PLANNING COMMISSION REPORT

MEETING DATE: November 10, 2004 ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT

Phase II Corporate Enhancement - 18-ZN-2004

REQUEST

Request to amend building height and allowed floor area ratio standards for a portion of a Planned Community Development District (PCD) on a 3.79 +/- acre parcel located at 8550 E Anderson Drive with Industrial Park, Planned Community Development District (I-1 PCD) zoning.

Key Items for Consideration:

- The request will amend the Planned Community Development (PCD) standards of Perimeter Center for the subject property, to permit an increase in the allowed building height and Floor Area Ratio (FAR).
- The applicant indicates that the site's proximity to the elevated Pima (101) Freeway helps to justify the requested building height for the site.
- One letter of objection has been received from a Perimeter Center business owner and the Coalition of Pinnacle Peak (COPP) opposes the request.
- This is one of two zoning applications to increase height within the Perimeter Center.

Related Policies, References:
The Perimeter Center PCD overlay and associated I-1 and C-2 zoning was created by cases 10-ZN-1986 and 11-ZN-1988.

OWNER

Corporate Enhancement Group
480-991-1326

APPLICANT CONTACT

Rauf Moosavi
Moosavi Design Group
480-451-8823

BACKGROUND

Zoning.
The site is zoned Planned Community Development with an Industrial Park comparable zoning (I-1 PCD). The Industrial zoning district allows for office and medical office uses as well as manufacturing, storage and warehouse and related uses. The Perimeter Center PCD established I-1 and C-2 zoning categories (established by Cases 11-ZN-1986 and 10-ZN-1988 in 1986 and 1988), to provide for overall consistent planning and design standards for the 240-acre site, including development criteria, circulation, drainage, open space and community design policies as part of a large master planned area.

General Plan.
The General Plan Land Use Element designates the property as Employment

Core with the Regional Use Overlay. The Employment category provides for industrial, commercial and office uses providing a source of employment, commerce and economic activity to serve the surrounding area and community. This category contains transportation and infrastructure capacities designed to accommodate those uses and, are located near locations where employee base is situated. The Regional Use Overlay designated the freeway corridor in this area as a major mixed-use employment, service and civic core of regional significance.

Context.
This property is located in Perimeter Center, adjacent to the Pima Freeway Frontage Road, between Perimeter Drive and Anderson and Hartford Drive. The surrounding property is zoned Industrial Park (I-1 PCD) District, within the Perimeter Center. The area contains a variety of building heights along the freeway corridor in this area ranging from about 60 feet at Scottsdale Road to about 36 feet with mechanical screening to 42 feet at McDowell Mountain business Park. A concurrent request for increased building height in Perimeter Center (Case 19-ZN-2004, First National Bank, to 50+ feet in height) is also being considered to the west of this site, at the northwest corner of Perimeter Drive and Princess Drive.

APPLICANT'S PROPOSAL

Goal/Purpose of Request.
The purpose of the request is to amend the Perimeter Center, Planned Community Development (PCD) standards for the subject property, to permit an increase in the allowed building height from 36 to 56 feet, and increase the allowed Floor Area Ratio (FAR) from 0.60 to 0.65. The modifications will allow development of a 4 story building on the site while existing buildings in the area primarily 1, 2 and 3 stories, with heights generally up to 36 feet, plus mechanical screening.

The applicant states that the site's proximity to the elevated Pima (101) Freeway, which raises 20 to 23 feet above the surrounding land, is the major justification for the requested building height for the site. The raised freeway helps to reduce views of the building and will permit view from the site toward the McDowell Mountains toward the east. The increase in the Floor Area Ratio (FAR) is requested to allow for the associated increase in floor area of the building that results in the building's increased height.

Key Issues.
- Views of the McDowell Mountains are still maintained for vehicles traveling on the Freeway.
- The increased building height provides a greater economic use of the site.
- A concurrent request for increased building height in Perimeter Center is also being considered to the west of this site
- Few undeveloped lots remain at Perimeter Center

IMPACT ANALYSIS

Traffic.
A preliminary traffic study has been completed for this project indicating the new building will generate approximately 1,035 vehicle trips per day with 145 trips occurring at the peak a.m. and 160 trips at the peak p.m. hours. The traffic study indicates that the three access points to the site will provide

satisfactory operation conditions during the a.m. and p.m. peak hours traffic demand. This increased traffic can be accommodated by the existing street system in the area, including Hartford and Anderson Drives. The site is also anticipated to have indirect access to the Pima Freeway Frontage Road just east of the site, through a joint access with the property to the north. The proposed increased floor area will also increase traffic however, under current standards the site could develop with about 97,000 square feet of office or related space while the amended standard will permit about 105,000 square feet of space. The related increase in traffic related to the floor area increase will only be about 8% and is acceptable within the areas' street system.

Development information.

- *Existing Use:* Vacant office pad site, being part of larger developed office property
- *Buildings/Description:* Proposed 56 foot tall, 4 story building
- *Parcel Size:* 2.07 acres, being part of a larger 3.79 acres site
- *Building Height Allowed:* 36 feet allowed, 56 feet proposed.
- *Existing Building Height:* Vacant, office at south side of site is 36 feet.
- *Floor Area:* Proposed building is 72,000 square feet, existing office building to south is 33,910 square feet, for a total of 105, 910 square feet
- *Floor Area Ratio (FAR):* The existing PCD overlay permits an FAR of 0.60 or a floor area of 97,700 square feet on the site while the requested FAR of 0.65 will permit the proposed 105,900 square foot floor area
- *Parking:* Overall site parking is provided with 190 surface spaces and 183 underground parking spaces within a new 66,000 square foot parking structure. A total of 373 parking spaces are provided, 335 spaces are required

Economic Vitality Comments

The City's Economic Vitality Department supports the increased building height in this area. The Perimeter Center is a commercial/industrial business park that will support the higher economic values associated with the increased building height and intensity of land use. The reasonable increase of building height and land use intensity is appropriate within the Perimeter Center and helps to maintain the competitiveness of this area in comparison to alternative available development sites situated in surrounding communities. A key benefit in establishing greater building height is that it will allow increased ceiling heights that are necessary to accommodate the technology associated with today's "smart" buildings. This is very important in maintaining the

competitive position of the Perimeter Center. A substantial demand exists for commercial space and building sites of this type at the Perimeter Center. The availability of professional office space and especially "smart" buildings space will help to temper the demand for commercial development outside of this area. Perimeter Center is designed to accommodate this level of commercial development and separated from residential areas. Economic Vitality favors the increase in allowable building height that is appropriate to the economic value inherent with this commercial area.

Water/Sewer.
Water and sewer facilities containing sufficient capacities for the use are available in the streets adjacent to the site.

Fire.
Rural Metro has reviewed the plan and has approved the use with respect to fire access, emergency apparatus turning movements, and necessary below grade parking structure loading to support fire vehicle weights.

Open space, scenic corridors.
Adequate open space is provided on the site with respect to the increased building heights and related increase in open space requirements. Existing buffers are provided along the south and southwest side of the site. Overall, about 53,500 square feet of open space is required to be provided on the site while 45,000 square feet, is required.

Policy Implications.
The Perimeter Center is deemed to be an area that can support increased building height, as it is a business and commerce center generally located away from residential development and contains the Pima Freeway along the eastern and northeastern sides of the site. The elevated level of the freeway (20+ feet) through this area helps to screen views of the building and maintain views of the McDowell Mountains from the Freeway and areas located to the east. The increased building height will provide greater economic use of the site. City policy may provide for additional properties within the Perimeter Center and other areas along the freeway corridor for greater building height above current building height standards.

Community Involvement.
The applicant held a community open house on August 16, 2004 after notifying the adjacent 17 properties within 750 feet of the site and posting a "Project Under Consideration" sign advising of the meeting date. One person attended the meeting. Staff has received one letter of objection from a Perimeter Center business owner stating that they are opposed to increased building height standards for this parcel within the Perimeter Center. The Coalition of Pinnacle Peak (COPP) has expressed opposition to this request. The Perimeter Center Property Owners Association (POA) supports the increase in building height.

Community Impact.
The requested 20 ft. increase in building height reflects the elevated freeway height in the area. Perimeter Center is located in the Employment Core and is

a business and commerce center for the area. Residential development is not located within close proximity to this site. Views of the McDowell Mountains from the freeway and areas to the east are maintained. Perimeter Center is largely developed, however additional vacant properties remain and may also consider increased building height. Requests for increased in allowable building height are considered on an individual basis, until City policy and ordinance are changed to reflect this trend. The increased building height will provide greater economic use of the site. Increased traffic can be handled by the existing local road system. The building is not anticipated to be out of context with this area.

STAFF RECOMMENDATION	**Recommended Approach:** Staff recommends approval, subject to the attached stipulations.
RESPONSIBLE DEPT(S)	**Planning and Development Services Department** Current Planning Services
STAFF CONTACT(S)	Al Ward Senior Planner 480-312-7067 E-mail: award@ScottsdaleAZ.gov

APPROVED BY

Al Ward
Report Author

Kurt Jones, AICP
Director, Current Planning

ATTACHMENTS

1. Applicant's Narrative
2. Context Aerial
2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Impact Analysis
8. Citizen Involvement
9. City Notification Map
10. Site Plan

MOOSAVI
DESIGN GROUP

ARCHITECTURE

MASTER SITE PLANNING

INTERIOR DESIGN

TENANT IMPROVEMENTS

Project Narrative
New Executive Office Building- phase II for Corporate Enhancement Group
8550 East Anderson Drive
Scottsdale, Arizona

Corporate Enhancement Group (CEG), the owner, is proposing to develop a new four story executive office building located at 8550 East Anderson Drive, Scottsdale Perimeter Center. This new building will be operating completely in conjunction with the phase one existing two story owner occupied office building.

The entire site (zoned as I-1 / PCD), with 3.79 acres has been identified as lot 21 of the perimeter Center. This lot has been previously divided in to two parcels. Phase one, 1.72 acres and phase two, 2.07 acres.

The proposed unique site located at Eastern border line of the Perimeter Center has two major strategic impacts. Inside the Center, being located on Northwest corner of Hartford and Anderson Dr., as a corner lot, the site provides an ideal visibility and opportunity for an integrated executive office center. It is also surrounded by recently constructed Pima Freeway on East side of the property which again with a certain consideration on height issues, shall provide an outstanding visibility, business attraction and prestige for outside visitors.

Improvements to Existing Phase one Site:
The future four story building has been designed to accommodate approximately 72,000 square feet of office space. The footprint of this building has been planned carefully to accomplish 100% similarity to the existing phase one building.
Converting the north driveway of phase one building to a wide open space will create an attractive and peaceful pedestrian plaza, patterned walkway system, shaded seating areas and water feature in the immediate foreground. It will also provide an adequate open space between buildings, in an environmentally balanced space for individual relaxation or casual group socialization.
Having main Tower as focal point on one side and the wide pedestrian walkway in the center of two buildings will attract visitors to walk to their desired offices. This also will completely separate the pedestrians from car traffic.

City Requirements:
Parking, landscaping, open space, lot coverage, etc. will be consistent with the requirements and regulations of the current City of Scottsdale Zoning Code.

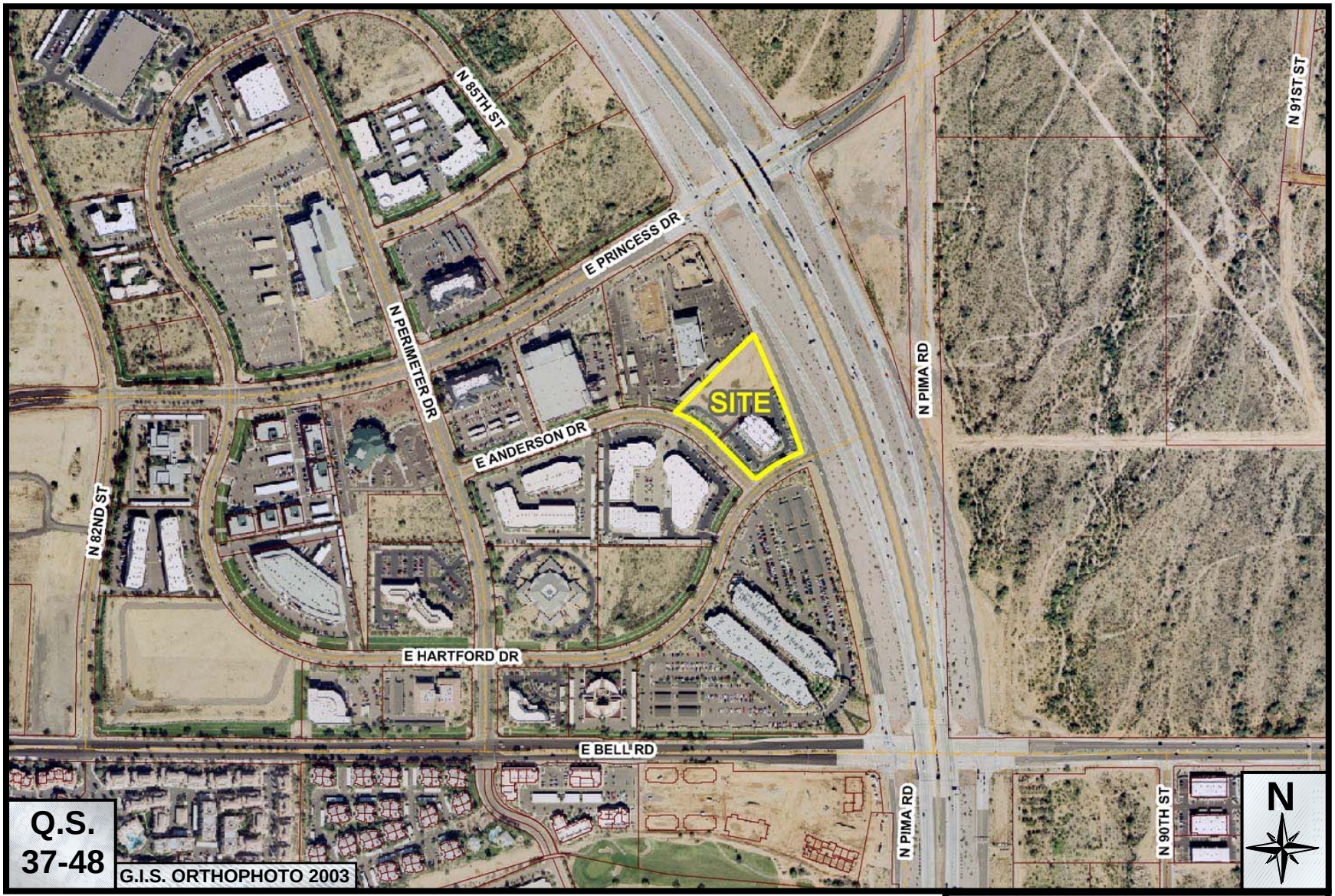
Height Issue:
The allowable building height for the entire Perimeter Center has been established at 36' in the past, prior to the construction of the Pima Freeway.
Since the freeway is elevated approximately 25' in conjunction and over the Center, the proposed building, needs adjustment on allowable height to become attractively viable and practically visible from the free way. This will also complement the surrounding environment to be more in line with a professionally upscale business center, where aesthetic consideration and professional balance is optimized, relative to North Scottsdale's prestigious reputation and the imposing freeway elevation.

This application is seeking for height adjustment from 36' to 56' (amend PCD) and F.A.R. Modify from a maximum of 0.60 to 0.65.

ATTACHMENT #1

18-ZN-2004
8-5-04

8958 East Carol Way, Scottsdale, Arizona 85260-5002 Tel: 480-451-8823 Fax: 480-451-0386 email: moosavidesign@cox.net



Phase II Corporate Enhancement

18-ZN-2004

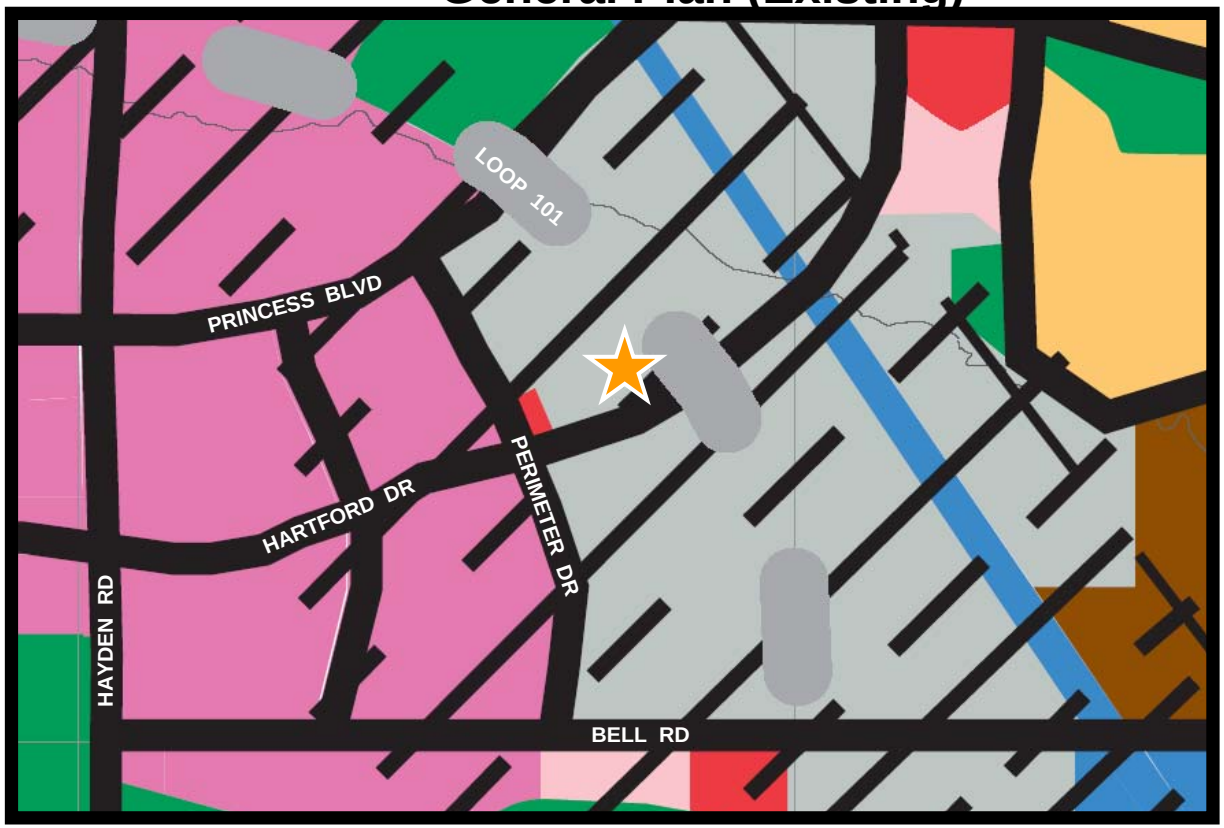
ATTACHMENT #2

Phase II Corporate Enhancement

18-ZN-2004

ATTACHMENT #2A

General Plan (Existing)



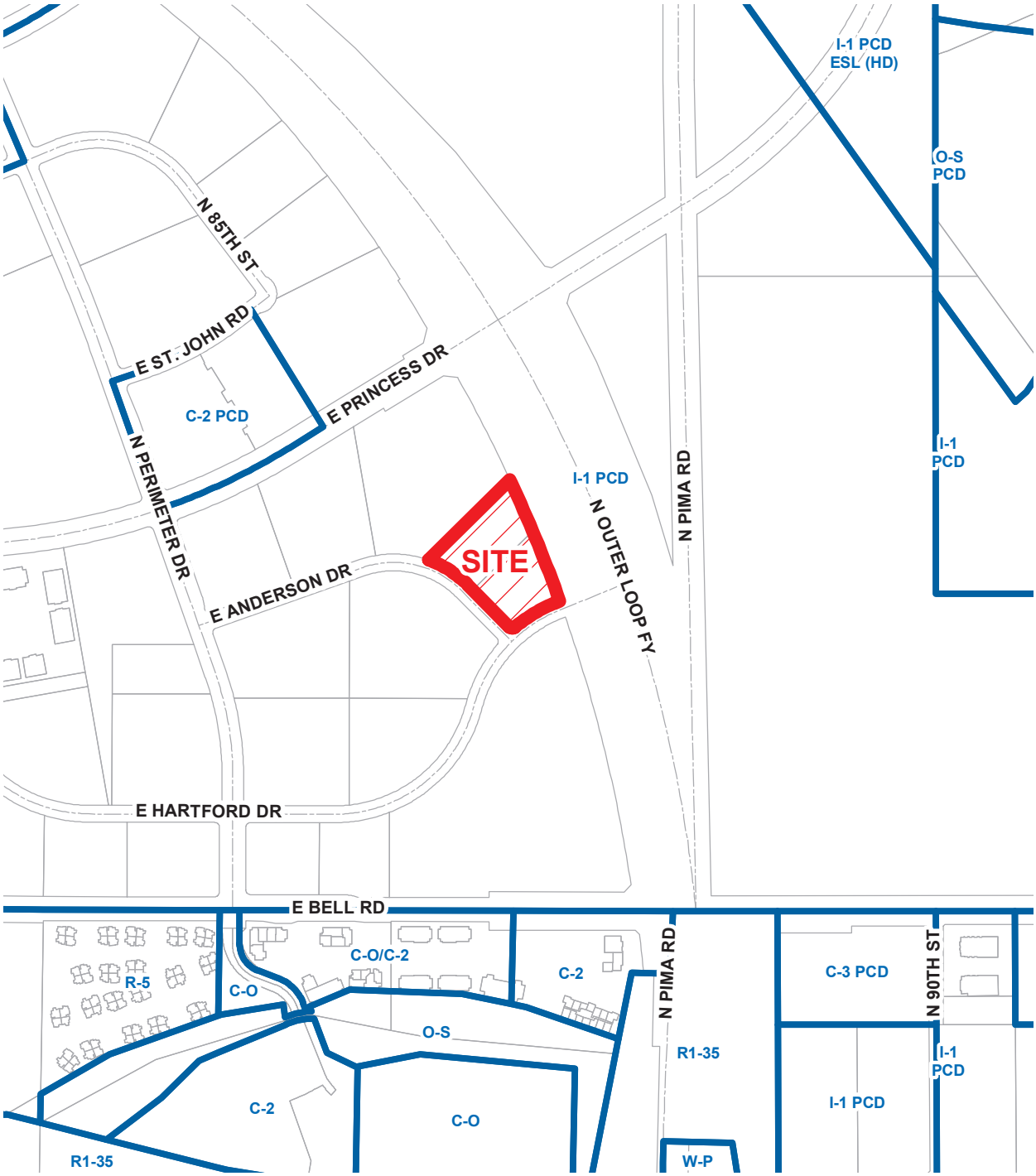
- Rural Neighborhoods
- Suburban Neighborhoods
- Urban Neighborhoods
- Mixed-Use Neighborhoods
- Resorts/Tourism
- Shea Corridor
- Mayo Support District
- Regional Use District
- Commercial
- Office
- Employment
- Natural Open Space
- Developed Open Space (Parks)
- Developed Open Space (Golf Courses)
- Cultural/Institutional or Public Use
- McDowell Sonoran Preserve (as of 8/2003)
- Recommended Study Boundary of the McDowell Sonoran Preserve
- City Boundary
- Location not yet determined

Adopted by City Council October 30, 2001
Ratified by Scottsdale voters March 12, 2002
revised to show McDowell Sonoran Preserve as of August 2003
Revised to reflect Case 4-GP-2002, adopted by City Council October 29, 2002

N

18-ZN-2004
ATTACHMENT #3

Amend the development standards for the Planned Community Development District by increasing the allowable building height from 36 feet to 56 feet for the proposed building



18-ZN-2004

ATTACHMENT #4

STIPULATIONS FOR CASE 18-ZN-2004

PLANNING/ DEVELOPMENT

1. PREVIOUS APPROVALS. Except as amended by stipulations herein for the subject property, all other parcels stipulations associated with cases 11-ZN-1986 and 10-ZN-88 shall continue to apply, as amended.

2. CONFORMANCE TO SITE PLAN. Development shall conform to the site plan submitted by Moosavi Design Group and seal dated 8/2/04. These stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.

3. MAXIMUM BUILDING HEIGHT. The maximum building height for this site shall be fifty-six (56) feet, measured from the benchmark elevation as established by the City's Flood Plain Administrator. Additional building height will require subsequent public hearings before the Planning Commission and City Council.

4. MAXIMUM FLOOR AREA RATIO. The maximum Floor Area Ratio (FAR) for this site shall be 0.65. Additional FAR will require subsequent public hearings before the Planning Commission and City Council. In accordance with the Zoning Ordinance, the underground parking garage shall not be counted as a part of the FAR calculation of this site.

5. LAND ASSEMBLAGE REQUIREMENT. With Final Plans submittal, the existing two (2) lots on the site submitted by Moosavi Design Group and dated sealed dated 8/2/04 shall be lot tied to create one (1) parcel, to the satisfaction of Planning and Development Services staff.

6. OPEN SPACE REQUIREMENT. At a minimum, the developer shall provide 27.6% of the net lot area as open space, to the satisfaction of City staff, which is exclusive of the parking lot landscape requirement per Article IX of the Zoning Ordinance.

7. BUILDING SETBACK. Buildings exceeding thirty-six (36) feet in height shall comply with the following minimum building setbacks:

   a. Ninety (90) feet from Eastern Anderson Drive.
   b. Eighty (80) feet from Prima Freeway Frontage Road.
   c. Sixty (60) feet from northwestern property line of the subject site.

8. LANDSCAPING ALONG FRONTAGE ROAD. The owner shall be responsible for the installation and maintenance of the landscape improvements located between the eastern property line and the back of curb of the future southbound Pima Freeway Frontage Road (within ADOT right-of-way), to the satisfaction of the City of Scottsdale staff. Before any landscaping improvements commence within the ADOT right-of-way, the applicant shall apply for and receive an ADOT encroachment permit, to the satisfaction of City staff.

9. FIRE DEPARTMENT APPROVAL. Construction of the underground parking garage beneath designated surface fire lanes to assure adequate carrying capacity of fire and emergency vehicles and related site design standards are subject to Fire Department approval.

10. NOTICE TO PROSPECTIVE BUYERS. Before issuance of the certificate of occupancy for this building, the developer shall give the following information in writing to all prospective buyers of lots on the site:
    a. The closest distance from the lot to the midpoint of the Scottsdale Airport runway.
    b. The development's private streets shall not be maintained by the city.

ATTACHMENT #5

c. The city shall not accept any common areas on the site for ownership or maintenance.

ADDITIONAL INFORMATION FOR CASE 18-ZN-2004

PLANNING/DEVELOPMENT

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

    a. Scale, massing, design and use of colors and material of the building,
    b. Site wall design,
    c. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use(s),
    d. Buffering along adjacent streets and parkways,
    e. Open space plans, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
    f. Major stormwater management systems,
    g. Alterations to natural watercourses (all watercourses with a 100 year flow of 50 cfs or larger),
    h. Signage, and
    i. Conformance to Master Environmental Design Concept Plans (Case 15-DR-88).

2. DEVELOPMENT REVIEW BOARD APPROVAL. Conceptual site plan and elevations shall be subject to subsequent Development Review Board Approval for review of scale, massing, design and use of colors and materials. Preliminary elevations submitted by the applicant are not approved as part of this zoning case and must be revised and resubmitted as part of the DRB public hearing process.

ENGINEERING

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

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

PEKALA AND ASSOCIATES
Traffic and Transportation Engineering

September 15, 2004

Mr. Rauf Moosavi
Moosavi Design Group
8958 E. Carol Way
Scottsdale, Arizona 85260

Re: Preliminary Traffic Study
Proposed Office Building
Corporate Enhancement Group Phase II
8550 E. Anderson Drive, Scottsdale, Arizona

Dear Mr. Moosavi:

At your request, Pekala and Associates is pleased to present this preliminary study of the traffic characteristics regarding the proposed phase II development of the Corporate Enhancement Group to be located at 8550 E. Anderson Drive in Scottsdale, Arizona. As we understand, a new office building is to be constructed with 72,000 square feet of office space on a site that currently contains a phase I office building having 33,910 square feet of building area. We further understand that we are to provide information regarding the trip generation characteristics of both office buildings and additional information regarding the site access and surrounding street system.

Proposed Development

The proposed development is a four story office building with a total of 72,000 square feet of building area to be located adjacent to an existing office building having a total of 33,910 square feet of building area at the northeast corner of the intersection of Anderson Drive and Hartford Drive (see the attached figure). Both buildings will share two existing driveways that access Anderson Avenue. A third access point is proposed at the northeast corner of the site. This access location would connect the site circulation and parking area of the study site with the parking lot of the adjacent Princess Medical Center building where access is currently provided to the Pima (Loop 101) Freeway southbound frontage road.

13951 N. Scottsdale Road, Suite 120 Scottsdale, Arizona 85254 (480) 596-1115 FAX: (480) 596-1405

Existing Land Use and Roadway Conditions

Study Site Description

The study site is on 3.74 acres adjacent to the northwest corner of the intersection of Anderson Drive and Hartford Drive within the area commonly known as the Perimeter Center in the north Scottsdale area. The study site is bounded by Anderson Drive on the west, Hartford Drive on the south, the southbound frontage road of the Pima Freeway on the east and the Princess Medical Center property on the north.

Land Use

Adjacent land use consists of the Pima Freeway on the east, a fitness gym on the west and an office complex on the south. The majority of the surrounding area is developed with office use with some vacant parcels and at least one parcel under construction.

Roadway System

The roadway system that directly serves the study site consists of the Pima Freeway southbound frontage road, Hartford Drive and Anderson Drive. These roadways connect to Princess Drive, Perimeter Drive, Bell Road, Hayden Road and Pima Road to provide major access routes to and from the study site in all directions of the surrounding area.

Anderson Drive is constructed with 40' of bituminous pavement bordered by vertical curb and gutter. The existing pavement marking provides for one, 14' wide, traffic lane in each direction separated by a 12' wide two way left turn lane. Anderson Drive exists from Hartford Drive to Perimeter Drive in a circular alignment from the south to the northwest with a 25 mile per hour posted speed limit and stop sign control at Hartford Drive and at Perimeter Drive.

Hartford Drive is also constructed with 40' of bituminous pavement bordered by vertical curb and gutter. The existing pavement marking provides for one, 14' wide, traffic lane in each direction separated by a 12' wide two way left turn lane. Hartford Drive exists from the southbound Pima Freeway frontage road extending east and north in a circular alignment through the intersection of Perimeter Drive to Princess Drive. The posted speed limit is 25 miles per hour and stop sign control exists on Hartford Drive at the southbound frontage road and at Perimeter Drive.

The Pima Freeway southbound frontage road has two traffic lanes within 28' of bituminous pavement. The posted speed limit on the frontage road is 45 miles per hour and southbound right turn lanes exists at Hartford Drive as well as the existing driveway serving the Princess Medical Center.

The Pima Freeway has an interchange just to the north of the study site at Princess Drive and Pima Road for access to and from the north, south and west. In addition, the southbound frontage road intersects with Bell Road to the south for access to east and west, Hartford Drive intersects with Perimeter Drive which intersects with Bell Road for access to the west and Anderson Drive intersects with Perimeter Drive which intersects with Princess Drive for access to the east, west and north. Traffic signal control exists at the intersections of Perimeter Drive and Bell Road, Perimeter Drive and Princess Drive, Princess drive and the Pima Freeway and the Pima Freeway frontage road and Bell Road.

Proposed Development Trip Generation Estimate

Through use of trip rate data for Category #710, General Office Building, published by the Institute of Transportation Engineers (ITE) in the 7th edition of Trip Generation, the proposed 72,000 square foot office building is estimated to generate approximately 1,035 vehicle trips on a typical weekday with 145 trips estimated to occur during the a.m. peak hour (125 trips inbound to the site and 20 trips outbound from the site) and 160 trips estimated to occur during the p.m. peak hour (25 trips inbound to the site and 135 trips outbound from the site).

Using the same trip rate data for the existing office building on the study site, it is estimated that 580 vehicle trips are generated on a typical weekday with 80 trips estimated to occur during the a.m. peak hour (70 trips inbound to the site and 10 trips outbound from the site) and 115 trips estimated to occur during the p.m. peak hour (20 trips inbound to the site and 95 trips outbound from the site).

Thus the total trips that could be generated by the study site with completion of the new 72,000 square foot office building is estimated to be 1,615 vehicle trips on a typical weekday with 225 trips estimated to occur during the a.m. peak hour (195 trips inbound to the site and 30 trips outbound from the site) and 275 trips estimated to occur during the p.m. peak hour (45 trips inbound to the site and 230 trips outbound from the site).

Site Access Analysis

From a review of the estimated trip generation for the existing and proposed office buildings on the study site and based on our review of the surrounding land use and available street system, it is estimated that the three access points to the site will provide satisfactory operating conditions during the a.m. and p.m. peak hours of traffic demand. However, a detailed and accurate analysis of the existing and future operating conditions requires that a survey of the site and non-site traffic volumes be completed.

Additionally, for the proposed driveway connection to the parking lot of the adjacent Princess Medical Center, it is recommended that the proposed new north-south driveway aisle on the study site align with an existing north-south aisle in the medical center parking lot and that stop sign control be used on the north and south legs of this new 4 leg intersection to allow free flow of vehicles turning into the parking lot from the

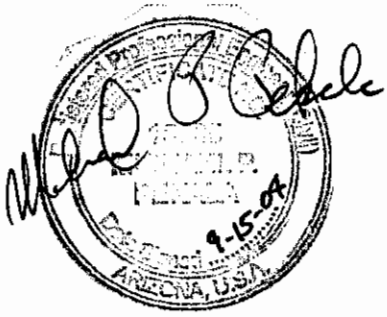
southbound frontage road and free flow of vehicles from the medical center exiting the parking lot to the southbound frontage road. This will help reduce any potential traffic back-ups onto the frontage road and into the existing southbound right turn lane.

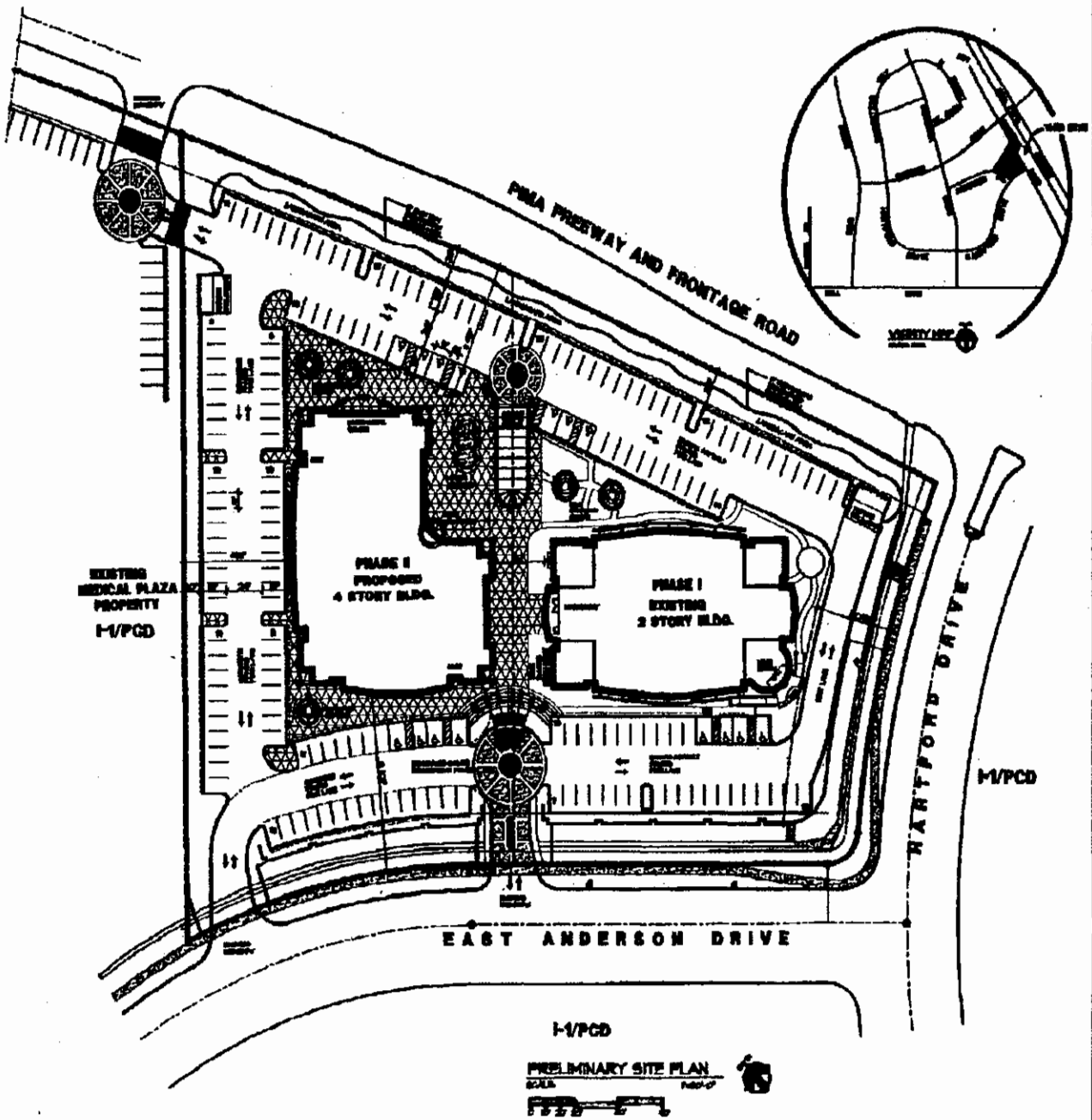
This concludes the preliminary review and analysis of the traffic characteristics for an existing and proposed office building at 8550 E. Anderson Drive in Scottsdale, Arizona and we are available, at your convenience, to answer any questions you might have regarding the information contained herein or to provide additional services, if needed.

Sincerely,

Pekala and Associates

Michael P. Pekala, P.E.





PROJECT DATA

Project Name: [illegible] OFFICE BUILDING- PHASE II
CORPORATE ENHANCEMENT GROUP

Location: [illegible] EAST ANDERSON DRIVE
SCOTTSDALE, ARIZONA

Owner: CORPORATE ENHANCEMENT GROUP
[illegible] EAST ANDERSON DRIVE
SCOTTSDALE, AZ. [illegible]
TEL. [illegible]
FAX. [illegible]

Architect: [illegible] GROUP
[illegible] EAST [illegible] WAY
SCOTTSDALE, AZ. [illegible]
TEL. [illegible]
FAX. [illegible]
Contact: [illegible]

Scope: PROPOSED [illegible] 4 STORY BLDG

Existing Zoning: I-1 / PCD
Proposed Zoning: [illegible] PCD
Occupancy: B (OFFICE)
Construction Type: [illegible] - 2 [illegible] SEPARATION
FIRE SPRINKLER SYSTEM

	PHASE II	EXISTING	TOTAL
Lot Area	[illegible] S.F. [illegible] Acres	[illegible] S.F. [illegible] Acres	[illegible] S.F. [illegible] Acres
Basement Area	[illegible] S.F.	* -	[illegible] S.F.
First Flr. Area	[illegible] S.F.	[illegible] S.F.	[illegible] S.F.
2nd Flr. Area	[illegible] S.F.	[illegible] S.F.	[illegible] S.F.
3rd Flr. Area	-	[illegible] S.F.	[illegible] S.F.
4th Flr. Area	-	[illegible] S.F.	[illegible] S.F.
Building Area	[illegible] S.F.	[illegible] S.F.	[illegible] S.F.
** FAR (proposed)	.48	.32	.40
FAR (allowable)	.50	.50	.50
Lot Coverage (allowed)	[illegible]	[illegible]	[illegible]
Lot Coverage (proposed)	[illegible]	[illegible]	[illegible]
Building Height (allowed)	[illegible]'-0"	[illegible]'-0"	
Building Height (proposed)	[illegible]'-0"	[illegible]'-[illegible]'-0"	
Volume Ratio (allowed) CF	[illegible]	[illegible]	[illegible]
Volume Ratio (proposed) CF	[illegible]	[illegible]	[illegible]
Open Space / Landscaping (required)	[illegible] S.F.	[illegible] S.F.	[illegible] S.F.
Open Space / Landscaping (provided)	[illegible] S.F.	[illegible] S.F.	[illegible] S.F.
Open Space / Parking Lsdcp. (required)	[illegible] S.F.	[illegible] S.F.	[illegible] S.F.
Open Space / Parking Lsdcp. (provided)			[illegible] S.F.

* [illegible]
** [illegible]
*** [illegible]

PARKING CALCULATION

TOTAL PARKING REQUIRED:
1 SPACE PER [illegible] S.F. PER OFFICE
OFFICE (100%) = [illegible] S.F. / [illegible] = [illegible] SPACES
BROKAGE PHASE II = [illegible] S.F. / [illegible] = [illegible] SPACES
TOTAL PARKING SPACES = [illegible]

TOTAL PARKING PROVIDED:
GARAGE: [illegible] SPACES
SURFACE PARKING: [illegible] SPACES
TOTAL PARKING: [illegible] SPACES

DISABILITY PARKING REQ'D. [illegible] X [illegible] = [illegible] SPACES
DISABILITY PARKING PROVIDED: [illegible] SPACES
PARKING RATIO: [illegible]

TOTAL BIKE PARKING = [illegible] X [illegible] = [illegible] SPACES

Revisions	Date

[illegible] GROUP
[illegible]

CORPORATE ENHANCEMENT GROUP
PHASE II
[illegible] EAST ANDERSON DRIVE
SCOTTSDALE, AZ [illegible]

PRELIMINARY SITE PLAN

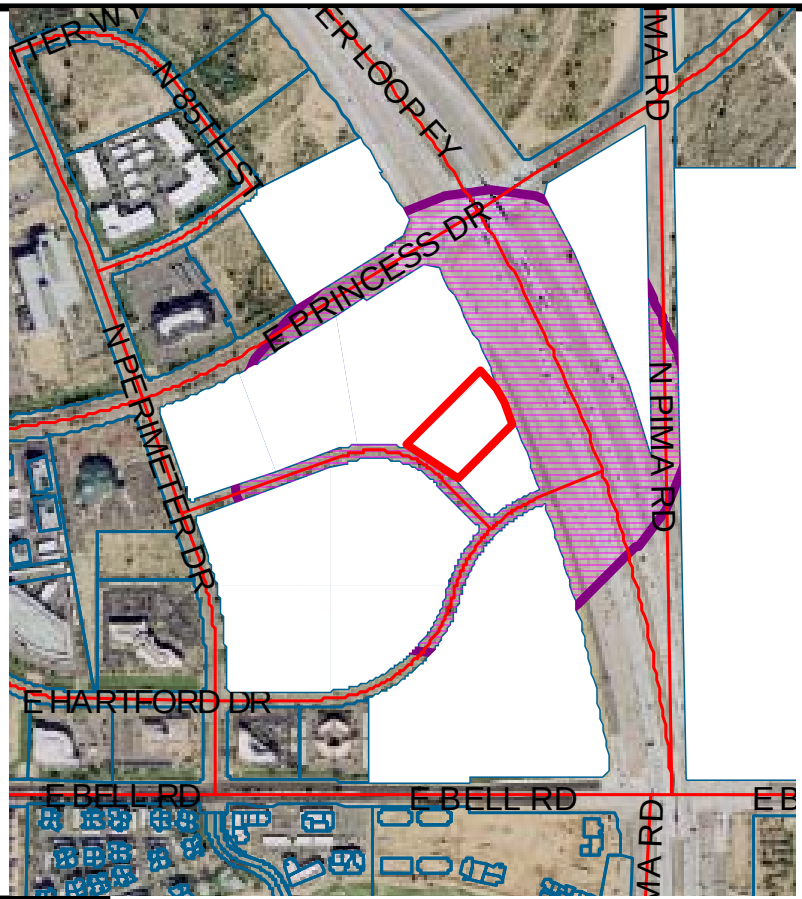
SP-1

Phase II Corporate Enhancement
18-ZN-2004

Attachment #8. Citizen Involvement

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

City Notifications – Mailing List Selection Map



Q.S. 37-48

Labels pulled 8/6/04

N

Map Legend:

Site Boundary

Properties within 750-feet

Additional Notifications:

- Interested Parties
- Coalition of Pinnacle Peak (C.O.P.P.)

Phase II Corporate Enhancement

18-ZN-2004

ATTACHMENT #9

ATTACHMENT #10

18-ZN-2004
8-5-04

PROJECT DATA

Project Name:	NEW OFFICE BUILDING- PHASE II CORPORATE ENHANCEMENT GROUP
Location:	8550 EAST ANDERSON DRIVE SCOTTSDALE, ARIZONA
Owner:	CORPORATE ENHANCEMENT GROUP 8600 EAST ANDERSON DRIVE SCOTTSDALE, AZ. 85255 TEL: (480) 991-1326 FAX: (480) 991-4204
Architect:	MOOSAVI DESIGN GROUP 8988 EAST CAROL WAY SCOTTSDALE, AZ. 85260 TEL: (480) 451-8823 FAX: (480) 451-0386 Contact: RAUF S. MOOSAVI
Scope:	PROPOSED NEW 4 STORY BLDG
Legal Description:	PHASE II OF LOT 21 SCOTTSDALE, PERIMETER CENTER
Existing Zoning:	I-1 / PCD
Proposed Zoning:	AMEND PCD
Occupancy:	B (OFFICE)
Construction Type:	III-N - UNLIMITED FIRE SPRINKLER SYSTEM

	PHASE ONE	PHASE TWO	TOTAL
Lot Area:	74,922 S.F. 1.72 ACRES	88,040 S.F. 2.0211 ACRES	162,862 S.F. 3.74 ACRES
Basement Area:	5,445 S.F.	* -	5,445 S.F.
First Flr. Area:	14,154 S.F.	16,800 S.F.	30,954 S.F.
2nd Flr. Area:	14,258 S.F.	17,000 S.F.	32,258 S.F.
3rd Flr. Area:	-	15,200 S.F.	15,000 S.F.
4th Flr. Area:	-	14,800 S.F.	15,000 S.F.
Building Area:	33,410 S.F.	± 63,800 S.F.	97,710 S.F.
F.A.R. (provided):	.45	.72	.599
F.A.R. (allowable):	.60	.60	.60
Lot Coverage: (allowable)	50%	50%	50%
Lot Coverage: (provided)	19%	19.3%	19%
Building Height: (Required)	+36'-0"	+36'-0"	
Building Height: (Provided)	+36'-0"	** +56'-0"	
Volume Ratio: (allowable) CUF	673,398	792,360	1,465,758
Volume Ratio: (Provided) CUF	455,700	952,000	1,407,700
Open Space Landscaping: (required)	14,665 S.F.	24,864 S.F.	39,529 S.F.
Open Space Landscaping: (Provided)	19,518 S.F.	36,142 S.F.	55,660 S.F.
Open Space Parking Ldscp.: (required)	3,193 S.F.	4,920 S.F.	8,113 S.F.
Open Space Parking Ldscp.: (Provided)			8,644 S.F.

* TOTAL BASEMENT AREA USED AS GARAGE S. = 66,000 S.F.

** SEEKING FOR HEIGHT ADJUSTMENT FROM +36' TO +56' T.O. ROOF

PARKING CALCULATION:

TOTAL PARKING REQUIRED

1 SPACE PER 300 S.F. FOR OFFICE

OFFICE(100%) = 93,217 S.F. / 300 = 307 SPACES

TOTAL PARKING PROVIDED:

GARAGE:	183 SPACES
SURFACE PARKING:	190 SPACES
TOTAL PARKING:	373 SPACES

DISABILITY PARKING REQ'D. 4% X 373 = 15 SPACES

DISABILITY PARKING PROVIDED. 15 SPACES

PARKING RATIO: 4.05

REVISION	DATE

MOOSAVI DESIGN GROUP
8988 East Carol Way
Scottsdale, Arizona 85260
Telephone: (480) 451-8823
Fax: (480) 451-0386
www.moosavidesign.com

CORPORATE ENHANCEMENT GROUP
PHASE II
8550 EAST ANDERSON DRIVE
SCOTTSDALE, AZ 85255

PRELIMINARY SITE PLAN

DRAWN BY: RSM
CHECKED BY: RSM
DATE: 04-05-04
SCALE: AS SHOWN
JOB NO.: 0410.50
SHEET: SP-1
1 OF SHEETS