

**CHAIRMAN GULINO** requested a correction to the September 18, 2002 minutes. On page 10, second paragraph, second sentence it reads, leaps and bounds it should read metes and bounds.

**COMMISSIONER OSTERMAN MADE A MOTION TO APPROVE THE SEPTEMBER 18, 2002 AND SEPTEMBER 25, 2002 MINUTES AS AMENDED. SECOND BY COMMISSIONER HENRY.**

**THE MOTION PASSED BY A VOTE OF SEVEN (7) TO ZERO (0).**

### **OPENING STATEMENT**

**COMMISSIONER OSTERMAN** read the opening statement which describes the role of the Planning Commission and the procedures used in conducting this meeting.

### **EXPEDITED AGENDA**

3. **7-ZN-1993#2 (Scottsdale Mountain Parcel B)** request by LVA Urban Design Studio, applicant, SunCor, owner, for an amendment to the existing Amended Development Standards to modify side yard setbacks from zero feet & 15 feet to 10 feet & 5 feet on several parcels located on Charter Oak Drive approximately 1200 feet northwest of 145th Way.

**MR. WARD** presented this case as per the project coordination packet. Staff recommends approval subject to the attached stipulations.

**COMMISSIONER OSTERMAN MOVED TO FORWARD CASE 7-ZN-1993#3 TO THE CITY COUNCIL WITH A RECOMMENDATION FOR APPROVAL. SECOND BY VICE CHAIRMAN LOTZAR.**

**THE MOTION PASSED BY A VOTE OF SEVEN (7) TO ZERO (0).**

### **REGULAR AGENDA**

4. **17-ZN-2002 (Valley National Bank)** request by City of Scottsdale, applicant, Globe Corporation, owner, to rezone from Central Business District (C-2) to Central Business District, Historic Property (C-2 HP) on a .37 +/- acre parcel located at 4031 N Scottsdale Road.

**CHAIRMAN GULINO** reported case 17-ZN-2002 has been continued.

**VICE CHAIRMAN LOTZAR MOVED TO CONTINUE CASE 17-ZN-2002 TO THE DECEMBER 11, 2002 PLANNING COMMISSION MEETING. SECOND BY COMMISSIONER HENRY.**

**THE MOTION PASSED BY A VOTE OF SEVEN (7) TO ZERO (0).**

5. **19-ZN-2002 (Crossroads East)** request by Arizona State Land Department, applicant, Arizona State Land Department, owner, to amend the Master Development Plan of the Planned Community (PC) District including amended development standards for the Central Business District (C-2), Industrial Park (I-1), Commercial Office (C-O), Planned Commercial Center

**APPROVED**

(PCC), Planned Regional Center (PRC), Multi-Family Residential (R-5), and remove the Highway Commercial (C-3) as a comparable district on 1000+/- acres located east of Scottsdale Road, north and south of the Loop 101 freeway.

6. **20-ZN-2002 (Stacked 40s)** request by Biskind Hunt & Taylor, applicant, Corrigan Land & Livestock Company LP, owner, to rezone from Single Family Residential (R1-35) to Planned Community (PC) District with comparable zoning of Planned Regional Center (PRC) and General Commercial (C-4) on a 160 +/- acres located at southeast corner of Scottsdale Road and Thompson Peak Parkway.

**CHAIRMAN GULINO** stated they would hear cases 19-ZN-2002 and 20-ZN-2002 together.

**MR. EKBLAW** stated they would be presenting cases 19-ZN-2002 Crossroads East and 20-ZN-2002 Stacked 40s concurrently. There are two applicants who have been working in a cooperative effort along with regional coordination and discussion although not all issues are resolved they are working towards that. Significant questions and issues have been raised and there has been community outreach and input with extensive review by staff.

Mr. Ekblaw introduced the staff members present. He stated Kurt Jones and Don Hadder are representing the regional master planning issues. They have had input from Economic Vitality, Financial Services and Water Resources. He further stated John Little and members of his staff are presented to address transportation issues.

Mr. Ekblaw presented cases 19-ZN-2002 and 20-ZN-2002 as per the project coordination packet.

**MR. LITTLE** reported last December the State Land Department issued a multi-modal study out of concern that the developing land in this freeway corridor might not be able to be supported without a comprehensive and integrated approach to the transportation land use planning. The State Land Commissioner brought together the City of Phoenix and the City of Scottsdale to discuss how they would jointly work together to ensure the transportation network supported future development. The study was authored by BRW. The State Land Department noted the biggest challenged in this corridor would be to ensure that the transportation infrastructure kept pace with development. Staff believes that is an accurate assessment. He remarked that during his presentation he would address that issue.

Mr. Little presented a review of the transportation issues. He discussed the regional network. He also discussed the projected level of service and the anticipated future traffic demands. He also presented information on the critical intersections and the road improvements that would need to be made.

**COMMISSIONER NELSEN** commented on the traffic loop around the proposed mall area and stated that a road bisecting the mall would serve transportation purposes more efficiently. He further commented without the connection of Center Drive west of Scottsdale Road to either 64<sup>th</sup> Street or to an access road to the Loop 101, he sees a big problem. **MR. LITTLE** stated Catherine Balzano from the State Land Department will address that issue in her presentation.

**MR. EKBLAW** presented an overview of the community involvement that has occurred regarding these two cases.

Mr. Ekblaw stated staff recommends approval subject to the attached stipulations.

**APPROVED**

**CATHERINE BALZANO**, State Land Department, provided an overview on the Crossroads East project. She stated the purpose of this application is to amend a Planned Community District (PCD) zoning on approximately 1,000 acres of Arizona State Land know as "Crossroads East". The Crossroads East PCD Amendment consists of portions of the previously zoned Core North and Core South projects. Crossroads East is located both north and south of the Loop 101, approximately bounded by Scottsdale Road to the west, Hayden Road alignment to the east, Thompson Peak Parkway to the north, and Princess Drive to the south.

Ms. Balzano presented information on the character areas and the height specifications.

Ms. Balzano stated they are very committed to connectivity. She presented a graphic from Westcor of the ring mall concept that showed the connection to Center Road. She further stated that there needs to be connectivity from the northeast quadrant that runs through the northwest quadrant all the way through to Desert Ridge.

Ms. Balzano stated the proposal for an update to the existing zoning is appropriate for a variety of reasons. The most compelling reason for the update is to solve a circulation problem, which if not addressed could severely impair transportation movements in the immediate areas. If approved, the Crossroads East PCD Amendment will set forth a transportation system that will help to relieve anticipated congestion. The proposed transportation linkages are being coordinated with surrounding private land including DMB property to the west.

**COMMISSIONER NELSEN** requested information on where the 10-acre school site would be located. **MS. BALZANO** stated they would anticipate the school site being located somewhere in the C-1 transition area closest to the residential so it could be adjacent to the City park. **COMMISSIONER NELSEN** stated it would be prudent to put it in the proximity of the City park because those relationships work very well to allow them to share ball fields.

**COMMISSIONER NELSEN** requested they go back to the Center Road graphic with Paradise Ridge. He stated most of his concern with this project is with the City of Phoenix. He inquired what level of service it would be and how much traffic would it be capable of carrying. **MS. BALZANO** stated she could not specifically answer any questions regarding the character. She further stated that issue is something they are continually working on with the two city's staff. **COMMISSIONER NELSEN** stated this is a wonderful opportunity to expand what has been proposed for the Stack 40s and leap over Scottsdale Road south of the Loop 101 and make a benchmark for this type of a development. The issue with Center Road is key to him. He further stated he goes up and down Scottsdale Road everyday and it is not fun at rush hour. He remarked he would hate to see this become an experience like crossing the I-17 near Metro Center. This is key to getting the traffic off of Scottsdale Road and the 101 interchange. This does not seem like a huge improvement. **MS. BALZANO** stated it is the beginning.

**COMMISSIONER STEINBERG** inquired how the transportation improvements, which bisect their site, tie schedule wise to the development of the DMB project. **MS. BALZANO** stated the improvements should happen before the State Land is developed. **COMMISSIONER STEINBERG** inquired if the infrastructure would be done concurrently with the road improvements. **MS. BALZANO** stated they are in the process of working that all out. She further stated she felt they could rely on City Staff to help keep everything on the correct timing. **COMMISSIONER STEINBERG** inquired if ADOT was also a player in the process with regard to frontage roads. **MS. BALZANO** replied in the affirmative. **COMMISSIONER HEITEL** stated the requirement for the applicant to submit master plans on a planning unit would be primary and once those are approved then they could submit more detailed sub-

unit plans for that approved planning unit. Not take it from another direction and not submit a master plan for a planning unit and then chose to submit a sub-unit plan for a small portion.

**MS. BALZANO** replied that is how she understands it.

**COMMISSIONER STEINBERG** inquired if the projected level of service for the year 2010 includes the total build out of the State Land, Paradise Ridge the total build out of all six major projects. **MR. LITTLE** replied it does not. It includes the build out for phase one of Paradise Ridge not total build out for 2010.

**COMMISSIONER NELSEN** inquired if the level of service projections take into account the potential development of any of the State Land parcels that are not reclassified under the API. He further inquired if the level of service could be affected by the development of those parcels further north and since the traffic study went from Scottsdale Road to Pinnacle Peak they are getting in that area. **MR. EKBLAW** stated for the purpose of the background studies the amendments he is referring to up north they kept in the density up there. They did not lower it in anticipation of it all being open space so that could eventually affect that to the benefit if it is all secured for all open space but for the purposes of the study they did leave those in as background numbers.

**KARRIN TAYLOR**, Biskind Hunt & Taylor, stated she is representing the property owners. She stated the purpose of the application is to request approval of a zoning change from R1-35 to Planned Regional Center (PRC) and General Commercial (C-4) Planned Community District (PCD) on approximately 160 acres. The subject property is located at the southeast corner of Scottsdale Road and Thompson Peak Parkway, extending south to the Union Hills Road alignment within the City of Scottsdale. The property is owner by Corrigan Real Estate Investment and Corrigan Land & Livestock Company who are landowners in conjunction with DMB Associates. The Corrigan's are long-time landowners in Scottsdale and are committed to creating another premier development in the City that will endure for generations.

Ms. Taylor presented information on the planning units noting that each unit is required to come back through the master planning process. She also presented information on the history of the project. She reported on the design and consulting team for this project.

Ms. Taylor reported DMB proposes to develop the property as an integrated, mixed-use development concept is premised on creating an environment that encourages pedestrian activity and human connections in an upscale Scottsdale environment. It includes an inter-connected, pedestrian-friendly design intended to encourage walking instead of driving. The development is unique to Arizona and is intended to integrate commercial, employment and residential uses in a design that allows each of these uses to enhance and complement the other.

Ms. Taylor remarked the lowest intensity residential uses for the property are planned at the northeast corner of the property transitioning to higher intensity residential uses to the south and west. Low-rise office uses are contemplated along the Scottsdale Road corridor that will respect the Scottsdale Road scenic corridor by providing an average setback along the Scottsdale Road frontage of 100 feet. The new road Center Road will function as a major regional traffic reliever for the entire area. She further remarked the retail uses are to encourage pedestrian movement within a main street environment internal to the site. Office and commercial uses are also planned along the Scottsdale Road corridor. The Property to the south of the Loop 101 is planned to accommodate a complex of high-end luxury automobile dealership.

She reported they would pay for the Scottsdale Road improvements before they are able to pull the building permit on any development within the planning unit 2, which is their most intense planning area.

**APPROVED**

She further reported they will be paying a lot of money for a significant portion of Scottsdale Road improvements prior to development.

She stated relative to their circulation graphic it shows turning movement shown just north of the Loop 101 that shows full turning movements. She further stated that is a mistake there is no left turning movement out of the Stack 40s and they would make that change to the graphic.

She reported they would be providing a public gathering spaces for public events and they would make that public gathering space available to the City several times a year.

She presented information on their outreach program. She stated they have addressed the neighbors concerns. She passed out letters of support from the neighbors.

She stated in summary the Stacked 40s project will be a mixed-use project that will further raise the bar for development in the Phoenix metropolitan area and which will be a plan that truly embodies the vision and goals of the City of Scottsdale and its residents as expressed in the General Plan.

**ENEAS KANE**, DMB, stated they have been presented a great amount of detail in the packets that represent a great deal of work. He further stated they are excited about this project. The project offers an exciting opportunity. It offers a great design opportunity for DMB to take the pieces of the mixed use and achieve the objective of a mixed-use project.

**COMMISSIONER NELSEN** stated 100 feet is considered the minimum scenic corridor setback. They do not always get 100 feet but this seems like an opportunity to get 100 feet. The 50 feet is a bare minimum. He further stated he has an issue with the setbacks. He further stated the agreement is to have what is done of the east side of the road reflect what is done on the west side of the road. It would be a benefit to every user of Scottsdale Road if they were to get a greater setback on the east side and then have it mirrored on the west side.

Commissioner Nelsen stated Scottsdale has somewhat of a checkered past in preserving view sheds along scenic corridors.

Commissioner Nelsen stated at the joint meeting with the Transportation Commission he referred to the Scottsdale Road charrette, which was presented several years prior. He further stated the charrette speaks effectively to the Scottsdale character. He added relative to the interface between Scottsdale Road and Phoenix, that design character issues assume a higher level of importance.

**COMMISSIONER HEITEL** inquired what would be the most probable resolution of acquiring the right-of-way and getting Center Road built. **MR. KANE** stated they have a high confidence that Center Road would be built not years after it is needed but before the development. They believe it will happen and they are committed to making it happen.

**CHAIRMAN GULINO** requested background information on the Scottsdale Road charrette document Commissioner Nelsen referred to. **MR. EKBLAW** presented background information on the document. He stated this document would be better served at the Development Review Board level. **MR. KANE** stated at Commissioner Nelsen's suggestion they did obtain a copy of the document and they have thoroughly read through it. Some of the character and images that they saw tonight are attempting to respect some of those goals and desires set forth in that booklet. They would be happy to include a stipulation that directs the Development Review Board's attention to that document to use it as a guiding document.

**COMMISSIONER HENRY** stated she is concerned that the traffic analyses report points out in the year 2010 that seven intersections at peak hours will be at level of service D. She inquired what do they do about that because beyond 2010 it would probably get worse. **MR. LITTLE** replied from a transportation standpoint the level D service is an acceptable level of service in urban areas and represents a 55-second delay average.

**COMMISSIONER STEINBERG** stated his hat is off to the quality of their team. He further stated he lived in the best mixed use project, which is New York City, so he appreciates the mixed use. He inquired if they have any neighborhood retail components within their project such as a grocery store. **MR. KANE** replied the actual mix of retail has not yet been fully developed. They anticipate having some very basic resident service retail. Their intent is to have high-end retail specialty shopping.

**COMMISSIONER STEINBERG** requested information on the Scottsdale Road elevations. He stated the height is measured from the finished floor so in essence it probably is in excess of 60 feet depending where you measure from. **MR. KANE** stated they have anticipated having 35 foot building heights at the entrance to 60 feet in the balance. He further stated they are interested in achieving the right balance of building masses throughout the site.

**COMMISSIONER STEINBERG** stated he would like to see a more traditional approach to planning where things would be less formal and more organic where things are not so regimented.

**COMMISSIONER NELSEN** stated at the joint meeting they discussed the issue of funding for the project and suggested the possibility of an underground connection on Scottsdale Road. He inquired somewhat tongue and cheek where would you park your horse. **MR. KANE** stated they did not address the issue of horse parking it was an oversight. He stated they are committed to connecting the internal pieces of the project with a shuttle. They will be creating pedestrian connections to the trails.

**CHAIRMAN GULINO** inquired what the trigger event is for the auto mall development. **MR. KANE** stated the trigger event simply refers to the point in time where the applicant must make the decision to go in one direction or the other.

**CHAIRMAN GULINO** inquired what is the percentage of buildings on this property that would be 60 feet. **MR. KANE** presented information on the variation of building heights in the project. He stated along Main Street, there are variations of building height and massing and setbacks. He discussed the distance between the proposed development and the existing homes.

**COMMISSIONER HEITEL** stated regarding the Crossroads East project, he inquired if they would have any objection to including an additional Development Review Board stipulation to attempt to emphasize the transitioning from the Stack 40s project with particular emphasis placed on pedestrian oriented design. **MS. BALZANO** stated they want all four quadrants to be pedestrian oriented. It is their intent to encourage the intensity and density of land uses that would make the transition that is appropriate so that all four of the quadrants are linked together. She further stated there are alternatives and they would like to maintain flexibility. **COMMISSIONER HEITEL** stated his question to the State was regarding multi references in the narrative as to the intent in planning unit one which is adjacent east of the Stack 40 project. He noted it was the expressed intent in the application and all of the visual aides including on the front page of the stipulations describing planning unit one location. The planning unit one was to establish a PRC zone which enables heights of 60 feet abutting Stack 40 and to provide a consistent extension of the pedestrian oriented design into the State Land parcels and therefore a transition of heights to lower limits in adjacent State planning units. **MS. BALZANO** responded they,

the State, would not agree to his recommendation to add a stipulation directing DR emphasis on planning unit one transitioning from the Stack 40 pedestrian oriented design. The State completely disregarded any obligation to establish the PRC planning unit one in its depicted location and indicated it would locate its planning unit one wherever it chose. The State indicated that prior to the hearing they were aware that the presented materials did not represent its intention and this issue did not arise until Commissioner Heitel asked for that added stipulation.

(CHAIRMAN GULINO OPENED PUBLIC TESTIMONY)

**DONNA STEVENS**, representing the City of Phoenix, stated at the joint meeting Commissioner Nelssen brought up Center Drive. It was a surprise to her that the State Land Department had asked the developer to redesign it. As she got back to the Planning Department, the Director did not know about it either. She further stated they need to have ongoing communication. She reported they are very concerned about the transportation issues in this area. If they change the circulation system for Paradise Ridge, it would be a General Plan amendment. She further reported they all do need to meet again and go over the significance of this area. She remarked she has been working with the Transportation Department and their preliminary findings are that most intersections would have a level of service F at the build out. She added they have a meeting scheduled on October 25<sup>th</sup> to discuss these issues.

Ms. Stevens presented the Commission with a handout that provided an overview from the Village Planning Committee.

**PEGGY DYER BROCK**, 28768 N. 70<sup>th</sup> Street, stated she has lived in the City of Scottsdale for 11 years. She further stated she lives at 70<sup>th</sup> Street and Dynamite Road. This project is not her neighborhood but she is afflicted by it a lot by driving up and down it. She remarked they were promised that Scottsdale Road would be a scenic corridor. They need to look at the character of Scottsdale Road. They need to try and keep their open spaces. She stated Vern Swaback builds beautiful projects but why do they need to cram so much beauty into one space. She noted she is concerned about the traffic issues.

**T.L. WELLS**, 17211 N. 79<sup>th</sup> Street, representing Scottsdale Princess Community Association, Traffic Committee, stated they are concerned about the roadway improvements and how they affect the residents throughout the Valley who will eventually find their way to this great project. They are in favor of the rezoning. They deem it essential to have the roadway improvements completed prior to the development of the Crossroads East and Stack 40s parcels. A very key element is Center Road west of Scottsdale Road to connect to some element. He further stated they hope they keep their commitment to keep the project multi-modal.

Mr. Wells stated on a personal note he would like to compliment the commissioners' on the questions they have asked that has displayed they do have concern for the citizens of Scottsdale and how the City develops.

Mr. Wells stated they are losing scenic corridors but sometimes you have to give a little to gain a lot.

Mr. Wells commented he would like to compliment DMB on the superb job they have done. He further commented he can attest to the fact that they have gone out to the community to gain their support.

Mr. Wells stated he is tired of seeing things go up on the west side of Scottsdale Road that are labeled Scottsdale north and they do not get the revenue benefits.

Mr. Wells reported DMB has a proven track record and they would create a world-class project.

**APPROVED**

**KATHLEEN M. DONAHOE**, 5123 E. McDonald Drive, Paradise Valley, AZ, spoke in favor of this request. She stated she worked very closely with the neighborhood on this project. Bobby Unger one of those neighbors who lives directly adjacent to this site the first residential component was unable to be present this evening and requested that she read a letter of support on her behalf. The letter is dated October 14<sup>th</sup>. The letter indicated her support for this project. It also indicated their excitement regarding the proposed plans. She felt the Stack 40s project as it is currently presented would enhance their property values.

**PAUL GIVEN**, 7437 E. Phantom Way, representing Neighbors for Grayhawk Preservation, stated in general they support the PCD overlay for the Stack 40s project. They do have some concerns and have voiced their concerns to DMB. Their main concern is traffic but they also have concerns regarding density and heights. They felt everything needs to be looked at holistically. Regarding heights they support the 60 foot heights along the freeway however from Center Drive north they would be more inclined to favor a sub-zoning of C-0 along Scottsdale Road north of Center Drive and on the Eastern Side that R-5 zoning is more consistent with what is up north in Grayhawk. They support the PCD designation for mixed use and the quality of the DMB proposal.

(CHAIRMAN GULINO CLOSED PUBLIC TESTIMONY)

**MR. EKBLAW** stated there was a comment raised about communication with the City of Phoenix. They have provided the information on the two applications to the City of Phoenix to the Transportation Director. They have discussed the ideas from the BRW report. He reported they would continue to work with all of the parties to ensure connectivity of the four quadrants is provided.

**COMMISSIONER NELSEN** inquired if these conversations have included dialogue regarding Center Road discussions that took place at the joint meeting with the Transportation Commission. He stated his concern is that Ms. Stevens was not aware of this. He further stated that this could affect how he votes on this project. He further stated he felt there were many good things about this project but they cannot get close to a conceptual resolution if the parties are not on the same page and he would have a real issue moving this forward and that would be unfortunate. **MR. EKBLAW** presented information on the communications that have taken place since the joint meeting. The discussions are on going and there is a meeting scheduled for next week.

**COMMISSIONER NELSEN** stated Ms. Stevens had indicated this would require a General Plan amendment for the City of Phoenix. **MR. EKBLAW** stated the State Land Department and the City of Phoenix would have to address that issue.

**MS. BALZANO** stated the graphics she presented early from Westcor came to the Land Department last Friday and the reason she presented it was because she wanted to demonstrate that they are working with the applicant, Westcor to address some of these issues that have come along regarding the development of the Crossroads East project regionally. The Land Commissioner asked the applicant to step back and revisit the circulation. The applicant, Westcor will be going back to the City of Scottsdale with a new design. The design she showed on the graphic was very preliminary drawing from Westcor. The desire is to provide connectivity between Scottsdale and Phoenix.

**MR. KANE** stated they met at the time of filing this application with the councilwomen from the district where Desert Ridge and Paradise Ridge are located and shared with her a full set of everything they planned to apply for which included very importantly the design for roads including Center Road and its connection at Scottsdale Road. In addition, he personally spoke to the Planning Director prior to filing of

APPROVED



the case. He understands that Ms. Stevens comments relative to communication maybe accurate in that there maybe implications for picking different design solutions for connectivity to the west that are not today part of the City of Phoenix's plans and in fact show the need to do some amendments to this plan. He reviewed the communication that has taken place to date. He addressed the transportation, density and height issues that were brought up during public testimony.

**CHAIRMAN GULINO** inquired how long the process would be for a general plan amendment in the City of Phoenix regarding this roadway issue. **MR. KANE** stated currently there is pending a City initiated general plan amendment to put a core designation on Paradise Ridge area that is in hearing process now. He further stated he does not know if they are prepared or if they can address any additional changes to their circulation master plan. Certainly, the designation for an intensive mix of pedestrian oriented uses given the designation this is a village concept should not be out of character with trying to figure out the connectivity issues.

**CHAIRMAN GULINO** requested a quick walk through of how those roads will function to keep the congestion at bay and how critical this mile connection of Center Drive between Scottsdale Road and 64<sup>th</sup> Street is to making sure that whole network functions. **MR. KANE** presented information on the roadway linkages. **JAY NELSON** stated the key issue is that road has to be in there when you develop Paradise Ridge in some type of configuration for connection. He presented an overview of how those roads would connect.

**COMMISSIONER HENRY** stated she served on the Transportation Commission for six years and they discussed that land use and transportation should be planned together. She further stated she is happy to see that happening because it is so important. She remarked there are still some issues and concerns that people have raised tonight but DMB, City of Phoenix, the City of Scottsdale and the State Land Department are all working together and that is what is important. She further remarked she is pleased to see the team approach to this project. Hopefully in the future more project will use the same approach.

Commissioner Henry stated the Stack 40s project looks like a beautiful project. It is a multi-use project and yes it will be dense but we need density in some places then open space in other places. She further stated she would urge them to keep the vehicles off of Main Street. This would be a great opportunity to design it without vehicles. She concluded she supports both cases.

**COMMISSIONER OSTERMAN** commented on the Stack 40s project. This request to rezone single family residential R1-35 to PCD has been reviewed extensively by the planning staff and members of the Commission. He further stated he is totally satisfied with the accuracy of the information that has been provided to them throughout this process including tonight. He remarked he considers these plans realistic particularly with a highly integrated circulation plan incorporating pedestrian, bike and motorist friendly network and facilitating regional connectivity that ties everything together. Tying Scottsdale Road and Center Road, 76<sup>th</sup> Street, Thompson Peak Parkway and the 101 proposed freeway access, Hayden Road and potentially 64<sup>th</sup> Street going out to the west.

He stated he finds the use of Sonoran Desert architectural palette to be appealing. He further stated he hopes the DR Board will agree with him. He reported he would recommend approval of the request.

He stated regarding the Crossroads East project he felt it provides for future development that best reflects the surrounding region. Overall, it will protect the integrity and value as well as the character of the entire region up there. He concluded he supports this request as well.

**VICE CHAIRMAN LOTZAR** stated he agrees with his colleague and does not have much to add. He remarked he is excited about it and felt it was wonderful that both of these cases came together and have been so thought through. He further remarked he hoped they would be successful as they move through.

**COMMISSIONER HEITEL** stated regarding the Stack 40s project, he is excited to support such an innovative plan by a very proven development team. With the Crossroads East project adjacent as the City's largest landowner he remains hopeful that the State will follow through and cause future purchasers to compliment such an exciting project.

**COMMISSIONER NELSEN** stated he supports this project but felt it is too intense and that is an area to be looked at and it could be trimmed down a bit. Regarding setbacks he is aware that it is just as important what is in the setback as the distance of the setback but he wants both distance and quality of the landscaping that has been put back into it. The existing landscaping out there is nothing to speak of it has been beat down, mowed down and parked on by construction crews working on the freeway and it needs to be brought back.

He stated he wants to make sure that all of the commitments for this project come to fruition. He further stated it is important because we do not have very many projects like this in Scottsdale and that is the reason he is voting in favor of it. It is too dense but the quality is there.

**COMMISSIONER STEINBERG** stated the main issue is not regarding the quality of the development or the team because that is exemplary. The issue is regarding the linkages west and transition that occur through the transportation system. He further stated they would work those issues out together as a team. He remarked he looks forward to this project moving forward. He further remarked wholeheartedly supports this project.

**CHAIRMAN GULINO** stated it is very important that they stay on top of the transportation issue. He further stated he would ask that they pay attention to the details as they move through the project.

**COMMISSIONER HEITEL MOVED TO FORWARD CASES 19-ZN-2002 AND 20-ZN-2002 TO THE CITY COUNCIL WITH A RECOMMENDATION FOR APPROVAL. SECOND BY COMMISSIONER HENRY.**

**THE MOTION PASSED BY A VOTE OF SEVEN (7) TO ZERO (0).**

**MR. EKBLAW** inquired for purposes of clarification a couple of things were discussed about the inclusion of the Scottsdale Road charrette for the design of Scottsdale Road being tied to the DR Board. Also the applicant from DMB on Stack 40s had mentioned a 100-foot average on the Scenic corridor for planning units two and three from back of curb and that would be acceptable.

**CHAIRMAN GULINO** stated no changes to the stipulations were included in the motion and it passes so it would be up to staff to bring those forward to Council.

#### **WRITTEN COMMUNICATION**

There was no written communication.

#### **ADJOURNMENT**

**APPROVED**