is comprised of sprawling areas of employment and industry that are urbanizing through increased density and mixed-use development (including residential, retail and restaurants).

In recent years, innovative and emerging firms and talented workers are choosing to locate in compact, amenity-rich cores of central cities where they are close to other firms, research labs, and universities so that they can share ideas. Scottsdale is beginning to participate in this transformation with densification of development, revitalization of Downtown, alliances with higher education institutions and promotion of emerging technologies through incubators. With its educated workforce and diversified economy, Scottsdale is positioned to take advantage of the emerging trend of innovation districts and SkySong represents one of the first opportunities in the Greater Phoenix area to build upon the successful collaboration between a university and a city.

As noted by the Brookings Institute, mixed-use development is a key component of the innovation district concept. The area surrounding SkySong is rich in retail development

although many of the properties are obsolete or oriented toward the auto sales market. The immediate area's office vacancy rate is 31%. SkySong's fourth office building is just starting construction and is included in those vacancy numbers as well. Without the SkySong building, the vacancy rate is estimated at 23%, still higher than the metro average.

Multi-family development has grown in the last few years in the area with the construction of SkySong's 325 residential units, the completion of San Travesia adjacent to SkySong (440 units) and the approval of 154 units at the Las Aguas residential complex located on a former auto dealership site near 68th Street and McDowell Road (now under construction).

In order to continue the expansion of the fledgling innovation district centered on SkySong, additional mixed-use residential and office development should be promoted, especially modern office buildings that are designed and wired for today's emerging technologies, employees and business models. The redevelopment of the Papago Plaza with a grocery store anchor and additional retail space will provide some of the services demanded by residents and employees in the area. In order to support this new retail development, additional residential complexes are likely required.

In our opinion, the City of Scottsdale should work to strengthen its existing retail real estate assets as opposed to protecting potential retail sites where they may not be warranted or demanded. In the end, the addition of new retail centers in a community, without a corresponding increase in the resident population, may have no effect on actually increasing retail sales and may only disperse sales among competing shopping centers. A viable alternative strategy is to support and strengthen existing retail establishments by increasing the resident population in the area. Retail sales and other forms of revenue originate from the spending of the community's residents and, to some extent, employees working in the area. Additional residents living in close proximity to retail development will lead to higher retail sales activity.

J2 Engineering and Environmental Design, LLC
4649 E. Cotton Gin Loop
Suite B2
Phoenix, Arizona 85040
Phone: 602.438.2221
Fax: 602.438.2225

To: Heath Reed
K. Hovnanian Homes

Date: August 27, 2015

From: Jamie Blakeman, PE, PTOE

Job Number: 15.0822

RE: NEC of 68th Street and McDowell Road
Traffic Impact & Mitigation Analysis

Registered Professional Engineer (Civil)
CERTIFICATE NO.
40961
JAMIE ANN K.
BLAKEMAN
Date Signed 8-27-15
ARIZONA, U.S.A.
EXPIRES 6-30-16

INTRODUCTION

J2 Engineering and Environmental Design (J2) has prepared a Traffic Impact and Mitigation Analysis for the proposed residential development located on the northeast corner of 68th Street and McDowell Road in Scottsdale, Arizona. The proposed residential development will include 81 single-family detached homes. See the attached proposed site plan.

The objective of this Traffic Impact and Mitigation Analysis is to analyze the traffic related impacts to the adjacent roadway network.

EXISTING CONDITIONS

Currently, this parcel is a vacant lot. It was formerly an auto dealership, which appears to have been in operation until approximately 2008.

McDowell Road adjacent to the proposed residential development provides three through lanes for each direction of travel with a raised median and dedicated left-turn lanes. There is a posted speed limit of 40 mph.

68th Street adjacent to the property provides one through lane in each direction of travel with a two-way left-turn lane. There is a posted speed limit of 35 mph.

The 2014 Average Daily Traffic (ADT) along 68th Street between McDowell Road and Oak Street is 6,900 vehicles per day, and along McDowell Road between 68th Street and Scottsdale Road is 27,700 vehicles per day.

15-ZN-2015
8/31/15

ATTACHMENT #14

PROPOSED DEVELOPMENT

The proposed residential development site plan indicates there will be one driveway entrance off of McDowell Road at the existing median break. This is designated as the primary gated entry. There is a proposed westbound dedicated right-turn deceleration lane, which currently does not exist. This driveway will also allow for egress.

Currently the existing site provides three driveways along McDowell Road. Therefore, the proposed development eliminates two of these driveways.

The proposed development includes a driveway access along 68th Street and another along 69th Street. Both of these driveways will be gated and only allow egress from the proposed development.

TRIP GENERATION (FORMER AUTO DEALERSHIP)

The trip generation for the former auto dealership was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 9th Edition*. The ITE rates are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering profession.

The square footage for the former auto dealership was determined from the parcel information attained from the Maricopa County Assessors website (www.mcassessor.maricopa.gov). See **Attachment A**. The square footage for the auto dealership was calculated by summing the square footage of all the buildings, with the exception of the parking structure. This results in a total of 46,044 square feet.

For Land Use 841 – Automobile Sales, the fitted curve equations were not given, only the average rates were provided. The trips generated by the former auto dealership are shown in **Table 1**.

Table 1 –Trip Generation for Former Auto Dealership

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales	841	46.04	1,000 Sq Ft GFA	1,487	88	66	22	121	48	73

TRIP GENERATION (C-3 LAND USES)

The existing parcel is currently zoned for C-3 land uses, which allow a maximum floor area ratio (FAR) of 0.80 square feet according to the Section 5.1504 of the Scottsdale Zoning Code. Section 5.1503 also lists the type of land uses permitted or allowed under conditional use for the C-3 zoning. See **Attachment B.**

According to the Maricopa County Assessors website the parcel proposed for development is in reality three separate parcels. The lot sizes and the maximum floor area ratio is calculated for the three parcels and shown in **Table 2.**

Table 2 - FAR Calculation

Parcel	129-08-052B	129-08-05C	129-08-052D
Lot Size (sf)	20,080	163,819	20,277
Applying FAR 0.80 (sf)	16,064	131,055	16,222

Selecting land uses that are reasonable considering the surrounding area, the trip generation was calculated for the build out of C-3 land uses within the allowable 0.80 FAR. The average rates were used for these calculations. The results are provided in **Table 3.**

Table 3 –Trip Generation for C-3 Land Uses

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
High-Turnover (Sit-Down) Restaurant	932	9	1,000 Sq Ft GFA	1,144	97	54	43	89	53	36
Fast-Food w/Drive-Through	934	3.5	1,000 Sq Ft GFA	1,736	159	81	78	114	59	55
Fast-Food w/Drive-Through	934	3.5	1,000 Sq Ft GFA	1,736	159	81	78	114	59	55
129-08-052B TOTAL				4,617	415	216	199	317	171	146
General Office Building	710	131	1,000 Sq Ft GFA	1,445	204	180	24	195	33	162
129-08-052C TOTAL				1,445	204	180	24	195	33	162
Medical-Dental Office Building	720	16	1,000 Sq Ft GFA	578	38	30	8	57	16	41
129-08-052D TOTAL				578	38	30	8	57	16	41
TOTAL				6,640	658	426	232	570	220	350

PROPOSED TRIP GENERATION

The proposed residential development will have 81 single-family detached homes. The fitted curve equations were more appropriate to use than the average rate. The trips generated by the proposed development are shown in **Table 4**.

Table 4 – Trip Generation for Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	81	Dwelling Units	865	66	17	49	87	55	32

TRIP GENERATION COMPARISON

A comparison between the trips generated by the former auto dealership and the proposed 81 single-family dwelling unit residential development is shown in **Table 5**.

Table 5 – Trip Generation Comparison (Former Auto Dealership vs. Proposed Development)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales Lot	841	46.04	1,000 Sq Ft GFA	1487	88	66	22	121	48	73
Single-Family Detached Housing	210	81	Dwelling Units	865	66	17	49	87	55	32
			Difference	-622	-22	-49	27	-34	7	-41

There is an even greater trip generation difference between the trips generated by the potential C-3 land uses and the proposed 81 single-family dwelling unit residential development as shown in **Table 6**.

Table 6 - Trip Generation Comparison (Potential C-3 Land Uses vs. Proposed Development)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Potential C-3 Land Uses				6,640	658	426	232	570	220	350
Single-Family Detached Housing	210	81	Dwelling Unit	865	66	17	49	87	55	32
			Difference	-5,775	-591	-409	-182	-483	-165	-318

SUMMARY

The proposed development with 81 single-family detached homes is anticipated to generate 622 less weekday daily trips than the former auto dealership, which is an approximate reduction of 41.8%. The trips generated with reasonable C-3 land uses appropriate for the surrounding area and within the maximum allowable FAR show the proposed 81 single-family homes generating 5,772 less weekday daily trips. This is more than an 85% reduction in the number of daily trips. Therefore, the proposed residential development on the northeast corner of 68th Street and McDowell Road will have less impact to the traffic operations along the adjacent roadway network than the former auto dealership and potential C-3 developments.

The proposed single-family detached housing is anticipated to generate 865 weekday daily trips with 66 occurring during the AM peak hour and 87 occurring during the PM peak hour. Since the parcel is currently vacant, the 2014 ADT along McDowell Road of 27,700 vehicles per day does not include any trips from this parcel. With the build out of the proposed development, it is anticipated the ADT along McDowell Road will increase at most to 28,565 vehicles per day, which is an approximate increase of 3.1%. In comparison, if the former auto dealership were to be in operation today, the ADT along McDowell Road would increase at most to 29,187 vehicles per day, which is an approximate increase of 5.4%. If other C-3 land uses such as restaurant and office developments were to occur, the ADT along McDowell Road may increase to as much as 34,340 vehicles per day, which is an approximate increase of 24%.

There are three driveways for the proposed development that allow exiting, one along McDowell Road, one along 68th Street and one along 69th Street. The 68th Street and 69th Street driveways are exit only. Approximating a third of all trips exiting the proposed development utilizing the 68th Street driveway results in approximately 145 weekday trips, increasing the 68th Street ADT from 6,900 to 7,045 vehicles per day, which is an approximately increase of approximately 2.1%. Using the same logic, if the former auto dealership were to be in operation today, the ADT along 68th Street would increase by 248 weekday trips to 7,148 vehicles per day, which is an approximate increase of 3.6%. If other C-3 land uses such as restaurant and office developments were to occur, the ADT along 68th Street would increase by 1,107 weekday trips to 8,007 vehicles per day, which is an approximate increase of 16%.

In conclusion, the proposed 81-unit single family residential development on the northeast corner of 68th Street and McDowell Road in Scottsdale, Arizona is anticipated to have the least impact to the traffic operations along the adjacent roadway network in comparison to the former auto dealership as well as potential C-3 restaurant and office land uses.

Attachment A

129-08-052-C

Parcel Type: Commercial

EJG INVESTMENTS LLC

6850 E MCDOWELL RD SCOTTSDALE 85257

Property Information

MCR #:	7124
Address:	6850 E MCDOWELL RD SCOTTSDALE 85257
Latitude/Longitude:	33.46574789 | -111.93326066
Description:	STEWART PLAZA TR A EX BEG SW COR SW4 SE4 SEC 34 2N 4E TH N ALG W LN 85' E 40' TO PT ON W LN TR A TRUE POB TH N 125' E 145' S 145' W 125' TO PT TH ALG CUR TO R HAV TANG 20' TO POB & EX BEG NE COR OF SD TR TH SELY ALG E LN 255.83' TO BEG OF CURVE TO RT TO PT OF TANG ON S LN TH W 80' N 275' E 58' TO POB
Lot Size (Sq Ft):	163,819
Zoning:	C-3
Section, Township, Range:	34 2N 4E
Associated Parcel(s):	129-08-052C,129-08-052B,129-08-052D
Market Area/Neighborhood:	19/007
Subdivision:	STEWART PLAZA
Lot #:	Not Available
High School District:	SCOTTSDALE UNIFIED #48
Elementary School District:	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction:	SCOTTSDALE
Owner:	EJG INVESTMENTS LLC
Mailing Address:	PO BOX 8449 , SCOTTSDALE, AZ 85257
Deed #:	121175008
Deed Date:	December 26, 2012
Sale Date:	None
Sale Price:	$0

Valuation Data

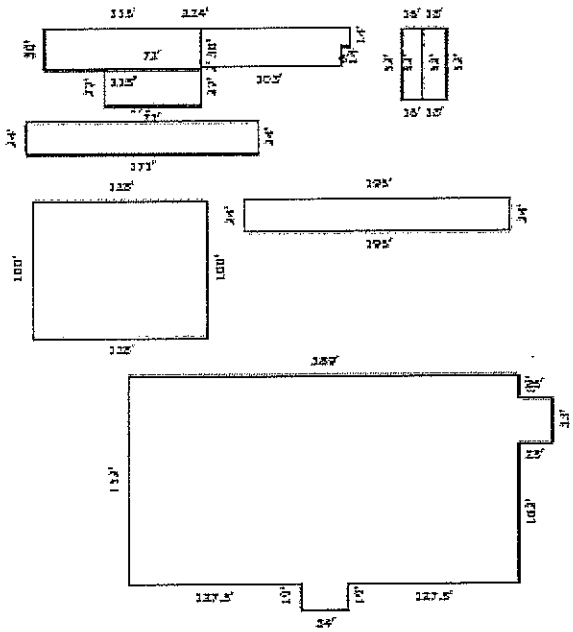
Tax Year:	2016	2015	2014	2013	2012
Full Cash Value:	$3,963,700	$3,305,500	$2,718,785	$2,718,785	$2,513,500
Limited Property Value:	$2,997,460	$2,854,724	$2,718,785	$2,718,785	$2,513,500
Legal Class:	1	1	1	1	1
Description:	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio:	18%	18.5%	19%	19.5%	20%
Assessed FCV:	$0	$0	$516,569	$530,163	$502,700
Assessed LPV:	$539,543	$528,124	$516,569	$530,163	$502,700
Property Use Code:	1820	1820	1820	1820	1820
PU Description:	Auto/Light Truck Sales	Auto/Light Truck Sales	Auto/Light Truck Sales	Auto/Light Truck Sales	Auto/Light Truck Sales
Tax Area Code:	481400	481400	481400	481400	481400

Commercial Characteristics/Improvements

Description	Number	Model	Quality Rank	Age	Sq Footage
Office Building		344	2	33	9,868
Drive-Thru Carwash		435	2	36	832
Office Building		344	1	36	936
Lt. Commercial Utility Building		471	1	32	4,104
Automotive Center		410	1	32	25,600
Storage Warehouse		406	1	32	4,704
Parking Structure		345	1	27	45,399
Commercial Yard Improvements		353	2	35	1

Notice: The values displayed on this page may not reflect constitutional or statutory adjustments.

Property Sketches



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The Assessor does not guarantee that any information provided on this website is accurate, complete, or current. In many instances, the Assessor has gathered information from independent sources and made it available on this site, and the original information may have contained errors and omissions. Errors and omissions may also have occurred in the process of gathering, interpreting, and reporting the information. Information on the website is not updated in "real time". In addition, users are cautioned that the process used on this site to illustrate the boundaries of the adjacent parcels is not always consistent with the recorded documents for such parcels. The parcel boundaries depicted on this site are for illustrative purposes only, and the exact relationship of adjacent parcels should be independently researched and verified. The information provided on this site is not the equivalent of a title report or a real estate survey. Users should independently research, investigate and verify all information before relying on it or in the preparation of legal documents.

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Attachment B

Sec. 5.1504. - Property development standards.

The following property development standards shall apply to all land and buildings in the C-3 District:

A. *Floor area ratio.* Maximum: 0.80.

B. *Building height (excluding rooftop appurtenances).* Maximum: thirty-six (36) feet.

C. *Required open space.*

1. Total open space.
   a. Minimum: 0.10 multiplied by the net lot area.
   b. For building heights over twelve (12) feet: the minimum open space requirement plus 0.004 multiplied by the net lot area for each foot of building height over twelve (12) feet.
2. Total open space is distributed as follows:
   a. Frontage open space minimum: 0.50 multiplied by the total open space requirement.
   b. The remainder of the total open space, less the frontage open space, shall be common open space.
3. Parking areas and parking lot landscaping are not included in the required open space.
4. NAOS may be included in the open space requirements.

D. *Yards.*

1. Side and rear yards.
   a. Minimum fifty (50) feet, including any alley width, from a single-family residential district shown on Table 4.100.A., or the single-family residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A.
   b. Minimum twenty-five (25) feet, including any alley width, from a multiple-family residential district.

E. *Screening.*

1. Except as otherwise specified, all operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review Board approval.

(Ord. No. 4043, § 1(Res. No. 9209, § 1(Exh. A, § 2), 10-16-12)

Sec. 5.1503. - Use regulations.

A. The uses allowed in the C-3 District are shown in Table 5.1503.A. with additional limitations on uses as listed.

B. Drive-through and drive-in services are not permitted in the Downtown Area.

Table 5.1503.A. Use Table

Land Uses	Permitted (P) or Conditional Use (CU)
1. Adult uses	CU
2. Amusement park	CU
3. Auction sales	P
4. Bar	CU
5. Big box	P (1), CU (1)
6. Bowling alley	P
7. Bus station, excluding overnight parking and storage of buses	CU
8. Carwash	CU
9. Civic and social organization	P (2)
10. Community buildings and recreational facilities not publicly owned	CU
11. Courier and messenger	P
12. Cultural institution	P (2)
13. Day care center with drop off or outdoor play area farther than 100 feet from a residential district shown on Table 4.100.A., or the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A.	P (2)

14. Day care center with drop off or outdoor play area within 100 feet of a residential district shown on Table 4.100.A., or the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A.	CU (2)
15. Educational service, elementary and secondary school	P (2) (3)
16. Educational service, other than elementary and secondary school	P
17. Equipment sales, rental, and storage yard	CU
18. Financial institution, including drive-through and drive-in service	P
19. Funeral home and funeral services	CU
20. Furniture and home furnishing sales	P
21. Game center	CU
22. Gas station	CU
23. Gun shop	P
24. Health and fitness studio	P
25. Internalized community storage	P
26. Live entertainment	CU
27. Medical and diagnostic laboratory	P
28. Miniature golf course	CU
29. Multimedia production without communication tower	P
30. Municipal use	P
31. Office	P
32. Outdoor sales display area	CU
33. Pawnshop	P

34. Personal care service	P
35. Place of worship	P (2)
36. Plant nursery	P
37. Pool hall	CU
38. Repair and maintenance	P
39. Residential health care facility	P (2) (4)
40. Restaurant, including drive-through and including drive-in	P
41. Retail	P
42. Seasonal art festival	CU
43. Sports arena	CU (2)
44. Swimming pool sales office, including display pools only; but excluding construction equipment storage yard	P
45. Teen dance center	CU
46. Theater	P (2)
47. Travel accommodation	P (2)
48. Vehicle leasing, rental or sales with indoor vehicle display and storage located in an enclosed building	P (5)
49. Vehicle leasing, rental or sales with outdoor vehicle display and storage located more than 150 feet from a residential district shown on Table 4.100.A., or the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., measured from the property boundary to the zoning district line all within the City limits	P (5)
50. Vehicle leasing, rental or sales with outdoor vehicle display and storage located 150 feet or less from a residential district shown on Table 4.100.A., or the residential portion of a Planned	CU

Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., measured from the property boundary to the zoning district line all within the City limits	
51. Vehicle repair, located more than 150 feet from a residential district shown on Table 4.100.A., or the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., measured from the property boundary to the zoning district line all within the City limits	P (6)
52. Vehicle repair, located 150 feet or less from a residential district shown on Table 4.100.A., or the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., measured from the property boundary to the zoning district line all within the City limits	CU
53. Vehicle storage facility	CU (7)
54. Veterinary and pet care service	P (8)
55. Wholesale sales	P
56. Wireless communications facility, Type 1, 2, and 3	P
57. Wireless communications facility, Type 4	CU

Use Limitations:

(1) Big box retail sales are not allowed in the Environmentally Sensitive Lands Overlay District and are subject to a conditional use permit if:

a. Primary access is from a local residential street, or

b. Residential property is located within 1,300 feet of the big box property line, except where the residential property is developed with nonresidential uses or separated from the big box by the Loop 101 Pima Freeway.

(2) Uses are allowed except in the AC-3 area as described in the City's procedures for development near the Scottsdale Airport and Chapter 5 of the Scottsdale Revised Code, as amended.

(3) Educational services, elementary and secondary school, are subject to the following standards:

a. The facility shall be located not less than five hundred (500) feet from any adult use.

b. The net lot area for the facility shall be a minimum of forty-three thousand (43,000) square feet.

c. The facility shall not have outdoor speaker systems or bells.

d. A maximum of one-third (1/3) of the required parking may be shared parking with other uses located within six hundred (600) feet of the building front entrance.

e. Outdoor playgrounds and recreation areas shall be:

i. Located not less than fifty (50) feet from any residential district shown on Table 4.100.A., or the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A;

ii. Located within the rear or side yard; and

iii. Enclosed and screened by a six-foot wall or fence.

f. A drop-off area accommodating a minimum of five (5) vehicles shall be located along a sidewalk or landing area connected to the main entrance to the facility. This area shall not include internal site traffic aisles, parking spaces, or fire lanes.

g. Public trails or pedestrian connections shall link to the front door of the main building, subject to Development Review Board approval.

h. The circulation plan shall show minimal conflicts among the student drop-off area, any vehicle drop-off area, parking, access driveways, pedestrian and bicycle paths on site.

i. Facilities located in the AC-2 area, described in the City's procedures for development near the Scottsdale Airport and Chapter 5 of the Scottsdale Revised Code, as amended, shall be constructed with sound transmission requirements of the International Building Code (IBC).

(4) Residential health care facilities.

a. Specialized residential health care facilities.

i. The number of beds shall not exceed eighty (80) per acre of gross lot area.

ii. Required open space.

(1) Minimum open space: 0.24 multiplied by the net lot area distributed as follows:

(a) Frontage open space minimum: 0.50 multiplied by the total open space, except as follows:

(i) Minimum: twenty (20) square feet per one (1) linear foot of public street frontage.

(ii) Not required to exceed fifty (50) square feet per one (1) linear foot of public street frontage.

(b) The remainder of the minimum open space, less the frontage open space, shall be provided as common open space.

iii. The site shall be designed, to the maximum extent feasible, so that on-site parking is oriented to the building(s) to provide convenient pedestrian access for residents, guests, and visitors.

b. Minimal residential health care facilities.

i. The gross lot area shall not be less than one (1) acre.

ii. The number of units shall not exceed forty (40) dwelling units per acre of gross lot area.

iii. Required open space.

(1) Minimum open space: 0.24 multiplied by the net lot area distributed as follows.

(a) Frontage open space minimum: 0.50 multiplied by the total open space, except as follows:

(i) Minimum: twenty (20) square feet per one (1) linear foot of public street frontage.

(ii) Not required to exceed fifty (50) square feet per one (1) linear foot of public street frontage.

(b) The remainder of the minimum open space, less the frontage open space, shall be provided as common open space.

iv. The site shall be designed, to the maximum extent feasible, so that on-site parking is oriented to the building(s) to provide convenient pedestrian access for residents, guests, and visitors.

(5) Vehicle leasing, rental or sales with indoor vehicle display and storage is subject to the following:

a. Required parking shall not be used for vehicle storage and display.

b. None of the above criteria shall prohibit the Development Review Board from considering an application to reconstruct or remodel an existing vehicle leasing, rental or sales with indoor vehicle display and storage facility.

(6) Vehicle repair is subject to the following:

a. All repairs shall be performed within an enclosed building.

b. Vehicles may only enter the rear of the building, except vehicles may enter the side of the building if the lot is:

i. A corner lot,

ii. A lot abutting a residential district shown on Table 4.100.A.,

iii. A lot abutting the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., or

iv. Separated by an alley from one (1) of the districts set forth in subsection ii. or iii. above.

c. If the lot meets any requirement of subsection b. above, and side entry bays are proposed, the side entry repair bays shall be screened from street views by solid masonry walls, and the landscape plan shall demonstrate to the Development Review Board's satisfaction, that the proposed screening does not impact the streetscape by exposing repair bays, unassembled vehicles, vehicle repair activities, or vehicle parts.

d. All vehicles awaiting repair shall be screened from view by a masonry wall or landscape screen.

e. Required parking shall not be used for vehicle storage.

f. None of the above criteria shall prohibit the Development Review Board from considering an application to reconstruct or remodel an existing vehicle repair facility.

(7) Vehicle storage facilities may include an apartment/office for on-site supervision but no vehicle shall be used as a dwelling, even temporarily.

(8)

Veterinary and pet care services are permitted if all facilities are within a soundproof building. However, outdoor activities are permitted if:

a. An employee or pet owner shall accompany an animal at all times when the animal is outside the building.
b. The property owner and operator maintain all outdoor areas in a clean and sanitary condition, including immediate and proper disposal of animal waste.
c. The outdoor areas are set back at least one hundred (100) feet from any lot line abutting a residential district, or the residential portion of a Planned Community P-C, or any portion of a Planned Residential Development PRD with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., measured from the property boundary to the zoning district line all within the City limits.
d. There is no outdoor kennel boarding.

(Ord. No. 4043, § 1(Res. No. 9209, § 1(Exh. A, § 2), 10-16-12; Ord. No. 4143, § 1(Res. No. 9678, Exh. A, §§ 90, 91), 5-6-14)

TECHNICAL SOLUTIONS

CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT
Aire on McDowell
December 1, 2015

Overview

This Citizen Review Report is being performed in association with a request for a Minor General Plan Amendment from Mixed-Use to Urban Neighborhoods and a Rezoning request from C-3 to R-5 a 6.86 acres property located on the northeast corner of 68th Street and McDowell Road. The proposed project would result in a residential community of 81 for-sale lots. This Citizen Review Report will be updated throughout the process.

The entire project team is sensitive to the importance of neighborhood involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. Communication with some of these parties has already begun and will be ongoing throughout the process. Work on compiling stakeholders and preparing for the neighborhood outreach began prior to the application filing and will continue throughout the process. Communication with impacted and interested parties may take place with verbal, written, electronic, and door-to-door contact.

Community Involvement

The outreach team has been communicating with neighboring property owners, HOA's, and community members by telephone, one-on-one meetings and small group meetings. Members of the outreach team will continue to be available to meet with any neighbors who wish to discuss the project. Additionally, they will be contactable via telephone and/or e-mail to answer any questions relating to the project.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification met the City's requirements as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information. This contact person will continue to provide,

ATTACHMENT #15

4350 East Camelback Road, Suite G-200 • Phoenix, AZ 85018 • (602) 957-3434 • FAX: (602) 955-4505 • Email: info@technicalsolutionsaz.com

as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on July 20th, 2015 at SkySong for those who wished to learn more about the project. The site and time was posted with the Early Notification Sign prior to the Open House.

Ten interested people attended the Open House. Attendees were generally supportive of the project, with a couple of neighbors having questions regarding the height and views towards adjacent properties. There has been additional follow up with neighbors since the Open House regarding these issues.

Additionally, surrounding property owners will be notified via first class mail of the review of the preliminary plat at a subsequent Development Review Board meeting. This notification will include contact information for the developer as well as the City, if they have questions.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely matter. As previously stated the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

ATTACHMENTS:

Notification Letter
Notification List
Affidavit of Posting
Sign-in Sheets
Comment Cards

Aire on McDowell
Neighborhood Meeting Sign-In Sheet
Monday, July 20, 2015

First Name	Last Name	Street Address	City, State & Zip	Phone	Email
Rick	Cornish	6544 E. Willetta St	Scottsdale, AZ 85257		
Russ	Upton	6730 E [illegible]	" " "		
Andrea	Alley	6828 E Almeria Rd	Scottsdale 85257	480/229-3581	ae.alley@gmail.com
Pamela ~~Sullens~~	Sullens	11000 N. Scottsdale Rd #240	Scotts 85254	602 770 8082	pmsullens@cox.net
Tim	Rolling	6541 E Almeria Rd	Scottsdale 85257		
ROD	BRITCHETT	P.O. BOX 1545	SCOTTSDALE, AZ	85252	
TORI	Passalaqua	6835 E. Almeria Rd.	Scottsdale A	(480) 440-4760	

Aire on McDowell
Neighborhood Meeting Sign-In Sheet
Monday, July 20, 2015

First Name	Last Name	Street Address	City, State & Zip	Phone	Email
Dana Close	Close	1838 N. 78th St	Scottsdale	6072145295	danaclose@aol.com
Sandy	Conley	14828 N 18th Dr	Phx	480-659-2928	
ILEANA	CONNOLLY	1520 E. SHARON	PHX	602 859 5244	

Aire on McDowell
Neighborhood Input Card

PRINT NAME Andrea Alley

ADDRESS 6828 E Almeria Rd CITY Scottsdale ZIP 85257

PHONE 480 229 3581 EMAIL ae.alley@gmail.com

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

Height and privacy is a concern
What happens if they don't sell - apartments?
Property values of surrounding houses

TECHNICAL SOLUTIONS

July 9, 2015

Dear Neighbor:

We are excited to tell you about an upcoming request by K. Hovnanian Homes to create a residential community located at the northeast corner of 68th Street and McDowell Road. The request would result in 81+/- for-sale lots in a gated community at this centrally located area of Scottsdale. The demand for a luxury community such as this in an area that has easy access to Downtown Scottsdale, Tempe, and Phoenix is high and will serve as a catalyst to the continued revitalization of the McDowell Corridor.

We are pleased to invite you to attend an open house to discuss our proposal. The open house will be held on Monday, July 20, 2015 from 5 p.m. to 6 p.m. in Room SS1 249 – the Imagination Room – of SkySong, located at 1475 N. Scottsdale Road.

If you have any questions, please contact the neighborhood outreach team at 602-957-3434 or info@technicalsolutionsaz.com. The City of Scottsdale Project Coordinator for the project is Kim Chafin, who can be reached at 480-312-7734.

Thank you.

Sincerely,

Paul Smith
President

4350 East Camelback Road, Suite G-200 • Phoenix, AZ 85018 • (602) 957-3434 • FAX: (602) 955-4505 • Email: info@technicalsolutionsaz.com

Bloemberg, Greg

From: rljmstet@msn.com
Sent: Wednesday, December 09, 2015 12:57 PM
To: Bloemberg, Greg
Subject: Aire on McDowell

Mr. Bloemberg, I am a resident of lot within direct view of the proposed development. My residence is located at 1702 North 69th Street. My concern is the proposed lots will have direct view into the backyards of all the homes located on 69th Street and Almeria Road which are North of this development. I would appreciate to know if this subject will be addressed within the review of this project. Thank you, Ronald Stetson

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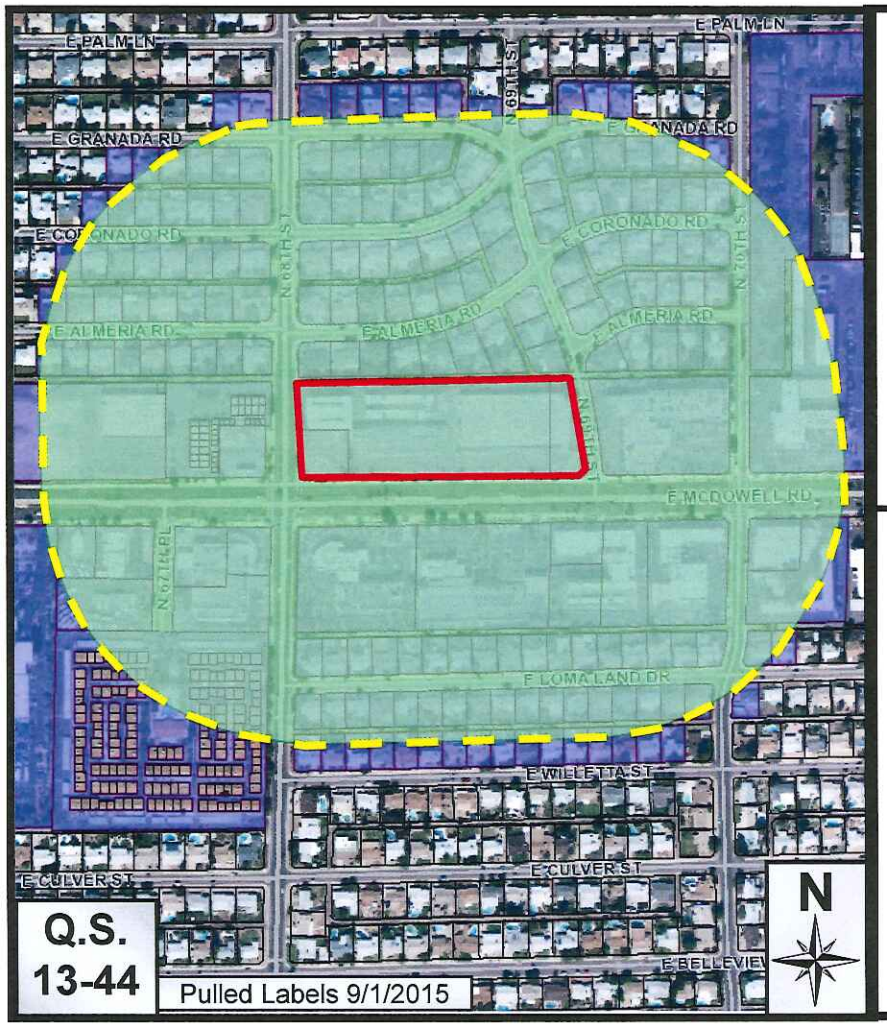
City Notifications – Mailing List Selection Map



Map Legend:

Site Boundary

Properties within 750-feet
Postcards HUP – 293
Postcards PC - 293

Additional Notifications:

- Interested Parties List
- Adjacent HOA's
- P&Z E-Newsletter
- Facebook
- Twitter
- City Website-Projects in the hearing process

Aire on McDowell

4-GP-2015 & 15-ZN-2015

ATTACHMENT #16