PLANNING COMMISSION REPORT

Meeting Date: October 26, 2016
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Desert Mountain Parcel 19
5-GP-2016, 17-ZN-2016, 6-UP-2016

Request to consider the following:

1. A major General Plan amendment to the City of Scottsdale 2001 General Plan to change the land use designation **from** Employment (6.1 +/- acres), Commercial (29.8 +/- acres), Office (29.9 +/- acres), Developed Open Space (18.8 +/- acres), and Rural Neighborhoods (7.1 +/- acres) **to** Suburban Neighborhoods (55.5 +/- acres) and Developed Open Space (Golf Courses) (36.2 +/- acres) on a 91.7 +/- acre site located north of the northeast corner of N. Pima and N. Cave Creek Roads.
2. A recommendation to City Council regarding a request by owner for a Zoning District Map Amendment to rezone the subject 92+/- acre site **from**: the Open Space, Environmentally Sensitive Lands, Hillside District (O-S/ESL/HD), Single-family Residential District, Environmentally Sensitive Lands, Hillside District (R1-7/ESL/HD), Single-family Residential District, Environmentally Sensitive Lands, Hillside District (R1-35/ESL/HD), Industrial Park, Environmentally Sensitive Lands, Hillside District (I-1/ESL/HD), Central Business, Environmentally Sensitive Lands, Hillside District, the Commercial Office, Environmentally Sensitive Lands, Hillside District (C-O/ESL/HD) and Central Business District, Environmentally Sensitive Lands, Hillside District (C-2/ESL/HD), **to** approximately 36 acres of the Open Space, Environmentally Sensitive Lands (O-S/ESL) and approximately 56 acres of the Townhouse Residential, Environmentally Sensitive Lands (R-4/ESL) zoning district designations, located north of the northeast corner of the N. Pima Road and the N. Cave Creek Road intersection.
3. A recommendation to City Council regarding a request by owner for a Conditional Use Permit for a Golf Course on approximately 36 acres, of the subject +/- 92-acre site, with the proposed Open Space, Environmentally Sensitive Lands (O-S/ESL) zoning district designations, based off of case 17-ZN-2016, located north of the northeast corner of the N. Pima Road and the N. Cave Creek Road intersection.

Action Taken _____

Key Items for Consideration

- General Plan amendment request for the development of 190+/- residential units as well as an 18-hole, short game golf course
- The applicant proposes a 100' Scenic Corridor along Cave Creek Road frontage and 25' Scenic Corridor along Pima Road frontage
- Minimization of turf and the introduction of a private golf course unique to Scottsdale, both support the intent of the city's Golf Course Policy
- Applicant-supplied market analysis states that the current mixture of designated land uses are not likely to develop as such; the property has yet to be developed
- Letter received from Town of Carefree stating support for General Plan land use change, expressing traffic and drainage concerns
- Proposed zoning (17-ZN-2016) and use permit (6-UP-2016) are consistent with the requested General Plan land use designations requested
- Conditional Use Permit Criteria for Golf Course
- Large Portion of NAOS requirement satisfied through Desert Mountain NAOS Land Bank
- Applicant is proposing to consolidate and relocate six municipal well sites on the subject site.

OWNER

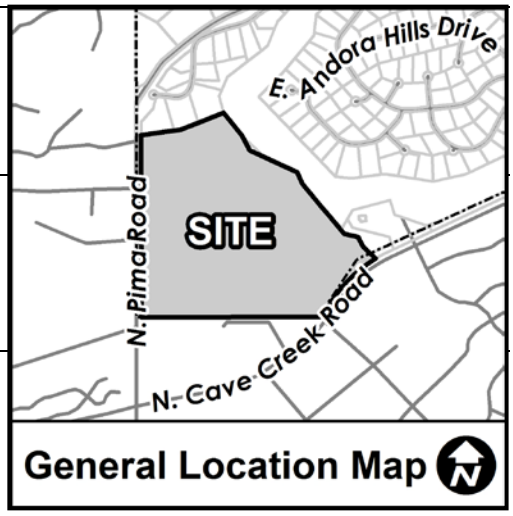
Robert Jones
Desert Mountain Real Estate Holding

APPLICANT CONTACT

Berry Riddell, LLC
(480) 385-2727

LOCATION

North of the northeast corner of
Pima and Cave Creek Roads



BACKGROUND

Context

The subject property (91.7 +/- acres) is currently composed of undeveloped desert lands, and is generally located north of the northeast corner of North Pima Road and North Cave Creek Road. The subject site borders the Town of Carefree on the south and west sides of the property, and is within the Desert Mountain master planned community (Attachment 4).

General Plan

The General Plan Land Use Element designates the property as a mixture of Employment (6.1 +/- acres), Commercial (29.8 +/- acres), Office (29.9 +/- acres), Developed Open Space (18.8 +/- acres), and Rural Neighborhoods (7.1 +/- acres) (Attachment 6). The following is a summation of uses that may be permitted within these existing land use categories:

- Employment – a range of employment uses from light manufacturing to light industrial and office.
- Commercial – includes retail businesses, major single users, and shopping centers which serve both community, and regional needs.
- Office – a variety of office uses.
- Developed Open Space – includes public or private recreation areas, such as golf courses and city parks, drainage facilities for flood control, and open space linkages between neighborhoods.
- Rural Neighborhoods – includes areas of relatively large lot single-family neighborhoods or subdivisions where densities are usually one house per one acre (or more) of land.

Adjacent General Plan Land Uses

- North and East — Suburban Neighborhoods (Desert Mountain Phase I, Unit 4), Rural Neighborhoods (Desert Mountain Phase I, Unit 1), and Developed Open Space (Desert Mountain Renegade Golf Course)
- South and West (Town of Carefree) — Low Density Residential, Airport, and Public/Semi Public Land Use Categories – according to the Town of Carefree General Plan 2030 Future Land Use Map (Attachment 7)

Adjacent Zoning Districts and Land Uses

- North: Single-family Residential District, Environmentally Sensitive Lands, Hillside District, zoned R1-35/ESL/HD; The Gambel Quail Preserve II subdivision community.
- South: Residential, Church (Our Lady of Joy), The Town of Carefree; to the southwest, the SkyRanch at Carefree (Town of Carefree Airport)
- East: Open Space, Environmentally Sensitive Lands, Hillside District, zoned (O-S/ESL/HD); interim fire station, City of Scottsdale Municipal well site, and Desert Mountain golf course.
- West: Residential, The Town of Carefree; to the southwest, the SkyRanch at Carefree (Town of Carefree Airport)

Other Related Policies, References:

- 2001 City of Scottsdale General Plan
- 1997 Golf Course Policy
- 2013 Citywide Land Use Assumptions Report
- 17-ZN-2016 (associated rezoning request to this case)
- 6-UP-2016 (associated Conditional Use Permit request to this case)
- Cases: 2-ZN-1985, 83-UP-1985, 136-ZN-1985, 85-ZN-1986, 86-ZN-1986, 87-ZN-1986, 209-DR-1995, 22-UP-2004, and 81-DR-2010

MAJOR GENERAL PLAN AMENDMENT IMPACT ANALYSIS

Major Amendment Request

The applicant's request is recognized as a major General Plan amendment based upon criteria outlined in the City of Scottsdale General Plan 2001, specifically the Change in Land Use Category (Criteria #1) and the Area of Change (Criteria #2). The Change in Land Use category table identifies that a change from Employment, Commercial, Office, Developed Open Space, and Rural Neighborhoods (Categories A and E) to Suburban Neighborhoods and Developed Open Space (Category B), qualifies the request as a major amendment. Furthermore, the Area of Change requested, 91.7 +/- acres, exceeds the 15 acres or more maximum as defined by Criteria #2.

The General Plan Land Use Element describes the Suburban land use designation as areas within the community that include *medium to small-lot single-family neighborhoods or subdivisions. Densities in Suburban Neighborhoods are usually more than one house per acre, but less than eight houses per acre. These uses may be used as a transition between less intense residential areas and non-residential areas, such as offices or retail centers. Preservation of environmental features is a key consideration and in the past has often been accommodated through master-planned communities or clustering.*

Furthermore, the General Plan Land Use Element describes the Developed Open Space land use designation as areas within the community that include *public or private recreation areas, such as golf courses and city parks. Some developed open space may also be used as drainage facilities for flood control. This designation applies to Indian Bend Wash, the Camelback Walk, and the TPC and Westworld facilities. Developed open spaces provide amenities for both residents and visitors. They may also provide links between neighborhoods. Their design should integrate with adjacent neighborhoods. Tourism and public uses are encouraged to locate next to developed open spaces.*

The proposal conforms to the General Plan definitions of both Suburban Neighborhoods and Developed Open Space (Golf Courses). The applicant proposes a residential community consisting of 190 dwelling units (2+/- units per acre), complete with an 18-hole short game golf course, clubhouse, and accessory facilities to be owned and operated by Desert Mountain. The applicant states that this new community and golf course will be "compatible with the established character and context of the Desert Mountain master plan community". Furthermore, the applicant states that the golf course design "has been diligently thought through and respects, preserves and showcases all existing environmentally sensitive areas… natural drainage characteristics, established flood planes, 404 jurisdictional washes, significant boulder outcroppings and native vegetation". (Attachment 1).

Policy Implications

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 (Goals 1, 3, 4, 7, and 8), 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 – encouraging development that is context-appropriate and adheres to the character of that which has previously been established. Furthermore, the plan encourages a diverse mixture of housing and leisure opportunities as a means to further provide for the needs of the community.

The applicant proposes a residential development project, including 190 dwelling units (2+/- units per acre) within the Suburban Neighborhoods land use designation. The subject site is adjacent to single-family residences to the north (Desert Mountain Phase I, Unit Four; .56 +/- units per acre; Suburban and Rural Neighborhoods land use designations) and east (Desert Mountain Phase I, Unit One; .86 +/- units per acre). The General Plan states that the Suburban Neighborhood land use designation may be used as a transition between less intense residential areas and non-residential areas. In this particular case, the subject site lies between less intense residential areas to the north and east, and the Carefree municipal airport to the southwest – creating a buffer for existing residents within the Desert Mountain master planned community.

In an effort to blend the proposed community with the existing Desert Mountain master planned area, the applicant states that they are currently "formulating a set of design guidelines to further uphold" this established character. According to the applicant, integration with the surrounding community will include lot sizing and placement/orientation that respects the natural terrain (similar to that which exists), contemporary Southwestern architecture, natural desert landscaping, and compatible lighting.

To further ensure that the established character is maintained – and to better inform the development proposal – the development team met with residents within the vicinity of the subject site, adjacent Carefree neighborhoods, Town of Carefree staff, as well as the Desert Mountain Home Owner's Association. Ultimately, a vote among Desert Mountain residents was conducted by their Board of Directors as specified by their bylaws. 87% of respondents were supportive of the development proposal to "allow residential and golf course development on the property, finding it to be compatible and in character with the existing surrounding development and high desert lifestyle" (Attachment 1).

The General Plan Character & Design (Goals 1 and 4) and Open Space & Recreation (Goal 1) Elements emphasize the importance of Scenic Corridors and designates them along arterials that have been recognized as desirable locations to preserve views as well as maintain neighborhood buffering. Furthermore, the General Plan Land Use element (Goal 3, bullets 1 and 6) reiterates that development edges should be appropriately considered – particularly those involving neighborhood edges.

Both Pima and Cave Creek Roads are designated within the General Plan as Scenic Corridors. As such, the applicant proposes a 100' Scenic Corridor along Cave Creek Road as well as a 25' average Scenic Corridor along Pima Road adjacent to 50' of excess City of Scottsdale Right-of-Way. Cave Creek Road frontage will be +/- 400 feet in length and include drive aisles that enter the proposed development, while Pima Road frontage will be +/- 1,900 feet in length and include a secondary access gate to the subject site (Attachment 6). Typically, existing neighborhoods near or adjacent to

arterials designated as Scenic Corridors benefit from meaningful buffering (typically 100' in depth) that is created through development proposals providing Scenic Corridor Easements. As noted above, the applicant is proposing to provide 25' of depth in terms of the Scenic Corridor Easement along Pima Road. The applicant contends that the full 100' Scenic Corridor Easement along Pima Road is not warranted because:

- The intended corridor would not have continuous connections to the north or south, beyond the proposed development site. For example, Pima Road terminates north of the subject site, ending at a private, gated entrance to the Ranch Highlands subdivision. Furthermore, to the south, a "gap" between Scottsdale's city limits is created by a portion of the Town of Carefree – meaning that roughly a half mile would separate this proposal's provided Scenic Corridor along Pima from that which could be provided south of it, within Scottsdale.
- 50' of excess Right-of-Way abuts the east side of Pima Road pavement – meaning the total potential buffer created by the applicant's 25' Scenic Corridor Easement would be 75', including this excess Right-of-Way.

Although the above is accurate to existing conditions, staff contends that a 100' Scenic Corridor Easement along Pima Road would fulfill the long-standing General Plan designation, create a larger buffer for existing residents to the west, and potentially become a catalyst for future easements/large setbacks south of the subject site.

The General Plan Land Use (Goals 6 and 7), Open Space & Recreation (Goal 1), and Preservation & Environmental Planning (Goals 2, 5, and 9) Elements promote development patterns that respond to the natural topography of the desert, while protecting natural resources.

The applicant contends that the golf course design "has been diligently thought through and respects, preserves and showcases all existing environmentally sensitive areas… natural drainage characteristics, established flood planes, 404 jurisdictional washes, significant boulder outcroppings and native vegetation". Furthermore, the applicant states that home placement is intended to respond to the terrain of the site, and to be "respectful of the natural wash corridors, mature vegetation and preservation of wildlife corridors". Finally, the applicant states that the daily average for potable water demand under the existing zoning districts is approximately 338,500 gallons. Alternatively, "the estimated average day demand for Parcel 19 as proposed is approximately 72,200 gallons per day" – roughly 80% less than under the existing zoning categories.

The General Plan Economic Vitality Element (Goal 1) supports strengthening Scottsdale's position as a premier destination, stating that "the golf experience" should continue as a "positive and readily-available destination activity".

The applicant's proposal includes an additional golf course within Desert Mountain Golf Club's portfolio of private golf courses. Although a private course, it should be noted that the proposal includes a type of golf course unique to Scottsdale – an 18-hole short game golf course. The applicant feels that this type of course will appeal to "all skill levels" – particularly those that aren't currently members of Desert Mountain Golf Club (see Scottsdale Golf Course Policy, below).

Scottsdale Golf Course Policy

In 1997 the Scottsdale Golf Course Policy was created as a means to guide the development of future golf courses in Scottsdale. This goal and policy document recognizes the role golf has played

in contributing to Scottsdale's image and lifestyle as well as the local economy. Ultimately, the document was designed to elevate the discussion on environmental, land use, economic, open space, and water supply/infrastructure issues by formalizing policies to address such. The applicant contends that the development of an 18-hole short game golf course will meet the intent of this policy document, particularly in regard to the following issues:

- Environment: The applicant states that the golf course design "has been diligently thought through and respects, preserves and showcases… natural drainage characteristics, established flood planes, 404 jurisdictional washes, significant boulder outcroppings and native vegetation". Furthermore, turf will be minimized (representing less than 25% of a typical course) and further shaped and distributed so as to take advantage of watering equipment/spread, minimizing both maintenance and water waste.
- Land Use: The applicant states that the proposed course will be integrated into the existing Desert Mountain community, both in terms of management and character. "This course is an extension of the existing Desert Mountain Golf Club and as such will be operated and maintained by the Desert Mountain Golf Club". Furthermore, "the design and layout of the course will compliment and reinforce the existing golf character of Desert Mountain".
- Economic: Although Desert Mountain Golf Club currently maintains 6 courses within its portfolio, the applicant contends that the proposed course will both increase the variety of courses offered through the golf club – ultimately appealing to those that may not currently be members or are new to the game. "The short course will provide a venue for existing… and potential members (to enjoy) a fun non-threatening golf experience".
- Open Space: Other than areas that are specifically course-related (tee-boxes, fairways, greens, etc.) the applicant proposes to preserve environmental features such as natural drainage ways, boulder outcroppings, and native vegetation that line the course layout and connect to internal and external natural desert open space areas.
- Water Supply and Infrastructure: The applicant states that existing Desert Mountain capacity supplied by the Irrigation Water Distribution System (IWDS) will be utilized to irrigate the proposed course. Furthermore, the proposed golf course will utilize less turf than typically required – meaning less water will be utilized in its maintenance.

The full Scottsdale Golf Course Policy text can be found at:
https://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Design/GL_GolfCourse_1997.pdf

2013 Citywide Land Use Assumptions Report

In 2013, the City of Scottsdale completed, and City Council adopted, a Land Use Assumptions 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 North Sub-Area is generally all Scottsdale lands north of Deer Valley Road.

According to the study, the North Sub-Area is projected to absorb an additional 163 acres of 'Suburban Residential' use by 2030, above that which was designated at the time of the Land Use Assumptions Report writing. Since the drafting of this report, several major General Plan requests have been adopted by City Council (Cases 4-GP-2013, 2-GP-2014, 3-GP-2014, and 4-GP-2014),

adding an additional 57+/- acres of the Suburban Neighborhoods land use category to the area. Although the applicant's proposed change would further result in an increase of available Suburban Neighborhoods land use by 55.5+/- acres in the North Sub-Area, the overall 'Suburban Residential' acreage absorbed since the drafting of the report would remain within the 2030 land use projections.

Note: the 2013 Citywide Land Use Assumptions Report does not discuss and/or make projections related to the Developed Open Space land use category.

The full Development Forecast text can be found at:
http://www.scottsdaleaz.gov/Assets/ScottsdaleAZ/Water/Rates+and+Fees/LUAR2013.pdf

Applicant-Supplied, Market Analysis (2016)

In May of 2016, Elliott D. Pollack & Company completed a Market Analysis of Desert Mountain Parcel 19 on behalf of the applicant that "analyzes the supply and demand for employment and commercial uses within the market area surrounding" the subject site (Attachment 7). The study area for the analysis comprises a three mile radius surrounding the intersection of Pima and Cave Creek Roads.

According to the study, the vacancy rate for retail space is 17.9%, while the vacancy rate for office space is at 23%. Furthermore, the industrial market is "essentially non-existent" within the area, save for the SkyRanch airport's ancillary aircraft hangars. The analysis concludes that these three market segments, which currently compose the majority of General Plan land uses designated on the subject site, are not viable:

- Retail: The study contends that commercial retail "is not warranted relative to the demand generated from the residents living within (the study area)". Furthermore, the study area's high vacancy rate for existing retail centers coupled with the site's perceived "limited access and visibility to Cave Creek Road" both weigh on the viability of developing as such.
- Office: The analysis concludes that the study area provides an appropriate amount of office space for small local businesses, and currently houses a high vacancy rate. A corporate office park – which may be appropriate for the size of the subject site – would not be viable as a result of the study area's "location and distance from potential clients and employees".
- Industrial: The study states that the subject site is lacking in terms of location criteria. Industrial uses typically favor locations that both have convenient regional access and are comprised of large labor pools.

Currently, there are 24 golf clubs comprised of 39 courses within Scottsdale (Attachment 6). Although the applicant-supplied document contains analysis regarding the viability of developing the subject site under existing entitlements, there is no discussion regarding the viability of an additional golf course within the Scottsdale-area market. The applicant contends, however, that the addition of another golf course to the Desert Mountain Golf Club will be "operated and financially supported by dues from Desert Mountain club members" (approximately 2,000 current members). Furthermore, the applicant states that the membership pool will increase through the addition of residential units as a result of this proposal.

Land Use Impact Model

In May 2016, Long Range Planning Services contracted with Applied Economics to produce a land use impact model to estimate the socioeconomic, development, and fiscal impacts associated with a change from one General Plan land use designation to another over a 20-year time period (2016-2035). From a fiscal standpoint, the model assesses both revenues generated from development (initial construction expenditures, yearly sales tax generation, etc.) as well as City expenditures (public safety, infrastructure maintenance, etc.), as a means to depict how much value a project adds over time – or Net Present Value (NPV).

In this instance, the model provided a general assessment of the subject site comparing the existing General Plan designations of Employment, Commercial, Office, Developed Open Space, and Rural Neighborhoods with the proposed change to Suburban Neighborhoods and Developed Open Space in the North Sub-Area of the City. The model shows a positive NPV of $701 thousand for the proposed combination of Suburban Neighborhoods and Developed Open Space whereas the existing General Plan land use designations of Employment, Commercial, Office, Developed Open Space, and Rural Neighborhoods shows a positive NPV of $15.8 million over the same time period. However, the property has yet to develop out to these existing General Plan land uses and thus remains undeveloped. Consequently, should the property develop under the proposed Suburban Neighborhoods and Developed Open Space land use designations, the NPV of $701 thousand may prove to be more beneficial.

Because the existing and proposed General Plan land use designations accommodate more than one zoning district and thus allow for a considerable range of density and intensity, the potential impacts represented above are at best an estimate and should not be considered conclusive. The full results of the Land Use Impact Model assessment are located in the case file.

Policy Implications

Commercial Land Use

The City of Scottsdale through the 2001 General Plan goals and approaches generally seek to maintain and enhance the existing commercial land use designations in the city in order to maintain economic drivers. Over the last several years within the north area of the city (north of Deer Valley Road to the City's northern boundary), the City Council has adopted several cases (4-GP-2013, 2-GP-2014, 3-GP-2014, 4-GP-2014, and 1-GP-2015) that have resulted in a net 12% reduction (46.65 +/- acres) in the Commercial land use designation in this area. The applicant's request would further reduce the amount of General Plan-designated Commercial land use by 29.8+/- acres – resulting in a total 20% reduction of commercial in the north area of the city since 2013.

ZONING AND CONDITIONAL USE PERMIT BACKGROUND

Zoning

The site is zoned Open Space, Environmentally Sensitive Lands, Hillside District (O-S/ESL/HD), Single-family Residential District, Environmentally Sensitive Lands, Hillside District (R1-7/ESL/HD)Single-family Residential District, Environmentally Sensitive Lands, Hillside District (R1-35/ESL/HD), Industrial Park, Environmentally Sensitive Lands, Hillside District (I-1/ESL/HD), Central Business, Environmentally Sensitive Lands, Hillside District, Commercial Office, Environmentally

Sensitive Lands, Hillside District (C-O/ESL/HD), and the Central Business District, Environmentally Sensitive Lands, Hillside District (C-2/ESL/HD). The Open Space, Environmentally Sensitive Lands, Hillside District (O-S/ESL/HD) zoning designation allows for recreational uses that require open space, golf courses, municipal uses, parks, and wireless communication facilities. The Single-family Residential District, Environmentally Sensitive Lands, Hillside Districts (R7/ESL/HD and R1-35/ESL/HD) allow for single-family residential uses. The Industrial Park, Environmentally Sensitive Lands, Hillside District (I-1/ESL/HD) allows for manufacturing, processing, research and development, municipal airport and aeronautical activities and complementary wholesale, warehouse, and office operations. The Commercial Office, Environmentally Sensitive Lands, Hillside District (C-O/ESL/HD) allows for a variety of retail, service and office uses. The Central Business District, Environmentally Sensitive Lands, Hillside District (C-2/ESL/HD) allows for recurring shopping and service needs for multiple neighborhoods.

The subject site was annexed into the City in July of 1984 through Ordinance number 1655. This annexation would establish the northernmost boundary of the city. The original zoning cases for the Desert Mountain master planned community outlined the zoning districts and acreages of the established parcels, cases 85-ZN-1986, 86-ZN-1986, and 87-ZN-1986. The ordinance that affirmed the zoning districts was not actually adopted by the City Council during that approval process.

In July of 2010, the current zoning designations, for the subject property, were adopted by the City Council through Ordinance Number 3902. Other Desert Mountain zoning districts had already been adopted through the same process. This zoning case included seven parcels: Desert Mountain parcels 19A, 19B, 19C, 19D, 19E, 19F and 19G. The parcels were mostly vacant and included an unimproved residential subdivision, a water pump facility, an interim fire station, and municipal well sites. There were a small string of use permits and development review cases that allowed the mixture of residential and non-residential uses.

In 1991, the Environmentally Sensitive Lands (ESL) ordinance was added as an amendment to the Hillside District overlay. The current ESL overlay took effect in 2004. The zoning adoption in July of 2010, acknowledged the site being previously annexed and established under the then existing Hillside District. The site currently has Hillside District exceptions found within the Environmentally Sensitive Lands Ordinance.

APPLICANTS ZONING AND CONDITIONAL USE PERMIT PROPOSAL

Development Information

The development proposal includes 190 residential townhouse units and an eighteen-hole golf course. The proposed golf course community will provide the golf course, as the main amenity, and a gate house (Attachment 2, Exhibit A). The subject site will continue to contain two City owned well sites. Both well sites will be located along the western boundary of the site; one located at the northwest corner, and the other being located at the southwest corner.

- Existing Use: Primarily Vacant (with a water pump facility, an interim fire station, and municipal well sites)
- Proposed Use: 190-Unit Subdivision and Golf Course
- Buildings/Description: Desert Contemporary (Attachment 21)

- Parcel Size: 92+/- acres
- Building Height Allowed: 30 ft. (R-4/ESL/HD), 30 ft. (O-S/ESL/HD), and 52 ft. (I-1/ESL/HD)
- Building Height Proposed: 30 ft. (R-4/ESL) and 24 ft. (O-S/ESL)
- NAOS Required: 34.2 Acres
- NAOS Proposed: 34.2 Acres (7.1 acres on-site and 27.1 in Desert Mtn. NAOS bank)
- Floor Area Allowed: 0.6 (I-1, 6.06 ac.), 0.6 (C-O, 29.85 ac.), 0.8 (C-2, 29.93 ac.)
- Floor Area Proposed: 0.00
- Density Allowed: R1-7 at 0.83 du/ac (18.80 ac.) and R1-35 at 1.04 du/ac (7.05 ac.)
- Density Allowed: 8.31 du/ac (straight R-4 zoning district)
- Density Proposed: 3.39 du/ac (56+/- acres of R-4 zoning) which equates to 2.06 du/ac (91.7+/- acre site)

ZONING AND CONDITIONAL USE PERMIT IMPACT ANALYSIS

Land Use

The subject site is mostly vacant and includes an unimproved residential subdivision, a water pump facility, an interim fire station, and municipal well sites. The subject property is currently zoned: O-S/ESL/HD, R1-7/ESL/HD, R1-35/ESL/HD, I-1/ESL/HD, C-O/ESL/HD, and C-2/ESL/HD. The existing layout of zoning districts provided for the mixed use portion that was established in the early development of the Desert Mountain community. Since the original approval for this portion of the Desert Mountain master planned development, minor changes have been made to the parcel shape to accommodate for changes made to the existing golf course and the subdivision located to the north of the subject site.

Previous to the zoning designations being adopted by Council through Ordinance Number 3902, a final plat had consolidated most of the parcels, identified in the original Desert Mountain zoning case, into the site's current configuration. The final plat, recorded in July of 2005, established the existing boundary of the project. This recorded plat combined six of the seven parcels identified in the 85-ZN-1986 zoning case (parcels 19A, 19B, 19D, 19E, 19F and 19G); omitting parcel 19C. This same final plat also identified several City owned well sites located within the subject property's boundary. The current proposal identifies two sites that will be set aside to meet the City's requirements. Both future municipal well sites will be located along N. Pima Road. One of the identified well sites is existing (near the northwest corner of the site), and the second will be created with the future final plat (at the southeast corner of the subject site).

The current proposal will reduce the uses allowed on the subject property to a residential community, and open space in the form of a golf course. The proposed golf course use requires a Conditional Use Permit (CUP) within the proposed zoning districts (O-S and R-4). The applicant has submitted a CUP application, case 6-UP-2016, that is in conjunction with these two applications (5-GP-2016 and 17-ZN-2016). The proposed golf course CUP has been requested to be applied to the proposed 36+/- acres of O-S/ESL zoning district designated area. The 36+/- acres of proposed O-S/ESL zoning district create an S-shape throughout the 92+/- acre site (Attachment 14).

The proposed 56+/- acres of R-4/ESL zoning are interwoven into the S-shaped proposed 36+/- acres of O-S/ESL zoning district area. The applicant is requesting 190 dwelling units within the proposed R-4/ESL zoning district. The density allowed, within the R-4 district located within the Environmentally Sensitive Lands (ESL) overlay area is 8.31 dwelling units per acre. The proposal is calculated at 3.39 dwelling units per acre (within the 56+/- acres of proposed R-4 zoning) and 2.06 dwelling units per acre over the entire 91.7+/- acre site. The previous zoning case, 85-ZN-1986#4, allowed for 0.83 dwelling units per acre, within the 18.80 acres of R1-7 zoning, and 1.04 dwelling units per acre, within the 7.05 acres of R1-35 zoning. The previous zoning case allowed for twenty-three (23) residential units, in addition to other employment core uses.

The previously approved zoning case also allowed for approximately 45.28 acres of developable industrial, office, and commercial uses. Case 85-ZN-1986#4 specifically identified 6.06 acres of I-1 zoning with a floor area ratio of 0.6, 29.85 acres of C-O zoning with a floor area ration of 0.6, and), 29.93 acres of C-2 zoning with a floor area ratio of 0.8. The uses were entitled in order to establish an employment hub at this location of the City. The current proposal would remove these entitlements and replace these uses with a 190-unit subdivision and an 18-hole golf course. The golf course will include a club house, and entry gate house to regulate access into the private community.

There are six (6) existing golf courses located within the Desert Mountain master planned community. The approval of these three applications would increase the total number of golf courses within this community to seven (7). The applicant has stated in the project narrative that the proposed golf course will be an 18-hole short game course that can be enjoyed by all skill levels. This course will be different than the other golf courses in that manner.

Airport Vicinity

The subject site is located adjacent to the SkyRanch at Carefree (Carefree airport). The subject site is outside of the jurisdictional control of the private airport. The owner is required to submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures with the Development Review Board Application. The owner is also required to provide noise disclosure notices to potential homeowners in a form acceptable to the Scottsdale Aviation Director, with the Development Review Board Application submittal.

Conditional Use Permit

Conditional Use Permits, which may be revocable, conditional, or valid for a specified time period, may be granted only when expressly permitted after the Planning Commission has made a recommendation and City Council has found as follows:

A. That the granting of such Conditional Use Permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning Commission and the City Council's consideration shall include, but not be limited to, the following factors:

   1. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.

      - **The proposed golf course and golf club use will not damage or create nuisance from noise, smoke, odor, dust, vibration, or illumination. In fact, the golf course, which is primarily open space and generally a quiet use, is and will be an extremely sensitive neighbor to the surrounding homes and will be an amenity to the adjacent**

development (existing and proposed). The clubhouse will be nestled within the 91.7+/- acre development buffered by the surrounding golf course holes and Natural Area Open Space (NAOS). The proposed grading for the course takes into account the existing terrain of the area and is compatible with its surrounding environment.

2. Impact on surrounding areas resulting from an unusual volume or character of traffic.

   - **The golf course use has a much lower impact on the volume and character of traffic as compare to the current Industrial, Commercial, and Office entitlements (see traffic study). Daily vehicular trips will be reduced by 93% as compared to the currently approved zoning. Primary access to the site will be provided via N. Cave Creek Road with secondary access via N. Pima Road.**

B. The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.

   - **The character of the existing golf course and clubhouse are extremely compatible with the surrounding low-density residential land use and established Desert Mountain community. NAOS will be provided in conformance to the City's requirement. NAOS together with the golf course will total approximately 48% open space on the property.**

Traffic/Trails

The proposed land uses will ultimately reduce the estimated number of daily trips when compared to the existing approved land uses. The approval of the zoning change would result in an estimated 2,066 external trips generated per day to and from the project site. The development is estimated to generate 158 external trips during the AM peak hour, and 211 external trips during the PM peak hour. This represents a potential decrease of 6,300 daily trips over the allowable land uses the current zoning permits. The existing estimated daily trips can be accommodated per the existing right-of-way improvements of the N. Pima Road and N. Cave Creek Road intersection.

The Town of Carefree has expressed concerns over the number of daily trips anticipated by the proposed application, and the state of the existing N. Pima Road and N. Cave Creek Road intersection (Attachment 26, Exhibit C). The traffic report submitted by the applicant has been reviewed and analyzed. The analysis provides evidence that the intersection of N. Pima Road and N. Cave Creek Road is anticipated to operate at acceptable levels of service during the AM and PM peak hours. Although the owner will not be required to improve the N. Pima Road and N. Cave Creek Road intersection, there will be other street improvements required with this application request.

The developer has agreed to improve N. Pima Road, along the subject site's frontage, to the "local collector" street standards. These improvements may include: pavement widening, pavement replacement, curb and gutter installation, and sidewalk construction. The developer will also construct a deceleration lane, at the site's secondary access entrance, located on N. Pima Road, unless otherwise directed by the Town of Carefree. The internal streets shall be designed and constructed to City of Scottsdale standard cross sections unless otherwise approved via a Circulation Master Plan approval process.

As stated before, City documents designate N. Pima Road and N, Cave Creek Road as scenic corridors. The owner has been required to dedicate a 25-foot Scenic Corridor Easement (SCE) along the N. Pima Road frontage and a 100-ft SCE along the N. Cave Creek Road frontage. The SCE is required to be measured from the subject property's property-line.

Review of the Town of Carefree General Plan, reported that a pedestrian route is not planned along N. Pima Road or N. Cave Creek Road. The subject property poses some connectivity issues due to the parcel's location and configuration. Topography along N. Pima Road may be an issue in respect to providing an adequate pedestrian access route that meets ADA standards. Consequently, the owner will not be required to construct unpaved trail improvements, but will be required to provide the necessary easements for potential future trail construction.

The owner will be required to dedicate, to the City, a 25-foot-wide non-motorized public access easement (NMPAE), from east to west, along the south side of subject parcel. The owner is required to dedicate, to the City, a 25-foot-wide NMPAE, along the east side of N. Pima Road, to accommodate for an 8-Foot trail. The owner is also required to dedicate a NMPAE along the north frontage of N. Cave Creek Road, to accommodate an 8-foot trail. The owner does not feel that there should be a requirement to dedicate a trail easement along either of the property's street frontages due, in their opinion, to a lack of connectivity to other trail systems. The required trail easements will allow for the possibility of future trail use, and completes the Transportation Master Plan Trails Plan.

Water/Sewer

The wastewater master plan has been conceptually accepted by the City's Water and Wastewater department. The applicant will be required to provide a more detailed wastewater report at the time of the final plat analysis for the proposed, approximately 56 acres, of the Townhouse Residential, Environmentally Sensitive Lands (R-4/ESL) zoning district. The applicant will be required to continue to address the comments provided in the basis of design report submitted with this application.

The water master plan for this application will not be accepted until the well purchase agreement and the well drilling agreements have been executed. These two instruments relate to the overall water master planning effort of Parcel 19. Prior to the city releasing any interest in the existing vadose recharge and extraction well system, and/or well site 85, sufficient testing shall be required to ascertain that the replacement facilities perform equal or better than the existing facilities. The water master plan will also be required to identify any proposed phasing of the improvements within the master plan or state that the water/sewer improvement will all be completed in one phase.

Drainage

As stated before, the Town of Carefree City Council submitted a letter to the City of Scottsdale City Council describing the approval and concerns in regards to the proposed General Plan Amendment, rezoning, and CUP applications (Attachment 26, Exhibit C). The letter discusses the Town's overall approval with the change in land uses, but has concerns in regards to traffic and drainage. The Town of Carefree requests the City of Scottsdale to stipulate analysis based on the 100 year – 2 hour drainage solution. The City of Scottsdale stormwater storage policy provides two possible methods for storing water on a site.

The City's stormwater storage policy for developments located within the Environmentally Sensitive Lands area include partial waivers of stormwater storage based on providing the design, analysis, and sizing for stormwater storage basins that results in no increase in post-development stormwater flows with respect to pre-development stormwater flows leaving a development site. The applicant has provided, as part of the preliminary drainage report in support of the zoning case, the design, analysis, and sizing for stormwater storage basins that meet this requirement. The City will request the applicant consider providing full stormwater storage, as determined by the County stormwater storage formula, for the development in conjunction with the preliminary plat submittal.

School District Comments/Review

The Cave Creek School District was notified in regards to this application request. The school district replied and confirmed that they have adequate facilities to accommodate the projected number of additional students generated by the proposed rezoning.

Open Space

With the current zoning, the subject site has identified 18.8+/- acres as having the Open Space, Environmentally Sensitive Lands, Hillside District (O-S/ESL/HD) zoning designation. The remaining zoning district areas (R1-7/ESL/HD, R1-35/ESL/HD, I-1/ESL/HD, C-O/ESL/HD, and C-2/ESL/HD), will also be required to dedicate a portion of the area as Natural Area Open Space (NAOS). The NAOS requirement is based off of the sites slope analysis, and not on the zoning district designation. The Open Space zoning district only dictates the land uses available to that portion of the property, and not NAOS requirement.

Currently, the overall required NAOS area for the subject site has been calculated to be 34.2+/- acres, which is approximately 37.3 percent of the property's overall area. The current proposal has identified the dedication of 44.1+/- acres of NAOS, with 7.1+/- acres being located within the subject site's boundary, and the remaining 37+/- cares of NAOS being provided within the Desert Mountain NAOS land bank. Natural Area Open Space (NAOS) land bank areas were a practice common in early master planned communities. The subject planned community would dedicate an excess amount of NAOS (designated in a "land bank" area), and later use this land bank area as credit for individual parcels/community parcels wishing to expand their improvement envelope. The land bank area was usually located over a large geographical feature, such as a large mountainous area or a large wash/regional drainage area.

The 7.1+/- acres of Natural Area Open space that will be dedicated on-site are being located over the large regional washes located within the subject site. The major washes are located along the northern boundary of the site, as well as one that divides the site in half, with the wash located in an east to west direction. The majority of the NAOS being dedicated on-site has been limited to the regional wash levels of inundation. The project will be required to keep the base of the regional washes in a natural state and the levels of inundation will create the boundaries of the NAOS location.

Community Involvement

Applicant's Citizen Involvement Report

The applicant has met residents within the vicinity of the subject site several times since January of 2016 (Attachment 11). This includes meetings with adjacent Carefree neighborhoods, Town of Carefree staff, as well as the Desert Mountain HOA. Furthermore, an official vote of the residents of Desert Mountain was conducted by their Board of Directors as specified by their bylaws. 87% of respondents were in support of the development proposal. Finally, an Applicant Open House for all interested parties was held on May 4, 2016 at Christ the Lord Lutheran Church (9205 E. Cave Creek Road). Per the applicant, sixteen neighbors attended the open house and "had questions pertaining to density, traffic, drainage, and access to the site."

City-Sponsored Open House & Comment Collection

A city-sponsored Open House was held on September 7, 2016 at the Foothills Community Foundation from 5:30 to 7:30 p.m. The following summation of comments was collected (Attachment 26, Exhibit B):

- Concern that there may not be a demand locally for an additional golf course
- Support for 100-year, 2-hour stormwater requirements on the subject site

Furthermore, staff has received calls, e-mails, and written comments regarding this application (Attachment 26, Exhibit A).

Town of Carefree Letter

On September 20, 2016, staff received a copy of a letter addressed to Mayor Lane as a means to provide the Town of Carefree's input on the applicant's proposal (Attachment 26, Exhibit C). The main discussion points of the letter include:

- Support for the applicant's General Plan amendment proposal, as it is "consistent with the rural/suburban character of the area";
- Appreciative of the "open dialogue" cultivated by the applicant throughout the process;
- Concern regarding potential offsite drainage issues resulting from the Galloway Wash that traverses the subject site; and,
- Concern regarding future traffic and roadway maintenance issues within the Town of Carefree as a result of the applicant's proposal.

Planning Commission Remote Hearing

Per State Statute requirements for major General Plan amendments, the Planning Commission held a remote public hearing for the major General Plan amendment application on Wednesday October 5, 2016 at Copper Ridge School. Comments received included concerns over traffic (both construction and residential) and drainage. No written comments were received at the hearing (Attachment 26, Exhibit D).

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Recommend to City Council, the approval of 5-GP-2016, a major General Plan amendment to the City of Scottsdale 2001 General Plan to change the land use designation **from** Employment (6.1 +/- acres), Commercial (29.8 +/- acres), Office (29.9 +/- acres), Developed Open Space (18.8 +/- acres), and Rural Neighborhoods (7.1 +/- acres) **to** Suburban Neighborhoods (55.5 +/- acres) and Developed Open Space (Golf Courses) (36.2 +/- acres) on a 91.7 +/- acre site located north of the northeast corner of N. Pima and N. Cave Creek Roads.
2. Recommend to City Council, the approval of 17-ZN-2016 for a Zoning District Map Amendment to rezone the subject 92+/- acre site **from**: the Open Space, Environmentally Sensitive Lands, Hillside District (O-S/ESL/HD), Single-family Residential District, Environmentally Sensitive Lands, Hillside District (R1-7/ESL/HD), Single-family Residential District, Environmentally Sensitive Lands, Hillside District (R1-35/ESL/HD), Industrial Park, Environmentally Sensitive Lands, Hillside District (I-1/ESL/HD), Central Business, Environmentally Sensitive Lands, Hillside District, the Commercial Office, Environmentally Sensitive Lands, Hillside District (C-O/ESL/HD) and Central Business District, Environmentally Sensitive Lands, Hillside District (C-2/ESL/HD), **to** approximately 36 acres of the Open Space, Environmentally Sensitive Lands (O-S/ESL) and approximately 56 acres of the Townhouse Residential, Environmentally Sensitive Lands (R-4/ESL) zoning district designations, located north of the northeast corner of the N. Pima Road and the N. Cave Creek Road intersection, subject to the attached stipulations.
3. Recommend to City Council, the approval of 6-UP-2016 for a Conditional Use Permit for a Golf Course on approximately 36 acres, of the subject +/- 92-acre site, with the proposed zoning of Open Space, Environmentally Sensitive Lands (O-S/ESL) zoning district designations, based off of case 17-ZN-2016, located north of the northeast corner of the N. Pima Road and the N. Cave Creek Road intersection, subject to the attached stipulations.

Proposed Next Steps:

City Council Hearing – General Plan Amendment and Companion Zoning and Use Permit Cases
Thursday, December 1, 2016 at 5:00PM
City Hall, 3939 North Drinkwater Boulevard

RESPONSIBLE DEPARTMENT

Planning and Development Services

Long Range Planning Services and Current Planning Services

STAFF CONTACTS

General Plan / Long Range Planning
Taylor Reynolds
Senior Planner
480-312-7924
treynolds@scottsdaleaz.gov

Zoning / Current Planning
Jesus Murillo
Senior Planner
480-312-7849
jmurillo@scottsdaleaz.gov

APPROVED BY

Taylor Reynolds, Senior Planner / Report Co-Author — Date: 10-18-2016

Jesus Murillo, Senior Planner / Report Co-Author — Date: 10-18-16

Erin Perreault, AICP, Long Range Planning Manager — Date: 10/19/2016
480-312-7093, eperreault@scottsdaleaz.gov

Tim Curtis, AICP, Current Planning Director — Date: 10/20/2016
480-312-4210, tcurtis@scottsdaleaz.gov

Randy Grant, Director — Date: 10/20/16
Planning & Development Services
480-312-2664, rgrant@scottsdaleaz.gov

ATTACHMENTS

1. Applicant's Narrative
2. Stipulations for the Zoning Application
   - Exhibit A: Site Plan
   - Exhibit B: NAOS Plan
3. Stipulations for the Conditional Use Permit
4. Context Aerial
5. Aerial Close-Up
6. Existing & Proposed 2001 General Plan Conceptual Land Use Map
7. Town of Carefree General Plan 2030 Future Land Use Map
8. Applicant's Scenic Corridor Graphic
9. Golf Courses Citywide
10. Applicant's Market Analysis
11. Applicant's Citizen Involvement Report
12. 2001 General Plan Open Space and Recreational Element Exhibit
13. Existing Zoning Map
14. Proposed Zoning Map
15. Project Hardscape Plan
16. Project Circulation Plan
17. Project Trail and Connectivity Plan
18. Project Open Space Plan
19. Proposed Cuts and Fills Exhibit
20. Golf Course Prototype Example Exhibit
21. Architectural Theming Exhibit
22. Traffic Impact Mitigation Analysis Report
23. Desert Mountain Master NAOS Bank Update Report
24. SkyRanch at Carefree Letter
25. City Notification Map
26. Public Correspondence Received
    - Exhibit A: General Correspondence Received
    - Exhibit B: 9/7/2016 Open House Comments Received
    - Exhibit C: 9/20/2016 Town of Carefree Letter
    - Exhibit D: 10/5/2016 PC Remote Hearing Request to Speak Cards

Attachment 1
Applicant's Narrative
5-GP-2016: Desert Mountain Parcel 19

GPA / Zoning / CUP
Project Narrative

Desert Mountain
Parcel 19
5-GP-2016 17-ZN-2016 6-UP-2016

Source: desertmountain.com

Owner:
DM 19 LLC

Prepared by:
Berry Riddell, LLC
John V. Berry, Esq.
Michele Hammond, Principal Planner
6750 E. Camelback Road, Suite 100
Scottsdale, AZ 85251

17-ZN-2016
09/19/16

Table of Contents

I. Purpose of Request.....3

II. History/Surrounding Context.....5

III. General Plan Amendment Overview.....7

The Guiding Principles/ Elements of the General Plan.....8

A. Guiding Principle: Character & Lifestyle.....9

B. Guiding Principle: Economic Vitality.....22

C. Guiding Principle: Neighborhoods.....22

D. Guiding Principle: Open Space.....25

E. Guiding Principle: Sustainability.....30

F. Guiding Principle: Transportation.....30

IV. Conditional Use Permit.....31

V. City of Scottsdale Golf Course Policy.....32

VI. Environmentally Sensitive Lands Ordinance.....36

VII. Native Plant Ordinance.....40

VIII. Design Standards & Policy Manual Conformance.....42

IX. Conclusion.....43

I. Purpose of Request

This request is for a major General Plan Amendment ("GPA") from the Employment, Commercial, Office, Developed Open Space and Rural Neighborhoods land use categories to the Suburban Neighborhoods (approximately 55.5+/- acres) and Developed Open Space/Golf "G" (approximately 36.2+/- acres) land use categories on a property located north of the northeast corner of Pima Road and Cave Creek Road known as Desert Mountain Parcel 19 (the "Property") on approximately 91.7+/- acres in Scottsdale, which was filed prior to the annual major GPA deadline of May 20th (case# 5-GP-2016).

The proposed rezoning request is from I-1 ESL (HD) / Industrial Park – Environmentally Sensitive Lands (Hillside District), C-2 ESL (HD) / Central Business – Environmentally Sensitive Lands (Hillside District), C-0 ESL (HD) / Commercial Office – Environmentally Sensitive Lands (Hillside District), R1-7 ESL (HD) / Single Family Residential, 7,000 s.f. per lot – Environmentally Sensitive Lands (Hillside District), R1-35 ESL (HD) / Single Family Residential 35,000 s.f. per lot – Environmentally Sensitive Lands (HD)* to O-S ESL/ Open Space - Environmentally Sensitive Lands and R-4 ESL / Townhouse Residential – Environmentally Sensitive Lands.

Additionally, a Conditional Use Permit ("CUP") application is included for the golf course and associated clubhouse and golf facilities. For clarity purposes this Project Narrative includes the GPA discussion along with the proposed rezoning and CUP request.

Context Aerial

*Current zoning for Desert Mountain Parcel 19 was adopted pursuant to case 85-ZN-1986#4 Ordinance No. 3902 on July 6, 2010 by the City Council.

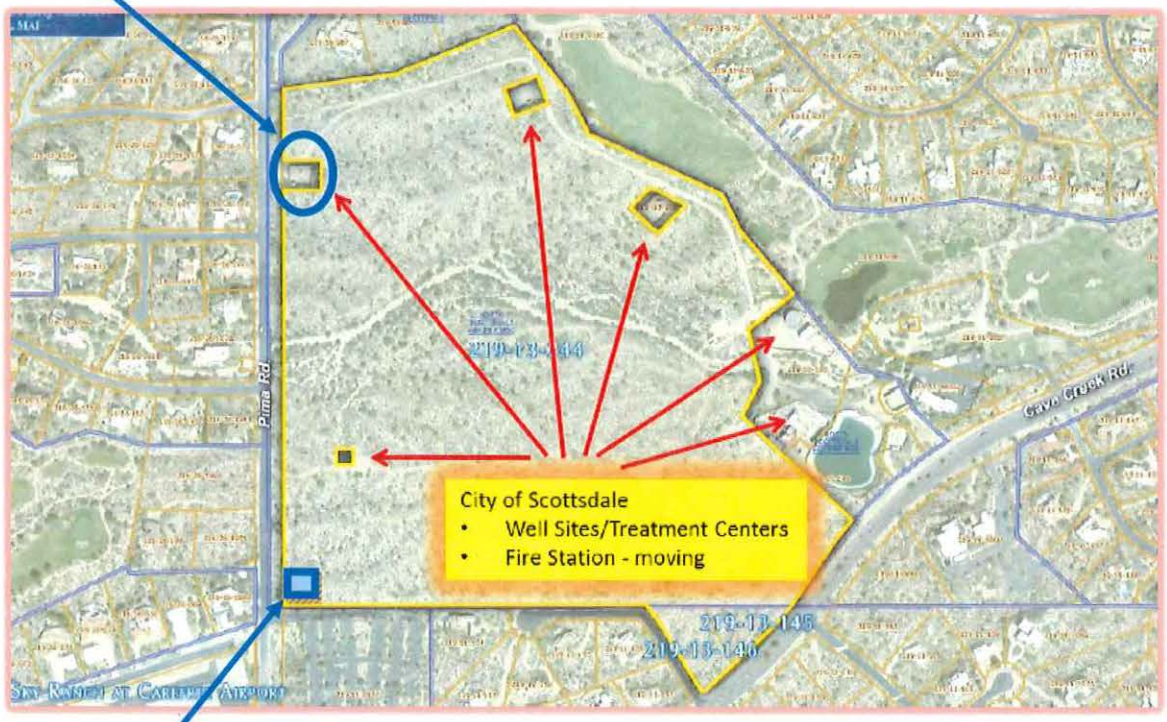
M3 Companies ("M3") will be developing Parcel 19. Shared values, unique perspectives, and a love of designing great communities are M3's core values. For over two decades M3, an Arizona based company, has built its solid name in real estate development throughout the Western U.S. with upscale master plan communities such as Wickenburg Ranch in Wickenburg, AZ, Sandstone American Ranch in Larkspur, CO, Spring Valley in Eagle, ID, Prescott American Ranch and Prescott Lakes in Prescott, AZ.

M3 is proposing to create an exclusive single family residential community consisting of 190 dwelling units, with amended development standards, compatible with the established character and context of the Desert Mountain master plan community as well as the surrounding mix of residential densities and uses in the surrounding area (overall density of 2.04 du/ac). Additionally they plan to construct an 18-hole short game golf course (par-3) with a clubhouse and accessory facilities (all to be owned and operated by Desert Mountain) on 36.2+/- of the 91.7+/- acres.

This request also includes the four existing City of Scottsdale ("City") recharge well sites located within Parcel 19, which will be consolidated and relocated working together with the City to provide a more efficient solution for water recharge. The future potential well site location is shown below and on the following page (larger image provided with submittal). Final location will be determined by pilot-hole drilling and site evaluation.

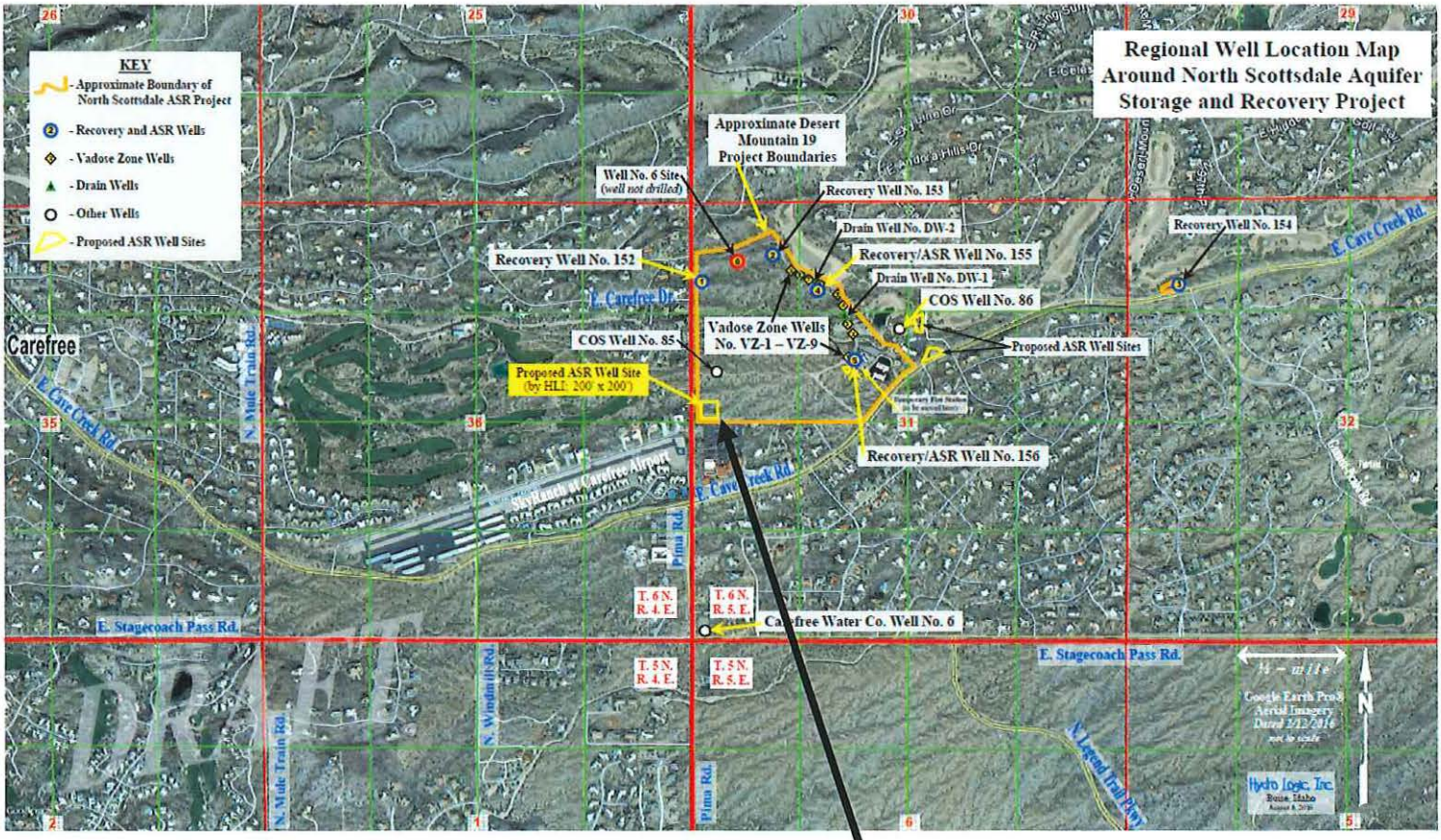
Well Sites

Note: The applicant is working together with the City to determine if the westernmost well site is to be maintained in its current capacity.



Proposed future well site location (final location TBD upon testing)

Desert Mountain 19 Potential Well Site



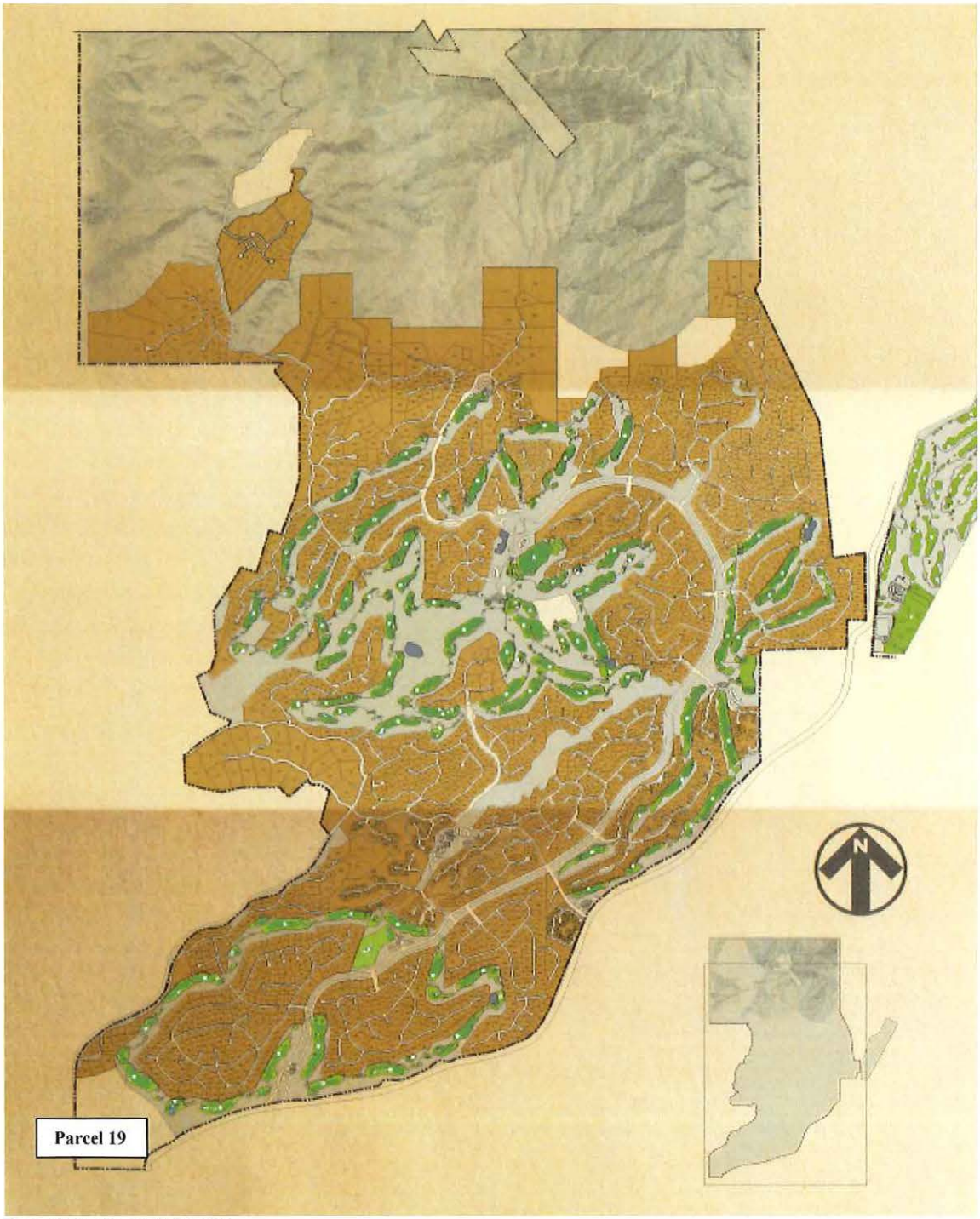
II. History/Surrounding Context

The Property is surrounded by R1-7 ESL single family residential to the north, O-S ESL, Desert Mountain golf course and Scottsdale Fire Station to the east (soon to be relocated), Our Lady of Joy Catholic Church and Rural-43 single family residential to the south, and the Carefree Sky Ranch Airport and R1-35 single family residential to the west in the Town of Carefree.

Desert Mountain is an 8000+/- acre master planned community with a range of residential densities including R-4R, R1-7, R1-10, R1-18 and R1-35 zoning totally approximately 2,436 homes. The Desert Mountain HOA recently voted to support (87% in favor) the request for R-4 ESL and O-S ESL zoning to allow residential and golf course development on the Property.

For the past 28 years, Desert Mountain has earned numerous awards of excellence in the areas of golf, clubhouse and residential design and conservation of its pristine natural desert setting. M3 intends to build upon the exemplary reputation of Desert Mountain with the development of Parcel 19 as an upscale high desert residential and golf community.

Existing Desert Mountain Master Plan



Source: desertmountain.com

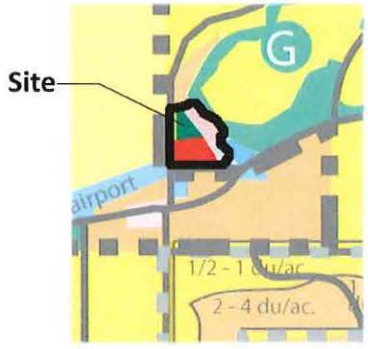
III. General Plan Amendment Overview

This request is for a major GPA from Employment, Commercial, Office, Developed Open Space and Rural Neighborhoods to Suburban Neighborhoods and Developed Open Space/Golf on 91.7+/- gross acres. The requested GPA is deemed "major" because the land use category change from the existing collection of land use categories to Suburban Neighborhoods and Developed Open Space/Golf does change the land use group classification to "Group B" as designated in the General Plan. Additionally, the request, 91.7+/- acres, is above the 15-acre threshold associated with major GPAs. This request is however, a decrease in land use intensity on the Property by removing the Employment, Commercial and Office land use designations and replacing them with a much lower intensity residential and golf land uses.

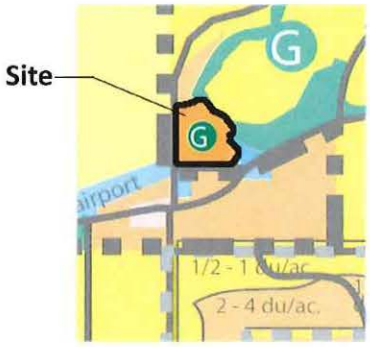
The Suburban Neighborhoods land use category supports a range of residential density from more than one (1) dwelling unit/acre up to eight (8) dwelling units/acre. The proposed development plan at approximately 2 dwelling units/acre overall and 3.4 du/ac on the R-4 property will conform to the lower end of the density range identified in the Suburban Neighborhoods category.

The Developed Open Space land use includes both public and/or private recreation areas, such as golf courses and city parks. Some developed open space may also be used as drainage facilities for flood control. Developed open spaces provide amenities for both residents and visitors and their design should integrate with adjacent neighborhoods.

General Plan Exiting & Proposed



Existing General Plan Land Use



Proposed General Plan Land Use
Suburban Neighborhood with Golf Course

Conceptual Land Use Map

Conceptual Land Use Map

The Guiding Principles of the General Plan

A collection of "goals and approaches" intended to integrate the "Guiding Principles" into the planning process, determine if the City's Guiding Principles are being achieved in the context of general land use planning. These six principles, goals and approaches are however not static or inflexible and the General Plan clearly recognizes that, "The General Plan is designed to be a broad, flexible document that changes as the community needs, conditions and direction change." It is with this inherent flexibility in mind that the proposed GPA meets and exceeds the goals and vision established in the General Plan by conforming to the guiding principles, goals and approaches as described in this Application.

Scottsdale's character based general planning includes three distinct, interrelated levels. Level 1 includes Citywide planning; Level 2 is character area planning and Level 3 is neighborhood planning. Five (5) "Planning Zones" are identified in the City's Level 1-Citywide Planning. The Property is located in the City's Planning Zone "E", which is the northernmost zone and includes a variety of master planned communities such as Terravita, Whisper Rock, the Boulders, DC Ranch and Desert Mountain and also includes several thousand acres of State Trust Lands.

Level 2 general planning is character area planning. Character Plans are developed by the City over a period of time and speak specifically to the goals and special attributes of an identifiable and functional area such as land use, infrastructure, architecture and transitions. The Property is not part of an adopted Character Area Plan.

Level 3 general planning includes neighborhood planning intended to identify and implement efforts to improve specific neighborhoods within the City. There is no neighborhood plan for this Property.

This request is for a major GPA to the land use category and map contained in the Land Use element of the General Plan. As previously stated, 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:

1. Value Scottsdale's Unique Lifestyle & Character
2. Support Economic Vitality
3. Enhance Neighborhoods
4. Preserve Meaningful Open Space
5. Seek Sustainability
6. Advance Transportation

Further, there are twelve "Elements" or sections of the General Plan containing the city's policies on the following sub-categories: 1) character and design, 2) land use, 3) economic vitality, 4) community involvement, 5) housing, 6) neighborhoods, 7) open space and recreation, 8) preservation and environmental planning, 9) cost of development, 10) growth areas, 11) public services and facilities and 12) community mobility. These Elements further breakdown the goals and approaches established in each chapter. Following this section is a description of how this Application and corresponding development of the Property satisfies and is emblematic of the Guiding Principles found within the City's General Plan.

Source: desertmountain.com

A. Guiding Principle: Character & Lifestyle

The Character and Lifestyle Guiding Principle contains two elements, the Character and Design Element and the Land Use Element.

i. Character and Design Element

The Character and Design Element seeks to promote quality development and redevelopment that is sustainable and appropriate in striking a balance between natural desert settings, historically significant sites and structures and the surrounding neighborhood context.

"Development should respect and enhance the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran desert environment, all of which are considered amenities that help sustain our community and its quality of life." The City has established a set of design principles, known as the Scottsdale's Sensitive Design Principles, to reinforce the quality of design in our community. The following Sensitive Design Principles are fundamental to the design and development of the Property.

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

Response: The proposed lot layout is respectful of the natural wash corridors and mature vegetation. Building design will consider the distinctive qualities and character of the surrounding Desert Mountain and Carefree context and incorporate those qualities in its design. Building designs will achieve this in the following ways: desert contemporary architecture, low-scale structures (no more than 30' above natural grade in the R-4 district and 24' above natural grade in the O-S district, which will include the clubhouse, cart storage and maintenance facilities), earth-tone paint and indigenous exterior accents in keeping with the ESLO guidelines, shaded outdoor spaces, overhangs, recessed windows, building pads that integrate with the natural terrain, and preservation of view corridors and native vegetation.

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

Response: There is one significant wash corridor (approximately 1150 cfs) that traverses the Property, and as such, the goal will be to maintain and improve the majority of this vista corridor, which will be integrated into the golf course design and subdivision layout. Preservation of this vista corridor will comply with ESLO guidelines. As compared to the existing zoning which includes I-1, C-2 and C-0, this proposal will provide a context appropriate development pattern (residential, golf and native desert). The golf course together with the natural open space will constitute approximately 48% of the site, which is a significant increase in open space, and as a result, will optimize scenic views, as compared to the current zoning.

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

Response: The Property, at the southern tip of the Desert Mountain master plan, has relatively gentle terrain, with one primary wash corridor that traverses the site east-west. The site design and home placement will respond to the terrain of the site by blending with the natural shape and texture of the land. The specific site plan/lot layout has not been determined at this time, but will comply with ESLO and exemplify the type of desert integrated residential development already established at Desert Mountain.

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

Response: The developer proposes to maintain Natural Area Open Space in conformance with ESLO requirements as well as dedicating a 100' wide Scenic Corridor along Cave Creek Road and due to the fact that Pima Road is not planned for expansion the 50' of excess right-of-way plus 25' of property shall serve as an average 75' wide Scenic Corridor along Pima Road (from edge of pavement). Berming and additional native landscaping will take place in the Scenic Corridor along Pima. M3 intends to

utilize the existing Desert Mountain master NAOS bank to satisfy the overall NAOS requirement for Parcel 19. The development will preserve and restore natural habitats and ecological processes by including native vegetation and desert appropriate plant materials throughout the development. The vast amount of open space (both active and passive) will protect and enhance the existing wildlife habitat found in this area.

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

Response: Streetscapes will provide continuity through use of cohesive desert landscaping. Placement of residential lots, golf holes, cart paths, clubhouse, parking, maintenance facilities and internal streets will complement the natural terrain. There is no "public realm" in the traditional sense but connectivity will be provided within this private community similar to other established residential golf communities at Desert Mountain.

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

Response: The Desert Mountain master plan has a private trail system that weaves throughout the lush high desert setting. Due to location, however, Parcel 19 will not tie directly to this trail system (which is located 3+ miles away from Parcel 19). See Trail & Connectivity Plan. In general, this area allows for alternate mobility options for pedestrians, equestrians, and bicycles.

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

Response: The developer intends to provide quality common open space areas within the development and clubhouse area for the enjoyment of the future residents and golfers. The golf course will provide cart path access to the existing Desert Mountain community. Layout of the exact cart path network is still being refined with the site plan design and the planned remodel of the Renegade Golf Course being done by Desert Mountain. More detail will be shown with the DRB and preliminary plat submittals.

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

Response: Homes will be limited to a maximum 30' in height per Desert Mountain restrictions (R-4 zoning allows up to 30') as opposed to the current entitlements which allow up to 52' in height in the Industrial (I-1) district. The clubhouse and buildings related to golf which are located in the O-S zoned area will be limited to 24' in height. Building massing and articulation will promote a logical hierarchy with respect to the surrounding context and scale and massing of the adjacent homes both in Desert

Mountain and Carefree. The architectural theming graphics included with this application provide some conceptual ideas for building designs.

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

Response: Homes will embrace the desert setting through the use of Sonoran Desert inspired building materials and architectural detailing with ample outdoor/patio spaces. Features such as shade structures, deep roof overhangs and recessed windows will be incorporated.

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

Response: Design strategies and building techniques, which minimize environmental impact, reduce energy consumption, and endure over time, will be utilized including but not limited to, sustainable building materials and techniques, low-scale structures with overhangs, shaded outdoor spaces, indigenous exterior accents, recessed windows with low-e glass, low-flow plumbing fixtures and the integration of low-water use native vegetation.

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

Response: The character of the area will be enhanced through the careful selection of desert planting materials in terms of scale, density, and arrangement in conformance with the Desert Mountain plant palette and the City's ESLO standards.

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

Response: The community will consist of predominately low-water use desert appropriate plant material and preservation of native plant materials. Additionally, the proposed development will result in an approximately 70% (+) reduction in potable water consumption compared to currently approved zoning for the 91.7+/- acre site. The estimated total potable water average day demand per current zoning is approximately 338,500 gallons per day using I-1, C-2, and CO square footages combined with R1- 7 and R1-35 residential densities. The estimated average day demand for Parcel 19 as proposed is approximately 72,200 gallons per day, resulting in greater than 70% less demand.

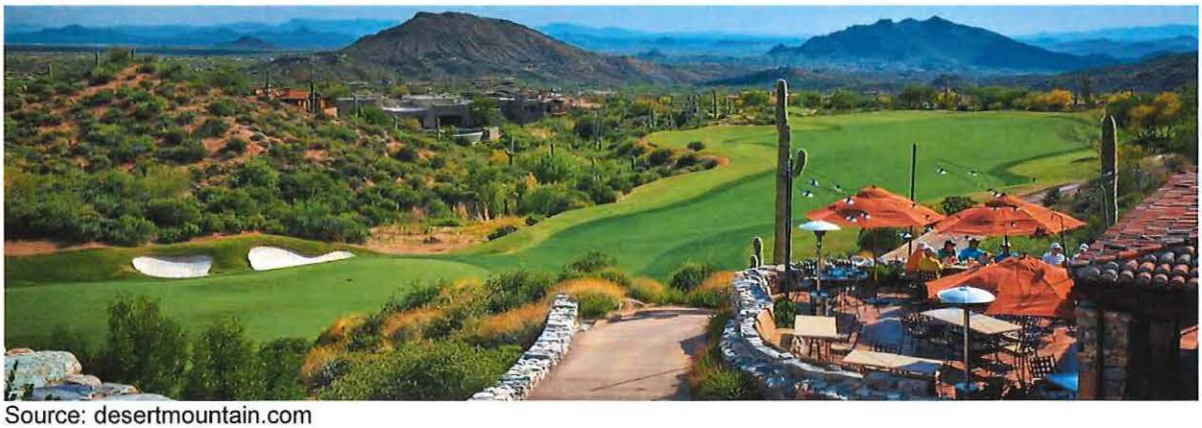
13. The extent and quality of lighting should be integrally designed as part of the built environment.

Response: Lighting will be designed to minimize glare and invasive overflow, to conserve energy, and to reflect the character of the area consistent with the City's dark-skies policy not to mention the significant reduction in proposed lighting as compared to

what the existing land use entitlements would generate. The selected lighting standards will be low-scale in terms of height similar to the lighting standards found in Desert Mountain.

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

Response: Community signage will be designed to be complementary to the architecture, landscaping and design theme for the site, with due consideration for visibility and legibility.



Source: desertmountain.com

In addition to the character and design factors discussed above, this major General Plan Amendment request is consistent with the following goals and approaches contained within the Character and Design Element:

2001 General Plan Page 43

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 1: Respond to regional and citywide contexts with new and revitalized development in terms of:
-Scottsdale as a southwestern desert community
-Relationships to surrounding land forms, land uses, and transportation corridors.
-Consistently high community quality expectations.
-Visual impacts (views, lighting, etc.) upon public settings and neighboring properties.

Bullet 2: Enrich the lives of all Scottsdale citizens by promoting safe, attractive, and context compatible development.

Bullet 3: Encourage projects that are responsive to the natural environment, site conditions, and unique character of each area, while being responsive to people's needs.

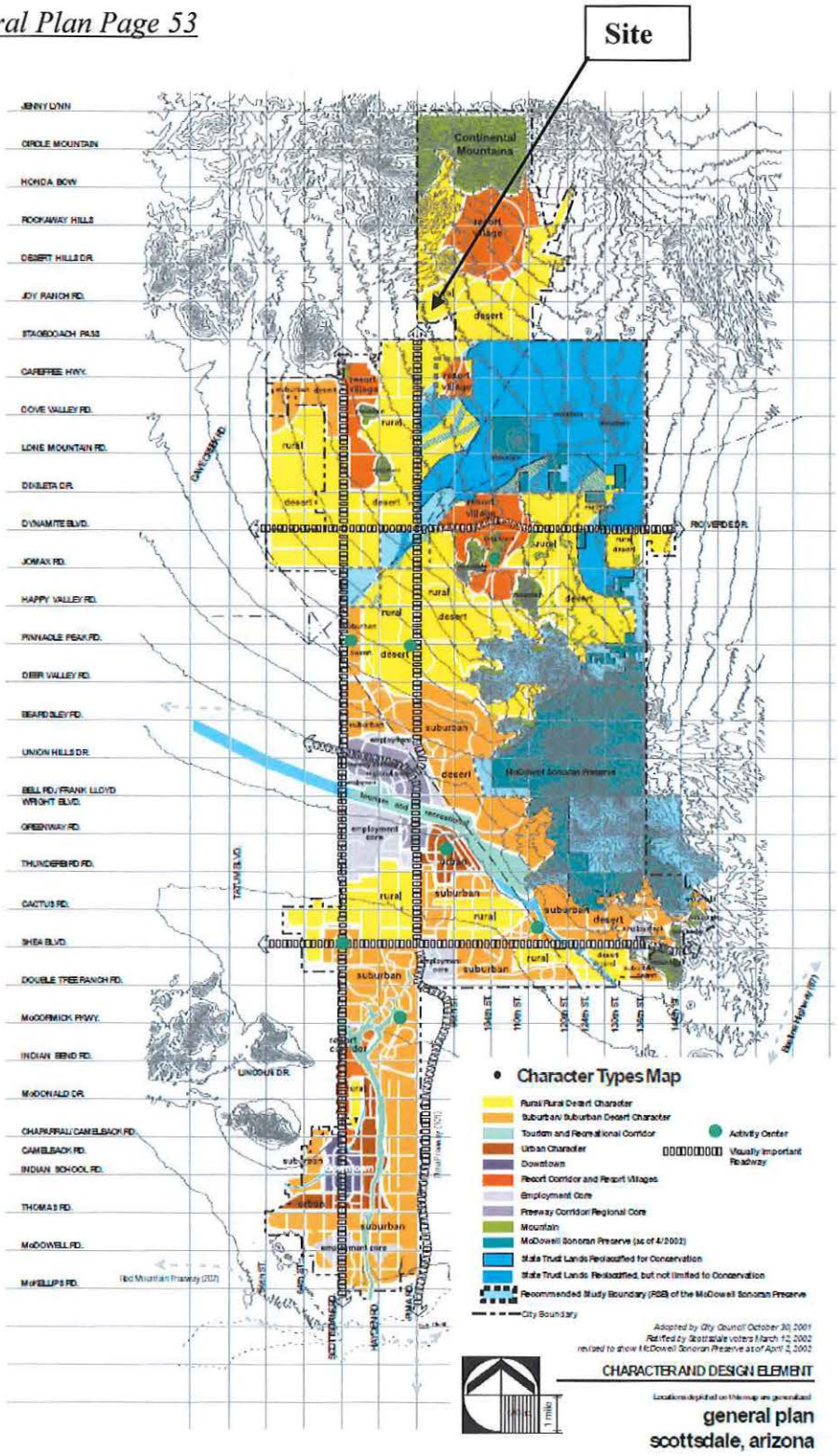
Bullet 4: Ensure that all development is part of and contributes to the established or planned character of the area of a proposed location (ie: Rural Desert Character Type)

Response: The Character Types Map of the General Plan designates the Property as a "Rural Desert" character type. The General Plan identifies the Rural Desert character type as containing relatively low-density residential neighborhoods including horse privileged neighborhoods and low-density resorts. These areas provide a rural lifestyle that includes preservation of the natural desert character while maintaining vista corridors and meaningful open space. The proposed residential community is a lower density residential neighborhood (2.04 dwelling units/acre) as compared to the current much more intense land use designations of Employment/Industrial, Commercial and Office. The proposed golf course has been designed with a context appropriate development pattern and together with the natural open space will constitute approximately 48% of the site.

Lot sizing, placement and orientation will be designed in a manner that respects the natural terrain and native plants. Additionally, the proposed development contributes to the established Southwestern character of Desert Mountain through density, open space and environmental sensitivity enriching the lives of Scottsdale citizens promoting a safe, attractive, and context compatible development. Low-level lighting and low-scale building profiles nestled within an open space setting will minimize visual impacts to neighboring properties.

Character Areas are sets of neighborhoods that share the same overall character type and often have other unifying elements that distinguish the area. The subject Property is not part of an adopted Character Plan.

2001 General Plan Page 53



<u>Goal 2:</u> Review the design of all development proposals to foster quality design that enhances Scottsdale as a unique Southwestern desert community.

> ***Bullet 2: Recognize that Scottsdale's economic and environmental well-being depends a great deal upon the distinctive character and natural attractiveness of the community, which are based in part on good site planning and aesthetics in the design and development review process.***
>
> ***Bullet 5: Promote development that respects and enhances the unique climate, topography, vegetation and historical context of Scottsdale's Sonoran Desert environment, all of which are considered amenities that help sustain our community and its quality of life.***
>
> ***Bullet 6: Promote, evaluate and maintain the Scottsdale Sensitive Design Principles that when followed will help improve and reinforce the quality of design in our community.***

Response: The site plan and building design (residential lot layout, golf course design, internal road design and golf amenities including clubhouse and parking) envisioned for the Property will respect and enhance the unique climate, topography, vegetation and historical context of the local desert environment. Desert Mountain Parcel 19 will contribute towards sustaining Scottsdale's economic and environmental quality of life by representing the desert character and design quality typically associated with north Scottsdale and Desert Mountain.

This residential and golf community will promote the Scottsdale Sensitive Design Principles significantly more than the currently entitled Employment/Industrial, Commercial and Office land uses. The applicant's approach to the proposed development is in harmony with the built environment and densities of the surrounding Desert Mountain master planned community. See responses to Scottsdale's Sensitive Design Principles above.

<u>Goal 3:</u> Identify Scottsdale's historic, archeological and cultural resources, promote an awareness of them for future generations, and support their preservation and conservation.

> ***Bullet 3: Continue the process of identifying Scottsdale's historic, archeological, and cultural resources.***
>
> ***Bullet 10: Develop partnerships with groups such as the Scottsdale Historical Society, State Historic Preservation Office, and other local, regional, and national historic and archaeological boards and commissions in support of these goals.***

Response: A Class III Cultural Resources Survey of the Desert Mountain 19 site was prepared by Logan Simpson and submitted to the City with the 1st submittal and subsequently updated with the 2nd submittal in August 2016 along with a Work Plan for National Register of Historic Places Eligibility Testing. Survey was updated on September 19, 2016 and Work Plan was updated September 13, 2016. Fieldwork will begin following issuance of written notice to proceed from the City. Subsequent reports will be submitted in conjunction with the National Register of Historic Places eligibility testing working together with the City of Scottsdale to identify significant archeological and cultural resources.

Goal 4: ***Encourage "streetscapes" for major roadways that promote the City's visual quality and character and blend into the character of the surrounding area.***

Bullet 5: Ensure compatibility with natural desert in Natural streetscape areas. Plant selection should be those that are native to the desert and densities of planting areas should be similar to natural conditions.

Bullet 9: Apply the Scenic Corridor designation in circumstances where a substantial landscape buffer is desired to maintain views, the desert character is a vital part of the neighborhood setting, and buffering of roadway impacts in important. This allows for larger landscaped areas that can minimize the impact of highly traveled roads and adjacent neighborhoods.

Bullet 13: Use markers and entry features at key entrances to Scottsdale so that residents and visitors have a sense of arrival into the City.

Response: The General Plan Streetscapes Map designates "Natural Streetscapes" adjacent to the Property. The 100' Scenic Corridor will be provided along Cave Creek Road. As discussed with City Staff, it is important to note that Pima Road is not a visually significant road north of Cave Creek Road (local residential street), there is no north-south Scenic Corridor connectivity, and there is also an existing well site at the northwest corner of the Property that will likely be maintained in its current capacity. However, the developer is willing to maintain an average 25' in addition to the City's existing 50' of right-of-way measured from existing pavement along Pima Road creating a 75' wide Scenic Corridor along Pima. Further, the development will provide additional open space well beyond the base requirements, with approximately 48% of the site designated as natural and recreational open space including open space expanses along Pima Road. Signage for the development will be placed in the natural landscape setting and will give a sense of arrival for residents and visitors.

Goal 6: ***Recognize the value and visual significance that landscaping has upon the character of the community and maintain standards that result in substantial material landscaping that reinforce the character of the City.***

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

Bullet 2: Maintain the landscape materials and patterns 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.

Bullet 4: Discourage plant materials that contribute to airborne pollen.

Bullet 5: Encourage landscape designs that promote water conservation, safe public settings, erosion protection, and reduce the "urban heat island" effect.

Bullet 6: Encourage the retention of mature landscape plan materials.

Response: The development proposal promotes a rich desert landscape palette (and preservation of mature native vegetation) as part of the overall site plan design to enhance the surrounding character, minimize building mass, and naturally integrate with adjacent properties. The applicant is committed to creating a uniquely designed environment that upholds superior architecture as well as distinctive landscaping. This site is not located in an adopted Character Area. However, the vision for the Property is a contemporary Southwestern residential community nestled in a desert setting that celebrates the unique character and quality of the natural Sonoran Desert and Desert Mountain master plan. With all landscape design initiatives, sustainable practices such as water conservation and the protection/ relocation of mature plant material will be followed. Landscaping will reduce the effects of heat and glare on buildings and pedestrian areas (over 48% of the site is open space) and enhance air quality. Plant materials that contribute towards airborne pollen will be strongly discouraged.

Goal 7: ***Encourage sensitive outdoor lighting that reflects the needs and character of different parts of the City.***

Bullet 2: Encourage lighting designs that minimize glare and lighting intrusions into neighborhood settings.

Bullet 3: Encourage creative and high quality designs for outdoor lighting fixtures and standards that reflect the character of the local context.

Bullet 4: Discourage lighting that reduces viability of astronomical observation facilities within Arizona.

Bullet 5: Allow for lighting systems that support active pedestrian uses and contribute towards public safety.

Response: Lighting will be compatible with the existing surrounding residential development and will be designed in manner to minimize glare and lighting intrusion into adjacent residential properties and promote "dark skies" in keeping with the City's polices. Lighting will not impact astronomical observation facilities within Arizona. Unique lighting standards will be selected to coincide with the high quality design of the overall project and will be low-scale in terms of height similar to the adjacent Desert Mountain community as compared to the type/amount of lighting that would be proposed for the existing land use categories (Employment/Industrial, Commercial and Office). Pathways and active areas near the golf clubhouse will be illuminated with lighting that ensures safe movement of pedestrians.

ii. Land Use Element

The Land Use Element section of the Character and Lifestyle Guiding Principle embraces the concept that land uses should complement each other visually, aesthetically, socially, and economically, and to avoid conflicting, damaging or otherwise unwanted land uses from compromising the overall character of a site, a neighborhood, or the community.

Per the General Plan, "Neighborhoods" focus on a range of mostly residential classifications and land uses designated to accommodate a mix of densities for a variety of neighborhoods and other uses that support residential land uses. Suburban Neighborhoods "include medium to small-lot single family neighborhoods or subdivisions." This land use category supports densities between 1-8 dwelling units/acre and the site is surrounded by Suburban Neighborhoods with comparable densities. Thus, the proposal to modify the land use designation to Suburban Neighborhoods and Developed Open Space to accommodate a residential subdivision at 2.04 dwelling units/acre and golf course is inherently supported by the existing, surrounding development

This General Plan Amendment is consistent with the following goals and approaches contained within the Land Use Element:

2001 General Plan Page 65

> ***Goal 3: Encourage the transition of land uses for 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.***

Response: The location of the Property and the neighborhood sensitive development goals proposed for this community contribute towards an appropriate transition with respect to development pattern, intensity and character. In fact, the proposed use is a considerably better transition than the existing land use designations (Employment/Industrial, Commercial and Office), which are not as compatible with the character of the low density residential area.

The surrounding mix of existing land uses in the immediate area include the Desert Mountain master plan (north and northwest) with a range of residential densities including R-4R, R1-7, R1-10, R1-18 and R1-35. Desert Mountain is an 8,000 acre master community with approximately 2,436 planned homes and six Jack Nicklaus signature golf courses with varying skill levels. It was originally planned and approved for 4,500 residential and hotel/resort units. The Property is immediately surrounded by R1-7 ESL single family residential to the north, O-S ESL, Desert Mountain golf course and Scottsdale Fire Station to the east (soon to be relocated), Our Lady of Joy Catholic Church and R-43 single family residential to the south, and the Carefree Skyranch Airport and R1-35 single family residential to the west in the Town of Carefree.

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

Response: The General Plan encourages a diversity of residential uses and supporting services that provide for the needs of the community and of the neighborhoods. Maintaining a Citywide balance of land uses is an important planning goal that supports changes to meet the evolving needs of a neighborhood. The proposed residential and golf community will provide a wider array of housing options for the residents of north Scottsdale in a unique desert setting and the new golf course will provide an 18-hole short game course that can be enjoyed by all skill levels while providing abundant open space and preserving view corridors.

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

Bullet 6: Provide an interconnected open space system that is accessible to the public, including pedestrian and equestrian links, recreation areas, and drainageways.

Response: A rich mix of lifestyles that enhance the values that make each place unique is a core Scottsdale value. As such, the proposed development plan provides an environmentally sensitive residential and golf opportunity for residents of Scottsdale who chose to purchase a home in this Desert Mountain community.

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

Bullet 2: Incorporate appropriate land use transitions to help integration into surrounding neighborhoods.

Bullet 5: Incorporate open space, mobility, and drainage networks while protecting the area's character and natural systems.

Response: As with all of M3's developments, the site plan for Parcel 19 has been designed with careful consideration to the natural terrain/washes, native vegetation and vista corridors as well as the existing built environment of single family residential and nearby Sky Ranch Airport. The home sites have been masterfully integrated with the proposed golf amenity and refinement of the design will continue to develop through the zoning and subsequent Development Review Board process with the City.

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 reinforced an area's character.

Response: The existing 8000+/- acre Desert Mountain master plan, which was approved in 1987, consists of approximately 2,436 planned homes and six golf courses with clubhouses and associated amenities (restaurants, tennis, fitness, spa) The property is surrounded by R1-7 ESL single family residential to the north, O-S ESL, Desert Mountain golf course and Scottsdale Fire Station to the east (soon to be relocated), Our Lady of Joy Catholic Church and R-43 single family residential to the south, and the Carefree Skyranch Airport and R1-35 single family residential to the west in the Town of Carefree.

The Desert Mountain HOA recently voted to support (87% in favor) this request for a GPA and rezoning to R-4 ESL and O-S ESL to allow residential and golf course development on the Property finding it to be compatible and in character with the existing surrounding development and high desert lifestyle.

B. Guiding Principle: Economic Vitality

i. Economic Vitality Element

The Economic Vitality Guiding Principle is intended to secure Scottsdale's future as a desirable place to live, work and visit based on the foundation of a dynamic, diversified and growing economic base that complements the community. While highlighted in other elements of the General Plan (Housing and Neighborhoods), the Economic Vitality Element recognizes that variety and quality of housing is crucial to the stability of the local economy. Discussion specific to the importance of housing and neighborhoods as it relates to the overall of sustainability of Scottsdale's community is summarized in the following section.

A market analysis was prepared by Elliott Pollack, demonstrating that the proposed additional homes and golf course use is a positive change vs. the current General Plan categories of Employment/Industrial, Commercial and Office. Development of these parcels under the current land use entitlements cannot be supported by lower density residential build-out of area (approximately 2,436 units) as compared to what was initially planned in the 1980's with the original Desert Mountain master plan (approximately 4,500 units). A copy of this market analysis will be provided to City Staff upon completion.

The proposed private course and clubhouse will be operated and financially supported by dues from Desert Mountain Club members. Desert Mountain has approximately 2,000 members generating $57 million in annual revenues. Parcel 19 will add to the number of Desert Mountain members, and generate sufficient revenues to support the additional amenities.

C. Guiding Principle: Neighborhoods

i. Community Involvement Element

Public participation is a key component to the successful planning of new development within a community. Citizens and business owners are an important part of the public process, which is why Scottsdale requires a thorough outreach effort for any new development whether it be a GPA, Rezoning, or Conditional Use Permit. The development team began early outreach efforts in late 2015 with Desert Mountain and in early 2016 with the surrounding property owners, the Town of Carefree and other stakeholders. These outreach efforts and dialogue with the community will continue throughout the public process.

2001 General Plan Page 90

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

Bullet 1: Maximize opportunities for early notification of proposed projects, or project/issues under consideration using signs, information display boards, web postings, written correspondence, and other methods, as they become available.

Response: As mentioned above, outreach began early and has been ongoing (and will continue to be ongoing) throughout this entitlement process with the City. In addition to several meetings with the Desert Mountain HOA Board and Velvet Shadows/Carefree Shadows HOA Board, a neighborhood meeting was held on May 4th at Christ the Lord Lutheran Church on Cave Creek Road. The site was posted and a mailing was sent to all property owners within 750' of the Property as well as interested parties. A complete Citizen Outreach Report is provided with the application.

ii. Housing Element

Scottsdale has historically been a community that embraces a variety of housing opportunities to enhance the character, diversity, and vitality of the City, as well as respect and conserve the Sonoran Desert. The General Plan states "Our vision is to incrementally, but steadfastly expand housing opportunities for current and future citizens." Scottsdale encourages housing options that provide a wide range of opportunities for people living, working, and retiring in the community.

This General Plan Amendment is consistent with the following goals and approaches contained within the Housing Element:

2001 General Plan Page 98

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

Bullet 1: Maintain Scottsdale's quality-driven development review standards for new housing development.

Response: The R-4 housing proposed for Desert Mountain Parcel 19 will be single family for-sale homes with an estimated selling price of $900,000-$2.5 million. This development will uphold Desert Mountain's quality standards and complement the existing upscale lifestyle and character established throughout the Desert Mountain master plan while providing a more maintenance free lifestyle. Architectural themes and design elements are in the early conceptual stage, but will include desert contemporary architecture and an emphasis on Southwest living with the implementation of context appropriate building elements, earth-tone palettes, indigenous materials, recessed windows, and desert shade trees. The development team is also formulating a set of design guidelines to further uphold the established Desert Mountain character.

iii. Neighborhood Element

The Neighborhood section of the General Plan focuses on Scottsdale's vision to preserve, reinforce, and where appropriate, revitalize the characteristics and stability of neighborhoods. This is accomplished by making sure that neighborhoods are in harmony with their existing character and defining features. Particular attention is paid to the unique character and special qualities of each individual neighborhood within the City.

The term "neighborhood" is best characterized as a diverse mix of use typically consisting of retail, office and residential development. Given the specific physical location of the Property, the proposed Suburban Neighborhoods land use designation is appropriate in the context of the General Plan's Guiding Principle for sustainable neighborhoods.

The Neighborhood's Guiding Principle of the General Plan identifies several policies intended to ensure that Scottsdale is a desirable place to live, work and visit and, in conjunction with a stable economic base, the General Plan recognizes that neighborhood viability and sustainability is as equally important as a strong economic base.

This General Plan Amendment is consistent with the following goals and approaches contained within the Neighborhood Element:

2001 General Plan Page 105

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

Bullet 1: Provide neighborhood recreation facilities and parks.

Response: The proposed residential and golf community will provide a wider array of housing options for the residents of north Scottsdale in a unique desert setting and the new golf course will provide an 18-hole short game course that can be enjoyed by all skill levels while providing abundant open space, preserving view corridors and promoting high desert living.

D. Guiding Principle: Open Space

i. Open Space and Recreation Element

It has long been a priority of the City to conserve significant natural areas and open spaces for both recreational and preservation purposes.

The Open Space and Recreation guiding principle found within the General Plan specifically addresses the significance of the Scenic Corridors, natural and urban open spaces and recreational opportunities. A well managed system that provides active and passive open space/recreational opportunities is considered an indispensable community feature, one that should be available to all ages on a year-round basis in the City of Scottsdale. Maintaining connected open space corridors such as vista corridors through the site and Scenic Corridors (Cave Creek Road), provides continuous visual linkages within and between local neighborhoods reinforcing the regional open space network.

This General Plan Amendment is consistent with the following goals and approaches contained within the Open Space and Recreation Element:

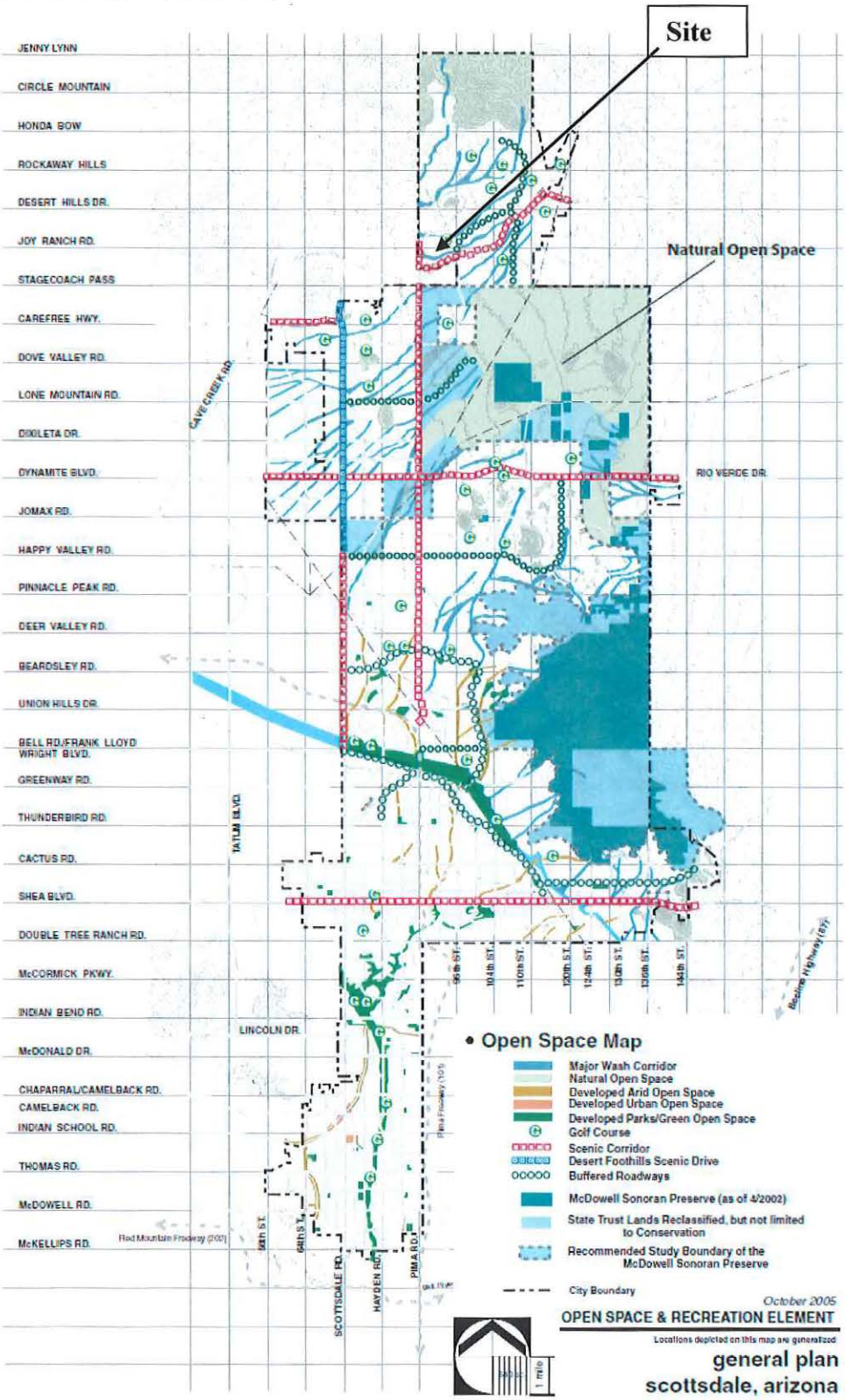
General Plan Page 113

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

> ***Bullet 1: Provide ample opportunity for people to experience and enjoy the magnificent Sonoran Desert and mountains, balancing access and preservation.***
>
> ***Bullet 2: Provide a variety of opportunities for passive and active outdoor recreational activities, such as hiking, horseback riding, mountain biking, rock climbing and wildlife observation.***
>
> ***Bullet 15: Preserve scenic views and vistas of mountains, natural features, and rural landmarks.***
>
> ***Bullet 16: Protect and use existing native plants, the design themes of character areas within which they are sited, and respond to local conditions in landscape designs.***

Response: The proposed development provides opportunities for passive and active outdoor recreational activities through both the preservation of NAOS and a new golf course amenity. The golf course and clubhouse area will be approximately 36.2+/- acres and overall there will be approximately 48% of open space provided on the Property and integrated into the residential community. This large amount of open space will have the additional benefit of preserving scenic views and mountain vistas that are well known to the Desert Mountain community. Additionally, as with the developed portions of Desert Mountain, local conditions (terrain and vegetation) will be respected and have been factored into the overall site design.

2001 General Plan Page 124



ii. Preservation and Environmental Planning Element

The preservation of our community relies on a built environment that is sustainable and in harmony with the natural environment. There are several ways to accomplish this goal which include, but are not limited to, reducing vehicle trips to minimize congestion and pollution, encouraging green building standards and environmentally sensitive design philosophies, and maintaining meaningful, connective open space. The overlying theme is to bring a close and supportive relationship between natural resources, environmental quality and the economy of the area. This proposed residential community is a significant reduction in average daily trips as compared to the existing zoning from 9,371 daily trips to 620 daily trips, a 93% decrease.

This General Plan Amendment is consistent with the following goals and approaches contained within the Preservation and Environmental Planning Element:

General Plan Page 132

> ***Goal 2: Enhance the quality of life in Scottsdale by safeguarding the natural environment.***
>
> > ***Bullet 4: Encourage developments to retain and integrate the desert ecosystem where appropriate.***
> >
> > ***Bullet 6: Preserve local plants, wildlife, and natural resources to maintain the biodiversity and long-term sustainability of the area's ecology.***
> >
> > ***Bullet 8: Maintain scenic views to preserve the aesthetic values of the area for all to enjoy and for its contribution to the quality of life for residents and visitors.***

Response: The Property, at the southern tip of the Desert Mountain master plan in the high desert of north Scottsdale, has relatively gentle terrain, with a primary wash corridor that traverse the site east-west. The site design and home placement will respond to the terrain of the site. The proposed home sites are respectful of the natural wash corridors, mature vegetation and preservation of wildlife corridors. Building design will consider the distinctive qualities and character of the surrounding Desert Mountain context and incorporate those qualities in its design.

Goal 3: ***Achieve a sustainable balance between the conservation, use and development of Scottsdale Natural Resources.***

Bullet 5: Investigate and implement techniques, which minimize use of chemicals in maintaining turf and landscape materials, for example in parks and golf courses.

Bullet 8: For flood control channels, a high priority in the design criteria should be placed on:

-Sensitive aesthetic treatment
-Multiple uses that harmonize with the character of the adjacent neighborhood
-Impact on habitat

Response: M3 will seek to implement turf and landscape treatments are environmentally sensitive and minimize the use of chemicals. The golf course design has been diligently thought through and respects, preserves and showcases all existing environmentally sensitive areas. This includes natural drainage characteristics, established flood planes, 404 jurisdictional washes, significant boulder outcroppings and native vegetation. The proposed grading for the course takes into account the existing terrain of the area and is compatible with its surrounding environment. The natural drainage patterns will remain intact and fully functioning, creating no impact to downstream properties. In addition, wildlife corridors will not be disrupted following golf course development.

Goal 4: ***Reduce energy consumption and promote energy conservation.***

Response: The proposed development will result in an approximately 70% (+/-) reduction in potable water consumption compared to the currently approved zoning for the 91.7+/- acre site. Additionally, daily vehicular trips will be reduced by 93% as compared to the currently approved zoning which includes office, commercial and industrial designations. The estimated total potable water average day demand per current zoning is approximately 338,500 gallons per day using I-1, C-2, and CO square footages combined with R1- 7 and R1-35 residential densities. The estimated average day demand for Parcel 19 as proposed is approximately 72,200 gallons per day, resulting in greater than 70% less demand.

M3 intends to promote sustainable building techniques and materials, provide both natural and man-made shading, promote solar energy opportunities and implement energy efficient lighting.

***Goal 5:** Conserve water and encourage the reuse of wastewater.*

Bullet 1: Continue and expand the current water conservation program and investigate feasibility of using reclaimed wastewater for irrigation and water features throughout the city.

Response: The golf course will be irrigated with part of the current IWDS (Irrigation Water Distribution System) water allotment for Desert Mountain supplying non-potable water for golf course turf irrigation.

***Goal 7:** Promote local and regional efforts to improve air quality.*

Response: The low density development will provide approximately 48% in open space including both natural and recreational open space amenities, thereby creating a vast improvement to air quality as compared to the current collection of more intense zoning designations. Additionally, as noted above the proposed development will result in a 93% reduction in daily vehicular trip generation.

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

Bullet 1: Enhance, restore and sustain the health, productivity and biodiversity of our Sonoran Desert ecosystem through native plant retention.

Bullet 2: Retain and preserve native plants to retain a Sonoran desert character.

-and-

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

Bullet 3: Protect and enhance the natural elements of all development sites.

Bullet 5: Use low impact building materials.

Response: The development proposal promotes a rich desert landscape palette and preservation of mature native vegetation as part of the overall site plan design to enhance the surrounding character, minimize building mass, and integrate with adjacent properties. M3 is committed to creating a specially designed environment that has superior architecture as well as distinctive landscaping. The vision for the Property is a Southwestern residential community in a desert golf setting that celebrates the unique character and quality of the natural Sonoran Desert. With all landscape design initiatives, sustainable practices such as water conservation and the protection/ relocation of mature plant material will be followed.

Homes will embrace the desert setting through the use of Sonoran Desert inspired building materials and desert contemporary architectural detailing with ample outdoor/patio spaces. Features such as shade structures, deep roof overhangs and recessed windows will be incorporated.

Design strategies and building techniques, which reduce energy consumption and endure over time, will be utilized where feasible. These elements will be addressed in the design guidelines established for Parcel 19.

See Golf Course Policy remarks under Section V.

E. Guiding Principle: Sustainability

The issue of sustainability is addressed within three chapters of the General Plan that include 1) cost of development; 2) growth areas; and 3) public services and facilities. These chapter and the discussion of "sustainability" (for the purposes of the General Plan discussion) relates more to effective management of Scottsdale's finite and renewable environmental, economic, social, and technological resources to ensure that they serve future needs.

The City has long held the philosophy that new development should "pay for itself" and not burden existing residents and property owners with the provision of infrastructure and public services and facilities. Through the zoning process and development review process the City can evaluate appropriate dedications, development fees and infrastructure provisions. The developer will incur any costs and fees associated with infrastructure requirements including the consolidation and relocation of the well sites.

F. Guiding Principle: Transportation

i. Community Mobility Element

This section of the General Plan addresses mobility choices to provide alternatives to the automobile and to increase accessibility, improve air quality, enrich the community and its neighborhoods, and contribute to the community's quality of life. In general, the Community Mobility Element relates to protecting the function and form of regional air and land corridors, protecting the physical integrity of regional networks to reduce the number, length and frequency of automobile trips. Additionally, this section of the General Plan seeks to prioritizing regional connections to safely and efficiently move people and goods beyond City boundaries, to relieve traffic congestion, to optimize mobility, maintain Scottsdale's aesthetics, emphasize live, work and play opportunities, and to protect neighborhoods from the negative impact of regional and Citywide networks. Finally, the General Plan recognizes that there is diversity throughout neighborhoods and that each neighborhood may, in fact, have different mobility needs.

This General Plan Amendment is consistent with the following goals and approaches contained within the Community Mobility Element:

General Plan Page 177

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

Response: This development will result in a 93% reduction of traffic compared to currently approve zoning entitlements (9,371 total trips compared to 620 total trips).

IV. Conditional Use Permit Criteria

Zoning Ordinance Sec. 1.401. - Issuance.

Conditional use permits, which may be revocable, conditional or valid for a specified time period, may be granted only when expressly permitted by this ordinance and, except in the case of conditional use permits for adult uses under Section 1.403(A), only after the Planning Commission has made a recommendation and the City Council has found as follows:

> ***A. That the granting of such conditional use permit will not be materially detrimental to the public health, safety or welfare. In reaching this conclusion, the Planning Commission and the City Council's consideration shall include, but not be limited to, the following factors:***
>
> ***1. Damage or nuisance arising from noise, smoke, odor, dust, vibration or illumination.***

Response: The proposed golf course and golf club use will not produce damage or nuisance from noise, smoke, odor, dust, vibration or illumination. In fact, the golf course, which is primarily open space and generally a quiet use, is and will be an extremely sensitive neighbor to the surrounding homes and will be an amenity to adjacent residential development (existing and proposed). The clubhouse will be nestled within the 91.7+/- acre development buffered by the surrounding golf course holes and Natural Area Open Space (NAOS). The proposed grading for the course takes into account the existing terrain of the area and is compatible with its surrounding environment.

> ***2. Impact on surrounding areas resulting from an unusual volume or character of traffic.***

Response: The golf course use has a much lower impact on the volume and character of traffic as compared to the current Industrial, Commercial and Office entitlements (see traffic study). . Daily vehicular trips will be reduced by 93% as compared to the currently approved zoning. Primary access to the site will provided via Cave Creek Road with secondary access via Pima Road.

B. The characteristics of the proposed conditional use are reasonably compatible with the types of uses permitted in the surrounding areas.

Response: The character of the existing golf course and clubhouse are extremely compatible with the surrounding low-density residential land use and established Desert Mountain community. NAOS will be provided in conformance the City's requirements. NAOS together with the golf course will total approximately 48% open space on the Property.

C. The additional conditions specified in Section 1.403, as applicable, have been satisfied.

The burden of proof for satisfying the aforementioned requirements shall rest with the property owner.

V. City of Scottsdale - Golf Course Policy

The Scottsdale Golf Course Policy was developed in 1997 and identifies 5 Primary issues that are significant in the development of Golf Courses. These 5 issues are-

1. Environmental
2. Land Use
3. Economic
4. Open Space
5. Water Supply

Within each of these issues, goals have been established to direct golf course development in general. The goals which pertain to the proposed project are itemized below along with responses specific to this project.

GOAL 1 – *Encourage high levels of environmental performance in the design and management of new golf facilities.*
-and-
GOAL 3 – *Encourage environmental sensitivity and resource protection in every phase of course development and management*

Response: As part of a substantial downzoning from highly intensive employment and commercial uses that by in large are not supported by local residents, nor warranted by actual market conditions, the proposed golf course will add 35 acres of non-impervious surfaces to the area which is currently not part of the land use entitlements for this site.

These 35 acres will provide a wide variety of desert friendly plant zones with palettes specific to wash zones, arroyo areas, desert enhancement, desert revegetation and turf. The turf area will provide a beautiful playing surface for its users, but also help provide water storage areas and one method of conveying drainage run off.

The golf course design has been diligently thought through and respects, preserves and showcases all existing environmentally sensitive areas. This includes natural drainage characteristics, established flood planes, 404 jurisdictional washes, significant boulder outcroppings and native vegetation. The proposed grading for the course takes into account the existing terrain of the area and is compatible with its surrounding environment. The natural drainage patterns will remain intact and fully functioning, creating no impact to downstream properties. In addition, wildlife corridors will not be disrupted following golf course development.

Typically desert golf courses utilize and are limited to 90 acres of turf per golf course facility. Based on an industry average of 35,000 rounds for daily free golf, this acreage translates into 1 acre for approximately 389 rounds of golf. The Desert Mountain Parcel 19 golf course proposal is very unique for many reasons, but specific to turf efficiency the new golf course is targeted for 25,000 rounds which translates to 1,000 rounds per acre of turf which represents over 250% increase in turf function. Additionally, the proposed golf course represents approximately 25% of the typically allowed turf for a golf facility.

GOAL 5 - *Anticipate potential future golf course locations and integrate them with other open space linkages.*

Response: The CUP application for this proposed golf course is accompanied by a General Plan Amendment request which will identify it on the Land Use Map as a "G" symbol. The subject course is being designed to integrate into the existing Desert Mountain master plan. This course is an extension of the existing Desert Mountain Golf Club and as such will be operated and privately maintained by the Desert Mountain Golf Club.

GOAL 6 – *Golf courses should be effectively integrated into surrounding land uses and managed so as to provide the highest benefit to the community.*

Response: Landscape buffers and transition areas will utilize a plant palette that will consist only of native species in densities that are commensurate with the surrounding Sonoran Desert and the Desert Mountain Community. The design and layout of the course will compliment and reinforce the existing golf character of Desert Mountain. The routing of the course will provide special enclaves within the project without jeopardizing the overall sense of community.

The Desert Mountain Parcel 19 golf course will be an addition to the Desert Mountain golf facility, the most recognizable golf brands and sophisticated golf facilities in the world. To meet these high standards, the course will be designed and developed with assistants of the industry leaders and experts who maintain and sustain the current Desert

Mountain golf courses. The same golf courses that represent the leading science and design standards within the City of Scottsdale. The developers and designers expectations are to use the uniqueness of the proposed short course to challenge those criteria and experts and achieve standards that will inspire all of Desert Mountain and the courses of North Scottsdale to think about maintenance and design in even more detail than they have before. Design and detail will consider the following:

- Careful location and judicious placement of turf providing turf quantities that focus on the primary required playing strategy areas and minimize large unnecessary expanses of turf.

- Creating turf forms that relate to the specifications of the equipment delivering water.

- Careful delineation of tighter turf areas to minimize wasted water that translates to reduced equipment and fuel usage.

- Dimensional focus on turf areas in relation to the types of mowers that will be maintaining the turf areas.

- Utilize plant materials with appropriate densities to minimize maintenance while creating a safe and beautiful setting for the golf course.

- Locate maintenance facility to minimize equipment movement.

- Provide a golf facility that has additional social aspects and uses such as a small built-in amphitheater style event space for special events, dining and cocktail amenities, social games that cross over between the clubhouse facility and golf holes during the early evening and dining hours, and a golf path that will function as a community trail during non-golf operational hours.

GOAL 7 – *Maintain an appropriate balance between public and private golf courses in the community.*
-and-
GOAL 9 – *Encourage golf as a continuing recreational opportunity for Scottsdale's residents.*

Response: Desert Mountain represents a unique aspect and living opportunity unique to Scottsdale with a world class reputation. A reputation that certainly provides a substantial boost to the City's brand and economic well-being. Desert Mountain is keenly aware of its place in the location and national golf scene and is continually managing and assessing their status, member satisfaction and financial stability. The game of golf is always expanding and contracting which is influence by many factors. Desert Mountain is extremely unique with very large private membership including multiple golf courses and club facilities. While these amenities are world class, the membership and club management views the new Parcel 19 facility, a 3,000 yard very walkable short course, as providing a variety of opportunities which are not currently

offered at Desert Mountain golf courses. This new golf facility will help sustain the club, its reputation, and its current membership further growing the game at Desert Mountain and throughout Arizona.

The short course will provide a user friendly game for the aging member, a golf experience exemplary with the level of play they are accustomed to at Desert Mountain which will extend their connection with the game and their usage of the club's overall facilities. The short course will provide a venue for existing members and potential members a fun non-threatening golf experience where the stress of not being good enough or keeping pace of play being removed from the equation. The balance between simple outdoor fun and the inclusion of golf will expand the normal user profile and potentially allow members enough experience and comfort to move to one of the larger courses and grow the game internally. Further, it's a place for those passive golf members to bring people to Desert Mountain to show them a different type of golf.

The short course is a perfect place for parents and grandparents to teach their children and grandchildren the wonderful game of golf while spending quality time they otherwise would have to wait to enjoy until those same children were good enough to tackle the larger courses. Expanding golf's life, creating a unique way to play the game, and teaching the next generation to play will contribute as a major role in sustaining Desert Mountain, the game of golf and Scottsdale's golf market in the future. The development of short courses are expanding the game, and like usual, Desert Mountain is going to lead the way.

GOAL 10 – *Encourage that golf courses be a part of and contribute value and diversity to a system of meaningful open space providing aesthetic, recreational and environmental benefit to the community.*

Response: This proposed golf course is an extension of the existing golf courses within Desert Mountain and as such will continue to provide a scenic and environmentally sensitive relationship with the award winning Desert Mountain master plan. NAOS requirements will be strictly adhered to, ensuring that the uniqueness and natural beauty of the desert landscape which characterizes Desert Mountain will be maintained. There is no NAOS reduction being requested in the development of this golf course. Wildlife habitat and movement will be enhanced by the development of this golf course by providing additional vegetation to a property that is currently sparse in vegetation.

GOAL 11 – *Golf courses should develop a separate and distinct water supply and delivery system so as not to negatively impact service to the overall community or divert potable water available for citizen consumption.*

Response: Since this golf course is part of the Desert Mountain master plan, the irrigation water supply already exists in capacity, quantity and proximity. Desert Mountain is a member of both the RWDS and IWDS. Irrigation will be extended from the existing system within Desert Mountain.

The golf course contemplated for Parcel 19 will be an 18-hole executive par 3 course. Irrigation water will be supplied by the current Irrigation Water Distribution System (IWDS), which has a statutory "North Scottsdale Backup-up Supply" storage requirement of 11,640 acre feet of water into the Carefree acquirer (Second Amended and Restated IWDS Pipeline Capacity Agreement for Desert Mountain Club, Inc., section 1.111). Storage of the statutory water is anticipated to be complete by 2018

Desert Mountain has pipeline capacity agreements with the City of Scottsdale for 6 shares of water. The 6 shares are comprised of 4 shares of RWDS and 2 shares of IWDS. Desert Mountain uses RWDS and less than one share of IWDS to irrigate the 6 courses, leaving more than an additional share of IWDS for future courses. The proposed course will have approximately 20% of the turf acres of a typical Desert Mountain's courses; further support that Desert Mountain possesses irrigation water agreements sufficient for the proposed course.

The City of Scottsdale attorney office has confirmed that the pipeline capacity agreements allow for use of IWDS water on the new Parcel 19 course (see correspondence from Desert Mountain).

GOAL 12 – Continuous efforts to reduce water usage in, both existing and future golf courses, is encouraged.

Response: As described above, Desert Mountain and thus this new course have always been and will continue to be committed for both environmental and economic reasons to utilize the latest irrigation technology to minimize water usage in their irrigation practices.

VI. Environmentally Sensitive Lands Ordinance

Sec. 6.1011. - Purpose.

The purpose of the ESL District is to identify and protect environmentally sensitive lands in the city and to promote the public health, safety and welfare by providing appropriate and reasonable controls for the development of such lands. Specifically, the ESL District is intended to:

- ***A. Protect people and property from hazardous conditions characteristic of environmentally sensitive lands and their development. Such hazards include rockfalls, rolling boulders, other unstable slopes, flooding, flood-related mud slides, subsidence, erosion, and sedimentation.***
- ***B. Protect and preserve significant natural and visual resources. Such resources include, but are not limited to, major boulder outcrops and large boulders, major ridges and peaks, prime wildlife habitat and corridors, unique vegetation specimens, significant washes, and significant riparian habitats.***
- ***C. Protect renewable and nonrenewable resources such as water quality, air quality, soils, and natural vegetation from incompatible land uses.***

D. Minimize the costs of providing public services and facilities in ESL District areas such as streets, water, sewer, emergency services, sanitation services, parks, and recreation. Costs associated with the design and development of infrastructure in environmentally sensitive areas can be higher than costs in other areas of the city due to the unique and fragile nature of such lands.

E. Conserve the character of the natural desert. Guide the location and distribution of meaningful on-lot and common tract open space and protect sensitive environmental features to sustain the unique desert character found in ESL District areas.

Response: The Environmentally Sensitive Lands Ordinance (ESL or ESLO) was established "to identify and protect environmentally sensitive lands in the city and to promote the public health, safety and welfare by providing appropriate and reasonable controls for the development of such lands." The proposed development upholds the ESLO in the following ways:

- Preservation of NAOS.
- Sensitive placement of golf holes, paths, clubhouse, maintenance facilities and internal roadways to complement the natural landscape.
- Preservation of undisturbed native vegetation and re-vegetate areas with ESLO desert plantings where disturbed by construction.
- Protect and preserve significant topographic features, washes, large boulder outcroppings and vista corridors.
- Maintain wildlife habitats through preservation of natural washes and connective NAOS.
- Utilized desert appropriate architecture and materials through the integration of deep overhangs, recessed windows, indigenous building materials, and context appropriate color palette, to name a few.

Sec. 6.1070 – Design Standards.

G. Site and Structure Development Design Standards.

1. Within the ESL:

a. Mirrored surfaces or any treatments which change ordinary glass into a mirrored surface are prohibited.

Response: Mirrored surfaces and exterior building treatments that have a mirrored reflective surface will be prohibited.

b. Reflective building and roofing materials (other than windows) including materials with high gloss finishes and bright, untarnished copper, aluminum, galvanized steel or other metallic surfaces, shall be textured or have a matte or non-reflective surface treatment to reduce the reflection of sunlight onto other property.

Response: Reflective building materials and roofing materials shall have a matte or non-reflective finish to reduce the reflection of sunlight.

c. Materials used for exterior surfaces of all structures shall blend in color, hue, and tone with the surrounding natural desert setting to avoid high contrast.

Response: Materials used for exterior surfaces will blend in color, hue and tone with the surrounding natural desert setting in keeping with the Desert Mountain design guidelines.

d. Surface materials of walls, retaining walls or fences shall be similar to and compatible with those of the adjacent main buildings.

Response: Surface materials of walls, retaining walls and fences shall be similar and compatible with those of the adjacent main buildings (single family and clubhouse).

e. Development design and construction techniques should blend scale, form and visual character into the natural landform and minimize exposed scars.

Response: Development design and construction techniques will blend in terms of scale, form and visual character to the natural surround landform.

f. Exterior lighting should be low scale and directed downward, recessed or shielded so that the light source is not visible from residential development in the area or from a public viewpoint.

Response: Exterior lighting will be low scale and directed downward in conformance with the City's dark sky policies. Recessed and shielded light standards will be utilized throughout so that the light source and glare is not visible from surrounding properties.

g. No paint colors shall be used within any landform that have a LRV greater than thirty-five (35) percent.

Response: Exterior paint colors will conform the maximum 35% LRV standard.

h. Exterior paint and material colors shall not exceed a value of six (6) and a chroma of six (6) as indicated in the Munsell Book of Color.

Response: Exterior paint colors and materials will not exceed the value and chroma of 6 per the Munsell Book of Color.

i. Plant materials that are not indigenous to the ESL area shall be limited to enclosed yard areas and non-indigenous plants that have the potential of exceeding twenty (20) feet in height are prohibited. A list of indigenous plants is available from the City. Outdoor community recreation facilities, including parks and golf courses shall be allowed turf as specified in Section 6.1070.G.1.j.

Response: Plant materials that are not indigenous to the areas will be limited to enclosed yard areas and limited to no more than 20 feet in height. The developer will reference the list of indigenous plant available at the City. Note, however, the golf course is allowed to be turf.

j. Turf shall be limited to enclosed areas not visible offsite from lower elevation. Outdoor recreation facilities, including parks and golf courses, shall be exempt from this standard.

Response: With the exception of the golf course, turf areas shall be limited to enclosed areas not visible to offsite properties.

k. All equipment appurtenant to underground facilities, such as surface mounted utility transformers, pull boxes, pedestal cabinets, service terminals or other similar on-the-ground facilities, shall have an exterior treatment that has a LRV of less than thirty-five (35) percent or otherwise screened from view from the adjoining properties.

Response: All mechanical equipment shall have an exterior treatment that complies with the maximum 35% LRV standard.

l. It is the intent of this Ordinance to leave washes in place and in natural conditions where practical. When necessary, modifications to natural watercourses and all walls and fences crossing natural watercourses shall be designed in accordance with the standards and policies specified in Chapter 37 (Floodplain and Stormwater Regulation) of the Scottsdale Revised Code, and the Design Standards & Policies Manual. Requests to modify, redirect, or divert watercourses of fifty (50) cfs or greater flow in a one hundred-year event shall include the following:

i. Justification for the request.

ii. Plans showing:

(1) That the application will result in an equal or enhanced quality of open space.

(2) That any proposed wash modification will include restoration of the watercourse with vegetation of the same type and density removed for the modifications.

(3) If a wash is being redirected or modified that it enters and exits the site at the historic locations, and that the result will not impact drainage considerations for adjacent properties.

(4) If a wash is being diverted into a structural solution (e.g. underground pipe), that the change will not impact the drainage conditions on adjacent properties and will not reduce the integrity of any upstream or downstream corridor as meaningful open space.

An application for the modification of a wash mentioned above, may be granted by the Zoning Administrator subject to approval of the design solution for the drainage facilities and subject to the finding that the purpose of this overlay district (Section 6.1011.) has been achieved. However, in no event shall the provisions of this section require greater area of NAOS dedication than currently required by Section 6.1060.A., B. and C. of this Ordinance.

Response: An application for wash modification with a specific narrative describing the improvements will be provided under separate application.

VII. Native Plant Ordinance

Sec. 7.500. - Native Plant

Purpose. These regulations are intended to establish procedures that insure the preservation of indigenous plant materials as specified below. These specified materials are found to enhance the City's physical and aesthetic character, contribute to the preservation of the fragile desert environment by preventing erosion and providing wildlife habitat, increase valuation of real property, and provide scenic opportunities unique to this region. Preservation of these specified plant materials is found to be a part of the General Plan and is found to be in the furtherance of the public health, safety and welfare.

Sec. 7.503. - Criteria.

Protected native plants shall not be destroyed, mutilated, or removed from the premises, or relocated on the premises except in accordance with an approved native plant program required in conjunction with the issuance of a native plant permit. No native plant program shall be approved until it has been demonstrated that the following criteria have been met:

(1) The density/intensity of development for the approved land use shall be an important element in the determination of the base requirements for plant retention and salvage. The proposed relocation program shall provide reasonable plant salvage, protection, and storage and shall insure consistency with existing neighborhood character.

Response: Native plant protection and salvage was given special consideration as part of the site planning process for the proposed residential and golf community. The Desert Mountain community as a whole has a high regard for the natural environment and preservation of native plants. The development of Desert Mountain Parcel 19 will be no different and will provide consistency with the established Desert Mountain master plan.

(2) The site plan shall be designed to protect and incorporate significant on-site natural amenities (i.e. aesthetic, unique, historic, etc.) and minimize the number of salvageable plants which need to be removed to allow reasonable construction on the site. These relationships shall promote and enhance the character of the native environment rather than contrast or domesticate it.

Response: The site plan has been designed to protect and incorporate significant natural amenities and minimize the relocation of native plants to the extent possible. As with other development within Desert Mountain, the relationship of the built environment with the natural environment will be embraced and celebrated.

(3) A vegetation inventory and analysis shall provide a clear, comprehensive overview and listing of plant materials, their condition and physical relationships on-site so as to aid the site planning and determination of plant salvageability.

Response: A native plant plan has been provided with the zoning submittal. An more in depth inventory will be provided with the wash modification application and subsequent DRB and preliminary plat submittals consistent with the City's requirements.

(5) A conceptual analysis and design of the site revegetation and/or landscaping shall insure that the character of the project be consistent with the natural density, distribution, and maturity of vegetation on adjacent properties.

Response: The site revegetation and new landscape palette will maintain the desert character of the area and complement the density, distribution and maturity of vegetation on adjacent properties to create a seamless transition between developments.

(6) The native plant program shall include a relocation program for excess salvageable plants.

Response: The native plant program will include a relocation program for excess salvageable plants if deemed necessary.

VIII. Design Standards & Policies Manual

Scottsdale has established a set of guidelines for the design of public and private projects within the city. These guidelines are contained within the Design Standards and Policy Manual, commonly known as the DS&PM. The DS&PM is made up of 12 chapters all dealing with various areas of public and private development issues and is intended to provide direction during final design and preparation of the construction documents for development within the City of Scottsdale.

Detailed design for the Desert Mountain Parcel 19 is in its initial stages as it moves forward through the City's entitlement process for a GPA, rezoning and CUP. Therefore, specific design is not complete at this time. However, the standards and policies conveyed by the DS&PM will be pursuant to following:

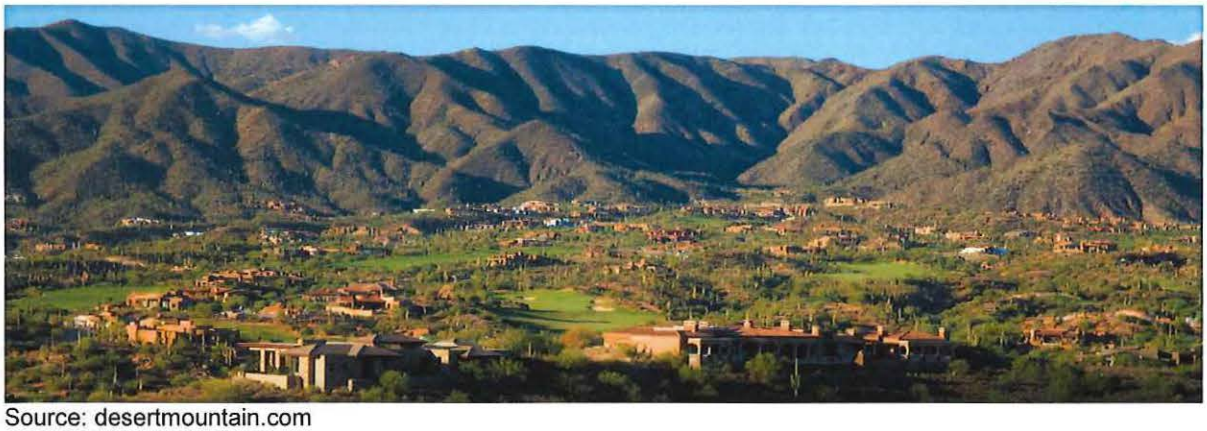
- Natural site features such as washes, boulder outcrops and native vegetation will be left in their natural state as much as possible. Improvements that are required to natural washes will complement their natural function and appearance.
- Concrete for exposed drainage structures, sidewalks, curbs, gutters and driveways will be integrally colored to match the surrounding environment.
- Roadway cross-sections will comply with ESL (Environmentally Sensitive Lands) standards as illustrated in the DS&PM.
- Only local native rock will be used for erosion protection.
- Roadway and driveway alignments will be selected to minimize disruption to the natural drainage patterns of the site. Where crossings are necessary, detailed analysis will be done to ensure that there are no adverse impacts downstream to flow patterns, flow rates, erosion and sediment transport.
- Cut & fill slopes will be graded to blend back into the natural terrain. Where retaining walls are required heights will be kept to a minimum and terracing will be incorporated to avoid "tall" wall impacts.
- Emergency access will meet or exceed Scottsdale Fire Department requirements.
- Gated entrances will comply with the standards of figure 2.1-3 of the DS&PM.
- Storm water storage basins and drainage channels will comply with DS&PM standards. In addition, they will be shaped to be "free-form" so as to blend into the natural desert surroundings. Landscape material will generally be native plants capable of surviving periodic inundation such as the species identified in section 2-1.903 of the DS&PM.

- To minimize impact, utility lines will be located in road and driveway corridors as much as possible. In cases where Utility lines cannot follow a road or driveway corridor, they will be located in easements or separate tracts and where desert materials are damaged due to the installation, re-vegetation will be provided.

IX. Conclusion

This GPA, rezoning and CUP request will result in numerous benefits to the communities, which are summarized below:

- Change in land use and downzoning from industrial, commercial and office zoning to residential and golf.
- Upholds Desert Mountain's quality standards and complements the existing product/homes with a maintenance-free single family residential lifestyle product.
- Results in a 70% (+/-) reduction in potable water consumption as compared to currently approved zoning.
- Results in a 93% reduction of traffic compared to currently approved zoning uses.
- Preserves NAOS integrated throughout the site in keeping with the City of Scottsdale and Desert Mountain quality standards and approximately 48% open space provided (including natural and recreational open space.)
- Homes will embrace the desert setting through the use of Sonoran Desert inspired building materials, desert contemporary architecture and native vegetation.
- Desert Mountain HOA voted to support (87% in favor) for the creation of this new residential and golf community.



Source: desertmountain.com

Site Data:
92 Gross Acres
190 Proposed Units
2.06 du/acre

R-4 ESL

Proposed Zoning: R-4 ESL
+/- 56 Acres, 3.39 du/acres
Required R-4 ESL Open Space: 243,936 sf.
Provided R-4 ESL Open Space: 279,825 sf
Max. Building Height: 30'

O-S ESL

Proposed Zoning: O-S ESL
+/- 36 Acres
Max. Building Height: 24'

Existing Zoning:
I-1 ESL,C-2 ESL, C-0 ESL,
R1-7 ESL, R1-35 ESL.

Resident Parking:
2 Garage Spaces per unit

Guest Parking:
On lot driveway parking provided,
Additional Parking Zones provided only
if parking requirement not met.

Golf Club Parking will meet City Standards.

DESERT MOUNTAIN

Parcel 19
Site Plan

17-ZN-2016
09/19/16

September 19, 2016

0 100 200 300
SCALE : 1" = 100'

m3companies
GREEY|PICKETT

Site Data:
92 Gross Acres
190 Proposed Units
2.06 du/acre

Proposed Zoning: R-4 ESL
+/- 56 Acres, 3.39 du/acres
Required R-4 ESL Open Space: 243,936 sf.
Provided R-4 ESL Open Space: 279,825 sf

Proposed Zoning: O-S ESL
+/- 36 Acres

OPEN SPACE ZONES

	Undisturbed NAOS -	5.3 Acres = 5.8% of Property
	Revegatated NAOS -	1.8 Acres = 2.0% of Property
	Golf Course Landscape -	19.0 Acres = 20.7% of Property
	Golf Course Turf/Bunker Areas -	18.0 Acres = 19.7% of Property
	Landscape Area Total -	44.1 Acres = 48.1% of Property
	Gross Property Acreage -	91.7 Acres

Desert Mountain Parcel 19 - NAOS Calculation

Land Slope	Upper Desert	Area (Acres)	Percent Area	NAOS Required (Acres)
0-2%	25%	10.46	11.76%	2.62
2-5%	25%	10.13	11.38%	2.53
5-10%	35%	17.57	19.75%	6.15
10-15%	45%	20.78	23.35%	9.35
15-25%	45%	24.55	27.59%	11.05
Over 25%	45%	5.49	6.17%	2.47
		88.98	100.00%	34.17

TOTAL SLOPE AREA:	88.98 AC
TOTAL NAOS REQUIRED:	34.17 AC
UNDISTURBED REQUIRED	23.92 AC
REVEGETATED ALLOWED (30% OF REQD)	10.25 AC

DESERT MOUNTAIN

Parcel 19

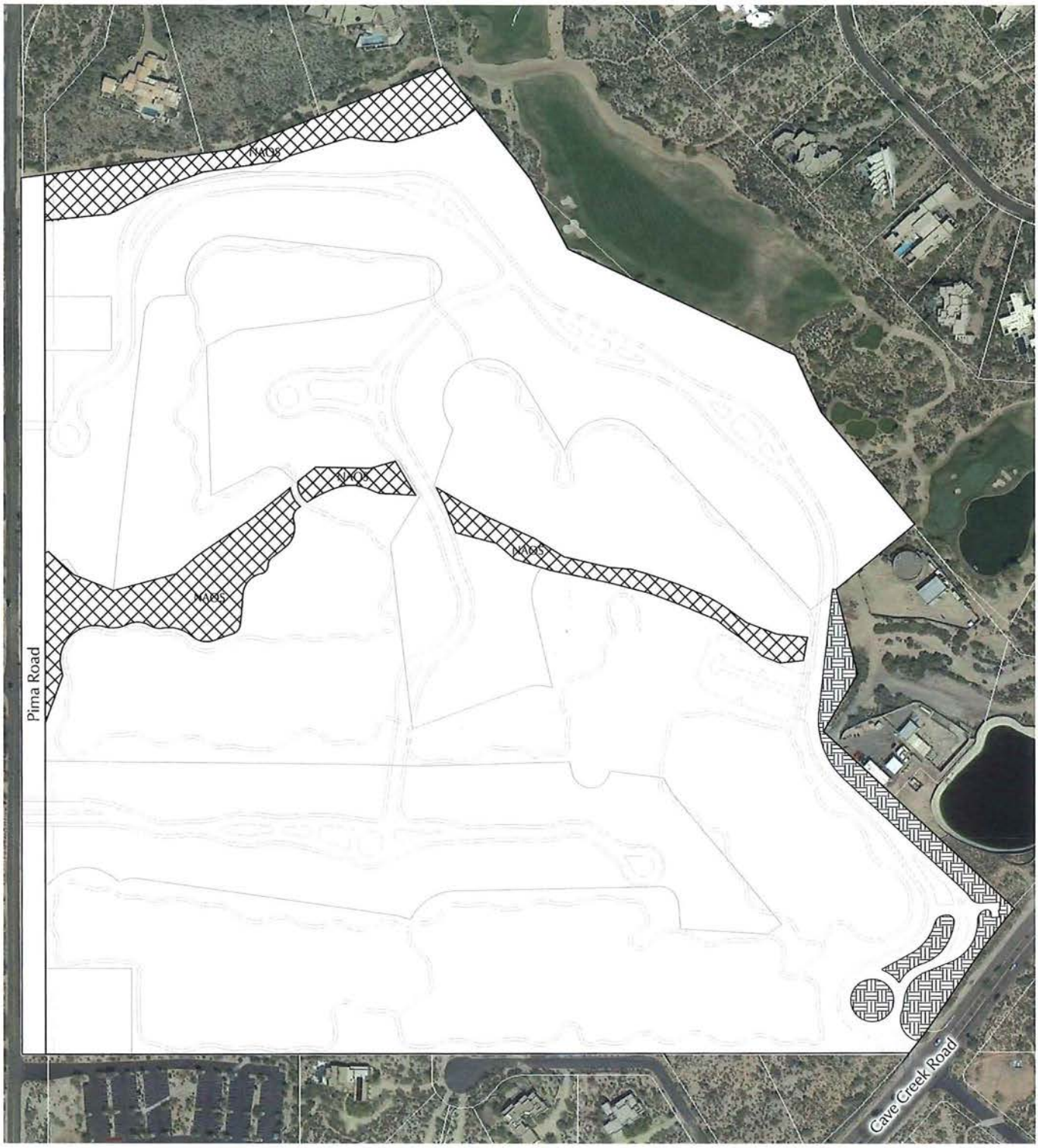
Open Space Plan

September 19, 2016

0 100 200 300
SCALE: 1" = 100'

17-ZN-2016
09/19/16

m3companies
GREEY|PICKETT



NAOS ZONES

	Undisturbed NAOS -	5.3 Acres = 5.8% of Property
	Revegatated NAOS -	1.8 Acres = 2.0% of Property
	Desert Mountain NAOS Pool -	27.1 Acres = 29.5% of Property
	NAOS Provided -	34.2 Acres = 37.3% of Property
	Required NAOS per Slope Analysis -	34.2 Acres = 37.3% of Property
	Gross Property Acreage -	91.7 Acres

Desert Mountain Parcel 19 - NAOS Calculation

Land Slope	Upper Desert	Area (Acres)	Percent Area	NAOS Required (Acres)
0-2%	25%	10.46	11.76%	2.62
2-5%	25%	10.13	11.38%	2.53
5-10%	35%	17.57	19.75%	6.15
10-15%	45%	20.78	23.35%	9.35
15-25%	45%	24.55	27.59%	11.05
Over 25%	45%	5.49	6.17%	2.47
		88.98	100.00%	34.17

TOTAL SLOPE AREA: 88.98 AC
TOTAL NAOS REQUIRED: 34.17 AC
UNDISTURBED REQUIRED: 23.92 AC
REVEGETATED ALLOWED (30% OF REQD) 10.25 AC

DESERT MOUNTAIN

Parcel 19

NAOS Plan

September 19, 2016

0 100 200 300

SCALE : 1" = 100'

m3companies

GREEY | PICKETT

17-ZN-2016

09/19/16

DESERT MOUNTAIN

Parcel 19

Scenic Corridor Plan

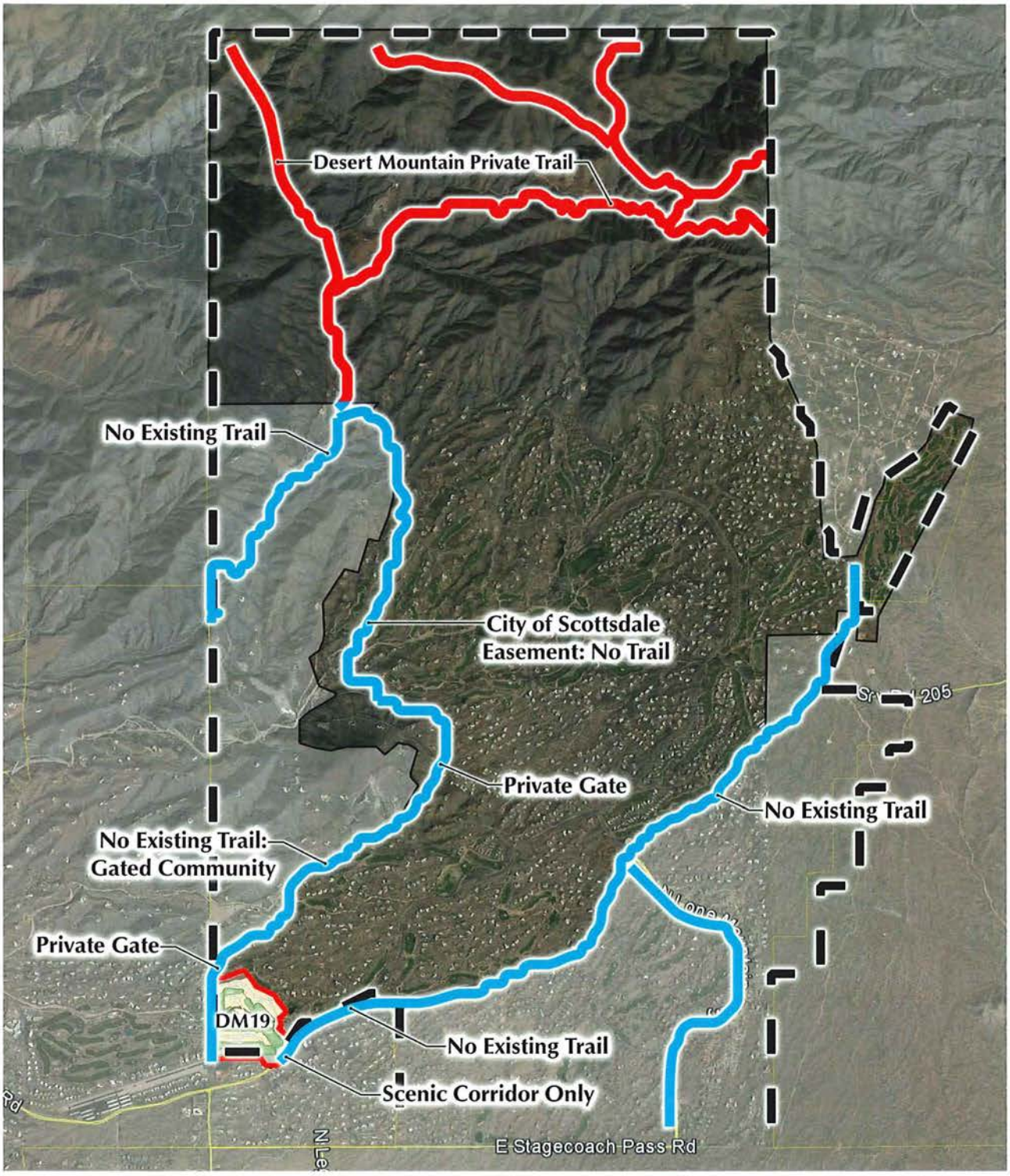
17-ZN-2016
09/19/16

September 19, 2016

SCALE: 1" = 200'

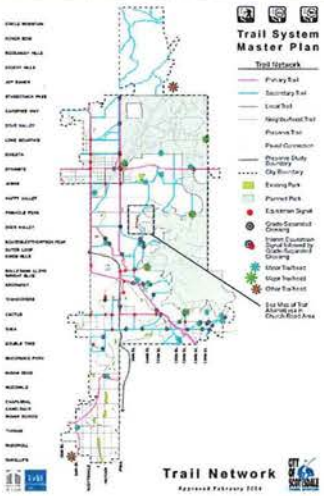
m3companies

GREEY|PICKETT



CITY OF SCOTTSDALE TRAIL SYSTEM

Trail System Master Plan



17-ZN-2016
09/19/16

DESERT MOUNTAIN

Parcel 19

Trail & Connectivity Plan

September 19, 2016

m3companies

GREEY|PICKETT

B. Rural/ESL Character

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 1,500 vpd Max.
- Design Speed: 20 m.p.h.
- Maximum Grade: 19.0%
- Minimum Grade: 0.4%

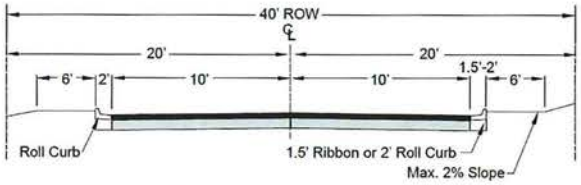
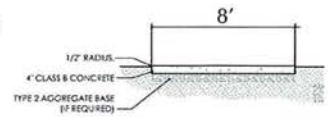


FIGURE 5.3-19 LOCAL RESIDENTIAL – RURAL/ESL CHARACTER



Cart Path Typical Section

DESERT MOUNTAIN

Parcel 19

Hardscape Plan

17-ZN-2016

09/19/16

September 19, 2016

0 100 200 300

SCALE: 1" = 100'

m3companies

GREEY|PICKETT

Circulation Legend

- Vehicular
- Golf Cart
- Pedestrian

17-ZN-2016
09/19/16

DESERT MOUNTAIN

Parcel 19

Circulation Plan

Resident Parking:
2 Garage Spaces per unit

Guest Parking:
On lot driveway parking provided, Additional Parking Zones provided only if parking requirement not met.

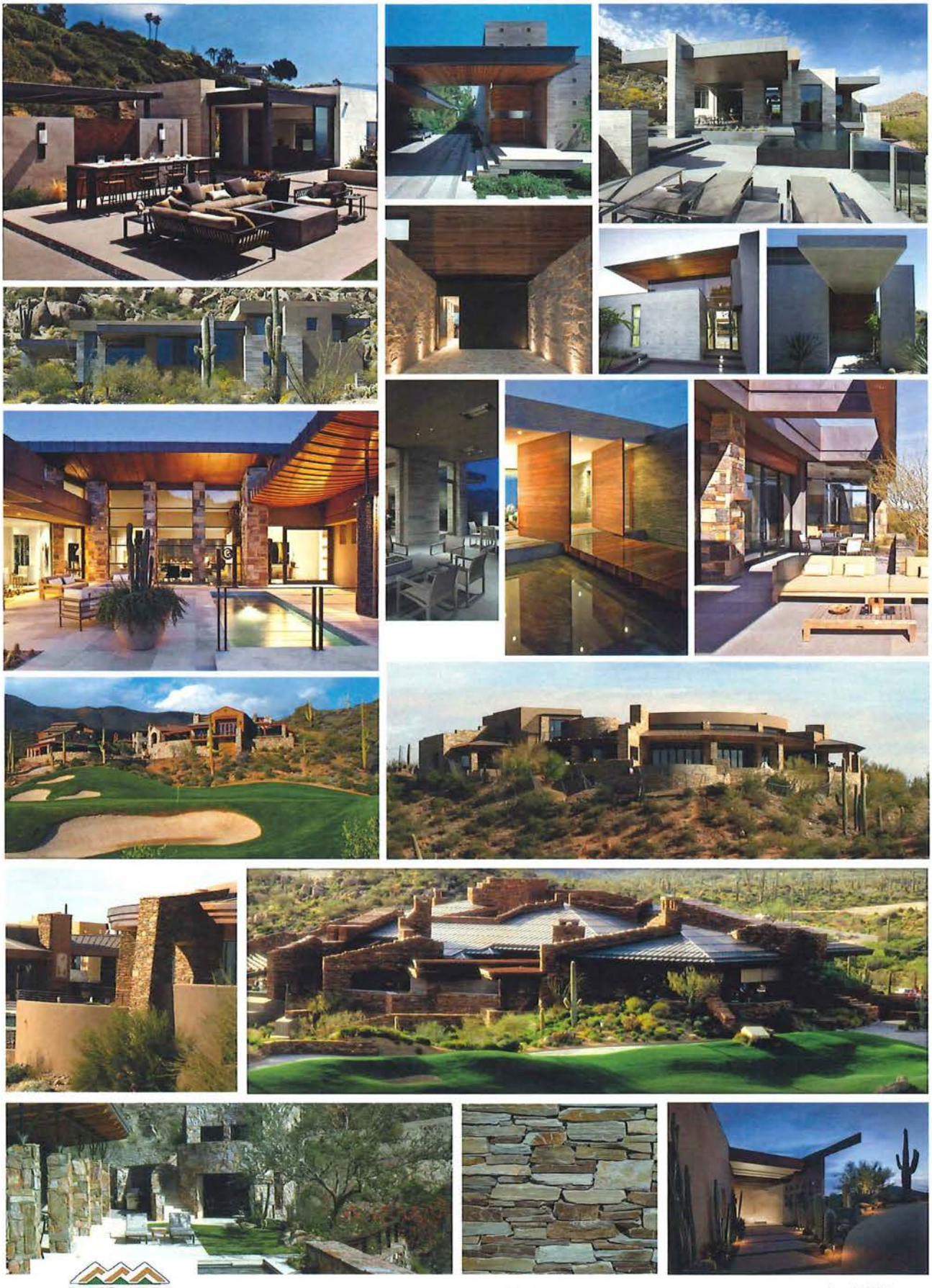
Golf Club Parking will meet City Standards per Zoning Ordinance Section 10

September 19, 2016

SCALE: 1" = 100'

m3companies

GREEY|PICKETT



DESERT MOUNTAIN

Parcel 19

Architectural Theming

"Desert Contemporary" Architectural Character

17-ZN-2016
09/19/16

June 13, 2016

SCALE : 1" = 100'

m3companies

GREEY|PICKETT

DESERT MOUNTAIN

Parcel 19

Golf Course Prototype

September 19, 2016

0 100 200 300

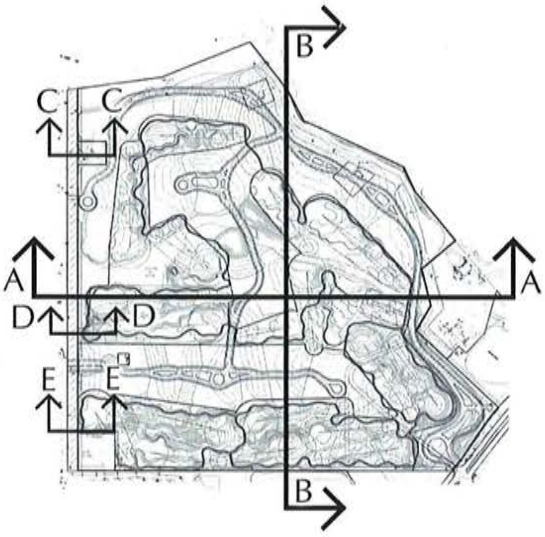
SCALE: 1" = 100'

m3companies

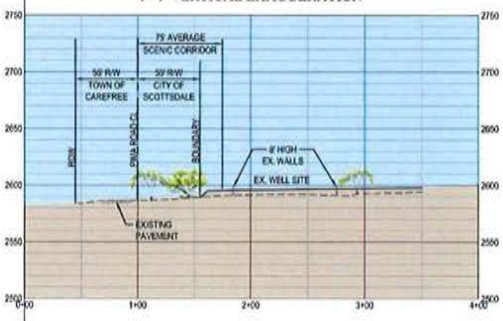
GREEY|PICKETT

17-ZN-2016

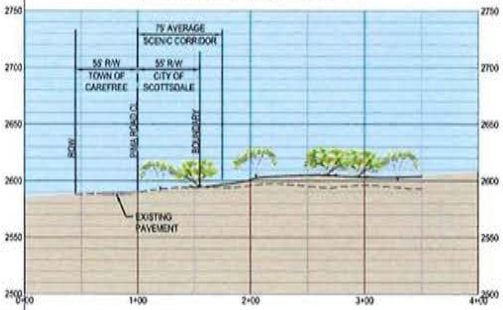
09/19/16



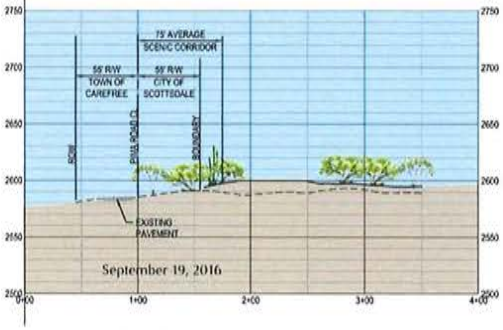
PV - (8)
Section C-C
1"=50' VERTICAL SCALE
1'=1' VERTICAL EXAGGERATION

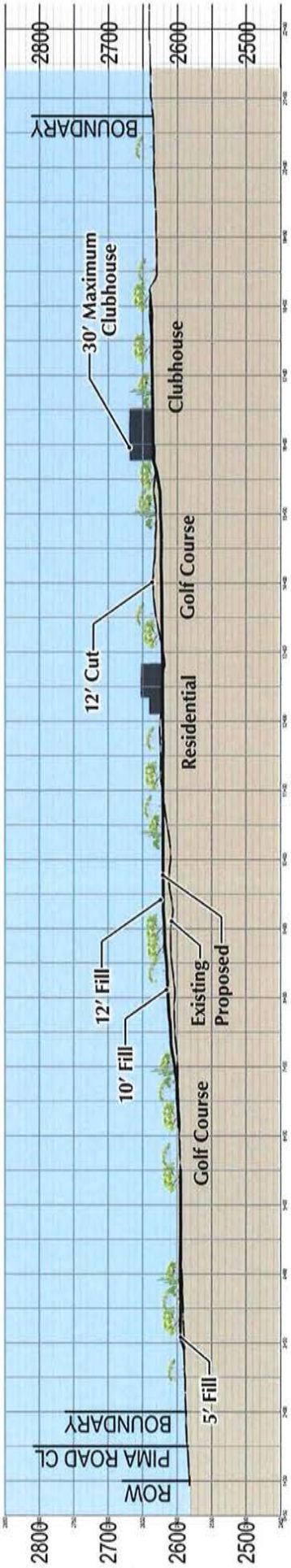


PV - (9)
Section D-D
1"=50' VERTICAL SCALE
1'=1' VERTICAL EXAGGERATION



PV - (10)
Section E-E
1"=50' VERTICAL SCALE
1'=1' VERTICAL EXAGGERATION

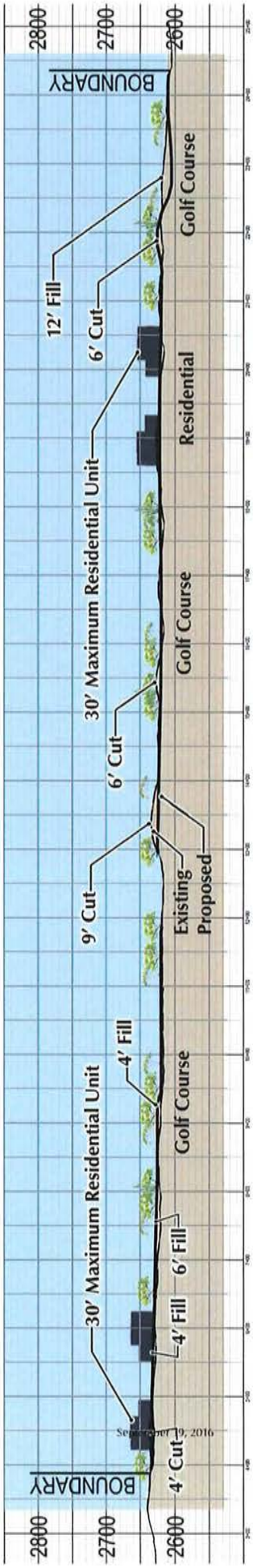




SECTION A-A

PV - (2)
Section B-B
1"=50' VERTICAL SCALE
1'=1' VERTICAL EXAGGERATION

SECTION B-B



DESERT MOUNTAIN

Parcel 19
Site Cross Sections

17-ZN-2016
09/19/16

Clubhouse "Desert Contemporary" Concept

DESERT MOUNTAIN

Parcel 19

17-ZN-2016

09/19/16

m3companies GREEY|PICKETT

DESERT MOUNTAIN

Parcel 19

Architectural Theming

"Desert Contemporary" Architectural Character

m3companies

GREEY|PICKETT

17-ZN-2016

09/19/16

Attachment 2
Stipulations for the Zoning Application
5-GP-2016: Desert Mountain Parcel 19

Stipulations for the Zoning Application:
Desert Mountain Parcel 19
Case Number: 17-ZN-2016

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 with the conceptual site plan submitted by M3 Companies and with the city staff date of 9-19-2016, attached as Exhibit A to Attachment 2. Any proposed significant change to the conceptual site plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council.
2. CONFORMANCE TO NATURAL AREA OPEN SPACE (NAOS) PLAN. Development shall conform with the conceptual Natural Area Open Space plan submitted by M3 Companies and with the city staff date of 9-19-2016, attached as Exhibit B to Attachment 2. Any proposed significant change to the conceptual Natural Area Open Space, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council.
3. 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	Propose # of Units / Lots	Max # of Units / Lots
219-13-244, 219-13-237, 219-13-238, 219-13-299, 219-11-665E	92.0+/- acres	**R-4/ESL** (56-+/ acres)	**3.39 du/ac**	**3.39 du/ac**	**190 units**	**190 units**
		O-S/ESL (36+/- acres)	0.0 du/ac	0.0 du/ac	0 units	0 units

Redistribution of dwelling units is subject to the maximum density in the Land Use Budget Table and subject to city staff approval. The owner's redistribution request shall be submitted with the preliminary plat submittal to the Development Review Board and shall include a revised Master Development Plan and a revised Land Use Budget Table indicating the parcels with the corresponding reductions and increases.

4. BUILDING HEIGHT LIMITATIONS. No building on the site shall exceed 24 feet in height, measured as provided in the applicable section of the Zoning Ordinance for portion of the property zoned Open Space, Environmentally Sensitive Lands (O-S/ESL), and No building on the site shall exceed 30 feet in height, measured as provided in the applicable section of the Zoning Ordinance for portion of the property zoned Townhouse Residential, Environmentally Sensitive Lands (R-4/ESL).
5. ALTERATIONS TO NATURAL WATERCOURSES. Any proposed alteration to the natural state of watercourses with a peak flow rate of 750 cfs or less based on the 100 year – 2 hour rain event shall be subject to Development Review Board approval.
6. OUTDOOR LIGHTING. The maximum height of any outdoor lighting source shall be 12 feet above the adjacent finished grade, except for recreation uses, which shall comply with the outdoor lighting standards of the Scottsdale Zoning Ordinance.
7. OUTDOOR LIGHTING. The maximum height of any outdoor parking-lot type lighting source, except any light sources for patios and/or balconies, shall be 18 feet above the adjacent finished grade.
8. OUTDOOR LIGHTING FOR PATIOS AND BALCONIES. Light sources that are utilized to illuminate patios and/or balconies that are above 12 feet shall be subject to the approval of the Development Review Board.

AIRPORT

9. FAA DETERMINATION. With the Development Review Board Application, the owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.
10. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. With the Development Review Board Application submittal, the owner shall provide noise disclosure notice to occupants, potential homeowners, employees and/or students in a form acceptable to the Scottsdale Aviation Director.
11. SOUND ATTENUATION MEASURES. With the final plans submittal, the owner/developer shall provide sound attenuation measures in compliance with the Building Code.

INFRASTRUCTURE AND DEDICATIONS

12. TRAFFIC IMPACT STUDY. With the Development Review Board submittal, the owner shall submit a traffic impact study for the site, which shall be subject to city staff approval.
13. CIRCULATION IMPROVEMENTS. Prior to any permit issuance for the development project the owner shall make required dedications and prior to issuance of any Certificate of Occupancy for the development project the owner shall provide the required 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 and Requirements
N. Pima Road	local collector	25-ft SCE and 25-ft NMPAE	See Notes and Requirements	a.1., a.2.
N. Cave Creek Road		100-ft SCE and 100-ft NMPAE	deceleration lane	a.3.
Internal Streets	Local residential-Rural/ESL Character	40-foot full-street, PUE, and ESVAE	full-street improvements	a.4.

a.1. The developer shall improve N. Pima Road, along the site frontage, to a local collector street standards (City of Scottsdale or Town of Carefree) as directed by the Town of Carefree. These improvements may include pavement widening, pavement replacement, curb and gutter installation, and sidewalk construction.

a.2. The developer shall construct a deceleration lane at the site entrance (Secondary Access) on N. Pima Road, unless otherwise directed by the Town of Carefree. DSPM Sec 5-3.206.

a.3. The developer shall construct a right-turn deceleration lane at the site entrance on N. Cave Creek Road, unless otherwise directed by the Town of Carefree

a.4. The internal streets shall be designed and constructed to City of Scottsdale standard cross sections unless otherwise approved via a Circulation Master Plan approval process. Raised medians are not included in the local residential street cross section. Scottsdale Revised Code Sec. 47-21 and 47-22; DSPM Sec. 5-3.100.

b. TRAFFIC IMPROVEMENTS. The owner shall construct any improvements supported by the approved traffic impact study, as determined by city Transportation Department staff.

14. DRAINAGE REPORT. In the required drainage report, the owner shall address:

a. The preliminary plat submittal shall include a preliminary drainage report and preliminary grading and drainage plan that provide a 90% level of design and analysis in support of the overall stormwater management plan for the project.

b. The applicant shall provide a 90% preliminary grading and drainage plan in support of the design of the proposed off-site basins along Galloway Wash as identified in the zoning case. Additionally, the design of the off-site basins will need to address the uncertainty in hydraulic function relating to potential erosion, sedimentation, and bed load of the natural wash feeding the basins and address the hydraulic uncertainty of unstable near critical depth within the natural wash. As part of the preliminary plat submittal, the applicant shall provide a letter from the owner of lands containing the proposed off-site basins indicating their willingness for the construction and existence,

in perpetuity, of the basins within their lands. The applicant will need to provide drainage easements, in accordance with city policy, over the limits of the proposed basins as part of final plans.

c. The City's stormwater storage policy for developments located within the Environmentally Sensitive Lands area include partial waivers of stormwater storage based on providing the designs, analysis, and sizing for stormwater storage basins that results in no increase in post-development stormwater flows with respect to pre-development stormwater flows leaving a development site. The applicant has provided, as part of the preliminary drainage report in support of the zoning case, the design, analysis, and sizing for stormwater storage basins that meet this requirement. The City will request the applicant consider providing full stormwater storage, as determined by the County stormwater storage formula, for the development in conjunction with the preliminary plat submittal.

d. The preliminary drainage report for the preliminary plat application will need to include a scour analysis for the Galloway Wash and "Wash A" crossings of Pima Road and provide upstream and downstream scour protection to address the scour potential as determined by the scour analysis within the lateral limits of the 100-year floodplain.

e. The preliminary drainage report for the preliminary plat application will need to include a gradually varied flow hydraulic analysis that shows no increase in base flood elevations for the proposed grading and improvement affecting the AE flood zone over Galloway Wash.

15. BASIS OF DESIGN REPORT (WATER). In the required basis of design report, the owner shall address:
    a. The redline comments as provide in the Basis of Design report dated with the staff review date of 10-11-2016.
    b. Prior to the city releasing any interest in the existing vadose recharge and extraction well system, and/or well site 85, sufficient testing shall be required to ascertain that the replacement facilities perform equal or better than the existing facilities.
    c. Basis of Design Reports shall identify any proposed phasing of the improvements within the master plan or state the water improvement will all be completed in one phase.
    d. No final plat, or associated improvement plans, shall be submitted until the well purchase agreement and the well drilling agreement have been executed.
16. BASIS OF DESIGN REPORT (WASTEWATER). In the required basis of design report, the owner shall address:
    a. The redline comments as provide in the Basis of Design report dated with the staff review date of 10-11-2016.
    b. The water master plan will not be accepted until the well purchase agreement and the well drilling agreement have been executed. These instruments relate to the overall water master planning effort of Parcel 19.
    c. Identify any proposed phasing of the improvements within the master plan or state the wastewater improvement will all be completed in one phase

d. No final plat, or associated improvement plans, shall be submitted until the well purchase agreement and the well drilling agreement have been executed.

17. 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.
    b. EASEMENTS CONVEYED BY SEPARATE INSTRUMENT. Prior to issuance of any building permit for the development project, each easement conveyed to the city separate from a final plat shall be conveyed by an instrument or map of dedication subject to city staff approval, and accompanied by a title policy in favor of the City, in conformance with the Design Standards and Policies Manual.
18. SCENIC CORRIDOR SETBACKS LOCATION AND DEDICATION. The Scenic Corridor setback width along N. Pima Road shall be a minimum of 25 feet, measured from property-line. Unless otherwise approved by the Development Review Board, the Scenic Corridor setback shall be left in a natural condition. The final plat shall show all Scenic Corridor setback easements dedicated to the City.
19. SCENIC CORRIDOR SETBACKS LOCATION AND DEDICATION. The Scenic Corridor setback width along N. Cave Creek Road shall be a minimum of 100 feet, measured from property-line. Unless otherwise approved by the Development Review Board, the Scenic Corridor setback shall be left in a natural condition. The final plat shall show all Scenic Corridor setback easements dedicated to the City.
20. VISTA CORRIDOR EASEMENTS. Prior to issuance of any building permit for the development project, the owner shall dedicate to the City on the final plat a continuous Vista Corridor Easement to cover any watercourse with a peak flow rate of 750 cfs or greater, based on the 100 year – 2 hour rain event. The minimum width of the easement(s) shall be one hundred feet. Each easement shall include, at a minimum, any existing low flow channels, all major vegetation, and the area between the tops of the banks of the watercourse. At the time of the Development Review Board submittal, the owner shall stake the boundaries of the Vista Corridor Easement(s), as determined by city staff. Unless approved by the Development Review Board, all Vista Corridor Easements shall be left in a natural state.
21. MULTI-USE TRAIL EASEMENT. Prior to issuance of any building permit for the development project, the owner shall dedicate to the City on the final plat a minimum 25-foot wide Public Non-Motorized Access Easement (PNMAE), along the entire N. Pima Road frontage, dedicated to the City by the owner prior to recordation of the final plat. The alignment of any future path shall be subject to approval by the city's Zoning Administrator, or designee, prior to dedication. The path shall be designed in conformance with the Design Standards and Policies Manual.
22. MULTI-USE TRAIL EASEMENT. Prior to issuance of any building permit for the development project, the owner shall dedicate to the City on the final plat a minimum 100-foot wide Public Non-Motorized Access Easement (PNMAE), along the entire N. Cave Creek Road frontage, dedicated to the City by the owner prior to recordation of the final plat. The alignment of any future path shall be subject to approval by the city's Zoning Administrator, or designee, prior to dedication. The path shall be designed in conformance with the Design Standards and Policies Manual.

23. LOTS CONVEYED BY DEED. Prior to issuance of any Certificate of Occupancy for the development project, the future well site to be conveyed to the city as shown on the site plan with the city staff date of 9-19-2016 shall be conveyed by a general warranty deed and accompanied by a title policy in favor of the city, in conformance with the Design Standards and Policies Manual.

24. CONSTRUCTION COMPLETED. Prior to issuance of any building permit for the development project, 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.

Archaeological Analysis

25. The Work Plan for National Register of Historic Places Eligibility Testing at Desert Mountain Parcel 19 (Work Plan), dated September 13, 2016 Submittal 2, has been accepted by the City Archaeologist. The eligibility testing as identified in Sections VI through XII of the Work Plan, as well as any recommended mitigation efforts, shall be completed prior to submittal of an application for a Preliminary Plat for Desert Mountain Parcel 19.

Attachment 2
Exhibit A: Site Plan
5-GP-2016: Desert Mountain Parcel 19

Site Data:
92 Gross Acres
190 Proposed Units
2.06 du/acre

R-4 ESL

Proposed Zoning: R-4 ESL
+/- 56 Acres, 3.39 du/acres
Required R-4 ESL Open Space: 243,936 sf.
Provided R-4 ESL Open Space: 279,825 sf
Max. Building Height: 30'

O-S ESL

Proposed Zoning: O-S ESL
+/- 36 Acres
Max. Building Height: 24'

Existing Zoning:
I-1 ESL,C-2 ESL, C-0 ESL,
R1-7 ESL, R1-35 ESL.

Resident Parking:
2 Garage Spaces per unit

Guest Parking:
On lot driveway parking provided,
Additional Parking Zones provided only
if parking requirement not met.

Golf Club Parking will meet City Standards.

September 19, 2016

0 100 200 300
SCALE: 1" = 100

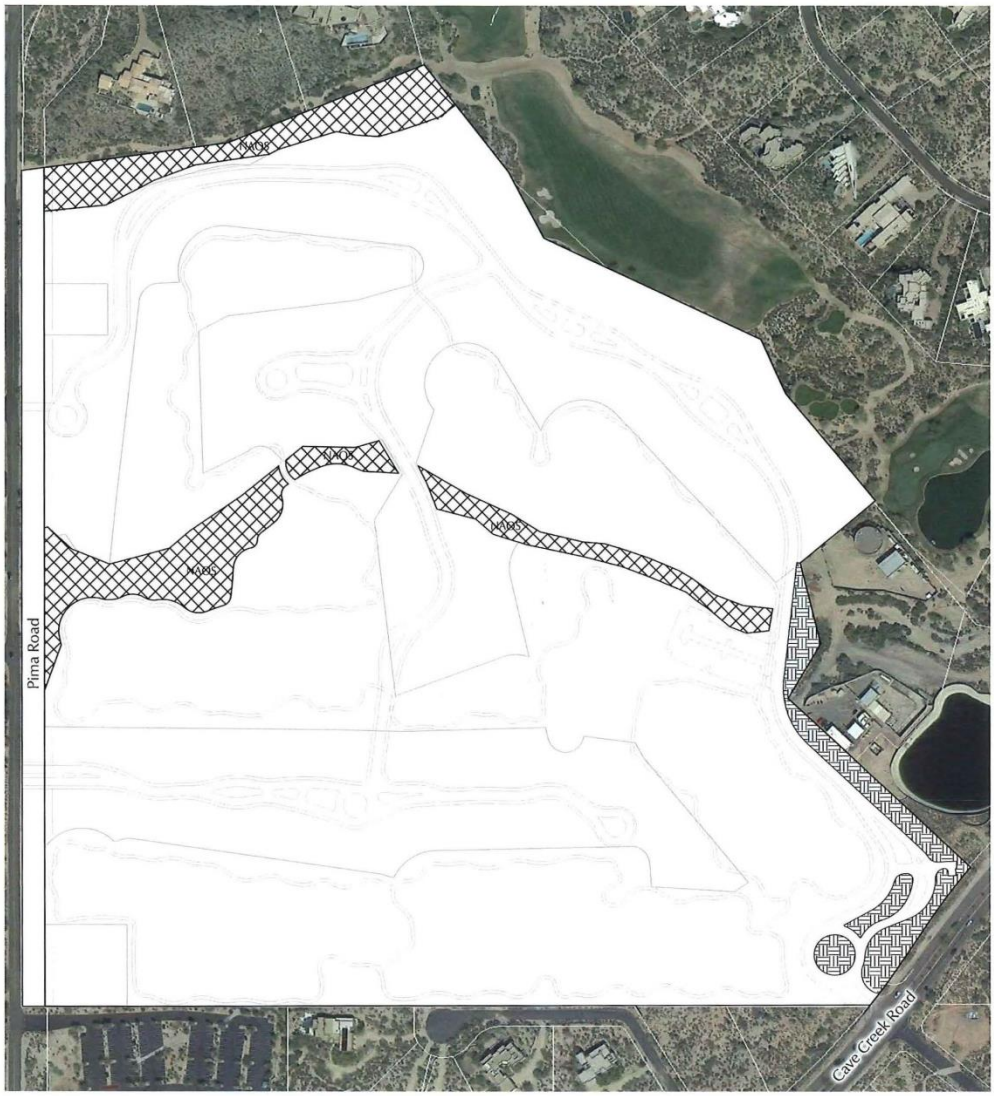
DESERT MOUNTAIN
Parcel 19
Site Plan

17-ZN-2016
09/19/16

m3companies
GREEY|PICKETT

Attachment 2 – Exhibit A: Site Plan

Attachment 2
Exhibit B: NAOS Plan
5-GP-2016: Desert Mountain Parcel 19



NAOS ZONES

Undisturbed NAOS -	5.3 Acres = 5.8% of Property
Revegatated NAOS -	1.8 Acres = 2.0% of Property
Desert Mountain NAOS Pool -	27.1 Acres = 29.5% of Property
NAOS Provided -	34.2 Acres = 37.3% of Property
Required NAOS per Slope Analysis -	34.2 Acres = 37.3% of Property
Gross Property Acreage -	91.7 Acres

Desert Mountain Parcel 19 - NAOS Calculation

Land Slope	Upper Desert	Area (Acres)	Percent Area	NAOS Required (Acres)
0-2%	25%	10.46	11.76%	2.62
2-5%	25%	10.13	11.38%	2.53
5-10%	35%	17.57	19.75%	6.15
10-15%	45%	20.78	23.35%	9.35
15-25%	45%	24.55	27.59%	11.05
Over 25%	45%	5.49	6.17%	2.47
		88.98	100.00%	34.17

TOTAL SLOPE AREA: 88.98 AC
TOTAL NAOS REQUIRED: 34.17 AC
UNDISTURBED REQUIRED: 23.92 AC
REVEGETATED ALLOWED (30% OF REQD): 10.25 AC

DESERT MOUNTAIN
Parcel 19
NAOS Plan

September 19, 2016

0 100 200 300
SCALE: 1" = 100'

m3companies
GREEY|PICKETT

17-ZN-2016
09/19/16

Attachment 2 - Exhibit B: NAOS Plan

Attachment 3
Stipulations for the Conditional Use Permit
5-GP-2016: Desert Mountain Parcel 19

Stipulations for the Conditional Use Permit
For a Golf Course
Desert Mountain Parcel 19
Case Number: 6-UP-2016

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 with the conceptual site plan submitted by M3 Companies and with the city staff date of 9-19-2016, attached as Exhibit A to Attachment 3. Any proposed significant change to the conceptual site plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council.
2. CONFORMANCE TO NATURAL AREA OPEN SPACE (NAOS) PLAN. Development shall conform with the conceptual Natural Area Open Space plan submitted by M3 Companies and with the city staff date of 9-19-2016, attached as Exhibit B to Attachment 3. Any proposed significant change to the conceptual Natural Area Open Space, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council.
3. 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	Propose # of Units / Lots	Max # of Units / Lots
219-13-244, 219-13-237, 219-13-238, 219-13-299, 219-11-665E	92.0+/- acres	**R-4/ESL** (56-+/ acres)	**3.39 du/ac**	**3.39 du/ac**	**190 units**	**190 units**
		O-S/ESL (36+/- acres)	0.0 du/ac	0.0 du/ac	0 units	0 units

Redistribution of dwelling units is subject to the maximum density in the Land Use Budget Table and subject to city staff approval. The owner's redistribution request shall be submitted with the preliminary plat submittal to the Development Review Board and shall include a revised Master Development Plan and a revised Land Use Budget Table indicating the parcels with the corresponding reductions and increases.

4. BUILDING HEIGHT LIMITATIONS. No building on the site shall exceed 24 feet in height, measured as provided in the applicable section of the Zoning Ordinance for portion of the property zoned Open Space, Environmentally Sensitive Lands (O-S/ESL), and No building on the site shall exceed 30 feet in height, measured as provided in the applicable section of the Zoning Ordinance for portion of the property zoned Townhouse Residential, Environmentally Sensitive Lands (R-4/ESL).
5. ALTERATIONS TO NATURAL WATERCOURSES. Any proposed alteration to the natural state of watercourses with a peak flow rate of 750 cfs or less based on the 100 year – 2 hour rain event shall be subject to Development Review Board approval.
6. OUTDOOR LIGHTING. The maximum height of any outdoor lighting source shall be 12 feet above the adjacent finished grade, except for recreation uses, which shall comply with the outdoor lighting standards of the Scottsdale Zoning Ordinance.
7. OUTDOOR LIGHTING. The maximum height of any outdoor parking-lot type lighting source, except any light sources for patios and/or balconies, shall be 18 feet above the adjacent finished grade.
8. OUTDOOR LIGHTING FOR PATIOS AND BALCONIES. Light sources that are utilized to illuminate patios and/or balconies that are above 12 feet shall be subject to the approval of the Development Review Board.

AIRPORT

9. FAA DETERMINATION. With the Development Review Board Application, the owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.
10. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. With the Development Review Board Application submittal, the owner shall provide noise disclosure notice to occupants, potential homeowners, employees and/or students in a form acceptable to the Scottsdale Aviation Director.
11. SOUND ATTENUATION MEASURES. With the final plans submittal, the owner/developer shall provide sound attenuation measures in compliance with the Building Code.

INFRASTRUCTURE AND DEDICATIONS

12. TRAFFIC IMPACT STUDY. With the Development Review Board submittal, the owner shall submit a traffic impact study for the site, which shall be subject to city staff approval.
13. CIRCULATION IMPROVEMENTS. Prior to any permit issuance for the development project the owner shall make required dedications and prior to issuance of any Certificate of Occupancy for the development project the owner shall provide the required 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 and Requirements
N. Pima Road	local collector	25-ft SCE and 25-ft NMPAE	See Notes and Requirements	a.1., a.2.
N. Cave Creek Road		100-ft SCE and 100-ft NMPAE	deceleration lane	a.3.
Internal Streets	Local residential-Rural/ESL Character	40-foot full-street, PUE, and ESVAE	full-street improvements	a.4.

a.1. The developer shall improve N. Pima Road, along the site frontage, to a local collector street standards (City of Scottsdale or Town of Carefree) as directed by the Town of Carefree. These improvements may include pavement widening, pavement replacement, curb and gutter installation, and sidewalk construction.

a.2. The developer shall construct a deceleration lane at the site entrance (Secondary Access) on N. Pima Road, unless otherwise directed by the Town of Carefree. DSPM Sec 5-3.206.

a.3. The developer shall construct a right-turn deceleration lane at the site entrance on N. Cave Creek Road, unless otherwise directed by the Town of Carefree

a.4. The internal streets shall be designed and constructed to City of Scottsdale standard cross sections unless otherwise approved via a Circulation Master Plan approval process. Raised medians are not included in the local residential street cross section. Scottsdale Revised Code Sec. 47-21 and 47-22; DSPM Sec. 5-3.100.

b. TRAFFIC IMPROVEMENTS. The owner shall construct any improvements supported by the approved traffic impact study, as determined by city Transportation Department staff.

14. DRAINAGE REPORT. In the required drainage report, the owner shall address:

a. The preliminary plat submittal shall include a preliminary drainage report and preliminary grading and drainage plan that provide a 90% level of design and analysis in support of the overall stormwater management plan for the project.

b. The applicant shall provide a 90% preliminary grading and drainage plan in support of the design of the proposed off-site basins along Galloway Wash as identified in the zoning case. Additionally, the design of the off-site basins will need to address the uncertainty in hydraulic function relating to potential erosion, sedimentation, and bed load of the natural wash feeding the basins and address the hydraulic uncertainty of

unstable near critical depth within the natural wash. As part of the preliminary plat submittal, the applicant shall provide a letter from the owner of lands containing the proposed off-site basins indicating their willingness for the construction and existence, in perpetuity, of the basins within their lands. The applicant will need to provide drainage easements, in accordance with city policy, over the limits of the proposed basins as part of final plans.

c. The City's stormwater storage policy for developments located within the Environmentally Sensitive Lands area include partial waivers of stormwater storage based on providing the designs, analysis, and sizing for stormwater storage basins that results in no increase in post-development stormwater flows with respect to pre-development stormwater flows leaving a development site. The applicant has provided, as part of the preliminary drainage report in support of the zoning case, the design, analysis, and sizing for stormwater storage basins that meet this requirement. The City will request the applicant consider providing full stormwater storage, as determined by the County stormwater storage formula, for the development in conjunction with the preliminary plat submittal.

d. The preliminary drainage report for the preliminary plat application will need to include a scour analysis for the Galloway Wash and "Wash A" crossings of Pima Road and provide upstream and downstream scour protection to address the scour potential as determined by the scour analysis within the lateral limits of the 100-year floodplain.

e. The preliminary drainage report for the preliminary plat application will need to include a gradually varied flow hydraulic analysis that shows no increase in base flood elevations for the proposed grading and improvement affecting the AE flood zone over Galloway Wash.

15. BASIS OF DESIGN REPORT (WATER). In the required basis of design report, the owner shall address:
    a. The redline comments as provide in the Basis of Design report dated with the staff review date of 10-11-2016.
    b. Prior to the city releasing any interest in the existing vadose recharge and extraction well system, and/or well site 85, sufficient testing shall be required to ascertain that the replacement facilities perform equal or better than the existing facilities.
    c. Basis of Design Reports shall identify any proposed phasing of the improvements within the master plan or state the water improvement will all be completed in one phase.
    d. No final plat, or associated improvement plans, shall be submitted until the well purchase agreement and the well drilling agreement have been executed.
16. BASIS OF DESIGN REPORT (WASTEWATER). In the required basis of design report, the owner shall address:
    a. The redline comments as provide in the Basis of Design report dated with the staff review date of 10-11-2016.
    b. The water master plan will not be accepted until the well purchase agreement and the well drilling agreement have been executed. These instruments relate to the overall water master planning effort of Parcel 19.

c. Identify any proposed phasing of the improvements within the master plan or state the wastewater improvement will all be completed in one phase

d. No final plat, or associated improvement plans, shall be submitted until the well purchase agreement and the well drilling agreement have been executed.

17. 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.
    b. EASEMENTS CONVEYED BY SEPARATE INSTRUMENT. Prior to issuance of any building permit for the development project, each easement conveyed to the city separate from a final plat shall be conveyed by an instrument or map of dedication subject to city staff approval, and accompanied by a title policy in favor of the City, in conformance with the Design Standards and Policies Manual.
18. SCENIC CORRIDOR SETBACKS LOCATION AND DEDICATION. The Scenic Corridor setback width along N. Pima Road shall be a minimum of 25 feet, measured from property-line. Unless otherwise approved by the Development Review Board, the Scenic Corridor setback shall be left in a natural condition. The final plat shall show all Scenic Corridor setback easements dedicated to the City.
19. SCENIC CORRIDOR SETBACKS LOCATION AND DEDICATION. The Scenic Corridor setback width along N. Cave Creek Road shall be a minimum of 100 feet, measured from property-line. Unless otherwise approved by the Development Review Board, the Scenic Corridor setback shall be left in a natural condition. The final plat shall show all Scenic Corridor setback easements dedicated to the City.
20. VISTA CORRIDOR EASEMENTS. Prior to issuance of any building permit for the development project, the owner shall dedicate to the City on the final plat a continuous Vista Corridor Easement to cover any watercourse with a peak flow rate of 750 cfs or greater, based on the 100 year – 2 hour rain event. The minimum width of the easement(s) shall be one hundred feet. Each easement shall include, at a minimum, any existing low flow channels, all major vegetation, and the area between the tops of the banks of the watercourse. At the time of the Development Review Board submittal, the owner shall stake the boundaries of the Vista Corridor Easement(s), as determined by city staff. Unless approved by the Development Review Board, all Vista Corridor Easements shall be left in a natural state.
21. MULTI-USE TRAIL EASEMENT. Prior to issuance of any building permit for the development project, the owner shall dedicate to the City on the final plat a minimum 25-foot wide Public Non-Motorized Access Easement (PNMAE), along the entire N. Pima Road frontage, dedicated to the City by the owner prior to recordation of the final plat. The alignment of any future path shall be subject to approval by the city's Zoning Administrator, or designee, prior to dedication. The path shall be designed in conformance with the Design Standards and Policies Manual.
22. MULTI-USE TRAIL EASEMENT. Prior to issuance of any building permit for the development project, the owner shall dedicate to the City on the final plat a minimum 100-foot wide Public Non-Motorized Access Easement (PNMAE), along the entire N. Cave Creek Road frontage, dedicated to the City by the owner prior to recordation of the final plat. The alignment of any future path shall be subject to approval by the city's Zoning Administrator,

or designee, prior to dedication. The path shall be designed in conformance with the Design Standards and Policies Manual.

23. LOTS CONVEYED BY DEED. Prior to issuance of any Certificate of Occupancy for the development project, the future well site to be conveyed to the city as shown on the site plan with the city staff date of 9-19-2016 shall be conveyed by a general warranty deed and accompanied by a title policy in favor of the city, in conformance with the Design Standards and Policies Manual.

24. CONSTRUCTION COMPLETED. Prior to issuance of any building permit for the development project, 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.

Archaeological Analysis

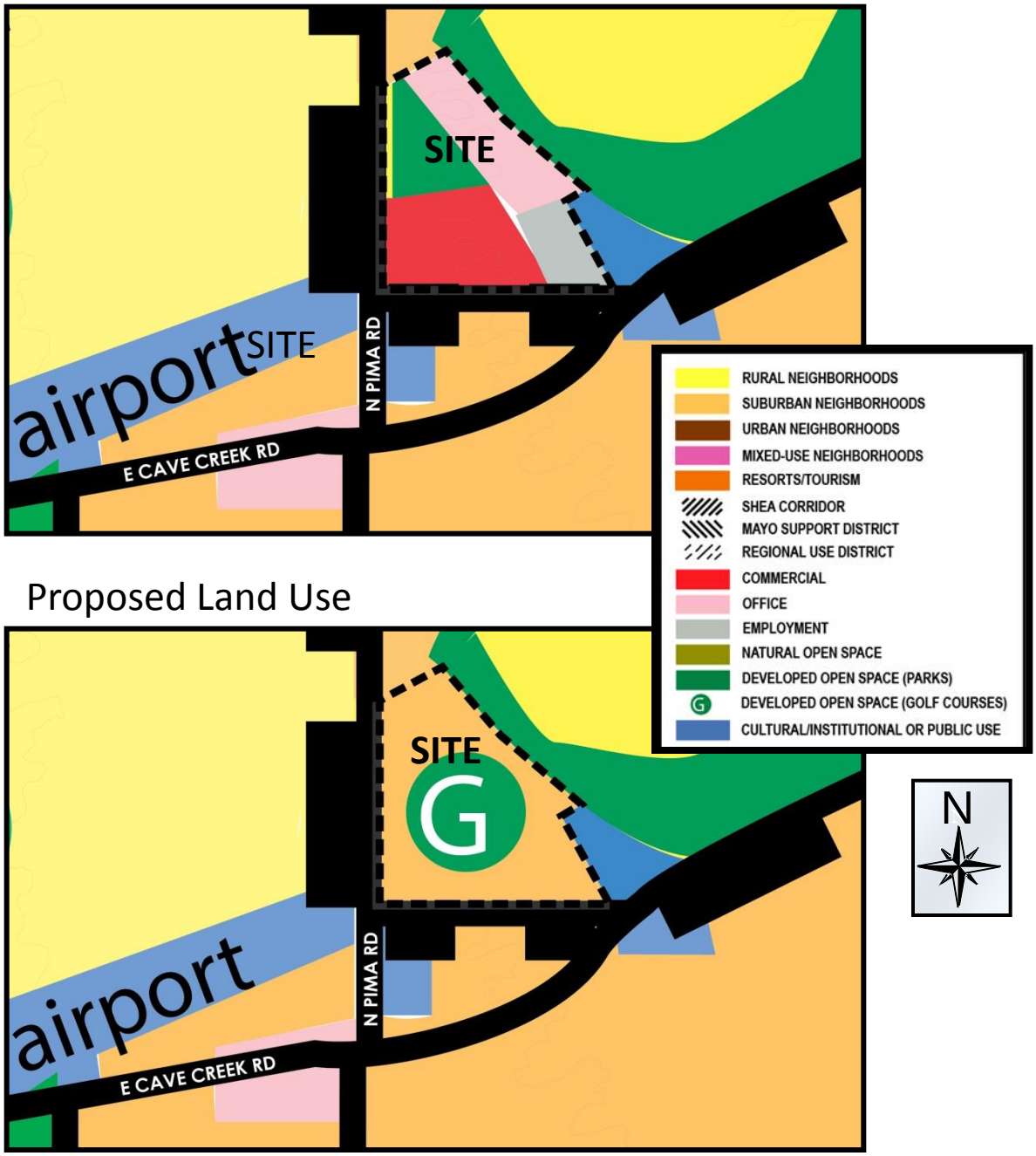
25. The Work Plan for National Register of Historic Places Eligibility Testing at Desert Mountain Parcel 19 (Work Plan), dated September 13, 2016 Submittal 2, has been accepted by the City Archaeologist. The eligibility testing as identified in Sections VI through XII of the Work Plan, as well as any recommended mitigation efforts, shall be completed prior to submittal of an application for a Preliminary Plat for Desert Mountain Parcel 19.

Attachment 4
Context Aerial
5-GP-2016: Desert Mountain Parcel 19

Attachment 5
Aerial Close-Up
5-GP-2016: Desert Mountain Parcel 19

Attachment 6
Existing & Proposed 2001 General Plan Conceptual Land Use Map
5-GP-2016: Desert Mountain Parcel 19

Existing Land Use



Proposed Land Use

Attachment 7
Town of Carefree General Plan 2030
Future Land Use Map
5-GP-2016: Desert Mountain Parcel 19

Figure 11.

FUTURE LAND USE MAP

Town of Carefree General Plan

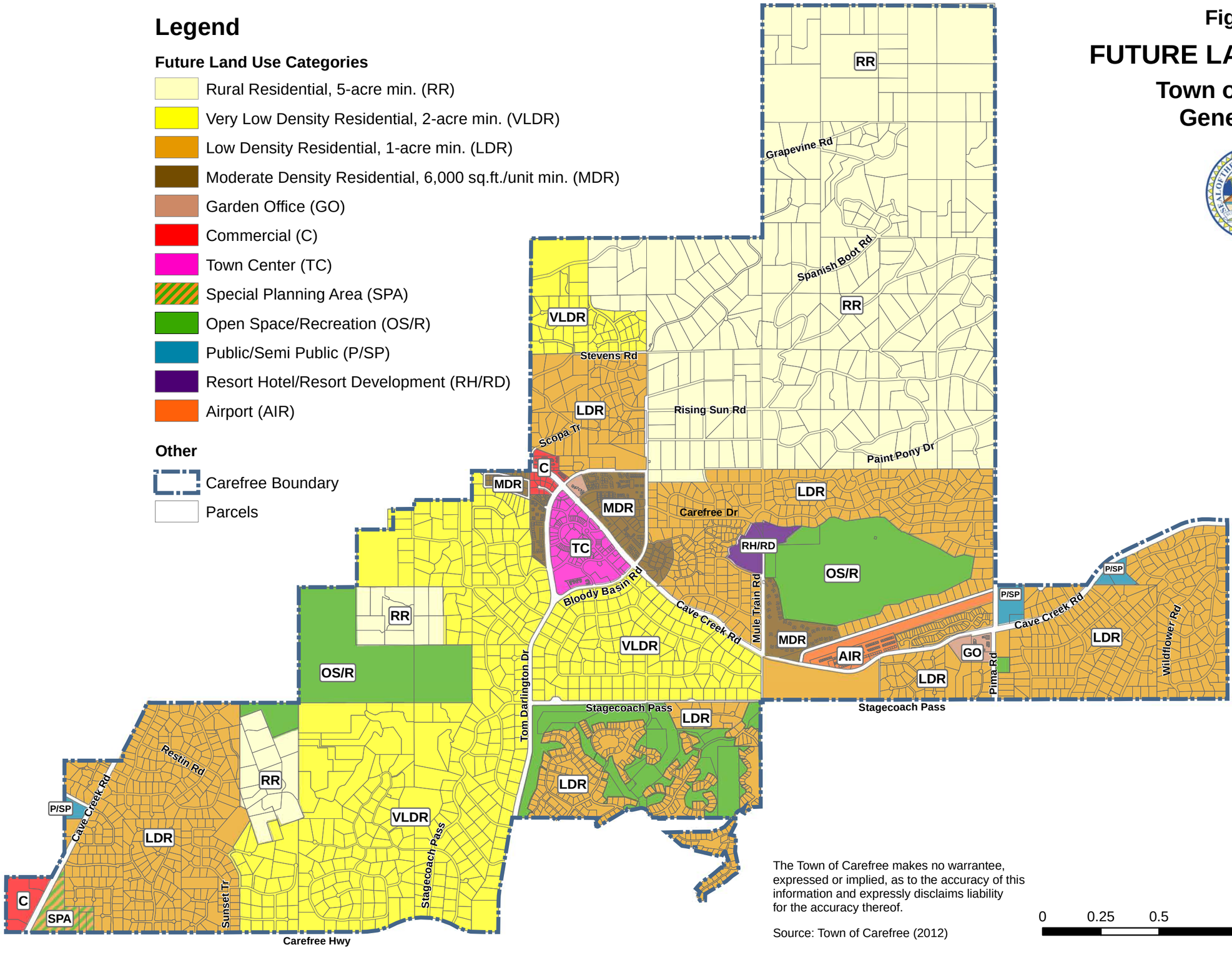
Legend

Future Land Use Categories

- Rural Residential, 5-acre min. (RR)
- Very Low Density Residential, 2-acre min. (VLDR)
- Low Density Residential, 1-acre min. (LDR)
- Moderate Density Residential, 6,000 sq.ft./unit min. (MDR)
- Garden Office (GO)
- Commercial (C)
- Town Center (TC)
- Special Planning Area (SPA)
- Open Space/Recreation (OS/R)
- Public/Semi Public (P/SP)
- Resort Hotel/Resort Development (RH/RD)
- Airport (AIR)

Other

- Carefree Boundary
- Parcels



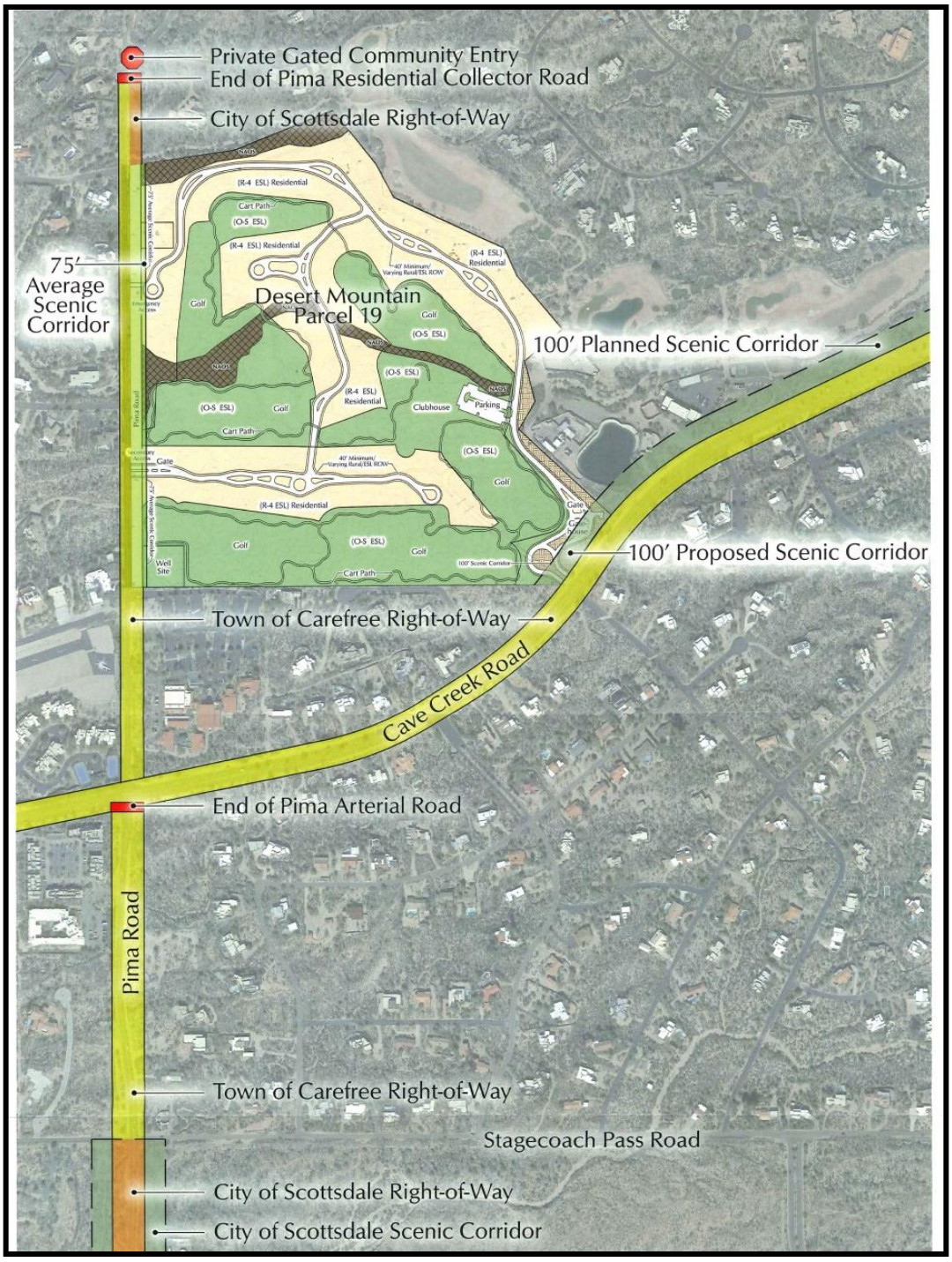
The Town of Carefree makes no warrantee, expressed or implied, as to the accuracy of this information and expressly disclaims liability for the accuracy thereof.

Source: Town of Carefree (2012)

N
W E
S

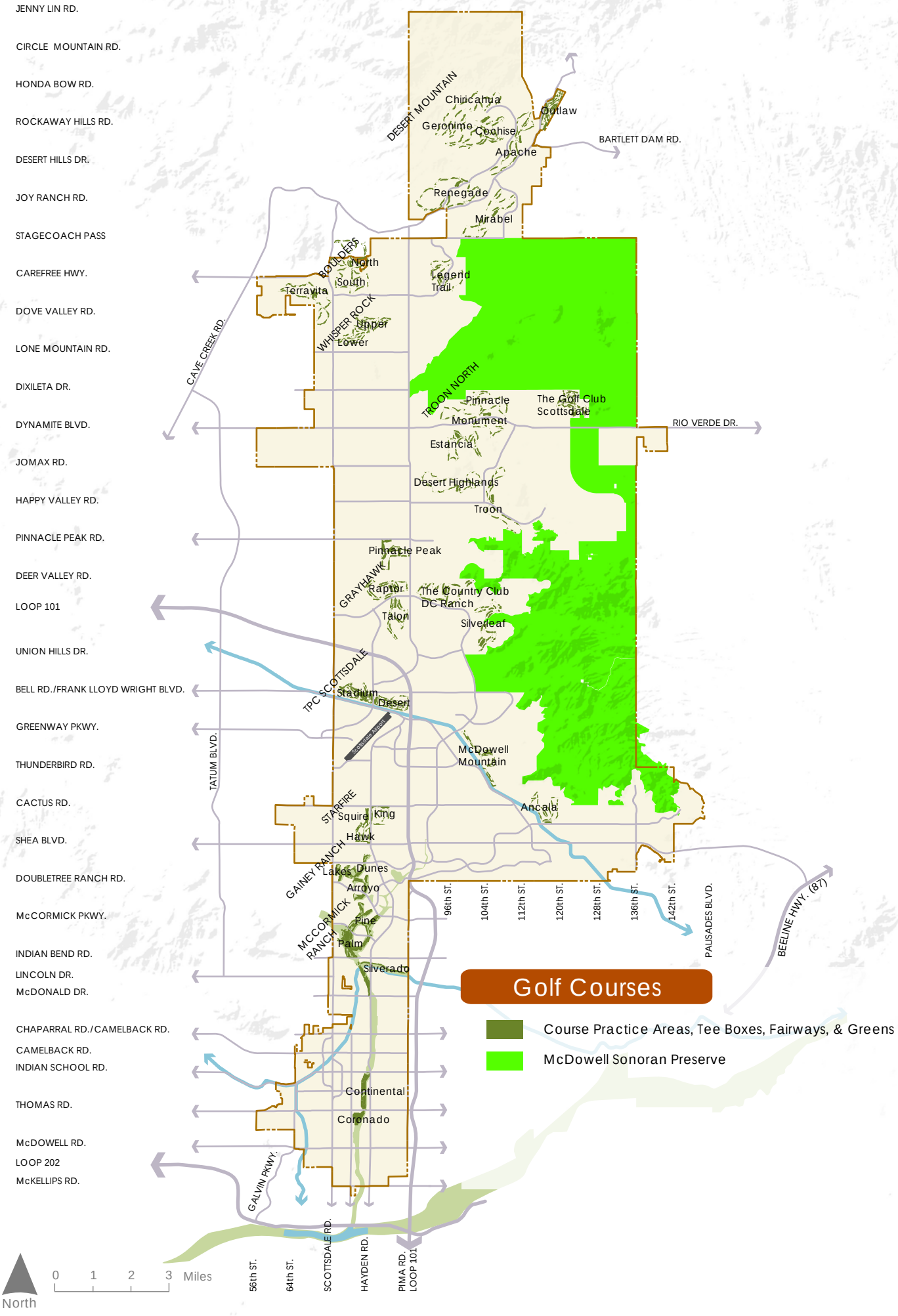
0 0.25 0.5 1 1.5 Miles

Attachment 8
Applicant's Scenic Corridor Graphic
5-GP-2016: Desert Mountain Parcel 19



Attachment 8 – Applicant's Scenic Corridor Graphic

Attachment 9
Golf Courses Citywide
5-GP-2016: Desert Mountain Parcel 19


JENNY LIN RD.
CIRCLE MOUNTAIN RD.
HONDA BOW RD.
ROCKAWAY HILLS RD.
DESERT HILLS DR.
JOY RANCH RD.
STAGECOACH PASS
CAREFREE HWY.
DOVE VALLEY RD.
LONE MOUNTAIN RD.
DIXILETA DR.
DYNAMITE BLVD.
JOMAX RD.
HAPPY VALLEY RD.
PINNACLE PEAK RD.
DEER VALLEY RD.
LOOP 101
UNION HILLS DR.
BELL RD./FRANK LLOYD WRIGHT BLVD.
GREENWAY PKWY.
THUNDERBIRD RD.
CACTUS RD.
SHEA BLVD.
DOUBLETREE RANCH RD.
McCORMICK PKWY.
INDIAN BEND RD.
LINCOLN DR.
McDONALD DR.
CHAPARRAL RD./CAMELBACK RD.
CAMELBACK RD.
INDIAN SCHOOL RD.
THOMAS RD.
McDOWELL RD.
LOOP 202
McKELLIPS RD.
CAVE CREEK RD.
TATUM BLVD.
DESERT MOUNTAIN
Chiricahua
Geronimo
Cochise
Apache
Outlaw
BARTLETT DAM RD.
Renegade
Mirabel
BOULDERS
North
South
Terravita
Legend Trail
WHISPER ROCK
Upper
Lower
TROON NORTH
Pinnacle
Monument
The Golf Club Scottsdale
RIO VERDE DR.
Estancia
Desert Highlands
Troon
Pinnacle Peak
GRAYHAWK
Raptor
Talon
The Country Club
DC Ranch
Silverleaf
TPC SCOTTSDALE
Stadium
Desert
McDowell Mountain
Ancala
STARFIRE
Squire
King
Hawk
GAINEY RANCH
Lakes
Dunes
Arroyo
MCCORMICK RANCH
Pine
Palm
Silverado
Continental
Coronado
GALVIN PKWY.
96th St.
104th St.
112th St.
120th St.
128th St.
136th St.
142nd St.
PALISADES BLVD.
BEELINE HWY. (87)
56th St.
64th St.
SCOTTSDALE RD.
HAYDEN RD.
PIMA RD.
LOOP 101
Golf Courses
Course Practice Areas, Tee Boxes, Fairways, & Greens
McDowell Sonoran Preserve
0 1 2 3 Miles
North

Attachment 10
Applicant's Market Analysis
5-GP-2016: Desert Mountain Parcel 19

Market Analysis of Desert Mountain Parcel 19

Scottsdale, Arizona

Prepared for:

M3 Companies

DM19, LLC

May 2016

Prepared by:

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

Table of Contents

Executive Summary	i
1.0 Introduction	1
2.0 Greater Phoenix & Carefree/North Scottsdale Retail Market	5
3.0 Maricopa County &Carefree/North Scottsdale Office Market	12
4.0 Limiting Conditions	18

Executive Summary

Purpose of Study

Elliott D. Pollack and Company was retained by DM19, LLC to conduct a market analysis related to a proposed Major General Plan Amendment for Parcel 19 in the Desert Mountain Master Planned Community. The amendment request is from the land use categories of Employment, Commercial, Office, Developed Open Space and Rural Neighborhoods to the Suburban Neighborhoods (approximately 54 acres) and Developed Open Space/Golf (approximately 39 acres). A companion rezoning request will also be submitted for the property from the current Industrial and Commercial uses to R-4 for a residential development and a short-game par 3 golf course with clubhouse.

This study analyzes the supply and demand for employment and commercial uses within the market area surrounding the intersection of Pima and Cave Creek Roads with particular focus in the viability of developing such uses on Parcel 19. A summary of existing commercial centers in the north Scottsdale market area is provided including their size, occupancy and vacancy status, the types of anchor tenants in the centers, and similar information. A broad overview of the Greater Phoenix commercial markets is also provided.

Property Description

The property is located in the far southwest corner of Desert Mountain, north and east of the intersection of Cave Creek Road and Pima Road. The municipal boundary of the Town of Carefree adjoins the subject property on its west and south. The subject property has approximately 1,900 feet of frontage on Pima Road and 400 feet on Cave Creek Road. The original zoning of the property for C-0, C-2 and I-1 uses was approved in 1987.

Parcel 19 is located just to the east of the SkyRanch Carefree private airport. The original zoning plan for Parcel 19 includes 6.06 acres of I-1 zoning, 29.9 acres of C-2 zoning and 29.9 acres of C-O zoning. A total of 600,000 square feet of commercial building square footage can be placed on the property. No other parcels in the Carefree and North Scottsdale area can or have reached this level of development.

Primary Market Area Identification

The Primary Market Area (PMA) is the region that will generate most of the demand for a particular real estate product. For this particular analysis, the PMA is defined as a three mile radius surrounding the intersection of Pima and Cave Creek Roads. The PMA encompasses the Town of Carefree, the eastern part of Cave Creek and the northern part of the City of Scottsdale. In 2015, the 3-mile PMA contained a population of 9,245 persons in 4,528 households. The median age of residents is nearly 60 years, well in excess of the County's median age of 34.6 years. The median household income of residents is $115,000 compared to the County's $57,400.

PMA Retail Market

An inventory of the retail market data collected from broker websites, site visits and other resources conclude that the PMA has approximately 658,000 square feet of retail space (centers and complexes over 10,000 square feet in size). The market area has a vacancy rate of 17.9% which is significantly higher than Maricopa County vacancy rate of 9.1%. Altogether, the PMA has 118,000 square feet of vacant retail space.

Much of the retail inventory in the PMA is concentrated in the Town of Carefree or just outside town boundaries. Two properties in the area with the highest vacancy rates include Terravita Marketplace located at the intersection of Scottsdale Road and Carefree Highway and Spanish Village in Downtown Carefree. In particular, Terravita Marketplace lost its anchor grocery store tenant after Albertson's sold the property to Haggen Foods which subsequently closed the store. The shopping center that is dominating the North Scottsdale retail market area is The Summit at Scottsdale located at the northeast corner of Scottsdale Road and Ashler Hills Drive. The center is anchored by Target and Safeway and is fully leased.

In our opinion, the current zoning and acreage of the property designated for commercial retail uses (C-2) is not warranted relative to the demand generated from the residents living within the PMA. Existing retail centers in the PMA are currently operating at high vacancies and at least two grocery-anchored centers are more than 45% vacant. In addition, the C-2 property within Parcel 19 has limited access and visibility to Cave Creek Road, an important consideration in the development and marketing of a retail center.

North Scottsdale/Carefree Office Market

The North Scottsdale and Carefree office markets consist of approximately 362,000 square feet of space with an overall vacancy rate of 23%, higher than the County-wide rate of 19%. Most of the buildings are clustered in Downtown Carefree in relatively small buildings. The largest complexes are Stagecoach Village in Cave Creek and Scottsdale Westland, an office condo complex. Stagecoach Village has an estimated 40% vacancy, partly due to its location in a ravine off of Cave Creek Road. Built prior to the recession, the property has never performed to expectations and large parts of the complex were sold at a sheriff's sale in 2013. Scottsdale Westland is essentially fully occupied.

Pima Norte is an office condo complex located at the southwest corner of Pima and Cave Creek Roads just west of Desert Mountain Parcel 19. The complex was constructed in 2005 and was the subject of a distressed sale in 2007. Nine suites are available for lease with a vacancy rate of 23%.

The PMA office market is limited in size and provides space for small local businesses such as attorneys, CPAs, real estate agents, dentists and doctors. The size of the C-O office site in Parcel 19 is capable of accommodating 400,000 square feet of office space, an amount larger than the entire PMA office market of 362,000 square feet. In our opinion, the current zoning and acreage

of the property designated for commercial office uses (C-O) is not warranted relative to demand.

Industrial Market Summary

The industrial market in the Carefree and North Scottsdale area is essentially non-existent. The only property that could be considered industrial in character is the complex of aircraft hangars at the SkyRanch airport. The Town of Carefree does not permit industrial uses in the community and there are no industrial uses within the PMA in Scottsdale. Industrial uses typically locate along major thoroughfares with convenient access to the wider metro area. Business uses in industrial parks also depend on access to a labor force to fill jobs. Based upon the typical criteria mentioned above, industrial uses are not appropriate for Desert Mountain Parcel 19 given the residential uses in the immediate vicinity.

1.0 Introduction

1.1 Purpose of Study

Elliott D. Pollack and Company was retained by DM19, LLC to conduct a market analysis related to a proposed Major General Plan Amendment for Parcel 19 in the Desert Mountain Master Planned Community. The amendment request is from the land use categories of Employment, Commercial, Office, Developed Open Space and Rural Neighborhoods to the Suburban Neighborhoods (approximately 54 acres) and Developed Open Space/Golf (approximately 39 acres). A companion rezoning request will also be submitted for the property from the current Industrial and Commercial uses to R-4 for a residential development and short-course par 3 golf course with clubhouse.

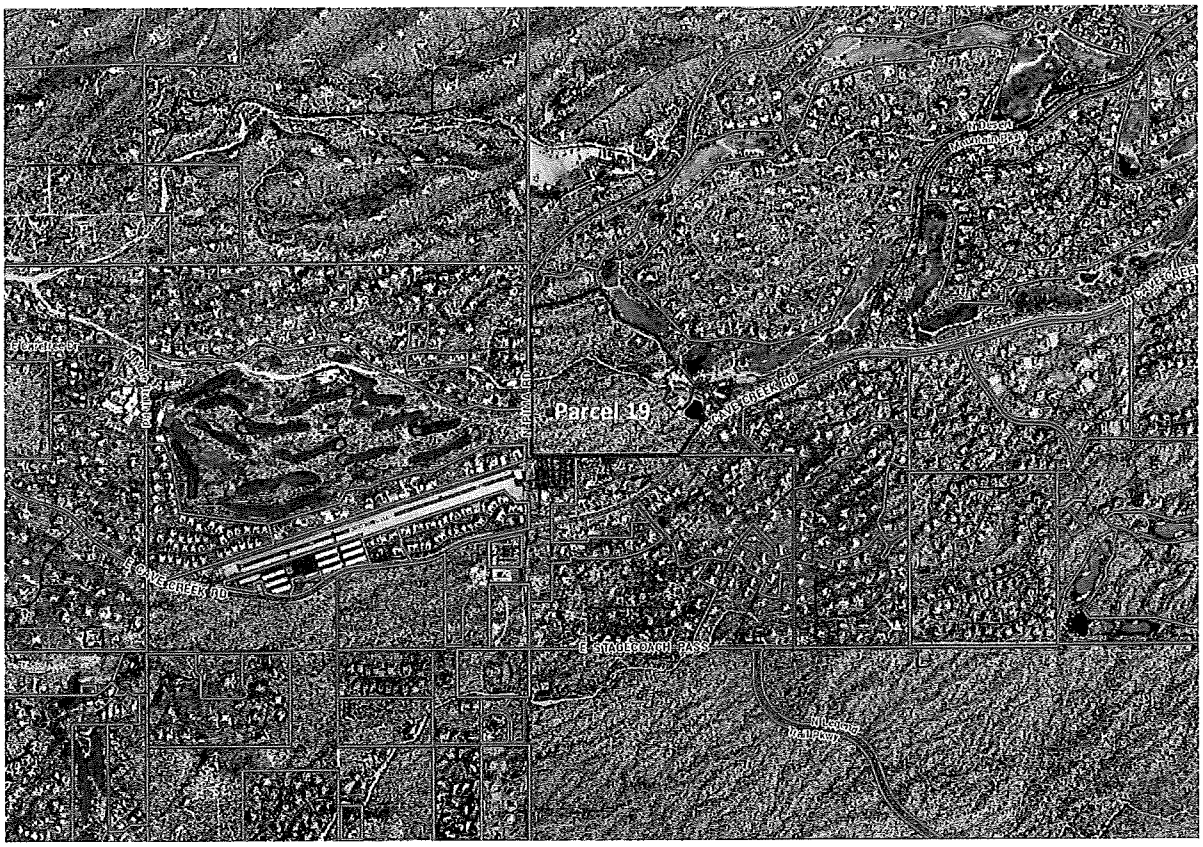
This study analyzes the supply and demand for employment and commercial uses within the market area surrounding the intersection of Pima and Cave Creek Roads with particular focus in the viability of developing such uses on Parcel 19. A summary of existing commercial centers in the north Scottsdale market area is provided including their size, occupancy and vacancy status, the types of anchor tenants in the centers, and similar information. A broad overview of the Greater Phoenix employment and commercial markets is also provided.

1.2 Property Description

The property is located in the far southwest corner of Desert Mountain, north and east of the intersection of Cave Creek Road and Pima Road. The municipal boundary of the Town of Carefree adjoins the subject property on its west and south. The subject property has approximately 1,900 feet of frontage on Pima Road and 400 feet on Cave Creek Road. The original zoning of the property for C-0, C-2 and I-1 uses was approved in 1987.

Parcel 19 is directly east of SkyRanch at Carefree, a private airport that serves the area. Use of the airport is restricted to members with landing permission required of transient aircraft 24 hours prior to landing. The airport has 101 based aircraft with an average of 66 operations per week. Due to the slope of the runway from its high point on the east, the preferred direction of takeoff is to the west; preferred landings are to the east. This could direct most of the traffic at the airport to its west side away from Parcel 19. The airport has variety of homes and home sites adjacent to the runway. Hangars are available for rent or purchase.

An aerial photo of Desert Mountain Parcel 19 follows.

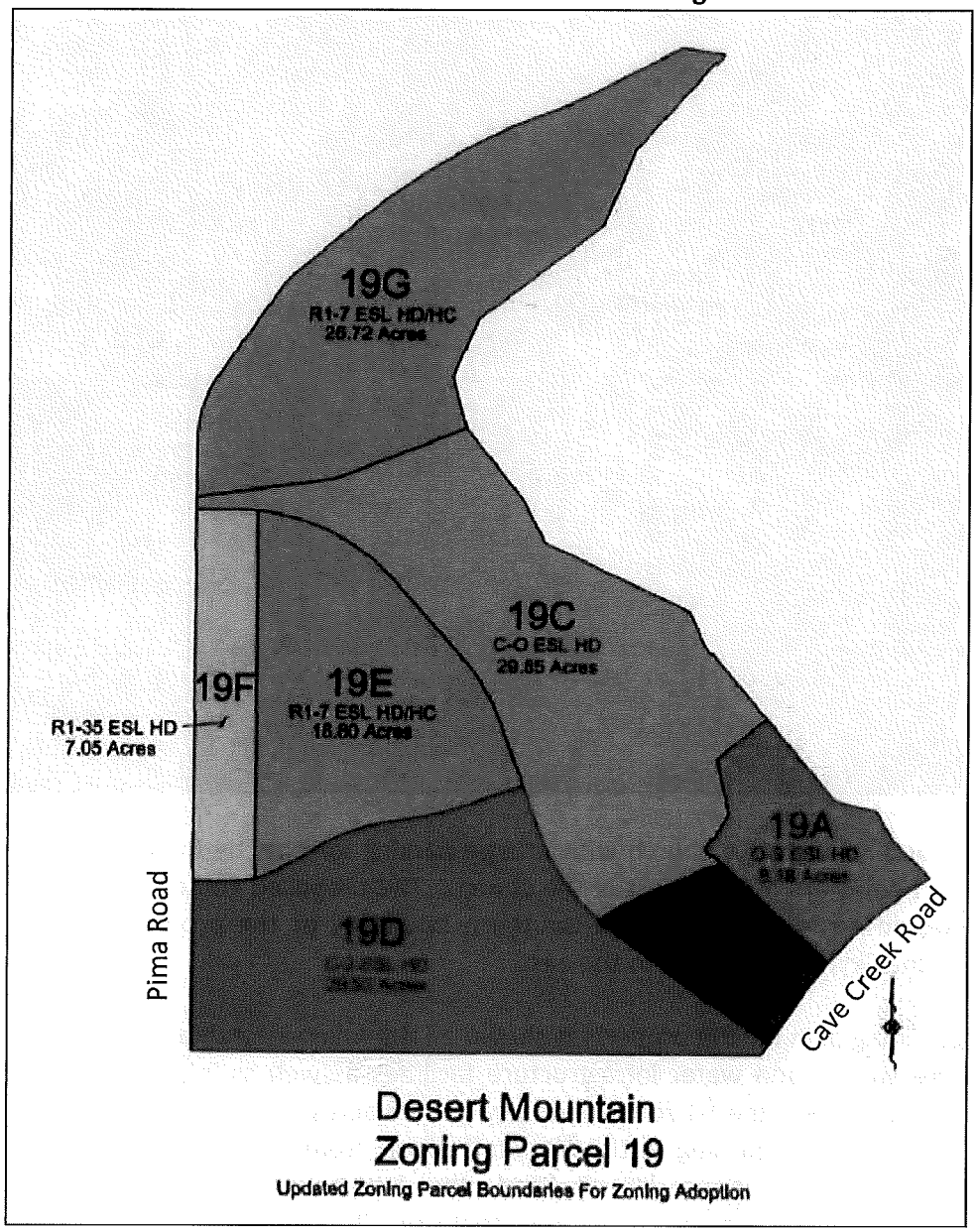


To the east of SkyRanch is a church with a large parking lot directly in line with the runway. Single family homes are located east of the church. The proposed golf course to be located in Parcel 19 would be located along the southern boundary of the property in line with the extension of the SkyRanch runway to the east.

The original zoning plan for the property is shown on the following exhibit. Parcel 19A includes the City's fire station and water infrastructure facilities as well as improvements for Desert Mountain. Parcel 19B is the I-1 zoned property at 6.06 acres in size with 366 feet of frontage on Cave Creek Road. According to the City staff report from 1987, uses permitted in the I-1 parcel are limited to warehouse, storage and other low occupancy uses. Parcel 19C is the proposed C-O office parcel north of the Industrial site. Parcel 19D is the C-2 commercial site that has only 50 feet of frontage onto Cave Creek Road.

At the acreages shown on the following exhibit, a total of 600,000 square feet of commercial square footage can be placed on the property. No other parcels in the Carefree and North Scottsdale area can or have reached this level of development.

Desert Mountain Parcel 19 Zoning



Potential Building Square Footage Desert Mountain Parcel 19		
Use	Net Acres	Potential Building SF
Industrial (I-1)	4.74	100,000
Commercial Retail (C-2)	23.35	100,000
Commercial Office (C-O)	25.56	400,000
Totals	**53.65**	**600,000**

Traffic volumes in the area are available from the City of Scottsdale, however, Carefree has not updated traffic counts since 2008. Unfortunately, the intersection of Pima and Cave Creek Roads is not located within Scottsdale. The following table outlines the most currently available average daily traffic counts.

Average Daily Traffic Counts Near Pima and Cave Creek Roads

City	Type of Count	Segment or Intersection	2008	2012	2014
Carefree	Segment	Cave Creek Rd. East of Pima Rd.	11,373		
Carefree	Segment	Cave Creek Rd. West of Pima Rd.	6,215		
Carefree	Segment	Pima Rd. South of Cave Creek Rd.	9,695		
Carefree	Segment	Pima Rd. North of Cave Creek Rd.	1,524		
Scottsdale	Segment	Cave Creek Rd. at Lone Mountain Pkwy.		1,400	2,200
Scottsdale	Segment	Pima Rd. South of Stagecoach Pass		10,400	11,200
Scottsdale	Intersection	Pima Rd. & Stagecoach Pass		11,600	11,900

Sources: City of Scottsdale, Town of Carefree

The only currently available traffic count for Cave Creek Road from Scottsdale is approximately 2.5 miles east of the intersection of Pima and Cave Creek Roads at Lone Mountain Parkway. Those counts are very low at 2,200 vehicles per day in 2014 and do not account for intervening traffic entering or exiting Desert Mountain or subdivisions to the south. The counts from the Town of Carefree show more than 11,000 trips on Cave Creek Road just east of Pima Road in 2008. The Carefree data appears to show most west-bound traffic turning south onto Pima Road. Scottsdale data also suggests that much of the traffic in the area is using Pima Road. The Scottsdale traffic counts also show an increase in traffic between 2012 and 2014.

The traffic counts for the intersection of Pima and Cave Creek Roads are meaningful, but the area to the east of Pima Road has little room for additional housing development and population growth. The traffic counts on Cave Creek Road pale in comparison to Scottsdale Road. For instance, between Westland Boulevard and Lone Mountain Road, more than 24,000 cars per day on average used Scottsdale Road in 2014.

1.3 Proposed General Plan Amendment and Rezoning

DM19, LLC is proposing the development of a 190-unit single family residential community at an overall density of 2.04 units per acre for the approximate 93-acre site. Home sites would be developed along the par-3 golf course. The property also includes four separate recharge well sites, a fire station and other water infrastructure facilities operated by the City of Scottsdale. The well sites are proposed for relocation. Fire Station 16 is a temporary station that will be moving three miles east on Cave Creek Road in the future to better serve city residents.

2.0 Greater Phoenix and Carefree/North Scottsdale Retail Market

This section provides an overview of the broader Greater Phoenix commercial trends and analysis of the retail market in the Carefree/North Scottsdale area. The market area surrounding Desert Mountain Parcel 19 will be identified along with the demographic characteristics of the population living within the market area.

2.1 Greater Phoenix Retail Market

Over the past six years, the Maricopa County retail market has experienced some of its highest vacancy rates in history resulting from the effects of the Great Recession. According to CBRE, the vacancy rate across the Valley reached 12.2% in 2010 and 2011, the highest vacancy rate for retail space ever recorded in the region. Since that time, the vacancy rate has trended downward to less than 10% at the end of 2014 and 9.1% as of the fourth quarter of 2015. Over 84% of the vacant retail space is in neighborhood and unanchored strip retail space as retailers either went out of business, closed non-performing stores or exited the Greater Phoenix market.

Retail Market Statistics
Greater Phoenix

Year	Total SF	Vacant SF	Occupied SF	Percent Vacant	SF Under Construction	SF Completed	Net Absorption (SF)
2000	93,634,900	4,919,085	88,715,815	5.3%	6,169,321	4,529,029	4,130,567
2001	101,091,384	6,658,568	94,432,816	6.6%	2,230,257	7,568,331	5,500,963
2002	104,978,951	7,662,407	97,316,544	7.3%	3,573,033	4,266,275	3,041,142
2003	109,992,060	8,119,612	101,872,448	7.4%	3,297,567	5,013,109	4,118,612
2004	115,493,766	6,983,293	108,510,473	6.1%	6,191,363	5,639,916	6,664,812
2005	121,742,555	6,390,301	115,352,254	5.3%	4,319,527	6,517,045	6,708,155
2006	126,325,173	6,487,730	119,837,443	5.1%	9,996,355	4,511,645	5,244,597
2007	137,430,038	8,445,939	128,984,099	6.1%	6,133,316	11,555,084	9,424,362
2008	143,659,243	10,774,443	132,884,800	7.5%	6,008,998	5,202,267	3,395,986
2009	148,065,228	16,879,436	131,185,792	11.4%	757,511	708,920	(1,117,100)
2010	148,967,608	18,174,048	130,793,560	12.2%	315,590	380,032	(75,352)
2011	148,992,151	18,177,042	130,815,109	12.2%	395,281	362,590	(152,647)
2012	149,177,083	16,409,479	132,767,604	11.0%	463,775	727,175	1,879,005
2013	148,851,124	15,182,815	133,668,309	10.2%	125,400	512,000	1,579,202
2014	148,801,899	14,284,982	134,516,917	9.6%	458,413	285,400	1,487,313
2015	148,966,758	13,555,975	135,410,783	9.1%	1,324,537	552,000	1,150,192

Source: CBRE

As a result of the recession and high vacancy rates, shopping center construction activity has declined dramatically. According to CBRE, between 2000 and 2008, an average of 6.1 million square feet of retail space was constructed each year in Maricopa County with 11.6 million square feet constructed in 2007 alone. Since 2008, only 3.53 million square feet of retail space have been completed or an average of 504,000 square feet each year. In addition, at the end of 2015, there were 120 vacant buildings greater than 20,000 square feet in size or a total of 4.5 million square feet. The majority of these buildings have limited opportunity for releasing or

development because of their location, size of the building or age of the building. The reason for the high vacancy in big box buildings is the trend of retailers to downsize their space needs. Except for grocery stores and supercenters, nearly every major big box retail category is shrinking their brick-and-mortar footprint.

Some of the major trends that have affected the local retail industry over the last decade are:

Domination by Big Box Retailers

One of the most important trends in retailing over the past two decades has been the rise of big box retailers led predominantly by Wal-Mart Supercenters and Target. Warehouse clubs such as Costco have also contributed to the rise of big box domination. Most importantly, many of the big box retailers have also transitioned into the grocery business, severely impacting the traditional neighborhood grocery industry. Wal-Mart, in particular, has penetrated the Greater Phoenix retail market so deeply that there are just as many Wal-Mart stores as there are Safeway groceries in the region. Big box retailers have also had a significant influence on sales at regional malls and traditional department stores.

Obsolescence

The retail industry is constantly changing due to the threat of obsolescence. Obsolescence can occur due to the demands of consumers preferring one retail format over another (such as the recent misfortunes of JC Penney and Sears) or it can occur as a retailer transitions to a different format to avoid obsolescence. In the past year, a number of national retail chains, particular in the apparel industry, have announced store closings and, in some cases, declared bankruptcy including Abercrombie and Fitch, Aeropostale, American Eagle, Chico's, Express and Juicy Couture.

Over-Supply of Retail

National retail chains need to grow their businesses by growing their number of outlets. As one of the country's fastest growing regions, Greater Phoenix drew a wide variety of national retailers to the area over the last ten to twenty years, all hoping to take advantage of the rapidly growing population base. The Great Recession demonstrated the hazards of this strategy and the resulting high levels of vacancy in retail space that persist in the market today.

Consolidation

A common outcome of a highly competitive retail environment is consolidation and one of the best examples is the grocery industry. In fact, Albertson's corporate owner recently purchased Safeway which could lead to store closures over time. Consolidation has primarily occurred in the grocery industry due to inroads made by Wal-Mart, Target and Costco in the grocery business. Natural foods companies such as Whole Foods and Sprouts have also placed additional pressure on traditional grocery chains. Few new grocery stores have been built in recent years and the area will likely see few built in the future except in select areas where demand is growing and a market area is underserved.

For the far north Scottsdale/Carefree area, consolidation in the grocery market has resulted in the former Albertson's in the Terravita Marketplace shopping center at Scottsdale Road and Carefree Highway being sold to Haggen Foods. Shortly after the sale, the grocery store was closed by Haggen. Albertson's disposed of the store because of the Safeway located just one mile south on Scottsdale Road. As a result, there are only three groceries currently serving the immediate Carefree and north Scottsdale market – the Safeway on Scottsdale Road, a Bashas' in Carefree and an AJ's at Scottsdale and Lone Mountain Roads.

E-Commerce Sales

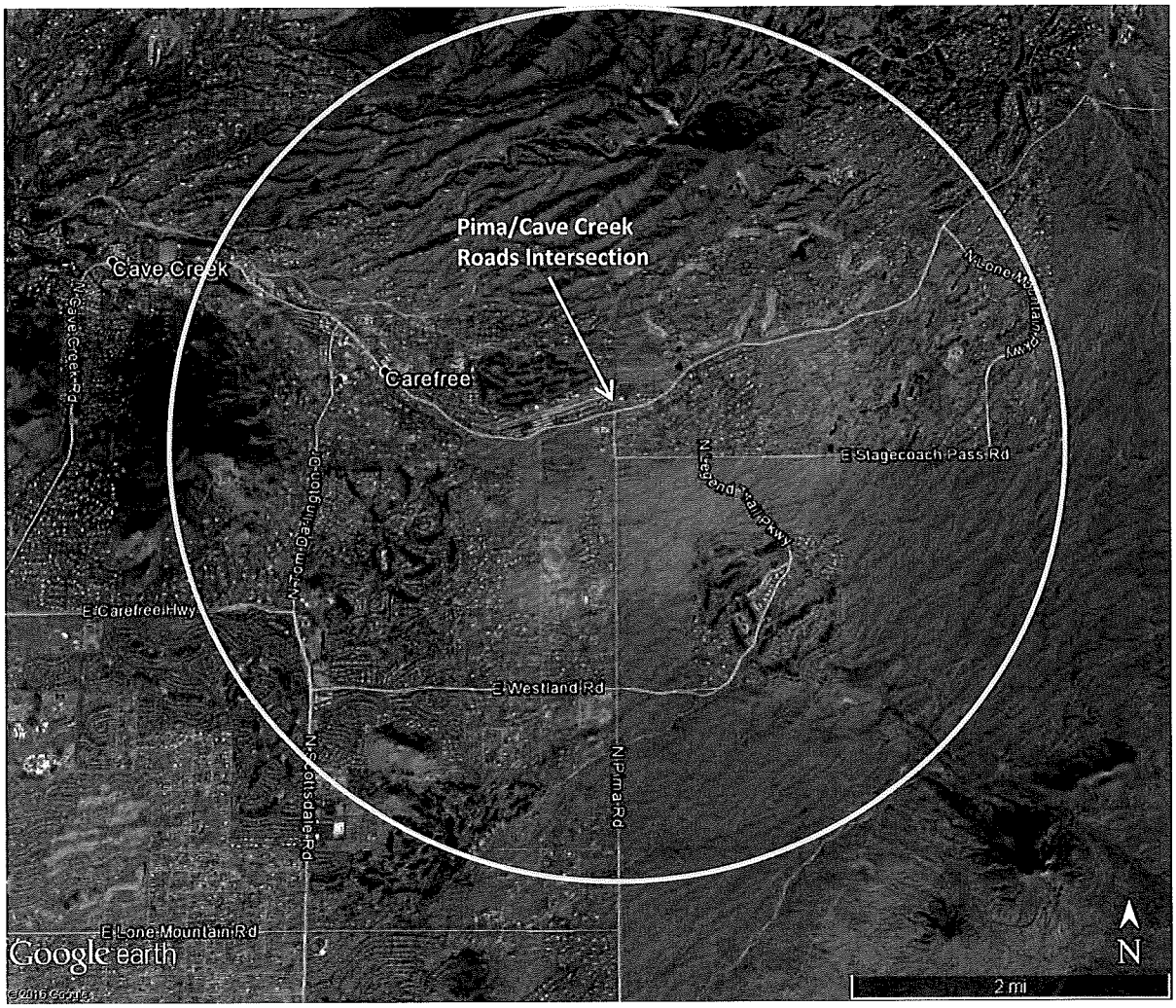
Bricks and mortar retailing has been significantly affected over the past decade by internet sales and the trend is expected to continue in the future. E-Commerce sales have increased from 1.8% of retail sales in 2000 to 11.2% in 2013. Most affected are book stores, department stores, discount stores (those not selling perishable foods), florists, and office supply stores. Traditional department stores recorded the most loss of retail sales of any other type of store, with overall sales more than 39% lower in 2013 compared to 2000. Some of this decline can also be attributed to the rise of the big box value retailers as well.

The above trends are expected to persist into the future making retailing a dynamic industry that will continuous evolve and change with new retailers entering markets and others leaving as trends change.

2.2 Primary Market Area Identification

The Primary Market Area (PMA) is the region that will generate most of the demand for a particular real estate product. It is also the area that contains most of the properties that will compete against the subject property. For this particular analysis, the PMA is defined as a three mile radius surrounding the intersection of Pima and Cave Creek Roads. The PMA encompasses the Town of Carefree, the eastern part of Cave Creek and the northern part of the City of Scottsdale. It is generally a sparsely populated area with large lot subdivisions and above average home values. The following aerial photo outlines the location of the PMA. The market area will be referred to in this report as the Desert Mountain Parcel 19 PMA.

Desert Mountain Parcel 19 PMA



The following table outlines the demographic characteristics of residents living in the PMA. For comparison purposes, a 2-mile radius summary is also provided as well as Maricopa County data.

According to the U.S. Census and EASI Demographics, the 3-mile PMA contains a population of 9,245 persons and 4,528 households in 2015. The median age of residents is nearly 60 years, well in excess of the County's median age of 34.6 years. Nearly 30% of all units in the PMA are noted as vacant by the U.S. Census indicating that many of the homes are occupied on a part-time basis. There are few multi-family units in the PMA. The median household income of residents is $115,000 compared to the County's $57,400. Overall, the PMA demonstrates a much older and wealthier population than the typical County household.

The table also demonstrates that the immediate 2-mile radius around the intersection of Pima and Cave Creek Roads has a limited population of less than 4,700 persons. This level of population restricts the potential demand for retail uses on the DM Parcel 19 site.

Population and Housing Characteristic
Pima and Cave Creek Roads Market Area

	2-Mile Radius		3-Mile Radius		Maricopa County	
	Total	% of Total	Total	% of Total	Total	% of Total
Population 2010	4,322		8,549		3,824,058	
Population 2015	4,675		9,245		4,076,438	
Population 2020	4,937		9,763		4,480,899	
Households 2015	2,101		4,279		1,526,756	
Households 2020	2,223		4,528		1,678,240	
Average Household Size	2.22		2.15		2.67	
Median Age	56.0		57.8		34.6	
Housing Units	2,754		5,640		1,639,279	
Occupied Units	1,944	70.6%	3,962	70.2%	1,411,583	86.1%
Vacant Units	810	29.4%	1,678	29.8%	227,696	13.9%
Owner Occupied Units	1,708	87.9%	3,550	89.6%	910,320	64.5%
Renter Occupied Units	236	12.1%	412	10.4%	501,263	35.5%
Occupied Units	1,944		3,962		1,411,583	
Single Family Detached	1,628	83.7%	3,276	82.7%	924,478	65.5%
Single Family Attached	171	8.8%	475	12.0%	76,281	5.4%
Multi-Family	145	7.5%	211	5.3%	410,824	29.1%
Median Household Income	$128,922		$115,366		$57,354	
Average Household Income	$188,421		$162,443		$77,656	

Sources: MAG, EASI, U.S. Census, AZ Dept. of Administration

2.3 PMA Retail Market

An inventory of the retail market data from broker websites, site visits and other resources conclude that the PMA has approximately 658,000 square feet of retail space (centers and complexes over 10,000 square feet in size). The market area has a vacancy rate of 17.9% which is significantly higher than Maricopa County vacancy rate of 9.1%. Altogether, the PMA has 118,000 square feet of vacant retail space.

Much of the retail inventory in the PMA is concentrated in the Town of Carefree or just outside town boundaries. Two of the problem properties in the area include Terravita Marketplace located at the intersection of Scottsdale Road and Carefree Highway and Spanish Village in Downtown Carefree. In particular, Terravita Marketplace lost its anchor grocery store tenant after Albertson's sold the property to Haggen Foods which subsequently closed the store. This shopping center was at one time a fully leased property.

Another historically-problem retail center has been the Scottsdale North Marketplace located at the southeast corner of Lone Mountain and Scottsdale Roads. While outside the boundaries of the PMA, the center has never performed to expectations and today carries a 45% vacancy rate.

The shopping center that is dominating the North Scottsdale market area is The Summit at Scottsdale located at the northeast corner of Scottsdale Road and Ashler Hills Drive. The center is anchored by Target and Safeway and is fully leased. Another healthy center is Carefree Marketplace in Carefree anchored by Bashas' and Ace Hardware.

The following table illustrates the inventory and availability of retail space in the market area. As noted previously, except for The Summit at Scottsdale and Carefree Marketplace, all other centers are experiencing vacancy rates above 25%.

Retail Inventory & Vacancies
Desert Mountain Parcel 19 Market Area

Center	Location	Total SF	Vacant SF	Vacant %	Anchor Tenants/Notes
El Pedregal	34505 N. Scottsdale Rd	82,175	25,060	30.5%	
Terravita Marketplace	34402 North Scottsdale Road	102,733	55,287	53.8%	Wells Fargo, Walgreens
The Summit at Scottsdale	32331 N. Scottsdale Road	322,908	4,498	1.4%	Target, Safeway, CVS, Office Max
Carefree Marketplace	36889 North Tom Darlington Dr	84,951	8,942	10.5%	Bashas', Ace Hardware
Spanish Village	7208 E. Ho Road	21,013	12,331	58.7%	
Mariachi Plaza	7171 E. Cave Creek Road	27,630	6,848	24.8%	
Carefree Galleria	3755 Hum Road	16,775	4,595	27.4%	mixed office and retail space
Total Retail		**658,185**	**117,561**	**17.9%**	

Sources: Colliers International; Whitestone REIT; Commercial Properties Incorporated (CPI); Diamond Pacific Investments, Inc.; North Bay Commercial; BGA Realty Partners; Plaza Companies; The Hogan Group; Weingarten Realty; Coldwell Banker; Henstra Hounds Realty; CBRE; Westwood Financial Corp.; SoHo International; Donahue Shriber; Desert Capital Venture; Tony Cox & Associates.; Cushman & Wakefield; LoopNet.com; PropertyLine.com; CommercialSearch.com; Elliott D. Pollack & Co.; Landiscor; Maricopa County Assessor

An important anchor for any neighborhood or community shopping center is a grocery store. The Desert Mountain Parcel 19 site is 23 acres in size and could accommodate upwards of 100,000 square feet of building space. In order to function properly as a retail center it would require an anchor tenant of some type. Within the PMA, the retail centers that are performing at high occupancy rates are those with a grocery anchor.

A simple measure of demand for grocery stores in the Greater Phoenix region is the number of persons per store. For instance, of the top four grocery chains in the region (Bashas'(including Food City and AJ's), Safeway, Albertsons and Fry's), there are approximately 17,800 persons per store. In Scottsdale, the ratio is much lower at 8,600 persons per store. Scottsdale has 28 grocery stores for its 231,000 residents. The reasons for this low ratio of grocery stores could be several including:

- The above average incomes of Scottsdale households that produces more disposable income and spending in grocery stores.
- The linear geography of Scottsdale which means that the stores provide service to residents living outside of the city.

The demand for grocery stores in the PMA is outlined on the following table using both county-wide demand estimates and City of Scottsdale demand estimates. The Market Area should be able to support just one grocery store today even though it has two currently in operation. Part of

the demand for these grocery stores appears to be coming from residents living outside of the PMA and Scottsdale.

Grocery Store Demand
Desert Mountain Parcel 19 Market Area

	2015*	2020**
Market Area Population	9,245	9,763
County Grocery Store Demand/Person	17,800	17,800
Scottdale Grocery Store Demand/Person	8,600	8,600
PMA Grocery Store Demand at County Average	**0.5**	**0.5**
PMA Grocery Store Demand at Scottsdale Average	**1.1**	**1.1**

Sources: EASI, Elliott D. Pollack & Co.

2.4 Conclusions

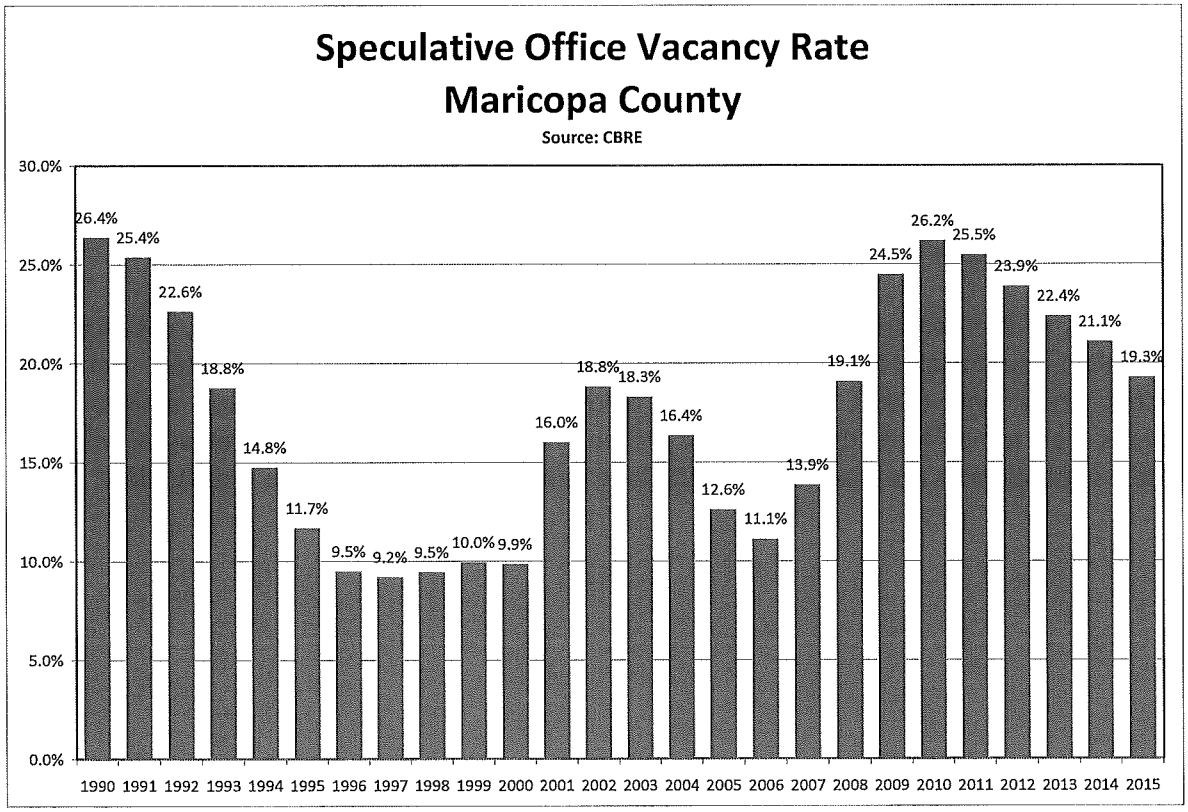
In our opinion, the current zoning and acreage of the property designated for commercial retail uses (C-2) is not warranted relative to the demand generated from the residents living within the PMA. Existing retail centers in the PMA are currently operating at high vacancies and at least two grocery-anchored centers are more than 45% vacant. The PMA can only support one grocery store, although two are currently operating in the area. A third grocery-anchored center cannot be supported. In addition, the C-2 property has limited access and visibility to Cave Creek Road, an important consideration in the development and marketing of a retail center.

3.0 Maricopa County and Carefree/North Scottsdale Office Market

3.1 Office Market Overview

The Maricopa County office market is comprised of two types of buildings: speculative buildings and owner-occupied buildings. Speculative office buildings are owned by an investor and leased to tenants. Owner–occupied buildings are just that: owned by the company that occupies the building. The speculative or spec office market is the sector that is followed by most commercial office brokers because it contains the inventory of space that is available to companies and corporations.

The office market in Greater Phoenix is comprised of approximately 85 million square feet of space according to CBRE. The office sector has historically been subject to significant cycles and swings in vacancy. Coming out of the recession of the early 1990s, vacancy rates were well above 20%. Construction activity was non-existent between 1990 and 1996 until vacancy rates fell below 10%. Finally in 1997, construction activity resumed. Since then, construction activity has been highly variable with 5 million square feet developed in 2001 and 2007. However, the Great Recession had a significant effect on office employment with the metro-wide vacancy rate rising to more than 26%. At the end of 2015, the Maricopa County office vacancy rate declined to 19.3%.



While vacancy rates are high today by historic standards, construction activity began again in earnest in 2013. At the end of 2014, approximately 3.15 million square feet was under construction. The rate of construction accelerated into 2015 and at the end of the first quarter a total of 4.00 million square feet was under construction. All of the construction activity today is occurring in Scottsdale or in the Southeast Valley.

The majority of projects under construction, however, are not the typical speculative office building. Instead, a variety of companies are constructing their own buildings or contracting with development companies for build-to-suit complexes. Some of development projects include:

- The State Farm Regional office in Tempe at 2.1 million square feet.
- The GM Information Center in Chandler at 170,000 square feet.
- The GoDaddy 150,000 square foot campus at the ASU Research Park in Tempe.
- A 60,000 square foot build-to-suit for Garmin in Chandler.
- A build-to-suit for Isagenix in Gilbert at 150,000 square feet.
- Expansion of the Wells Fargo campus in Chandler at 205,000 square feet.
- A 70,000 square foot build-to-suit for Crown Castle in Chandler.

In addition, several speculative buildings are currently also under construction or recently completed in the Southeast Valley.

- SkySong in Scottsdale which completed a 140,000 square foot building for WebFilings and the ASU Foundation.
- A spec office building in the Scottsdale Quarter at 170,000 square feet.
- A 125,000 square foot building at the Rivulon project in Gilbert.
- A 155,000 square foot building at the Reserve at San Tan in Gilbert.
- A 48,000 square foot building known as Portico Place in Chandler.

Office brokers indicate that no new office construction is occurring outside of the Southeast Valley and Scottsdale.

As a result of the demand for office space in Tempe, Scottsdale and Chandler, vacancy rates have fallen dramatically while other parts of the metro area still retain high rates. Generally, office brokers believe that vacancy rates below 15% stimulate construction activity. This appears true for parts of the Southeast Valley and Scottsdale. The market areas with the highest vacancy rates are the Phoenix CBD along Central Avenue and in the West Valley.

Maricopa County Office Market Status
2015 Quarter 4

Market Area	Total SF	Vacant SF	Vacancy Rate	Net Absorption (SF)	SF Under Construction	Average Asking Rate Per SF
Tempe	6,470,568	815,292	12.6%	937,209	1,827,000	$23.86
Central/South Scottsdale	9,093,953	1,154,932	12.7%	106,504	145,000	$24.07
Southeast Valley	10,112,527	2,012,393	19.9%	324,194	291,712	$21.29
Scottsdale Airpark/Desert Ridge	10,866,162	2,162,366	19.9%	374,569	39,750	$25.38
Phoenix CBD	16,569,756	3,529,358	21.3%	582,458	-	$22.57
East Phoenix/Sky Harbor	9,205,616	1,638,600	17.8%	172,192	-	$21.64
Camelback/Piestewa Peak	9,760,583	2,235,174	22.9%	128,357	-	$26.16
West/Northwest Valley	13,054,150	2,845,805	21.8%	553,556	150,000	$18.74
Maricopa County	**85,133,315**	**16,393,919**	**19.3%**	**3,179,039**	**2,453,462**	**$22.90**

Source: CBRE

While the above office market dynamics appear to defy logic given the high vacancy rates in the Greater Phoenix area, according to brokerage companies, recent construction activity is driven by two factors:

- Corporate balance sheets that are flush with cash combined with the low interest rate environment. Companies are growing and they are making significant investments for the future. Brokers indicate there is a shortage of class A office product that is driving the construction activity for high quality space.
- The emergence of the local technology sector. Tech companies prefer office space that is located in high tech corridors with nearby walkable amenities. The Southeast Valley, predominantly Tempe, Scottsdale and Chandler, offer the environment conducive to the needs of these companies.

The following tables outline the composition of the office market by class of building according to CBRE. Overall, the Class A market accounts for approximately 28% of all square footage and carries the lowest vacancy rate. Class B buildings represent the majority of the building inventory, but have a 22.2% vacancy rate as of the first quarter of 2015. Class C buildings have the highest vacancy rate at 24.2%.

Maricopa County Office Market By Building Class
2nd Quarter 2015

Class	Buildings	SF	Vacant SF	% Vacant
Class A	141	23,542,737	3,670,976	15.6%
Class B	638	45,942,411	10,216,512	22.2%
Class C	460	12,668,859	3,067,664	24.2%
Totals	**1,239**	**82,154,007**	**16,955,152**	**20.6%**

Source: CBRE

The following table illustrates the dynamics of office market for each city in the County by building type for the second quarter of 2015. Typically the office market tends to cluster in

central Maricopa County. **Approximately 87% of the spec office market is found in just three cities: Phoenix, Scottsdale and Tempe.** These three cities also account for 95% of the Class A office market. In suburban parts of the metro area, the office market is typically the last sector of the commercial real estate market to make an appearance. Retail uses usually follow population growth. The suburban office market, however, grows much more slowly and provides building space for small businesses such as accountants, insurance agents, lawyers and similar occupations. Alternatively, most large corporations still desire a central location near amenities, access to Sky Harbor and transportation corridors.

Class A buildings have the lowest vacancy rate. Cities with the lowest vacancy rates include Chandler, Scottsdale and Tempe.

Office Market Status By City and Building Class
Maricopa County
2nd Quarter 2015

	Class A Buildings				Class B Buildings			
City/Area	Buildings	SF	Vacant SF	% Vacant	Buildings	SF	Vacant SF	% Vacant
Ahwatukee					1	13,100	5,824	44.5%
Anthem					1	65,000	59,200	91.1%
Avondale					2	82,000	24,583	30.0%
Buckeye					2	36,000	-	0.0%
Chandler	4	672,500	26,861	4.0%	33	2,323,915	303,803	13.1%
Fountain Hills					4	70,402	21,645	30.7%
Gilbert	**2**	**287,835**	**128,416**	**44.6%**	**21**	**755,135**	**203,287**	**26.9%**
Glendale	3	438,280	171,898	39.2%	13	786,369	336,512	42.8%
Goodyear					6	227,300	51,332	22.6%
Mesa					36	2,012,672	442,017	22.0%
Peoria					6	342,203	60,981	17.8%
Phoenix	59	12,629,591	2,355,773	18.7%	273	25,042,199	6,251,386	25.0%
Scottsdale	63	7,412,542	935,364	12.6%	149	8,204,186	1,430,996	17.4%
Sun City								
Surprise					7	223,262	59,164	26.5%
Tempe	10	2,101,989	52,664	2.5%	84	5,758,668	965,782	16.8%
TOTAL	141	23,542,737	3,670,976	15.6%	638	45,942,411	10,216,512	22.2%

	Class C Buildings				Totals			
City/Area	Buildings	SF	Vacant SF	% Vacant	Buildings	SF	Vacant SF	% Vacant
Ahwatukee					1	13,100	5,824	44.5%
Anthem					1	65,000	59,200	91.1%
Avondale	1	12,900	3,519	27.3%	3	94,900	28,102	29.6%
Buckeye					2	36,000	-	0.0%
Chandler	3	33,114	900	2.7%	40	3,029,529	331,564	10.9%
Fountain Hills	1	11,695	9,116	77.9%	5	82,097	30,761	37.5%
Gilbert	**1**	**10,625**	**521**	**4.9%**	**24**	**1,053,595**	**332,224**	**31.5%**
Glendale	22	613,339	162,232	26.5%	38	1,837,988	670,642	36.5%
Goodyear	2	27,492	7,109	25.9%	8	254,792	58,441	22.9%
Mesa	45	1,173,923	303,897	25.9%	81	3,186,595	745,914	23.4%
Peoria	2	61,191	8,146	13.3%	8	403,394	69,127	17.1%
Phoenix	244	7,422,876	1,898,168	25.6%	576	45,094,666	10,505,327	23.3%
Scottsdale	82	1,866,204	341,631	18.3%	294	17,482,932	2,707,991	15.5%
Sun City	7	181,410	52,135	28.7%	7	181,410	52,135	28.7%
Surprise	1	15,800	4,146	26.2%	8	239,062	63,310	26.5%
Tempe	49	1,238,290	276,144	22.3%	143	9,098,947	1,294,590	14.2%
TOTAL	460	12,668,859	3,067,664	24.2%	1,239	82,154,007	16,955,152	20.6%

Source: CBRE

3.2 Carefree/North Scottsdale Office Market

The North Scottsdale and Carefree office markets consist of approximately 362,000 square feet of space with an overall vacancy rate of 23%, higher than the County-wide rate of 19%. Most of the buildings are clustered in Downtown Carefree in relatively small buildings. The largest complexes are Stagecoach Village in Cave Creek (a condo complex that is included in the office inventory although a portion of the property is used for retail purposes) and Scottsdale Westland, an office condo complex. Stagecoach Village has an estimated 40% vacancy, partly due to its location in a ravine off of Cave Creek Road. Built prior to the recession, the property has never performed to

expectations and large parts of the complex were sold at a sheriff's sale in 2013. Scottsdale Westland is essentially fully occupied.

Pima Norte is an office condo complex located at the southwest corner of Pima and Cave Creek Roads just west of Desert Mountain Parcel 19. The complex was constructed in 2005 and was the subject of a distressed sale in 2007. Nine suites are available for lease with a vacancy rate of 23%.

Office Inventory & Vacancies
Desert Mountain Parcel 19 Market Area

Center	Location	Total SF	Vacant SF	Vacant %	Anchor Tenants/Notes
Stagecoach Village	7100 E. Cave Creek Road	105,000	42,000	40%	Mixed office/retail
Scottsdale Bank Branch	34252 N. Scottsdale Road	10,000	10,000	100%	
Scottsdale Westland	33747 N Scottsdale Road	74,000	1,109	1%	
Carefree Business Center	7202 E. Carefree Drive	13,619	-	0%	
One Carefree Place	36800 Sidewinder Road	21,741	6,475	30%	
Carefree Corners	7509 E. Cave Creek Rd	14,575	2,885	20%	
Carefree Office Center	7518 E. Elbow Bend Road	15,734	4,753	30%	
Sundance Gardens	7301 E. Sundance Trail	26,650	965	4%	
Montana Vista	7208 E Cave Creek Road	12,000	1,222	10%	
Montana Vista Studios	7209 E Cave Creek Road	24,888	2,240	9%	Flex office
Pima Norte	36600 N. Pima Road	43,560	9,809	23%	
Total Office		**361,767**	**81,458**	**23%**	

Sources: Colliers International; Whitestone REIT; Commercial Properties Incorporated (CPI); Diamond Pacific Investments, Inc.; North Bay Commercial; BGA Realty Partners; Plaza Companies; The Hogan Group; Weingarten Realty; Coldwell Banker; Henstra Hounds Realty; CBRE; Westwood Financial Corp.; SoHo International; Donahue Shriber; Desert Capital Venture; Tony Cox & Associates.; Cushman & Wakefield; LoopNet.com; PropertyLine.com; CommercialSearch.com; Elliott D. Pollack & Co.; Landiscor; Maricopa County Assessor

3.3 Office Market Summary

The PMA office market is limited in size and provides space for small local businesses such as attorneys, CPAs, real estate agents, dentists and doctors. Corporate offices are not found in the PMA because of its location and distance from potential clients and employees. As noted previously, the size of the C-O office site in Parcel 19 is capable of accommodating 400,000 square feet of office space, an amount larger than the entire PMA office market of 362,000 square feet. In addition, the PMA office market has a 23% vacancy rates with more than 81,000 square feet of vacant space available. In our opinion, the current zoning and acreage of the property designated for commercial office uses (C-O) is not warranted relative to demand.

3.4 Industrial Market Summary

The industrial market in the Carefree and North Scottsdale area is essentially non-existent. The only property that could be considered industrial in character is the complex of aircraft hangars at the SkyRanch airport. The Town of Carefree does not permit industrial uses in the community and there are no industrial uses within the PMA in Scottsdale. Industrial uses typically locate along major thoroughfares with convenient access to the wider metro area. Business uses in industrial parks also depend on access to a labor force to fill jobs. Based upon the typical criteria mentioned

above, industrial uses are not appropriate for Desert Mountain Parcel 19 given the residential uses in the immediate vicinity.

4.0 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 May 2016. 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.

Attachment 11
Applicant's Citizen Involvement Report
5-GP-2016: Desert Mountain Parcel 19

TECHNICAL SOLUTIONS

CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT
Desert Mountain- Parcel 19
September 8, 2016

Overview

This citizen review report is being performed in association with a Major General Plan Amendment, rezoning request, and Condition Use Permit to develop an exclusive single family residential community and short game golf course on a 89 +/- acre parcel located just north of the northeast corner of Pima Road and Cave Creek Road. The request is to change from the Employment, Commercial, Office, Developed Open Space, and Rural Neighborhoods land use categories to the Suburban Neighborhoods and Developed Open Space land use categories as well as rezoning from I-1 ESL (HD), C-2 ESL (HD), C-0 ESL (HD), R1-7 ESL (HD), and R1-35 ESL (HD) to O-S ESL and R-4 ESL and a Conditional Use Permit for the golf course and clubhouse. 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 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 began communicating with neighboring property owners, community members, and HOA's starting in January 2016. These communications have happened in many forms including: one-on-one meetings, group meetings, phone conversations, e-mail, and door-to-door contact. An initial meeting with the Velvet Shadows HOA leadership was held on March 8, 2016 to present the project. A follow up presentation was given to the entire HOA on April 9, 2016 and was received positively. Presentations were made to the Scottsdale Chamber of Commerce's Public Policy Advisory Council on March 8, 2016 and Economic Development Advisory Council on March 15, 2016. Many discussions have occurred with the leadership of Desert Mountain

over the past few months. Official presentations were given at three separate Desert Mountain Town Hall Meetings held on March 23rd and 24th. Subsequent to that an official vote of the residents of Desert Mountain was conducted by the Board of Directors of Desert Mountain by mail in balloting procedures specified in their bylaws to provide an official position on the project. 87% of those votes cast were in support of the proposal. This vote ensures that this new development will be an integrated part of the larger Desert Mountain community.

The development team has also met with the Town Manager and Planning leadership of the Town of Carefree to brief them on the proposal. The team continues to stay in contact with the Town leadership. Members of the outreach team will also continue to be available to meet with any neighbors who wish to discuss 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 to receive additional information, and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House to learn more about the project that took place on May 4, 2016 at Christ the Lord Lutheran Church in Scottsdale (9205 E. Cave Creek Road). Sixteen interested neighbors attended the Open House and had questions pertaining to density, traffic, drainage, and access to the site. These issues were addressed at the meeting and will continue to be addressed with these interested parties as the project moves forward.

The development team met with the Town of Carefree staff on June 29th, 2016 to ensure that they had all of the information they might need about the application to respond to any inquiries they might receive about the project from Carefree neighbors. Information on the project has been provided to individual board members of the Carefree Sky Ranch Airpark. Airport usage is private and the board members are well aware that the site plan is sensitive to the private airport's approach pattern and fall zone.

A vital part of the outreach process is to allow people to express their concerns, 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 Sheet
Comment Cards

Desert Mountain – Parcel 19
Neighborhood Meeting Sign-In Sheet
Wednesday, May 4, 2016

First Name	Last Name	Street Address	City, State & Zip
[illegible]	[illegible]	[illegible]	[illegible]
STEPHEN	JOYCE	8102 E. CAREFREE DR	CAREFREE 853
[illegible]	[illegible]	[illegible]	[illegible]
Mike & Makenna	Albrecht	8921 E Northview Ln	Cave Creek 853
[illegible]	[illegible]	[illegible]	[illegible]
Greg Crossman	Town of Carefree	Town Engineer 7181 Ed Everett Way	Carefree, AZ 8537
[illegible]	[illegible]	[illegible]	[illegible]

Desert Mountain – Parcel 19
Neighborhood Meeting Sign-In Sheet
Wednesday, May 4, 2016

First Name	Last Name	Street Address	City, State & Zip
[illegible]	[illegible]	[illegible]	[illegible]
Elene	Goodhall	9621 E Cave Creek Rd	Carefree 85377
[illegible]	[illegible]	[illegible]	[illegible]
FELIX	SHASKAN	PO25 E Double Eagle Dr.	CAREFREE 85377
[illegible]	[illegible]	[illegible]	[illegible]

Desert Mountain – Parcel 19
Neighborhood Input Card

PRINT NAME Stacey Bridge-Denzak, Town of Carefree Planner

ADDRESS 8 Sundial Circle CITY Carefree ZIP

PHONE EMAIL stacey@carefree.org

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

Appreciated the open dialog and encouraged by the designation addressing our resident's concerns Concerns.

- Drainage - mitigate or even reduce flows/rates across Pima
- 2nd Access - residents only - sensors at gates
- Emery Access - Emery only - controlled so doesn't become maintenance access
- Main Entry alignment

Desert Mountain – Parcel 19
Neighborhood Input Card

PRINT NAME Greg Crossman, Town of Carefree, Town Engineer

ADDRESS 7181 Ed Everett Way CITY Carefree, AZ ZIP 85377

PHONE 480-488-9100 EMAIL greg@carefreewaterco.com

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

Residents in Carefree to the south and west of the project have experienced increasing drainage issues. Please be very mindful of the drainage patterns in the area. 100-yr, 2-hr retention/detention requirements should be implemented to address onsite drainage.

Offset access (primary) at Twilight Trail should be addressed as well as secondary access off of Pima Road, which may be objectionable to Carefree residents along Pima.

Desert Mountain – Parcel 19
Neighborhood Input Card

PRINT NAME NEIL HANSKAN

ADDRESS _____ CITY _____ ZIP _____

PHONE _____ EMAIL _____

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

I AM AFRAID THAT THE PROSPECT OF 190 HOMES CRAMMED ONTO 89 ACRES WILL SOUR SOUR IS MOST OBJECTIONABLE TO ME. IT THIS CAN'T AVOID DEVELOPMENT PLANS ARE MOST SKETCHY AT BEST. Sincerely, Neil Hanskan

Technical Solutions • 4350 E. Camelback Rd., Suite G-200 Phoenix, AZ 85018 • Phone: (602) 957-3434 • Fax: (602) 955-4505

Affidavit of Posting

Required: Signed, Notarized originals.
Recommended: E-mail copy to your project coordinator.

☒ **Project Under Consideration Sign (White)** ☐ **Public Hearing Notice Sign (Red)**

Case Number: 279-PA-2016

Project Name:

Location: North of the NEC of Pima Road & Cave Creek Road

Site Posting Date: 4-22-2016

Applicant Name: John Berry

Sign Company Name: Scottsdale Sign A Rama

Phone Number: 480-994-4000

I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

Applicant Signature

Date 4/22/16

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me this the 22nd day of April 2016

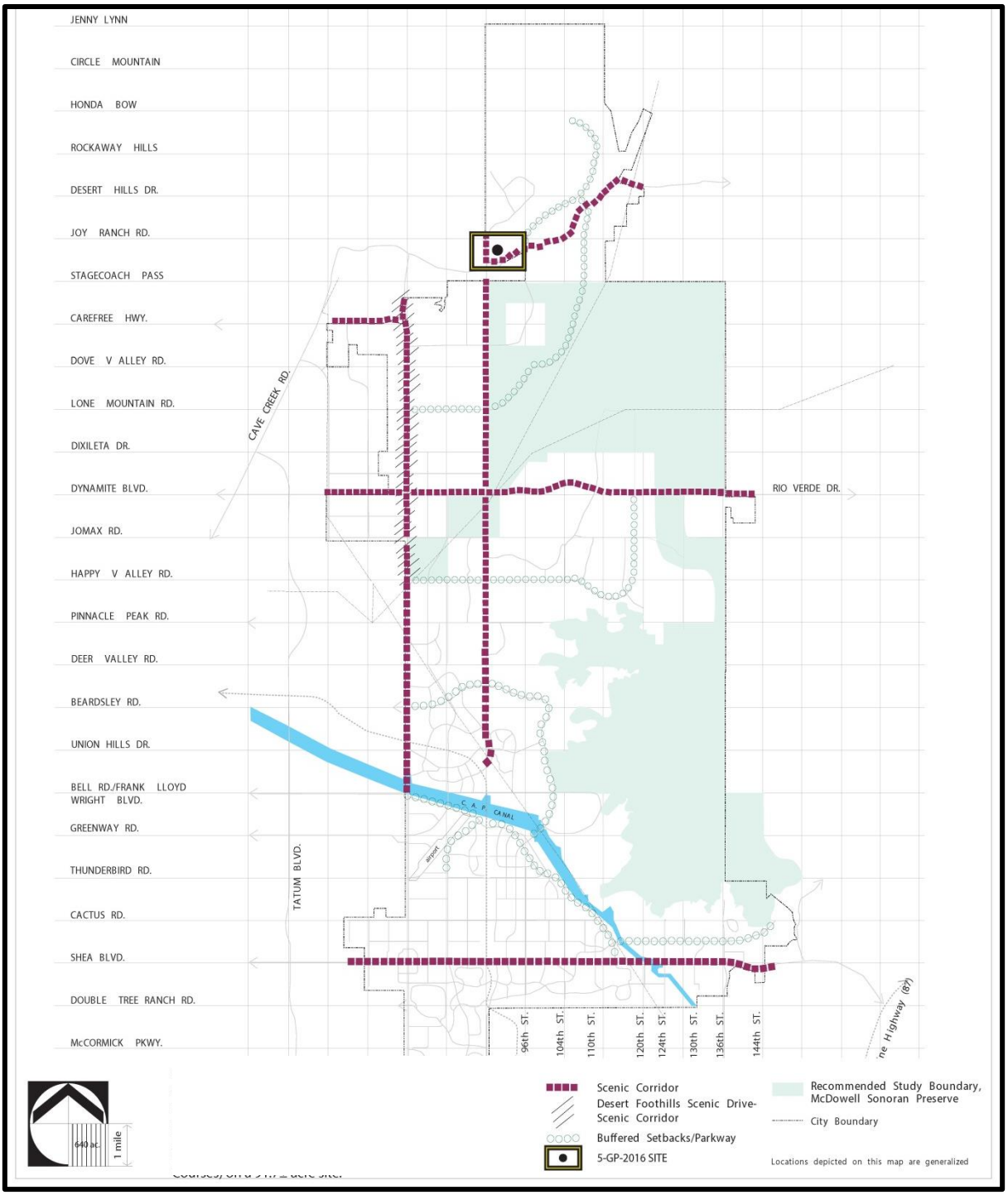
KEVIN LAWLER NOTARY PUBLIC MARICOPA COUNTY, ARIZONA COM. EXP. 02-22-18

Notary Public

My commission expires: 02-22-2018

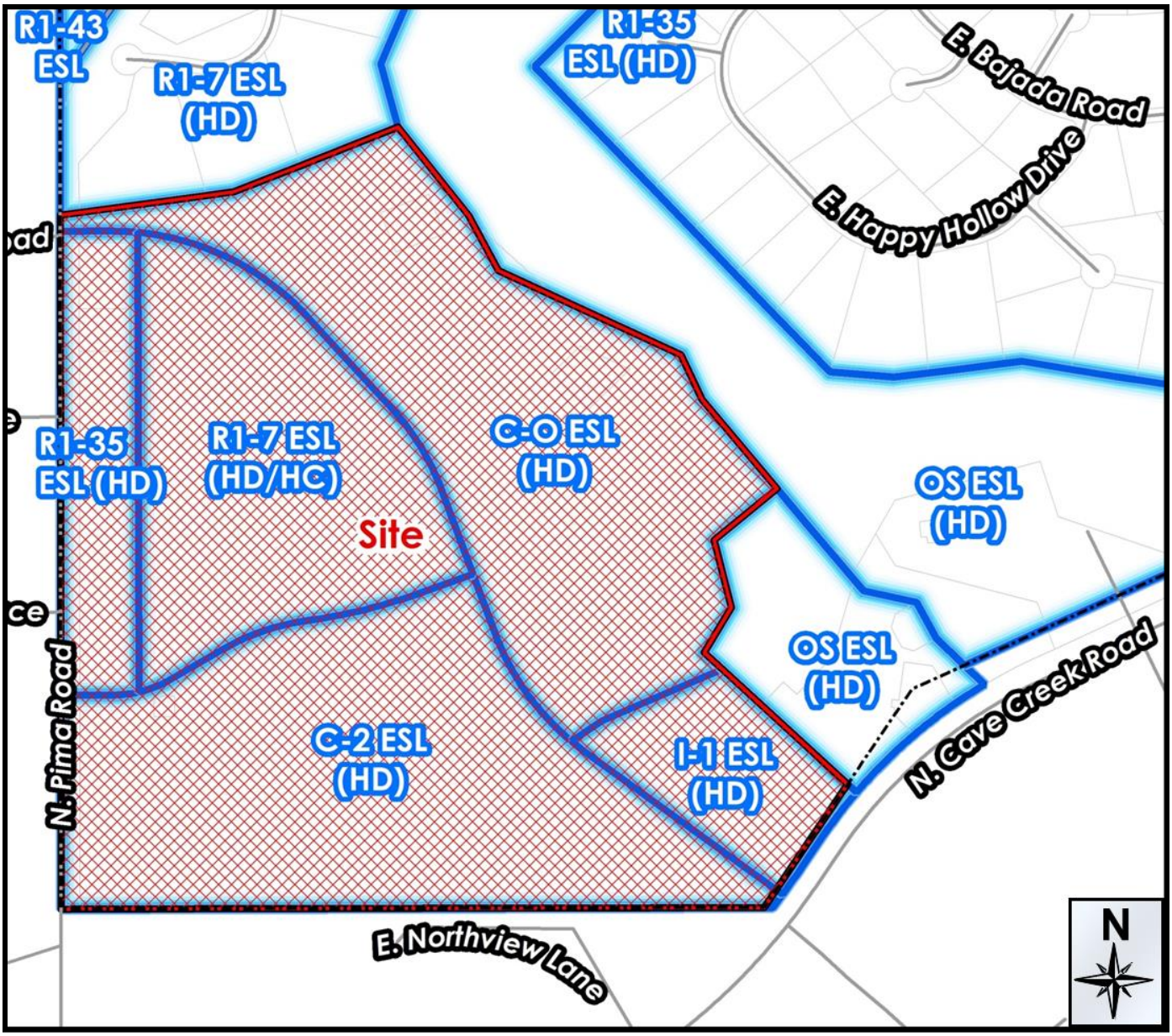
City of Scottsdale -- Current Planning Division
7447 E. Indian School Road, Suite 105, Scottsdale, AZ 85251 • Phone: 480-312-7000 • Fax: 480-312-7088

Attachment 12
2001 General Plan Open Space and Recreational Element Scenic Corridor Exhibit
5-GP-2016: Desert Mountain Parcel 19

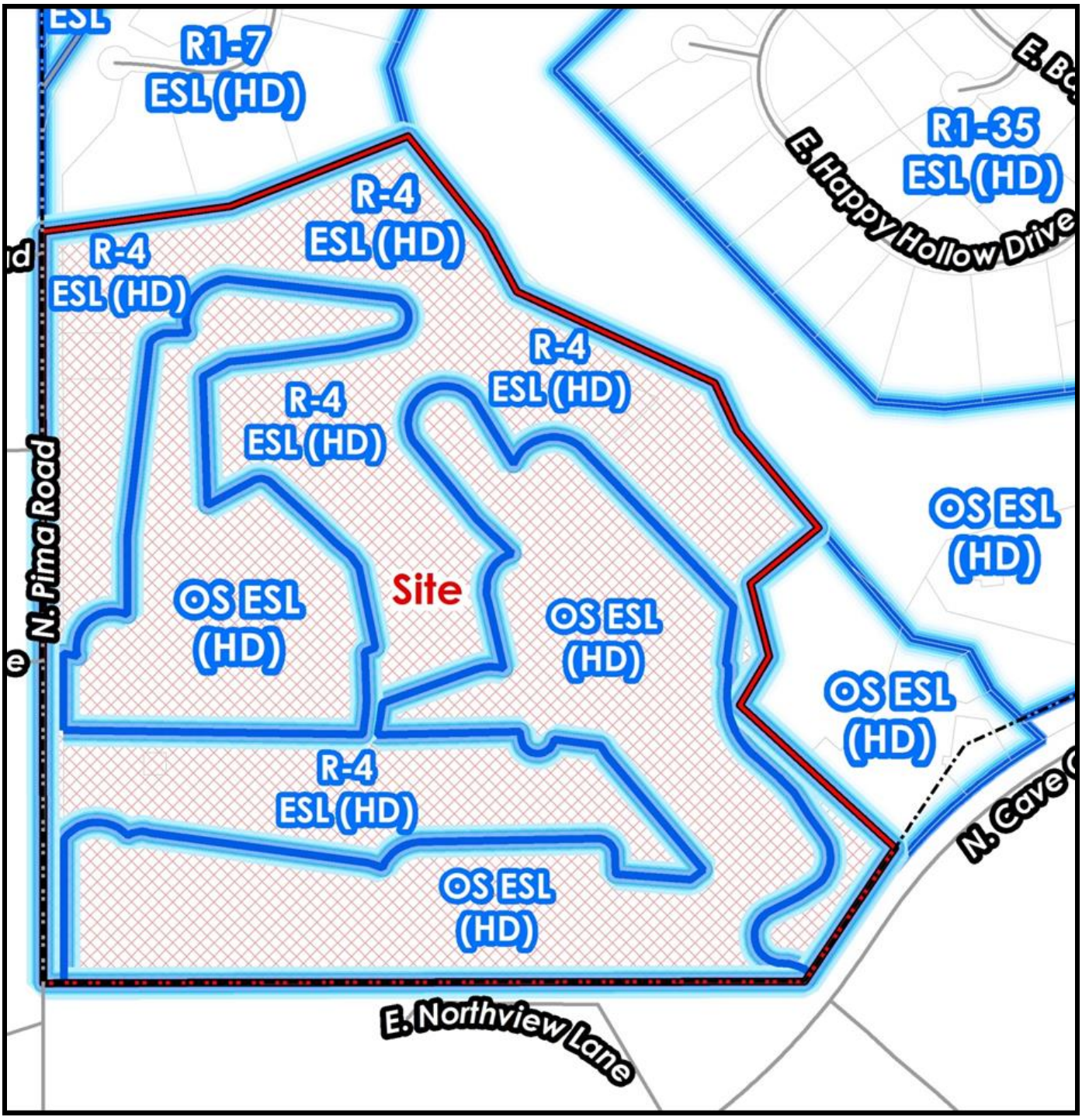


Attachment 12 - 2001 General Plan Open Space and Recreational Element Scenic Corridor Exhibit

Attachment 13
Existing Zoning Map
5-GP-2016: Desert Mountain Parcel 19



Attachment 14
Proposed Zoning Map
5-GP-2016: Desert Mountain Parcel 19

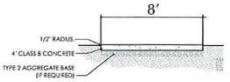


Attachment 14 – Proposed Zoning Map

Attachment 15
Project Hardscape Plan
5-GP-2016: Desert Mountain Parcel 19

B. Rural/ESL Character

- Auxiliary turn lanes may be required at intersections with additional ROW requirements.
- Cross-sections may vary to fit surrounding topography.
- ADT: 1,500 vpd Max.
- Design Speed: 20 m.p.h.
- Maximum Grade: 19.0%
- Minimum Grade: 0.4%



Cart Path Typical Section

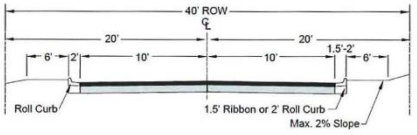


FIGURE 5.3-19 LOCAL RESIDENTIAL – RURAL/ESL CHARACTER

DESERT MOUNTAIN

Parcel 19

Hardscape Plan

17-ZN-2016

09/19/16

September 19, 2016

SCALE: 1" = 100'

m3companies

GREEY|PICKETT

Attachment 15 - Project Hardscape Plan

Attachment 16
Project Circulation Plan
5-GP-2016: Desert Mountain Parcel 19

Circulation Legend

Vehicular

Golf Cart

Pedestrian

17-ZN-2016
09/19/16

DESERT MOUNTAIN

Parcel 19

Circulation Plan

Resident Parking:
2 Garage Spaces per unit

Guest Parking:
On lot driveway parking provided,
Additional Parking Zones provided only
if parking requirement not met.

Golf Club Parking will meet City Standards
per Zoning Ordinance Section 10

September 19, 2016

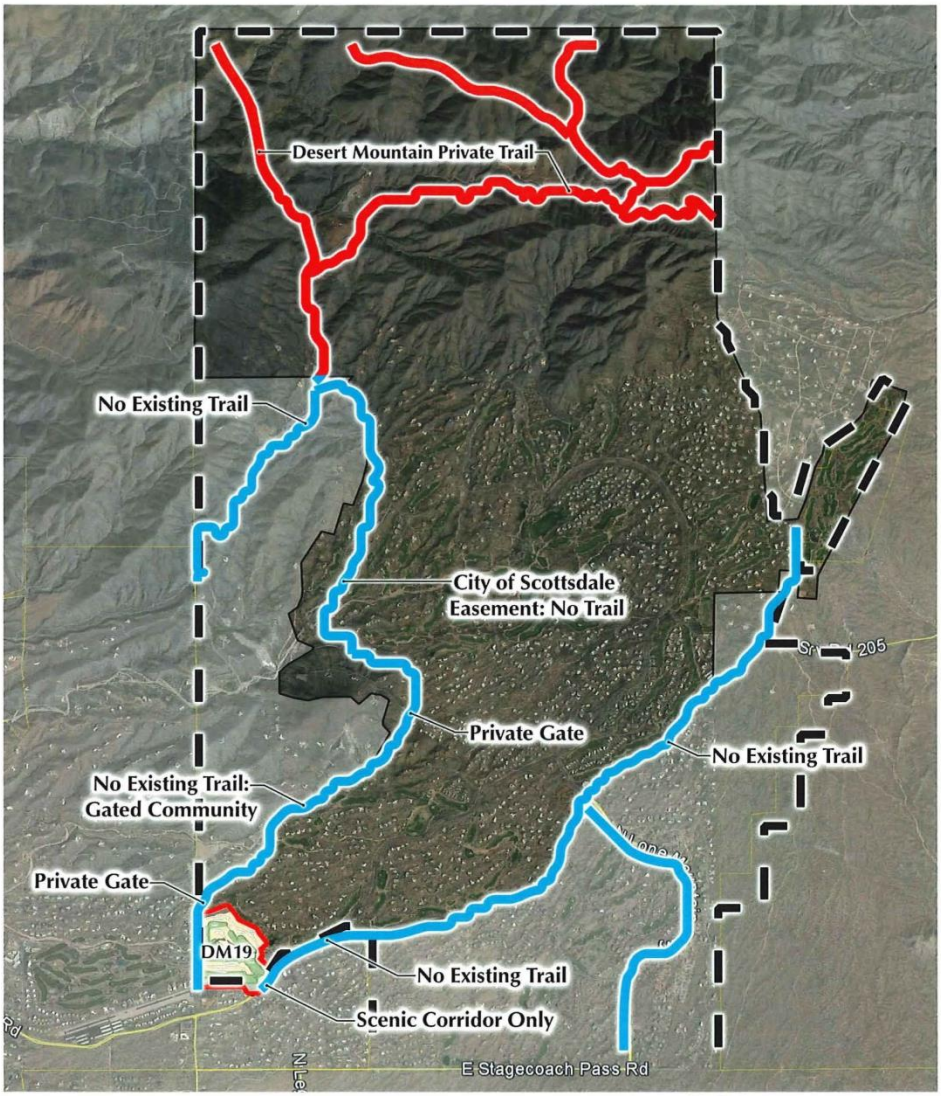
SCALE: 1" = 100'

m3companies

GREEY|PICKETT

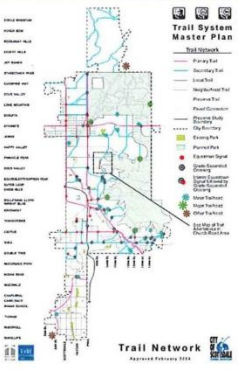
Attachment 16 - Project Circulation Plan

Attachment 17
Project Trail and Connectivity Plan
5-GP-2016: Desert Mountain Parcel 19



DESERT MOUNTAIN
Parcel 19
Trail & Connectivity Plan

CITY OF SCOTTSDALE TRAIL SYSTEM
Trail System Master Plan



17-ZN-2016
09/19/16

September 19, 2016

m3companies
GREEY|PICKETT

Attachment 17 - Project Trail and Connectivity Plan

Attachment 18
Project Open Space Plan
5-GP-2016: Desert Mountain Parcel 19

Site Data:
92 Gross Acres
190 Proposed Units
2.06 du/acre

Proposed Zoning: R-4 ESL
+/- 56 Acres, 3.39 du/acres
Required R-4 ESL Open Space: 243,936 sf.
Provided R-4 ESL Open Space: 279,825 sf

Proposed Zoning: O-S ESL
+/- 36 Acres

OPEN SPACE ZONES

Undisturbed NAOS -	5.3 Acres = 5.8% of Property
Revegatated NAOS -	1.8 Acres = 2.0% of Property
Golf Course Landscape -	19.0 Acres = 20.7% of Property
Golf Course Turf/Bunker Areas -	18.0 Acres = 19.7% of Property
Landscape Area Total -	44.1 Acres = 48.1% of Property
Gross Property Acreage -	91.7 Acres

Desert Mountain Parcel 19 - NAOS Calculation

Land Slope	Upper Desert	Area (Acres)	Percent Area	NAOS Required (Acres)
0-2%	25%	10.46	11.76%	2.62
2-5%	25%	10.13	11.38%	2.53
5-10%	35%	17.57	19.75%	6.15
10-15%	45%	20.78	23.35%	9.35
15-25%	45%	24.55	27.59%	11.05
Over 25%	45%	5.49	6.17%	2.47
		88.98	100.00%	34.17

TOTAL SLOPE AREA: 88.98 AC
TOTAL NAOS REQUIRED: 34.17 AC
UNDISTURBED REQUIRED: 23.92 AC
REVEGETATED ALLOWED (30% OF REQD): 10.25 AC

DESERT MOUNTAIN
Parcel 19
Open Space Plan

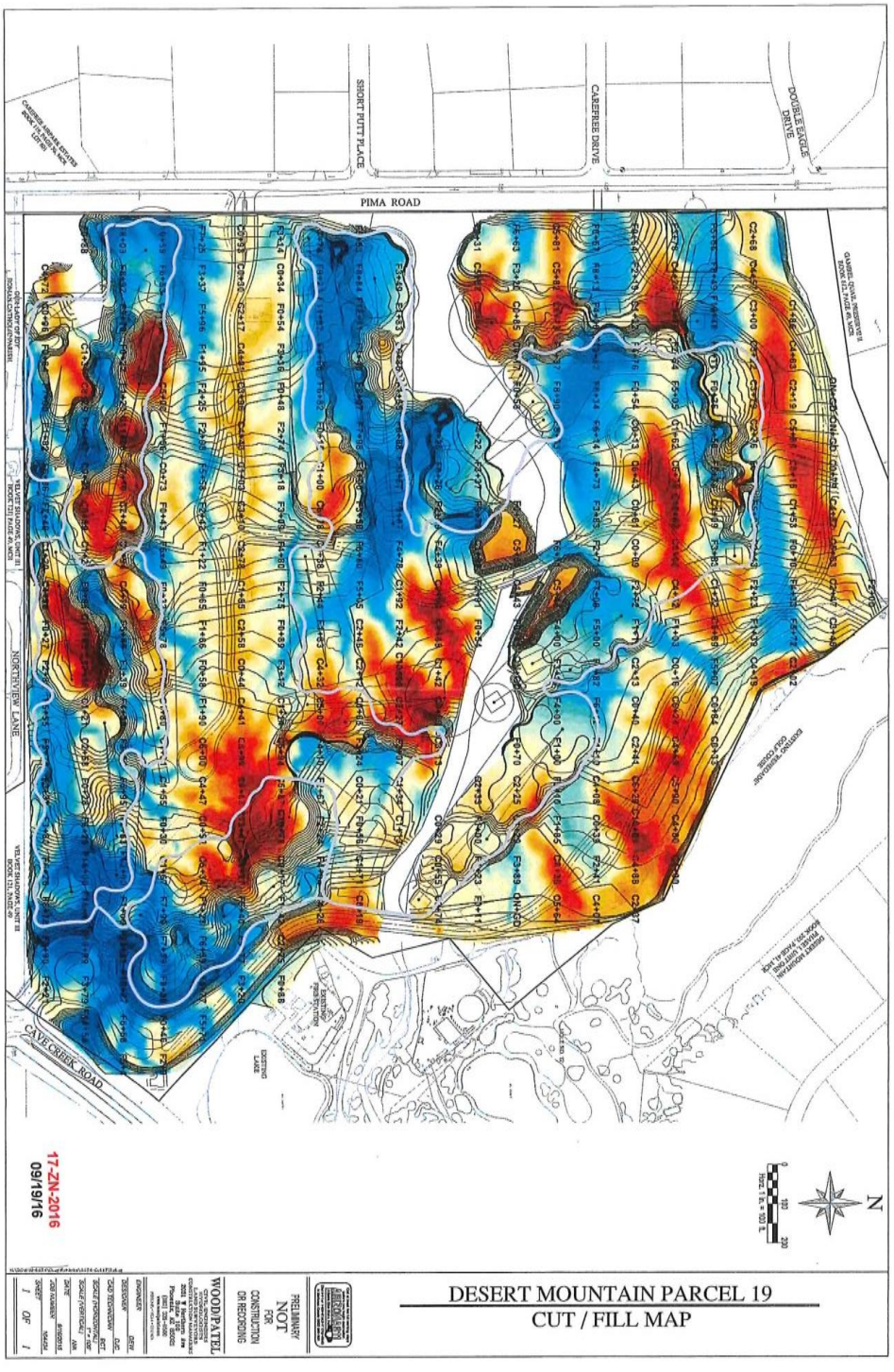
September 19, 2016
0 100 200 300
SCALE: 1" = 100'

17-ZN-2016
09/19/16

m3companies
GREEY | PICKETT

Attachment 18 - Project Open Space Plan

Attachment 19
Proposed Cuts and Fills Exhibit
5-GP-2016: Desert Mountain Parcel 19

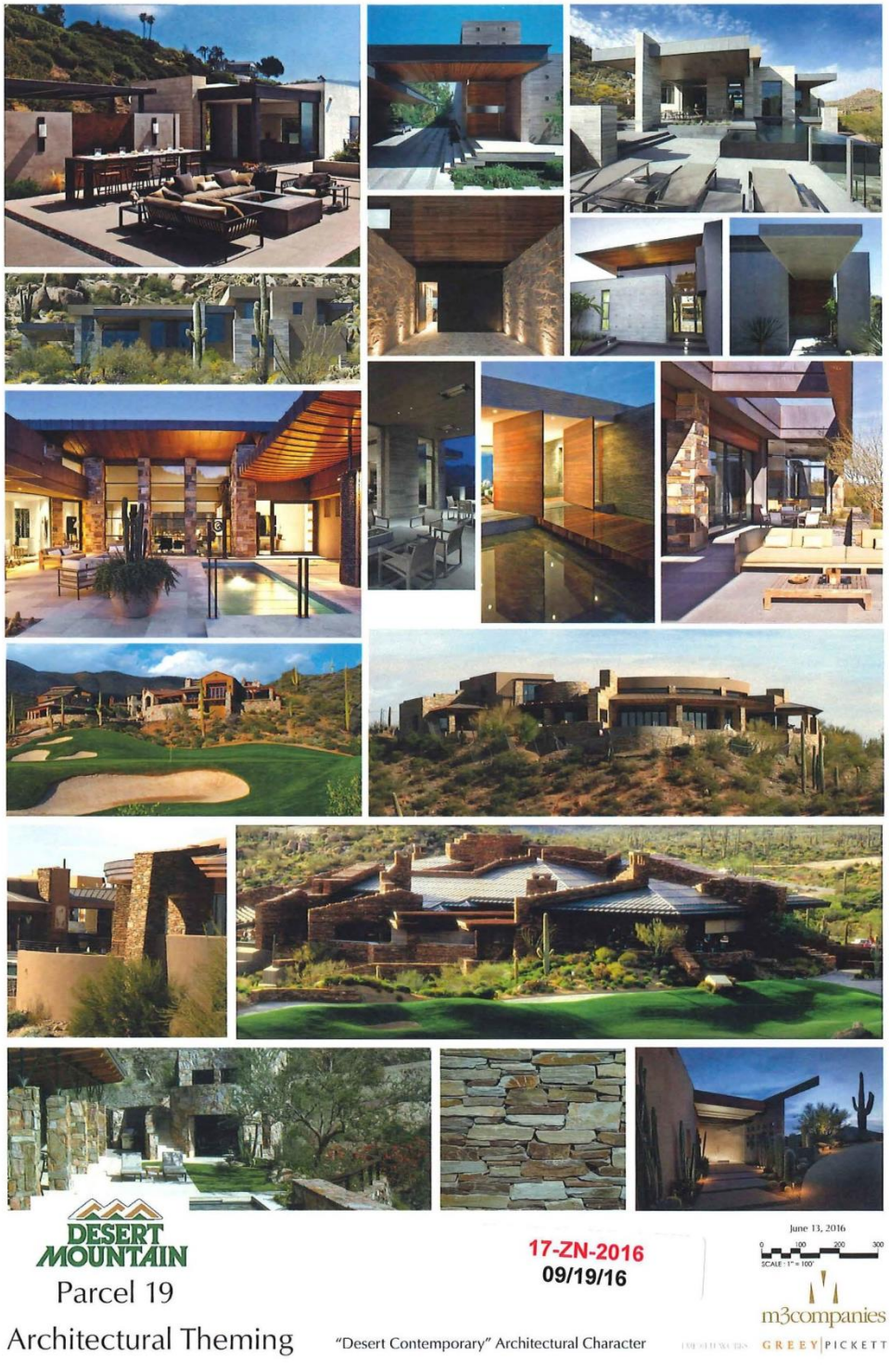


Attachment 19 - Proposed Cuts and Fills Exhibit

Attachment 20
Golf Course Prototype Example Exhibit
5-GP-2016: Desert Mountain Parcel 19

Attachment 20 - Golf Course Prototype Example Exhibit

Attachment 21
Architectural Theming Exhibit
5-GP-2016: Desert Mountain Parcel 19



Attachment 21 - Architectural Theming Exhibit

Attachment 22
Traffic Impact Mitigation Analysis Report
5-GP-2016: Desert Mountain Parcel 19

Desert Mountain Parcel 19
Scottsdale, Arizona

Traffic Impact Mitigation Analysis

June 15, 2016

FILE COPY

Expires 3-31-2017

Prepared by:
Stanley Consultants, Inc.

Stanley Consultants

17-ZN-2016
6/17/16

Table of Contents

1. INTRODUCTION AND EXECUTIVE SUMMARY 1
Executive Summary 1
2. PROPOSED DEVELOPMENT 4
3. STUDY AREA 4
Existing Roadway System 4
Existing Intersections 5
4. EXISTING CONDITIONS TRAFFIC ANALYSIS 7
Traffic Volumes 7
Crash Data 9
Level of Service Methodology 9
City of Scottsdale LOS Guidance 10
Existing Conditions Capacity Analysis 10
5. PROJECTED TRAFFIC 11
Trip Generation (Proposed Development) 11
Internal Trips Reduction 12
Net-New Trips (External Trips) 12
Trip Generation Comparison 13
Trip Distribution/Assignment 13
6. EXISTING PLUS PROJECT TRAFFIC ANALYSIS 16
Turn Lanes at Access 1 19
7. PIMA ROAD/STAGECOACH PASS ROAD INTESECTION DISCUSSION/TRAFFIC CONCERNS 19
Intersection and Roadway Characteristics 19
Town of Carefree Traffic Concerns 20
Option 1 (Preferred Route) 20
Option 2 (Less Desirable Route) 20
Alternative Options Comparison 21
City of Scottsdale Draft Traffic Signal Warrant Study 24
8. CONCLUSIONS AND RECOMMENDATIONS 24
Recommendation 25

List of Tables

Table 1 – Crash Data on Pima Road 9
Table 2 – Intersection Level of Service Criteria 10
Table 3 – Existing Conditions Intersection Levels of Service 11
Table 4 – Trip Generation Summary 12
Table 5 – Trip Generation Comparison 13
Table 6 – Existing Plus Project Conditions Intersection Levels of Service 17

List of Figures

Figure 1 – Project Site Location 2
Figure 2 – Conceptual Site Plan 3
Figure 3 – Existing Lane Configuration and Traffic Control 6
Figure 4 – Existing 2016 Traffic Volumes 8
Figure 5 – Trip Distribution 14
Figure 6 – Project Generated Traffic Volumes 15
Figure 7 – Existing Plus Project Traffic Volumes 18
Figure 8 – Alternate Routes from Desert Mountain Parcel to South Pima Road 22
Figure 9 – Alternate Routes from South Pima Road to Desert Mountain Parcel 19 23

APPENDICES

Appendix A Traffic Volumes

Appendix B Crash Data

Appendix C Capacity Analysis

Appendix D Currently Approved Zoning

1. INTRODUCTION AND EXECUTIVE SUMMARY

Stanley Consultants, Inc. was retained by DM 19, LLC to complete a Traffic Impact Mitigation Analysis (TIMA) for the proposed Desert Mountain Parcel 19 (DM 19), located in the northeast quadrant of the Cave Creek Road/Pima Road intersection in Scottsdale, Arizona. The site is currently vacant and is located approximately three miles northeast of the Carefree Highway and Scottsdale Road intersection. The project site location is shown in Figure 1.

The purpose of this study is to complete a traffic impact analysis of the proposed rezoning of the DM 19 and quantify the potential traffic impacts of the proposed development to the existing traffic operations.

Executive Summary

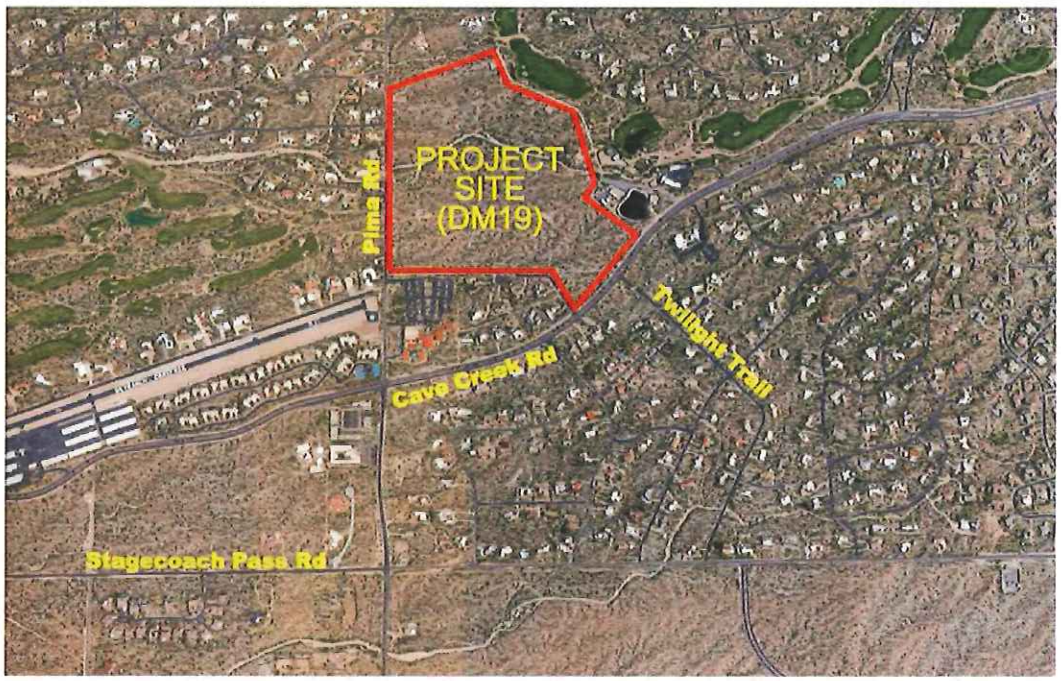
The proposed Desert Mountain development would rezone the site from commercial and industrial to R4 residential and will include an 18 hole par 3 golf course. The primary access to the site will be via Cave Creek Road (Access 1) and a secondary access for residents only will be via Pima Road (Access 2). The conceptual site plan is shown in Figure 2. The proposed development is anticipated to generate an average of 1273 daily trips including 71 trips during the AM peak hour and 103 trips during the PM peak hour. The proposed development is anticipated to generate substantially fewer vehicular trips as compared to the currently approved plan.

The study area included the following three intersections:

1. Cave Creek Road/Pima Road
2. Cave Creek Road/Twilight Trail-Access 1
3. Pima Road/Access 2

All the study intersections are expected to operate at an overall LOS B or better during both peak hours without and with the addition of project generated traffic. An eastbound left-turn lane and westbound right-turn lane on Cave Creek Road at project Access 1 is recommended.

The proposed development will not disrupt or disturb the residential street operations on the south side of Cave Creek Road.



DESERT MOUNTAIN PARCEL 19 (DM19)
TRAFFIC IMPACT MITIGATION ANALYSIS

Stanley Consultants INC.

FIGURE 1

PROJECT SITE LOCATION

5/26/2016 20747...\CAD\Exhibits\Figure 1.dgn

Figure 1 – Project Site Location

DESERT MOUNTAIN PARCEL 19 (DM19) TRAFFIC IMPACT MITIGATION ANALYSIS	FIGURE 2
Stanley Consultants INC.	CONCEPTUAL SITE PLAN

5/26/2016 20747...\CAD\Exhibits\Figure 2.dgn

Figure 2 – Conceptual Site Plan

2. PROPOSED DEVELOPMENT

The proposed DM 19 site is located on the northeast corner of the Cave Creek Road/Pima Road intersection in Scottsdale, Arizona. It is bounded by residential development to the north, golf course/Scottsdale fire station to the east, residential development/Cave Creek Road to the south and Pima Road to the west. The site is currently vacant and zoned commercial and industrial. The proposed Desert Mountain development would rezone the site to R4 residential and includes 190 residential units and an 18 hole par 3 golf course. The proposed development is anticipated to be constructed and open by 2019. The site is proposed to be accessed via Cave Creek Road (Access 1) and Pima Road (Access 2).

The proposed Access 1 on Cave Creek Road would be aligned opposite Twilight Trail that is located approximately one half mile east of Pima Road. Access 1 will be the primary entry/exit and will provide full access to/from the site for both residential and golf-related trips.

The proposed Access 2 on Pima Road would be located approximately one half mile north of Cave Creek Road. This access will be gated and will only be operated by residents.

3. STUDY AREA

The study area is located in the northeast corner of the Cave Creek Road/Pima Road intersection in Scottsdale, Arizona, approximately three miles northeast of the Carefree Highway/Scottsdale Road intersection. The study area roadway segments include Cave Creek Road, Pima Road, and Twilight Trail. The study intersections include the following two existing intersections and one proposed intersection.

1. Cave Creek Road/Pima Road
2. Cave Creek Road/Twilight Trail (Access 1)
3. Cave Creek Road/Access 2 (future intersection)

Existing Roadway System

Cave Creek Road is a Town of Carefree facility adjacent to the project site. It runs east-west with two lanes in each direction and separated by a landscaped median. It is classified as an arterial street according to the Town of Carefree Transportation Plan, June 2008. The posted speed limit on Cave Creek Road east of Pima Road is 40 miles per hour and west of Pima Road is 35 miles per hour.

Pima Road is a north-south street with one lane in each direction of travel. According to the Town of Carefree Transportation Plan, June 2008, Pima Road is classified as a minor collector north of Cave Creek Road and as an arterial south of Cave Creek Road. Pima

Road, south of Stagecoach Pass Road, is classified as a minor rural arterial by City of Scottsdale Transportation Master Plan, January 2008. The posted speed limit on Pima Road south of Cave Creek Road is 35 miles per hour and north of Cave Creek Road is 25 miles per hour.

Twilight Trail is a north-south residential street and has one lane in each direction. It extends from Cave Creek Road on the north to Stagecoach Pass Road on the south.

Existing Intersections

Cave Creek Road/Pima Road has stop signs on all approaches and is called an all-way stop-controlled intersection. The Cave Creek Road eastbound and westbound approaches each include one left-turn lane, one through lane and one shared through/right-turn lane. The eastbound approach has a short (two-car) right-turn-only lane. The northbound and southbound Pima Road approaches each have one shared left-turn/through lane and one right-turn lane.

Cave Creek Road/Twilight Trail is an unsignalized, tee intersection. The eastbound and westbound Cave Creek Road approaches are free-flow and include one through lane and one shared through/right-turn lane. The northbound Twilight Trail approach is stop controlled and includes one shared left/right-turn lane. It should be noted that with the proposed development, project Access 1 will be aligned opposite to Twilight tail and will become the north leg of this intersection.

Existing lane configurations and traffic control are shown in Figure 3.

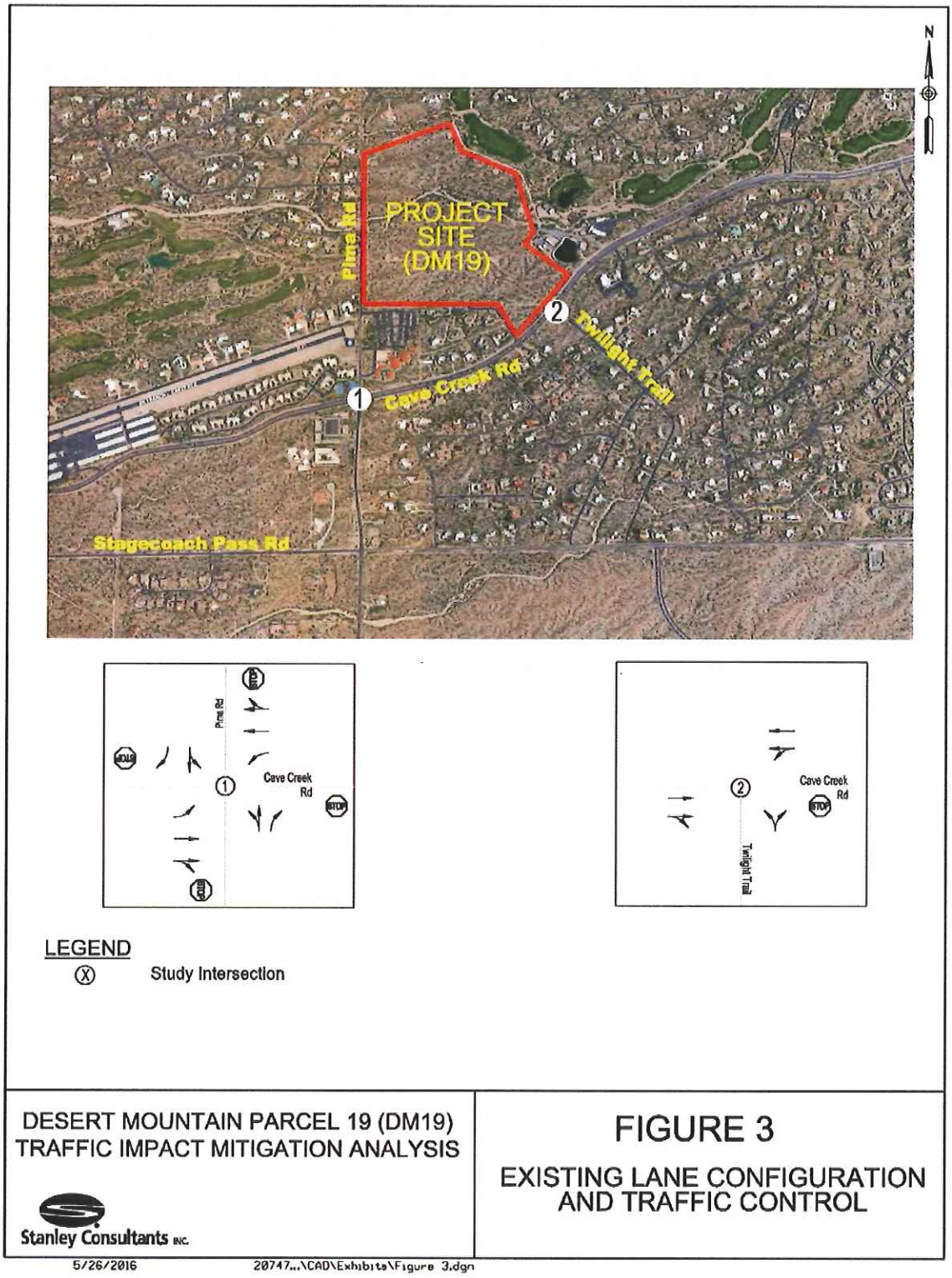


Figure 3 – Existing Lane Configuration and Traffic Control

4. EXISTING CONDITIONS TRAFFIC ANALYSIS

Traffic Volumes

Cave Creek Road/Pima Road: Traffic counts for a 24-hour period on each approach of the Cave Creek Road/Pima Road intersection were collected by Traffic Research and Analysis (TRA), Inc., on Thursday, May 3, 2016. The AM and PM peak hour turning-movement counts at this intersection and 24-hour counts on each approach are shown in Figure 4.

Cave Creek Road/Twilight Trail: At this intersection, existing turning movement counts were not collected. The AM and PM peak hour turning movement volumes to/from Twilight Trail was estimated. The existing land use on the east and west side of Twilight Trail between Cave Creek Road and Stagecoach Pass includes single family residential homes. For a worst case analysis, it was assumed that 30 single family residential homes will be using Twilight Trail to access Cave Creek Road. AM and PM peak hour trips generated by 30 homes were estimated by using the standard rates published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, 9th Edition, 2012 for a Single Family Residential (ITE code 210) land use. Based on the above information, 23 AM peak hour trips (6 in/17 out) and 30 PM peak hour trips (19 in/11 out) will be generated. These trips were distributed at the intersection by assuming that 20 percent of the trips will travel to/from east on Cave Creek Road and the remaining 80 percent of the trips will travel to/from west on Cave Creek Road. Additionally, the westbound approach volume on Cave Creek Road at Pima Road was carried backwards to the intersection of Cave Creek Road/Twilight Trail. Also, the eastbound volumes on Cave Creek Road just east of Pima Road were carried forward to the Cave Creek Road/Twilight Trail intersection. The through volumes on Cave Creek Road were balanced between Twilight Trail and Pima Road. The resulting AM and PM peak hour turning movement volumes at this intersection are shown in Figure 4.

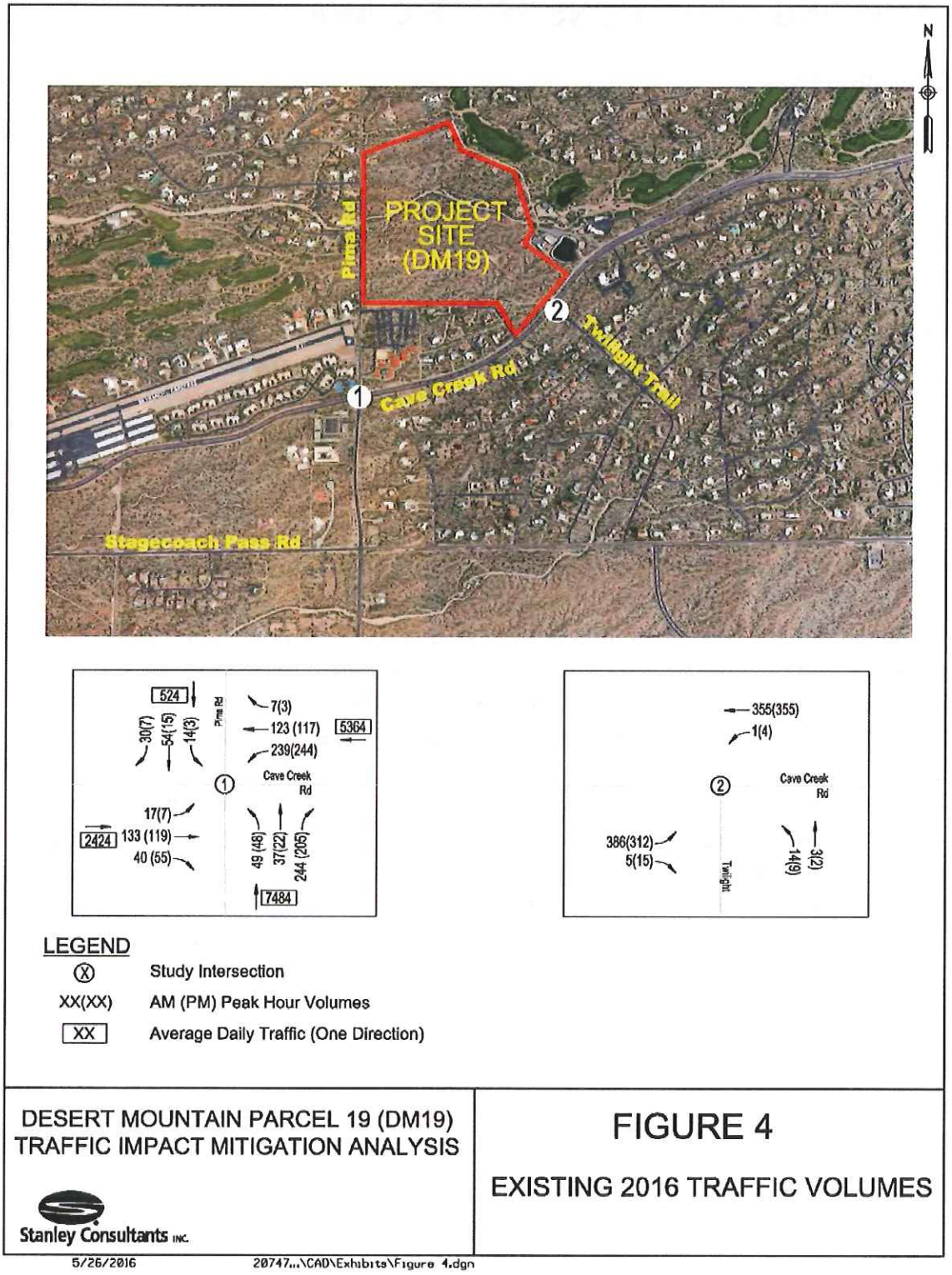


Figure 4 – Existing 2016 Traffic Volumes

Crash Data

The City of Scottsdale provided crash data for the intersection of Pima Road and Stagecoach Pass Road for 2011 to 2015. The Crash Experience Warrant for a traffic signal is not satisfied at Pima Road and Stagecoach Pass Road. The Town of Carefree provided Crash Location Summaries for 2012 through 5-31-2016 for the intersection of Cave Creek Road/Pima Road. The Town of Carefree did not have any reported crashes at Cave Creek Road/Twilight Trail. The crash data by intersection by year are summarized in Table 1 below and the crash data is presented in Appendix B.

Table 1 – Crash Data on Pima Road

Intersection	Number of Crashes by Year				
	2012	2013	2014	2015	2016 thru 5-31
Cave Creek Road/Pima Road	5	4	8	3	3
Stagecoach Pass Road/Pima Road	2	0	3	1	NA

Note: NA = Not Available

Level of Service Methodology

Level of Service (LOS) is a qualitative description of roadway operations based on a quantitative analysis. It is used to rank, describe and label traffic operations on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, LOS A represents free flow conditions with little or no delay and LOS F represents overloaded and severely congested conditions.

The study intersections were analyzed using methodologies published in the Highway Capacity Manual (HCM), Transportation Research Board, 2010. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The LOS for the Cave Creek Road/Twilight Trail intersection where the Twilight Trail approach is stop-controlled was analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a LOS for each minor-street movement (or shared movement), as well as major-street left turns by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements. LOS is not defined for the intersection as a whole or for the major-street approaches. The weighted overall average delay for the 2-way stop sign intersection is provided for information in the LOS tables.

The study intersection of Cave Creek Road/Pima Road with stop signs on all approaches was analyzed using the "All-Way Stop-Controlled" Intersection methodology from the HCM. This methodology evaluates delay for each approach based on turning movements,

opposing and conflicting traffic volumes, and the number of lanes. Average vehicle delay is computed for the intersection as a whole, and is then related to a LOS.

The ranges of delay associated with the various levels of service are indicated in Table 2.

Table 2 – Intersection Level of Service Criteria

Level of Service (LOS)	Two-Way Stop-Controlled Control Delay (sec/vehicle)	All-Way Stop-controlled Control Delay (sec/vehicle)
A	0 to10	0 to10
B	>10 to 15	>10 to 15
C	> 15 to 25	> 15 to 25
D	> 25 to 35	> 25 to 35
E	> 35 to 50	> 35 to 50
F	> 50	> 50

Source: Highway Capacity Manual, Transportation Research Board 2010, Exhibit 19-1 and 20-2

City of Scottsdale LOS Guidance

According to the City of Scottsdale Transportation Master Plan, January 2008, vehicular LOS D or better should be maintained at all signalized intersections with the exception of those intersections located within a designated core, a roadway with an urban character designation, or mixed-use area where lower levels of service are acceptable if other factors such as walkability, transit access, and aesthetic or right-of-way (ROW) considerations are overriding. At non-signalized intersections with moderate traffic volumes, levels of service below D may be appropriate. Where low volume locations intersect with high volume locations, LOS F is not unusual, but should be considered for mitigation if alternative access is not available.

Existing Conditions Capacity Analysis

Under Existing Conditions, all the study intersections operate at an overall LOS B or better during both peak hours. All the stop-controlled approaches operate at LOS C or better. A summary of the levels of service calculations are shown in Table 3 and the Capacity Analysis summary sheets are provided in Appendix C.

Table 3 – Existing Conditions Intersection Levels of Service

No.	Intersection Name	Control Type	Peak Hour	Overall Delay – LOS	Approach – Delay/LOS
1	Cave Creek Road/Pima Road	All-way Stop	AM	13.4 – B	EB – 11.4/B
					WB – 15.1/C
					NB – 13.3/B
					SB – 11.2/B
			PM	12.6 – B	EB – 10.6/B
					WB – 14.4/B
					NB – 11.8/B
					SB – 10.1/B
2	Cave Creek Road/Twilight Trail	Stop (NB)	AM	0.3	NB – 13.2/B
			PM	0.2	NB – 12.3/B

Notes: Delay is measured in average seconds per vehicle in Synchro; LOS = Level of Service

5. PROJECTED TRAFFIC

Trip Generation (Proposed Development)

The project site is currently vacant and zoned commercial. The proposed DM 19 development would rezone the site to R4 residential and includes 190 residential units and an 18 hole par 3 golf course. The anticipated trip generation for the proposed development was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, 9th Edition, 2012. The ITE rates are based on studies that measured the trips for various land uses. The rates are expressed in terms of trips per unit of land use. The trip rates and number of trips generated are presented for an average weekday and the AM and PM peak hour of the adjacent street traffic. The ITE trip rates used for the updated site plan include the following:

- ITE Code 251 – Senior Adult Housing-Detached
- ITE Code 260 – Recreational Homes
- ITE Code 430 – Golf Course

For trip generation analysis, it was assumed that 70 percent of the total residential units would be recreational homes (133 units), while the remaining 30 percent would be senior adult housing detached units (57 units). The proposed development would include a short golf course. However, to provide a conservative analysis, a full size 18-hole golf course was used for trip generation.

The proposed development is anticipated to generate an average of 1,273 daily trips including 71 trips during the AM peak hour and 103 trips during the PM peak hour.

Internal Trips Reduction

The ITE Trip Generation Manual includes data and methodologies that can be applied to determine the proportion of internal trips that may occur within a development area that includes a variety of land uses. For the proposed development, internal trips would consist of residents patronizing on-site golf course. Although some of these internal trips will be made by walking and golf carts, it was assumed they would all be made by automobile. For internal reduction, it was assumed that 30 percent of the short golf course traffic would come from the on-site residents and the remaining 70 percent would come off-site. None of the internal trips will leave the site.

Net-New Trips (External Trips)

After subtracting the internal trips from total trip generation, the proposed development would generate an average of 887 weekday daily trips including 49 trips during the AM peak hour and 71 trips during the PM peak hour.

A summary of the trip generation analysis is provided in Table 4.

Table 4 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Proposed											
Senior Adult Housing Detached	57 du	3.68	210	0.22	13	4	9	0.27	15	9	6
Recreational Homes	133 du	3.16	420	0.16	21	14	7	0.26	35	14	21
Golf Course	18 holes	35.74	643	2.06	37	29	8	2.92	53	27	26
Total Trips (External +Internal)		**1273**			**71**	**47**	**24**		**103**	**50**	**53**
Internal Trip Reduction		*-30%*		*-30%*				*-30%*			
From Golf to Residential			*-193*		*-11*	-9	*-2*		*-16*	-8	*-8*
From Residential to Golf			*-193*		*-11*	-2	*-9*		*-19*	-8	*-8*
Net-New Residential Trips (External)			437		23	16	7		34	15	19
Net-New Golf Trips (External)			450		26	20	6		37	19	18
Total External Trips			**887**		**49**	**36**	**13**		**71**	**34**	**37**

Note: du = dwelling unit

Trip Generation Comparison

The project site is vacant and zoned commercial and industrial. The currently approved development plan includes a mixed-use development including residential units, light industrial, and commercial office/retail land use. A summary of the trip generation for the currently approved plan is provided in Appendix D. The proposed Desert Mountain development would rezone the site to include residential units and a golf course. A comparison of trips generated by the currently approved plan and the proposed development is provided in Table 5.

Table 5 – Trip Generation Comparison

Trips	Currently Approved Plan			Proposed Development		
	Total	**AM**	**PM**	**Total**	**AM**	**PM**
External + Internal	9,969	859	1,126	1,273	71	103
External	8,367	784	971	887	49	71

As shown in Table 5, the proposed development is anticipated to generate approximately 11% of the number of vehicular trips of the currently approved commercial development plan.

Trip Distribution/Assignment

Access to the project site will be provided via Cave Creek Road (Access 1) and Pima Road (Access 2). Access 1 off of Cave Creek Road would be the primary access point and used by residents and golf traffic. Access 2 would be restricted to residents only. For the proposed project, two trip distribution patterns were developed: one for residents only and the other for golf traffic. The resident's only trip distribution pattern was developed based on the existing traffic volumes near the study area, proximity of other Desert Mountain communities located east of the project site and general knowledge of the area. The trip distribution pattern for residential traffic is shown in Figure 5. The golf course will not be open for public play. The residents residing in other Desert Mountain communities located on the east side of the project site will have access to the proposed DM 19 golf course. It was therefore assumed that all the external golf-related traffic would access the site to/from the east on Cave Creek Road via Access 1. The golf-related trip distribution of 100% to the east is also shown in Figure 5.

Based on the trip distribution pattern shown in Figure 5, the trips were assigned to the study intersections. For residential trips, it was assumed that nearly 75 percent of the trips would use Access 1 off of Cave Creek Road, while the remaining 25 percent would use Access 2 off on Pima Road. The assigned trips are shown in Figure 6.

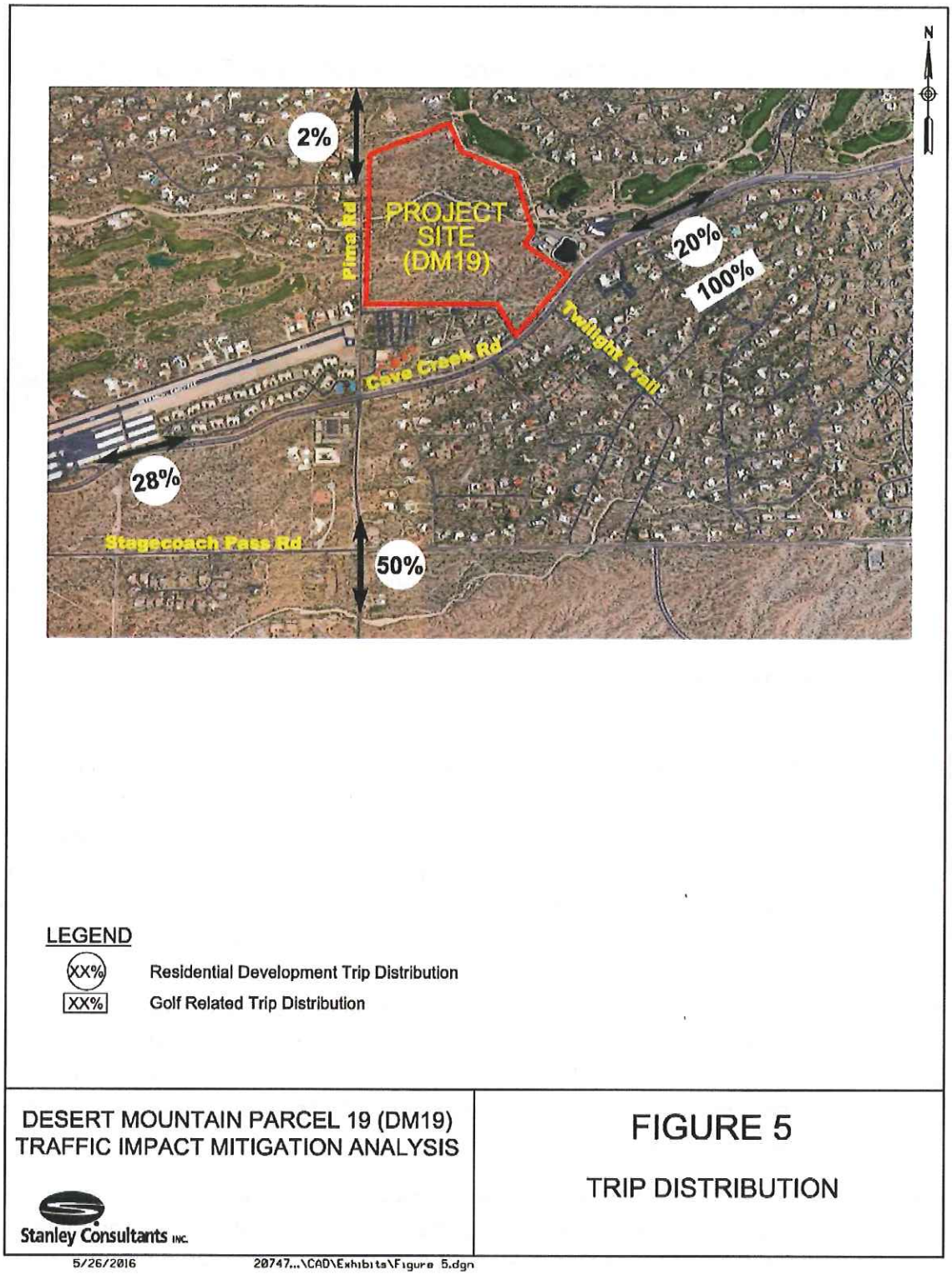


Figure 5 – Trip Distribution

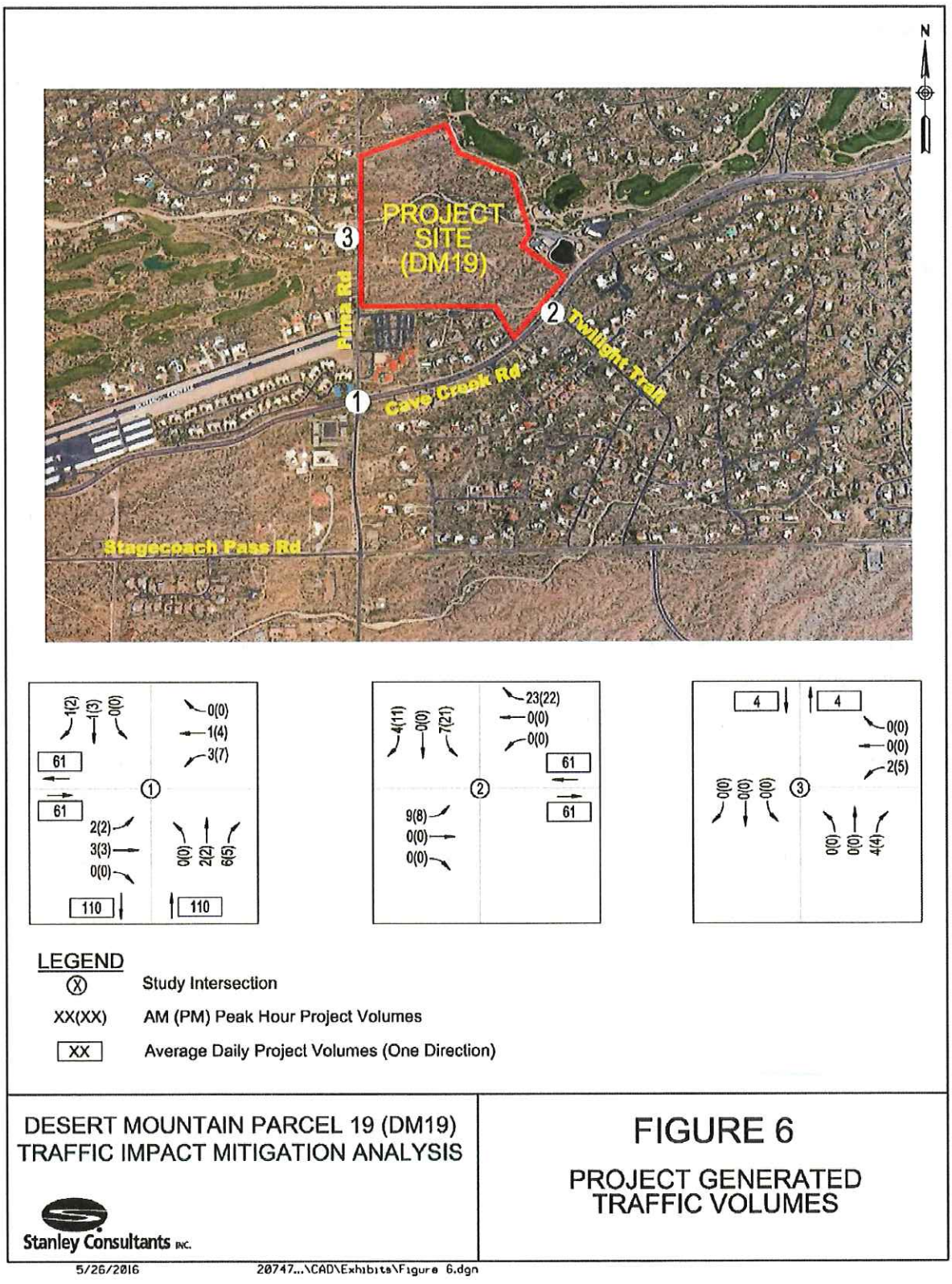


Figure 6 – Project Generated Traffic Volumes

6. EXISTING PLUS PROJECT TRAFFIC ANALYSIS

The project trips were added to the existing traffic volumes to estimate existing plus project conditions and are shown in Figure 7. The existing lane configurations and traffic control at the Cave Creek Road/Pima Road were used for this analysis. However, the lane configurations at the remaining two access driveway intersections were modified as follows:

Cave Creek Road/Twilight Trail-Access 1: At this intersection the southbound project Access 1 approach was modeled as stop-controlled and included one shared left/through/right-turn lane. The eastbound Cave Creek Road approach included one left-turn lane, one through lane, and one shared through/right-turn lane. The westbound Cave Creek Road approach included one shared left/through lane, one through lane, and one right-turn lane. The northbound Twilight Trail approach was stop-controlled and included one shared left/through/right-turn lane.

Pima Road/Access 2: At this intersection the northbound and southbound Pima Road approaches were modeled as free flow and the westbound project Access 2 approach was modeled as stop-controlled. The northbound Pima Road approach included one shared through/right-turn lane. The southbound Pima Road approach included one shared left/through lane. The westbound project Access 2 approach included one shared left/right-turn lane.

With the addition of project traffic to existing volumes and utilizing the lane configurations discussed above, all the intersections are anticipated to operate at an overall LOS B or better during both peak hours. All the stop-controlled approaches are also expected to operate at LOS C or better during both peak hours. A summary of the levels of service calculations are shown in Table 6 and the detail LOS summary sheets are provided in Appendix C.

Table 6 – Existing Plus Project Conditions Intersection Levels of Service

No.	Intersection Name	Control Type	Peak Hour	Overall Delay – LOS	Approach – Delay/LOS
1	Cave Creek Road/Pima Road	All-way Stop	AM	13.6 – B	EB – 11.5/B
					WB – 15.4/C
					NB – 13.5/B
					SB – 11.3/B
			PM	13.0 – B	EB – 10.8/B
					WB – 15.0/B
					NB – 12.1/B
					SB – 10.3/B
2	Cave Creek Road/Twilight Trail-Access 1	Stop (NB & SB)	AM	0.6	NB – 14.6/B
					SB – 13.0/B
			PM	0.9	NB – 13.4/B
					SB – 13.1/B
3	Pima Road/Access 2	Stop (WB)	AM	0.1	WB – 9.4/A
			PM	0.7	WB – 8.8/A

Notes: Delay is measured in average seconds per vehicle in Synchro; LOS = Level of Service

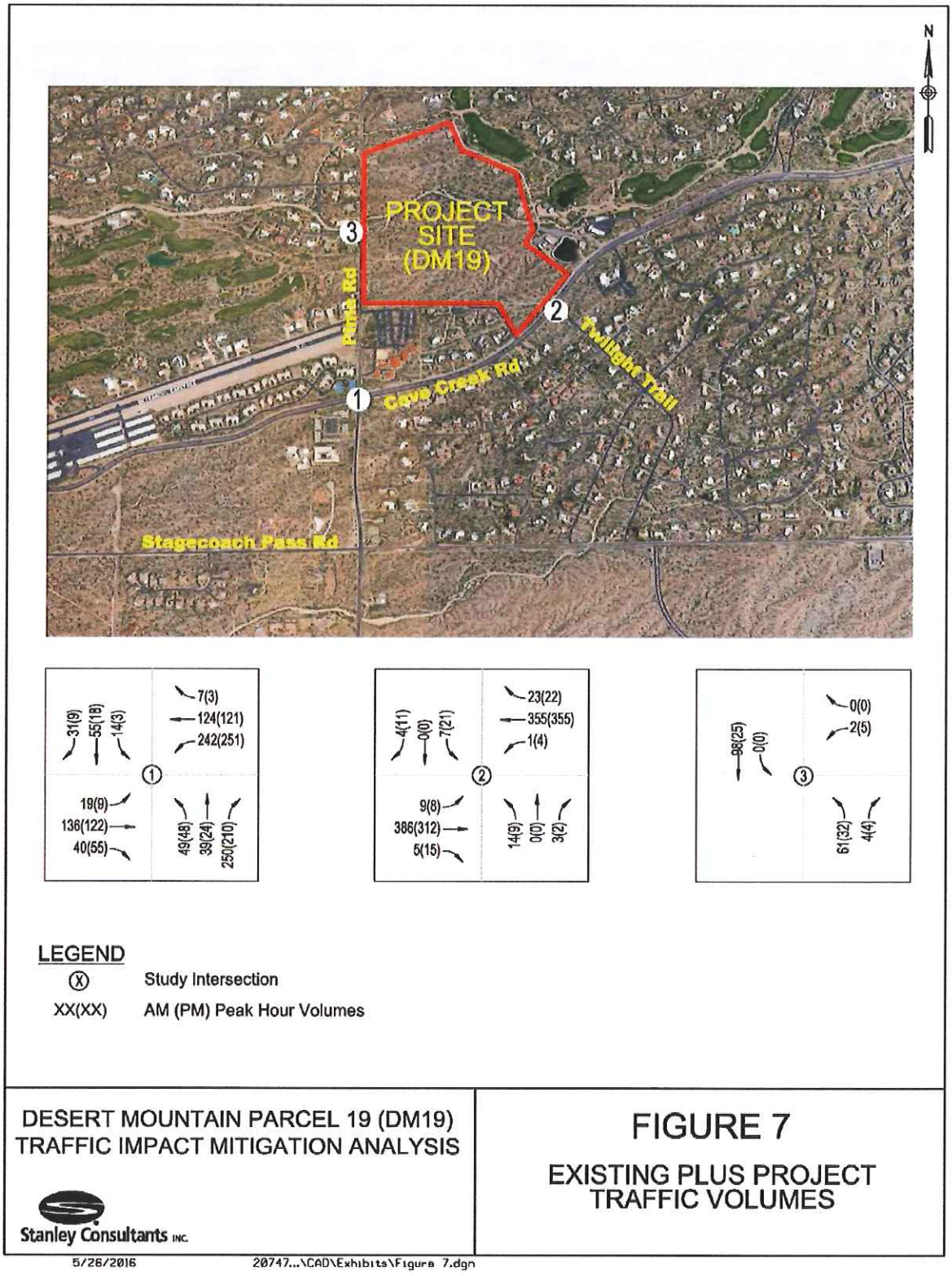


Figure 7 – Existing Plus Project Traffic Volumes

Turn Lanes at Access 1

At the intersection of Cave Creek Road/Twilight Trail-Access 1, several turn lanes at the site main entrance are highly recommended for traffic safety and traffic operational benefits. Even though the proposed site will have relatively low traffic volumes, it is recommended that the Access 1 include an eastbound left-turn lane, a westbound left-turn lane, a westbound right-turn lane and a separate southbound right-turn lane. Left-turn lanes allow improved visibility of opposing traffic and also improve safety by moving the left-turn vehicles out of the through lanes. The southbound right-turn lane will improve traffic operations by keeping the southbound through and left-turning vehicles from blocking and delaying the easy southbound right turn movement. The westbound right-turn lane will help traffic exiting the site be clear that the approaching westbound vehicle is either turning into the site or continuing through to the west. All turn lanes should provide a minimum of 100 feet of storage.

7. PIMA ROAD/STAGECOACH PASS ROAD INTESECTION DISCUSSION/TRAFFIC CONCERNS

Intersection and Roadway Characteristics

The intersection of Pima Road/Stagecoach Pass Road is located approximately 1,600 feet south of Cave Creek Road/Pima Road intersection. Pima Road/Stagecoach Pass is a four-legged, unsignalized intersection. The northbound and southbound Pima Road approaches are free flow and each consist of one left-turn lane and one shared through/right-turn lane. The eastbound and westbound Stagecoach Pass Road approaches are stop-controlled and each consist of one shared left/through/right-turn lane. Stagecoach Pass Road is a border between the City of Scottsdale to the south and the Town of Carefree to the north. As a result, this intersection is jointly controlled by the two jurisdictions.

Pima Road is a north-south roadway with one lane in each direction of travel. It is classified as an arterial by the Town of Carefree, north of Stagecoach Pass and is classified as a rural minor arterial by the City of Scottsdale south of Stagecoach Pass Road. The posted speed limit on Pima Road is 35 miles per hour north of Stagecoach Pass Road and 45 miles per hour south of Stagecoach Pass Road.

Stagecoach Pass Road is an east-west roadway with one lane in each direction of travel. It is classified as a rural minor-collector street in the vicinity of Pima Road. The posted speed limit on Stagecoach Pass Road is 25 miles per hour east of Pima Road and 35 miles per hour west of Pima Road.

Town of Carefree Traffic Concerns

Stagecoach Pass Road east of Pima Road is the border between Carefree and Scottsdale. Homes on the north side of Stagecoach Pass Road and east of Pima Road are in the Town of Carefree. Some individuals from the Town of Carefree and the Velvet Shadows subdivision located south of Cave Creek Road across from the DM 19 site have expressed concerns that traffic generated from the proposed DM 19 development would leave the site and proceed straight south across Cave Creek Road onto the residential street Twilight Trail while on their way to get onto southbound Pima Road. The proposed DM 19 access off of Cave Creek Road is proposed to be aligned opposite Twilight Trail. Based on the concerns raised by the Town and by the residents, the alternative routes using the major streets and using the residential streets cutting through the Velvet Shadows subdivision were evaluated.

Based on the proposed DM 19 trip distribution and assignment pattern discussed in the previous section, 50 percent of the residential trips generated by the proposed development would travel from the site to/from Pima Road south of Stagecoach Pass Road. There are two possible alternative routes/options to go south onto Pima Road from the proposed site/s main entrance on Cave Creek Road. The reverse trip from northbound Pima Road to the site was also evaluated.

Option 1 (Preferred Route)

Leaving the site and wanting to go south on Pima Road, make a right-turn onto Cave Creek Road via proposed Access 1, travel two blocks west, make a left-turn onto southbound Pima Road at the four-way stop-controlled intersection, and travel south on Pima Road past Stagecoach Pass Road. The total distance travelled between the project access point on Cave Creek Road and Stagecoach Pass Road just north of Pima Road is approximately 0.77 miles. When returning to the site from the south on Pima Road, the preferred route is to travel northbound on Pima Road past Stagecoach Pass Road, turn right onto Cave Creek Road at the four-way stop intersection, and turn left into the site project Access 1.

Option 2 (Less Desirable Route)

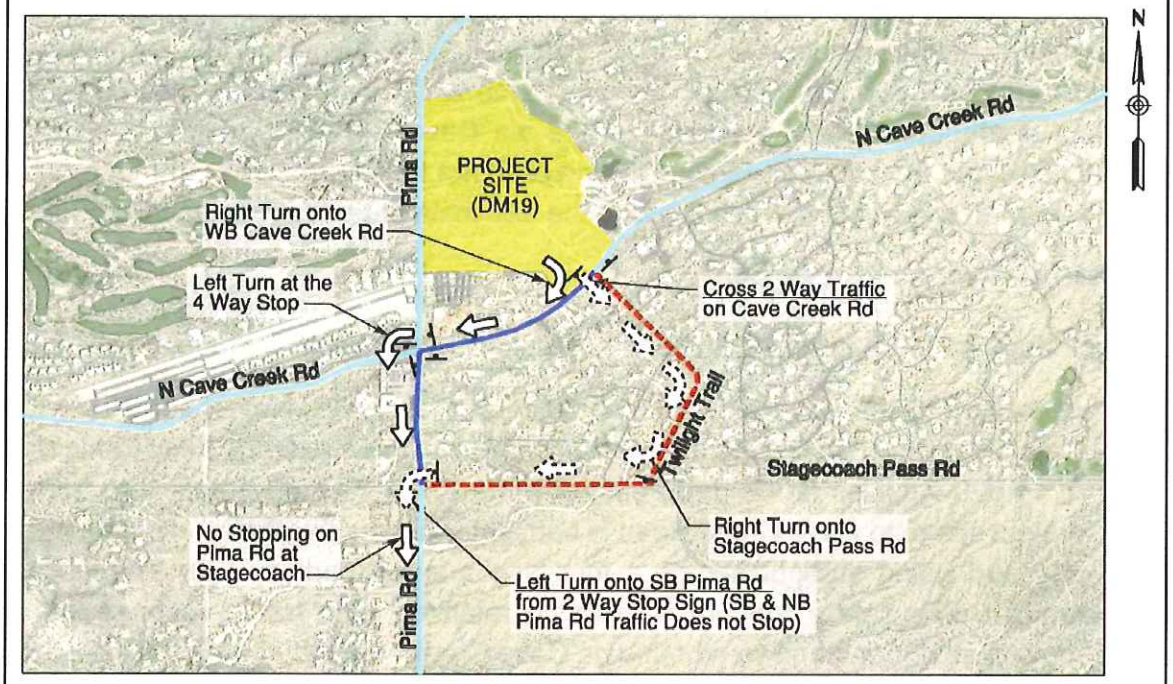
Leaving the site and wanting to go south on Pima Road, at the stop sign on Cave Creek Road, proceed straight south from project Access 1 across Cave Creek Road into the Velvet Shadows residential subdivision, travel on the residential street, Twilight Trail, to the stop sign, turn right onto Stagecoach Pass Road and make a left-turn at 2-way stop-controlled Pima Road/Stagecoach Pass Road intersection (Stagecoach Pass Road is stop-controlled and Pima Road is free flow) to proceed south on Pima Road. The total distance travelled between the project Access 1 on Cave Creek Road and Pima Road

just east of Stagecoach Pass Road is approximately 1.15 miles. When returning to the site from the south on Pima Road, make a right-turn onto Stagecoach Pass Road, turn left onto residential Street Twilight Trail, travel north to the stop sign at Cave Creek Road, and proceed straight across Cave Creek Road into the site. It should be noted that through traffic on Cave Creek Road does not stop while northbound traffic on Twilight Trail and southbound traffic existing the site via Cave Creek Road would stop. The alternative routes from the site to southbound on Pima Road are shown in Figure 8. The alternative routes from south Pima Road to the site main entrance are shown in Figure 9.

Alternative Options Comparison

Option 2 appears to be more difficult and not a short-cut for several reasons as follows:

- According to the Town of Carefree General Plan 2030, November 2012, Cave Creek Road is classified as an arterial roadway with an average daily traffic (ADT) of 11,000 vehicles (2008 data) east of Pima Road. Making a right turn from the project site onto Cave Creek Road is both safer and easier than waiting for a large gap and going straight across a four-lane arterial roadway with a landscaped median. The safety concern is crossing relatively high traffic volumes that are moving eastbound and westbound on Cave Creek Road at or near the speed limit. The driver has to look for traffic in both directions and find a suitable gap to cross a nearly five-lane arterial roadway to proceed straight south into the neighborhood. It is significantly easier and safer to make a right-turn onto westbound Cave Creek Road than to proceed straight across two directions of free-flow traffic on Cave Creek Road.
- Travelling on a residential street is slower and less comfortable than travelling on an arterial street like Cave Creek Road and Pima Road.
- Turning left from Cave Creek Road onto Pima Road at the Cave Creek Road/Pima Road 4-way stop-controlled intersection is much easier and safer than the two movements required in Option 2. At the 4-way stop intersection, the queue of traffic gradually moves up until you are looking at the other vehicles and confirming whose turn it is next to proceed. While it is more complicated for the driver than traveling through a traffic signal or a roundabout, the low speed and close proximity of the conflicting vehicles make a left turn a little slow but typically very safe.
- The Option 2 movements of proceeding straight across Cave Creek Road into the residential neighborhood, and turning left onto Pima Road from Stagecoach Pass Road at a 2-way stop-controlled intersection where Pima Road northbound-southbound traffic does not stop are both problematic and more difficult than using the major streets and a 4-way stop intersection.
- The total distance traveled in Option 2 is approximately 1.15 miles which is more than as compared to 0.77 miles in Option 1.



LEGEND

Option 1: Preferred Route (Faster and Safer) (Distance = 0.77 miles)

Option 2: Less Desirable Route (Distance = 1.15 miles)

Stop Sign

DESERT MOUNTAIN PARCEL 19 (DM19) TRAFFIC IMPACT MITIGATION ANALYSIS	FIGURE 8 ALTERNATE ROUTES FROM DESERT MOUNTAIN PARCEL TO SOUTH PIMA ROAD
Stanley Consultants INC.	

5/26/2016 20747...\CAD\Exhibits\Figure 8.dgn

Figure 8 – Alternate Routes from Desert Mountain Parcel to South Pima Road

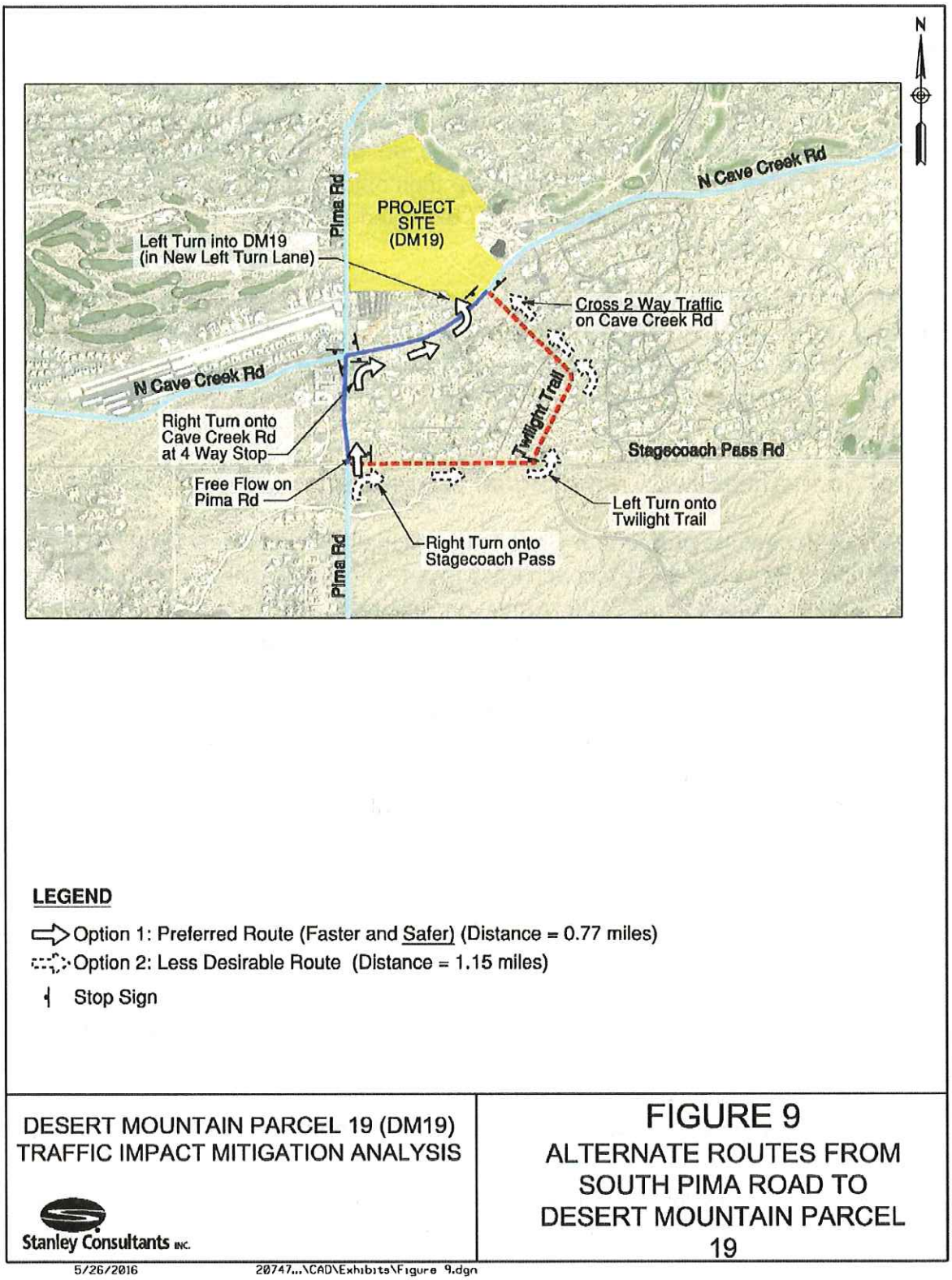


Figure 9 – Alternate Routes from South Pima Road to Desert Mountain Parcel 19

A few motorists may try the alternative Option 2 route through the residential neighborhood, but it is estimated and predicted that none of the traffic generated by the proposed Desert Mountain development will prefer Option 2 route through the neighborhood to the south on Pima Road. The trips generated by the proposed development were assigned to the roadway network based on alternative Option 1. The project is expected to add 220 daily vehicular trips onto southbound Pima Road north of Stagecoach Pass Road. The project is not expected to add any traffic on Stagecoach Pass Road east of Pima Road.

It is anticipated that the traffic proceeding straight across Cave Creek Road to Velvet Shadows will be limited to Velvet Shadows residents and neighbors going to and from the site with very few if any cutting through to get to Pima Road southbound. It is anticipated that the new proposed development will not disrupt or disturb the residential street operations to the south.

City of Scottsdale Draft Traffic Signal Warrant Study

The City of Scottsdale prepared a Draft Traffic Signal Warrant Study, April 2016 for the intersection of Pima Road/Stagecoach Pass Road. The study reviewed all the nine traffic signal warrants defined in the 2009 Manual on Uniform Traffic Control Devices (MUTCD) and Warrant 1: Eight Hour Vehicular Volume, Warrant 2: Four Hour Vehicular Volume and Warrant 3: Peak Hour Vehicular Volume were met at this intersection. A traffic signal is warranted at this intersection. However, the City's draft report recommends consideration the construction of a roundabout at this intersection due to the reduced number of crashes, reduced number of serious injury and fatal accidents, the reduced traffic delay and the reduced speeds of a roundabout versus a traffic signal.

8. CONCLUSIONS AND RECOMMENDATIONS

- The proposed DM19 development would rezone the site from commercial development to 190 residential units and one short golf course.
- The proposed project is expected to generate an average of 887 net-new daily external vehicular trips, including 49 trips during the AM peak hour and 71 trips during the PM peak hour.
- The proposed development (887 trips) will generate 11 percent of the vehicular trips that would be generated by the existing approved commercial plan (8,367 trips).
- Under existing conditions, the study intersections operate at an overall LOS B or better and all the stop-controlled approaches operate at an overall LOS C or better during both peak hours.
- With the addition of project traffic to existing traffic volumes, the study intersections are expected to operate at the same LOS as existing conditions.

- The proposed development will not disrupt or disturb the residential street operations on the south side of Cave Creek Road.
- At the intersection of Pima Road/Stagecoach Pass Road, a traffic signal is warranted based on the City of Scottsdale Draft Traffic Signal Warrant Study, April 2016. However, the City has recommended to consider the construction of a roundabout at this intersection.

Recommendation

At the intersection of Cave Creek Road/Twilight Trail Access 1, it is recommended that the site access improvements include an eastbound left-turn lane, a westbound left-turn lane, a westbound right-turn lane, and a separate southbound right-turn lane, all with a minimum of 100 feet of storage length.

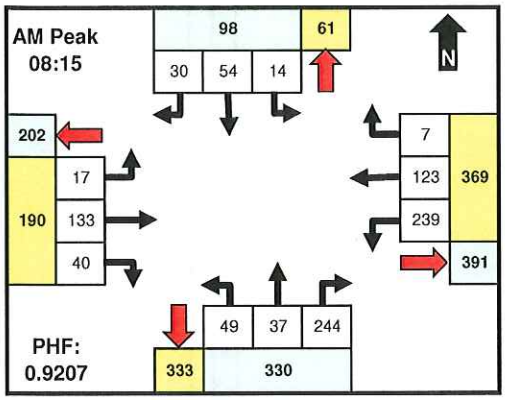
APPENDIX A

Traffic Volumes

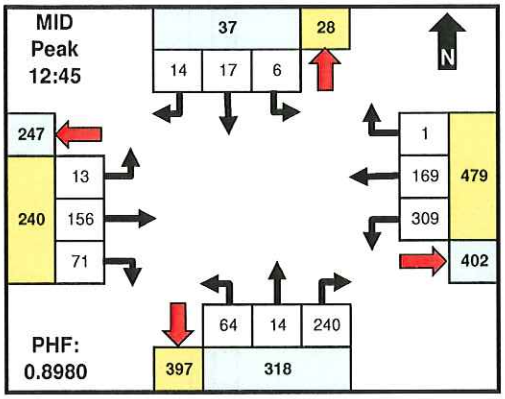
TRAFFIC RESEARCH & ANALYSIS, INC.
Specializing in Traffic Data Collection

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

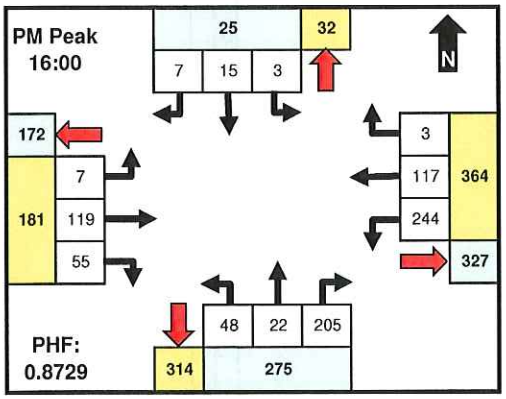
Intersection TMC: 1602476
Count Date: 5/3/2016



	From North PIMA RD				From East CAVE CREEK RD				From South PIMA RD				From West CAVE CREEK RD				INTSEC
Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
8:00	1	4	1	0	60	24	2	0	8	9	59	0	5	34	10	0	217
8:15	2	7	1	0	64	36	3	0	8	5	56	0	2	41	9	0	234
8:30	6	29	12	0	56	29	0	0	15	8	65	0	6	31	11	0	268
8:45	0	8	7	0	55	31	4	0	15	9	62	0	6	37	14	0	248
9:00	6	10	10	0	64	27	0	0	11	15	61	0	3	24	6	0	237
9:15	0	8	4	0	69	26	0	0	12	3	57	0	0	28	9	0	216
9:30	0	7	5	0	67	33	0	0	9	6	62	0	1	24	5	0	219
9:45	2	4	0	0	63	36	0	0	15	7	59	0	3	35	15	0	239
Total	17	77	40	0	498	242	9	0	93	62	481	0	26	254	79	0	1878
Pk Hr																	8:15 AM
Pk Vol	14	54	30	0	239	123	7	0	49	37	244	0	17	133	40	0	987
PHF	0.583	0.466	0.625	0.000	0.934	0.854	0.438	0.000	0.817	0.617	0.938	0.000	0.708	0.811	0.714	0.000	0.921



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
12:00	0	8	2	0	64	33	2	0	19	2	53	0	2	34	14	0	233
12:15	1	6	4	0	67	32	5	0	17	7	52	0	5	29	15	0	240
12:30	2	7	2	0	56	36	1	0	15	5	51	0	3	23	19	0	220
12:45	2	4	4	0	72	39	0	0	22	3	47	0	4	36	23	0	256
13:00	2	6	1	0	71	40	1	0	24	4	65	0	1	36	9	0	260
13:15	1	6	4	0	79	41	0	0	9	0	53	0	6	43	17	0	259
13:30	1	1	5	0	87	49	0	0	9	7	75	0	2	41	22	0	299
13:45	0	7	6	0	70	44	0	0	15	1	33	0	4	34	16	0	230
Total	9	45	28	0	566	314	9	0	130	29	429	0	27	276	135	0	1997
Pk Hr																	12:45 PM
Pk Vol	6	17	14	0	309	169	1	0	64	14	240	0	13	156	71	0	1074
PHF	0.750	0.708	0.700	0.000	0.888	0.862	0.250	0.000	0.667	0.500	0.800	0.000	0.542	0.907	0.772	0.000	0.898



Time	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	LT	Thru	RT	Ped	TOTAL
16:00	1	5	3	0	70	37	0	0	12	4	59	0	2	31	18	0	242
16:15	2	2	2	0	63	26	1	0	9	7	44	0	4	30	13	0	203
16:30	0	4	2	0	53	26	1	0	11	8	50	0	1	33	6	0	195
16:45	0	4	0	0	58	28	1	0	16	3	52	0	0	25	18	0	205
17:00	2	9	4	0	58	23	2	0	17	2	45	0	3	23	7	0	195
17:15	0	4	2	0	66	29	0	0	9	2	41	0	3	31	21	0	208
17:30	0	4	3	0	64	20	2	0	14	3	45	0	3	25	9	0	192
17:45	0	2	1	0	45	20	1	0	13	9	31	0	1	15	10	0	148
Total	5	34	17	0	477	209	8	0	101	38	367	0	17	213	102	0	1588
Pk Hr																	4:00 PM
Pk Vol	3	15	7	0	244	117	3	0	48	22	205	0	7	119	55	0	845
PHF	0.375	0.750	0.583	0.000	0.871	0.791	0.750	0.000	0.750	0.688	0.869	0.000	0.438	0.902	0.764	0.000	0.873

Intersection Statistics

Per	Peak Hour	Pk Hr Vol	Peak Intvl	Pk Intv Vol	PHF
AM	8:15 AM	987	8:30 AM	268	0.921
MID	12:45 PM	1074	1:30 PM	299	0.898
PM	4:00 PM	845	4:00 PM	242	0.873

Peak Hour Statistics by Approach

Per	Peak Hour	Vol	PHF	Peak Hour	Vol	PHF	Peak Hour	Vol	PHF	Peak Hour	Vol	PHF
AM	8:30 AM	100	0.532	9:00 AM	385	0.963	8:30 AM	333	0.946	8:00 AM	206	0.904
MID	12:00 PM	42	0.955	1:00 PM	482	0.886	12:45 PM	318	0.855	12:45 PM	240	0.909
PM	4:45 PM	32	0.533	4:00 PM	364	0.850	4:00 PM	275	0.917	4:00 PM	181	0.887

Comments

Approach & Departure Volumes (No Peds)

Per	Approach	Depart	Approach	Depart	Approach	Depart	Approach	Depart
AM	134	97	749	752	636	654	359	375
MID	82	65	889	714	588	746	438	472
PM	56	63	694	585	506	613	332	327

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Client: Stanley
File Number: 1602472
Route: N CAVE CREEK RD
Location: W of N PIMA RD

Site Ref: 1
Direction: EB
Latitude: 33.8
Longitude: -111.

Count Date	5/5/2016																Aver
Count Time	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM
00:00	0	50															0
00:15	0	49															0
00:30	0	45															0
00:45	0	63															0
01:00	0	46															0
01:15	0	66															0
01:30	0	65															0
01:45	0	54															0
02:00	0	65															0
02:15	0	49															0
02:30	0	44															0
02:45	0	49															0
03:00	0	45															0
03:15	0	38															0
03:30	0	51															0
03:45	0	52															0
04:00	8	51															8
04:15	1	47															1
04:30	2	40															2
04:45	2	43															2
05:00	4	33															4
05:15	7	55															7
05:30	6	37															6
05:45	13	26															13
06:00	16	23															16
06:15	20	18															20
06:30	17	11															17
06:45	29	9															29
07:00	38	9															38
07:15	33	15															33
07:30	44	18															44
07:45	41	14															41
08:00	49	12															49
08:15	52	9															52
08:30	48	18															48
08:45	57	10															57
09:00	33	5															33
09:15	37	12															37
09:30	30	13															30
09:45	53	7															53
10:00	52	9															52
10:15	57	1															57
10:30	50	2															50
10:45	51	0															51
11:00	53	1															53
11:15	40	2															40
11:30	49	1															49
11:45	50	0															50
Totals	**1042**	**1382**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1042**
Day Total	**2424**		**0**		**0**		**0**		**0**		**0**		**0**		**0**		**24**
AM Pct	43.0%																43.
Peak Hour	9:45	13:15															9:45
Peak Volume	212	250															212
P.H.F	0.9298	0.9470															0.9298

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

:180
8928
rage
PM
50
49
45
63
46
66
65
54
65
49
44
49
45
38
51
52
51
47
40
43
33
55
37
26
23
18
11
9
9
15
18
14
12
9
18
10
5
12
13
7
9
1
2
0
1
2
1
0
1382
24
0%
13:15
250
0.9470

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Client: Stanley
File Number: 1602474
Route: N PIMA RD
Location: S of E CAVE CREEK RD

Site Ref: 1
Direction: NB
Latitude: 33.8169
Longitude: -111.8913

Count Date	5/5/2016																		Average	
Count Time	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
00:00	2	130																	2	130
00:15	0	159																	0	159
00:30	2	121																	2	121
00:45	2	146																	2	146
01:00	1	182																	1	182
01:15	4	120																	4	120
01:30	3	182																	3	182
01:45	1	97																	1	97
02:00	0	149																	0	149
02:15	1	137																	1	137
02:30	1	131																	1	131
02:45	2	122																	2	122
03:00	1	150																	1	150
03:15	1	129																	1	129
03:30	1	130																	1	130
03:45	1	146																	1	146
04:00	3	127																	3	127
04:15	9	105																	9	105
04:30	15	120																	15	120
04:45	36	129																	36	129
05:00	25	110																	25	110
05:15	32	94																	32	94
05:30	31	103																	31	103
05:45	48	86																	48	86
06:00	36	113																	36	113
06:15	82	89																	82	89
06:30	95	60																	95	60
06:45	113	56																	113	56
07:00	121	66																	121	66
07:15	126	67																	126	67
07:30	158	68																	158	68
07:45	186	61																	186	61
08:00	143	61																	143	61
08:15	117	64																	117	64
08:30	152	55																	152	55
08:45	179	43																	179	43
09:00	156	44																	156	44
09:15	130	32																	130	32
09:30	157	38																	157	38
09:45	164	32																	164	32
10:00	129	18																	129	18
10:15	111	15																	111	15
10:30	124	11																	124	11
10:45	116	8																	116	8
11:00	132	10																	132	10
11:15	138	5																	138	5
11:30	129	3																	129	3
11:45	142	2																	142	2
Totals	**3358**	**4126**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3358**	**4126**
Day Total	**7484**		**0**		**0**		**0**		**0**		**0**		**0**		**0**				**7484**	
AM Pct	44.9%																		44.9%	
Peak Hour	8:45	12:45																	8:45	12:45
Peak Volume	622	630																	622	630
P.H.F	0.8687	0.8654																	0.8687	0.8654

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Client:	Stanley	Site Ref:	1
File Number:	1602475	Direction:	SB
Route:	PIMA RD	Latitude:	33.8193
Location:	N of E CAVE CREEK RD	Longitude:	-111.8913

Count Date	5/5/2016																Average	
Count Time	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
00:00	0	9															0	9
00:15	0	10															0	10
00:30	0	11															0	11
00:45	0	9															0	9
01:00	0	10															0	10
01:15	2	10															2	10
01:30	1	8															1	8
01:45	0	13															0	13
02:00	0	6															0	6
02:15	0	23															0	23
02:30	0	10															0	10
02:45	2	6															2	6
03:00	1	11															1	11
03:15	0	11															0	11
03:30	0	6															0	6
03:45	0	6															0	6
04:00	0	10															0	10
04:15	1	5															1	5
04:30	1	6															1	6
04:45	1	3															1	3
05:00	0	15															0	15
05:15	0	6															0	6
05:30	0	8															0	8
05:45	4	2															4	2
06:00	1	5															1	5
06:15	3	4															3	4
06:30	4	5															4	5
06:45	3	1															3	1
07:00	5	3															5	3
07:15	6	3															6	3
07:30	14	1															14	1
07:45	7	0															7	0
08:00	5	0															5	0
08:15	6	7															6	7
08:30	48	13															48	13
08:45	16	2															16	2
09:00	25	0															25	0
09:15	13	1															13	1
09:30	13	0															13	0
09:45	6	1															6	1
10:00	7	0															7	0
10:15	9	0															9	0
10:30	8	1															8	1
10:45	9	0															9	0
11:00	4	0															4	0
11:15	14	0															14	0
11:30	13	0															13	0
11:45	11	0															11	0
Totals	**263**	**261**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**263**	**261**
Day Total	**524**		**0**		**0**		**0**		**0**		**0**		**0**				**524**	
AM Pct	50.2%																50.2%	
Peak Hour	8:30	13:45															8:30	13:45
Peak Volume	102	52															102	52
P.H.F	0.5313	0.5652															0.5313	0.5652

Traffic Research & Analysis, Inc.
3844 East Indian School Road
Phoenix, AZ 85018
(602) 840-1500

Client: Stanley
File Number: 1602473
Route: N CAVE CREEK RD
Location: E of N PIMA RD

Site Ref: 1
Direction: WB
Latitude: 33.8188
Longitude: -111.8891

Count Date	5/5/2016																		Average	
Count Time	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
00:00	2	92																	2	92
00:15	0	119																	0	119
00:30	0	99																	0	99
00:45	1	120																	1	120
01:00	1	119																	1	119
01:15	2	126																	2	126
01:30	0	140																	0	140
01:45	1	121																	1	121
02:00	0	130																	0	130
02:15	0	133																	0	133
02:30	0	130																	0	130
02:45	1	140																	1	140
03:00	1	120																	1	120
03:15	1	106																	1	106
03:30	0	101																	0	101
03:45	0	105																	0	105
04:00	8	113																	8	113
04:15	1	93																	1	93
04:30	4	82																	4	82
04:45	4	91																	4	91
05:00	7	84																	7	84
05:15	12	94																	12	94
05:30	11	88																	11	88
05:45	25	70																	25	70
06:00	30	78																	30	78
06:15	37	59																	37	59
06:30	31	49																	31	49
06:45	53	36																	53	36
07:00	69	39																	69	39
07:15	60	26																	60	26
07:30	79	23																	79	23
07:45	74	23																	74	23
08:00	89	20																	89	20
08:15	104	17																	104	17
08:30	93	10																	93	10
08:45	94	11																	94	11
09:00	93	15																	93	15
09:15	100	22																	100	22
09:30	111	19																	111	19
09:45	105	17																	105	17
10:00	107	20																	107	20
10:15	113	7																	113	7
10:30	125	9																	125	9
10:45	132	7																	132	7
11:00	116	6																	116	6
11:15	122	2																	122	2
11:30	95	3																	95	3
11:45	114	2																	114	2
Totals	2228	3136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2228	3136
Day Total	5364		0		0		0		0		0		0		0				5364	
AM Pct	41.5%																		41.5%	
Peak Hour	10:30	14:00																	10:30	14:00
Peak Volume	495	533																	495	533
P.H.F	0.9375	0.9518																	0.9375	0.9518

APPENDIX B

Crash Data

Maricopa County Sheriff's Office
Location History

Period covered: January 1, 2012 to September 23, 2013

Incident/DR #	XRef Incident #	Disposition	Date	Time	Incident Location	Description of Call Type	Final Call Type	Deputy Serial #
MA12004289		8	1/8/2012 12:16:20 PM		E CAVE CREEK RD/N PIMA RD ,CRF	VEHICLE ACCIDENT W/INJURIES	962	S1481
MA12049718		8	3/22/2012 8:10:21 AM		E CAVE CREEK RD/N PIMA ,CRF	VEHICLE ACCIDENT W/INJURIES	962	S0997
MA12101315		8	6/7/2012 10:53:52 AM		E CAVE CREEK RD/N PIMA ,CRF	VEHICLE ACCIDENT NO INJURY	961	S1813
MA12105441		8	6/13/2012 8:23:13 PM		E CAVE CREEK RD/N PIMA ,CRF	VEHICLE ACCIDENT NO INJURY	961	S0950
MA12134068		10	7/28/2012 7:40:51 AM		E CAVE CREEK RD/N PIMA ,CRF	INJURED/SICK PERSON	901	S1179
MA13031502		8	2/16/2013 3:48:06 PM		E CAVE CREEK RD/N PIMA RD ,CRF	VEHICLE ACCIDENT FATALITY	963	S1179
MA13128644		8	7/5/2013 3:03:55 PM		E CAVE CREEK RD/N PIMA ,CRF	VEHICLE ACCIDENT W/INJURIES	962	S1179

Disposition Descriptions

1 Information Received
2 Police Service Report Written (DR) Incident # is DR #
3 Unable to Locate/Gone on Arrival
4 Civil Matter
5 Detail Completed
6 Offense Report Written (DR) Incident # is DR #
7 Field interview card completed
8 Vehicle Accident Report Written (DR) Incident # is DR #
9 Assist to other Agency-
10 Turned Over to other Agency
11 Property Invoice (only) Written (DR) Incident # is DR #
12 Tow Truck Request (only) Written (DR) Incident # is DR #
13 Cancel Incident Prior to unit being Dispatched
14 Cancel Incident after Unit has been Dispatched

Prepared by MCSO, Telecommunications Technology Division, 602-876-1033

This report is compiled using data from the MCSO Computer Aided Dispatch (CAD) system. All efforts have been made to insure that the information presented is correct and up-to-date. However, complete accuracy cannot be guaranteed. If there are any questions or comments regarding the information presented, please contact the CAD Coordinator at 602-876-1033.

Maricopa County Sheriff's Office
Location History

Period covered: September 24, 2013 to May 31, 2016

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC13223818	IR13189397		11/21/2013	11:14:37	771609 - A476

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC13226990	IR13189753		11/26/2013	09:21:03	117502 -

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

N PIMA RD/E CAVE CREEK RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14006587	IR14000796		01/11/2014	13:10:54	771285 - A433

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14020884	IR14002655		02/02/2014	12:35:20	119326 -

Description of Event:

VEHICLE CRASH NO INJURY HIT AND RUN 961

Event Location — *Location Name:*

N PIMA RD/E CAVE CREEK RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14034790	IR14004364		02/22/2014	14:52:10	771647 - A434

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

This report is compiled using data from the MCSO Computer Aided Dispatch (CAD) system. All efforts have been made to insure that the information presented is correct and up-to-date. However, complete accuracy cannot be guaranteed. If there are any questions or comments regarding the information presented, please contact the Crime Analysis Unit at 602-644-5926.

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14052665	IR14006602		03/20/2014	16:50:39	771609 - G476

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14116282	IR14014529		06/24/2014	14:52:20	771179 - A434

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14170080	IR14020971		09/10/2014	06:53:31	771869 - A430

Description of Event:

VEHICLE CRASH W/INJURIES

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14230738	IR14028556		12/08/2014	20:54:15	770920 - L433

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC14230942	IR14028577		12/09/2014	08:33:30	771256 - A434

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

N PIMA RD/E CAVE CREEK RD — :JUST NOF

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC15041194	IR15004978		02/27/2015	13:55:50	771356 - A434

Description of Event:

VEHICLE CRASH NO INJURY 961 INVOLVING ALCOHOL

Event Location — *Location Name:*

N PIMA RD/E CAVE CREEK RD

This report is compiled using data from the MCSO Computer Aided Dispatch (CAD) system. All efforts have been made to insure that the information presented is correct and up-to-date. However, complete accuracy cannot be guaranteed. If there are any questions or comments regarding the information presented, please contact the Crime Analysis Unit at 602-644-5926.

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC15170962	IR15019929		08/10/2015	13:47:48	771179 - A434

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC15285997	IR15032965		12/25/2015	18:20:45	772059 - L434

Description of Event:

VEHICLE CRASH NO INJURY HIT AND RUN 961

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC16094247	IR16010732		04/22/2016	15:49:42	771609 - A476

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

E CAVE CREEK RD/N PIMA RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC16108646	IR16012387		05/09/2016	13:38:01	772047 - A434

Description of Event:

VEHICLE CRASH NO INJURY

Event Location — *Location Name:*

N PIMA RD/E CAVE CREEK RD

Event #	IR #	Cross Reference Event	Date	Time	Deputy/DO Serial # - Unit
MC16114098	IR16013036		05/15/2016	18:23:16	771414 - L430

Description of Event:

VEHICLE CRASH W/INJURIES

Event Location — *Location Name:*

N PIMA RD/E CAVE CREEK RD

This report is compiled using data from the MCSO Computer Aided Dispatch (CAD) system. All efforts have been made to insure that the information presented is correct and up-to-date. However, complete accuracy cannot be guaranteed. If there are any questions or comments regarding the information presented, please contact the Crime Analysis Unit at 602-644-5926.

CITY OF SCOTTSDALE '11 -'12 COLLISION SUMMARY

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV. #1	#2	PHYS. COND. #1	#2	VIOLATION #1	#2	ACTION #1	#2	TRAV. DIR. #1	#2	MANNER OF COLLISION	COMMENTS
11-06062	110312	1639	PIMA		STAGECOACH PASS	RD	AT		1	1	0	0	3	0	4	I	E	S	4	
12-22365	121009	0703	PIMA	RD	STAGECOACH PASS	RD	AT		1	1	0	0	7	I	4	I	SB	NB	3	
12-26524	121129	1039	PIMA	RD	STAGECOACH PASS	RD	W	250	1	3	0	0	7	I	6	I	WB	WB	3	

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV #1	INJ. SEV #2	PHYS. COND. #1	PHYS. COND. #2	VIOLATION #1	VIOLATION #2	ACTION #1	ACTION #2	TRAV. DIR. #1	TRAV. DIR. #2	MANNER OF COLLISION	COMMENTS

KEY (January 1, 2011-June 21,2011)

INJURY SEVERITY: 1=NO INJURY, 2=POSSIBLE INJURY, 3=NON-INCAPACITATING INJURY, 4=INCAPACITATING INJURY, 5=FATAL INJURY, 99=NOT REPORTED / UNKNOWN

PHYSICAL CONDITION: 0=NO APPARENT INFLUENCE, 1=ILLNESS, 2=PHYSICAL IMPAIRMENT, 3=FELL ASLEEP / FATIGUED 4=ALCOHOL, 5=DRUGS, 6=MEDICATIONS, A=NO TEST GIVEN, B=TEST GIVEN, C=TEST REFUSED, D=TESTING UNKNOWN, 97=OTHER, 99=UNKNOWN

VIOLATION: 0=NO IMPROPER ACTION, 1=SPEED TOO FAST FOR CONDITIONS, 2=EXCEEDED LAWFUL SPEED 3=FAILED TO YIELD RIGHT-OF-WAY, 4=FOLLOWED TOO CLOSELY. 5=FAILED TO OBEY STOP SIGN, 6=FAILED TO STOP FOR RED SIGNAL, 7=DISREGAREDED TRAFFIC SIGNAL 8=MADE IMPROPER TURN, 9=DROVE/RODE IN OPPOSING TRAFFIC LANE, 10=KNOWINGLY OPERATED WITH FAULTY / MISSING EQUIPMENT, 11=REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED, 12=PASSED IN NO PASSING ZONE, 13=UNSAFE LANE CHANGE, 14=FAILED TO KEEP IN PROPER LANE, 15=DISREGARDED PAVEMENT MARKINGS, 16=OTHER UNSAFE PASSING, 17=INATTENTION/DISTRACTION, 18=DID NOT USE CROSSWALK, 19=WALKED ON WRONG SIDE OF ROAD, 20 ELECTRONIC COMMUNICATIONS DEVICE, 97=OTHER, 99 UNKNOWN

ACTION: 1=GOING STRAIGHT AHEAD, 2=SLOWING IN TRAFFICWAY, 3=STOPPED IN TRAFFICWAY, 4=MAKING LEFT TURN, 5=MAKING RIGHT TURN, 6=MAKING U-TURN, 7=OVERTAKING/PASSING, 8=CHANGING LANES, 9=NEGOTIATING A CURVE, 10=BACKING, 11=AVOIDING VEH/OBJ/PED/CYCLIST/ANIMAL, 12=ENTERING PARKING POSITION, 13=LEAVING PARKING POSITION, 14=PROPERLY PARKED, 15=IMPROPERLY PARKED, 16=DRIVERLESS MOVING VEHICLE, 17=CROSING ROAD, 18=WALKING WITH TRAFFIC, 19=WALKING AGAINST TRAFFIC, 20=STANDING, 21=LYING, 22=GETTING ON OR OFF VEHICLE, 23=WORKING ON/PUSHING VEHICLE, 24=WORKING ON ROAD, 97=OTHER, 99=UKNOWN

MANNER OF COLLISION: 1=SINGLE VEHICLE, 2=ANGLE (front to side) SAME DIRECTION, 3=ANGLE (front to side) OPPOSITE DIRECTION, 4=ANGLE (front to side) RIGHT ANGLE, 5=ANGLE - DIRECTION NOT SPECIFIED, 6=REAR END, 7=HEAD-ON, 8=SIDESWIPE, SAME DIRECTION, 9=SIDESWIPE, OPPOSITE DIRECTION, 10=REAR-TO-SIDE 11=REAR-TO-REAR 97=OTHER 99=UNKNOWN D=U-Turn, @=Pedestrian, #=Pedalcycle

KEY (June 22, 2011-December 31,2012)

INJURY SEVERITY: 1=NO INJURY, 2=POSSIBLE INJURY, 3=NON-INCAPACITATING INJURY, 4=INCAPACITATING INJURY, 5=FATAL INJURY, 99=NOT REPORTED / UNKNOWN

PHYSICAL CONDITION: 0=NO APPARENT INFLUENCE, 1=ILLNESS, 2=PHYSICAL IMPAIRMENT, 3=FELL ASLEEP / FATIGUED 4=ALCOHOL, 5=DRUGS, 6=MEDICATIONS, A=NO TEST GIVEN, B=TEST GIVEN, C=TEST REFUSED, D=TESTING UNKNOWN, 97=OTHER, 99=UNKNOWN

VIOLATION: 1=NO IMPROPER ACTION, 2=SPEED TOO FAST FOR CONDITIONS, 3=EXCEEDED LAWFUL SPEED 4=FOLLOWED TOO CLOSELY. 5=RAN STOP SIGN, 6=DISREGAREDED TRAFFIC SIGNAL7=MADE IMPROPER TURN, 8=DROVE/RODE IN OPPOSING TRAFFIC LANE, 9=KNOWINGLY OPERATED WITH FAULTY / MISSING EQUIPMENT, 10=REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED, 11=PASSED IN NO PASSING ZONE, 12=UNSAFE LANE CHANGE, 13=FAILED TO KEEP IN PROPER LANE, 14=DISREGARDED PAVEMENT MARKINGS, 15=OTHER UNSAFE PASSING, 16=INATTENTION/DISTRACTION, 17=DID NOT USE CROSSWALK, 18=WALKED ON WRONG SIDE OF ROAD, 19=ELECTRONIC COMMUNICATIONS DEVICE, 97=OTHER, 99 UNKNOWN

ACTION: 1=GOING STRAIGHT AHEAD, 2=SLOWING IN TRAFFICWAY, 3=STOPPED IN TRAFFICWAY, 4=MAKING LEFT TURN, 5=MAKING RIGHT TURN, 6=MAKING U-TURN, 7=OVERTAKING/PASSING, 8=CHANGING LANES, 9=NEGOTIATING A CURVE, 10=BACKING, 11=AVOIDING VEH/OBJ/PED/CYCLIST/ANIMAL, 12=ENTERING PARKING POSITION, 13=LEAVING PARKING POSITION, 14=PROPERLY PARKED, 15=IMPROPERLY PARKED, 16=DRIVERLESS MOVING VEHICLE, 17=CROSING ROAD, 18=WALKING WITH TRAFFIC, 19=WALKING AGAINST TRAFFIC, 20=STANDING, 21=LYING, 22=GETTING ON OR OFF VEHICLE, 23=WORKING ON/PUSHING VEHICLE, 24=WORKING ON ROAD, 97=OTHER, 99=UKNOWN

MANNER OF COLLISION: 1=SINGLE VEHICLE, 2=ANGLE (front to side, other than left turn), 3=LEFT TURN, 4=REAR END, 5=HEAD-ON (front to front, other than left turn), 6=SIDESWIPE (same direction), 7=SIDESWIPE (opposite direction), 8=REAR-TO-SIDE, 9=REAR TO REAR, 97=OTHER, 99=UNKNOWN

TOTAL **3**

CITY OF SCOTTSDALE '13 -'14 COLLISION SUMMARY

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV. #1	INJ. SEV. #2	PHYS. COND. #1	PHYS. COND. #2	VIOLATION #1	VIOLATION #2	ACTION #1	ACTION #2	TRAV. DIR. #1	TRAV. DIR. #2	MANNER OF COLLISION	COMMENTS
14-27050	141216	0651	PIMA	RD	STAGECOACH PASS	RD	AT		1	1	0	0	97	1	4	97	SB	SB	3	CAR/BICYCLE
14-22373	141017	1554	PIMA	RD	STAGECOACH PASS	RD	AT		1	1	97	0	97	1	1	1	wb	nb	2	
14-16986	140807	1500	PIMA	RD	STAGECOACH PASS	RD	AT		3	1	0	0	97	1	1	1	EB	SB	2	

KEY

INJURY SEVERITY: 1=NO INJURY, 2=POSSIBLE INJURY, 3=NON-INCAPACITATING INJURY, 4=INCAPACITATING INJURY, 5=FATAL INJURY, 99=NOT REPORTED / UNKNOWN

PHYSICAL CONDITION: 0=NO APPARENT INFLUENCE, 1=ILLNESS, 2=PHYSICAL IMPAIRMENT, 3=FELL ASLEEP / FATIGUED 4=ALCOHOL, 5=DRUGS, 6=MEDICATIONS, A=NO TEST GIVEN, B=TEST GIVEN, C=TEST REFUSED, D=TESTING UNKNOWN, 97=OTHER, 99=UNKNOWN

VIOLATION: 1=NO IMPROPER ACTION, 2=SPEED TOO FAST FOR CONDITIONS, 3=EXCEEDED LAWFUL SPEED 4=FOLLOWED TOO CLOSELY. 5=RAN STOP SIGN, 6=DISREGAREDED TRAFFIC SIGNAL7=MADE IMPROPER TURN, 8=DROVE/RODE IN OPPOSING TRAFFIC LANE, 9=KNOWINGLY OPERATED WITH FAULTY / MISSING EQUIPMENT, 10=REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED, 11=PASSED IN NO PASSING ZONE, 12=UNSAFE LANE CHANGE, 13=FAILED TO KEEP IN PROPER LANE, 14=DISREGARDED PAVEMENT MARKINGS, 15=OTHER UNSAFE PASSING, 16=INATTENTION/DISTRACTION, 17=DID NOT USE CROSSWALK, 18=WALKED ON WRONG SIDE OF ROAD, 19=ELECTRONIC COMMUNICATIONS DEVICE, 20=FAILED TO YIELD RIGHT OF WAY (added August 2014), 97=OTHER, 99 UNKNOWN

ACTION: 1=GOING STRAIGHT AHEAD, 2=SLOWING IN TRAFFICWAY, 3=STOPPED IN TRAFFICWAY, 4=MAKING LEFT TURN, 5=MAKING RIGHT TURN, 6=MAKING U-TURN, 7=OVERTAKING/PASSING, 8=CHANGING LANES, 9=NEGOTIATING A CURVE, 10=BACKING, 11=AVOIDING VEH/OBJ/PED/CYCLIST/ANIMAL, 12=ENTERING PARKING POSITION, 13=LEAVING PARKING POSITION, 14=PROPERLY PARKED, 15=IMPROPERLY PARKED, 16=DRIVERLESS MOVING VEHICLE, 17=CROSING ROAD, 18=WALKING WITH TRAFFIC, 19=WALKING AGAINST TRAFFIC, 20=STANDING, 21=LYING, 22=GETTING ON OR OFF VEHICLE, 23=WORKING ON/PUSHING VEHICLE, 24=WORKING ON ROAD, 97=OTHER, 99=UKNOWN

MANNER OF COLLISION: 1=SINGLE VEHICLE, 2=ANGLE (front to side, other than left turn), 3=LEFT TURN, 4=REAR END (front to rear), 5=HEAD-ON (front to front, other than left turn), 6=SIDESWIPE (same direction), 7=SIDESWIPE (opposite direction), 8=REAR-TO-SIDE, 9=REAR TO REAR, 97=OTHER, 99=UNKNOWN

TOTAL **3**

CITY OF SCOTTSDALE '15 -'16 COLLISION SUMMARY

REPORT #	DATE YYMMDD	TIME HHMM	NORTH / SOUTH ST.	TYPE	EAST WEST ST.	TYPE	DIR FROM	DIST FROM	INJ. SEV. #1	INJ. SEV. #2	PHYS. COND. #1	PHYS. COND. #2	VIOLATION #1	VIOLATION #2	ACTION #1	ACTION #2	TRAV. DIR. #1	TRAV. DIR. #2	MANNER OF COLLISION	COMMENTS
15-13326	150613	1633	PIMA	RD	STAGECOACH	PASS	E	101	3		0		1		1		WB		1	

KEY

INJURY SEVERITY: 1=NO INJURY, 2=POSSIBLE INJURY, 3=NON-INCAPACITATING INJURY, 4=INCAPACITATING INJURY, 5=FATAL INJURY, 99=NOT REPORTED / UNKNOWN

PHYSICAL CONDITION: 0=NO APPARENT INFLUENCE, 1=ILLNESS, 2=PHYSICAL IMPAIRMENT, 3=FELL ASLEEP / FATIGUED 4=ALCOHOL, 5=DRUGS, 6=MEDICATIONS, A=NO TEST GIVEN, B=TEST GIVEN, C=TEST REFUSED, D=TESTING UNKNOWN, 97=OTHER, 99=UNKNOWN

VIOLATION: 1=NO IMPROPER ACTION, 2=SPEED TOO FAST FOR CONDITIONS, 3=EXCEEDED LAWFUL SPEED 4=FOLLOWED TOO CLOSELY. 5=RAN STOP SIGN, 6=DISREGAREDED TRAFFIC SIGNAL7=MADE IMPROPER TURN, 8=DROVE/RODE IN OPPOSING TRAFFIC LANE, 9=KNOWINGLY OPERATED WITH FAULTY / MISSING EQUIPMENT, 10=REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED, 11=PASSED IN NO PASSING ZONE, 12=UNSAFE LANE CHANGE, 13=FAILED TO KEEP IN PROPER LANE, 14=DISREGARDED PAVEMENT MARKINGS, 15=OTHER UNSAFE PASSING, 16=INATTENTION/DISTRACTION, 17=DID NOT USE CROSSWALK, 18=WALKED ON WRONG SIDE OF ROAD, 19=ELECTRONIC COMMUNICATIONS DEVICE, 20=FAILED TO YIELD RIGHT OF WAY (added August 2014), 97=OTHER, 99 UNKNOWN

ACTION: 1=GOING STRAIGHT AHEAD, 2=SLOWING IN TRAFFICWAY, 3=STOPPED IN TRAFFICWAY, 4=MAKING LEFT TURN, 5=MAKING RIGHT TURN, 6=MAKING U-TURN, 7=OVERTAKING/PASSING, 8=CHANGING LANES, 9=NEGOTIATING A CURVE, 10=BACKING, 11=AVOIDING VEH/OBJ/PED/CYCLIST/ANIMAL, 12=ENTERING PARKING POSITION, 13=LEAVING PARKING POSITION, 14=PROPERLY PARKED, 15=IMPROPERLY PARKED, 16=DRIVERLESS MOVING VEHICLE, 17=CROSING ROAD, 18=WALKING WITH TRAFFIC, 19=WALKING AGAINST TRAFFIC, 20=STANDING, 21=LYING, 22=GETTING ON OR OFF VEHICLE, 23=WORKING ON/PUSHING VEHICLE, 24=WORKING ON ROAD, 97=OTHER, 99=UKNOWN

MANNER OF COLLISION: 1=SINGLE VEHICLE, 2=ANGLE (front to side, other than left turn), 3=LEFT TURN, 4=REAR END (front to rear), 5=HEAD-ON (front to front, other than left turn), 6=SIDESWIPE (same direction), 7=SIDESWIPE (opposite direction), 8=REAR-TO-SIDE, 9=REAR TO REAR, 97=OTHER, 99=UNKNOWN

TOTAL **1**

APPENDIX C

Capacity Analysis

Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	17	133	40	0	239	123	7	0	49	37	244
Future Vol, veh/h	0	17	133	40	0	239	123	7	0	49	37	244
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	18	145	43	0	260	134	8	0	53	40	265
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	3
HCM Control Delay	11.4	15.1	13.3
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	57%	0%	100%	0%	0%	100%	0%	0%	21%	0%
Vol Thru, %	43%	0%	0%	100%	53%	0%	100%	85%	79%	0%
Vol Right, %	0%	100%	0%	0%	47%	0%	0%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	244	17	89	84	239	82	48	68	30
LT Vol	49	0	17	0	0	239	0	0	14	0
Through Vol	37	0	0	89	44	0	82	41	54	0
RT Vol	0	244	0	0	40	0	0	7	0	30
Lane Flow Rate	93	265	18	96	92	260	89	52	74	33
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.184	0.449	0.04	0.195	0.177	0.518	0.165	0.095	0.156	0.062
Departure Headway (Hd)	7.187	6.199	7.786	7.276	6.937	7.29	6.781	6.678	7.609	6.799
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	583	462	495	520	499	532	540	474	529
Service Time	4.887	3.899	5.492	4.982	4.643	4.99	4.481	4.378	5.32	4.51
HCM Lane V/C Ratio	0.185	0.455	0.039	0.194	0.177	0.521	0.167	0.096	0.156	0.062
HCM Control Delay	11.5	13.9	10.8	11.7	11.1	17.6	10.8	10.1	11.7	10
HCM Lane LOS	B	B	B	B	B	C	B	B	B	A
HCM 95th-tile Q	0.7	2.3	0.1	0.7	0.6	2.9	0.6	0.3	0.5	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	54	30
Future Vol, veh/h	0	14	54	30
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	59	33
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	11.2
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	386	5	1	355	14	3
Future Vol, veh/h	386	5	1	355	14	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	420	5	1	386	15	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	425	0	617	212
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	195	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1131	-	422	793
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1131	-	422	793
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	460	-	-	1131	-
HCM Lane V/C Ratio	0.04	-	-	0.001	-
HCM Control Delay (s)	13.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	7	119	55	0	244	117	3	0	48	22	205
Future Vol, veh/h	0	7	119	55	0	244	117	3	0	48	22	205
Peak Hour Factor	0.92	0.87	0.87	0.87	0.92	0.87	0.87	0.87	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	137	63	0	280	134	3	0	55	25	236
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	3
HCM Control Delay	10.6	14.4	11.8
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	69%	0%	100%	0%	0%	100%	0%	0%	17%	0%
Vol Thru, %	31%	0%	0%	100%	42%	0%	100%	93%	83%	0%
Vol Right, %	0%	100%	0%	0%	58%	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	205	7	79	95	244	78	42	18	7
LT Vol	48	0	7	0	0	244	0	0	3	0
Through Vol	22	0	0	79	40	0	78	39	15	0
RT Vol	0	205	0	0	55	0	0	3	0	7
Lane Flow Rate	80	236	8	91	109	280	90	48	21	8
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.153	0.381	0.016	0.17	0.19	0.523	0.154	0.082	0.042	0.015
Departure Headway (Hd)	6.86	5.817	7.208	6.701	6.288	6.707	6.201	6.15	7.305	6.516
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	521	617	495	533	568	536	577	581	488	546
Service Time	4.617	3.574	4.972	4.465	4.052	4.46	3.954	3.904	5.083	4.294
HCM Lane V/C Ratio	0.154	0.382	0.016	0.171	0.192	0.522	0.156	0.083	0.043	0.015
HCM Control Delay	10.9	12.1	10.1	10.8	10.5	16.6	10.1	9.5	10.4	9.4
HCM Lane LOS	B	B	B	B	B	C	B	A	B	A
HCM 95th-tile Q	0.5	1.8	0	0.6	0.7	3	0.5	0.3	0.1	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	15	7
Future Vol, veh/h	0	3	15	7
Peak Hour Factor	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	17	8
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	10.1
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	312	15	4	355	9	2
Future Vol, veh/h	312	15	4	355	9	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	339	16	4	386	10	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	355	0	549	178
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	202	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1200	-	466	834
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1200	-	464	834
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	809	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	1200	-
HCM Lane V/C Ratio	0.024	-	-	0.004	-
HCM Control Delay (s)	12.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	19	136	40	0	242	124	7	0	49	39	250
Future Vol, veh/h	0	19	136	40	0	242	124	7	0	49	39	250
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	148	43	0	263	135	8	0	53	42	272
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	3
HCM Control Delay	11.5	15.4	13.5
HCM LOS	B	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	56%	0%	100%	0%	0%	100%	0%	0%	20%	0%
Vol Thru, %	44%	0%	0%	100%	53%	0%	100%	86%	80%	0%
Vol Right, %	0%	100%	0%	0%	47%	0%	0%	14%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	250	19	91	85	242	83	48	69	31
LT Vol	49	0	19	0	0	242	0	0	14	0
Through Vol	39	0	0	91	45	0	83	41	55	0
RT Vol	0	250	0	0	40	0	0	7	0	31
Lane Flow Rate	96	272	21	99	93	263	90	53	75	34
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.189	0.464	0.045	0.201	0.181	0.529	0.168	0.097	0.16	0.064
Departure Headway (Hd)	7.235	6.253	7.854	7.343	7.008	7.357	6.848	6.744	7.683	6.875
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	499	579	458	492	515	495	527	535	469	523
Service Time	4.935	3.953	5.56	5.049	4.714	5.057	4.548	4.444	5.395	4.586
HCM Lane V/C Ratio	0.192	0.47	0.046	0.201	0.181	0.531	0.171	0.099	0.16	0.065
HCM Control Delay	11.6	14.2	10.9	11.9	11.3	18	10.9	10.2	11.9	10.1
HCM Lane LOS	B	B	B	B	B	C	B	B	B	B
HCM 95th-tile Q	0.7	2.4	0.1	0.7	0.7	3	0.6	0.3	0.6	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	14	55	31
Future Vol, veh/h	0	14	55	31
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	60	34
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	11.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	9	386	5	1	355	23	14	0	3	7	0	4
Future Vol, veh/h	9	386	5	1	355	23	14	0	3	7	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	420	5	1	386	25	15	0	3	8	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	425	0	0	637	830	212	617	833	193
Stage 1	-	-	-	-	-	-	442	442	-	388	388	-
Stage 2	-	-	-	-	-	-	195	388	-	229	445	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1169	-	-	1131	-	-	362	304	793	374	303	816
Stage 1	-	-	-	-	-	-	564	575	-	607	607	-
Stage 2	-	-	-	-	-	-	788	607	-	753	573	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1169	-	-	1131	-	-	357	301	793	370	300	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	357	301	-	370	300	-
Stage 1	-	-	-	-	-	-	559	570	-	602	606	-
Stage 2	-	-	-	-	-	-	783	606	-	743	568	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	14.6	13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	395	1169	-	-	1131	-	-	462
HCM Lane V/C Ratio	0.047	0.008	-	-	0.001	-	-	0.026
HCM Control Delay (s)	14.6	8.1	-	-	8.2	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	2	0	61	4	0	98
Future Vol, veh/h	2	0	61	4	0	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	0	66	4	0	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	175	68	0	0	71	0
Stage 1	68	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	815	995	-	-	1529	-
Stage 1	955	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	815	995	-	-	1529	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	917	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	815	1529	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Traffic Vol, veh/h	0	9	122	55	0	251	121	3	0	48	24	210
Future Vol, veh/h	0	9	122	55	0	251	121	3	0	48	24	210
Peak Hour Factor	0.92	0.87	0.87	0.87	0.92	0.87	0.87	0.87	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	140	63	0	289	139	3	0	55	28	241
Number of Lanes	0	1	2	0	0	1	2	0	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	3	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	3
HCM Control Delay	10.8	15	12.1
HCM LOS	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	67%	0%	100%	0%	0%	100%	0%	0%	14%	0%
Vol Thru, %	33%	0%	0%	100%	43%	0%	100%	93%	86%	0%
Vol Right, %	0%	100%	0%	0%	57%	0%	0%	7%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	210	9	81	96	251	81	43	21	9
LT Vol	48	0	9	0	0	251	0	0	3	0
Through Vol	24	0	0	81	41	0	81	40	18	0
RT Vol	0	210	0	0	55	0	0	3	0	9
Lane Flow Rate	83	241	10	93	110	289	93	50	24	10
Geometry Grp	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.159	0.396	0.021	0.177	0.195	0.544	0.162	0.086	0.05	0.019
Departure Headway (Hd)	6.934	5.901	7.306	6.799	6.39	6.787	6.281	6.232	7.39	6.613
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	516	608	488	525	559	531	569	573	482	538
Service Time	4.699	3.665	5.076	4.569	4.16	4.545	4.039	3.989	5.177	4.4
HCM Lane V/C Ratio	0.161	0.396	0.02	0.177	0.197	0.544	0.163	0.087	0.05	0.019
HCM Control Delay	11	12.5	10.2	11	10.7	17.4	10.3	9.6	10.6	9.5
HCM Lane LOS	B	B	B	B	B	C	B	A	B	A
HCM 95th-tile Q	0.6	1.9	0.1	0.6	0.7	3.2	0.6	0.3	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Traffic Vol, veh/h	0	3	18	9
Future Vol, veh/h	0	3	18	9
Peak Hour Factor	0.92	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	3	21	10
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	10.3
HCM LOS	B

Lane

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	8	312	15	4	355	22	9	0	2	21	0	11
Future Vol, veh/h	8	312	15	4	355	22	9	0	2	21	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	0	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	339	16	4	386	24	10	0	2	23	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	355	0	0	567	760	178	582	768	193
Stage 1	-	-	-	-	-	-	365	365	-	395	395	-
Stage 2	-	-	-	-	-	-	202	395	-	187	373	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1169	-	-	1200	-	-	406	334	834	396	330	816
Stage 1	-	-	-	-	-	-	627	622	-	602	603	-
Stage 2	-	-	-	-	-	-	781	603	-	797	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1169	-	-	1200	-	-	397	330	834	392	326	816
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	330	-	392	326	-
Stage 1	-	-	-	-	-	-	622	617	-	597	601	-
Stage 2	-	-	-	-	-	-	767	601	-	789	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	13.4	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	439	1169	-	-	1200	-	-	477
HCM Lane V/C Ratio	0.027	0.007	-	-	0.004	-	-	0.073
HCM Control Delay (s)	13.4	8.1	-	-	8	-	-	13.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	5	0	32	4	0	25
Future Vol, veh/h	5	0	32	4	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	35	4	0	27

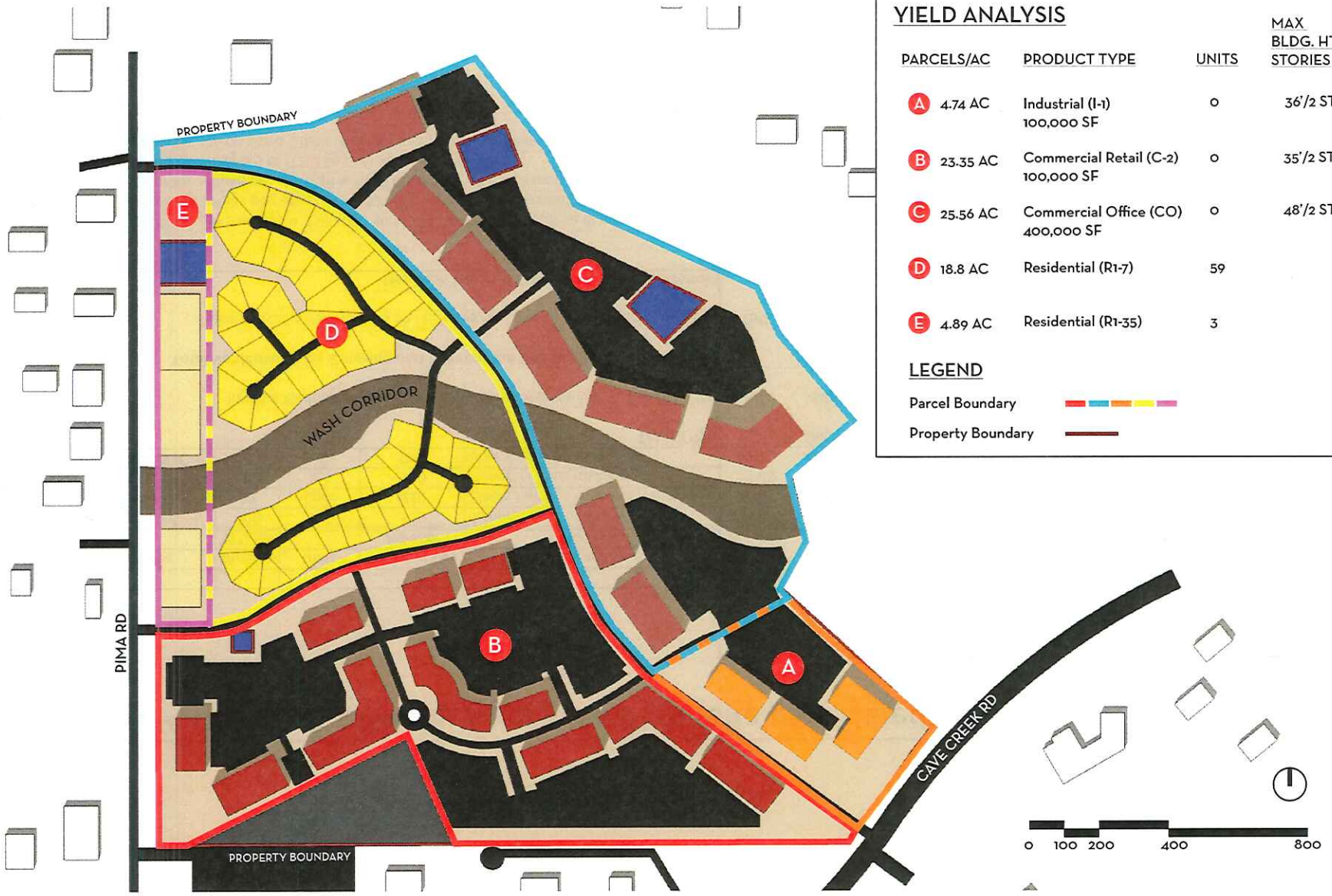
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	64	37	0	0	39	0
Stage 1	37	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	942	1035	-	-	1571	-
Stage 1	985	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	942	1035	-	-	1571	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	942	1571	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	-	-	8.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

APPENDIX D

Currently Approved Zoning



YIELD ANALYSIS

PARCELS/AC	PRODUCT TYPE	UNITS	MAX BLDG. HT/ STORIES
A 4.74 AC	Industrial (I-1) 100,000 SF	0	36'/2 ST.
B 23.35 AC	Commercial Retail (C-2) 100,000 SF	0	35'/2 ST.
C 25.56 AC	Commercial Office (CO) 400,000 SF	0	48'/2 ST.
D 18.8 AC	Residential (R1-7)	59	
E 4.89 AC	Residential (R1-35)	3	

LEGEND

Parcel Boundary

Property Boundary

4.3.14

MONTEREY HOMES

Desert Mountain Parcel 19

Currently Approved Plan

DRAFT

SWABACK PARTNERS pllc
Architecture • Planning • Interior Design

Desert Mountain Parcel 19 Currrently Approved Plan (site plan dated 4-3-2014)

Vehicular Trip Rates & Trips

Parcel/Acre (AC)	Product Type	Number of Units	Units	ITE Land Use Number	ITE Land Use No./Type	Weekday Trip Rate per Unit	Weekday Total Trips	AM PEAK Trip Rate per Unit	AM PEAK Number of Trips	AM PEAK In Trips	AM PEAK Out Trips	PM PEAK Trip Rate per Unit	PM PEAK Number of Trips	PM PEAK In Trips	PM PEAK Out Trips
A/4.74	Industrial (I-1)	100	ksf	110	General Light Industrial	6.97	697	0.92	92	81	11	0.97	97	12	85
D/18.8; E/4.89	Residential (R1-7,R1-35)	62	units	210	Single Family Detached Housing	9.52	590	0.75	47	12	35	1.00	62	39	23
C/25.56	Commercial Office (CO)	400	ksf	710	General Office Building	11.03	4412	1.56	624	549	75	1.49	596	101	495
B/23.35	Commercial Retail (C-2)	100	ksf	820	Shopping Center	42.70	4270	0.96	96	60	36	3.71	371	178	193
					Total Trips		9969		859	702	157		1126	330	796
		Internal Reduction (Based on ITE rates for Residential, Retail and Office)				6%	-598	6%	-52	-26	-26	6%	-68	-34	-34
		Total Vehicular Trips Entering and Leaving the Site (without Internal Trips)					**9371**		**807**	**676**	**131**		**1058**	**296**	**762**
		Pass-by Reduction (Based on ITE rates for Land Use 820 Shopping Center)				25%	1003	25%	23	14	8	25%	87	42	45
					Net-New Trips on Cave Creek Road (External)		**8367**		**784**	**662**	**123**		**971**	**254**	**717**

Notes:

1. Parcel A - INDUSTRIAL Floor Area Ratio per site plan = (100,000 sq ft) / (4.74Acres) (43,560 sq ft/ acre) = 0.48 FAR
2. Parcel B - Commercial OFFICE Floor Area Ratio per site plan = (400,000 sq ft) / (25.56 Acres) (43,560 sq ft/ acre) = .09 FAR
3. Parcel C - Commercial RETAIL Floor Area Ratio per site plan = (100,000 sq ft) / (23.35 Acres) (43,560 sq ft/ acre) = .10 FAR
4. Estimates of Pass By Trips are based on Table 5.6 of ITE Trip Gen Manual, 9th Edition
5. Pass By Trips are vehicles driving by the site on Cave Creek Road for another trip purpose, but stop at the site.

Attachment 23
Desert Mountain Master NAOS Bank Update Report
5-GP-2016: Desert Mountain Parcel 19

Desert Mountain – Parcel 19

Master NAOS Bank Update

August 8, 2016

Pursuant to the Staff Approval issued on 9/25/2015 by the City of Scottsdale under case number 342-SA-2015, a Master NAOS Bank was memorialized for Desert Mountain. A copy of the Staff Approval Letter and Master NAOS Bank table is attached herein. As of 9/25/2015, the balance of NAOS was 187.66 acres. As reflected in the Desert Mountain Excess NAOS Distribution memo for Desert Mountain Parcel 19, **35 acres** of the excess NAOS will be allocate for this development.

Summary of Excess NAOS:

342-SA-2015 approved on September 25, 2015

Balance = 187.66 acres

17-ZN-2016 / Desert Mountain Parcel 19

Allocation = 35 acres

New Balance = 152.66 acres

Attachments:

342-SA-2015

Desert Mountain Excess NAOS Distribution for Parcel 19

DESERT MOUNTAIN
EXCESS NAOS DISTRIBUTION

RE: NAOS credit from existing Desert Mountain Master Planned Community excess NAOS bank to Desert Mountain Parcel 19.

DESERT MOUNTAIN NAOS DISTRIBUTION

DESERT MOUNTAIN CLUB, INC (owner), authorizes a credit of up to 1,524,600 **square feet / 35 acres** of its excess Natural Area Open Space (NAOS) currently located within the Desert Mountain Master Plan, which is documented with the City of Scottsdale in case 342-SA-2015 – Desert Mountain Master NAOS Bank, to Desert Mountain Parcel 19.

DESERT MOUNTAIN CLUB, INC, (an Arizona Corporation.)

By: _____ Its: PRESIDENT

Date: 4·25·16

ACKNOWLEDGEMENT

STATE OF ARIZONA)

s.s.

COUNTY OF MARICOPA)

The foregoing instrument was acknowledged before me this 25th day of April 2016, by Joseph Maslick the President of Desert Mountain Club, Inc. (owner), an Arizona Corporation, on behalf of the corporation. In witness, I hereby set my hand and official seal.

My commission expires: 12·18·19

Notary: Kathleen M. Antahn

KATHLEEN M. ANTAHN
Notary Public - Arizona
Maricopa County
My Comm. Expires Dec 18, 2019

Development Review (Minor) Staff Approval

342-SA-2015

Desert Mountain Master NAOS Bank

APPLICATION INFORMATION			
LOCATION:	10550 E Desert Hills Dr	APPLICANT:	JT Elbracht
PARCEL:	219-11-093M	COMPANY:	JT Elbracht / Desert Mountain Master Assn
Q.S.:	64-53	ADDRESS:	10550 E Desert Hills Drive Scottsdale, AZ 85262
CODE VIOLATION #:		PHONE:	480-695-3384

Request: Request to establish a Desert Mountain Master NAOS Bank comprised of excess NAOS already provided for within the NAOS exhibits of several subdivisions throughout Desert Mountain.

STIPULATIONS

1. The purpose of this case is to establish a Master Natural Area Open Space (NAOS) Bank comprised of the collection of surplus NAOS acreage from 15 subdivisions within the Desert Mountain master planned community, in accordance with Sec. 6.1060.F.4 of the Zoning Ordinance.
2. As identified in the submitted narrative and explanation, and as shown on the NAOS exhibits, surplus NAOS was generated within each subdivision by increasing the individual dedication requirements above and beyond the minimum NAOS required by ordinance.
3. Each time NAOS is withdrawn from the Bank for use associated to a specific lot, the following shall be provided:
    a. Desert Mountain Master Association transaction approval letter
    b. Updated Master NAOS transaction table
4. The information, identified in number 3 above, shall be scanned into this case file (342-SA-2015) to maintain consistent documentation of the transaction records for monitoring the surplus NAOS balance.

CONSTRUCTION DOCUMENT PLAN REVIEW SUBMITTAL REQUIREMENTS

Plan review submittals: (Where NAOS is used from the Bank)

- Desert Mountain Master Association transaction approval letter
- Updated Master NAOS transaction table

Expiration of Development Review (Minor) Approval

This approval expires two (2) years from date of approval if a permit has not been issued, or if no permit is required, work for which approval has been granted has not been completed.

Staff Signature: Jeff Barnes DATE: 9/25/2015

Desert Mountain Master Association (HOA)

Master NAOS Bank

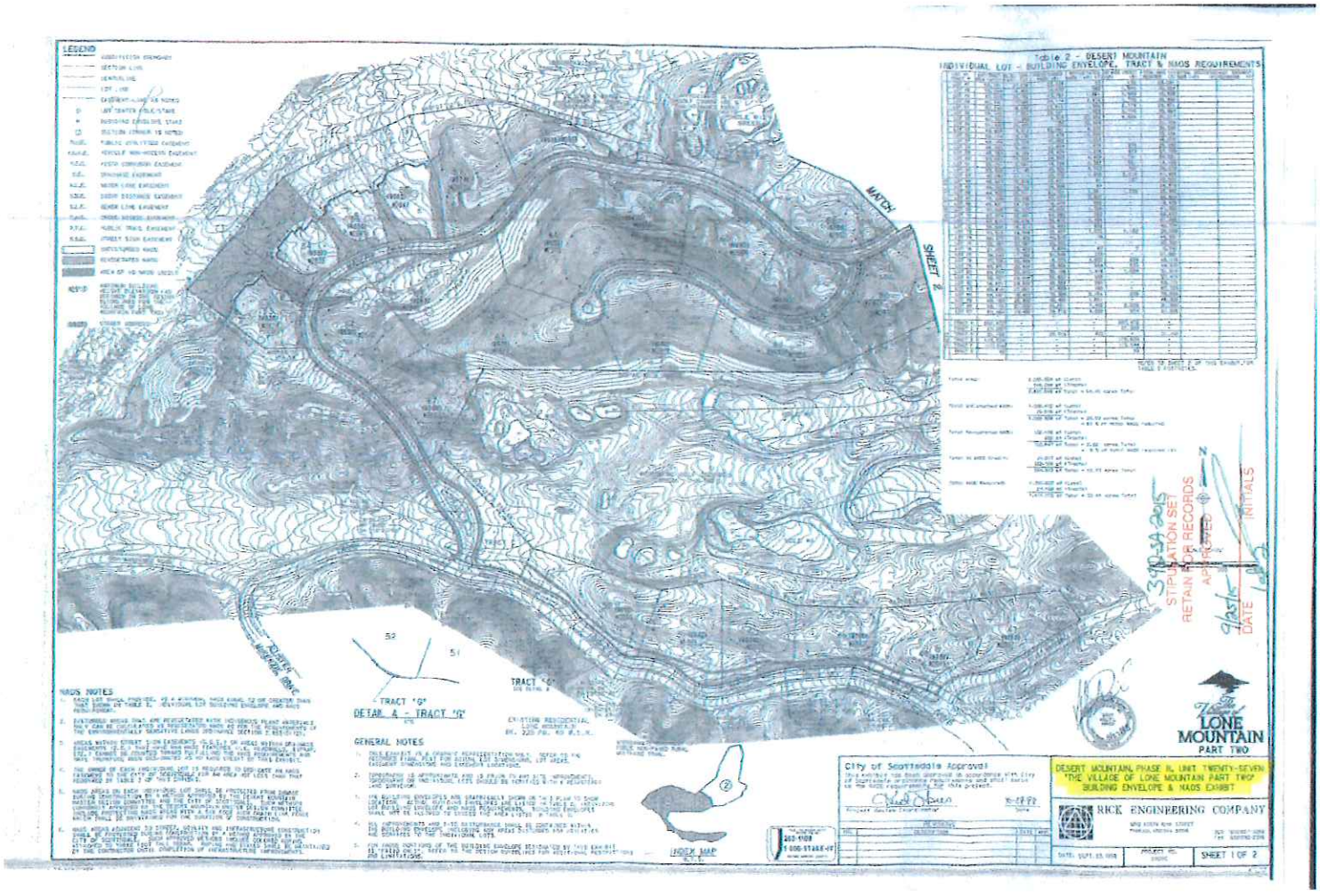
For Residential Subdivisions within the Desert Mountain Master Planned Community

BALANCE SHEET

Administrator:
The Desert Mountain Master Association
& the Desert Mountain Master Design Committee

Date	Deposit	Withdrawal	Balance	Notes	Reference	Notes
8/18/2015	5.25 acres	-	5.25 acres	Excess NAOS from DM Ph III Unit 27 Lone Mountain Part 2	25-PP-97 / 165-DR-97	Refer to Bldg Env & NAOS Exhibit
8/18/2015	0.69 acres	-	5.94 acres	Excess NAOS from DM Ph III Unit 29 Saguaro Forest Part 1	27-PP-97 / 189-DR-97	Refer to Bldg Env & NAOS Exhibit
8/18/2015	2.21 acres	-	8.15 acres	Excess NAOS from DM Ph III Unit 30 Lost Star	3-PP-98 / 24-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	6.51 acres	-	14.66 acres	Excess NAOS from DM Ph III Unit 31 Seven Arrows	4-PP-98 / 25-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	5.98 acres	-	20.64 acres	Excess NAOS from DM Ph III Unit 32 Saguaro Forest Part 2	28-PP-98 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.74 acres	-	24.38 acres	Excess NAOS from DM Ph III Unit 33 Saguaro Forest Part 3	29-PP-98 / 140-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.21 acres	-	27.59 acres	Excess NAOS from DM Ph III Unit 34 Saguaro Forest Part 4	28-PP-98 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.14 acres	-	30.73 acres	Excess NAOS from DM Ph III Unit 35 Saguaro Forest Part 5	29-PP-98 / 140-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	25.75 acres	-	56.48 acres	Excess NAOS from DM Ph III Unit 36 Saguaro Forest Part 6	10-PP-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	2.17 acres	-	58.65 acres	Excess NAOS from DM Ph III Unit 37 Saguaro Forest Part 7	13-PP-99 / 64-DR-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	11.19 acres	-	69.84 acres	Excess NAOS from DM Ph III Unit 38 Saguaro Forest Parts 8&9		Refer to Bldg Env & NAOS Exhibit
8/18/2015	5.80 acres	-	75.64 acres	Excess NAOS from DM Ph III Unit 39 Cochise Geronimo Village	17-PP-99 / 85-DR-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	43.60 acres	-	119.24 acres	Excess NAOS from DM Ph III Unit 40 Saguaro Forest Part 10	10-PP-00 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	34.49 acres	-	153.73 acres	Excess NAOS from DM Ph III Unit 41 Saguaro Forest Part 11	01-PP-01	Refer to Bldg Env & NAOS Exhibit
8/18/2015	33.93 acres	-	187.66 acres	Excess NAOS from DM Ph III Unit 42 Saguaro Forest Part 12	20-PP-2004	Refer to Bldg Env & NAOS Exhibit

342-SA-205
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
9/25/15
DATE INITIALS


LEGEND
MATCH SHEET 2
TRACT "G"
DETAIL A - TRACT "G"
GENERAL NOTES
NAOS NOTES
INDEX MAP
City of Scottsdale Approval
DESERT MOUNTAIN, PHASE III, UNIT TWENTY-SEVEN
"THE VILLAGE OF LONE MOUNTAIN PART TWO"
BUILDING ENVELOPE & NAOS EXHIBIT
RICK ENGINEERING COMPANY
LONE MOUNTAIN
PART TWO
SHEET 1 OF 2

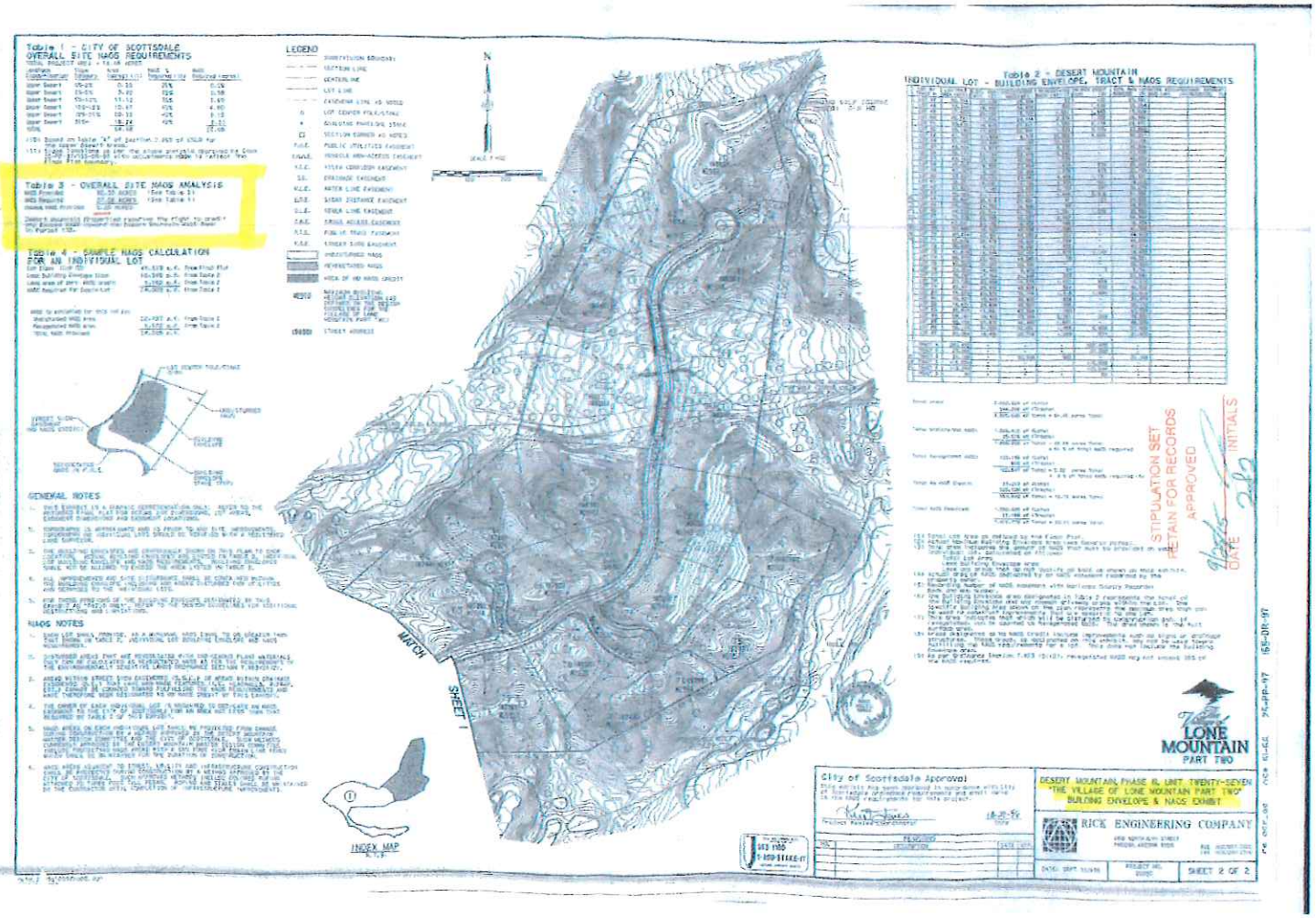


Table 1 - CITY OF SCOTTSDALE OVERALL SITE NAOS REQUIREMENTS
Table 2 - DESERT MOUNTAIN INDIVIDUAL LOT - BUILDING ENVELOPE, TRACT & NAOS REQUIREMENTS
Table 3 - OVERALL SITE NAOS ANALYSIS
Table 4 - SAMPLE NAOS CALCULATION FOR AN INDIVIDUAL LOT
LEGEND
GENERAL NOTES
NAOS NOTES
INDEX MAP
MATCH SHEET 1
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE
City of Scottsdale Approval
DESERT MOUNTAIN, PHASE III, UNIT TWENTY-SEVEN
"THE VILLAGE OF LONE MOUNTAIN PART TWO"
BUILDING ENVELOPE & NAOS EXHIBIT
LONE MOUNTAIN
PART TWO
RICK ENGINEERING COMPANY
SHEET 2 OF 2

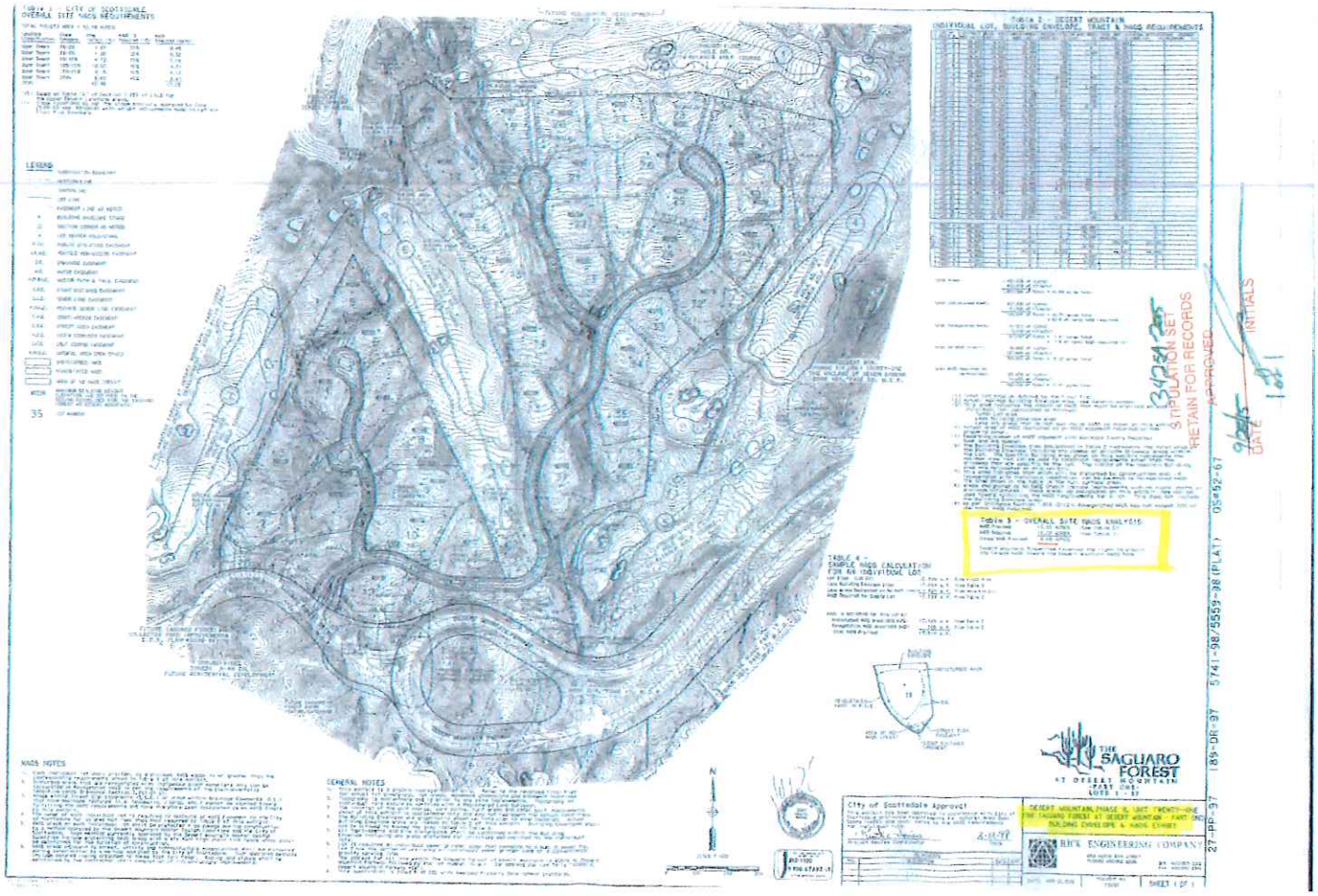


Table 1 - CITY OF SCOTTSDALE
OVERALL SITE NAOS REQUIREMENTS
LEGEND
35
Table 2 - DESERT MOUNTAIN
INDIVIDUAL LOT, BUILDING ENVELOPE, TRACT & NAOS REQUIREMENTS
Table 3 - OVERALL SITE NAOS ANALYSIS
TABLE 4 -
SAMPLE NAOS CALCULATION
FOR AN INDIVIDUAL LOT
NAOS NOTES
GENERAL NOTES
THE SAGUARO FOREST
AT DESERT MOUNTAIN
-PART ONE-
LOTS 1 - 37
City of Scottsdale Approval
DESERT MOUNTAIN, PHASE II, UNIT TWENTY-ONE
THE SAGUARO FOREST AT DESERT MOUNTAIN - PART ONE
BUILDING ENVELOPE & NAOS EXHIBIT
RICK ENGINEERING COMPANY
SHEET 1 OF 1
27-PP-97 189-DR-97 5741-98/5559-98(PLAT) 05-52-67
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
DATE
INITIALS

Table 2 – DESERT MOUNTAIN
INDIVIDUAL LOT, BUILDING ENVELOPE, TRACT & NAOS REQUIREMENTS

GENERAL NOTES

NAOS NOTES

LEGEND

City of Scottsdale Approval

DESERT MOUNTAIN, PHASE II, UNIT THIRTY
"THE VILLAGE OF LOST SPUR"
BUILDING ENVELOPE & NAOS EXHIBIT

RICK ENGINEERING COMPANY

SHEET 1 OF 2

3-PP-98 24-DR-98 1970-98A QS#53-68

RETAIN FOR RECORDS
APPROVED
INITIALS
DATE

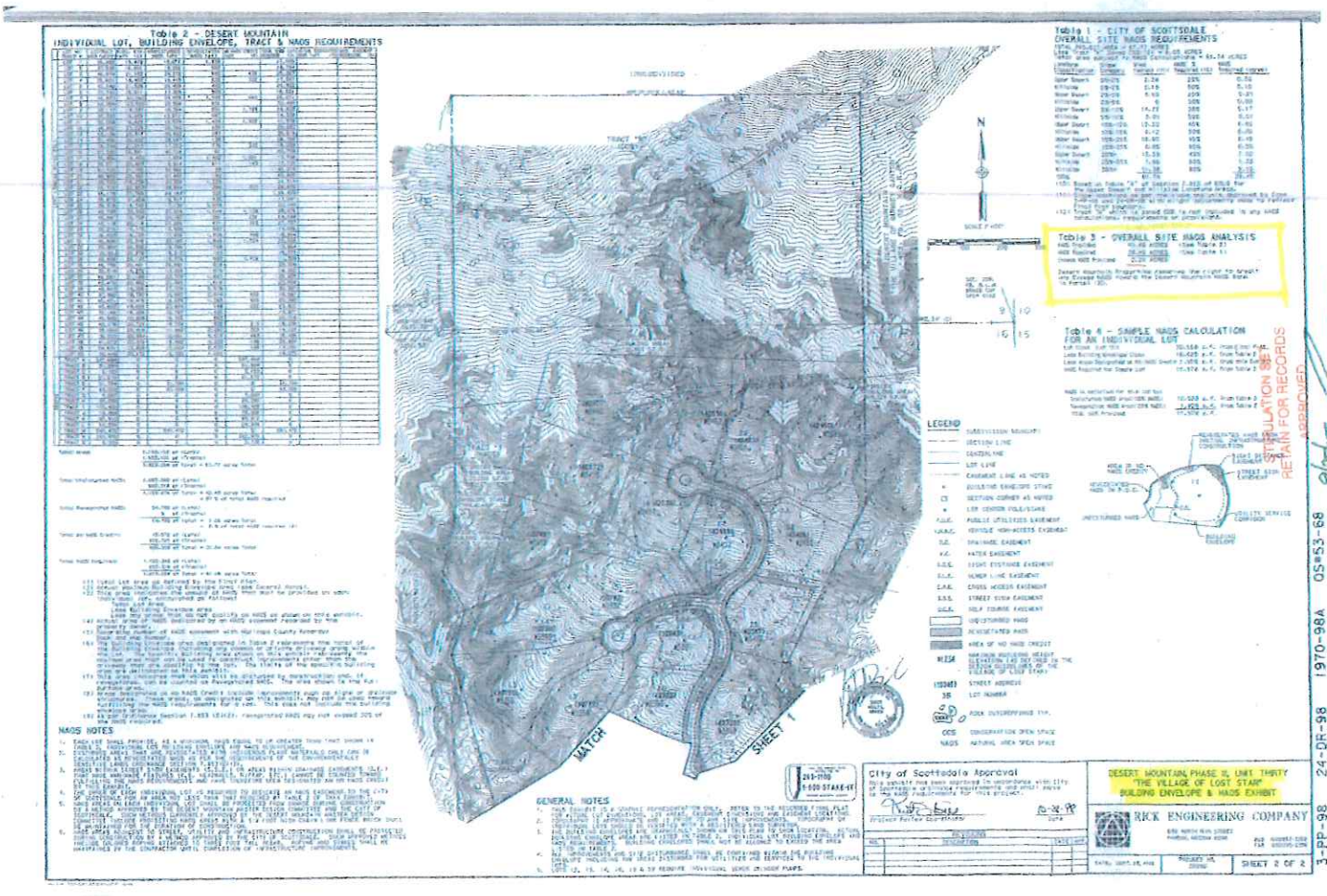
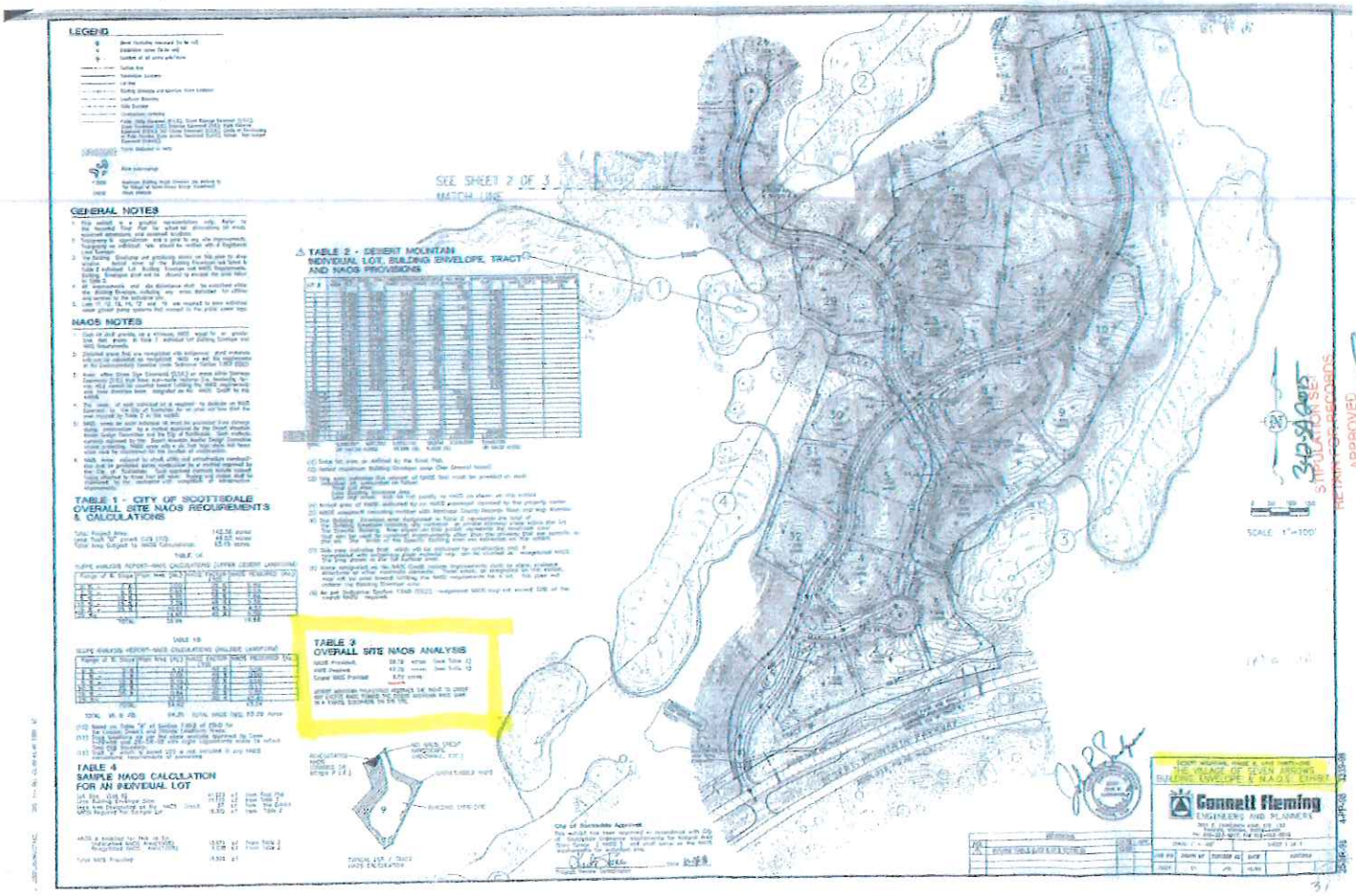
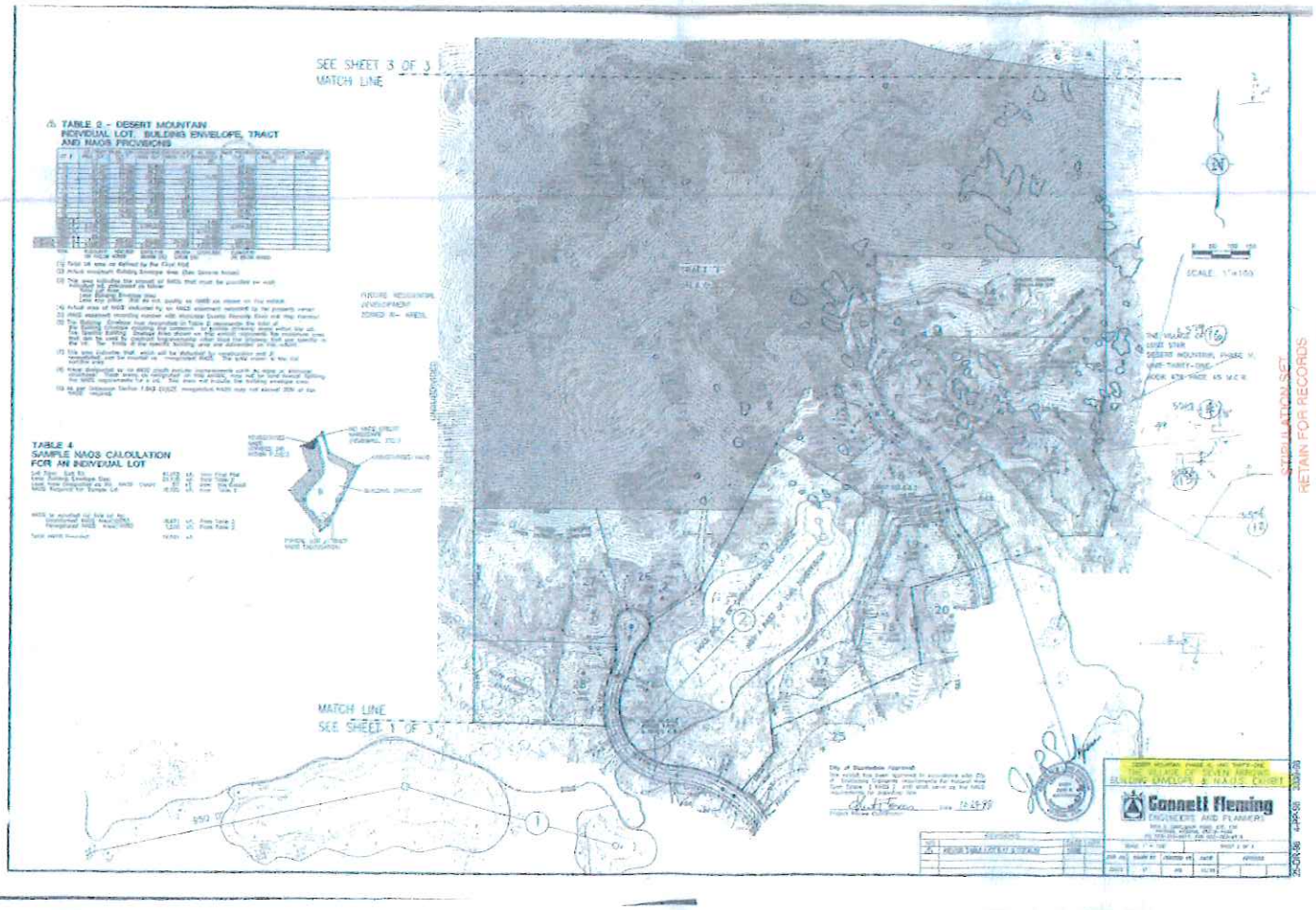
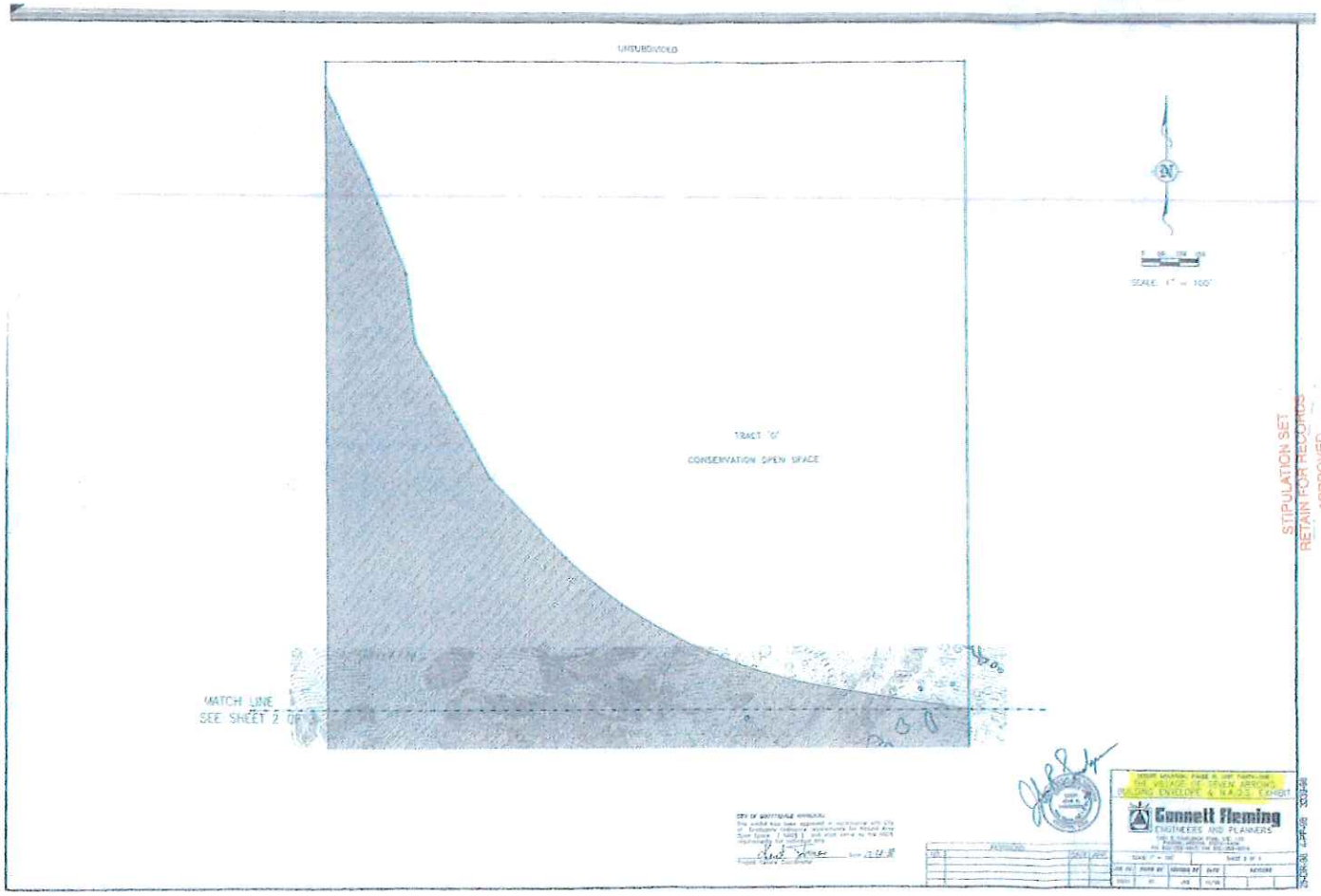
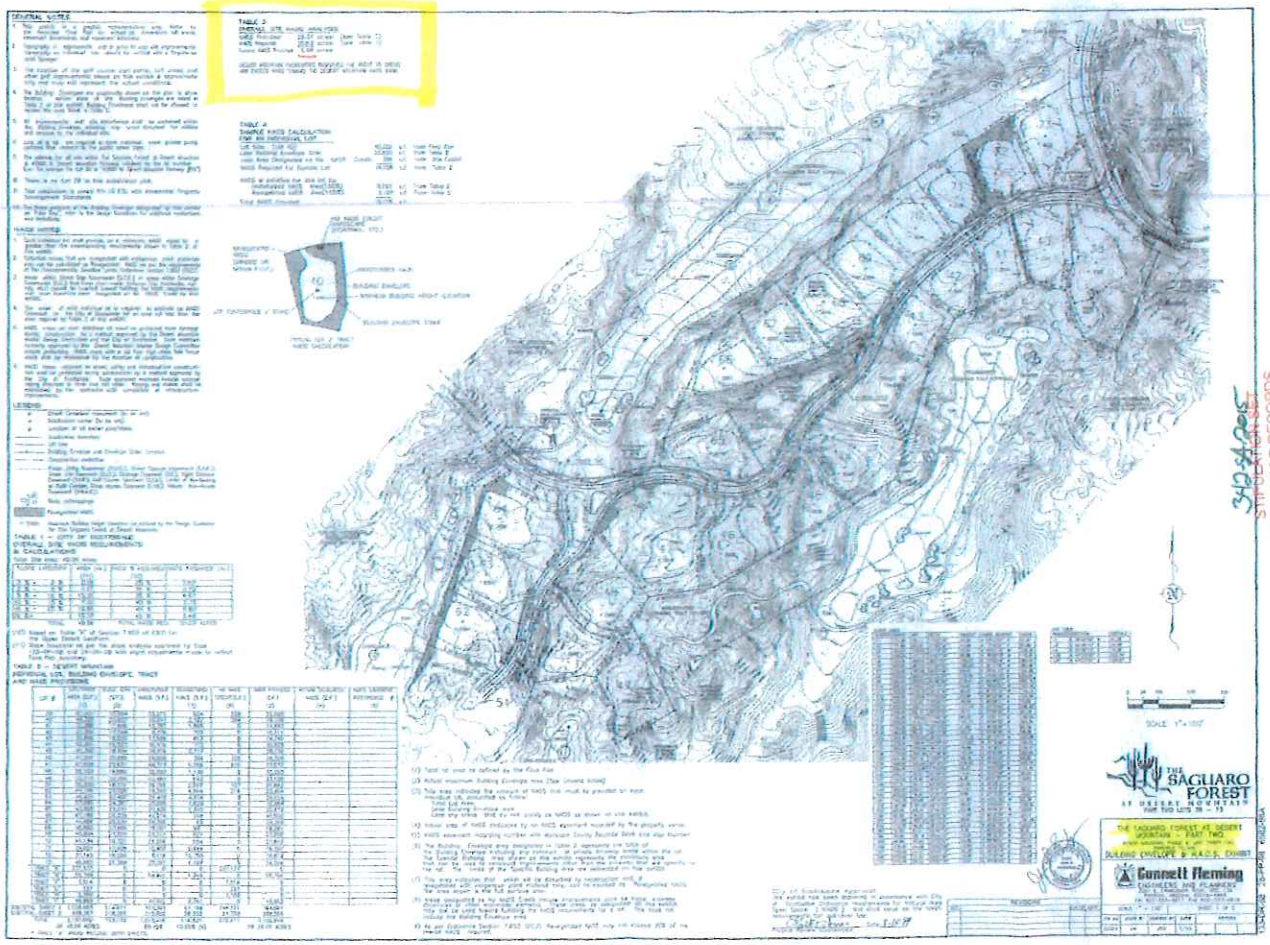


Table 2 - DESERT MOUNTAIN
INDIVIDUAL LOT, BUILDING ENVELOPE, TRACT & NAOS REQUIREMENTS
Table 1 - CITY OF SCOTTSDALE
OVERALL SITE NAOS REQUIREMENTS
Table 3 - OVERALL SITE NAOS ANALYSIS
Table 4 - SAMPLE NAOS CALCULATION
FOR AN INDIVIDUAL LOT
LEGEND
NAOS NOTES
GENERAL NOTES
MATCH
SHEET 1
City of Scottsdale Approval
DESERT MOUNTAIN, PHASE II, UNIT THIRTY
"THE VILLAGE OF LOST STAR"
BUILDING ENVELOPE & NAOS EXHIBIT
RICK ENGINEERING COMPANY
SHEET 2 OF 2
3-PP-98 24-DR-98 1970-98A OS#53-68
9/25/15
DATE
INITIALS
282

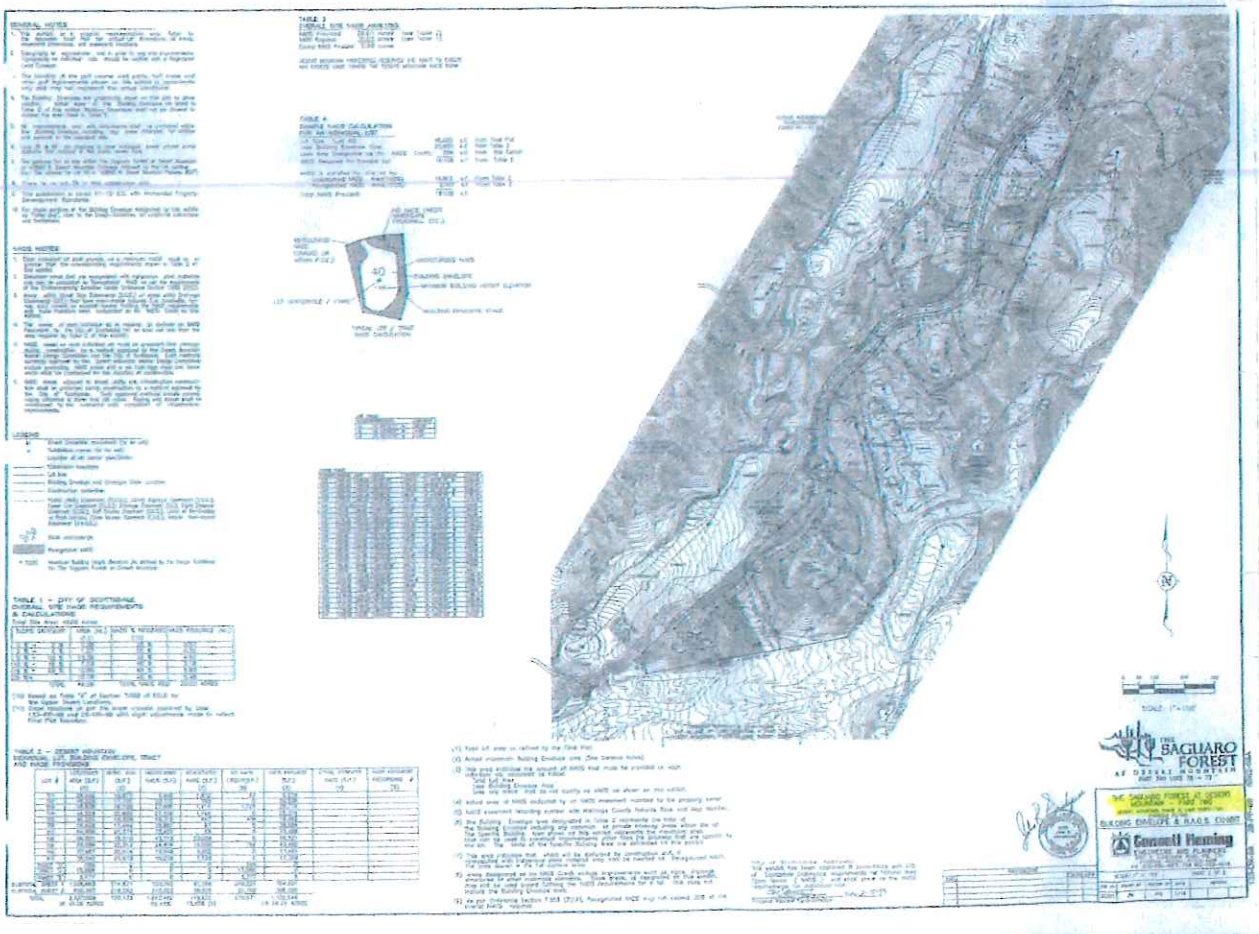

LEGEND
GENERAL NOTES
NAOS NOTES
TABLE 1 - CITY OF SCOTTSDALE OVERALL SITE NAOS REQUIREMENTS & CALCULATIONS
TABLE 2 - DESERT MOUNTAIN INDIVIDUAL LOT, BUILDING ENVELOPE, TRACT AND NAOS PROVISIONS
TABLE 3 OVERALL SITE NAOS ANALYSIS
TABLE 4 SAMPLE NAOS CALCULATION FOR AN INDIVIDUAL LOT
SEE SHEET 2 OF 3
MATCH LINE
SCALE 1"=100'
APPROVED
INITIALS
DATE
STIPULATIONS / REMARKS / RECORDS
THE VILLAGE OF SEVEN SPRINGS
BUILDING ENVELOPE & NAOS EXHIBIT
Connell Fleming
ENGINEERS AND PLANNERS


SEE SHEET 3 OF 3
MATCH LINE
TABLE 2 - DESERT MOUNTAIN INDIVIDUAL LOT, BUILDING ENVELOPE, TRACT AND NAOS PROVISIONS
TABLE 4
SAMPLE NAOS CALCULATION FOR AN INDIVIDUAL LOT
MATCH LINE
SEE SHEET 1 OF 3
SCALE: 1"=100'
THE VILLAGE OF SEVEN HEROES
BUILDING ENVELOPE & NAOS EXHIBIT
Connett Fleming
ENGINEERS AND PLANNERS
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
9/25/15
DATE
INITIALS
2 of 3

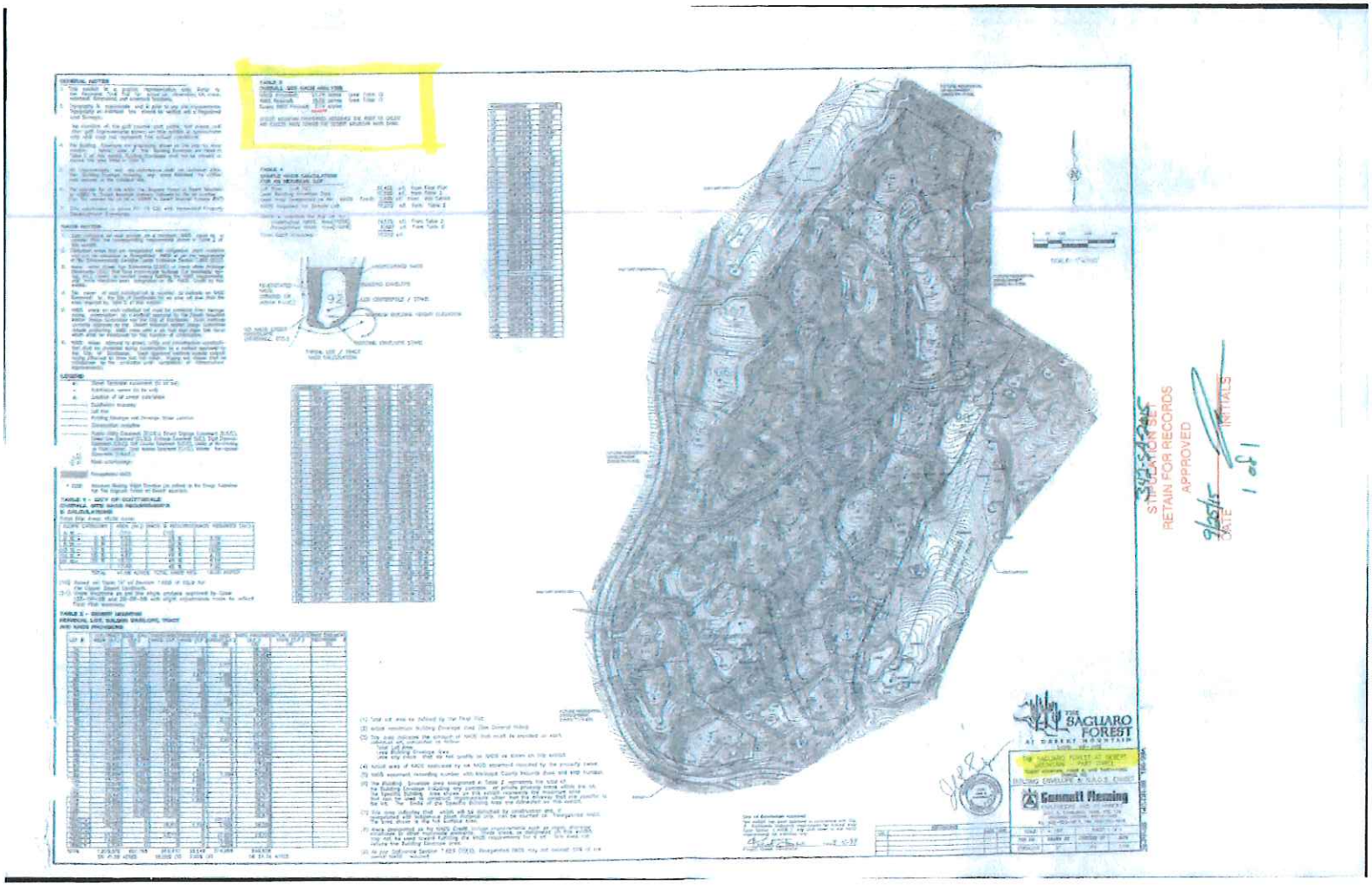

UNSUBDIVIDED
TRACT 'G'
CONSERVATION OPEN SPACE
MATCH LINE
SEE SHEET 2 OF 3
SCALE: 1" = 100'
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE
3-23
THE VILLAGE OF SEVEN SPRINGS
BUILDING ENVELOPE & NAOS EXHIBIT
Connell Fleming
ENGINEERS AND PLANNERS

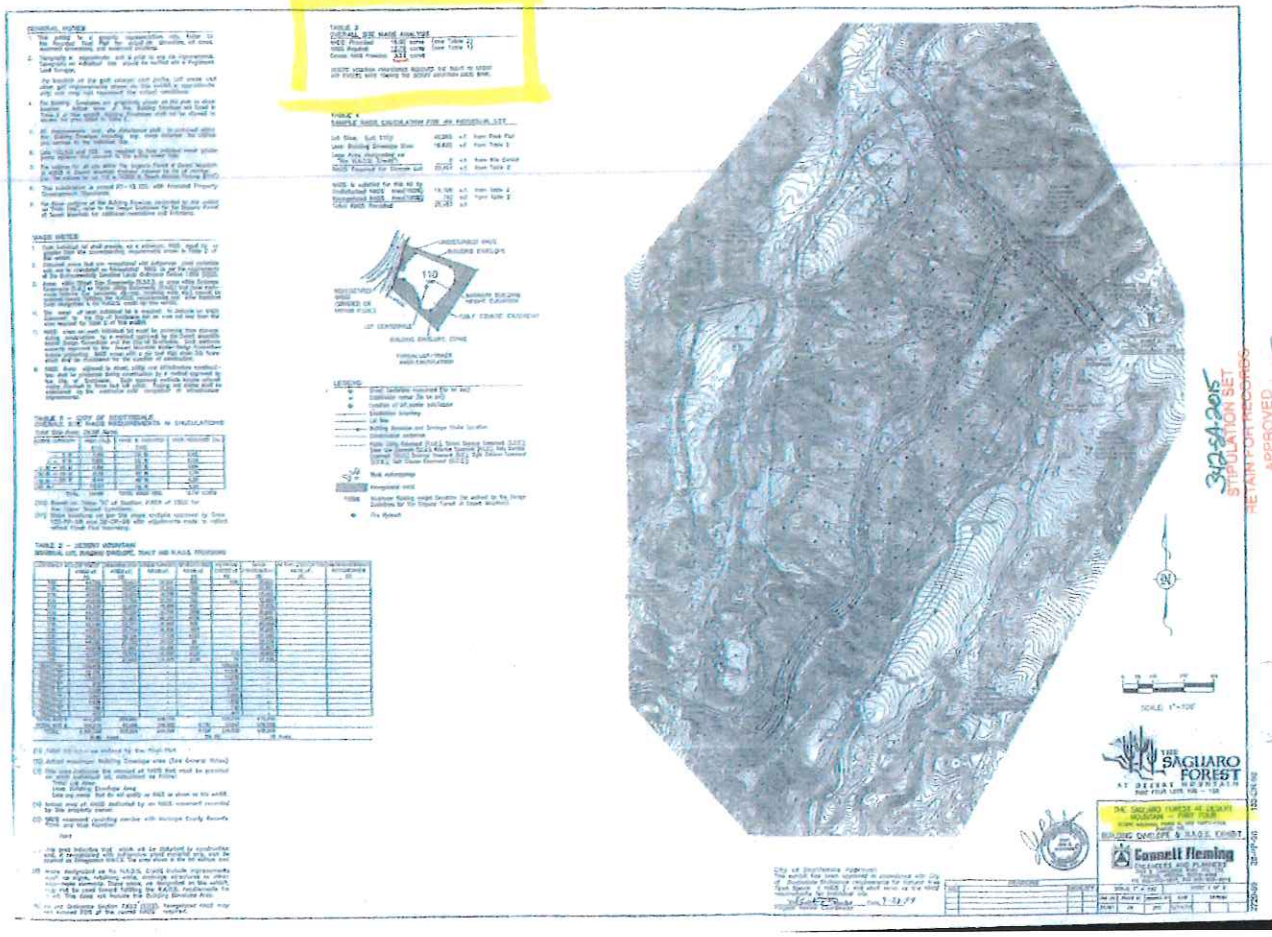


342 SA 2015
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
9/25/15
DATE
INITIALS
1 of 2

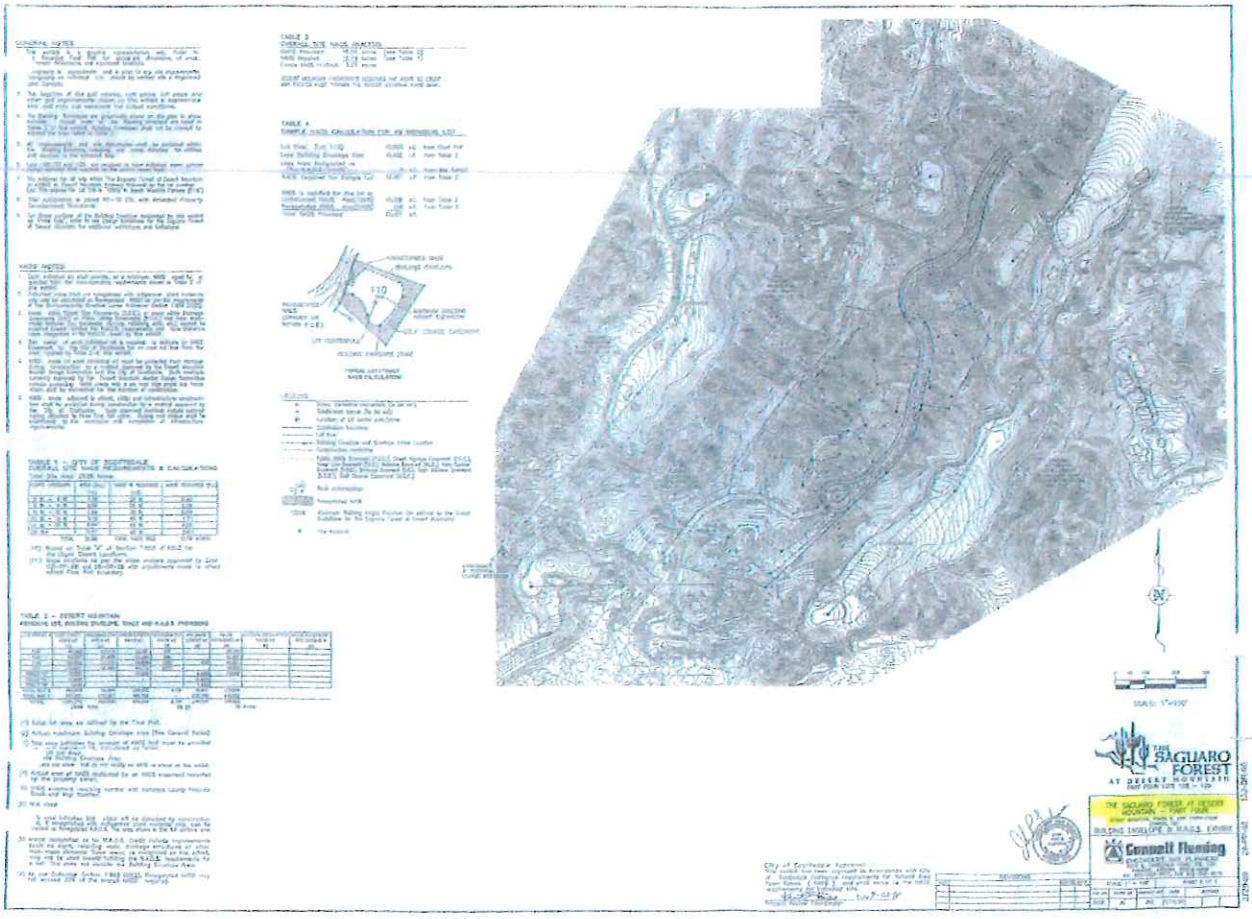


STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE

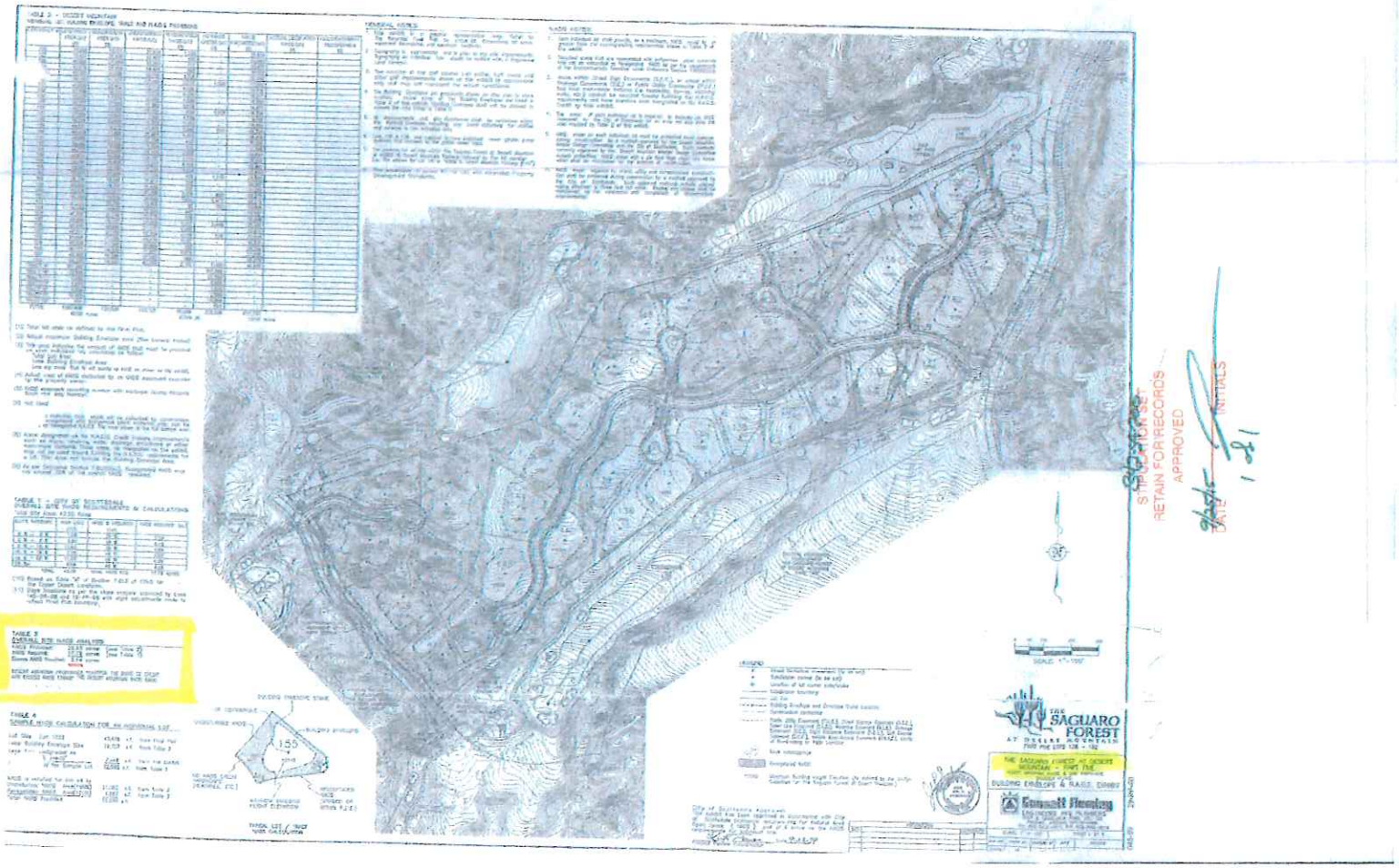

THE SAGUARO FOREST
AT DARBY MOUNTAIN
Summit Planning
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE

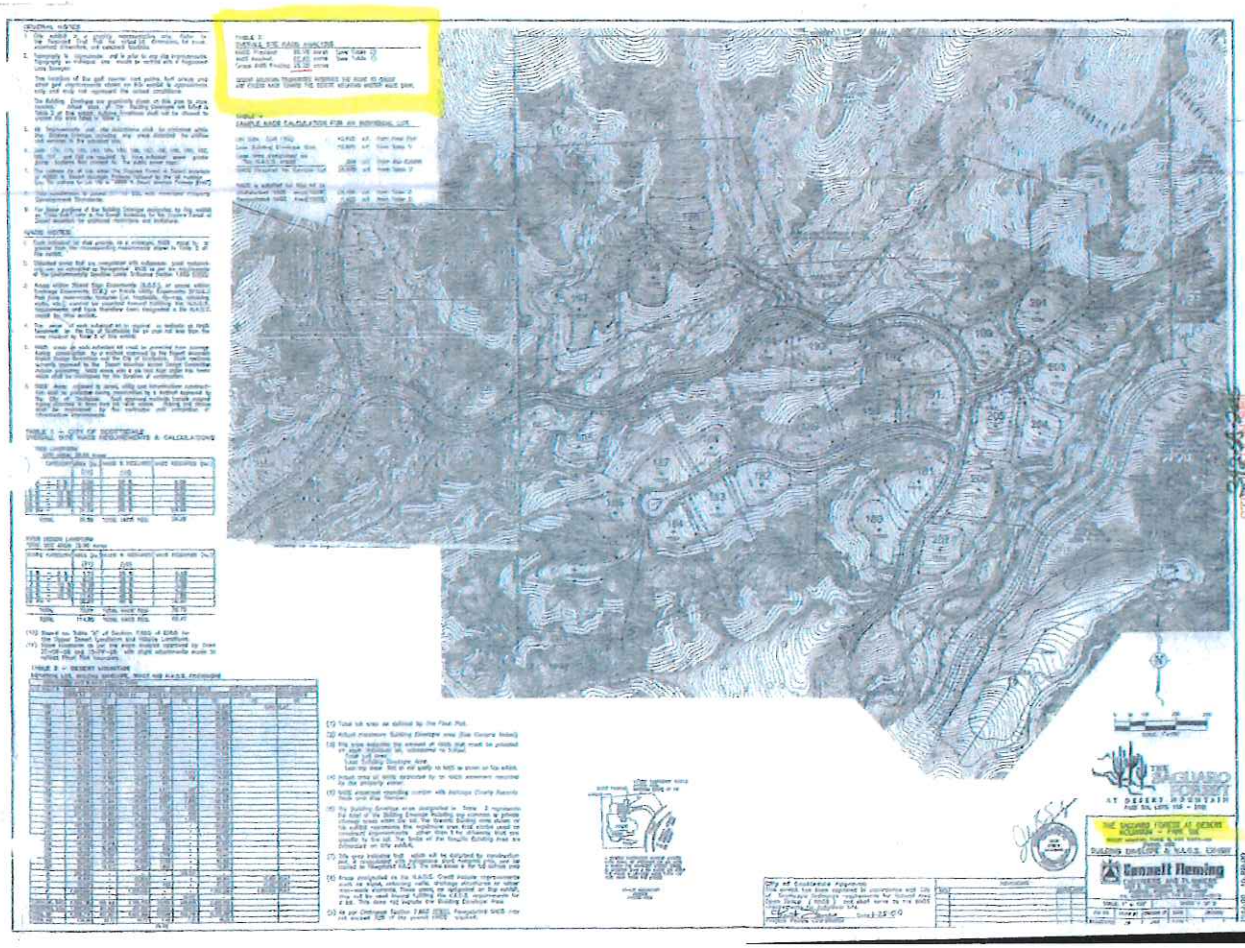


3/23/2005
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE

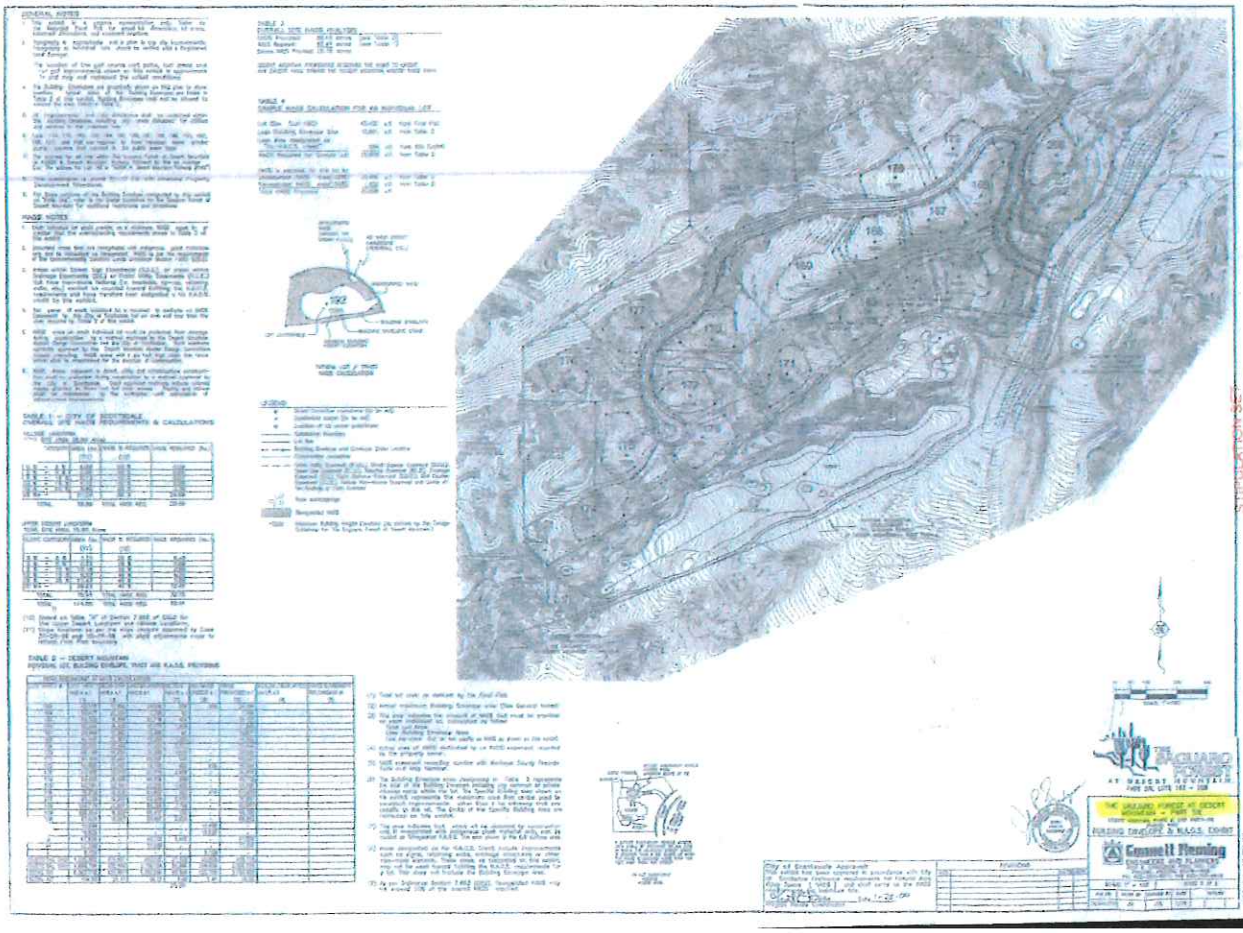


STIPULATION SET
RETAIN FOR RECORDS
APPROVED
9/26/06
DATE
INITIALS
2082

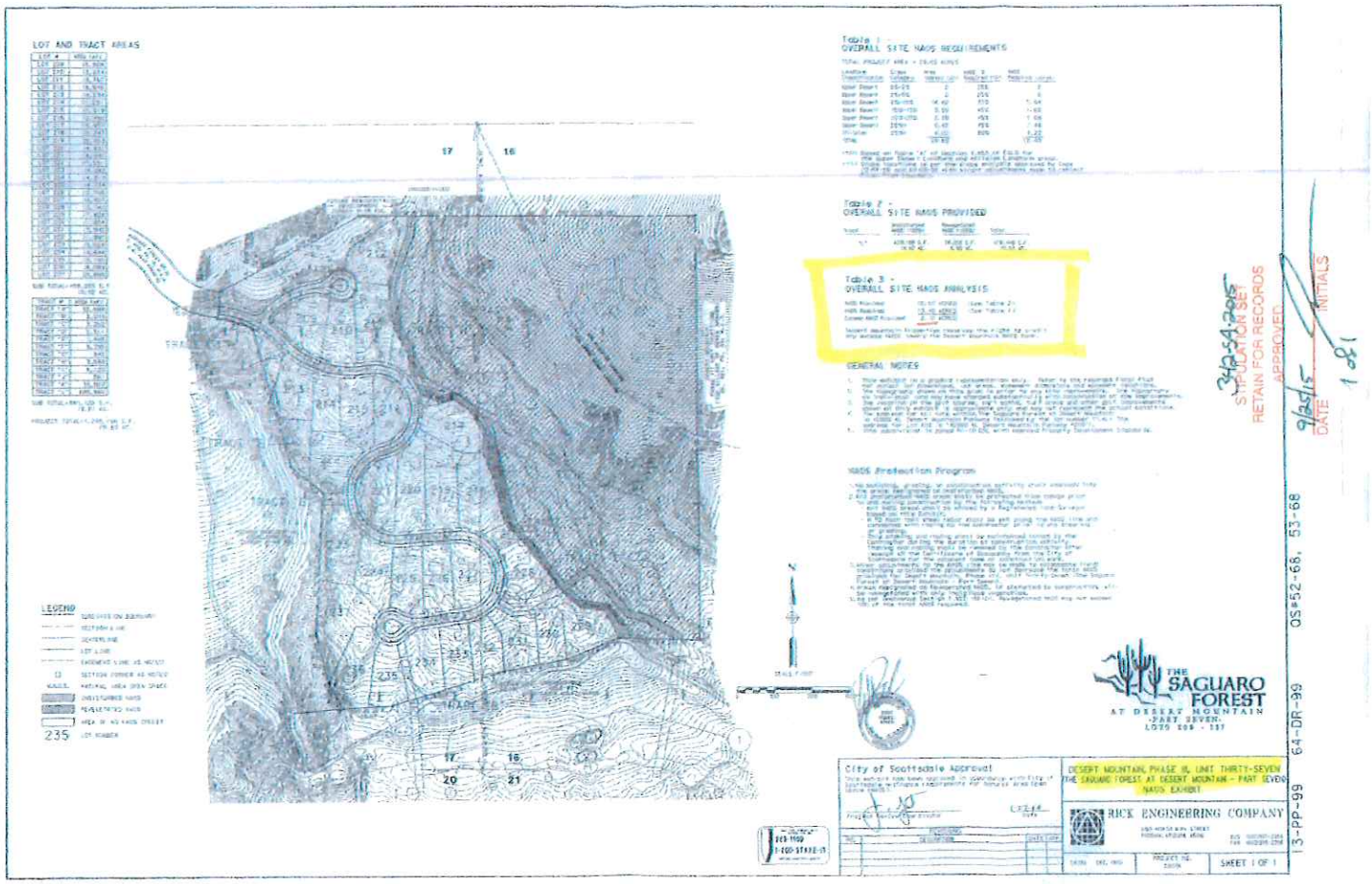

THE SAGUARO FOREST
AT DESERT MOUNTAIN
BUILDING ENVELOPE & RAISE EXHIBIT
Emmett Fleming
RETAIN FOR RECORDS
APPROVED
INITIALS

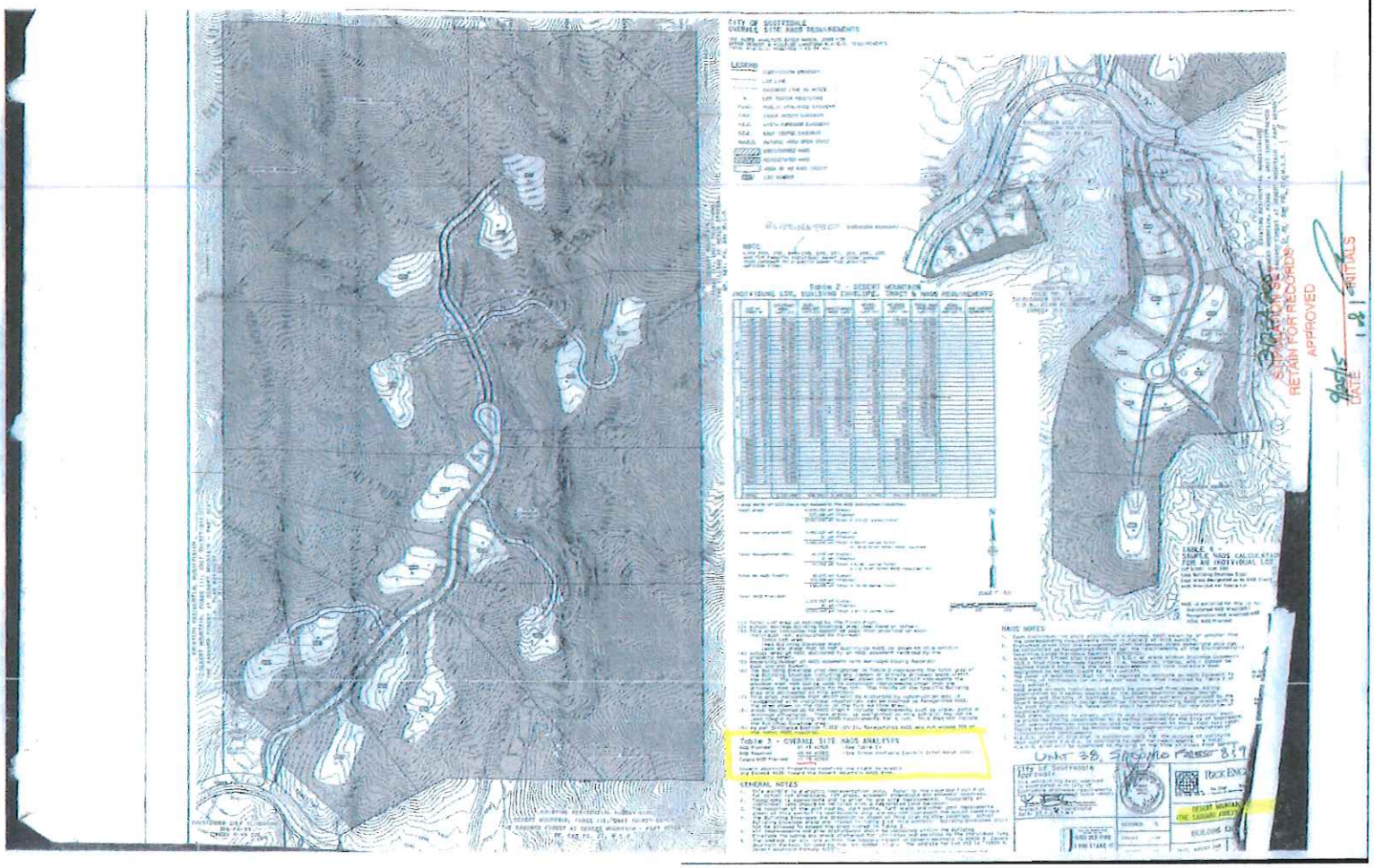


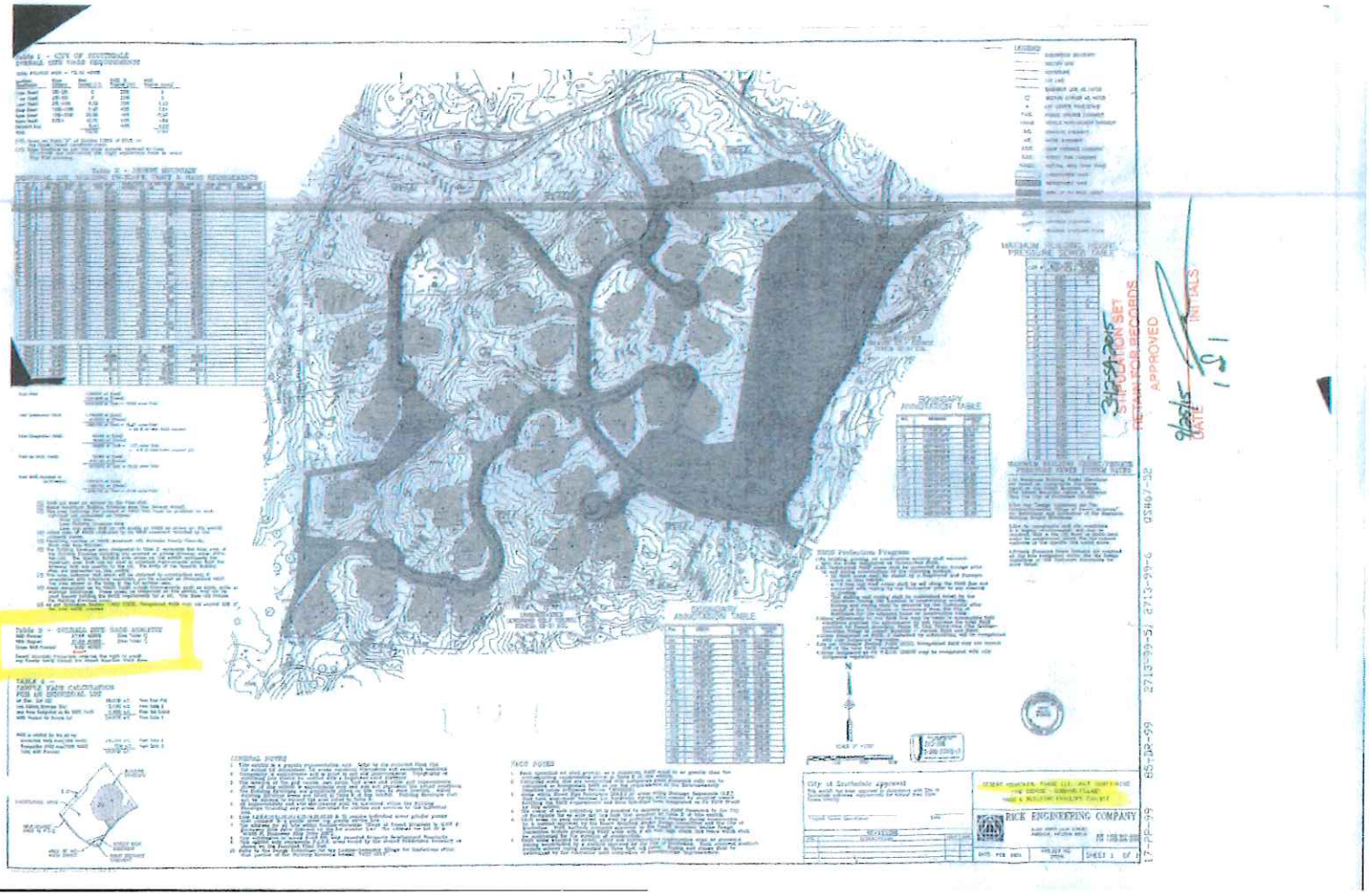
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE
1 of 2

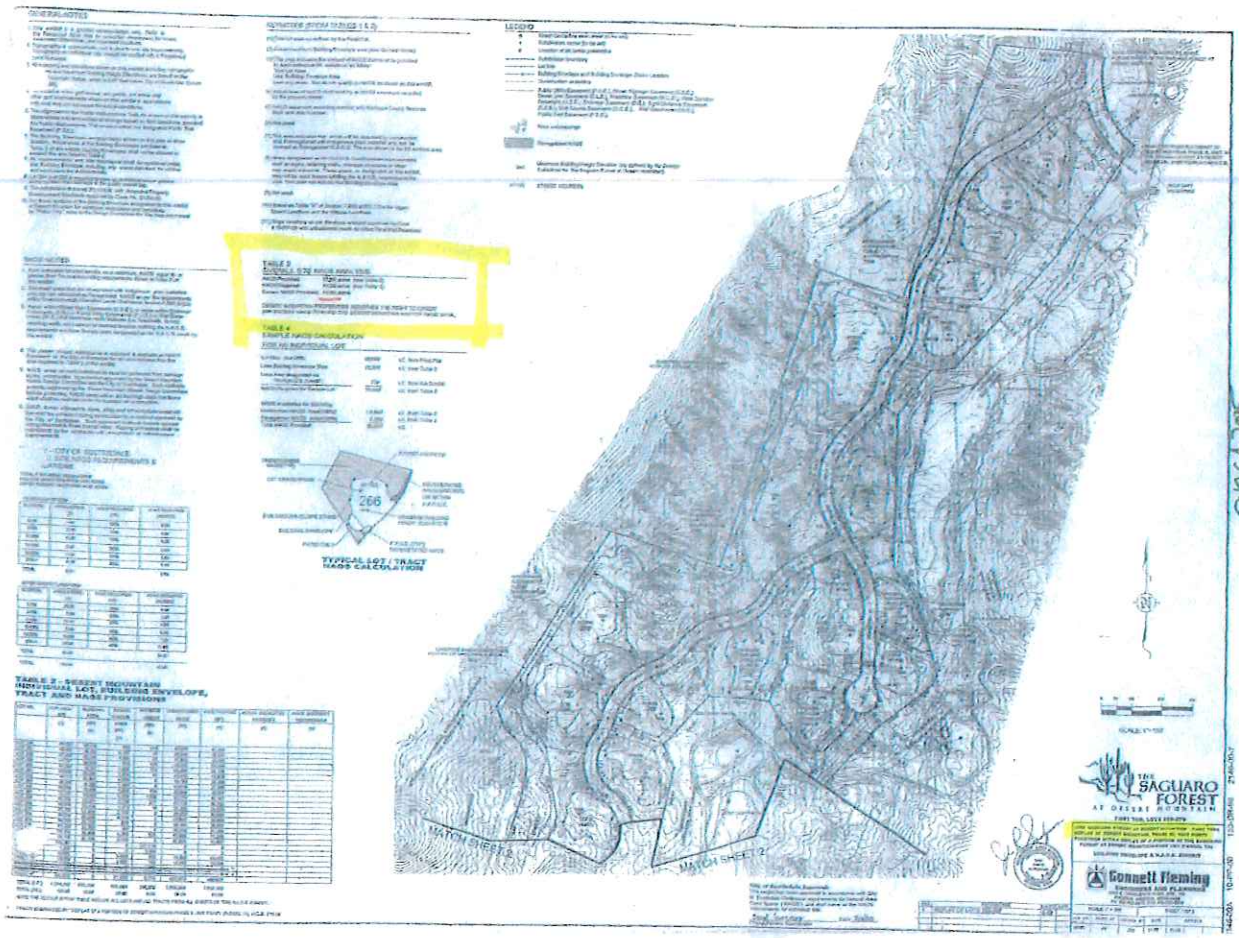


STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE
2 of 2

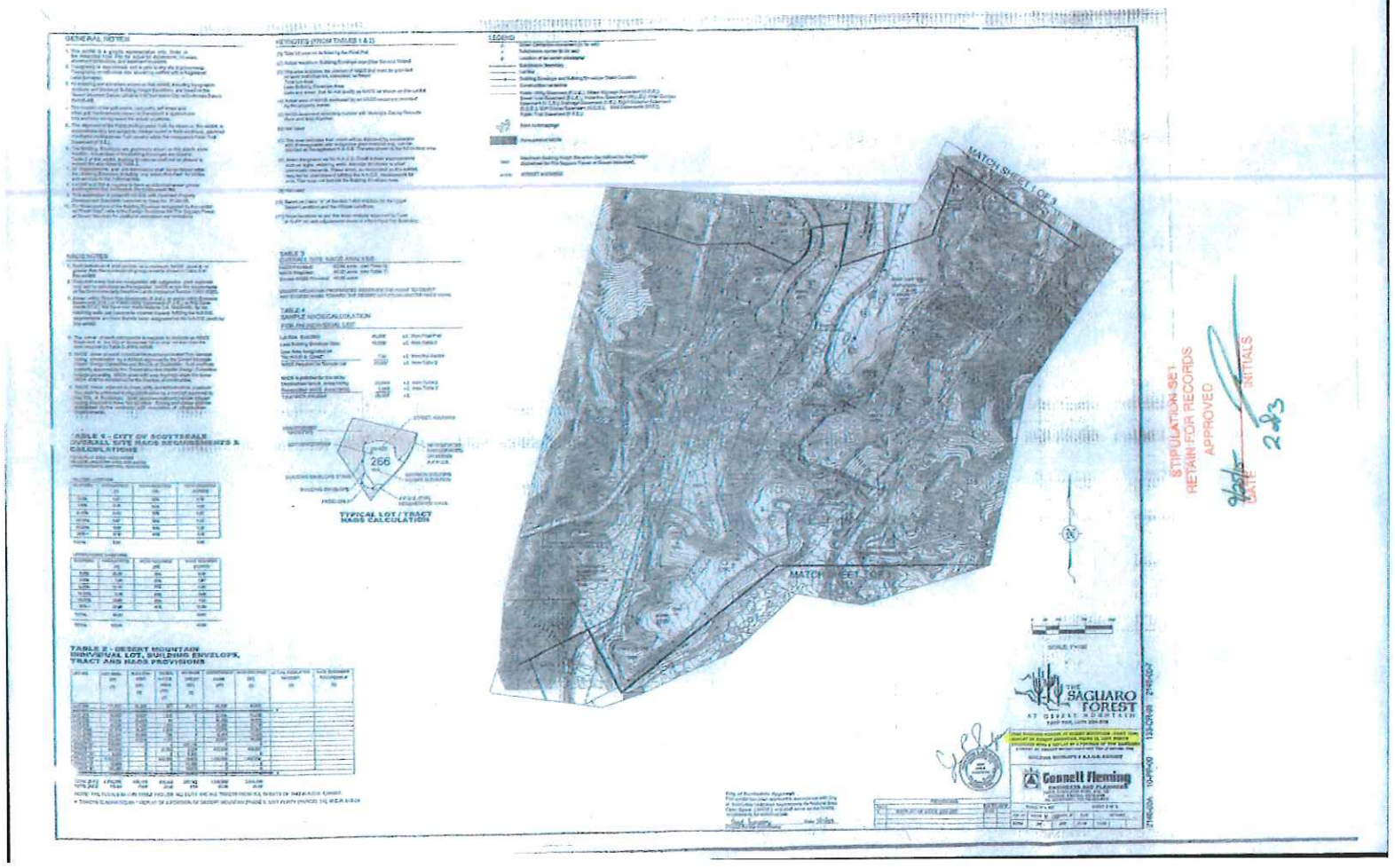

LOT AND TRACT AREAS
Table 1 -
OVERALL SITE NAOS REQUIREMENTS
Table 2 -
OVERALL SITE NAOS PROVIDED
Table 3 -
OVERALL SITE NAOS ANALYSIS
GENERAL NOTES
NAOS Protection Program
LEGEND
17
16
20
21
235
THE SAGUARO FOREST
AT DESERT MOUNTAIN
-PART SEVEN-
City of Scottsdale Approval
DESERT MOUNTAIN, PHASE III, UNIT THIRTY-SEVEN
THE SAGUARO FOREST AT DESERT MOUNTAIN - PART SEVEN
NAOS EXHIBIT
RICK ENGINEERING COMPANY
SHEET 1 OF 1
13-PP-99
64-DR-99
OS#52-68, 53-68
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
DATE
INITIALS


CITY OF SCOTTSDALE
OVERALL SITE NAOS REQUIREMENTS
LEGEND
NOTE
Table 2 - DESERT MOUNTAIN
INDIVIDUAL LOT, BUILDING ENVELOPE, TRACT & NAOS REQUIREMENTS
TABLE 4 -
SAMPLE NAOS CALCULATION
FOR AN INDIVIDUAL LOT
NAOS NOTES
Table 3 - OVERALL SITE NAOS ANALYSIS
GENERAL NOTES
Unit 38, Sagamo Forest 8.9
City of Scottsdale
Rock Engineering
DESERT MOUNTAIN
THE SAGAMO FOREST
BUILDING ENVELOPE
SUBMISSION BY
RETAIN FOR RECORDS
APPROVED
9/25/15
DATE
1 of 1
INITIALS

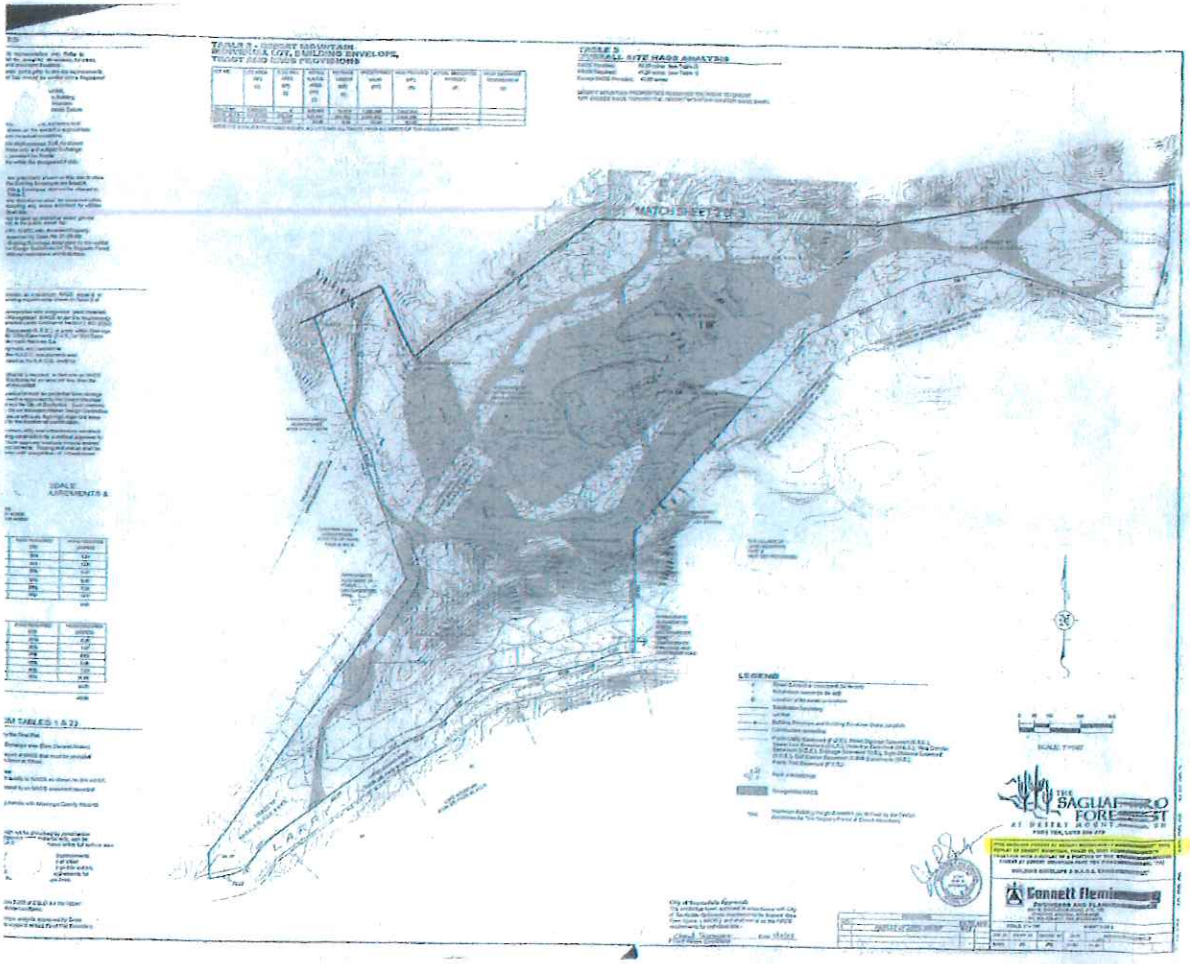

APPROVED
INITIALS
DATE
RICE ENGINEERING COMPANY



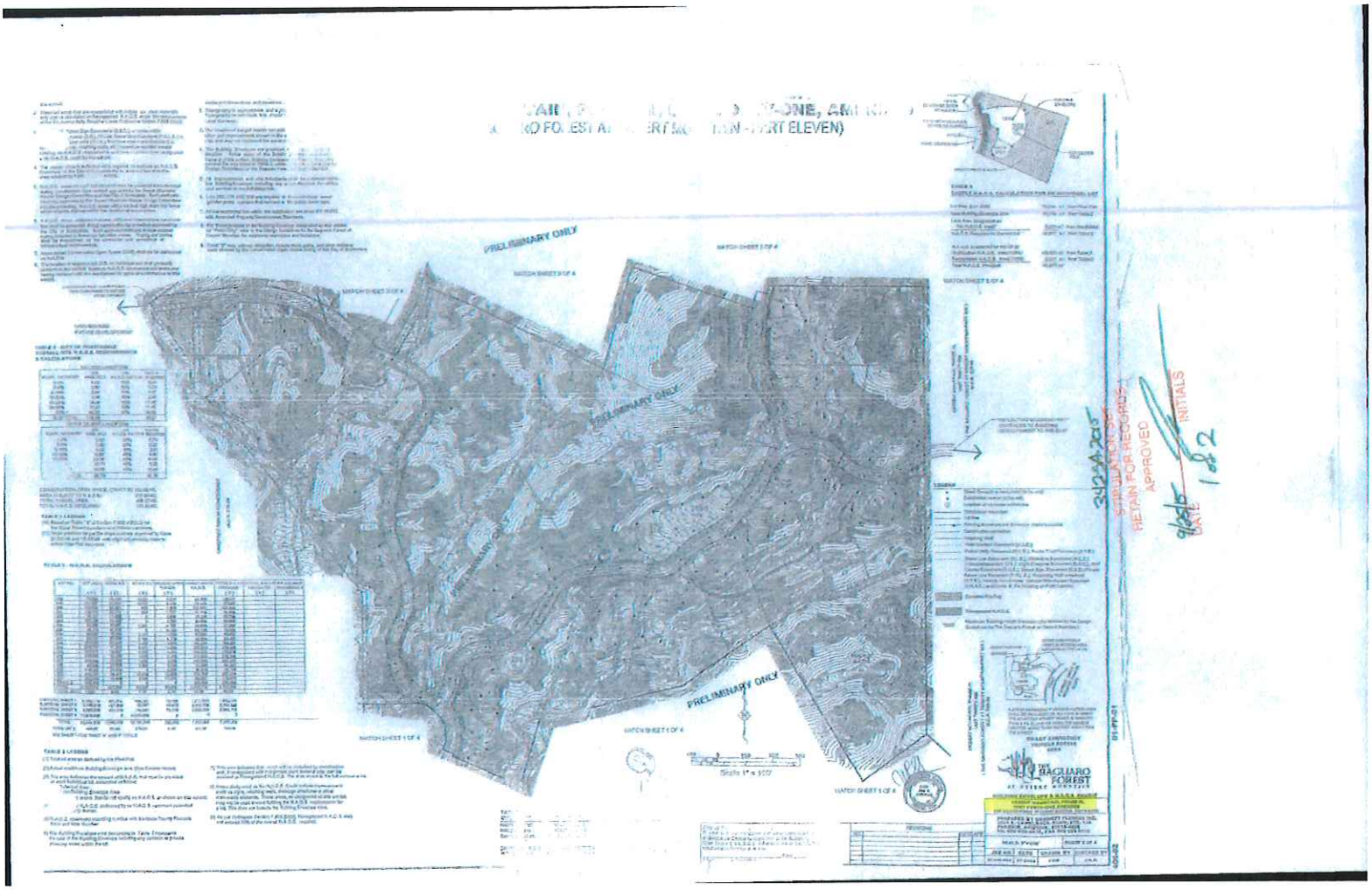
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE
1 of 3

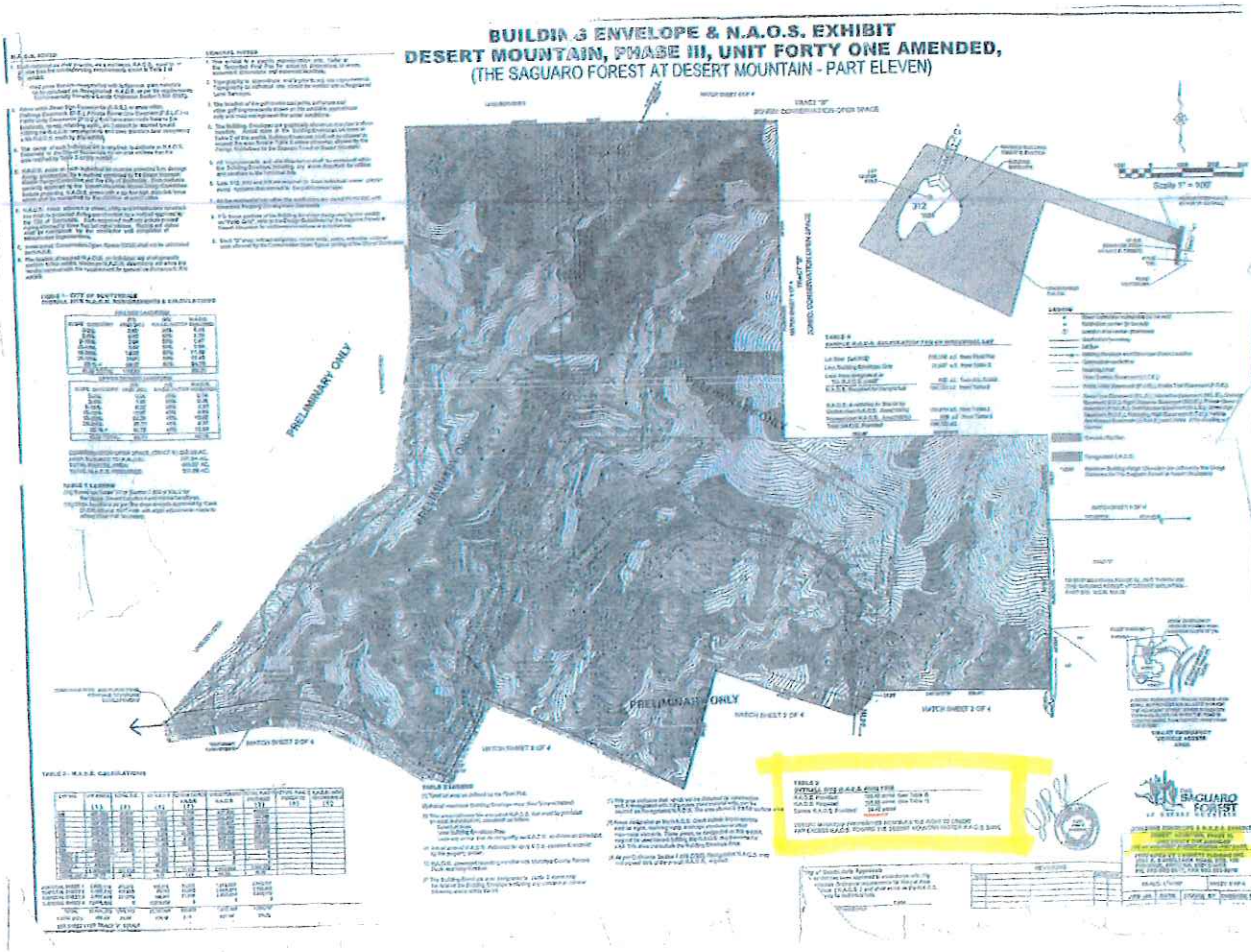


STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE
2-23



STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE 9/3/15
3 of 3


PRELIMINARY ONLY
PRELIMINARY ONLY
PRELIMINARY ONLY
MATCH SHEET 1 OF 4
MATCH SHEET 3 OF 4
MATCH SHEET 2 OF 4
MATCH SHEET 1 OF 4
MATCH SHEET 3 OF 4
MATCH SHEET 2 OF 4
Scale 1" = 100'
THE BAGUARO FOREST
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE
1 of 2


BUILDING ENVELOPE & N.A.O.S. EXHIBIT
DESERT MOUNTAIN, PHASE III, UNIT FORTY ONE AMENDED,
(THE SAGUARO FOREST AT DESERT MOUNTAIN - PART ELEVEN)
PRELIMINARY ONLY
PRELIMINARY ONLY
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
INITIALS
DATE

BUILDING ENVELOPE & N.A.O.S. EXHIBIT
DESERT MOUNTAIN, PHASE III, UNIT FORTY-TWO
(THE SAGUARO FOREST AT DESERT MOUNTAIN - PART TWELVE)

NAOS NOTES

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]

GENERAL NOTES

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]

TABLE 1 – CITY OF SCOTTSDALE
OVERALL SITE NAOS REQUIREMENTS & CALCULATIONS

		Slope Category								
		0–2%	2–5%	5–10%	10–15%	15–25%	25–35%	>35%	TOTALS	
Zoning Dist.		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	198.42

CONSERVATION OPEN SPACE (TRACT F): [illegible] AC.
AREA SUBJECT TO N.A.O.S.: [illegible] AC.
TOTAL PARCEL AREA: [illegible] AC.
TOTAL N.A.O.S. REQUIRED: 198.42 AC.

Notes:
L.S. = [illegible] Lower Desert Landform
H.S. = [illegible] Hillside Landform

TABLE 1 LEGEND – CITY OF SCOTTSDALE

(10) [illegible]

(11) [illegible]

LEGEND

———	SUBDIVISION BOUNDARY
— — —	SECTION LINE
———	CENTERLINE
———	LOT LINE/TRACT LINE
- - - -	EASEMENT LINE AS NOTED
———	RETAINING WALL
℄	CENTERLINE
R.W.E.	RETAINING WALL EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
V.N.A.E.	VEHICULAR NON-ACCESS EASEMENT
N.A.O.S.	NATURAL AREA OPEN SPACE
W.L.E.	WATERLINE EASEMENT
D.E.	DRAINAGE EASEMENT
S.D.E.	SIGHT DISTANCE EASEMENT
P.T.E.	PUBLIC TRAIL EASEMENT
V.C.E.	VISTA CORRIDOR EASEMENT
S.S.E.	STREET SIGN EASEMENT
S.E.	SLOPE EASEMENT
T.A.W.E.	[illegible]
Δ	SECTION CORNER AS NOTED
●	[illegible] CAP (PROPOSED)
⊥	SUBDIVISION CORNER [illegible]
⊙	LOCATION OF LOT CORNER [illegible]
▲	BUILDING ENVELOPE [illegible]
+3305	[illegible]
▭	REVEGETATED NAOS

TABLE 2 – NAOS CALCULATIONS

LOT NO.	(1) LOT AREA	(2) SPECIFIC B.E.	OTHER B.E.	TOTAL B.E.	(6) NO NAOS	(7) REVEGETATED NAOS	UNDISTURBED NAOS	(3) TOTAL NAOS PROVIDED	(4) ACTUAL NAOS DEDICATED	(5) NAOS/MCR RECORDING #
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	15,201	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
[illegible]	[illegible]	[illegible]	15,402	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT A	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT B	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT C	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT D	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT E	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TRACT [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TOTALS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
TOTAL (AC)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		

TABLE 2 LEGEND – DESERT MOUNTAIN

1. TOTAL LOT AREA AS DEFINED BY THE FINAL PLAT.
2. ACTUAL MAXIMUM BUILDING ENVELOPE AREA (SEE GENERAL NOTES).
3. THIS AREA INDICATES THE AMOUNT OF NAOS THAT MUST BE PROVIDED ON EACH INDIVIDUAL LOT, CALCULATED AS FOLLOWS: TOTAL LOT AREA, LESS BUILDING ENVELOPE AREA, LESS ANY AREAS THAT DO NOT QUALIFY AS NAOS AS SHOWN ON THIS EXHIBIT.
4. ACTUAL AREA OF NAOS DEDICATED BY AN NAOS EASEMENT RECORDED BY THE PROPERTY OWNER.
5. NAOS EASEMENT RECORDING NUMBER WITH THE MARICOPA COUNTY RECORDER BOOK AND MAP NUMBER.
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]

TABLE 4
SAMPLE NAOS CALCULATION FOR AN INDIVIDUAL LOT

LOT SIZE LOT 326	[illegible] S.F.	FROM FINAL PLAT
LESS BUILDING ENVELOPE SIZE	[illegible] S.F.	FROM TABLE 2
LESS AREA DESIGNATED AS NO N.A.O.S. CREDIT	[illegible] S.F.	FROM THIS EXHIBIT
NAOS REQUIRED FOR SAMPLE LOT	[illegible] S.F.	FROM TABLE 2
NAOS IS SATISFIED FOR THIS LOT BY:		
UNDISTURBED NAOS AREA ([illegible])	[illegible] S.F.	FROM TABLE 2
REVEGETATED NAOS AREA ([illegible])	[illegible] S.F.	FROM TABLE 2
TOTAL NAOS PROVIDED	[illegible] S.F.	

TABLE 5
OVERALL SITE NAOS ANALYSIS

NAOS PROVIDED	[illegible] ACRES (SEE TABLE 2)
NAOS REQUIRED	[illegible] ACRES (SEE TABLE 1)
EXCESS NAOS PROVIDED	[illegible] ACRES

DESERT MOUNTAIN PROPERTIES RESERVES THE RIGHT TO CREDIT ANY EXCESS NAOS TOWARD THE DESERT MOUNTAIN MASTER NAOS BANK

CITY OF SCOTTSDALE APPROVALS

THIS EXHIBIT HAS BEEN APPROVED IN ACCORDANCE WITH CITY OF SCOTTSDALE ORDINANCE REQUIREMENTS FOR NATURAL AREA OPEN SPACE (NAOS) AND SHALL SERVE AS THE NAOS REQUIREMENTS FOR INDIVIDUAL LOTS.

_______________ DATE _______________
PROJECT REVIEW COORDINATOR

REVISIONS			
NO.		DATE	APP.

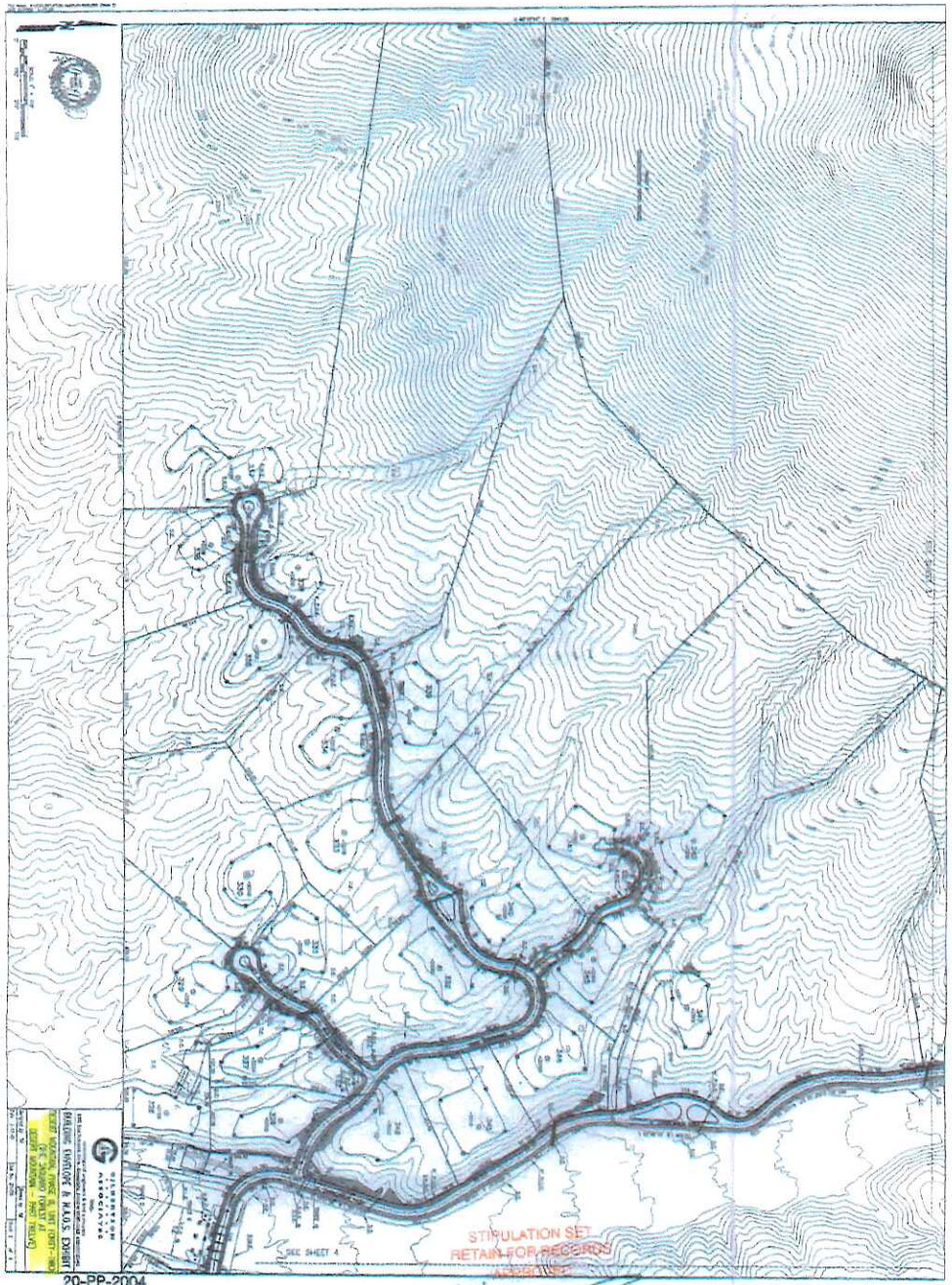
SILVERTON ASSOCIATES Inc.

BUILDING ENVELOPE & N.A.O.S. EXHIBIT

DESERT MOUNTAIN, PHASE III, UNIT FORTY-TWO (THE SAGUARO FOREST AT DESERT MOUNTAIN – PART TWELVE)

20-PP-2004

342-SA-2005
STIPULATION SET
RETAIN FOR RECORDS
APPROVED
9/26/05
DATE
INITIALS
1 of 1



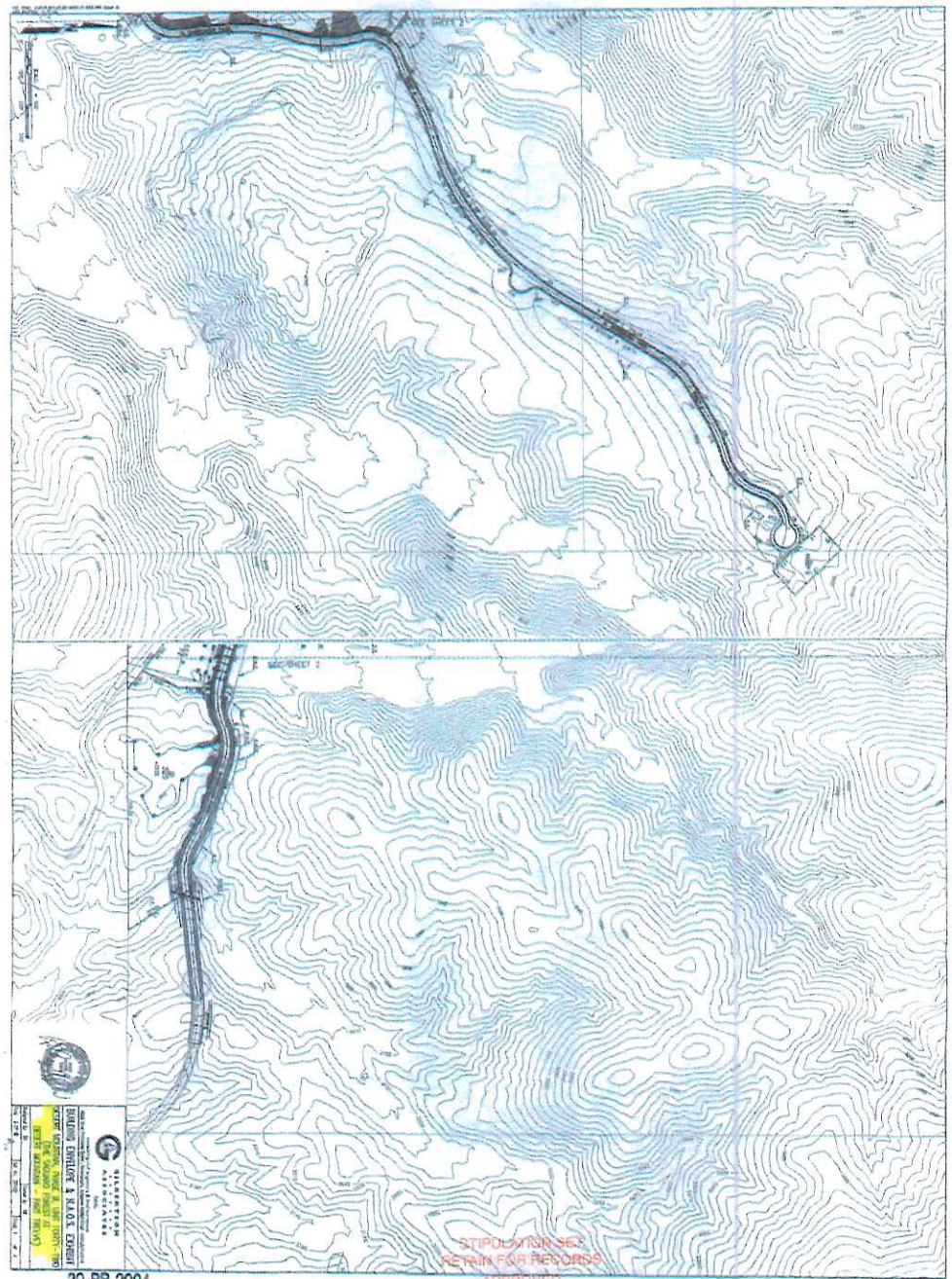
STIPULATION SET
RETAIN FOR RECORDS
APPROVED

20-PP-2004

9/25/15
DATE INITIALS

224

APPROVED
SIGNATURE OF PLANNING DIRECTOR
INITIALS
DATE
3-24
20-PP-2004
BUILDING ENVELOPE & N.A.O.S. EXHIBIT
(THE GROVE FOREST AT
DESERT MOUNTAIN - PART TWELVE)



20-PP-2004

STIPULATIONS SET
RETAIN FOR RECORDS
APPROVED

DATE INITIALS

4-84

Desert Mountain
Desert Mountain Master Association (HOA)
Master NAOS Bank for residential subdivisions within the Desert Mountain Master Planned Community
August 18, 2015

NARRATIVE and EXPLANATION for Pre-Application Meeting

Purpose:

- The Desert Mountain Master Association (the HOA) would like to establish a **Master NAOS Bank** for the residential subdivisions at Desert Mountain.
- There are two primary purposes of this Master NAOS Bank:
  - To rectify errors made on the NAOS Exhibits, as further explained below.
  - To accommodate the unanticipated, but necessary, need for NAOS in certain portions of the Community, as further explained below.

Overview:

- Desert Mountain has always prided itself on being very environmentally sensitive. A drive through Desert Mountain makes it extremely apparent that the preservation of the natural desert is a top priority in the Community.
- All of the "custom lot" subdivisions within Desert Mountain use a combination of "On-Lot NAOS" and "Tract NAOS". The required amount of On-lot NAOS required for each lot is listed on the *Building Envelope and NAOS Exhibit* for each subdivision. As each new custom home is processed for a Building Permit through the City provide the required NAOS Easement at that time.
- Every custom lot subdivision within Desert Mountain has provided significantly more NAOS than required by the City of Scottsdale's Ordinance.

Entitlements:

- Section 6.1060(F)(4) the City of Scottsdale's Environmentally Sensitive Lands Ordinance allows the creation of a Master NAOS Bank.
  4. *NAOS distribution within master planned developments. Where a master plan developer elects to provide NAOS in excess of the minimum NAOS requirement for specific development sites, such excess NAOS may be credited against NAOS requirements for other development sites on the master plan, provided that the NAOS credits are documented on an open space master plan which identifies excess NAOS by development site and allocates such excess to specific development sites elsewhere on the property. The master plan developer must authorize the allocation in writing.*
- Per the *Building Envelope and NAOS Exhibits* prepared for certain subdivisions and approved by the City, provisions were created at that time to allow the "excess NAOS" to be deposited into a Master NAOS Bank that could be used for the overall community. (refer to Table 3: on most of the *Building Envelope and NAOS Exhibits).*

Request:

- This request is to have the City of Scottsdale Planning Staff work with the Desert Mountain Master Association (HOA) to set up and approve the **Master NAOS Bank** for its intended purpose.
- The deposits and withdrawals for the **Master NAOS Bank** will be documented in perpetuity by a relatively simple "ledger" as attached. The Desert Mountain Master Owners Association will be the administrator of the NAOS Bank because they are the entity that will act in perpetuity on behalf of

the property owners at Desert Mountain. Furthermore, the Desert Mountain Master Association (or their sub-associations) are the property owners of Tract NAOS.

- We believe that this is a relatively simple "staff approval" because all aspects of this request comply with the Ordinance and all previous approved.

Purpose #1: To Fix Errors:

- Based on our information, the *Building Envelope and NAOS Exhibits* for some of the older subdivisions (typically pre-1990) at Desert Mountain contained some errors.
- At times, the "NAOS Required" is larger than the "NAOS Available" for the on-lot NAOS requirements for individual lots. In other words, the "NAOS Required" is bigger than the remainder of the Lot Size minus the Building Envelope size.
- These errors typically occur on subdivisions were platted and developed in the 1980's. Back then, ESLO did not even exist ... and even the old Hillside District was relatively new.
- So ... way back then ... before CAD, before Excel spreadsheets, and quite honestly before most office computers ... these subdivisions were designed, approved and platted ... and ... unfortunately, a few mistakes were made.
- Property owners purchased their lot with the size of Building Envelope that was specified ... and they certainly don't want make the Building Envelope smaller.
- And the City has requirements for minimum NAOS that must be followed. (We support that.)
- Therefore, the Master NAOS Bank can be used to rectify these errors on a case-by-case basis. If a particular lot has an error, the property owner can request a withdrawal from the Master NAOS Bank from the HOA. They property owner can submit this withdrawal to the City when they submit their plans for plan check and when they dedicate their NAOS easement.
- Overall, the errors that need to be corrected are relatively minor. Usually the error for the on-lot NAOS is only a few thousand feet. We estimate that less than 5% of the Master NAOS Bank will ever need to be used.

Purpose #2: To Address Unanticipated Issues:

- Rarely, but occasionally, additional NAOS is necessary to address unanticipated issues.
- For example, after the historic storms in August 2014 that dropped 3 1/2" of rain on Desert Mountain in one-hour, it became necessary for some homeowners to repair, install and/or maintain drainage improvements. At times, additional riprap and erosion control were necessary in areas that were previously designated as NAOS. If these owners had a small lot, and did not have any extra available land, they often had a hard time meeting their NAOS requirements while still making the necessary drainage improvements. The use of the Master NAOS Bank would alleviate this issue.
- Another example: The City of Scottsdale needed to add a new sewer line connection in the Village of Arrowhead across a Common Area Tract that was dedicated as NAOS. In theory, additional NAOS was needed to compensate for the disturbance caused by the construction of the utilities. The Master NAOS Bank would alleviate this issue.

Summary:

- The Desert Mountain community is one of the best examples of environmentally sensitive development in the City.
- In reality, Desert Mountain will provide more than enough NAOS within the overall community.
- Even when fully built out, Desert Mountain will provide significantly more natural desert open space than required by the Ordinance.

- The purpose of the Master NAOS Bank is to address a few minor errors and to deal with a few minor unanticipated issues.
- In the end, the use the Master NAOS Bank will be minimal.

Thank you for your consideration. I look forward to explaining this request in more detail at our Pre-Application Meeting.

JT Elbracht, Architect
Elbracht+Company LLC
Design Review Consultant for the Desert Mountain Master Association
10550 E Desert Hills Drive
Scottsdale, AZ 85262
480-695-3384
jtelbracht@live.com

Desert Mountain
Desert Mountain Master Association (HOA)

Master NAOS Bank

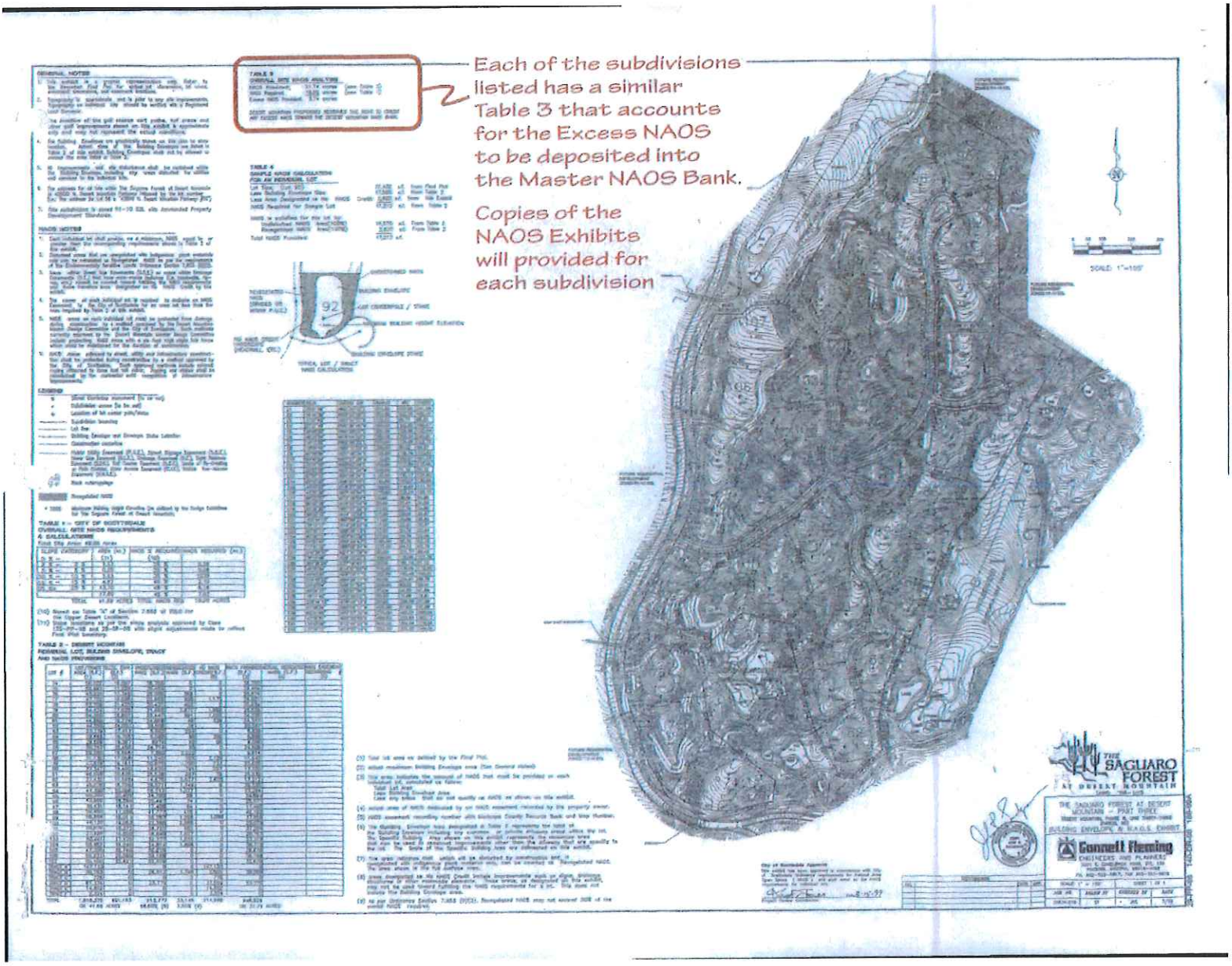
For Residential Subdivisions within the Desert Mountain Master Planned Community

BALANCE SHEET

DISCUSSION DRAFT

Date	*Deposit*	*Withdrawal*	*Balance*	*Notes*	*Reference*	*Notes*
8/18/2015	17.32 acres	- acres	17.32 acres	Excess NAOS from DM Ph III Unit 24 Sunset Canyon	8-PP-97 / 68-DR-97	Refer to Bldg Env & NAOS Exhibit
8/18/2015	5.25 acres	- acres	22.57 acres	Excess NAOS from DM Ph III Unit 27 Lone Mountain Part 2	25-PP-97 / 165-DR-97	Refer to Bldg Env & NAOS Exhibit
8/18/2015	0.69 acres	- acres	23.26 acres	Excess NAOS from DM Ph III Unit 29 Saguaro Forest Part 1	27-PP-97 / 189-DR-97	Refer to Bldg Env & NAOS Exhibit
8/18/2015	2.21 acres	- acres	25.47 acres	Excess NAOS from DM Ph III Unit 30 Lost Star	3-PP-98 / 24-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	6.51 acres	- acres	31.98 acres	Excess NAOS from DM Ph III Unit 31 Seven Arrows	4-PP-98 / 25-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	5.98 acres	- acres	37.96 acres	Excess NAOS from DM Ph III Unit 32 Saguaro Forest Part 2	28-PP-98 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.74 acres	- acres	41.70 acres	Excess NAOS from DM Ph III Unit 33 Saguaro Forest Part 3	29-PP-98 / 140-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.21 acres	- acres	44.91 acres	Excess NAOS from DM Ph III Unit 34 Saguaro Forest Part 4	28-PP-98 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.14 acres	- acres	48.05 acres	Excess NAOS from DM Ph III Unit 35 Saguaro Forest Part 5	29-PP-98 / 140-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	25.75 acres	- acres	73.80 acres	Excess NAOS from DM Ph III Unit 36 Saguaro Forest Part 6	10-PP-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	2.17 acres	- acres	75.97 acres	Excess NAOS from DM Ph III Unit 37 Saguaro Forest Part 7	13-PP-99 / 64-DR-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	11.19 acres	- acres	87.16 acres	Excess NAOS from DM Ph III Unit 38 Saguaro Forest Parts 8&9		Refer to Bldg Env & NAOS Exhibit
8/18/2015	5.80 acres	- acres	92.96 acres	Excess NAOS from DM Ph III Unit 39 Cochise Geronimo Village	17-PP-99 / 85-DR-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	43.60 acres	- acres	136.56 acres	Excess NAOS from DM Ph III Unit 40 Saguaro Forest Part 10	10-PP-00 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	34.49 acres	- acres	171.05 acres	Excess NAOS from DM Ph III Unit 41 Saguaro Forest Part 11	01-PP-01	Refer to Bldg Env & NAOS Exhibit

DISCUSSION DRAFT



Each of the subdivisions listed has a similar Table 3 that accounts for the Excess NAOS to be deposited into the Master NAOS Bank.

Copies of the NAOS Exhibits will provided for each subdivision

Desert Mountain NAOS Bank Explanation

Step 1 is to explain how the individual On-Lot NAOS requirements were calculated.

EXAMPLE

Saguaro Forest Lot 23

(Refer to Table 4 on the Building Envelope and NAOS Exhibit)

In this particular case, the "No NAOS Area" is due to the Street Sign Easement on the lot.

Revegetated NAOS due to due to the Public Utilities Easement on the lot.

Lot Size:		32,945 sf ← *From the Final Plat*
Building Envelope:		17,594 sf ← *From Table 2 of the Building Envelope Exhibit.*
No NAOS Credit:		1,837 sf
NAOS Required:		*The sum of these elements equals the lot size.*
Undisturbed NAOS:	12,589 sf	
Revegetated NAOS:	925 sf	
Minimum NAOS Required:		13,514 sf ← *This is the amount of On-Lot NAOS that the Developer decided must be provided on the lot. This amount is often greater than required by Ordinance because the Master Developer was being conservative.*

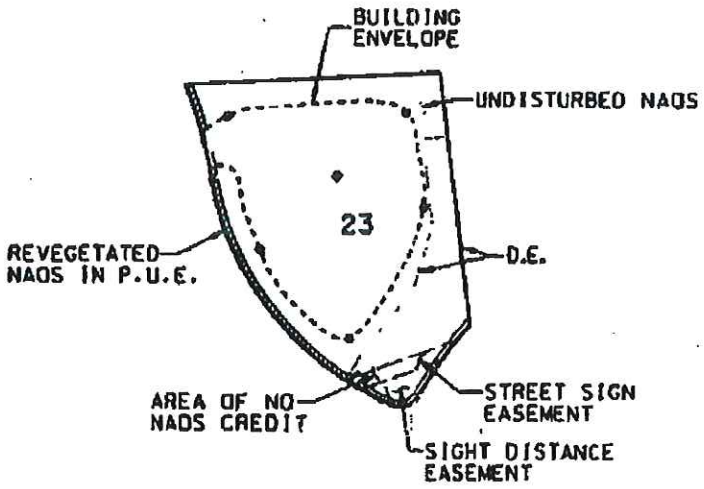
This Table is on the Building Envelope and NAOS Exhibit to help with the explanation.

TABLE 4 - SAMPLE NAOS CALCULATION FOR AN INDIVIDUAL LOT

Lot Size: (Lot 23)	32,945 s.f.	From Final Plat
Less Building Envelope Size:	17,594 s.f.	From Table 2
Less Areas Designated as No NAOS Credit	1,837 s.f.	From this Exhibit
NAOS Required for Sample Lot	13,514 s.f.	From Table 2

NAOS is satisfied for this lot by:

Undisturbed NAOS Area (100% NAOS)	12,589 s.f.	From Table 2
Revegetation NAOS Area (100% NAOS)	925 s.f.	From Table 2
TOTAL NAOS Provided	13,514 s.f.	



Desert Mountain NAOS Bank Explanation

Step 2 is to explain how the Overall NAOS requirements were calculated and how the Excess NAOS was calculated.

Table 1 - CITY OF SCOTTSDALE OVERALL SITE NAOS REQUIREMENTS

TOTAL PROJECT AREA = 42.98 ACRES

Landform Classification	Slope Category	Area (acres) (11)	NAOS % Required (10)	NAOS Required (acres)
Upper Desert	0%-2%	1.97	25%	0.49
Upper Desert	2%-5%	1.30	25%	0.33
Upper Desert	5%-10%	14.73	35%	5.16
Upper Desert	10%-15%	10.03	45%	4.51
Upper Desert	15%-25%	9.15	45%	4.12
Upper Desert	25%+	5.80	45%	2.61
TOTAL		42.98		17.22

(10) Based on Table "A" of Section 7.853 of ESLO for the Upper Desert Landform areas.
(11) Slope locations as per the slope analysis approved by Case 27-PP-97 and 189-DR-97 with slight adjustments made to reflect Final Plat boundary.

Table 1 calculated the minimum overall site NAOS requirements for the subdivision per ESLO.

This is the minimum amount of NAOS that must be provided.

Any NAOS greater than this is "excess".

Table 3 - OVERALL SITE NAOS ANALYSIS

NAOS Provided	17.91 ACRES	(See Table 2)
NAOS Required	17.22 ACRES	(See Table 1)
Excess NAOS Provided	0.69 ACRES	

Desert Mountain Properties reserves the right to credit any Excess NAOS toward the Desert Mountain NAOS Bank.

Table 3 calculated the difference between the NAOS Required per the Ordinance and the NAOS Provided as outlined in Table 2.

NAOS Provided is a combination of On-Lot NAOS and Tract NAOS.

The NAOS Provided that is in excess of the NAOS Required by the Ordinance would be credited to the Master NAOS Bank.

Desert Mountain NAOS Bank Explanation

Step 3 - What if Lot 23 needed MORE NAOS than was available.

Let's say, for example, that Drainage Improvements are necessary in the small wash on the east side of the lot. The area within the Drainage Easement was assumed to be Undisturbed NAOS because the drainage was intended to be untouched at the time of the original construction. But for our example, let's assume that some of this area needs to be improved with grouted riprap, a headwall, and some low scale CMU flood walls. Obviously, these types of drainage improvements could not count as NAOS any longer.

So ... for the example, let's say that Lot 23 needs to disturb 2,000 sf for these Drainage Improvements.

Obviously, the Owner will not want to make his Building Envelope any smaller.

And the Revegetated NAOS remains the same for the PUE.

And the "No Credit NAOS Area" remains the same for the Street Sign Easement.

Therefore, the only option left to solve this issue is to take a withdrawal of 2,000 sf from the Desert Mountain Master NAOS Bank

REVISED EXAMPLE

Saguaro Forest Lot 23

Lot Size:		32,945 sf
Building Envelope:		17,594 sf
No NAOS Credit:		1,837 sf
No NAOS Credit for Drainage:		2,000 sf
NAOS Required:		13,514 sf
NAOS Provided:		
Undisturbed On-Lot NAOS:	10,589 sf	
Revegetated On-Lot NAOS:	925 sf	
NAOS Bank Withdrawal:	2,000 sf	
NAOS Provided:		13,514 sf

This is the unanticipated area that is being disturbed for the drainage improvements in our example.

The NAOS Required stays the same ... which is why a withdrawal from the bank is necessary.

The "Undisturbed" On-Lot NAOS is now smaller by 2000 sf due to the unanticipated drainage improvements.

The NAOS Bank will make up for the 2000 sf shortage.

The NAOS Provided still satisfies the requirement.

So ... Lot 23 is still providing the same required NAOS area that it was originally supposed to.

Desert Mountain NAOS Bank Explanation

Step 4 - Explanation of why there is no "double-dipping".

The use of NAOS from the Master NAOS Bank will not impact the ability to provide the minimum amount of NAOS required by Ordinance.

- All NAOS in the Master NAOS Bank is ***EXCESS*** NAOS area that is not required by Ordinance.
- The NAOS in the Master NAOS Bank exists because the Master Developer voluntarily wanted to have more open space than required by Ordinance. The extra open space was not a requirement of the City; this was the desire of the Master Developer.
- From the perspective of the City, Table 2 probably should have read ***"Remaining area available to be used for On-Lot NAOS"***. The Master Developer chose to use the words **"NAOS Required"** on Table 2 because the Developer wanted the property owner to convey more NAOS than what was required by the City. Basically, on Table 2, the term "NAOS Required" means NAOS required by the Master Developer and not by the City. The Maser Developer used Table 2 to also keep owners from trying to increase the size of their Building Envelope.
- So even if all of the NAOS in the Master NAOS Bank were to be withdrawn, the actual NAOS provided within the community would still satisfy all of the minimum requirements of the Ordinance.
- The excess NAOS in the Master NAOS Bank is the result of:
  - The sum of all of the Individual On-Lot NAOS and Tract NAOS (see Table 2)
  - Minus the NAOS Required (see Table 1)

  As shown on Table 3 of the *Building Envelope and NAOS Exhibit* for each subdivision.

- Therefore, if the Master NAOS Bank gets smaller that's OK, because it is in excess of what is required by Ordinance.
- What is important is that each lot always provides the minimum NAOS requirement as listed in Table 2.
- The obligation is for each lot to provide the minimum NAOS as listed in Table 2. It doesn't matter if that NAOS is undisturbed on-lot NAOS; revegetated on-lot NAOS, or NAOS from the Master NAOS Bank.

So, using our example of Lot 23.

- In theory, Lot 23 contributed to the excess NAOS that is now in the Master NAOS Bank.
- And now, Lot 23 is withdrawing that excess NAOS to help take care of an issue.
- The withdrawal does not reduce the amount of NAOS that is provided for Lot 23; it only changes the location or source of the NAOS.

Another way to look at it is:

- Saguaro Forest Part One has 0.69 acres (30,056 sf) of excess NAOS. (See Table 3)
- Therefore, in theory, the 37 lots in this subdivision each contributed 812 sf of excess NAOS to the Master NAOS Bank. (30,056 sf divided by 37 lots = 812 sf)
- And now, Lot 23 is going to take 2,000 sf of the combined excess NAOS that was deposited in the NAOS Bank to fix it's problem.
- But it is only using excess area that was never required to be NAOS to begin with.

Desert Mountain NAOS Bank Explanation

Step 4 - Explanation of why there is no "double-dipping".
Another way of explaining

Let's simplify the equation by using a two lot subdivision in order to create simple math.

Table 1: City of Scottsdale Overall Site NAOS Requirements

- Subdivision Size: 80,000 sf
- NAOS Required by Ordinance: 25%
- Total NAOS Required for Subdivision by Ordinance: 20,000 sf ← *This is how much NAOS must be provided in the subdivision in order to comply with the Ordinance.*

Table 2: Individual Lot Building Envelope and NAOS Available

Lot	*Size*	*Building Envelope*	*Remaining Area Available to be used for NAOS*
1	40,000 sf	25,000 sf	15,000 sf
2	40,000 sf	25,000 sf	15,000 sf
Total:	80,000 sf	50,000 sf	30,000 sf

← *Remember, this amount is only the area that is available to be used for NAOS. But not required by the City as NAOS.*

Table 3: Overall Site NAOS Analysis

- Area Available to be used for NAOS: 30,000 sf (per Table 2)
- NAOS Required by City: 20,000 sf (per Table 1)
- Excess Area that could be NAOS: 10,000 sf (to be put in the Master NAOS Bank)

Use of the NAOS Bank

- Now, let's assume that something unexpected happened to both lots.
- Let's say that Lot 1 needs to withdraw 6,000 sf from the Master NAOS Bank.
- Let's say that Lot 2 needs to withdraw 4,000 sf from the Master NAOS Bank.
- So now all of the NAOS Bank is used up completely with these two withdrawals.

- Lot 1 will provide 9,000 sf of On-Lot NAOS (15,000 sf available - 6,000 sf withdrawal from Bank)
- Lot 2 will provide 11,000 sf of On-Lot NAOS (15,000 sf available - 4,000 sf withdrawal from Bank)
- NAOS PROVIDED **20,000 sf**
- Therefore, the minimum NAOS required by the Ordinance is still able to be achieved.

- Table 1 requires the entire subdivision to provide 20,000 sf of NAOS in order to comply with the Ordinance.
- Even after using all of the NAOS Bank for Lots 1 and 2, the subdivision still provides the 20,000 sf of NAOS in order to comply with the Ordinance.

I hope this simple subdivision example creates a simpler explanation. It is the same concept that is applied to the greater collection of lots and subdivisions in Desert Mountain.

Desert Mountain NAOS Bank Explanation

Step 4 - Another explanation of why there is no double-dipping.

Here's a completely different way to look at this. Let's pretend I am an partial owner of a company. My name is Mr. Saguaro Forest 23

I went in with 2400 of my closest personal friends on this amazing business venture. This venture is awesome. Although, in order to get the necessary governmental approvals, we had to agree to give the City of Scottsdale a certain percentage of the total initial investment. Can you believe that the City required that we give them between 25% and 45% of the initial investment? *(i.e. Table 1 with the NAOS requirements of ESLO)* But, it's what we had to do to make the deal happen. So we calculated out the minimum amount of money that we would collectively have to pay to the City. *(i.e. Table 1 of the Building Envelope and NAOS Exhibit.)*

Each person had to buy in to the business venture. The amount each person paid was different. My cost was $32,945. *(ie: the lot size of Lot 23)*

We all agreed that there were expenses involved in this business venture. So each person understood that their initial investment would be used to pay the expenses. A BUDGET of expenses was set up for each person. *(ie: Table 2 of the Building Envelope and NAOS Exhibit)*
My portion of the BUDGETED expenses are:

$17,594 Payroll and Office Space	*(ie: The Building Envelope for Lot 23)*
$1,837 Common Equipment	*(ie: The No-NAOS Credit for Lot 23)*
$12,589 City of Scottsdale Reimbursement 1	*(ie: The Undisturbed NAOS for Lot 23)*
$925 City of Scottsdale Reimbursement 2	*(ie: The Revegetation NAOS for Lot 23)*
$32,945 Total expenses	

This works out pretty well for me, because my expenses are the same as my investment. I can live with that. *(Hey, no one said I was going to make any money.)*

The BUDGETS that were set up by the Company for how much each person had to reimburse the City of Scottsdale was set up so that collectively, there would be excess money budgeted. That way the Company could always be sure they had more than enough money to pay the minimum amounts that were owed to the City *(the minimum collective amounts according to Table 1).*

After every one in the Company contributed their initial investment and after we calculated how much money we owed the City of Scottsdale, the Company had a Bank Account of excess funds of $8,174,469. *(The Master NAOS Bank = 187.66 acres x 43,560 sf/ac = 8,174,469 sf)* This is the amount that the company collected that was in **excess** of what is owed to the City. So this **excess** money was put into a bank account for emergency situations.

Each partner would reimburse the City once they launched their part of the business. For me, I was required to reimburse the City $13,514. *(ie: the NAOS Required for Lot 23)*

A few years later, I am ready to launch my portion of the company. And I realize that I have some unbudgeted expenses. I had no idea I would need to install drainage improvements as my part of the business. This unanticipated work will cost $2000. *(ie: the unanticipated drainage improvements on Lot 23)*

So ... I go the Company Bank Account, and the Company allows me to withdraw $2000 from the account to cover these unplanned expenses. (That was the deal when we set up the company bank account.)

So my ACTUAL monthly expenses end up being:

$17,594 Payroll and Office Space	*(ie: The Building Envelope for Lot 23)*
$1,837 Common Equipment	*(ie: The No-NAOS Credit for Lot 23)*
$2,000 New Drainage Improvements	*(ie: The unanticipated drainage improvements)*
$12,589 City of Scottsdale Reimbursement 1	*(ie: The Undisturbed NAOS for Lot 23)*
$925 City of Scottsdale Reimbursement 2	*(ie: The Revegetation NAOS for Lot 23)*
$34,945 Total expenses	

And most importantly, the City of Scottsdale still gets all of the $13,514 they are owed. *(ie: The total NAOS required for Lot 23)*

So it all works out. I am sure glad the Company planned ahead and set aside the excess funds to cover the unanticipated expenses. (I hope this story helps in the explanation.)

DESERT MOUNTAIN

Date:

SAMPLE OF
WITHDRAWAL LETTER

City of Scottsdale
Planning and Development Department
7447 E. Indian School Road, Suite 105
Scottsdale, AZ 85251

RE: Desert Mountain, Phase __, Unit __, Lot __ (The Village of _____)
Withdrawal from the Desert Mountain Master NAOS Bank
City of Scottsdale #___-_____ Plan Check

Dear Planning Staff:

A minor error was made when the engineers calculated the NAOS requirements for Desert Mountain, Phase ___, Unit ___ (The Village of _____). Therefore, in order to compensate for this calculation error, the Desert Mountain Master Association authorizes a withdrawal from the Desert Mountain Master NAOS Bank.

Via the attached form and process which is allowed under the Ordinance and has been approved by the City of Scottsdale, the Desert Mountain Master Association shall provide ____ sf (____ acres) of NAOS from the Desert Mountain Master NAOS Bank for the benefit of Lot ___ in Desert Mountain, Phase ___, Unit ___ (The Village of _____) to compensate for this calculation error.

If you have any questions, please contact me at 480-595-4220.

Best Regards,

Kevin Pollock
General Manager
Desert Mountain Master Association

cc: JT Elbracht, Desert Mountain Design Review Consultant
Dana Bondon, Desert Mountain Administrative Manager
Design Review File for ___/___
Applicant

Enclosure

Desert Mountain Master Association (HOA)

Master NAOS Bank

For Residential Subdivisions within the Desert Mountain Master Planned Community

BALANCE SHEET

DISCUSSION DRAFT

Administrator:
The Desert Mountain Master Association
& the Desert Mountain Master Design Committee

Date	Deposit	Withdrawal	Balance	Notes	Reference	Notes
8/18/2015	5.25 acres	- acres	5.25 acres	Excess NAOS from DM Ph III Unit 27 Lone Mountain Part 2	25-PP-97 / 165-DR-97	Refer to Bldg Env & NAOS Exhibit
8/18/2015	0.69 acres	- acres	5.94 acres	Excess NAOS from DM Ph III Unit 29 Saguaro Forest Part 1	27-PP-97 / 189-DR-97	Refer to Bldg Env & NAOS Exhibit
8/18/2015	2.21 acres	- acres	8.15 acres	Excess NAOS from DM Ph III Unit 30 Lost Star	3-PP-98 / 24-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	6.51 acres	- acres	14.66 acres	Excess NAOS from DM Ph III Unit 31 Seven Arrows	4-PP-98 / 25-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	5.98 acres	- acres	20.64 acres	Excess NAOS from DM Ph III Unit 32 Saguaro Forest Part 2	28-PP-98 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.74 acres	- acres	24.38 acres	Excess NAOS from DM Ph III Unit 33 Saguaro Forest Part 3	29-PP-98 / 140-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.21 acres	- acres	27.59 acres	Excess NAOS from DM Ph III Unit 34 Saguaro Forest Part 4	28-PP-98 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	3.14 acres	- acres	30.73 acres	Excess NAOS from DM Ph III Unit 35 Saguaro Forest Part 5	29-PP-98 / 140-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	25.75 acres	- acres	56.48 acres	Excess NAOS from DM Ph III Unit 36 Saguaro Forest Part 6	10-PP-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	2.17 acres	- acres	58.65 acres	Excess NAOS from DM Ph III Unit 37 Saguaro Forest Part 7	13-PP-99 / 64-DR-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	11.19 acres	- acres	69.84 acres	Excess NAOS from DM Ph III Unit 38 Saguaro Forest Parts 8&9		Refer to Bldg Env & NAOS Exhibit
8/18/2015	5.80 acres	- acres	75.64 acres	Excess NAOS from DM Ph III Unit 39 Cochise Geronimo Village	17-PP-99 / 85-DR-99	Refer to Bldg Env & NAOS Exhibit
8/18/2015	43.60 acres	- acres	119.24 acres	Excess NAOS from DM Ph III Unit 40 Saguaro Forest Part 10	10-PP-00 / 133-DR-98	Refer to Bldg Env & NAOS Exhibit
8/18/2015	34.49 acres	- acres	153.73 acres	Excess NAOS from DM Ph III Unit 41 Saguaro Forest Part 11	01-PP-01	Refer to Bldg Env & NAOS Exhibit
8/18/2015	33.93 acres	- acres	187.66 acres	Excess NAOS from DM Ph III Unit 42 Saguaro Forest Part 12	20-PP-2004	Refer to Bldg Env & NAOS Exhibit

DISCUSSION DRAFT

CRESCENT

August 24, 2015

City of Scottsdale
Project Review / Development Services
7447 E Indian School Road
Scottsdale, AZ 85251

RE: Desert Mountain
Master NAOS Bank
For Residential Subdivisions within the Desert Mountain Master Planned Community

Dear City of Scottsdale,

This letter shall serve as our endorsement for the Desert Mountain Master Association to establish a Master NAOS Bank for Residential Subdivisions within Desert Mountain.

- Desert Mountain Properties was the Master Developer of the master-planned community known as Desert Mountain in Scottsdale, AZ.
- Desert Mountain Properties accepts and approves the Desert Mountain Master Association (the HOA) to establish a Master NAOS Bank for the residential subdivisions within the community. Since the Desert Mountain Master Association will function in perpetuity for the benefit of the property owners of Desert Mountain; and since the Desert Mountain Master Association operates the Design Review function as outlined in the CC&R's; the Desert Mountain Master Association shall be the administrator of the Master NAOS Bank.
- Section 6.1060(F)(4) the City of Scottsdale's Environmentally Sensitive Lands Ordinance allows for the creation of a Master NAOS Bank for use with the community.
- As evidenced on the *Building Envelope and NAOS Exhibits* that were approved by the City of Scottsdale for many of the subdivisions at the time of their creation, Desert Mountain Properties, as the Master Developer, reserved the right to deposit excess NAOS from these subdivisions into a Master NAOS Bank as allowed by Section 6.1060(F)(4) the City of Scottsdale's Environmentally Sensitive Lands Ordinance.

Sincerely,

Desert Mountain Properties, LP
a Delaware Limited Partnership
by Desert Mountain Development, LLC
by Thomas Nezworski
Managing Director
10550 E Desert Hills Drive
Scottsdale, AZ 85262

cc: Desert Mountain Master Association

Attachment 24
SkyRanch at Carefree Letter
5-GP-2016: Desert Mountain Parcel 19

SKYRANCH
AT CAREFREE

May 2, 2016

Jesus Murillo
Project Coordinator
Scottsdale Planning and Zoning Commission
3939 N Drinkwater Blvd
Scottsdale, AZ 85251

Mr. Murillo,

This information is in reference to Zoning Request 279-PA-2016, filed by M3 Companies on behalf of Desert Mountain.

The SkyRanch Fly-in Community is in Carefree immediately west of the lower half of the property involved in the application. We have attached an engineering presentation showing the Safety Zone for our airport departures and landings. This document defines the FAA approved terrain elevation separation description as presented by C&S Engineers, Inc., of Scottsdale AZ.

We are providing this information as you consider the request for rezoning of the property. If you have any questions about the impact of the Safety Zone you may contact C&S Engineers, Inc., at their contact information on the presentation.

We have provided this document to Bob Jones of Desert Mountain and have met with him and Board members. Our intention is to make certain the developers are aware of our Community and of our intentions to be good neighbors.

Thank you for making this available to the Scottsdale P&Z Commission for their consideration during their deliberations.

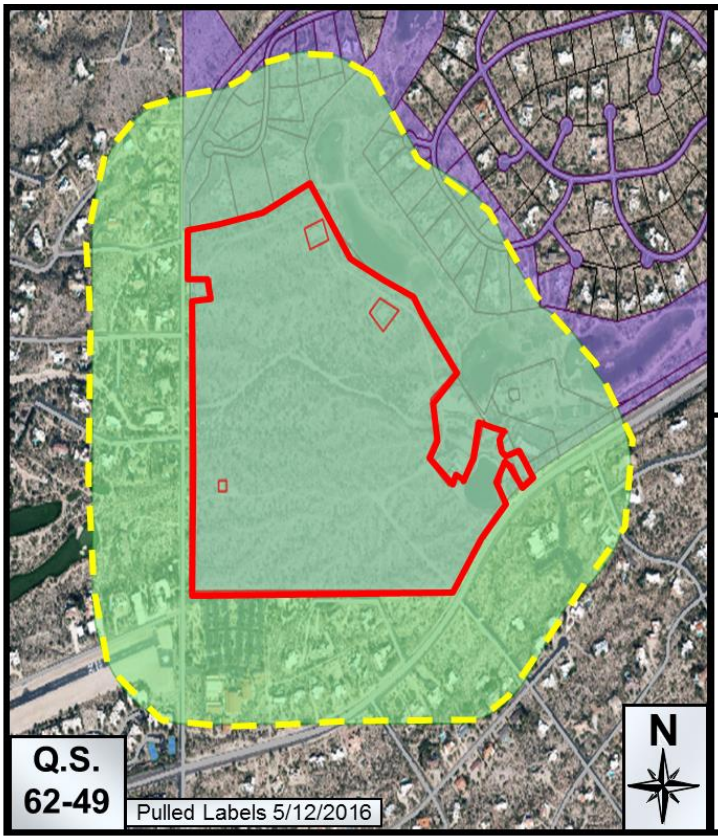
Regards,

Wayne Fischer

Wayne Fischer
For the Board of Directors
SkyRanch Flight Association

Voice: 480-488-3571 P.O. Box 3162, 8302 E. Cave Creek Rd. Fax:480-488-0725
Carefree, Arizona 85377

Attachment 25
City Notification Map
5-GP-2016: Desert Mountain Parcel 19



Map Legend:

Site Boundary

Properties within 750-feet
56 Postcards

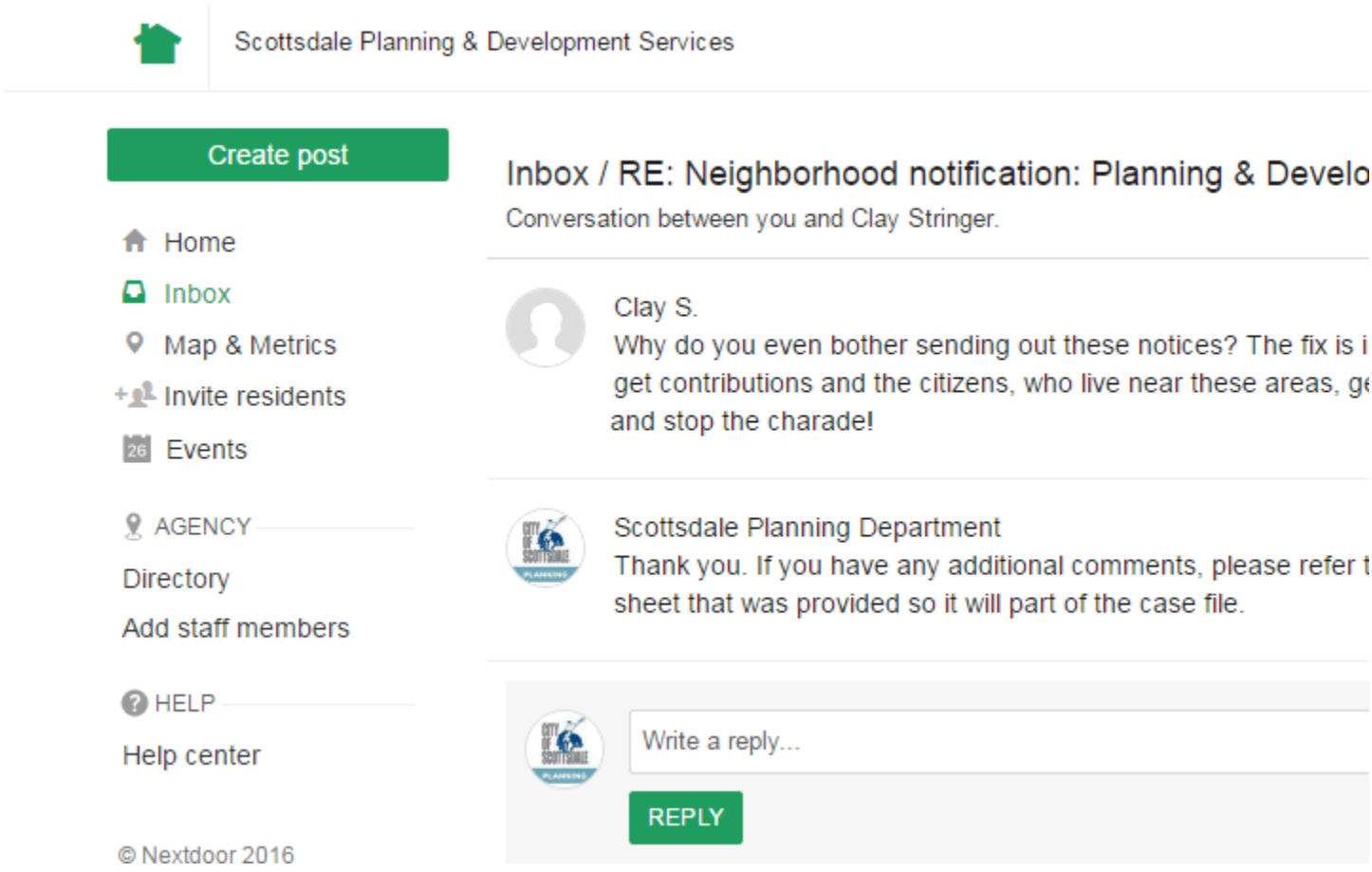
Additional Notifications:

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

Attachment 26 – Public Correspondence Received
Exhibit A: General Correspondence Received
5-GP-2016: Desert Mountain Parcel 19

Reynolds, Taylor

From: Castro, Lorraine
Sent: Tuesday, June 14, 2016 4:18 PM
To: Reynolds, Taylor
Subject: Nextdoor app for 5-GP-2016



Lorraine Castro

Planning Specialist
City of Scottsdale
Planning and Development Services
Lcastro@ScottsdaleAZ.gov
480-312-7620

Get informed!
Subscribe to Scottsdale P & Z Link newsletter

Find us on Facebook

Reynolds, Taylor

From: Ruenger, Jeffrey
Sent: Friday, July 08, 2016 5:39 PM
To: Acevedo, Alex; Reynolds, Taylor; Murillo, Jesus
Subject: FW: 6-UP-2016 & 5-GP-2016 & 17-ZN-2016

From: Bob Patoni [mailto:BPatoni@azdot.gov]
Sent: Wednesday, July 06, 2016 12:21 PM
To: Projectinput
Cc: Vanessa Nunez
Subject: 6-UP-2016 & 5-GP-2016 & 17-ZN-2016

RE: 6-UP-2016 & 5-GP-2016 & 17-ZN-2016
37080 N. Cave Creek Road
Desert Mountain Parcel 19

Attn: Jesus Murillo

Thank you for the notices for Use Permit, General Plan Amendment and Rezoning for the above-referenced development.
After review, we have determined that the referenced development will have no impact upon existing highway facilities.
ADOT has no comment on rezoning matters.
We appreciate the opportunity to review and comment.

Robert A. Patoni, SR/WA
Bob Patoni, SR/WA
Right of Way Project Coordinator
205 S. 17th Ave. MD: 612E
Phoenix, AZ 85007
602-712-6126
WWW.AZDOT.GOV
ADOT
Intermodal Transportation

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
.

Reynolds, Taylor

From: Javoronok, Sara
Sent: Tuesday, August 02, 2016 5:09 PM
To: 'Daniel Gabiou'
Cc: Reynolds, Taylor
Subject: RE: Scottsdale General Plan Amendment, Case # 6-GP-2016

Dan,

Thank you for your response.

Sara

Sara Javoronok
Project Coordination Liaison - Long Range Planning
Planning and Development Services
City of Scottsdale
7447 E. Indian School Rd.
Scottsdale, AZ 85251
480.312.7918
sjavoronok@scottsdaleaz.gov

From: Daniel Gabiou [mailto:DGabiou@azdot.gov]
Sent: Tuesday, August 02, 2016 5:01 PM
To: Javoronok, Sara
Cc: Charla Glendening; Clemenc Ligocki
Subject: Scottsdale General Plan Amendment, Case # 6-GP-2016

Good Afternoon Ms. Javoronok,

The Arizona Department of Transportation's (ADOT) Multimodal Planning Division (MPD) has reviewed the City of Scottsdale's Proposed Major General Plan Amendment to adopt the City of Scottsdale General Plan 2035 and has no comments or concerns. Based on the proximity of Desert Mountain Parcel 19 to any ADOT facility and estimated reduction in average daily trips by 93%, the proposed land use change would not impact ADOT.

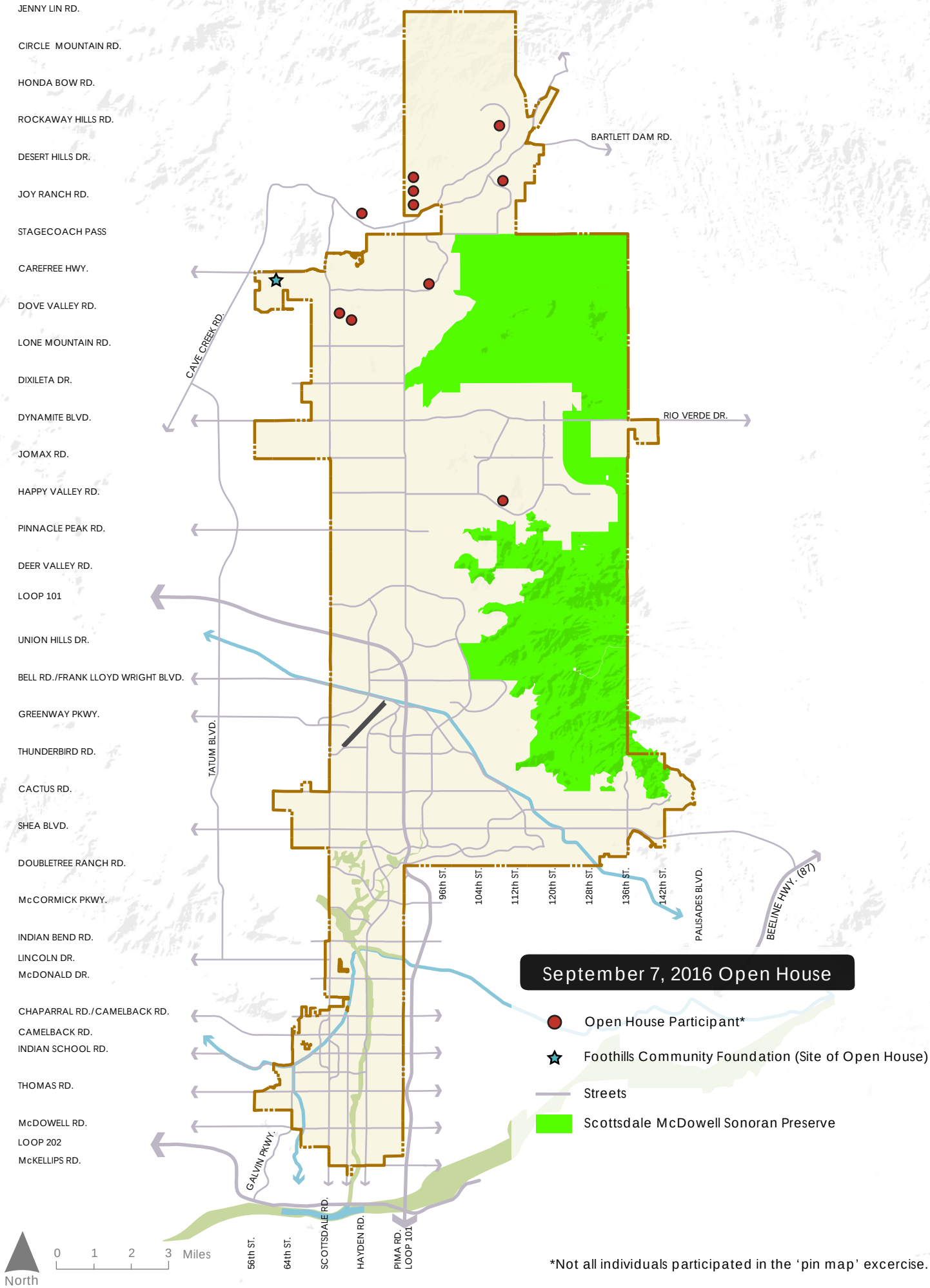
Thank you for including in ADOT in your General Plan Amendment process.

Sincerely,

Dan Gabiou
Planning Program Manager
ADOT Multimodal Planning Division
206 S. 17th Avenue, MD310B
Phoenix, AZ 85007
602-712-7025
azdot.gov

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
.

Attachment 26 – Public Correspondence Received
Exhibit B: 9/7/2016 Open House Comments Received
5-GP-2016: Desert Mountain Parcel 19



*Not all individuals participated in the 'pin map' excercise.

General Plan 2035 Open House

September 7, 2016
Holland Community Center

			Reason for Attending ✓ (white if both)	
			5-GP-2016 (Desert Mountain)	6-GP 2016 (GP 2035)
Name David Gordon		**Business Name**		
Address & Zip 33120 N. 72nd Way 85266	Phone (714) 264-8130	E-mail azdgordon@gmail.com	x	x
Name BILL Brownlee		**Business Name** M3 Companies		
Address & Zip 4222 E Camelback 1410	Phone 6026779912	E-mail bbrownlee@m3companiesllc.com	x	
Name WENDELL PICKETT		**Business Name** GREEY PICKETT	x	
Address & Zip	Phone	E-mail		
Name Dennis Overn		**Business Name**		
Address & Zip 85139 Ridgetop Rd Eugene, OR 97405	Phone 541-954-851	E-mail doso71@yahoo.com	x	
Name * DAVID H. BILLS		**Business Name** SCOTTSDALE, AZ 85262	x	x
Address & Zip 8915 E JACK NEVILLE DR	Phone 480-575-1760	E-mail DHB@MARTHAANDDAVID.COM		
Name DAVID SMITH		**Business Name**		
Address & Zip 10801 E. Happy Valley	Phone	E-mail dasmith@scottsdaleaz.com	x	X

Please note that the city of Scottsdale receives requests from citizens to review comment cards and sign-in sheets and the city is obligated to release any information on the cards/sheets that is considered a public record.

General Plan 2035 Open House

September 7, 2016

Holland Community Center

			Reason for Attending ✓ (white if both)	
			5-GP-2016 (Desert Mountain)	6-GP 2016 (GP 2035)
Name Terrie Rickard		Business Name		
Address & Zip 7008 E Mighty Saguaro	Phone 4804889150	E-mail terrie@rogerrickard.com		
Name Kay Silverman		Business Name		
Address & Zip 29443 N. 78th St.	Phone 602 617 4773	E-mail Ksilverman@azbar.org		✓
Name James Johnson		Business Name		
Address & Zip 7422 E. Camino Rayo DeLuz	Phone 847-778-5641	E-mail JHJOHNSON1127@Gmail	✓	✓
Name Ben Viglietta		Business Name Desert Mountain	✓	
Address & Zip 10550 E Desert Hus DR	Phone 480-595-4213	E-mail bviglietta@desertmt.com		
Name Don Buch		Business Name		
Address & Zip 6572 E Sleepy Owl 85266	Phone 619-985-4321	E-mail dnbuch@hotmail.com		✓
Name Kathy Carr		Business Name		
Address & Zip 38264 N 108 St 85262	Phone 480 248 8729	E-mail KATHY@CARRMAIL.NET	✓	

Please note that the city of Scottsdale receives requests from citizens to review comment cards and sign-in sheets and the city is obligated to release any information on the cards/sheets that is considered a public record.

General Plan 2035 Open House

September 7, 2016

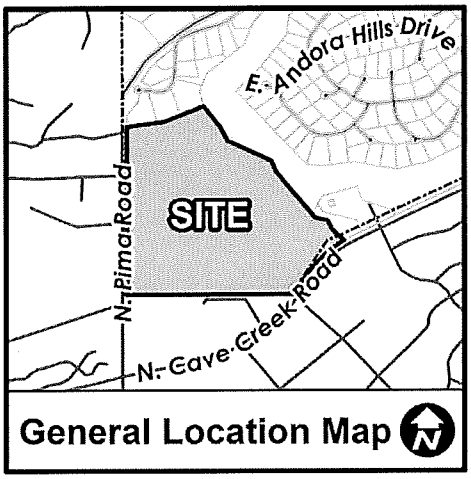
Holland Community Center

			Reason for Attending ✓ (white if both)	
			5-GP-2016 (Desert Mountain)	6-GP 2016 (GP 2035)
Name Greg Crossman		**Business Name** Town of Carefree	X	
Address & Zip 7181 Ed Everett Way, Carefree, 85377	Phone 480-488-9100	E-mail greg@carefreewaterco.com		
Name		**Business Name**		
Address & Zip	Phone	E-mail		
Name		**Business Name**		
Address & Zip	Phone	E-mail		
Name		**Business Name**		
Address & Zip	Phone	E-mail		
Name		**Business Name**		
Address & Zip	Phone	E-mail		
Name		**Business Name**		
Address & Zip	Phone	E-mail		
Name		**Business Name**		
Address & Zip	Phone	E-mail		

Please note that the city of Scottsdale receives requests from citizens to review comment cards and sign-in sheets and the city is obligated to release any information on the cards/sheets that is considered a public record.

5-GP-2016
Desert Mountain Parcel 19

Major General Plan Amendment
Open House - September 7, 2016
Comment Form



In order to have your comments included in the October 5, 2016 Planning Commission Remote Hearing Staff Report, please return comments to Taylor Reynolds no later than **September 16, 2016** at treynolds@scottsdaleaz.gov, or by faxing to 480-312-7088 or mailing to 7447 E. Indian School Road Ste. 105, Scottsdale, AZ 85251

PLEASE PRINT NAME David Gordon

ADDRESS 33120 N. 72nd Way, Scottsdale 85266

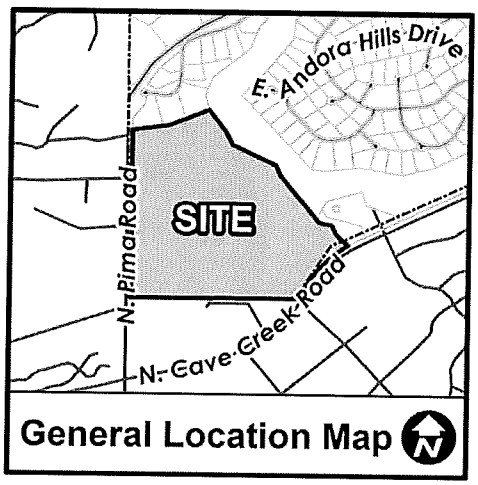
E-MAIL azdgordon@gmail.com

COMMENTS Based on experience w/ relatives in Desert Mountain - I would question demand for additional golf course(s) in area of Desert Mountain. ~~Prop~~ 1% of members there vs total DM residents declining. Overall demand for golf - nationwide - is declining, based on articles I've seen in news.

Please note that the city of Scottsdale receives requests from citizens to review comment cards and the city is obligated to release any information on the cards that is considered a public record.

5-GP-2016
Desert Mountain Parcel 19

Major General Plan Amendment
Open House - September 7, 2016
Comment Form



In order to have your comments included in the October 5, 2016 Planning Commission Remote Hearing Staff Report, please return comments to Taylor Reynolds no later than **September 16, 2016** at treynolds@scottsdaleaz.gov, or by faxing to 480-312-7088 or mailing to 7447 E. Indian School Road Ste. 105, Scottsdale, AZ 85251

PLEASE PRINT NAME Greg Crossman, Town Engineer, Carefree

ADDRESS 7181 Ed Everett Way, Carefree, AZ 85377

E-MAIL greg@carefreewaterco.com

COMMENTS I feel that 100-year, 2-hour stormwater storage requirements are most appropriate for this site.

Please note that the city of Scottsdale receives requests from citizens to review comment cards and the city is obligated to release any information on the cards that is considered a public record.

Attachment 26 – Public Correspondence Received
Exhibit C: 9/20/2016 Town of Carefree Letter
5-GP-2016: Desert Mountain Parcel 19

September 20, 2016

The Honorable Mayor Jim Lane
City of Scottsdale
3939 Drinkwater Boulevard
Scottsdale, AZ 85251

Re: Desert Mountain Parcel 19 Development Proposal – Case Numbers 5-GP-2016, 17-ZN-2016, and 6-UP-2016

Dear Mayor Lane:

I am writing you to discuss the entitlement and future development of the subject parcel of land within the Desert Mountain master planned community in North Scottsdale. As you may be aware, this parcel of land borders the Town of Carefree on the west (Pima Road) and south (Cave Creek Road). The Town of Carefree is concerned about the incremental and cumulative impacts of this development on our Town's limited resources as well as future adverse impacts to new and existing Scottsdale residents.

Let me start by saying that I am encouraged and supportive of the direction this potential development is going. To amend the existing mix of employment, commercial, office, residential and open space uses to a less intense, rural residential and open space development is consistent with the rural/suburban character of the area. While the residential component has a high yield of small lots, a residential community is far more palatable than a commercial development in this area. Also, we appreciate the efforts the developer, M3 Companies, has made to keep Carefree staff updated on their proposal, including meeting with our staff to discuss land use, transportation, drainage, water, sewer, and other development issues. The Town appreciates the open dialogue.

With that being said, we do have some areas of concern that we would like to bring up as the project moves through the entitlement process. Our first area of concern is drainage, which we believe is critical. The entire property drains to the southwest into Carefree, as does much of the Desert Mountain master planned community. A major wash that cuts through this property, the South Branch of Galloway Wash, becomes a FEMA designated flood zone (Special Flood Hazard Area) at the Carefree border. This is already a sensitive area for the Town as we have received complaints from bordering property owners as well from residents adjacent to these significant drainage corridors. How these wash corridors cross Pima Road is also a concern.

For these reasons we feel that the Valley-wide standard of 100-year, 2-hour retention/detention on this property is appropriate. The current proposal to utilize approximately 35 acres of the total 93 acre property for recreational golf, provides an excellent opportunity for joint use of this 35 acres for the stormwater storage, bringing a public health, safety, and welfare benefit to this already proposed recreational/open space land use.

The other areas of concern are traffic and roadway maintenance. As you may be aware, the intersection of Cave Creek Road and Pima Road is under the Town of Carefree's jurisdiction. The Town believes that

the intersection may experience capacity issues and a reduced level of service as a result of the Desert Mountain Parcel 19 development. This may not be adequately shown in the current Traffic Impact Analysis for a couple of reasons. First, the development team gathered their traffic count data at the end of the tourism/winter season (May). Traffic counts are significantly higher in the winter months than the summer months in this area. Traffic counts from May do not accurately reflect existing peak conditions. Second, the projected trip generation from Desert Mountain Parcel 19 assumes no standard residential housing, only senior adult detached and recreational housing. We believe that the type of product being proposed by this development will attract a mix of single family detached, senior adult detached, and recreational housing that should be reflected in an updated Traffic Impact Analysis.

Also, the current Traffic Impact Analysis seems to focus on comparing the traffic impacts of what could be developed under the current, more intense, zoning on the property to the proposed, less intense zoning. We have no doubt that the proposed, less intense zoning, will have less traffic impact. Nevertheless, an understanding of the proposed impacts to current conditions is important no matter what the development proposal is. For example, the Use Permit (6-UP-2016) states the golf course use has less impact than the existing land uses; however, it does not discuss the actual impacts in relation to the intersection today.

Finally, maintenance of the Cave Creek Road is a concern for Carefree as this road is already in need of repairs. In particular, asphalt patching was recently installed at the entrance to Desert Mountain; future construction traffic as well as the impacts from 190 homes will increase the rate of deterioration. Accelerated maintenance becomes a financial problem for our Town since we do not have a funding mechanism to address this issue which directly impacts current and future Scottsdale residents.

We appreciate your time and attention to our concerns. As we previously stated, we are supportive of the proposal for less intense uses on this property. However, now is the time to request and negotiate through the entitlement process to ensure that both the City of Scottsdale and the Town of Carefree are not unfairly burdened by this development and that our future residents are not adversely impacted by a lack of foresight or cooperation between our communities. Based on the issues as described herein, the Town of Carefree respectfully requests that the following conditions be considered and attached to the entitlement approval(s) for this development:

1. Require the developer to utilize the 100-year, 2-hour retention/detention measures for the site;
2. Require the developer to provide at-grade reinforced crossings at two major washes along Pima Road (the South Branch of Galloway Wash and the northern boundary wash). The Town of Carefree would waive any right-of-way permit fees required for this work;
3. Require a designated eastbound left-turn lane on Cave Creek Road with adequate stacking into the proposed development. Carefree would waive any right-of-way permit fees required for this work;
4. Require that the proposed secondary access to/from the development on Pima Road be restricted to residents only by sensor as discussed with the development team;
5. Provide an updated traffic impact analysis for Pima Road and Cave Creek Road that evaluates traffic capacity during in-season periods of travel (between October and March). Require the developer to install any traffic measures required to maintain the current level of service on both Pima and Cave Creek Roads, including at the intersection;
6. Require all construction traffic to enter and exit at Cave Creek Road to minimize disruption and impacts to Pima Road and adjacent residents;

7. Mill and pave Cave Creek Road from Pima Road to the new entrance to Desert Mountain Parcel 19; if construction traffic accesses the development from Pima Road, also mill and overlay the existing width of Pima Road to the furthest construction access point(s).

Please let me know if you would like to meet to further discuss these issues. My office number is 480-488-3686 or you can e-mail me at mayor@carefree.org.

Sincerely,

Les Peterson, Mayor
Town of Carefree

cc: Scottsdale City Council
Scottsdale Planning Commission
Taylor Reynolds, Senior Planner, City of Scottsdale
Jesus Murillo, Planner, City of Scottsdale
C. Ashley Couch, PE, CFM, Stormwater Manager, City of Scottsdale
Phillip Kercher, PE, PTOE, Traffic Engineering Manager, City of Scottsdale

Attachment 26 – Public Correspondence Received
Exhibit D: 10/5/2016 PC Remote Hearing Request to Speak Cards
5-GP-2016: Desert Mountain Parcel 19

REQUEST TO SPEAK

2

*Request to Speak cards must be submitted to City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) JAMES & NANCY FYFFE MEETING DATE 10/5/2016

NAME OF GROUP/ORGANIZATION (*if applicable*) _____

ADDRESS 39202 N. TOM MORRIS Rd ZIP 85262

HOME PHONE 480-488-0702 WORK PHONE _____

E-MAIL ADDRESS (*optional*) JRFYFFESR@GMAIL.COM

☒ I WISH TO SPEAK ON AGENDA ITEM # 2 ☐ I WISH TO DONATE MY TIME TO _____

☒ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING SECONDARY ACCESS

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board and Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law

REQUEST TO SPEAK

2

*Request to Speak cards must be submitted to City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) STEPHEN JOYCE MEETING DATE 10/5/2016

NAME OF GROUP/ORGANIZATION (*if applicable*) —

ADDRESS 8102 EAST CAREFREE DR ZIP 85377

HOME PHONE — WORK PHONE C: 847-909-3440

E-MAIL ADDRESS (*optional*) SSJOYCE1@FLASH.NET

☒ I WISH TO SPEAK ON AGENDA ITEM # 2 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board and Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.

REQUEST TO SPEAK

2

*Request to Speak cards must be submitted to City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Greg Grossman MEETING DATE 10/5/16

NAME OF GROUP/ORGANIZATION (*if applicable*) Town of Carefree, Town Engineer

ADDRESS 8 Sundial Circle, Carefree, AZ ZIP 85377

HOME PHONE _____ WORK PHONE 480-488-9100

E-MAIL ADDRESS (*optional*) greg@carefreewaterco.com

☒ I WISH TO SPEAK ON AGENDA ITEM # 2 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board and Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.