

# City Council Report



MEETING DATE: November 19, 2002 ITEM NO. 7 GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

Crossroads East

## REQUEST

Request to:

1. 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 (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.
  2. Adopt Resolution No. 6195 authorizing the Mayor to execute Development Agreement No. 2002-141-COS,
  3. Adopt Ordinance No. 3478 affirming the above rezoning and amended development standards, and
  4. Adopt Resolution No. 6198 declaring the stipulations for 19-ZN-2002 as a public record filed with the City of Scottsdale.
- 19-ZN-2002

## REPORT FORMAT

The Planning Commission report is attached directly following this report for a complete land use and transportation analysis of the request.

This report outlines the review of land use and transportation goals and objectives and includes analysis of the related development agreement. The development agreement addresses infrastructure timing and repayment and a framework to manage the zoning stipulations for future land use.

The components/attachments of this report are as follows:

- 1.) Planning Commission Report
- 2.) Citizen Involvement Report
- 3.) Development Agreement
- 4.) Stipulations and Schedules

## OWNER

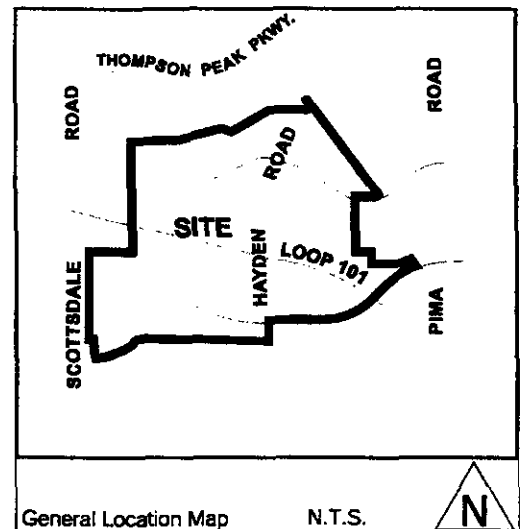
Arizona State Land Department  
602-542-4621

## APPLICANT CONTACT

Catherine Balzano  
Arizona State Land Department  
602-364-0483

## LOCATION

East of Scottsdale Road, north and south of the Loop 101 freeway



**APPROVED**

11/19/02  
DATE

JR  
INITIALS  
(Continued)

**KEY ITEMS FOR  
CONSIDERATION**

- The proposal is in conformance with the General Plan
- The proposal provides for flexibility in the zoning
  - A land use budget which provides mixed-use development and transitional buffers to adjoining residential and resort communities
  - Development will reflect a Southwest Sonoran character
- Regional coordination in connecting the four major quadrants of the State Lands surrounding the Loop 101 and Scottsdale Road interchange
- To update the existing conceptual plan for portions of state lands along the north and south sides of the 101 Freeway
- Overall refinement to land use and circulation issues within the freeway corridor
- Provision of adequate and timely infrastructure to serve the site, region, and community
- Planning Commission recommends approval, 7-0.

**Related Policies, References:**

- Conforms to the General Plan
- Case No. 11-ZN-1986 – Core South
- Case No. 46-ZN-1990 – Core North

**APPLICANT'S  
PROPOSAL**

**Goal and Purpose of Request**

The applicant is seeking to amend the existing Planned Community (PC) District to establish a land use framework that protects existing residential developments by allowing for greater flexibility across the entire site. This flexibility removes 15-20 year old site-specific stipulations regulating land use and installs a land use budget and modern master planning requirements to better locate future land uses in this regional core. Another purpose for the update is to address land use and transportation planning issues outlined in a multi-modal transportation study completed by the State Land Commissioner.

Additionally, the request addresses many of the unanswered transportation issues in and around the Scottsdale Road and freeway interchange core. The zoning stipulations require providing transportation links prior to the development of the allowed land uses. The development agreement creates a framework to initiate and construct certain improvements to ensure the area has adequate infrastructure.

**Zoning case:**

The proposal creates a framework for future developers to work through 1.) Master plan approval, 2.) Specific site development proposals and 3.) Construction of infrastructure and individual projects.

The master planning requirements ensure that the city will work off updated drainage, water, sewer and transportation links that are needed to mitigate impacts to surrounding projects and the entire community. As this site is primarily surrounded by existing development, updated master plans will ensure coordination with the surrounding developments.

The zoning request sets forth a land use budget that maintains the existing zoning densities (dwelling units) and intensities (commercial square footage)

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that are currently allowed on the 1,000 +/- acres. Instead of restricting certain zoning to a site-specific location within the proposal, the applicant and future developers of the lands would follow master planning stipulations to comply with land use, circulation and other infrastructure planning. The Character Area Plan (Schedule A) ensures transitional land uses and height limitations to protect the existing residential and resort developments that abut this proposal.

Furthermore, in response to a transportation study conducted by the State Land Commissioner, the project has been designed to enhance connections to the private lands west of the site and further west to the State Lands within Phoenix. The proposal benefits the regional circulation by providing for an improved roadway, "Center Drive," halfway between Thompson Peak Parkway and the freeway interchange along Scottsdale Road. This enhanced connection creates a regional network of roadways and provides transportation alternatives to Thompson Peak Parkway and Scottsdale Road through this core area.

The update to the zoning and circulation stipulations ensure consistency with the existing planned communities surrounding the project and the proposed Stacked 40's development along its western border. This coordination and cooperation provide for a land use balance while meeting the circulation needs of the city.

**Development Agreement:**

The proposed development agreement addresses both immediate site area and regional-wide transportation impacts. The stipulation package and the development agreement require having adequate infrastructure in place at the time the land uses complete construction. Because of the uncertainty of when the state lands dispose or lease their land to future developers, the City and the State Land Commissioner have addressed methods for assuring timely infrastructure improvements north and south of the freeway. The agreement provides for reimbursement if the City moves forward with roadway construction prior to state land department disposing of the adjacent property. The proposed development agreement allows the City of Scottsdale to construct the Center Drive link, along with Hayden Road, Scottsdale Road and Union Hills Road improvements and provide the necessary methods for reimbursement to the City.

The framework of the zoning case and proposed development agreement ensures updated master planning for 1,000 acres surrounded by existing development. The stipulations ensure master plans set forth the land use, transportation and infrastructure requirements for each of the Planning Units. The development agreement sets forth previously unavailable methods to ensuring adequate infrastructure and transportation links are completed prior to development. Finally, with this agreement to allow the City to complete roadway improvements, the State Land zoning will vest for twenty-five years. The zoning ensures that the PC District and the comparable zoning districts will serve as a better method of master planning 1,000 acres. The land use budget in concert with the character area plan creates a structure for the zoning that is flexible, compatible and can accommodate future land use trends.

**APPROVED**

**IMPACT ANALYSIS**

**Please review the attached Planning Commission report for Staff's impact analysis regarding this application.**

**OPTIONS AND STAFF  
RECOMMENDATION**

**Description of Option A:**

The City Council can make a motion to approve the request for rezoning and/or the development agreement, subject to stipulations.

**Description of Option B:**

The City Council can motion to continue the case and/or development agreement to obtain more information or citizen input.

**Recommended Approach:**

Staff recommends approval of zoning case # 19-ZN-02, subject to the attached stipulations, and the development agreement.

**Planning Commission:**

On October 16, 2002, the Planning Commission heard this case. The following were some key discussion points from Commission members:

- Scenic corridors, as they relate to width, and how they are designed including references to the Scottsdale Road Design Charette (the State Land Department has been given a copy of the document);
- That Planning Unit I, adjacent to the Stacked 40's (20-ZN-02) should be designated as Planned Regional Center (PRC) zoning as an extension of the regional mixed-use center planned for the abutting case (A stipulation was added to address the pedestrian oriented design within Planning Unit I adjacent to the Stacked 40's proposal);
- Infrastructure timing including Center Drive and Scottsdale Road;
- Discussion with regards to the design of the roadway in Phoenix, west of Scottsdale Road, that intersects with Center Drive;
- Level of Service discussions with the Transportation Staff regarding the Scottsdale Road corridor;
- Complimented on the cooperation between parties, private developer, the City of Scottsdale and Phoenix, and the State Land Department;
- Thorough review by Staff and Planning Commission and application provides integrity of character of the area through zoning

The stipulations were modified to direct the Development Review Board to ensure a pedestrian oriented design character is implemented within Planning Unit I as a transition from the Stacked 40's application. The flexibility to utilize the PRC zoning would still apply adjacent to the Stacked 40's if chosen by future developers at the time of disposition.

The Planning Commission recommends approval, 7-0.

**RESPONSIBLE  
DEPT(S)**

**Planning and Development Services Department**  
Current Planning Services

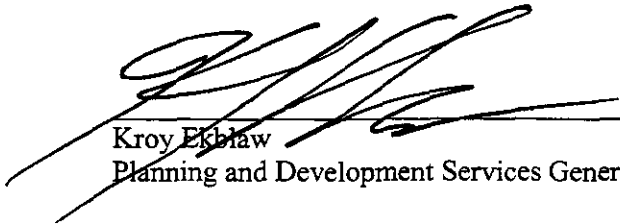
**STAFF CONTACT(S)**

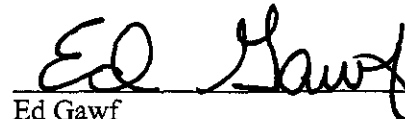
Kurt Jones  
Project Coordination Manager  
480-312-2524  
E-mail: [kjones@ci.scottsdale.az.us](mailto:kjones@ci.scottsdale.az.us)

**APPROVED**

DATE: 11/1/02 BY: [Signature]

**APPROVED BY**

  
Kroy Ekblaw  
Planning and Development Services General Manager  
11/7/02  
Date

  
Ed Gawf  
Deputy City Manager  
11/7/02  
Date

**ATTACHMENTS**

1. October 16, 2002 Planning Commission Report
- 1A. DRAFT October 16, 2002 Planning Commission Minutes
- 1B. September 25, 2002 Special Joint Study Session Minutes
2. Context Aerial
- 2A. Close-up Aerial
- 2B. Land Use Map
- 2C. Zoning Map
3. Applicant's Narrative
4. Citizen Involvement
5. School District Response
6. Traffic Impact Summary
7. Resolution No. 6198; Ordinance No. 3478
  - Development Agreement 2002-141-COS
  - Stipulations
  - Schedules
    - A. Character Areas
    - B. Land Use Budget
    - C. Amended Development Standards
    - D. Land Use & Planning Units

APPROVED  
11/19/02 JR

# Planning Commission Report



MEETING DATE: October 16, 2002

ITEM NO. \_\_\_\_

GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

**Crossroads East**

## REQUEST

Request 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 (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.

**19-ZN-2002**

### Key Items for Consideration:

- Sets the land use tone for the area providing balance and partnership to achieve a benefit for the entire community
- Proposal reflects Scottsdale character in providing future signature projects
- Regional coordination in connecting the four major quadrants of the State Lands surrounding the Loop 101 and Scottsdale Road interchange
- Provision of adequate and timely infrastructure to serve the region and community
- To update the existing conceptual plan for portions of state lands along the north and south sides of the 101 Freeway
- To create a flexible framework and land use budget with land planning in the area
- The creation of transition/buffer character areas near abutting residential development
- Overall refinement to land use and circulation issues within the freeway corridor

### Related Policies, References:

- General Plan conformance
- Case # 11-ZN-86 – Core South
- Case 46-ZN-90 – Core North

## OWNER

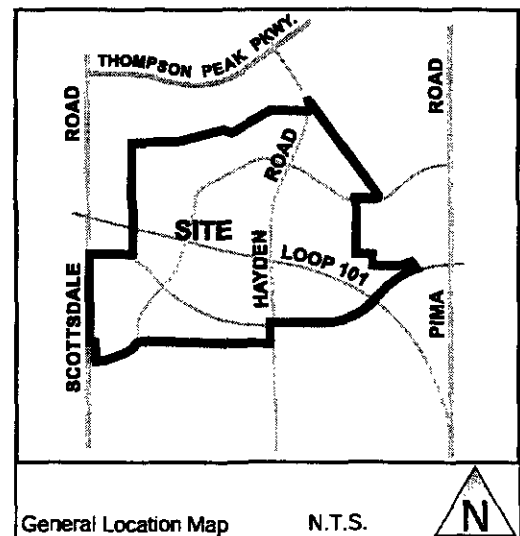
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## APPLICANT CONTACT

Catherine Balzano  
Arizona State Land Department  
602-364-0483

## LOCATION

East of Scottsdale Road, north and south of the Loop 101 freeway



(Continued)

**BACKGROUND**

**General Plan.**

The General Plan Land Use Element designates the property as Mixed-Use Neighborhoods with a Regional Use overlay. The Mixed-Use Neighborhoods category is located in areas where there is “strong access to multiple modes of transportation and major regional access and services, and have a focus on human scale of development.” The General Plan calls for buffering, transition, and other methods to lessen the impacts to existing residential uses.

The Regional Use designation encourages flexibility in land uses when it can be demonstrated that the land uses are viable in serving a regional market. Such considerations as to whether the land uses create a regional draw include: “implements current economic development policies, enhances the employment core and the city’s attractiveness to regional markets, benefits from good freeway access and complements the established character of the area.”

**Zoning.**

The site is currently zoned a mixture of zoning districts from two (2) separate zoning cases. The area south of the freeway (portions of the Core South zoning case) includes a mixture of Planned Regional Center (PRC) and Commercial Office (C-O) along Scottsdale Road, Highway Commercial (C-3), Multiple-Family (R-5), and Planned Commercial Center (PCC) along the west side of the Hayden Road alignment; and Industrial Park (I-1) zoning east of the Hayden Road alignment (~~See Attachment #4~~).

The lands north of the freeway (portions of the Core North zoning case) are zoned I-1, east of Hayden Road alignment, with Central Business (C-2), Planned Convenience Center (PCoC), R-5, I-1, and C-O, west of Hayden Road. (~~See Attachment #4~~).

The existing zoning stipulations for both zoning cases are specific regarding development within each of the zoning categories. For example, a maximum parcel size (7 acres) was included in the C-2 zoning district and restricted it to a supermarket use, while the C-3 zoning limited the uses to only automobile-related uses.

**Context.**

The 1,000 +/- acres, included in this application, are surrounded by existing roadways and development including: the residential communities of Stonebrook and the Princess residential community to the south/southeast, and the Grayhawk master planned community to the north. The private parcels along the majority of the northwest side of this application are a part of a concurrent zoning application (20-ZN-2002). The City’s water campus and other state lands abut the proposal to the east. The City of Phoenix limits are along the entire west side of Scottsdale Road.

**APPLICANT’S  
PROPOSAL**

**Goal/Purpose of Request.**

The goal and purpose of this request is two-fold. First, the state land department undertook a land use and transportation study, which analyzed the four quadrants surrounding the Loop 101 and Scottsdale Road intersection. Excluding the DMB property, State Lands encompass all four quadrants of this intersection. This study recommended that a coordinated regional transportation network was needed to ensure that the surrounding existing and future transportation corridors did not fail. Secondly, the application seeks to

allow a reconfiguration of the previous zoning categories and remove the restrictive stipulations from the previous Core North and Core South zoning cases to create a land use pattern that benefits the transportation and land use needs of the area. There are no changes to the amount of land zoned and number of dwelling units or square footages allowed under the previous case. The central goal is to provide a land use budget based off of approvals to plan the 1,000 acres accordingly.

**Key Issues.** These include creating a land use budget framework that provides the state land department flexibility to manage zoning and acreages consistent with surrounding context and a potential regional center north of the freeway alignment. The land use budget would allow zoning district placement and subsequent master plans to determine adequate transportation, infrastructure, and land uses through four distinct Planning Units (See Schedule D). In addition, a Character Area Plan (See Schedule A) is being proposed to protect the surrounding, existing residential developments north and south of the project boundary. The Planning Unit and Character Area Plans along with the Land Use Budget (See Schedule B) will create a framework to coordinate the planning of the area.

**Community Impact.** The 1,000 acres within this application abuts existing development to the north and south. The City of Scottsdale's water treatment plant abuts the project to the east with the DMB property along the western boundary. The existing zoning along the Grayhawk community is comprised of R-5, C-O, and I-1. Essentially, these zoning categories remain a part of the proposed land use budget; however, there are additional requirements regarding the transition areas. The transition areas are designated on the Character Area Plans (See Schedule A) as B2, C1, C2 and D. The flexibility built into the land use budget is restricted when it comes to determining the zoning and land use impacts to the surrounding residential developments. These transition character areas provide additional protection from the previous zoning cases with additional stipulations regarding lower building height requirements for non-residential uses.

#### Amended Development Standards

The requested amended development standards respond to the General Plan's goals of creating a mixed-use, human scale development by establishing a Planned Regional Center (PRC) zoning district consistent with the form being proposed on the abutting DMB zoning application. This flexibility in development standards and the opportunity to locate the PRC zoning acreage adjacent to the DMB site is intended to encourage an extension of the mixed-use environment into the state lands Planning Unit 1.

The PRC district enables heights of sixty feet. The remainder of the amended development standards within the other non-residential districts (PCC, C-2, C-O, and I-1) incorporate an additional six feet in height for 'smart' office building design that accommodate three stories, and the technology (fiber optics, etc.) requirements for today's and future office and employment uses. This height increase request will be allowed in all Planning Units in the central area of the application, with all non-residential uses restricted to 30 feet in height within 300' of the existing residential developments.



Finally, a major emphasis regarding this application responds to the analysis of regional transportation connections through the state lands site. Previously Thompson Peak Parkway, the freeway and Union Hills Drive were the only east/west connections through the area. The proposal is to create, in conjunction with the DMB application, an additional, east/west connection between the freeway and Thompson Peak Parkway. This roadway would supplement to the east/west and north/south movements planned for the area. In addition, it provides a relief roadway to ensure minimal traffic disruptions to the Grayhawk community from Scottsdale Road (which depends on Thompson Peak Parkway for its major access). This new east/west roadway, entitled 'Center Drive,' will be planned with future connection to Pima Road to the east as part of a future study area within the state lands jurisdiction. Furthermore, access roads along the freeway are being proposed to further ensure connectivity and transportation options.

## **IMPACT ANALYSIS**

### **Traffic.**

The request to amend the Master Development Plan of the Planned Community District for the Crossroads East Project does not have a development plan associated with it that would allow a comprehensive traffic impact analysis to be performed. Detailed site planning and analysis of the resulting traffic impacts will be provided through a master planning process that is required with the development of these parcels. A preliminary traffic impact analysis has been provided for this site with the traffic study conducted for the Stacked 40's Project, 20-ZN-2002. Korve Engineering used the Maricopa Association of Governments (MAG) transportation model, with appropriately adjusted socioeconomic data, to analyze traffic conditions for this area for the Year 2020. The results of this analysis are summarized below.

There is an existing street network in place around the perimeter of the site. This includes Scottsdale Road, Thompson Peak Parkway, Pima Road, and Frank Lloyd Wright Boulevard. All of these streets are classified as either Major Arterials or Parkways, which have an ultimate six-lane cross-section. The Loop 101 Freeway bisects the site providing regional connections to the south and west. As the site develops, an internal street network will be constructed that provides connections to this external street system. Traffic from the site will be distributed primarily to:

- New Hayden Road
- New Center Drive
- New Hayden Road & Loop 101 interchange
- New six lane Scottsdale Road
- New Union Hills Drive
- New Miller Road (including freeway underpass)
- Princess Boulevard
- Thompson Peak Parkway and
- Pima Road

The addition of new roadways and alternative access to the site will decrease the emphasis of trips on existing Scottsdale Road and Thompson Peak Parkway. If no improvements or new streets are added to the system, year 2020 conditions indicate that portions of Scottsdale Road and Thompson Peak

Parkway will be over capacity. The above-mentioned improvements and anticipated future Pima Road improvements along with the connection of Thompson Peak Parkway from DC Ranch to Bell Road will also add to the improved traffic flows in the region.

Certain traffic signal and street improvements are the responsibility of the developer of each phase or Planning Unit of this project. It is anticipated that some construction will be associated with development of the Stacked 40's Project adjacent to this site. Some of the traffic signal and street improvements will be constructed by the City's current 5-year Capital Improvement Project plan.

The applicant must submit a traffic impact study for each Planning Unit prior to the Development Review Board submittal for any development within the site. Basic traffic information – existing traffic volumes, trip generation, proposed site access, street cross sections, etc. - is a required component for the Circulation Master Plan required for each Planning Unit.

Master plans are required with the development of this site to provide more detail about all of the elements of the transportation system, both on and off site. In addition to a vehicular circulation, master plans are required for each Planning Unit that define the appropriate parking requirements, bicycle circulation, pedestrian and trails circulation, transit and trip reduction, and Intelligent Transportation Systems (ITS) applications.

**Parking.**

Parking will be analyzed with the master plans and provided by each site as they are developed in phases. As with the abutting DMB application, the PRC zoning will emphasize parking structures versus surface lots to ensure the pedestrian oriented development pattern. Other provisions are included in the amended standards to ensure employment centers and commercial buildings provide efficient pedestrian access to future transit nodes along the streets, with parking facilities located behind the buildings.

**Schools District comments/review.**

Paradise Valley School District has been notified of this application. Paradise Valley School District has requested a school site within the Core North area. The applicant has worked with the school district to provide a minimum ten (10) acres for a middle school site.

**Open space, scenic corridors.**

The application and the associated stipulations set forth a master plan process whereby the future developers of the state lands will be required to submit a master environmental design concept plan, which will outline the open space plans, landscaping, and other environmental design factors with each phase. The scenic corridor along Scottsdale Road, south of the freeway is stipulated to a 50' width, which is consistent with the scenic corridor existing on the North Scottsdale Gateway project at the northeast corner of Frank Lloyd Wright Boulevard and Scottsdale Road and the stipulations for Planning Unit 1 (south of freeway alignment) within the abutting DMB zoning case (20-ZN-02).

**Policy implications.**

**Policy implications.**

The proposed update to the state lands application resolves several policy issues.

Land Use: From a land use perspective, the existing zoning and the associated stipulations do not address current land use trends. For example, the C-3 zoning located at the southwest corner of the freeway and Hayden Road is limited to automobile related uses; the Planned Regional Center parcel is located along Scottsdale Road in the southwest portion of the application on the other side of the freeway from the DMB application. The existing I-1 adjacent to the DMB proposal might not be compatible or consistent with current land use trends for the area.

The current land use mix is consistent with the General Plan but restricts uses to the plans from the previous zoning cases. Allowing the flexibility to master plan the on-site uses, appropriate to current and future development trends, assures that the correct balance and mixture of uses will satisfy Scottsdale's regional needs in the area. As proposed, the land use is updated through a budget format, which will allow the same density (residential units) and intensities (floor area) as currently approved. With protections built into the case with character plans designated to address transition areas to the existing residential development, the proposal strengthens the land use relationship to its abutting neighbors.

The request is in part coordinated with the proposed DMB application to create a Planned Regional Center zoning district that utilizes similar development standards to create a pedestrian-oriented development. With the flexibility of placing the PRC district within Planning Unit I, a logical extension of the town center concept proposed in the Stacked 40s could provide an extension of the pedestrian-oriented design into the state lands parcels. The other development standards requests primarily deal with building height. The non-residential districts request a building height up to 42 feet to allow for 'smart' buildings for future corporate office space. However, within the transition character areas, the height for non-residential uses is restricted to 30 feet in height within 300 feet of the property line.

Transportation: The updating of the state lands creates a transportation planning opportunity consistent with a traffic analysis regarding the lands within this application and the state lands within Phoenix (on the west side of Scottsdale Road). A series of conclusions from the study described the need for coordination of transportation networks (roads and transit options) to ensure efficient traffic patterns within this regional core area.

As the Stacked 40s case encompasses the entire frontage along Scottsdale Road, north of the freeway, an enhanced east/west connection is planned as part of this application and the Stacked 40s application. This improved roadway connection was not available as part of the original Core North zoning case. As a result, much of the east/west traffic through this portion of state lands relied upon the freeway and Thompson Peak Parkway. As the Grayhawk master planned community is a primarily residential enclave, directing the regional traffic from future state lands development within this application would have impacted Thompson Peak and the residential communities. This new roadway,

“Center Drive,” creates a primary east/west connection through the heart of the northern portion of this application.

Proposed freeway access roads along portions of the north and south side of the freeway will enable future traffic impacts from this regional mixed-use core to benefit from its location directly along the freeway while lessening the impacts to the surrounding residential neighborhoods abutting this application.

Infrastructure: As with the previous zoning cases, master plans will establish the detailed construction needs for water, sewer, and drainage infrastructure for the lands within this application. These master plans will include planning in conjunction with the city’s new water campus and major detention basins along the freeway alignment. Also, the build-out of the Grayhawk community to the north has finalized drainage corridors for this property to maintain.

Coordinate Planning to Balance Infrastructure: The City Council’s goals dictate that the City plan accordingly and ensure adequate infrastructure for future growth. With the updating of this zoning case within Scottsdale’s regional core area, this major policy goal is being addressed by a proactive state land department and the abutting Stacked 40s proposal. Both cases address the need to coordinate their plans and create an infrastructure network to accommodate their goals. The facilitation and timing of both cases take a proactive approach to resolving long-standing issues regarding transportation and land use issues in Scottsdale and Phoenix. As proposed both provide all necessary infrastructure improvements prior to or in time with the development of adjacent land.

**Community involvement.**

The applicant held four open houses at the Grayhawk Elementary School, located at the southwest corner of Grayhawk Drive and Miller Road. Also, the state land department, in conjunction with the Stacked 40s applicant, has conducted several meetings with the surrounding properties and interested neighborhood and citizen groups. The attached Citizen Review Report (~~Attachment # 7~~) describes the input received from the open houses. The open house format allowed interested citizens to casually review application materials and boards to better understand the application. Representatives from the state land department were available for questions and discussion. The open houses were held concurrently with the Stacked 40s open house in order to provide context and relationship between the two zoning requests. Staff was also present at the open house to discuss the City’s role in the application process.

**OPTIONS AND STAFF  
RECOMMENDATION**

**Description of Option A:**

The Planning Commission could choose to recommend approval of the request, subject to stipulations.

**Description of Option B:**

The Planning Commission could choose to continue the case to obtain more information or citizen input.

**Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.

**RESPONSIBLE**

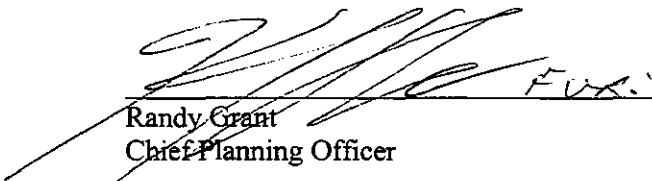
**DEPT(S)**

**Planning and Development Services Department**  
Current Planning Services

**STAFF CONTACT(S)**

Kurt Jones  
Project Coordination Manager  
480-312-2524  
E-mail: [kjones@ci.scottsdale.az.us](mailto:kjones@ci.scottsdale.az.us)

**APPROVED BY**

  
\_\_\_\_\_  
Randy Grant  
Chief Planning Officer

Date

**ATTACHMENTS**

1. ~~Applicant's Narrative~~
- 1A. ~~Proposed Amended Development Standards~~
2. ~~Context Aerial~~
- 2A. ~~Aerial Close Up~~
3. ~~Land Use Map~~
4. ~~Zoning Map~~
5. ~~Stipulations~~
6. ~~Traffic Impact Summary~~
7. ~~Citizen Involvement~~
8. ~~Site Location Map~~
9. ~~Site Context~~
10. ~~Existing Zoning for Application~~
11. ~~Character Areas~~
- 12A. ~~Land Use Budget~~
13. ~~Regional Circulation and Context~~
14. ~~Land Use and Planning Units~~

**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

(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.

**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.

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

Commissioner Nelssen 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 Nelssen 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 Nelssen'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 on 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 transit system 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.

(CHAIRMAN GULINO OPENED PUBLIC TESTIMONY)

**DONNA STEVENS**, representing the City of Phoenix, stated at the joint meeting Commissioner Nelsen 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.J. 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.

**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 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 integrative 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**

With no further business to discuss, the regular meeting of the Scottsdale Planning Commission was adjourned at 8:40 p.m.

Respectfully Submitted,

"For the Record " Court Reporters



**MINUTES**  
**SPECIAL JOINT STUDY SESSION**

**SCOTTSDALE PLANNING COMMISSION / TRANSPORTATION COMMISSION**

**KIVA - CITY HALL**

**3939 N. DRINKWATER BOULEVARD**

**SEPTEMBER 25, 2002**

**5:00 P.M.**

**MEMBERS PRESENT:**

Brian Davis  
Charles Lotzar  
David Gulino  
James Heitel  
Jeffery Schwartz  
John Rooney  
Kay Henry  
Kevin Osterman  
Steve Steinberg  
Tony Nelssen  
David Hill

**MEMBERS ABSENT:**

Mark Melnychenko  
Mark Gilliland  
Vivian Johnson

**AGENDA:**

1. **Presentation and Discussion of Sonoran Regional Core.** Staff will be providing the following:
  - a. Contextual land uses within this area
  - b. Current Transportation network
  - c. Issues raised by the State Land Study
  - d. Opportunities presented by two applications recently submitted to the City:
    - Crossroads East
    - Stacked 40s



**MR. LITTLE** addressed the group and stated that it was significant that the two Boards were meeting to discuss two proposals that would have great impact on the community. He noted that the two commissions, City Council and the citizens would consider the proposals and weigh the anticipated benefits of development against the anticipated impacts. Mr. Little went on to add that hearing the presentation and discussing the projects in joint session would allow fulfillment of the City Council directive to more comprehensively consider and evaluate land use, transportation, and economic development.

**MR. DON HADDER** presented a regional context and overview of the Sonoran Regional Core. He discussed the growth patterns and density trends in the area surrounding the Loop 101, and pointed out the focal point of an employment corridor stretching along the freeway from Thunderbird to the extension of the Squaw Peak Parkway. Mr. Hadder described this as a mixed-use area including residential, employment, service and commercial uses. He pointed out that six major projects have been approved between the CAP and Deer Valley Road, constituting approximately ten thousand acres. Mr. Hadder noted that in terms of infrastructure, there is a strong rudimentary structure in Scottsdale, with regard to water, drainage and basic street systems.

**MR. HADDER** explained that two applications that are working together were the focus of discussion. He reviewed plans for the stacked 40s and stressed that there would be a strong opportunity to create Scottsdale identity and character in the area. He went on to state that the other application is a large parcel of State land in the range of 900 to 1000 acres. He indicated that the land use would remain the same, but would be adjusted to the local context with updated stipulations for infrastructure. In summary, Mr. Hadder noted the following elements in considering the proposed projects:

1. Land use trends
2. Economic vitality
3. Paradise Ridge (Phoenix)
4. Design and character
5. Phasing
6. Infrastructure.

He projected that a series of projects would be phased in a number of steps, with multiple developers, and that infrastructure was in good shape. Mr. Hadder introduced Michele Korf for an overview of the transportation component.

**MS. KORF** noted several variables used to evaluate the proposed applications. She discussed proximity to the freeway, with easy on-off access. She commented on the surrounding impact to the transportation network and the need to manage traffic volumes. She referred to the state land traffic study conducted two years ago and stated that one of the key findings was that a unified approach to any planning and a partnership between Phoenix and Scottsdale were important to the success of the area. The study also suggested some new roadway connections to ensure the effectiveness of the transportation network and avoid overburdening Scottsdale Road. The study

recommended sensitivity to the context of the area to complement the surrounding land use. Ms. Korf presented a graphic of the current transportation network and discussed some of the changes proposed pursuant to recommendations of the state land study.

**J.D. DOUGLAS**, of Parsons Brinkerhoff, spoke to the issue of traffic impacts. He noted fifteen key intersections determined to be critical to the future functioning of traffic. He also referred to two critical sources of information relative to modeling and forecasting: MAG regional model and studies done for the City of Phoenix in connection with Paradise Ridge. Mr. Douglas discussed the trip generation data from the MAG model and stated that between background traffic and project growth, by the year 2010, conditions at the fifteen intersections key to this area would be acceptable. He went on to review the importance of frontage roads, and a proposed center road, which would traverse the center of the project and thus relieve Scottsdale Road.

**MR. EKBLAW** stated that the expectation from the joint meeting was to obtain as much feedback as possible, so that, as staff continues through the review process and ultimately to public hearings, that feedback can be incorporated into the analysis of the project. He noted that the Planning Commission would hear this case on October 16, and that the final date for presentation to City Council was to be determined.

**COMMISSIONER NELSEN** referred to the Scottsdale Road charrette, which was presented several years prior. He suggested that all of the Commissioners become familiar with the charrette, as it speaks effectively to the Scottsdale character. He inquired as to why a condition of "acceptable" in 2010 with regard to traffic was tolerable and also asked if the infrastructure would be completed prior to development. He recommended, relative to the interface between Scottsdale Road and Phoenix, that design and character issues assume a higher level of importance.

**MR. EKBLAW** replied that staff would be returning to the study session with some of the design proposals, and that he hoped to continue to improve communications and joint planning with Phoenix relative to Scottsdale Road, land use and transportation. He stated that, although all of the details are not resolved, it is definitely the goal to ensure that infrastructure is in place as the development is opening for business.

**COMMISSIONER HEITEL** requested an update as to the coordination efforts with the City of Phoenix, in regard to the western frontage road, 64<sup>th</sup> Street and Thompson Peak and how that relates to the plan presented for the east side. Mr. Ekblaw responded that representatives of Phoenix were not prepared to speak to all of those issues; however, he pledged an update in the upcoming weeks and stated that he was coordinating efforts with the City of Phoenix Transportation Department.

**COMMISSIONER HEITEL** also inquired as to the interrelationship between the linkages relative to the Phoenix and Scottsdale sides of Scottsdale Road. Mr. Little stated that Paradise Ridge had been used as the baseline and commented on several meetings to address those issues.

He remarked that design issues, infrastructure, signage, setbacks and access were all discussion points and that results of those meetings should be forthcoming and should provide helpful information.

**COMMISSIONER HEITEL** requested clarification as to the potential effect of the linkages on the west side not being completed at the same time as the linkages on the east side.

**COMMISSIONER STEINBERG** inquired as to the ramifications at build out in terms of current zoning on the Phoenix and Scottsdale sides in residential units and increased average daily trips.

**MR. LITTLE** replied that DMV has been asked to incorporate build out models into the traffic analysis. He stated that those numbers would be made available to the Commissioners.

**COMMISSIONER HENRY** requested clarification as to the graphic presented and the proposed changes to the general plan. She also asked about the placement of freeway ramps. Mr. Ekblaw replied that the graphic represented those areas where improvements could be made, and that a general plan amendment would not be necessary.

**COMMISSIONER NELSEN** raised the issue of funding for the project and suggested the possibility of an underground connection on Scottsdale Road. Mr. Little replied that BRW, who produced the initial analysis, did suggest a grade separation for some of the connections. He noted that the full freeway interchange did not involve grade separations, but that he would be presenting a design concept report and that the process was ongoing.

**COMMISSIONER NELSEN** observed that too often solutions to traffic problems come out of a book and stressed the need to be creative. He encouraged thinking outside the box in the planning stages. He also expressed concern as to the number of traffic lights proposed, citing the Shea Boulevard situation, and asked for an update on the paths and trails systems. Mr. Little stated that he envisioned this as an opportunity for a legacy project that would help define the character of this part of the community for generations. He characterized transportation as needing to be an amenity, with added value and a very positive feature for a project such as this. He stated that he was committed to creative thinking and that he appreciated Commissioner Nelsen's challenge.

**COMMISSIONER GULINO** commented that he viewed the joint discussion as a big step forward in that the City is making significant efforts to plan well in advance of the project. He also commended the City of Scottsdale for the work along the 101 and Mountain View up to Raintree. He mentioned the retaining walls on the freeway as well, and stated that the City has established a record for taking a functional item and turning it into an amenity for the community.

In reply to a question by **COMMISSIONER SWARTZ**, Mr. Little stated that the joint meeting was the beginning of a process to hear concerns, thoughts, and comments. He noted that the

project would go through the standard city process, and that the transportation commission would be fully advised of the development and any updates.

**COMMISSIONER SWARTZ** observed that the timing was perfect for both Commissions to work on solutions for the area and to solve the issues of what will happen in the area in the next ten to fifteen years.

**MR. LITTLE** amplified that City Council's directives regarding economic development and new projects included a request to consider the impacts and to preserve and protect the quality of the community in the process.

In reply to a question by **COMMISSIONER HENRY**, Mr. Ekblaw stated that the October 16 Planning Commission hearing would involve two rezoning cases, the Stacked 40s and the Crossroads East Proposal. Commissioner Henry inquired as to the nature of the cases. Mr. Ekblaw explained that both would be rezoning cases, including a more detailed layout of the site plan and character of development and stipulations. He added that there would be more details as to improvements and phasing as well.

**COMMISSIONER HENRY** also asked how the changes proposed in the graphic this evening would affect the decision of the Planning Commission. Mr. Ekblaw responded that any changes would be incorporated as part of the staff review and that more detailed information would be presented at the next Study Session.

**COMMISSIONER ROONEY** asked whether mass transit in the four quadrants described in the State Land Study was being considered, and if there was enough capacity in the current transportation system to handle the impact of phase one, while waiting for the completion of phases two, three, four and five. Mr. Little replied that the project could not open without infrastructure in place to manage and handle traffic. He added that the Scottsdale Road improvements have been accelerated. He stated that other improvements necessary to support the Stacked 40s and to make it sustainable and balanced would be done. Mr. Little also commented that they would be looking to the development community to pay their fair share of the infrastructure improvements. He stated that the State Land Department has been very clear in its support of mass transit for this area.

**COMMISSIONER ROONEY** noted that the project he referred to was on private land and thus would progress more quickly than development on the State Land section. He again asked if the improvements on Scottsdale Road and Hayden Road would be sufficient to handle the trips generated.

**MR. LITTLE** explained that Scottsdale Road would need to be complete and open, along with the "Center Road" to Hayden. He noted that Hayden Road has been designed to be completed by the fall of 2003, and that it was his belief that the improvements, as well as the frontage road as a spur on the south piece of the Stacked 40s, would be sufficient to handle the traffic generated by the project.

There were questions from several of the Commissioners as to funding issues. Discussion ensued. **COMMISSIONER GULINO** reminded the Commissioners that, although the questions were provocative, the objective of the meeting was to focus on transportation and circulation elements. He inquired as to the likelihood of the continuation of the yellow area traversing Scottsdale Road, and whether or not an agreement had been reached with Phoenix to continue that linkage. Mr. Ekblaw observed that the master plan for Phoenix already anticipated a circulation linkage in that area and that he was optimistic as to its development.

**MS. DONNA STEVENS**, City of Phoenix, stated that they had been working on this connection, and that there seemed to be agreement between Phoenix and Scottsdale as to the project.

**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 questioned the State Land Department's stance on the traffic loop.

**MS. CATHERINE BALZANO**, State Land Department, addressed the Commissioners and stated that the loop structure is in the current Paradise Ridge plan, but that the SLD had concerns and had requested a reevaluation of the plan. She noted that the Department would like to see a better design as well.

**MR. EKBLAW** encouraged the Commissioners to contact staff with any further questions. Mr. Little stated that the Transportation Commission would receive regular updates from staff as the projects go forward.

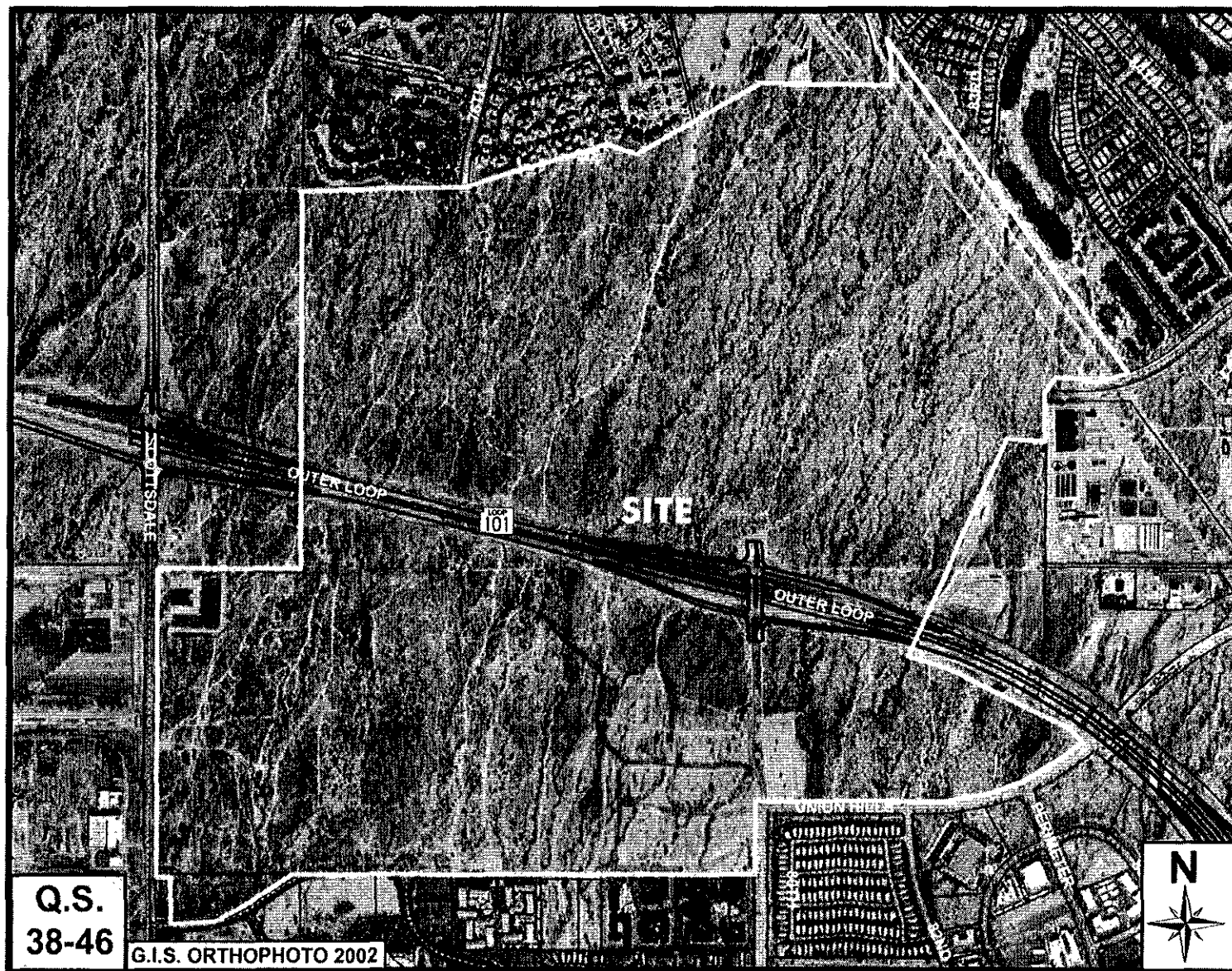
With no further business to discuss, being duly moved and seconded, the Special Joint Meeting was adjourned at 6:34 p.m.

Respectfully submitted,

"For the Record" Reporters





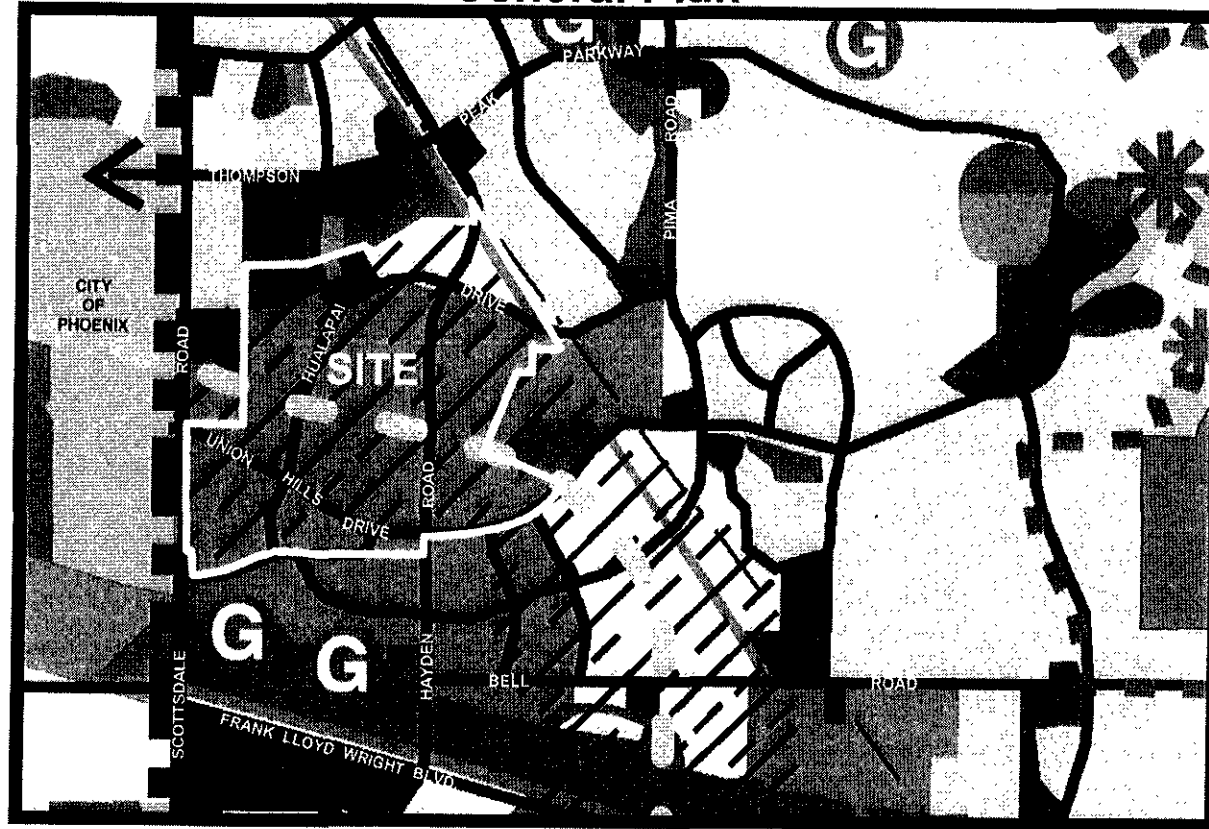


Stacked 40s

19-ZN-2002

ATTACHMENT #2A

# General Plan

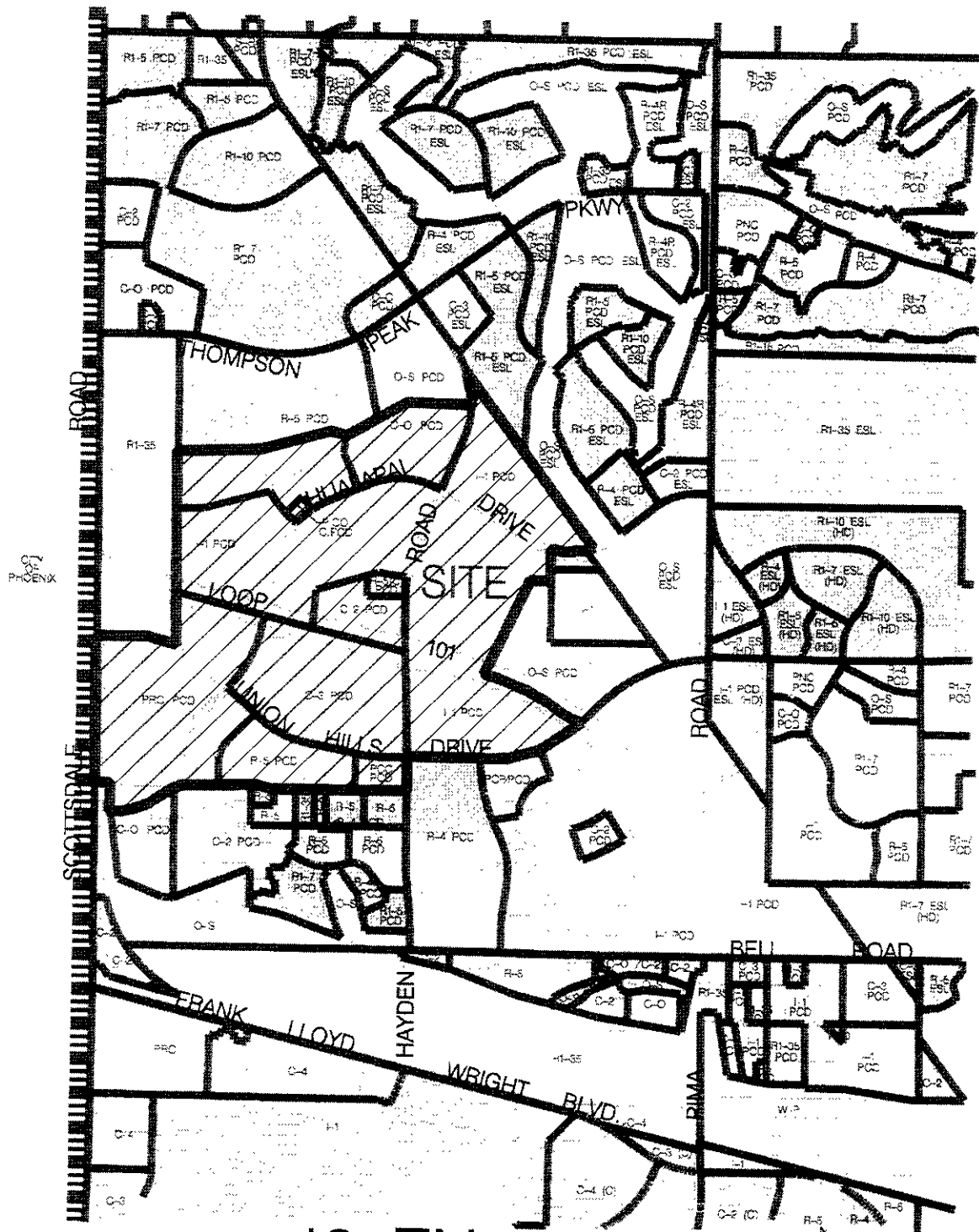


- |  |   |  |  |
|--|---|--|--|
|  | Rural Neighborhoods   |  | Commercial Office  |
|  | Suburban Neighborhoods                                      |  | Employment   |
|  | Urban Neighborhoods   |  | Natural Open Space   |
|  | Mixed-Use Neighborhoods                                     |  | Developed Open Space (Parks)   |
|  | Resorts/Tourism   |  | Developed Open Space (Golf Courses)                                    |
|  | Shea Corridor   |  | Cultural/Institutional or Public Use                                   |
|  | Mayo Support District                                       |  | State Trust Lands under State Land Commissioner's Order #078-2001/2002 |
|  | Regional Use District                                       |  |  |
|  | McDowell Sonoran Preserve (as of 3 / 2002)                  |  |  |
|  | Recommended Study Boundary of the McDowell Sonoran Preserve |  |  |
|  | City Boundary   |  |  |



**19-ZN-2002**  
ATTACHMENT #2B





19-ZN-2002

Attachment #2C

# ARIZONA STATE LAND DEPARTMENT

## Crossroads East PCD Amendment

### *Project Narrative* *August 6, 2002*

#### **I. Project Overview**

##### **A. General Overview of Request**

The purpose of this application is to amend a Planned Community District ("PCD") zoning on approximately 1,000 acres of Arizona State Land Department (the "ASLD") property known as "Crossroads East". The Crossroads East PCD Amendment consists of portions of the previously zoned Core North and Core South projects as described below in sub-section B. 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 (the "Property"). The Property is located within the City of Scottsdale (the "City") as depicted in Figure 1.

##### **B. Historical Overview**

The Property was the subject of two (2) zoning cases approved in 1986 and 1990, referred to as Core South and Core North, respectively. The combined Core North and Core South properties originally consisted of approximately 3,500 acres, which extended from Deer Valley Road to Bell Road and from Scottsdale Road to 96<sup>th</sup> Street. The original Core North area consisted of approximately 2,300 acres and primarily included land north of the Loop 101. Core South originally consisted of approximately 1,292 acres and generally includes the area south of the Loop 101. Much of the original Core North and Core South areas were auctioned and have subsequently been developed as the Grayhawk master planned community and the Perimeter Center. Zoning for Core South was approved in 1986 (Case 11-Z-86) with an amendment approved in 1988 (10-Z-88). Zoning for Core North was approved in 1990 (Case 46-Z-90) with an amendment approved in 1992 (Case 46-ZN-90#2).

##### **C. General Overview of Area State Land Holdings**

ASLD owns a significant amount of land in all four (4) quadrants created by the newly opened interchange of the Loop 101 with Scottsdale Road. ASLD is the Trustee of the Arizona State Land Trust (the "Trust") and as such, is the fiduciary for the beneficiaries of the Trust, which include public institutions

(primarily for educational) in Arizona. ASLD administers the Trust land under the direction of the State Land Commissioner.

Crossroads East is arguably the most visible and important undeveloped Trust property in the Phoenix Metropolitan area. Not only is Crossroads East conveniently located in proximity to key transportation routes, it is also located in an area that has and is continuing to develop with high quality and high end residential, commercial, office, light industrial and tourism uses. The Trust land is key in terms of its potential for economic development potential and job creation for the region.

ASLD, serving as the fiduciary for the Trust is required by the Arizona Constitution to receive maximum value for the sale or lease of Trust lands for the benefit of the Trust. Given this constitutional mandate, it is incumbent upon ASLD to carefully plan these properties to maximize their ultimate value. Accordingly, the ASLD is in the process of re-evaluating the existing development plans for Trust lands for both sides of Scottsdale Road to determine if such plans are appropriate to accommodate anticipated traffic and market conditions.

As part of this process, the ASLD has evaluated the existing entitlements for all of its holdings at the Scottsdale Road and Loop 101 interchange quadrant, which include the proposed Paradise Ridge development (west of Scottsdale Road) and portions of the Core North and Core South properties (east of Scottsdale Road). As part of this re-evaluation, a key component was to consider the overall transportation system and its ability to accommodate current and anticipated traffic generated external and internal to the project area. The traffic engineering firm, BRW, was contracted by ASLD to specifically study these impacts. BRW concluded that the existing and planned transportation system is less than adequate to accommodate entitled intensities and densities. Unless these deficiencies are addressed, severe traffic congestion is inevitable. There will be negative impacts to residential areas to the north and east. As a result of this analysis, an updated transportation plan was recommended to efficiently and effectively serve the land uses in all four (4) quadrants.

The updated transportation plan proposes to address the circulation needs of the area and includes a revised internal road network that will divert traffic from Thompson Peak Parkway and more efficiently move traffic to the Hayden Road interchange and to Scottsdale Road. A multi-layered transportation system, including revisions to the transportation routes will proactively address the anticipated transportation problems, which if unaddressed, will create significant traffic problems, not only at the Scottsdale Road/Loop 101 interchange, but also in the surrounding residential neighborhoods.

To accomplish the transportation system improvements, modifications to the existing ASLD entitlements are necessary. Portions of the Core North and

Core South properties that have not yet been developed are therefore proposed to be modified. This application seeks to make the required modifications to specific undeveloped portions of Core North and Core South by consolidating them into one application referenced as "Crossroads East". The overall purpose of the Crossroads East PCD Amendment is to implement the suggested transportation system and to transition existing entitlements to a flexible framework to best respond to market conditions and transportation demands in the area. No increases in density or intensity are proposed. Furthermore, the existing approved entitlements for the Core North and Core South parcels not part of the Crossroads East PCD will not change.

#### ***D. Purpose of Request***

The purpose of the Crossroads East PCD Amendment is to create a unified entitlement plan for specific remaining development parcels in Core North and Core South that have not been developed and to modify the transportation system to better accommodate existing and anticipated traffic in the area.

The goal of the Crossroads East PCD Amendment is to update the circulation network approved over a decade ago as part of Core North and Core South by adding a new connection through adjacent property to Scottsdale Road. The ASLD is working cooperatively with the developer of adjacent property, specifically DMB Associates, Inc., relative to this critical roadway connection. Ultimately, it is intended that this reliever will continue west across Scottsdale Road through Trust land west of Scottsdale Road in the City of Phoenix.

While the primary purpose of the PCD Amendment request is to update and improve the transportation system, the approved land use allocations will be updated to better respond to development patterns in the area. No increases to dwelling units or commercial entitlements are being requested.

#### ***E. Overview of PCD***

In addition to updating the transportation plan for Crossroads East, the amendment to the PCD will provide flexibility in the development of Crossroads East. There will not be a change in density or an increase in the intensity of uses, rather the Crossroads East PCD Amendment will provide for thoughtful development through planning units and character areas.

##### ***i. Planning Unit Master Plans.***

It is anticipated that the infrastructure planning will occur at varying times and at varying levels of detail, depending on the nature and geographic scope of the planning objective. This will be accomplished for key public infrastructure, such as streets, drainage, water and wastewater facilities as well as environmental design planning via Planning Unit Master Plans. Prior to

development within each planning unit, the following Planning Unit Master Plans will be required: (a) Environmental Design Plan, (b) Circulation Plan, (c) Drainage Plan, (d) Wastewater Plan, and (e) Water Plan.

ii. Character Areas.

In addition to the infrastructure planning required through the Planning Unit master Plan process, seven (7) character areas have been established for Crossroads East. The character areas will provide for thoughtful and organized development of Crossroads East by establishing the types of uses allowed in specified areas. Through the use of character areas, intensity and densities of uses can be moved within the Crossroads East development to allow flexibility and thoughtful development but will be limited based on the existing entitlements for Crossroads East.

It is anticipated that a development agreement will be entered into between the City of Scottsdale and the ASLD incorporating the aforementioned four (4) planning units and seven (7) character areas.

## **II. Location**

### ***A. Description of Location***

Crossroads East is located in one of the most valuable and highly visible areas in the City of Scottsdale. Crossroads East straddles the newly completed Loop 101 and has excellent visibility from this freeway. The soon to open interchange at Hayden and the Loop 101 will provide additional access to the site. Crossroads east also has approximately one and one-half (1 1/2) miles of frontage along the east side of Scottsdale Road, south of Mayo Boulevard (the future Union Hills alignment).

### ***B. Access to the site***

Crossroads East is directly accessed by the future Loop 101 and Hayden Road interchange and from Union Hills Road and future Hayden Road connections. The proposed update to the circulation network also provides access to the Property through DMB's project at a point approximately ½ mile north of the Loop 101 on Scottsdale Road.

## **III. Property Characteristics**

Crossroads East is currently undeveloped. The majority of the site is characterized as flat terrain with a gentle slope to the south. The site is sparsely vegetated with typical desert flora and fauna found in the region.

#### IV. Compatibility with Surrounding Properties

##### A. Surrounding Adjacent Land Uses, Ownership and Zoning

Crossroads East is surrounded by a variety of uses as well as undeveloped land as reflected in Table 1 below. To the north of the site is the Grayhawk master planned community, which is developed with a variety of residential and commercial uses. Land north of the 101 along Scottsdale Road is being planned by DMB for mixed-use development. East of the site is the Perimeter Center with employment uses as well as a variety of residential uses. Land to the south is developed with the Fairmont Princess Resort and related uses and residential uses of varying densities. To the immediate west of the site, across Scottsdale Road and in unincorporated Maricopa County is a relatively new development of luxury automobile dealerships. West of Crossroads East within the City of Phoenix is undeveloped Trust Lands (Paradise Ridge).

The surrounding property has various zoning designations and is located within Scottsdale, Phoenix or in unincorporated Maricopa County.

Table 1

Property	Ownership Status	Jurisdiction	Existing Use	Existing Zoning
<b>Subject Property</b>	ASLD	Scottsdale	Undeveloped	I-1, R-5, CO, C-2, C-3, PRC, PCC and PCoC, all with a PCD overlay
<b>North of Property</b>	Private Ownerships, State Land	Scottsdale	Condominium Development, undeveloped area, residential subdivisions	R-5 PCD, OS PCD, R1-5 RCD, ESL, OS PCD ESL
<b>East of Property</b>	Private Ownerships	Scottsdale	Undeveloped, Residential Subdivisions, Office Development	OS PCD, ESL, I-1, OS PCD
<b>South of Property</b>	Private Ownerships	Scottsdale	Princess Hotel Residential Uses, Residential Uses	PCP/PCD, R-4 PCD, R-5, R1-35, C-2 PCD, OS
<b>West of</b>	Privately	Unincorporated	Automobile	C-2 PD

<b>Property</b>	Owned	Maricopa County	dealerships	
<b>West of Property</b>	ASLD	Phoenix	Undeveloped	S-1

### ***B. Description of Uses in General Area***

North Scottsdale has been developing since the late 1970s. Older uses further north but in the sub-region include Rawhide and the Pinnacle Peak Country Club and surrounding residential areas along Pinnacle Peak Road between Scottsdale and Pima Roads. The 1980s saw increasing residential development in various forms including large lots, lot splits and smaller subdivisions. The Fairmont Princess Hotel and golf course was constructed in the 1980s along with single-family residential uses and higher density residential uses in the vicinity of the Princess, all of which were originally State Trust land. In the 1990s, the area saw the master planned communities of Grayhawk (originally part of Core North), DC Ranch, and McDowell Mountain Ranch develop along with new commercial and office uses in the Perimeter Center. Since the late 1990s, additional commercial development along Scottsdale Road south and north of Crossroads East has occurred, influenced in part by the completion of the Loop 101. At this time, the only north-south transportation corridors are Scottsdale and Pima Roads and the only existing east-west transportation corridors are Pinnacle Peak Road approximately two (2) miles north, Thompson Peak Parkway approximately ¼ mile north of the Property and the recently opened Loop 101.

## **V. Impact on School District**

Crossroads East is located within the Paradise Valley School District ("School District"). The proposed plan does not propose any increases in residential density, but allows reallocation of existing entitlements. Therefore, it is not anticipated that the proposal will have any additional impact on the School District as previous student generation rates were already taken into consideration. In spite of this, a ten (10) acre (net) usable site will be provided for use by the School District at a location to be mutually determined by the ASLD and the School District within Character Area C-1, depicted on the Character Areas map included with this application.

## **VI. Transportation**

As noted previously, the transportation aspect of the proposed plan is the major component of this request, not only for Crossroads East, but also for surrounding properties including State Trust Land to the west of Scottsdale Road. At this time, north-south access is limited to Scottsdale and Pima Roads. Although Hayden Road has a built interchange at the Loop 101, Hayden north of the Loop is not yet constructed. The major east-west routes are Thompson Peak

Parkway through Grayhawk and DC Ranch and the Loop 101 that functions as the primary regional east-west route in this area. Unfortunately, anticipated traffic volumes in this area, based on existing entitlements, are in excess of what these transportation routes can effectively carry. Unless updated circulation system plans are approved, increased traffic volumes will be forced to Thompson Peak and through existing residential neighborhoods. Crossroads East has specifically been designed in concert with the DMB Stacked 40s Property to the west to include a loop road system between Scottsdale and Hayden Roads. This loop road will function as an additional east-west route to remove a significant portion of anticipated future traffic from Thompson Peak Parkway for the benefit of residential areas in the area.

## **VII. Conformance with the General Plan**

The proposed PCD zoning is consistent with the City of Scottsdale General Plan Land Use designations for Crossroads East. The Property is designated as Mixed Use Neighborhoods with a Regional Use District overlay. Mixed-Use Neighborhoods are areas with access to major regional transportation and services and have a focus on human scale development. These areas can accommodate higher density housing with office, retail or mixed-use structures with residential above commercial. The Regional Use District overlay is intended to provide "...flexibility for land uses when it can be demonstrated that new land uses are viable in serving a regional market. Regional uses include, but are not limited to, corporate office, region serving retail, major medical, education campus, community service facilities, tourism and destination attraction uses." Additionally, Crossroads East is located within the Freeway Corridor/Regional Core and Employment Character Types and within the Sonoran Regional Core/Airpark Character Area.

The proposed PCD zoning, uses and, specifically, the land use distribution, are consistent with the General Plan and represents a refinement to existing zoning. Furthermore, the proposed changes are consistent with the recent voter approved General Plan including many vision statements, values and goals contained in the Plan. Furthermore, the proposed PCD represents a better response to the unique character and development pattern of Scottsdale it represents the very type of development encouraged and promoted within the General Plan. The proposed PCD is in concert with principles to promote development that provide a balance of land uses that integrate residential, retail office and other uses. The Crossroads East plan is also consistent with policies intended to locate higher intensity uses at major transportation routes and to create circulation patterns that are sensitive to surrounding neighborhoods. Ultimately, the Crossroads East PCD proposes to redistribute existing entitlements and does not propose any increases or changes in land use intensity. The Property therefore not only remains consistent with the existing General Plan land use designations, but also represents a more thoughtful and market responsive plan that will implement visions and strategies contained in



the General Plan that will help to create a development that incorporates the unique Scottsdale character.

### **VIII. Project Justification**

The proposed request will not change the existing zoning but rather will update the entitlements to create flexibility and establish a new circulation system for the Property. This request is appropriate for the following reasons:

- A. The approved uses are consistent with and compatible with adjacent and surrounding land uses. No new uses are proposed.
- B. The proposed amendment does not include any increases in density or intensity but rather allows flexibility of existing entitlements.
- C. The request conforms to the City of Scottsdale General Plan.
- D. The request will provide transportation benefits to the area by creating a new circulation plan to better accommodate existing entitlements, and which will reduce traffic along existing transportation routes.

### **IX. Summary**

In summary, 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 system problem, which if not addressed could severely impair transportation movements in the immediate area and spill over into the adjoining residential area. If approved, the Crossroads East PCD Amendment will set forth a transportation system that will help to relieve the anticipated congestion. The proposed transportation linkages are being coordinated with surrounding private land including the DMB property to the west. Additionally, ASLD will seek similar modifications on Trust Land west of Scottsdale Road in the City of Phoenix with the goal of ensuring overall improvement in the regional transportation system.