PLANNING COMMISSION REPORT

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

ACTION

Skye on McDowell - Phase II
7-GP-2016 and 16-ZN-2016

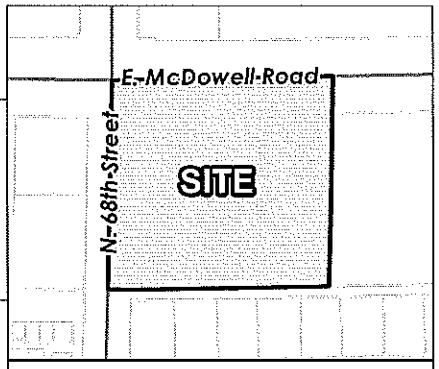
Request to consider the following:

1. A recommendation to City Council regarding a request by owner for a non-major General Plan Amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Mixed Use Neighborhoods to Urban Neighborhoods on a 3.2 +/- acre site located at 6801 E. McDowell Road, and

2. A recommendation to City Council regarding a request by owner for a Zoning District Map Amendment from Highway Commercial (C-3) to Multi-Family Residential (R-5) zoning on a 3.2 +/- acre site located at 6801 E. McDowell Road.

Key Items for Consideration

- There is a continuing transition of commercial to residential along the McDowell Corridor
- General Plan and Southern Scottsdale Character Area Plan support a variety of housing options, as well as reinvestment in underutilized properties
- The quality of the pedestrian experience on McDowell Road is critical
- Developer to upgrade infrastructure as needed to accommodate new residential
- Public comment received by staff



General Location Map

OWNER

777 Properties, LLC
480-783-4630

APPLICANT CONTACT

John Berry
Berry Riddell
480-385-2727

Action Taken _____

LOCATION

6801 E McDowell Rd

BACKGROUND

General Plan

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

Southern Scottsdale Character Area Plan

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

Zoning

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

Context

The subject property is located at the southeast corner of N. 68th Street and E. McDowell Road, and if approved will be "Phase II" of the recently approved Skye project (6-GP-2015 and 18-ZN-2015); which is located immediately east of this site. The applicant also received approval to rezone the north side of the E. McDowell Road frontage between N. 68th Street and N. 70th Street from C-3 to R-5 (4-GP-2015 and 15-ZN-2015) for a similar attached single-family residential project called Aire on McDowell. To the south is single-family residential and to the west is vehicles sales. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Approved for attached single-family residential (currently vacant), zoned R-5
- South: Single-Family Residential, zoned Single-Family Residential (R1-7)
- East: Approved for attached single-family residential (currently occupied by vehicle sales),

zoned R-5

- West: Vehicle Leasing, Rental or Sales, zoned C-3

Other Related Policies, References:

- 2001 General Plan
- 2010 Southern Scottsdale Character Area Plan
- Zoning Ordinance
- 6-GP-2015: Approved a change in the General Plan land use designation from Mixed-Use Neighborhoods to Urban Neighborhoods for Phase I of Skye on McDowell (east of this site)
- 18-ZN-2015: Approved a zoning district map amendment from C-3 and C-4 to R-5 for Phase I of Skye on McDowell
- 1-PP-2016: Approved a preliminary plat for a 58-lot subdivision for Phase I of Skye on McDowell

APPLICANTS PROPOSAL

Goal/Purpose of Request

The applicant's request is to rezone a 3.2 +/- acre site from C-3 to R-5 to allow for the second phase of a new gated subdivision approved immediately west of this site. Phase I is approved for 58 fee-title single-family lots on 8 +/- acres. This application would add 21 lots to the original approved subdivision, resulting in a total of 79 fee-title lots. The pedestrian improvements approved for Phase I would be continued along both street frontages, including wider sidewalks detached from the street curb and landscape tracts to buffer residents from the streets. Also consistent with Phase I, a large open space area is proposed at the intersection of N. 68th Street and E. McDowell Road that would be accessible to the public; and would include a pedestrian connection into the community.

Development Information

- Existing Use: Vehicle Sales
- Proposed Use: Attached Single-Family Residential
- Parcel Size: +/- 3.2 acres
- Building Height Allowed: 36 feet
- Building Height Proposed: 26 feet (two-story)
- Open Space Required: 21,954 square feet (83,320 square feet for entire subdivision)
- Open Space Provided: 21,954 square feet (83,320 square feet for entire subdivision)
- Frontage Open Space Required 10,970 square feet (41,653 square feet for entire subdivision)
- Frontage Open Space Provided 15,000 square feet (45,683 square feet for entire subdivision)
- Density Allowed: 23 dwelling units per acre of gross land area
- Density Proposed: 6.6 dwelling units per acre of gross land area (7.05 dwelling units per acre of gross land area for entire subdivision)

NON-MAJOR GENERAL PLAN AMENDMENT IMPACT ANALYSIS

General Plan

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

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

The request conforms to the General Plan description of Urban Neighborhoods from a land use density and transportation stand point. Although the applicant proposes a single-family residential product equating to 6.6 dwelling units per acre, the attached unit count is denser than the Suburban Neighborhood located south of the subject site (4.2 +/- dwelling units per acre) – and will further incorporate into the recently-entitled Skye on McDowell (cases 6-GP-2015 and 18-ZN-2015), bringing the overall development's density to 7 +/- dwelling units per acre when fully-realized. The subject site is adjacent to the Mixed-Use Neighborhoods land use designation to the west, Urban Neighborhoods to the east, and Suburban Neighborhoods to the south. The site has frontage on McDowell Road, a major arterial as per the 2008 Transportation Master Plan. Three Valley Metro bus routes traverse this section of McDowell Road, including two Local routes (Route 17 and Route 56) and one Express route (Route 514) – which will accommodate transportation choices for future residents.

Policy Implications (Non-Major General Plan Amendment)

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

The General Plan Land Use (Goal 4), Housing (Goal 4), and Community Mobility (Goal 8) Elements encourage the concept of "live, work, play" in the community. The plan discusses the importance of creating land use relationships that positively affect the community in terms of decreasing traffic, encouraging economic development, and increasing resident's quality of life. As such, the applicant proposes a 21+/- unit, attached single-family housing project 1.5 miles from the Downtown boundary as well as within a half-mile of SkySong – thus in close proximity to several employment,

shopping, and leisure opportunities to support the "live, work, play" concept. Furthermore, residents will be in close proximity to several Valley Metro transit connections, including two Local routes and one Express route.

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

The applicant proposes an attached, single-family residential redevelopment project. The subject site is adjacent to single-family residences to the south, and fronts to McDowell Road – with commercially-zoned, Mixed-Use land use-designated properties to the east and west. The applicant proposes more-intense, single-family residential (6.6+/- dwellings per acre) that will front McDowell Road and act as a transition to the residents to the south (4.2 +/- dwellings per acre) – as opposed to the commercially-zoned entitlements that exist. The General Plan states that the Urban Neighborhood land use designation is *generally located near retail centers, offices, or other compatible non-residential uses*. As such, the Urban Neighborhoods land use designation is typically located adjacent to and acts as a buffer between more-intense, non-residential uses and residential uses – similar to what will be accomplished through this request.

While the request includes an increased density as compared to the residences located to the south, the for-sale product type as well as the proposed layout is similar to the residences already existing in the area. Furthermore, the request is intended to complete the recently-entitled Skye on McDowell development (cases 6-GP-2015 and 18-ZN-2015).

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

The General Plan Growth Areas Element (Goals 3 and 6) promotes the creation and protection of open space areas as well as the integration of public art in developments located within Growth Areas. Recognizing this, the applicant states that "mature landscaping will be integrated throughout the development" including a landscaped buffer between the proposed development and the existing single-family residential to the south, enhanced streetscape along its northern frontage that will adhere to the McDowell Road Streetscape Design Guidelines, and an artistic take on a perimeter wall "designed in a manner that provides a range of screening methods as opposed to a flat, solid linear wall".

Southern Scottsdale Character Area Plan

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

The subject property is an active auto dealer site, adjacent to existing single-family to the south,

with Urban Neighborhoods to the east and Mixed Use Neighborhoods to the west. The Urban Neighborhoods land use designation will provide for the redevelopment of the auto dealer site as a means to realize the entire Skye on McDowell development (cases 6-GP-2015 and 18-ZN-2015). The intended development will complement the anticipated and established makeup of the area in terms of compatibility in use and physically through development features such as landscape buffers, direct-access to McDowell Road from adjacent residences, an open space area fronting McDowell Road, and an open space buffer to the adjacent, single-family properties to the south.

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

The applicant proposes an attached, single-family residential redevelopment project on a soon-to-be-vacated auto-dealer site. The request includes the addition of 21+/- fee-simple lots – meaning, additional for-sale single-family residential will be available along McDowell Road.

Gruen Gruen Southern Scottsdale Strategic Recommendations (2007)

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

Since the report, McDowell Road has seen requests to change commercially-zoned properties to residential – including Las Aguas, SkySong, San Travesia, and both Aire and Skye on McDowell. Even with these recent land use changes, residential land area along McDowell Road makes up roughly 19% (90 +/- acres) of the linear corridor. Comparatively, properties that are currently zoned commercial make up 53% (250 +/- acres). The remainder of the corridor includes employment zoning (I-1, General Dynamics) at 27% (127+/- acres) and open space zoning (O-S, portion of Indian Bend Wash) at 1% (6+/- acres). The applicant's request from Mixed-Use Neighborhoods (C-3 zoning district) to Urban Neighborhoods (R-5 zoning district) would result in an increase of residential by another 0.6% (3.2 +/- acres) within the corridor.

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

2013 Citywide Land Use Assumptions Report

In December 2013, the City of Scottsdale completed, and City Council adopted (Resolution No. 9560), a Land Use Assumptions (LUA) Report that illustrates "projections of changes in land uses, densities, intensities and population over a period of at least ten years and pursuant to the General Plan of the municipality". The study examined Scottsdale in three general geographic areas—south, central and north. The South Sub-Area includes all lands within the boundaries of the City of

Scottsdale south of Indian Bend Road.

According to the study, the South Sub-Area is projected to absorb approximately 166 acres of residential land area by 2030, with the majority of it projected to be urban residential development (136 acres, or 82%). Since the adoption of the LUA in December 2013, 39 +/- acres have been entitled (through the zoning process) as urban residential within the South Sub-Area. Consequently, the proposed change in General Plan land use category to Urban Neighborhoods to allow for multi-family development is in keeping with the projected increase in this residential development-type anticipated in this area of the community.

The full Development Forecast can be found at:

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

Applicant-Supplied, Commercial Market Analysis (2015)

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

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

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). Each measure estimates marginal changes in particular variables based on current conditions in the city. In this instance, the model provided a general assessment of the subject site comparing the Mixed-Use Neighborhoods land use designation with the Urban Neighborhoods land use designation in the South Sub-Area of the City, instead of the existing use of the property, a car dealership.

As such, the application of the model anticipates a net decrease of 28 employees (non-construction) as well as a net decrease of 41 potential residents. 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 a how much value a project adds over time – or Net Present Value (NPV). In this instance the model shows a negative NPV of $63,641 for the proposed Urban Neighborhoods land use. The existing Mixed-Use Neighborhoods land use designation, however, shows a positive NPV of

$521,728 over the same time period.

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.

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

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

Goal LU 1, Policy LU 1.2 of the SSCAP encourages "residential development and revitalization that complements the established urban form". Additionally, Goal LU 2, Policy LU 2.1 supports "greater residential density to complement Regional Center Land Uses" and Goal LU3, Policy LU 3.2 promotes a "mix of housing located along Corridors as part of designated Regional Centers and Activity Areas". This site is located between the Papago Regional Center and the Skysong Regional Center, and offers an alternative to the more common single-family detached and multi-family condo or apartment settings. This request would appear to be consistent from a land use perspective with the goals and policies of the SSCAP.

Traffic/Trails

A Trip Generation Analysis (TIMA) for Phase I was reviewed and accepted by the City's Transportation Division as part of the staff review for case 18-ZN-2015. Per that TIMA, trip generation for the existing vehicle sales uses was approximately 1,958 trips per day, with 116 trips occurring during AM peak hour traffic and 139 trips occurring during PM peak hour traffic. The recently approved subdivision is anticipated to generate approximately 626 trips a day, with 50 trips occurring during AM peak hour traffic and 63 trips occurring during PM peak hour traffic. Rezoning the Phase I site to R-5 will potentially reduce trip generation by approximately 69%, based on comparison of the existing vehicle sales uses and the proposed residential use.

As part of this application, the applicant provided an update to the previously approved TIMA, which has also been reviewed and accepted by the City's Transportation Division. The additional 21 lots proposed for Phase II are anticipated to generate 250 weekday daily trips, with 24 occurring during AM peak hour traffic and 26 occurring during PM peak hour traffic. Combined, Phases I and II are anticipated to generate 876 weekday trips, with 74 occurring during AM peak hour traffic, and 89 occurring during PM peak hour traffic . Combined, Skye on McDowell is anticipated to generate 1,082 less weekday daily trips than the existing vehicles sales uses, which is a decrease of 55.2%.

There are no existing trails, nor are any proposed at this location.

Water/Sewer

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

Public Safety

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

School District Comments/Review

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

Open Space

The proposal meets all open space requirements of the R-5 zoning district, including the private open space requirements for each lot. Frontage open space is highlighted by one large open space area at the northwest corner of the project that will not be enclosed; allowing for public access and enhancing the pedestrian experience on both N. 68th Street and E. McDowell Road. This open space area will include a sidewalk to connect residents of this subdivision to E. McDowell Road. The public open space proposed for this project, combined with the public open space areas proposed with Phase 1, and as part of the Aire project to the north, should significantly enhance the overall pedestrian experience along the entire frontage between N. 68th Street and N. 70th Street. As recommended by the City's Design Standards and Polices manual, landscape tracts will be provided along both the N. 68th Street and E. McDowell Road frontages to provide additional buffering of the residences from traffic on both streets.

Community Involvement

Property owners within 750 feet, as well as citizens on the Interested Parties List maintained by the City, have been notified of the applicant's request and the site is posted with the required signage. Additionally, the applicant held an Open House at Skysong on June 14, 2016. Three interested parties attended the Open House and, according to the applicant's report were generally supportive of the proposal.

Policy Implications

- Continues trend currently underway to transition properties along the McDowell Road Corridor from commercial to residential.
- Although recent zoning actions have led to an increase in residential along McDowell Road, current land use and market reports indicate the proposed changes may be consistent with trends and projections for this area of the community. Furthermore, this request includes the addition of 21 fee-simple lots – which when combined with the 58 lots approved for Phase I, will

provide a new for-sale single-family residential product along McDowell Road.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Staff recommends that the Planning Commission recommend City Council approve a Non-major Amendment to change the City of Scottsdale General Plan 2001 from Mixed-Use Neighborhoods Land Use Designation to Urban Neighborhoods Land Use Designation on a 3.2 +/- acre site located at 6801 E. McDowell Road, and

2. Staff recommends that the Planning Commission find that the proposed Zoning District Map Amendment is consistent with and conforms to the adopted General Plan, and make a recommendation to City Council for approval a Zoning District Map Amendment from Highway Commercial (C-3) to Multi-Family Residential (R-5) zoning on a 3.2 +/- acre site located at 6801 E. McDowell Road, subject to the attached stipulations.

RESPONSIBLE DEPARTMENTS

Planning and Development Services
Current Planning Services
Long Range Planning Services

STAFF CONTACTS

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APPROVED BY

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ATTACHMENTS

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

4A. Aerial Close-Up

5. Current General Plan Land Use Map
6. Proposed General Land Use Plan Map
7. Current Zoning Map
8. Proposed Zoning Map
9. Context Aerial w/ Site Plan
10. Vehicle and Pedestrian Circulation Plan
11. Landscape Plan
12. Open Space Plan
13. Traffic Impact Analysis
14. Citizen Involvement
15. City Notification Map

Stipulations for the Zoning Application: Skye on McDowell - Phase II Case Number: 16-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 subdivision plat submitted by LVA Urban Design Studio, with the city staff date of 7/15/16, attached as Exhibit A to Attachment 1. Any proposed significant change to the conceptual site plan, as determined by the Zoning Administrator prior to the preliminary plat approval shall be subject to additional public hearings before the Planning Commission and City Council. Once the final plat is approved, the development must conform to the final plat.

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

Land Use Budget Table						
Parcel	Gross Acres	Zoning	Proposed DU/AC	Max DU/AC	Proposed # of Units / Lots	Max # of Units / Lots
129-11-001H	+/- 3.2 acres	R-5	6.6 DU's per acre of gross land area	6.6 DU's per acre of gross land area	21	21

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

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

5. FRONTAGE OPEN SPACE. An open space tract with an average depth of 15 feet shall be provided along the McDowell Road frontage, and an open space tract with a minimum depth of 10 feet shall be provided along the 68th Street frontage.

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

7. MCDOWELL ROAD STREETSCAPE. Landscape and hardscape improvements along the McDowell Road frontage shall be consistent with the "Traditional Resort Theme", as indicated in the McDowell Road Streetscape Design Guidelines. The proposed streetscape improvements shall be included as part of the Preliminary Plat submittal, and shall be subject to Development Review Board approval.

8. PEDESTRIAN AMENITIES. In addition to sidewalks and pathways, pedestrian amenities along the E. McDowell Road frontage including benches, shade structures and/or pedestrian-scale lighting shall be provided as part of the streetscape improvements. A conceptual pedestrian amenity plan, showing a sidewalk connection through the corner open space to the 70th Street intersection, shall be included as part of the Preliminary Plat submittal and shall be subject to Development Review Board approval.

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

INFRASTRUCTURE AND DEDICATIONS

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

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

Street Name	Street Type	Dedications	Improvements	Notes
E. McDowell Road	Major Arterial	Existing 65-foot half-street right-of-way. No additional dedication required	Detached 8-foot wide sidewalk, curb and gutter.	a.1, a.2
N. 68th Street	Minor Collector	Existing 40-foot half-street right-of-way. No additional dedication required	Detached 6-foot wide sidewalk, curb and gutter	a.1, a.2

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

a.2. A Non-Motorized Public Access Easement shall be dedicated over any portion of

the street sidewalk that encroaches onto the project site.

b. VEHICLE NON-ACCESS EASEMENT. Dedicate a one foot wide vehicular non-access easement on both street frontages, except at approved driveway locations.

c. INTERNAL CIRCULATION. The final improvement plans shall illustrate the turning radii required for emergency and service vehicle access (49-foot outside turning radius, 55-foot bucket swing). The turning radii shall not encroach onto the curb and sidewalk.

11. TRANSIT FACILITIES. Before any permits are issued for construction on the residential lots, the owner shall construct a transit shelter and stop facilities (landscaping, bench, bicycle racks and trash can) on E. McDowell Road. Final location and design of the transit facilities at this location shall be coordinated with the Transportation Planning Division. Construction plans shall include the final approved design and location.

12. ACCESS RESTRICTIONS. Access to the site shall conform to the following restrictions:

    a. Access to the project shall be as approved with case 18-ZN-2015. No additional driveways are proposed or approved as part of this application.

13. DRAINAGE REPORT. A final drainage report shall be submitted for review by the Storm Water Division with the final civil improvement plans. In the required drainage report, the owner shall address:
    a. Analysis of the on-site drain system.

14. 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. Before any building permit is issued for the site, 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.

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

SITE DATA

ADDRESS:	6825 E MCDOWELL RD.
SITE AREA (NET):	99.792 SF (2.3 AC)
SITE AREA (GROSS):	139.593 SF (3.2 AC)
PROPOSED # OF LOTS:	21
GROSS DENSITY:	6.6 DU/AC
CURRENT ZONING:	C-3
PROPOSED ZONING:	R-5
RESIDENT PARKING:	2 GARAGE SPACES/UNIT
GUEST PARKING:	11 SPACES
MAX. BUILDING HEIGHT:	PER ZONING
TYP. LOT DIMENSIONS:	36' x 65.5'

*REFUSE COLLECTION TO BE PROVIDED VIA INDIVIDUAL WASTE BINS.

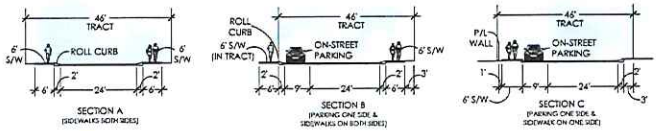
OPEN SPACE

FRONTAGE O/S
REQUIRED: 10,970 SF (11% OF NET)
PROVIDED: 15,000 SF (15% OF NET)

COMMON O/S
REQUIRED: 21,954 SF (22% OF NET)
PROVIDED: 21,954 SF (22% OF NET)

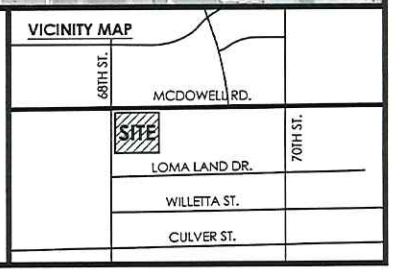
PRIVATE OUTDOOR LIVING SPACE
REQUIRED: 140 SF/UNIT (5% OF GROSS FLOOR AREA)
PROVIDED: 140 SF/UNIT

ROADWAY CROSS-SECTIONS*



* ALL INTERNAL STREETS TO BE DESIGNATED FIRE LANES.
*ALL INTERNAL STREETS TO SUPPORT 83,000 POUNDS GROSS VEHICLE WEIGHT
* UNOBSTRUCTED VEHICLE CLEARANCE TO BE A MINIMUM OF 13'6".

VICINITY MAP



LVA urban design studio
land planning - development entitlements - landscape architecture
120 south ash avenue • tempe, arizona 85281 • 480.994.0994

KJ Jovnanian Homes

SKYE ON MCDOWELL - PHASE II

CONCEPTUAL SITE PLAN

APPROX. SCALE: 1"=50' NORTH

1543.1 DRAWN BY: AV/PR 7/13/16

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S:\1543-SEC 68TH & McDowell\1543.1-PHASE II\LAD\PLANNING\LVA-1543-PH2-SITE PLAN.dwg May 26, 2016

Exhibit A to Attachment 1

16-ZN-2016
7/15/16

Additional Information for:

Skye on McDowell - Phase II

Case: 16-ZN-2016

PLANNING/DEVELOPMENT

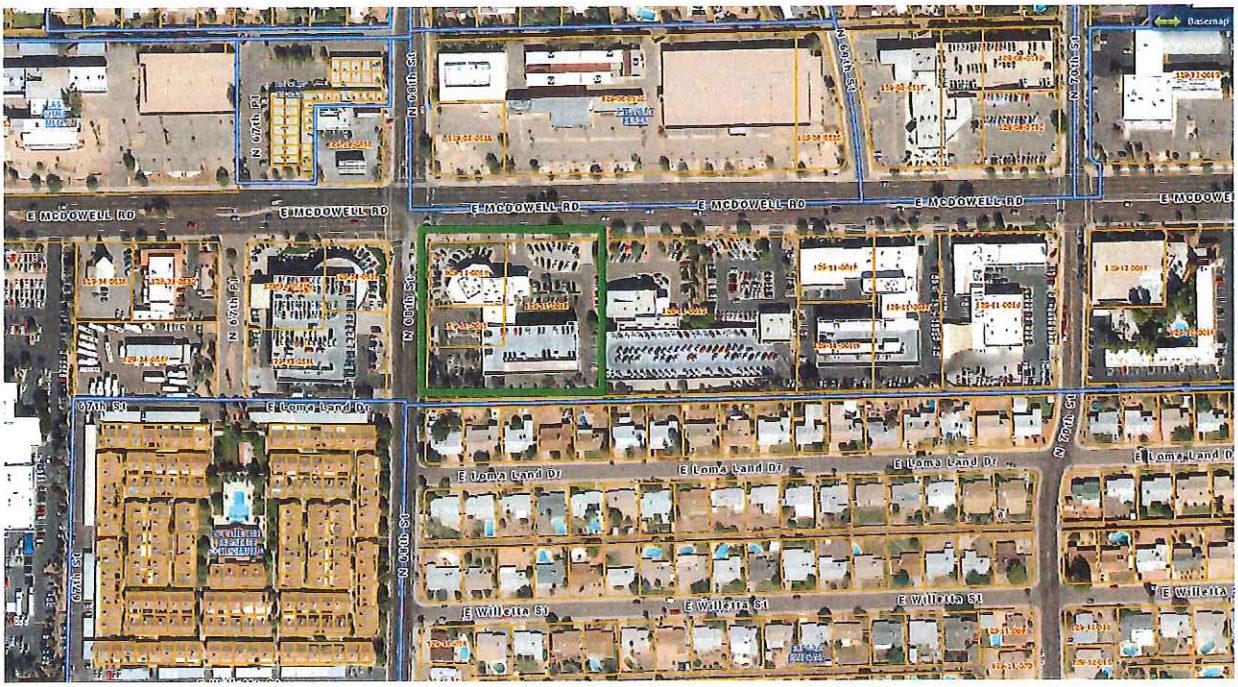
1. DEVELOPMENT CONTINGENCIES Each element of this zoning case—including density/intensity, lot/unit placement, access and other development contingencies—may be changed as more information becomes available to address public health, safety and welfare issues related to drainage, open space, infrastructure and other requirements.
2. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:
    a. Pedestrian improvements and amenities on McDowell Road,
    b. Perimeter wall design along both street frontages, and
    c. McDowell Road streetscape design
    d. improvement plans for common open space, common buildings and/or walls, 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).
3. RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE. The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
4. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.

Skye on McDowell – Phase II

SEC of 68th Street & McDowell Road

Project Narrative

464-PA-2016



Prepared for:

K. Hovnanian Homes

Prepared by:

Berry Riddell, L.L.C.

John V. Berry, Esq.
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6750 East Camelback Road
Suite 100
Scottsdale, Arizona 85251
480-385-2727

16-ZN-2016
06/10/2016

ATTACHMENT #3

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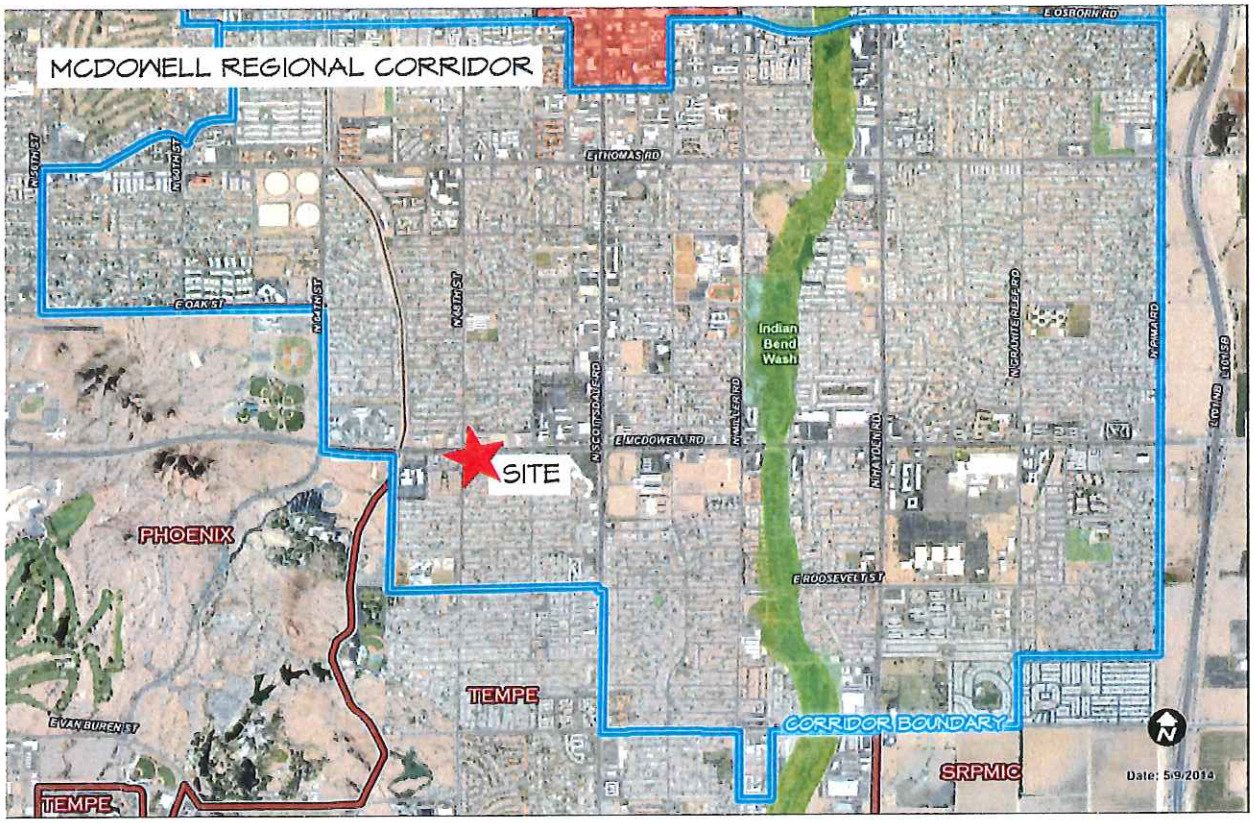


I. Property Information

Location: Southeast corner of 68th Street and McDowell Road

Property Size: 3.2 (+/-) gross acres and 2.3 (+/-) net acres

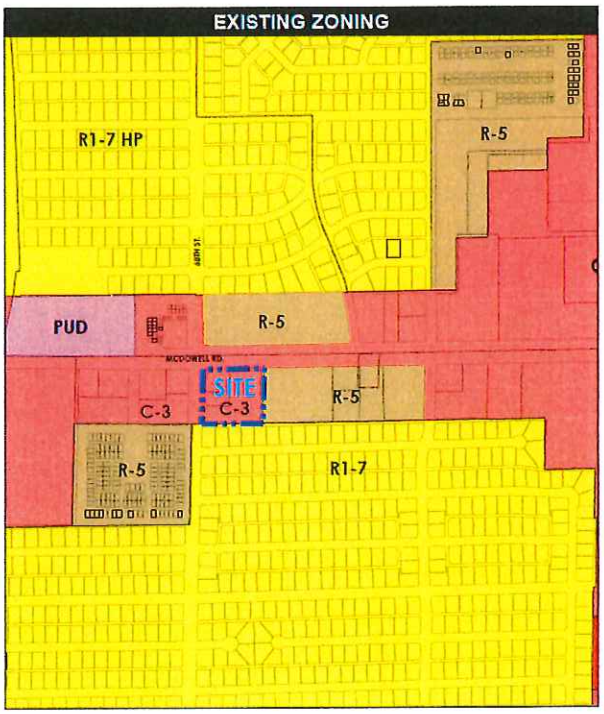
II. Property General Plan/ Zoning:

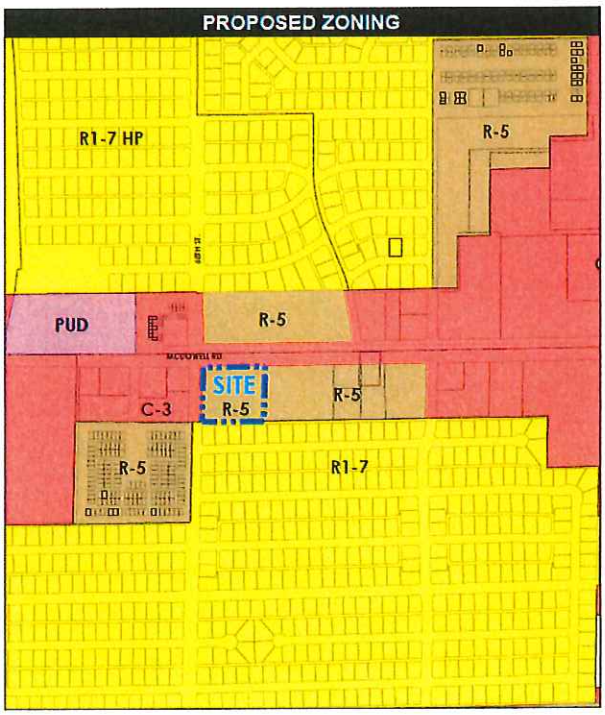
- **Current General Plan:** Mixed Use
- **Proposed General Plan:** Urban Neighborhoods

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

Surrounding Uses:

- **North:** R-5 Aire on McDowell (Approved Cases 4-GP-2015 and 15-ZN-2015)
- **East:** R-5 Skye on McDowell (Approved Cases 6-GP-2015 and 18-ZN-2015)
- **South:** R1-7 Single-Family Residential
- **West:** C-3 Dealership





III. Project Overview

About the Site:

Skye on McDowell – Phase II is a request for a Minor (non-Major) General Plan Amendment from the Mixed Use designation to Urban Neighborhoods and a rezoning request from C-3 to R-5 on an approximately 3.2 +/- gross acre property located at the southeast corner of 68th Street and McDowell, (the "Property"). The development is adjacent to the Skye on McDowell - Phase I, which was approved by City Council on May 3rd (cases 6-GP-2015 and 18-ZN-2015) for 58 units. The R-5 category is being requested because it most closely aligns with the development standards required for the proposed attached single-family homes. The typical densities found within the R-5 designation are 17-23 dwelling units/acre ("du/ac"); however, K. Hovnanian is proposing only 6.6 du/ac for Skye – Phase II.

The Property is currently occupied by a car dealership, however, the dealership plans to vacate the building and relocate to Phoenix in 2018. The proposal is to downzone and redevelop the 3.2+/- acre Property with 21 single-family homes with a density of 6.6 du/ac bringing additional revitalization to the McDowell Corridor and fulfilling a demand for new housing in Southern Scottsdale. The current General Plan land use category for the site is Mixed Use and the proposed R-5 zoning district required a change in land use category from Mixed Use to Urban Neighborhoods.

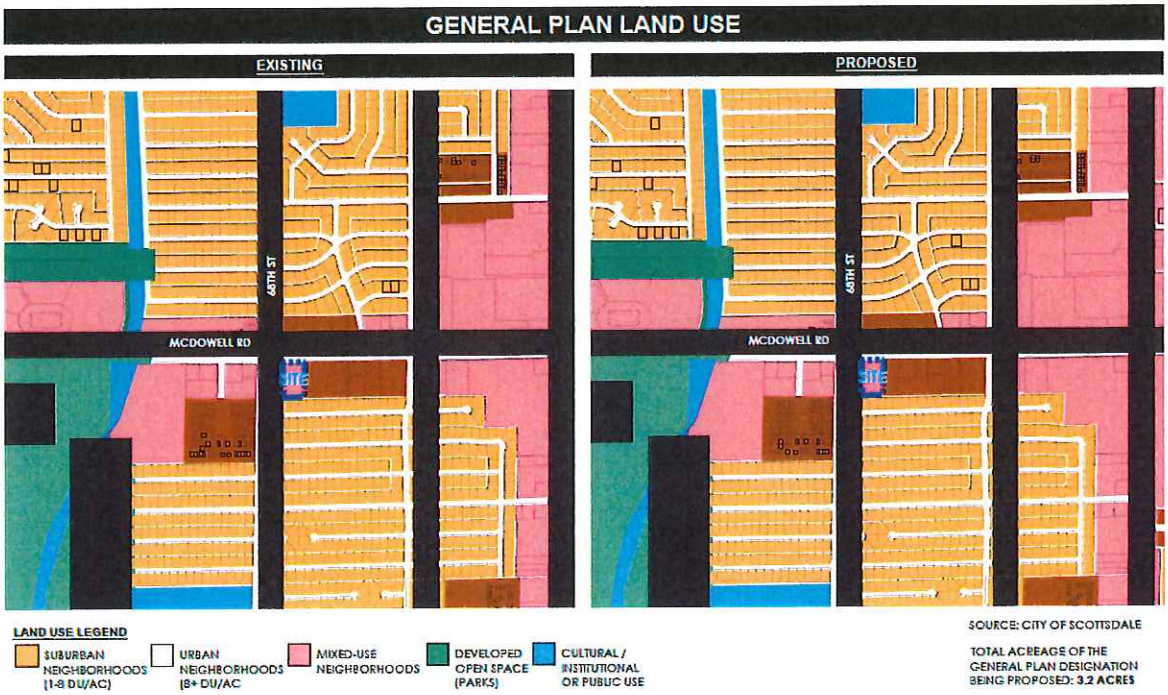
Site Plan

K. Hovnanian has taken special consideration with the site plan by providing a single-family lot configuration that is sensitive to the existing single-family residential homes to the south. The proposed zoning and density provide a logical transition from McDowell Road (a 6-lane major arterial) to the R1-7 to the south. The site location is ideal for residential development with close proximity to Downtown Scottsdale, Downtown Phoenix, and Tempe. The proposed residential community will benefit from the nearby canal linkage, nearby Papago Park and close proximity

to the Phoenix Zoo and Desert Botanical Gardens. Additionally, the integration of additional homes along the McDowell Corridor will strengthen the nearby existing retail and commercial businesses, as well as implement the City's goals and policies set forth in the recently adopted Southern Scottsdale Character Area Plan ("SSCAP"). The buildings and site layout were designed with attention to buffering the existing single-family neighborhood to the south and enhancing the McDowell Road street frontage with a fresh modern/contemporary design, balconies, projections and sustainable building methods and materials.

IV. 2001 General Plan

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



The Urban Neighborhoods land use category:

> ***URBAN NEIGHBORHOODS:*** *This category includes areas of multifamily dwellings/apartments. Densities in Urban Neighborhoods are usually more than eight dwelling units per acre. These high-density uses are generally located near retail centers, offices, or other compatible non-residential uses. Care must be taken to minimize impacts on other residential areas and to provide adequate circulation to accommodate the traffic volumes. Access to transportation choices (ie: pedestrian, bicycle, transit, etc.) is key consideration for Urban Neighborhoods. Areas containing high-density residential development should have minimal environmental constraints.*

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

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

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

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

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

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

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

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

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

> ***Character & Design Goal 1.***
> *Determine the appropriateness of all development in terms of community goals, surrounding area character, and the specific context of the surrounding neighborhood.*
>
> ***Bullet 4.***
> *Ensure that all development is part of and contributes to the established or planned character of the area of the proposed location. Character can cross land uses and zoning to include community regions containing a mixture of housing, employment, cultural, educational, commercial, and recreational uses. The overall type of character type that these uses are a part of describes the pattern and intensity of how these uses fit together.*

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

> ***Character & Design Goal 4.***
> *Encourage "streetscapes" for major roadways that promote the city's visual quality and character, and blend into the character of the surroundings.*
>
> ***Bullet 7.***
> *Apply streetscape guidelines to all landscaped areas within the public right-of-way. Encourage the use of streetscape guidelines in areas between the right-of-way and building setback lines or perimeter walls.*
>
> ***Bullet 8.***
> *Designate specific design standards to be implemented on selected streets where a special theme is desired.*

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

More specifically from a design standpoint, K. Hovnanian is including a series of "art walls" along with an enhanced pedestrian environment for the McDowell Road frontage. This wall in not intended to be subject to formal City public art requirements. K. Hovnanian has modified the wall along McDowell include gates and individual access to the McDowell Road frontage further activating streetscape. The art wall with pedestrian gate access to individual lots, has movement and change in plane with numerous breaks. The landscaped edge, back of curb, averages 70' in width outside of the property walls. Graphics have been provided showing this area and the quality pedestrian environment with canopy trees on both sides and an 8' sidewalk. Further, the proposed site plan and streetscape design is a vast improvement over the current site condition.

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

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

- glass or mirror inserts that symbolize slanted lines of windblown rain
- painted horizontal inset flowing "ribbon" representing water
- parasoleil screens with patterns based on rain/wind

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

Character & Design Goal 6.
Recognize the value and visual significance that landscaping has upon the character of the community and maintain standards that result in substantial, mature landscaping that reinforces the character of the city.

Bullet 1.
Require substantial landscaping be provided as part of new development or redevelopment.
Bullet 2.

Maintain the landscaping materials and pattern within a character area.

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

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

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

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

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

Response: The proposed land use category of Urban Neighborhoods and the density of 6.6 du/ac is appropriate given the surrounding context and provides an ideal land use transition from McDowell Road (a 6-lane major arterial) to the R1-7 homes to south. Notably, the rezoning request from C-3 to R-5 is a downzoning, and therefore, a reduction in daily trip generation (see traffic study). The architecture and building placement is respectful of the existing homes to the south in terms of height, massing and setback.

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

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

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

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

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

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

Response: Revitalization of the McDowell Road Corridor has been a long-standing City goal, which inspired numerous community meetings and charrettes, the formation of the McDowell Corridor Task Force in early 2009, and later the adoption of the SSCAP in 2010 establishing a set of goals and policies for Southern Scottsdale and highlighting McDowell Road as a mixed use corridor. The integration of a variety of residential densities along McDowell Road will expand and upgrade the housing options for this area and create the "live, work, play" environment the City desires. Skye on McDowell – Phase II will be a for-sale, attached single-family development and will add to the housing options along the McDowell Road Corridor integrating high-end, medium density (6.6 du/ac) residential development in place of a soon to be relocated dealership. The Property is within close proximity to a number of employers including, but not limited to, SkySong, General Dynamics, Honor Health and Arizona State University.

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

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

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

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

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

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

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

- *The vacancy rate for office space in the Market Area (defined in the Analysis) stands at 31%.*
- *Available retail space in the Market Area is abundant with a vacancy rate of 8.4%.*
- *At least three major auto dealerships sites are currently vacant totally 252,000 s.f. of space.*
- *It is questionable whether these buildings in their current condition can be put to a commercial use other than auto dealerships.*
- *It would be difficult to redevelop the auto dealership properties as retail due to the small size and limit depth of the parcels.*
- *Many of the older free-standing dealership structures have limited use for modern retailers and buildings that are 10,000 s.f. or larger in size in the Market Area have a vacancy rate of 50%.*
- *SkySong is clearly the anchor for the Market Area and considered to be an "innovation district" based on the combination of education, research, office and residential land uses.*
- *In order to continue the expansion of the fledging innovation district centered at Skysong, additional mixed-use residential and office development should be promoted.*

- *The City of Scottsdale should work to strengthen its existing retail real estate assets (ie: Pagago Plaza) as opposed to protecting potential retail sites where they may not be warranted or demanded.*
- *The addition of new retail centers in a community, without corresponding increase in resident population, may have no effect on actually increasing retail sales and may only disperse sales among competing shopping centers.*
- *A viable alternative strategy is to support and strengthen existing retail establishments by increasing the resident population in the area.*
- *Additional residents living in close proximity to retail development will lead to higher retail sales activity.*

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

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

Response: The mix of housing along McDowell Road has already begun to take shape with the recently approved Las Aguas (PUD), SkySong (PCD) and Mark Taylor/San Travesia (PUD) developments, which are all multifamily apartments ranging from 20-31 du/ac. This proposed for-sale, attached single-family development with a density of 6.6 du/ac will further expand and upgrade the housing options along the McDowell Road Corridor integrating modern residential development on a soon to be vacated parcel (dealership relocating to Phoenix) acting as a catalyst for further redevelopment along McDowell Road.

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

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

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

Response: The Property is surrounded by retail, car dealerships, vacant buildings, and single family homes. The area is beginning to transform with the recently Council approved Aire on McDowell (to the north) and Skye on McDowell – Phase I (to the east). The proposed request for Urban Neighborhood and R-5 zoning creates a logical land use fit in the greater context. The proposed density of 6.6 du/ac is compatible with the R1-7 development directly to the south and the development plan provides a buffer through landscaping and building setback along the southern edge of the site.

Redevelopment of this Property will include improvements to the pedestrian connectivity along the McDowell Road street frontage with a detached, widened sidewalk and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along McDowell Road will activate the corridor by increasing pedestrian synergy with new residents who will utilize the sidewalks, canal paths, and Papago Park amenities.

Growth Area Goal 1.
Direct and sustain growth and expansion in areas of the city that can support a concentration of a variety of uses and are particularly suitable for multimodal transportation and infrastructure expansion and improvements.
Bullet 3.
Promote the coordination of infrastructure development and upgrade with opportunities for infill development and development activity where it will encourage a mix of uses and support pedestrian and transit activity.

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

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

Bullet 1.
Achieve meaningful open space as an integral part of activity cores and conserve significant natural resources and open space areas within growth areas.

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

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

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

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

- glass or mirror inserts that symbolize slanted lines of windblown rain
- painted horizontal inset flowing "ribbon" representing water
- parasoleil screens with patterns based on rain/wind

Community Mobility Goal 5.
Relieve Traffic Congestion.

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

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

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

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

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

Lastly, as identified in the traffic study included with this application, the proposed residential development will reduce the daily weekday trips from 1,958 to 626 (Phase I) and 250 (Phase 2); a reduction of 1,082 daily trips between the two projects.

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

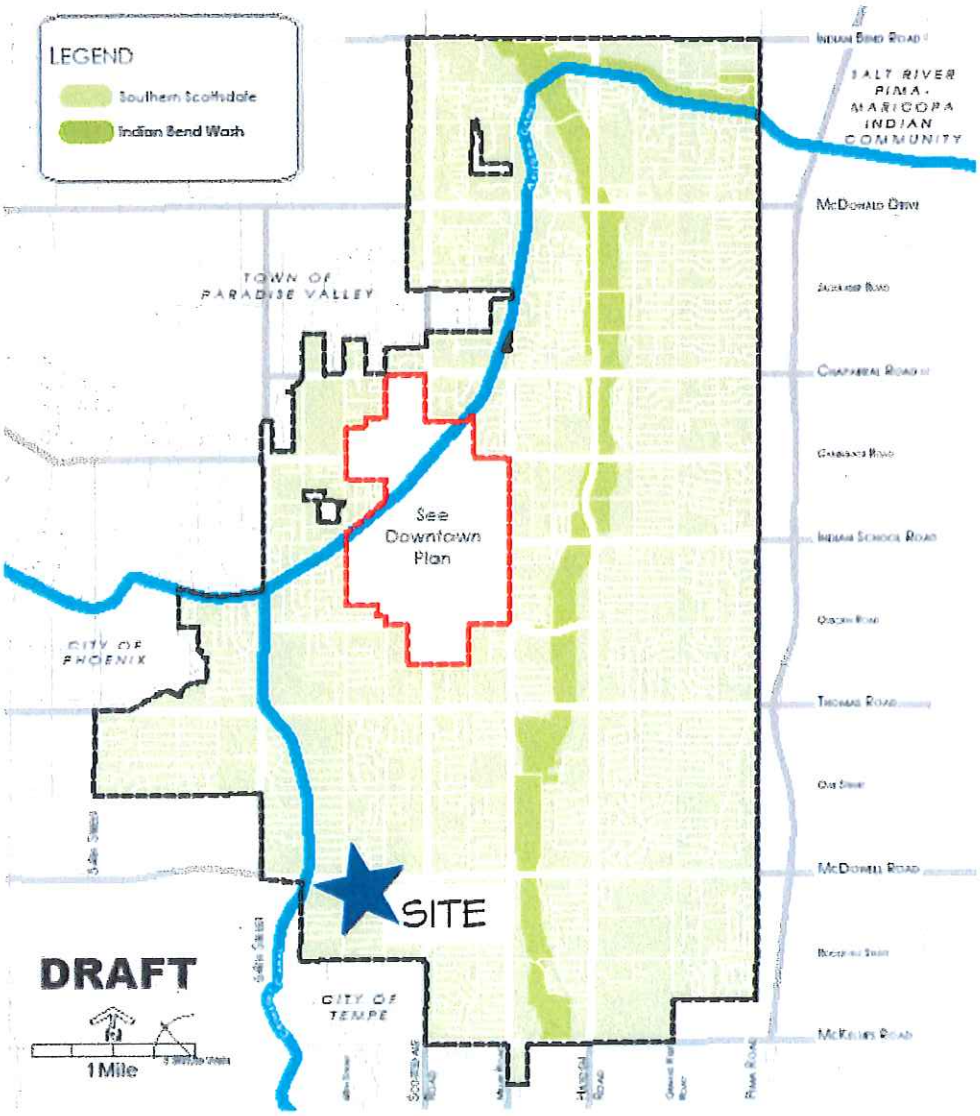
The City Council adopted the SSCAP in October 2010. The public outreach process for the SSCAP identified five community priorities which are listed below:

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

From its inception, the proposed Skye on McDowell – Phase II residential community utilized these five priorities as guiding principles to the overall design and architectural character. Bringing new residential living opportunities to the McDowell Road Corridor will strengthen the

economic core of Southern Scottsdale and enhance the existing character of the surrounding neighborhoods. The project was designed with a focus on walkability and also promotes a modern, contemporary architectural sensitive to the surrounding context while responding to the current market. The applicant seeks to build a sustainable, desert sensitive project by incorporating recessed windows and low-water use plant materials. The existing sidewalk along McDowell Road will be replaced with a detached sidewalk and landscaping will be provided between the curb and sidewalk to enhance the pedestrian experience. All of the internal streets will have sidewalks as well with connection points to McDowell Road and 68th Street at the entry drives.

Southern Scottsdale Character Area Boundary



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

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

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

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

Response: The proposed development meets these land use goals by revitalizing a dealership property (slated to relocate) and redeveloping with a residential land use that will bring additional housing opportunities to the McDowell Road Corridor; an area designated for revitalization and redevelopment. The site plan has been designed in a sensitive manner by providing appropriate buffering to the existing single-family residential to the south (62+/- feet from rear wall of the adjacent neighborhood to the face of buildings within the Skye – Phase II community). Integrating residential will strengthen the live, work, play land use concept along this corridor and will bring synergy to this mixed use core.

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

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

Target Market Position
The brand should capitalize on the following prioritized list of assets:

1. *SkySong/General Dynamics*
2. *Downtown Scottsdale*
3. *Salt River Maricopa Indian Community*
4. *Phoenix Zoo/Desert Botanical Garden (Papago Park)*
5. *ASU/Tempe*
6. *Sky Harbor Airport*

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

- ***Policy LU 2.1***

Regional Corridors consist of higher intensity development and exist only within General Plan designated Growth Areas. These corridors will:

  - *Connect Regional Centers*
  - *Be bordered exclusively by mixed-use neighborhood land use designation*
  - *Contain vertical and horizontal mixed-use development; and*
  - *Support greater residential density to complement Regional Center land uses.*

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

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

- ***Policy LU 3.2***

Promote a mix of housing located along Corridors as a part of designated Regional Centers and Activity Areas.

- ***Policy LU 3.6***

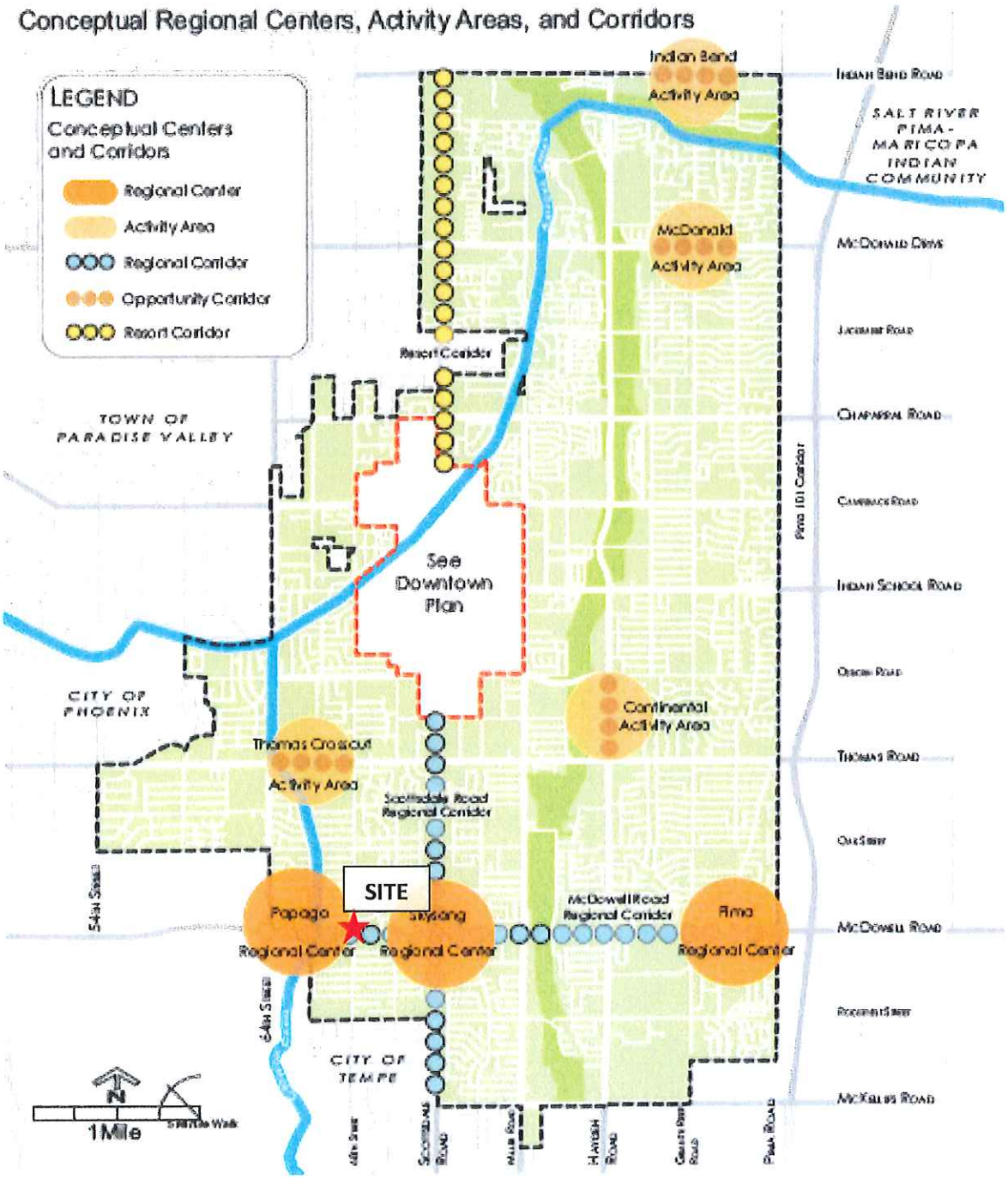
Encourage a diversity of new development, redevelopment, and infill projects that incorporate vertical and horizontal mixed-use development along Southern Scottsdale Corridors.

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

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

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

Response: McDowell Road is designated at a Regional Corridor per the SSCAP. The site falls between the Papago Regional Center and SkySong Regional Center. The proposed residential development will strengthen the link between these two "Regional Centers" and will accomplish a range of goals including the revitalization of an underutilized property (soon to be vacant dealership building) by integrating high quality, vibrant architecture and creating pedestrian synergy that will tie into the nearby canal trail system and Papago Park to the west. Given the surrounding context, the proposed density of 6.6 du/ac is appropriate and will provide as a logical transition from the more intense McDowell Corridor to the single-family residential to the south.



Southern Scottsdale Character Area Plan, 2010

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

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

Response: As mentioned above, the proposed residential community will benefit from the nearby canal linkage and Papago Park. The density of 6.6 du/ac is appropriate given the surrounding context and provides an ideal land use transition from McDowell Road (a 6-lane major arterial) to the R1-7 homes to south. With the redevelopment of the site, improvements to the pedestrian connectivity will be made along the street frontage with a detached, widened sidewalk and landscaping consistent with the McDowell Road Streetscape Guidelines. As properties along McDowell Road redevelop, the connectivity opportunities are enhanced strengthening the link between Papago Park and Southern Scottsdale. Additionally, integrating residential along this corridor enhances the pedestrian realm as new residents utilize the sidewalks, canal paths, and Papago Park amenities.

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

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

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

Response: The proposed residential housing brings an exciting new architectural type to McDowell Road providing a modern, contemporary aesthetic appealing to the market demographic drawn to this transforming Regional Corridor. That being said, the two-story building proportions, size, massing and heights are compatible with the adjacent single-family homes to the south. Additionally, the site plan has been designed to provide a minimum 50'+ buffer (with no buildings) and mature landscaping along the southern edge.

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

- ***Policy CD 2.1***
Encourage pedestrian-oriented site design for new and revitalized development within Corridors, Regional Centers, and Activity Areas.

- ***Policy CD 2.2***
Support new building design that respects existing area character, while allowing for efficient and coherent use of building sites.

- ***Policy CD 2.4***
New development and redevelopment should provide a diversity of design by accommodating a mix of land uses both vertically and horizontally.

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

Goal CD 4
Site and building design of new development and redevelopment should respond to the Sonoran Desert Climate.

- ***Policy CD 4.1***
Encourage new development to incorporate designs such as shade structures, deep roof overhangs and recessed windows to address passive solar cooling opportunities.
- ***Policy CD 4.2***
Encourage the use of a variety of textures and natural building materials to provide architectural visual interest and richness, particularly at the pedestrian level.

- ***Policy CD 4.3***
Support landscape design that responds to the desert environment by utilizing indigenous and adapted landscape materials that complement the Southern Scottsdale built environment.

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

Goal CD 6
Promote, plan, and implement design strategies that are sustainable.

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

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

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

The single-family residential units will include a ground level private garden space with balcony above. The garden patio spaces will serve as an indoor/outdoor space and an extension of the ground level flex space (living, home office, game room, etc). The garden spaces that align McDowell Road and other street frontages will be designed in a manner that provides a range of screening methods as opposed to a flat, solid linear wall. This edge will activate McDowell Road with art wall elements and vegetation to bring visual interest as opposed to an unattractive linear wall mass (see page 8 and 14 for art wall description).

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

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

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

Response: The proposed development plan brings reinvestment and revitalization to an aging, dealership site (soon to be vacated), further reenergizing the McDowell Road Corridor and bringing new residential living opportunities strengthening the economic core of Southern Scottsdale. The integration of additional rooftops along McDowell Road will bolster nearby retail and commercial businesses promoting the live, work, play momentum desired by the City. See the Elliott Pollock summary above on page 11-12.

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

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

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

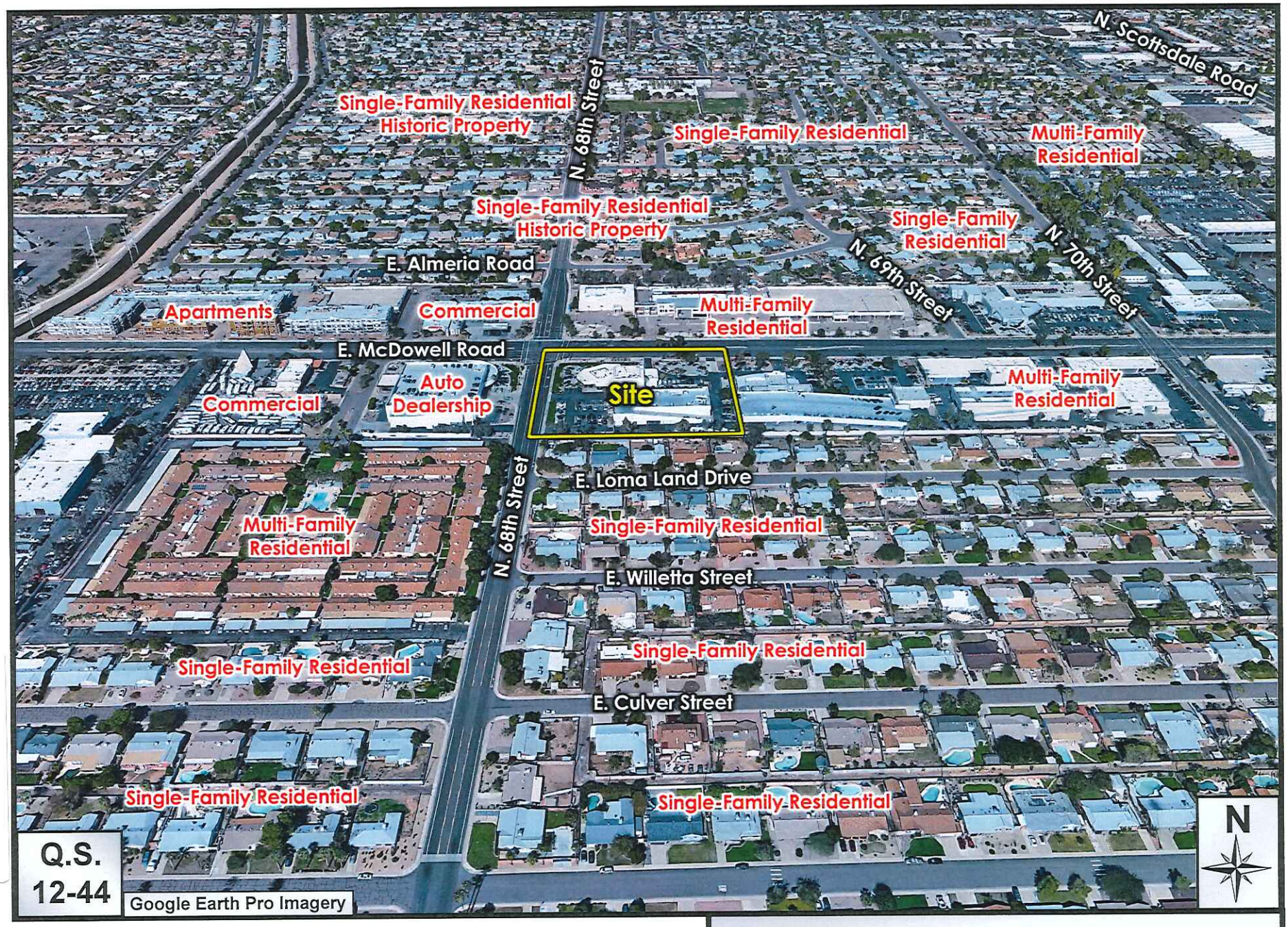
Goal H2
Embrace a wide range of housing options.

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

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

VI. Conclusion

In summary, the applicant is seeking a General Plan Amendment and rezoning on a 3.2+/- acre site to create a for-sale single-family residential community with 21 homes. Redevelopment of this parcel will revitalize a soon to be vacant dealership along McDowell Road and providing additional high-end housing opportunities for the Southern Scottsdale community. It will contribute to the live, work, play land use balance promoted by the General Plan and SSCAP. Incorporating new residential land use is essential to the success of Southern Scottsdale and the McDowell Road Regional Corridor. The site is an ideal location for residents to live close to Downtown Scottsdale, Downtown Phoenix, Sky Harbor Airport and Tempe and enjoy the nearby amenities of Papago Park, canal trail system and Indian Bend Wash.



Skye on McDowell – Phase II

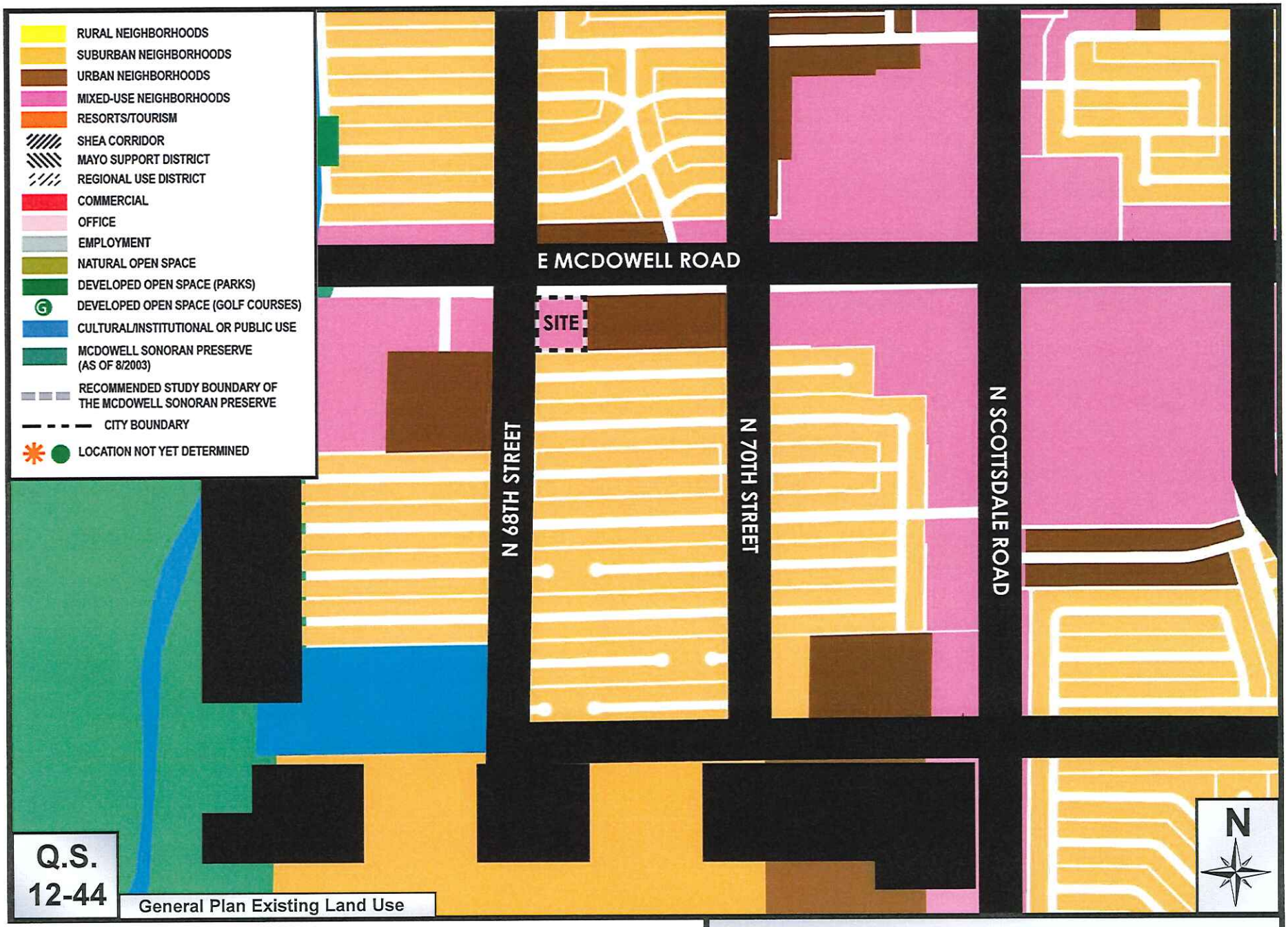
7-GP-2016 & 16-ZN-2016

ATTACHMENT #4

ATTACHMENT #4A

Skye on McDowell – Phase II

7-GP-2016 & 16-ZN-2016



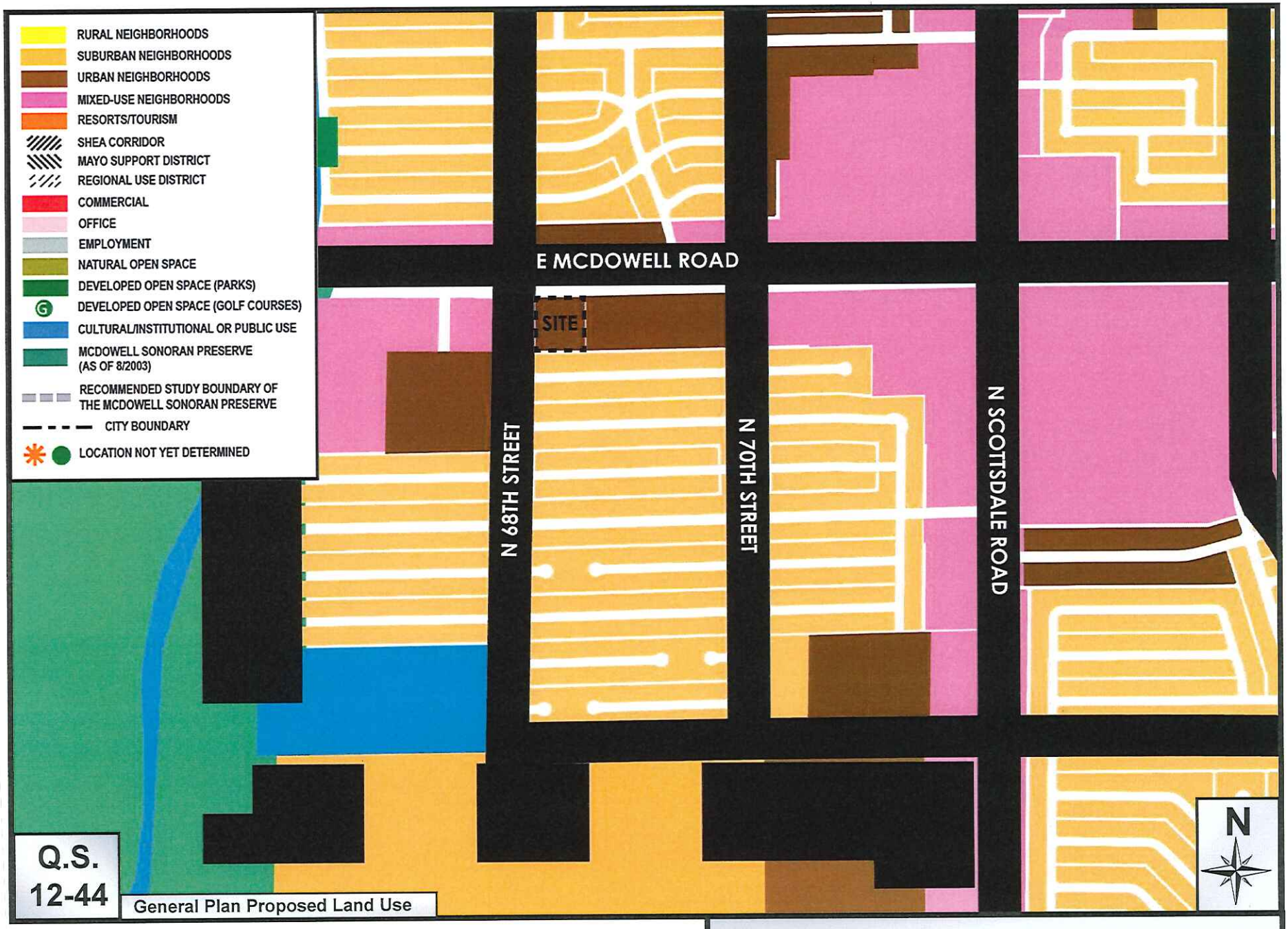
Q.S. 12-44

General Plan Existing Land Use

Skye on McDowell – Phase II

7-GP-2016 & 16-ZN-2016

ATTACHMENT #5



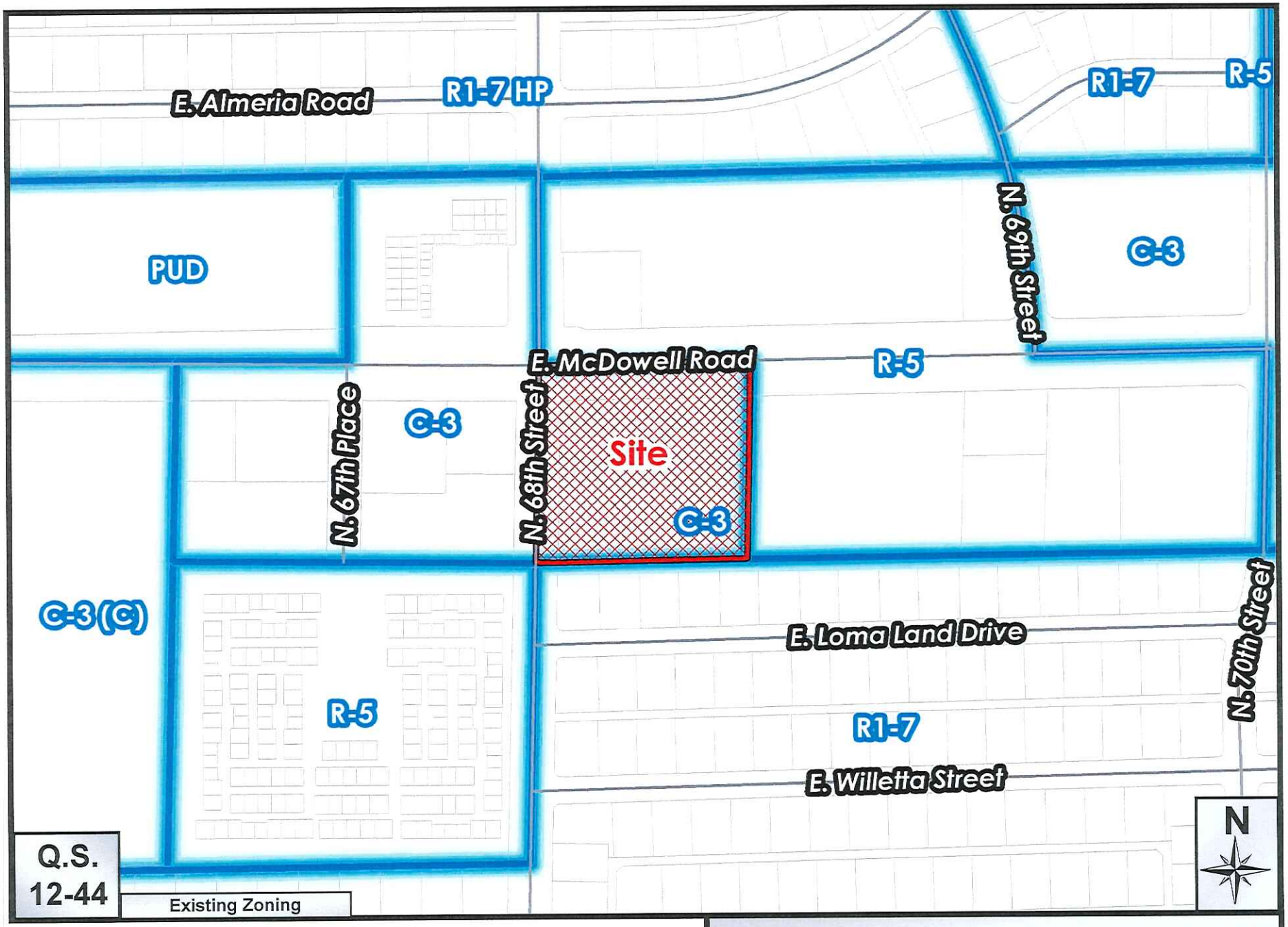
Q.S. 12-44

General Plan Proposed Land Use

Skye on McDowell – Phase II

7-GP-2016 & 16-ZN-2016

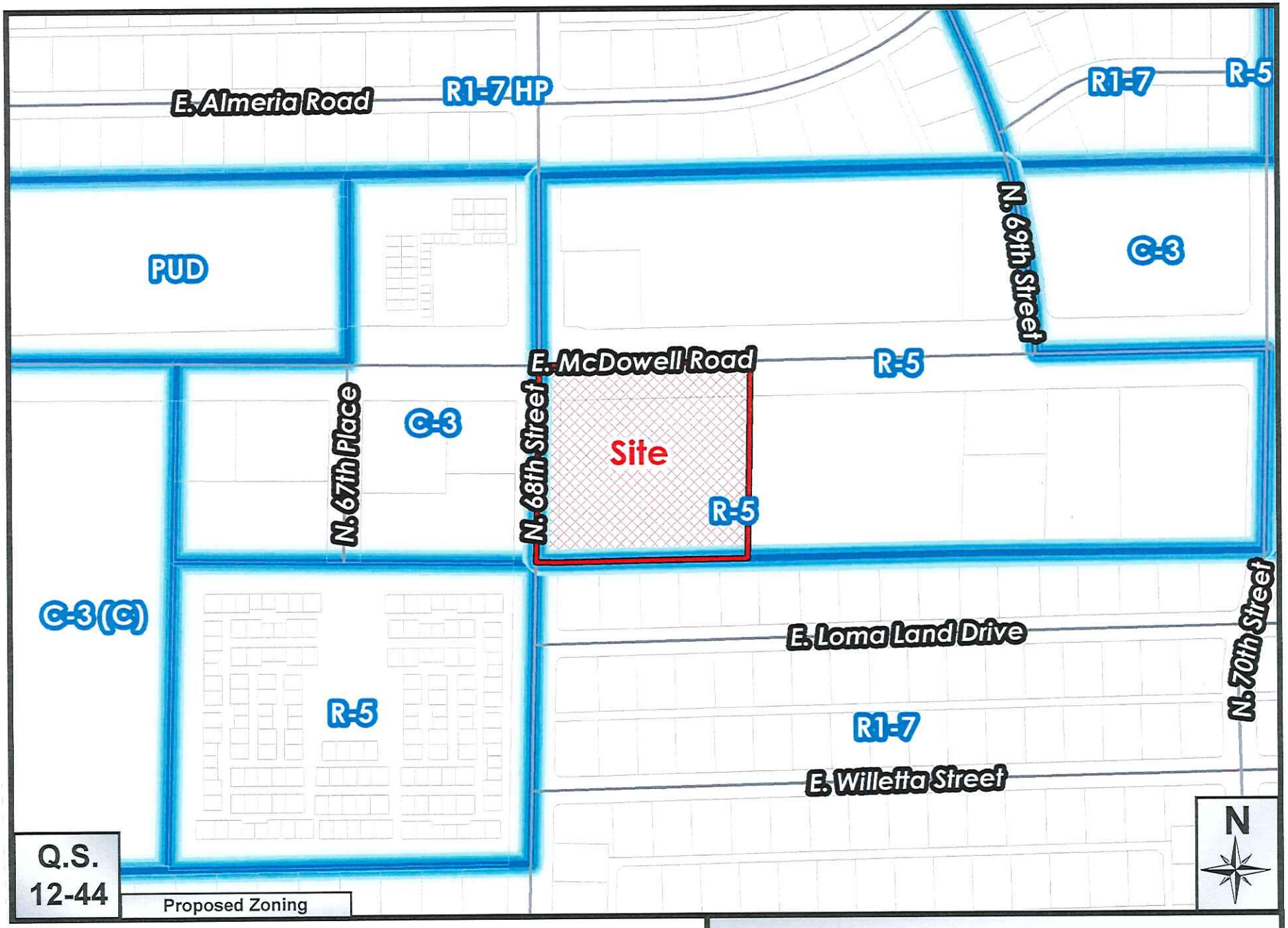
ATTACHMENT #6



Skye on McDowell – Phase II

7-GP-2016 & 16-ZN-2016

ATTACHMENT #7



Skye on McDowell – Phase II

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ATTACHMENT #8

ATTACHMENT #9

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SKYE ON MCDOWELL - PHASE II

CONTEXT AERIAL

APPROX. SCALE: 1"=100' NORTH

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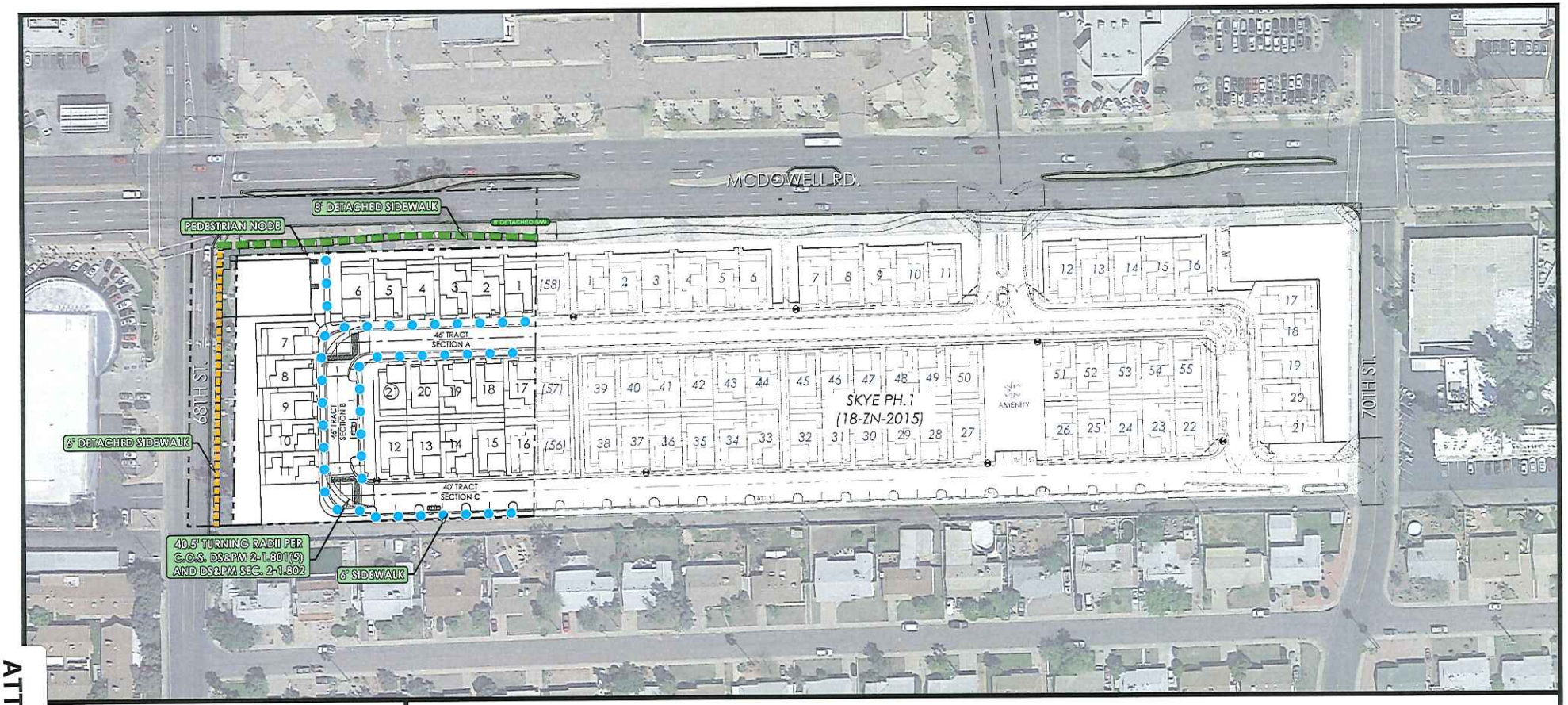
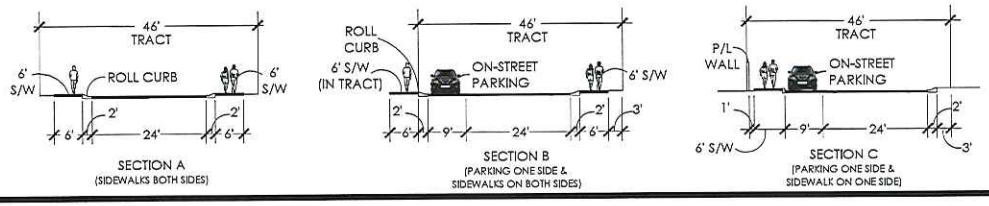
16-ZN-2016
06/10/2016



LEGEND

- PROPERTY BOUNDARY
- 6' DETACHED SIDEWALK
- 6' SIDEWALK
- 8' DETACHED SIDEWALK



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SKYE ON MCDOWELL - PHASE II

PEDESTRIAN AND VEHICULAR CIRCULATION PLAN

APPROX. SCALE: 1" = 50' NORTH

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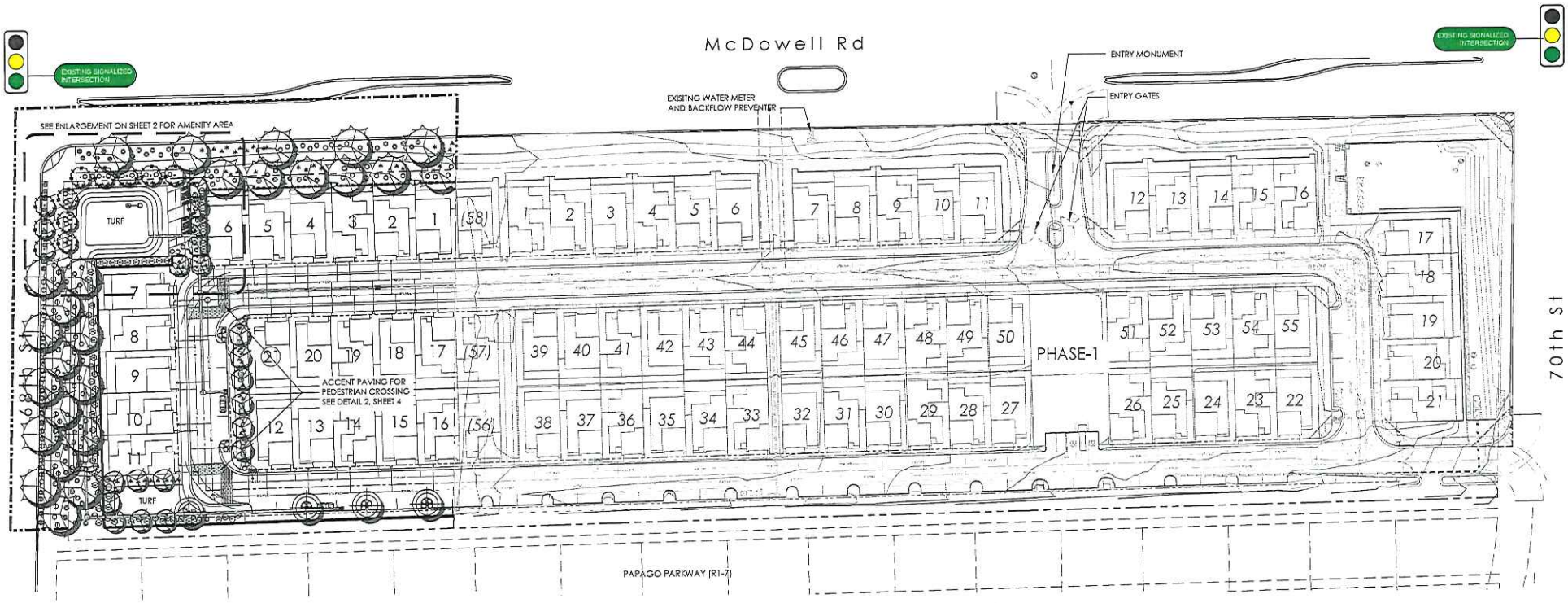
ATTACHMENT #10

16-ZN-2016
06/10/2016



THEME WALL

ART WALL (BY OTHERS

VIEW / POOL FENCE

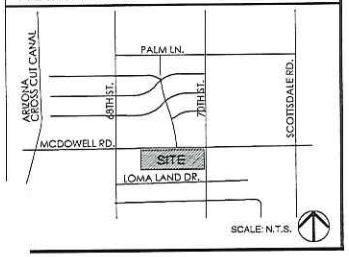
CONCEPTUAL PLANT PALETTE

TREES		SIZE	QTY
ULMUS PARVIFLORA	EVERGREEN ELM	24" BOX (1.5" cal.)	26
CAESALPINIA CACALACO	CASCALOTE	36" BOX (2" cal.)	11
EUCALYPTUS PAPUANA	GHOST GUM EUCALYPTUS	24" box (2" cal.)	4
THEVETIA PERUVIANA	YELLOW OLEANDER	24" box (1.5" cal.)	19
SHRUBS / VINES / ACCENTS			
TECOMARIA CAPENSIS	CAPE HONEYSUCKLE (ON TRELLIS)	5 gal.	78
HESPERALOE PARVIFLORA "PERPA"	BRAKELIGHTS YUCCA	1 gal.	79
*HIBISCUS ROSA-SINENSIS	CHINESE HIBISCUS	5 gal.	12
MUHLENBERGIA CAPILLARIS	REGAL MIST	1 gal.	79
MUHLENBERGIA RIGENS	DEER GRASS	1 gal.	84
GROUNDCOVERS			
LANTANA ' NEW GOLD'	GOLD LANTANA	1 gal.	23
LANTANA MONTEVIDENSIS	TRAILING PURPLE LANTANA	1 gal.	38
WEDELIA TRILOBATA	YELLOW DOT	1 gal.	29
LANDSCAPE MATERIALS			
MID-IRON SOD			

DECOMPOSED GRANITE IN ALL PLANTER BEDS

* NOT ON THE ARIZONA DEPARTMENT OF WATER RESOURCES LOW WATER USE PLANT LIST (APPROX. 1,697 S.F. OF PLANT MATERIAL SHOWN ON PLAN IS NOT ON LOW WATER USE LIST)

VICINITY MAP



PROJECT TEAM

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

PROJECT DATA

ON-SITE LANDSCAPE AREA: 21,954 SF
RIGHT-OF-WAY LANDSCAPE AREA: 3,901 SF
TOTAL TREES PROVIDED: 60
MATURE TREES REQUIRED: 30
MATURE TREES PROVIDED: 60

Pursuant to Section 10.501.B. all trees shall have a 15 gallon minimum container size and at least 50% must be mature. For developments where buildings have more than one story, 50% of the trees shall meet the following standards:
Palm Trees: 12 feet tall
Single-Trunk Trees: 3 inch caliper
Multiple-Trunk Trees: 1-1/2" caliper average trunk

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SKYE ON McDOWELL-PHASE II

CONCEPTUAL LANDSCAPE PLAN
Sheet 1

APPROX. SCALE: 1"=40' NORTH

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ATTACHMENT #11

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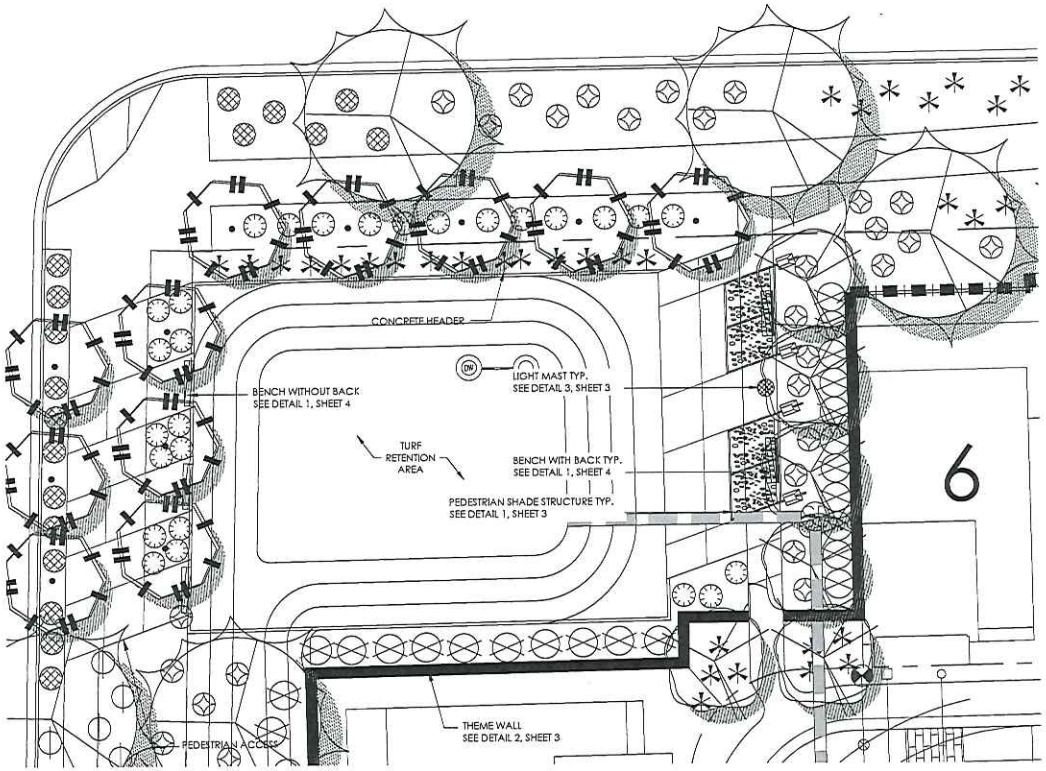

1 AMENITY AREA
SCALE: 1" = 10'

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SKYE ON McDOWELL-PHASE II

CONCEPTUAL AMENITY ENLARGMENT
Sheet 2

APPROX. SCALE: 1"=10'
NORTH

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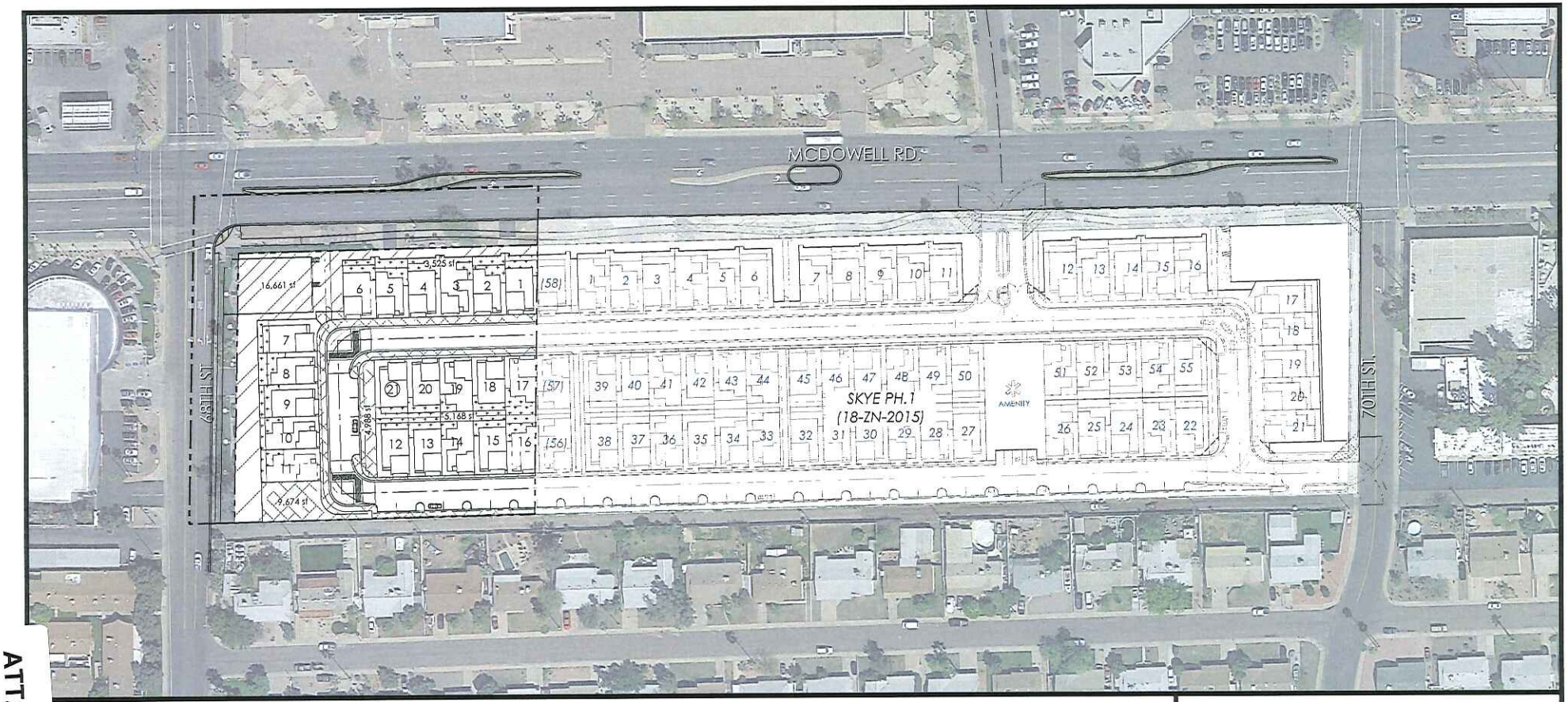

OPEN SPACE ANALYSIS:

FRONTAGE OPEN SPACE
REQUIRED: 10,970 SQ FT (11% OF NET)
PROVIDED: 15,000 SF

COMMON OPEN SPACE*
REQUIRED: 21,954 SF (22% OF NET)
PROVIDED: 21,954 SF
*INCLUDES FRONTAGE O/S

PRIVATE OUTDOOR LIVING SPACE (P.O.L.S.)
TYPICAL GROSS FLOOR AREA: 2,818 SF

PRIVATE OUTDOOR LIVING SPACE REQUIRED:
5% OF GROSS FLOOR AREA (2,818 SF)= 140 SF

MINIMUM P.O.L.S.PROVIDED/UNIT: 140 SF

SITE DATA

ADDRESS:	6825 E MCDOWELL RD.
SITE AREA (NET):	99,792 SF (2.3 AC)
SITE AREA (GROSS):	139,593 SF (3.2 AC)
PROPOSED # OF LOTS:	21
GROSS DENSITY:	6.6 DU/AC
CURRENT ZONING:	C-3
PROPOSED ZONING:	R-5
RESIDENT PARKING:	2 GARAGE SPACES/UNIT
GUEST PARKING:	11 SPACES
MAX. BUILDING HEIGHT:	PER ZONING
TYP. LOT DIMENSIONS:	36' x 65.5'

ATTACHMENT #12

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KJ Jovanian Homes

SKYE ON MCDOWELL - PHASE II

APPROX. SCALE: 1"=50' 0 25 50 100'
NORTH

1543.1 DRAWN BY: AV 6/9/16

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S:\1543-SEC 68TH & McDowell\1543.1-PHASE II\CAD\PLANNING\LVA-1543.1-OPEN SPACE PLAN.dwg Jun 9, 2016

16-ZN-2016
06/10/2016

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

To: Chuck Chisholm
K. Hovnanian Homes

Date: June 3, 2016

From: Jamie Blakeman, PE, PTOE

Job Number: 15.0857 BG008

RE: Skye on McDowell (Phase 2)
Traffic Impact and Mitigation Analysis

Registered Professional Engineer (Civil)
40961
JAMIE ANN K. BLAKEMAN
Date Signed 6-3-16
ARIZONA, U.S.A.
EXPIRES 6-30-16

INTRODUCTION

On November 4, 2015 J2 Engineering and Environmental Design (J2) prepared a Traffic Impact and Mitigation Analysis for Phase 1 of the proposed Skye on McDowell residential development located on the south side of McDowell Road between 68th Street and 70th Street in Scottsdale, Arizona. This development is expanding to include Phase 2 which includes 21 single-family detached homes. See **Attachment A** for proposed site plan.

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

EXISTING CONDITIONS

The existing property is an auto dealership, Earnhardt Scottsdale Lexus, and is comprised of five (5) parcels.

McDowell Road, adjacent to the proposed residential development, provides three through lanes in each direction of travel with a raised median and dedicated left-turn lanes. McDowell Road is an arterial roadway (per the City of Scottsdale draft General Plan 2035), with a posted speed limit of 40 miles per hour (mph).

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

70th Street, adjacent to the property, provides one through lane in each direction of travel. 70th Street is a local roadway, with a posted speed limit of 25 mph.

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

PROPOSED DEVELOPMENT

The proposed Skye on McDowell Phase 2 residential development consists of 21 single-family detached homes. The site plan indicates that Phase 2 will share the entrance with Phase 1. This driveway is located on McDowell Road, approximately 400 feet west of 70th Street. An exit only gate is also provided off of 70th Street approximately 300 feet south of McDowell Road.

TRIP GENERATION (EXISTING AUTO DEALERSHIP)

As stated in the Phase 1 Traffic Impact and Mitigation Analysis, the trip generation for the existing auto dealership was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 9th Edition*. The ITE rates and fitted curve equations are based on studies that measured the trip generation characteristics for various types of land uses. This publication is considered to be the standard for the transportation engineering profession.

The land uses for the five (5) existing parcels were determined from the parcel information attained from the Maricopa County Assessors website (www.mcassessor.maricopa.gov). See **Attachment B** and **Table 1.**

Table 1 - Existing Parcels

No	Parcel	Automobile Sales (square feet)
1	129-11-001M	-
2	129-11-001P	31,692
3	129-11-001S	12,882
4	129-11-001T	-
5	129-11-001U	16,033
	TOTAL	60,607

The trips generated by the existing automobile sale properties are shown in **Table 2.** See **Attachment C** for detailed trip generation calculations.

Table 2 –Trip Generation for Existing Parcels (Auto Dealership)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Automobile Sales	841	60.61	1,000 Sq Ft GFA	1958	116	87	29	139	56	83
			TOTAL	**1958**	**116**	87	29	**139**	56	83

PROPOSED TRIP GENERATION (PHASE I)

The proposed Skye on McDowell Phase I residential development will have 57 single-family detached homes. The trips generated by the proposed development are shown in **Table 3**. See **Attachment C** for detailed trip generation calculations.

Table 3 – Trip Generation for Proposed Development (Phase I)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	57	Dwelling Unit	626	50	12	38	63	40	23
			TOTAL	**626**	**50**	12	38	**63**	40	23

PROPOSED TRIP GENERATION (PHASE 2)

The proposed Skye on McDowell Phase 2 residential development will have 21 single-family detached homes. The trips generated by the proposed development are shown in **Table 4**. See **Attachment C** for detailed trip generation calculations.

Table 4 – Trip Generation for Proposed Development (Phase 2)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	21	Dwelling Unit	250	24	6	18	26	16	10
			TOTAL	**250**	**24**	6	18	**26**	16	10

TRIP GENERATION COMPARISON

A comparison between the trips generated by the existing automobile sales properties and Phases 1 & 2 of Skye on McDowell residential development is shown in **Table 5**.

Table 5 – Trip Generation Comparison (Existing vs. Proposed Development)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Existing (5 Parcels)	841	60.61	1,000 Sq Ft GFA	1958	116	87	29	139	56	83
Single-Family Housing (Phase 1)	210	57	Dwelling Unit	626	50	12	38	63	40	23
Single-Family Housing (Phase 2)	210	21	Dwelling Unit	250	24	6	18	26	16	10
Total (Phase 1 + Phase 2)				876	74	18	56	89	56	33
DIFFERENCE				**-1082**	**-42**	-69	27	**-50**	0	-50

SUMMARY

The proposed Phase 2 of the Skye on McDowell residential development, with 21 single-family detached homes, is anticipated to generate 250 weekday daily trips with 24 occurring during the AM peak hour and 26 occurring during the PM peak hour.

The combined Phase I and Phase 2 development is anticipated to generate 876 weekday daily trips with 74 occurring during the AM peak hour and 89 occurring during the PM peak hour. Therefore, the Phase I and Phase 2 combined is anticipated to generate 1,082 less weekday daily trips than the existing automobile sales parcels, which is an approximate decrease of 55.2%. The AM and PM peak hour traffic volumes also decrease by 36.3% and 36.1%, respectively. Additionally, the proposed development reduces the number of driveways onto McDowell Road from the seven existing today, to one.

Therefore, the proposed Skye on McDowell residential development, including Phase I and Phase 2, is anticipated to have significantly less impact to the traffic operation of the adjacent roadway network than the land uses existing today.

TECHNICAL SOLUTIONS

CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT
Skye on McDowell- Phase II
August 10, 2016

Overview

This Citizen Review Report is being performed in association with a request for a Minor General Plan Amendment from Mixed-Use to Urban Neighborhoods and a Rezoning request from C-3 to R-5 of a 3.2 acres property located on the southeast corner of 68th Street and McDowell Road. The proposed project would result in a residential community of 21 for-sale lots. The first phase of this project (6-GP-2015 and 18-Zn-2015) was approved by City Council in May 2016. 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 will be ongoing throughout the process. Work on compiling a list of impacted and interested stakeholders and neighborhood outreach began prior to the application filing and will also continue throughout the process. Communication with impacted and interested parties has taken place with verbal, written, electronic, and door-to-door contact.

Community Involvement

The outreach team has been communicating with neighboring property owners, HOA's, and community members by telephone, one-on-one meetings and small group meetings. Neighboring property owners have been visited multiple times on KHovnanian's Aire on McDowell project and Skye on McDowell Phase 1. Additional visits were done to neighbors to inform them of the Phase 2 proposal for the Skye on McDowell project as well. Members of the outreach team will continue to be available to meet with any neighbors who wish to discuss the project. Additionally, they will be contactable via telephone and/or e-mail to answer any questions relating to the project.

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

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification met the City's requirements as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information. This contact person will continue to provide, as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on June 14, 2016 at SkySong for those who wished to learn more about the project. The site and time was posted on the Early Notification Sign.

3 interested people attended the Open House. Attendees were supportive of the project, with neighbors only having general questions about the project and City process. All questions were addressed at the Open House. However, as previously stated, the outreach team will continue to be available to respond to any neighbors who have questions or comments.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely matter. Again, 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 Card

TECHNICAL SOLUTIONS

June 2, 2016

Dear Neighbor:

We are pleased to tell you that K. Hovnanian Homes has filed their application for the Second Phase of Skye on McDowell with the City of Scottsdale (464-PA-2016) that will complete the upscale, for sale, residential community located at the southeast corner of 68th Street and McDowell Road. This request is for a rezoning from Commercial (C-3) to Residential (R-5) and a minor General Plan Amendment from Mixed Use to Urban Neighborhoods on the remaining 3.2+/- acres on the hard corner of 68th and McDowell. The Skye on McDowell- Phase 1 was approved unanimously by City Council on May 3rd (6-GP-2015 and 18-ZN-2015).

You are invited to attend an open house to discuss this proposal. The open house will be held on Tuesday, June 14, 2016 from 5 p.m. to 6 p.m. in Room SS1 301- the Ingenuity Room- of SkySong, located at 1475 N. Scottsdale Road.

If you have any questions, please contact the neighborhood outreach team at 602-957-3434 or info@technicalsolutionsaz.com. The City of Scottsdale Project Coordinator for the project is Greg Bloemberg, who can be reached at 480-312-4306 or gbloemberg@ScottsdaleAZ.gov.

Thank you.

Sincerely,

Paul Smith
President

ATTACHMENT #14

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

Skye on McDowell – Phase II
Neighborhood Meeting Sign-In Sheet
Tuesday, June 14, 2016

First Name	Last Name	Street Address	City, State & Zip
Shirley	McGinnis	6721 E McDowell	Scottsdale 85257
Janet	Jacobson	10802 E. Loma Land	" "
Art	Tonapli	" " " "	" "

Skye on McDowell – Phase II
Neighborhood Input Card

PRINT NAME Shirley McGinnis

ADDRESS P.O. Box 8087 CITY Scottsdale ZIP 85252

PHONE (480) 941-2661 EMAIL stockoptions@cox.net

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

This will be an Asset to the immediate community.

S McGinnis

Bloemberg, Greg

From: rvg230@cox.net
Sent: Friday, June 24, 2016 12:02 PM
To: Bloemberg, Greg
Subject: South Scottsdale developement

Please count the number of residences you are approving versus the services(stores, traffic etc) available in the 2-4 squre mile of South Scottsdale.
Thanx -- sent by Steve Masear (case# 16-ZN-2016)

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Bloemberg, Greg

From: lasse@norgaardlarsen.com
Sent: Sunday, June 26, 2016 5:31 PM
To: Bloemberg, Greg
Subject: Regarding project: 7-GP-2016 SKYE ON MCDOWELL - PHASE II

Good day I would like to voice my concern regarding 7-GP-2016 - SKYE ON MCDOWELL - PHASE II project. As a local resident in the area, I do not want to see even more traffic, especially traveling on 68th Street heading south. I am also concerned about the VERY high density of houses on the proposed lot. Thanks Lasse -- sent by Lasse Norgaard (case# 7-GP-2016)

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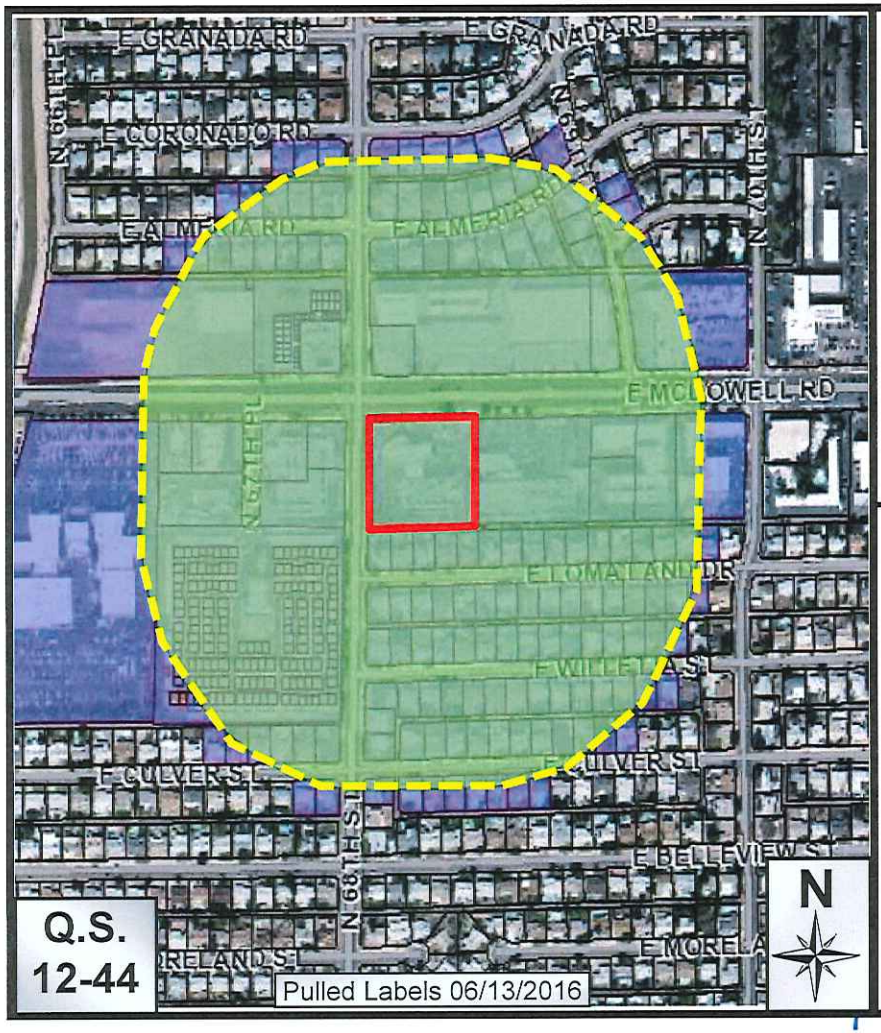
City Notifications – Mailing List Selection Map



Map Legend:

- Site Boundary
- Properties within 750-feet
- Postcards - 339

Additional Notifications:

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

Skye on McDowell - Phase II

7-GP-2016 & 16-ZN-2016

ATTACHMENT #15