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36 (1997)

TO:

RE:

Planning Commission

FROM: Project Review

Case 41-Z-85 - R1-35 to I-1, C-3 (C), R-5 and R-3 -SEC C.A.P. Parkway/Pima Road

Owner: Double A Investments, et al. Applicant: Lou Jekel

RECOMMENDATION

It is recommended that the Planning Commission recommend DENIAL of Case 142-Z-84, a rezoning request from R1-35 to I-1, C-3 Conditional, R-5, and R-3 on 80+ acre parcel located at the southeast corner of C.A.P. Parkway and Pima Road.

FACTS

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1. Relationship of Request to General Plan:

Conforms _____ Marginal ____ Does Not Conform

The General Plan indicates industrial land use (I-1) west of 90th Street and residential at a density of 4-8 units per acre (R-4) east of 90th Street.

2. Prior Zoning History:

Adopted as R1-35 upon annexation. Case 142-Z-84 was an identical request but was withdrawn prior to hearing.

The proposal is to develop an 80+ acre parcel with mixed land uses consisting of a hotel, auto center complex, industrial park, and medium density residential. At the southeast corner of Pima Road and the C.A.P. Parkway, 12.9+ acres are planned for a hotel site for the anticipated development of 400 rooms at a density of 31 units per acre. An auto center complex on 21+ acres would encompass four dealerships with approximately 5 acres designated to each dealership. Development of an industrial park subdivision is proposed on 22.7+ acres south of the hotel and auto center. Medium density residential (R-3) is proposed on 20.5+ acres for the development of 233 units at a density of 12 units per acre.

The Northwest Community Area Plan recommends the area between 90th Street and Pima Road south of C.A.P Parkway as industrial. Additionally, the portion of the application east of 90th Street is planned for residential at a maximum of eight units per acre. The only portion of the application which conforms to the adopted plan is the industrial park portion in the southwestern section of the site. The staff believes that the development potential for the hotel and auto center is premature due to the lack of

ATTACHMENT #1

aty council acti REPOST AGENDA ITEM NO MAYOR AND UTTY COUNCIL 05/21/85 DATE 10 COMMUNITY DEVELOPMENT/PROJECT REVIEW <u>James L</u> SUBJECT: CASE 41-Z-85 - R1+35 TO I-1, C-0, R-5 AND R-4 - SEC C.A.P. PARKWAY/PIMA ROAD <u>Neal T. Pasco</u> STRFF Owner: Double A Investments, et al. Applicant: Lou Jekel RECOMPENDATION The Planning Commission recommends that the City Council APPROVE Case 41-Z-85, a rezoning request from R1-35 to 1-1, C-0, R-5, and R-4 for 80+ acres located at the southeast corner of C.A.P. Parkway and Pima Road, subject to the attached stipulations. The Zoning staff concurs with the Planning Commission recommendation. FACTS 1. Relationship of Request to General Plan: Marginal X Does Not Conform Conforms The General Plan indicates industrial land use (I-1) west of 90th Street and residential at a density of 4-8 units per acre (R-4) east of 90th Streat. 2. Prior Zoning History: Adopted as R1-35 upon annexation. Case 142-Z-84 was an identical request to the original development proposal submitted with this application but was withdrawn prior to hearing. 3. No public opposition. Applicant concurs with stipulations except for #11. The City Council at their May 7, 1985 meeting referred Case 41-Z-85 back to the Planning Commission for reconsideration of a revised request. The original proposal consisted of a mixed land use development consisting of a hotel, auto center complex, industrial park, and medium density residen-tial. At the southeast corner of Pima Road and the C.A.P. Parkway, 12.9+ acres were planned for a hotel site for the anticipated development of $4\overline{0}\overline{0}$ rooms at a density of 31 units per acre. An auto center complex was planned on 21+ acres to encompass four dealerships with approximately 5 acres designated to each dealership. Development of an industrial park subdivision was proposed on 22.7+ acres south of the hotel and auto center. Medium density residential (R-3) was proposed on 20.5+ acres for the development of 233 units at a density of 12 units per acre. The revised development proposal eliminates the auto center in favor of component east of 90th Street reflects a higher density R-5 core (parcel 4) wrapped by a lower length R^{-1} reduce Loarcel 5) in lieu of redding density R-5 core (parcel 4) mercial office development (parcel 1). Additionally, the residential com-Lnarcel 5) in lieu of medium density R-3 on both parcel ACTION TRHEN ND06350 (4/85)

- CITY COUNCIL ACTIONS (EPORT --

Case 41-Z-84 Page 2

The Northwest Community Area Plan recommends the area between 90th Street and Pima Road south of C.A.P Parkway as industrial. Additionally, the portion of the application east of 90th Street is planned for residential at a maximum of eight units per acre. The only portions of the application which strictly conform to the General Plan are the industrial park portion in the southwestern section of the site and the R-4 portion along the southeastern edge. The staff recommended denial.

No one spoke in opposition at the May 14, 1985 Planning Commission meeting. The Commission voted unanimously to forward the case to the City Council with a recommendation for approval subject to the attached stipulations which includes the elimination of the R-5 component east of 90th Street. Although the staff had originally recommended denial of the application as requested, the staff now concurs with the recommendation of the Planning Commission. The staff recommendation has been reviewed by and has the concurrence of the Development Team.

> Tommy J. Davis Assistant City Manager

Attachments: #1-Planning Commission Report 5/14/85 #1a-Conditions #2-Vicinity Map/General Plan #3-Zoning Map #4-Original Development Plan #5-Revised Development Plan #6-Narrative

ND06350 (6/84)

		CONDITIONS FOR	\$1-Z-85
Ο	1. The devel mitted as	opment shall be in substanti- part of the application.	al conformance with the plans sub-
	2. Building		ll commence within 24 months of t its option, the City Council may must commence.
	3. The site		uire use permit approval through
	A Badicatio		way shall be made within six proval:
	STREET	RIGHT-OF-WAY	CROSS-SECTION
	Pime Road C.A.P. Pa	g 95 [°] (Half) arkway 65' (Half) tapering to 130' (Full)	44.5' (Half)(a) 44.5' (Half) to 89' (Full) (a)
	90th Stre 89th Stre	eet 90'(Full)	61' (Full) 41' (Full) to 20.5'(Half)
.	hali sha` witi	f-median. The development rolling to the subdivision Ordinance.	
U	C.A.P. P	arkway and Fina Road. Acces Street and 660' westerly of ! P. Parkway shall be permitte	ment) shall be provided along s shall be permitted 330' westerly 90th Street. No other access to d either temporarily or
	· The series	-	ncing for the design and construction the C.A.P. Parkway.
	7. Median b time of cess loc	reaks will be permitted at 8	9th Street and 90th Street. At the a break may be permitted at the ac- street. No other median breaks
			ong both sides of 90th Street.
	of 90th	Street.	1) be provided along the west side
	10. Depresso to creat	ed parking and landscaping st te an open, attractive street	hall be utilized on the hotel site O tscape.
	11Percel	4-shall-be-zoned-R-4	
ې	approva	o dedication of right-of-way I shall be obtained for the stern half of the C.A.P. Park	for C.A.F. Parkway, lot split expected parcel created north of way.
	12. Prior t provide	co adoption of zoning, real p acceptable access to the no	roperty shall be exchanged to orth.

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Scottsdale City Council

May 21, 1985

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MOTION: There being no further discussion, Councilman Gentry moved to concur with the Planning Commission recommendation and approve Case 41-Z-85, subject to the stipulations already on file, and the addition of Stipulations Nos. 12 and 13 as discussed. At this point in the discussion, Mr. Roberts advised that Stipulation # 11 should be deleted, which was agreed to by Council. Further, upon compliance, staff is instructed to prepare the map and change the ordinance to change the zoning. The motion was then seconded by Councilman Black, and carried unanimously.

18. <u>48-Z-85</u> — COUNCIL INITIATIVE — Amending Scottsdale Zoning Ordinance Application Fees: AND <u>Adopt</u> Ordinance No. 1715 — Affirming the amendment

It is recommended that the City Council:

 Approve as recommended by the Planning Commission, Case 48-2-85, a Council Initiative to amend the Scottsdale Zoning Ordinance for the purpose of amending the application fees for Development Review, variances, use permits, rezonings, and signs, per Attachment # 3; AND

2. Adopt Ordinance No. 1715 affirming the amendment.

Mayor Drinkwater stated that, if adopted, Ordinance 1715 would carry the Emergency Clause so that changes in fees can be put into effect immediately. He then asked if there were any questions from Council, or if anyone in the audience wished to speak.

MOTION : When there was no response, Councilman Black moved to approve Case 48-2-85 as recommended, and to adopt Ordinance 1715. This motion was seconded by Councilman Walton, and carried unanimously.

19. <u>51-Z-95</u> -- C-2 to D/RS-1 -- 4215 North Marshall Way

The Planning Commission recommends that the City Council approve Case 51-2-85, a resoning request from C-2 to D/RS-1 (Downtown Specialty Retail - Type 1 Development Standards) for a 4,500 square foot lot at 4215 North Marshall Way.

The Zoning staff concurs with the Planning Commission recommendation.

MOTION: Mayor Drinkwater asked if anyone in the audience wished to oppose this application, and when there was no response, Councilsan Walton moved to concur with the Planning Commission recommendation and approve Case 51-Z-85. Further, upon compliance, staff is instructed to prepare the map and ordinance to change the soning. This motion was seconded by Councilman Black, and carried unanimously.

22. <u>54-Z-85</u> - R1-70 HD to R1-43 HD - Northwest corner of Alma School and Heppy Valley Roads

The Planning Commission recommends that the City Council approve Case 54-2-85,

Case 142-7-84 Page 2

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specific users for those sites. Additionally, the request is a substantial departure from the General Plan and could constitute a significant precedent for expanded retail services in the area. Accordingly, the staff recommends

Should the Planning Commission forward the case to the City Council with a recommendation for approval, the staff recommends that the approval be subject to the attached conditions.

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Attachments: #la-Conditions #2-Vicinity Map/General Plan #3-Zoning Map #4-Devalopment Plan











INTRODUCTION

The approximate 80-acre site has been master planned as a multi-use center at the southeast corner of Pima Road and the Bell Road/CAP Parkway Loop.

The site lies just south and east of the commercial core planned for the recently adopted Scottsdale Foothills General Plan. An accompanying market feasibility study prepared by Management Research Inc. analyzes the marketability of the land uses. The study was requested to assure that these are viable uses on the property and are well located to serve their respective markets, and are compatible with the General Plan and specific uses now approved or contemplated for the immediate area.

Excellent access is available via both Pima Road and the Bell Road/CAP Parkway Loop. In addition, the site will have convenient access to the North Loop.

The master plan presented includes the following elements:

An automotive dealership center

• A hotel

• An Industrial Center of approximately 22.74 acres

• A residential area with 233 units

 A natural wash drainage buffer which provides both an open space amenity as well as an iffective pedestrian linkage between adjacent parcels.

Context

The proposed site will serve and compliment those uses associated with the regionally oriented urban center pl ined to the north on State Land Property. This same relationship and assis ation applies to the commercial

core or State Land approved south and east of this site. Our center will focus on a mix of human and economic activities relating to the said existing and proposed commercial cores. This range or mix of activities will provide a variety of goods and services for the market area. In addition, location and the degree of access reinforce the site's relationship and viability to the potential regional market.

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The development plan emphasizes the strategic siting of compatible uses through design techniques ensuring efficient site functions. The development encourages active people orientation with strong auto and pedestrian linkages. Development of the Outer Loop, a planned roadway to encircle the entire Metropolitan Phoenix area and provide a regional circulation link, will further enhance access to the site. Pima Road is designed to be the eastern leg of the Outer Loop, linking to Bell Road.

The Outer Loop is planned as a limited access expressway and will be a critical transportation link for development north of the Central Arizona Project canal. Although there are currently no firm dates for the Outer Loop project, Pima Road in its current form, is assuming an increasingly important role in the area's circulation pattern.

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Land Uses

Emphasis has been placed upon the strategic siting of the various land use designations. The positioning of these uses concentrates the activity in the core of the development, maintaining a positive image to surrounding land uses and frontage.

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The residential parcel is in the east, least intensive zone of the site. The placement of this use is compatible to the residential planned to the east. The site plan promotes a variety of housing sizes varying from one to two stories. Open space amenities are linked together by pedestrian walks. These amenities are evenly distributed and serve as a focal terminous to entry conditions. An additional open space amenity is provided by the fifty (50') foot buffer corridor. This buffer follows the east alignment of 90th Street and provides a visual character/setting for the proposed development.

The bold, hotel placement will be highly identifiable to motorists passing at relatively high speeds on Pima Road and Bell Road. Easy access is provided off Pima Road and 89th Street. This hotel will provide lodging for visitors in the Scottsdale Airpark vicinity.

The industrial lots are located on the southern portion of the site. This use is compatible with the industrial lots located immediately south of our parcel. The average lot size calculates to approximately 1.5 acres. All lots are accessed via 89th Street or a 60' ROW cul-de-sac.

The automotive dealership core area is highly identifiable to motorists passing at relatively high speeds on Bell Road. The users are envisioned to be high end, low volume dealerships. Access and visibility were two vital concerns to attract the casual car enthusiast. Four dealerships are positioned on the approximate 21.06 acre parcel. Each dealer is allowed approximately five acres for their showroom, new and used car display, customer parking, service center and auto body center. The showrooms are offset to provide a high degree of visibility. Outdoor display spaces are elevated and shared between two dealerships. The necessity of these dealerships to be located in a compatible manner, with an integrated and convenient open space linkage was the guideline used when laying out the shared display space. The auto body shop and service centers are severed from the showroom by a private roadway running east to west. Despite this separation, the pedestrian corridor encourages those people getting repairs to venture north across the road into more display space.

Summary

The character of this approximate 80-acre parcel is established as enlookers pass by the wide landscaped boulevard and open space. These boulevards connect with the major expressways in the north Scottsdale area. The landscaped right-of-way and the encouraged pedestrian circulation system give a glimpse of the overall character of the development.

The site plan proposes a mixture of related uses which gives the overall development an identity of its own, but also relates to adjacent developments. The character of the site plan will be initiated in the core of the automotive dealerships.

All the uses incorporated in the plan focus on establishing a proper architectural scale to suit the area, and also develop feasible siting orientations to address parking, visual orientation, market preferences, and a whole variety of functional needs.

The general site development plan graphically portrays this complimentary association to surrounding areas. Architectural controls will assure a consistent building vernacular as well as street furniture and effective signage and graphics. The development of a project of this quality and type would enhance the character of continued development in the surrounding areas.

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G. WILLIAM LARSON ASSOCIATES, INC.

8070 EAST MORGAN TRAIL 210, SCOTTSDALE, ARIZONA 85258 (602) 951-8017

DOUBLE A INVESTMENTS ZONING REQUEST NARRATIVE

The request of case #41-Z-85 is to rezone an approximate 80 acre parcel located at the southeast corner of the Pima Expressway and the Bell Road/CAP Parkway. The site plan proposes a mixture of related uses which give the overal! development an identity of its own. The positioning of the proposed uses concentrates the activity in the core of the development, maintaining a positive image to surrounding land uses and frontage. Wide, heavily landscaped rights-of-ways and open spaces encourage pedestrian circulation while establishing an overall character of the development. These landscaped rights-of-ways connect with the major expressways in the north Scottsdale area.

The application represents a departure from the General Plan, which calls primarily for industrial uses on the western half of the property, and townhome densities at eight units per acre on the eastern balance of the property. However, the General Plan does envision major employment uses in proximity of the proposed commercial cores, as close as half a mile away.

Development of the outer loop, a planned roadway which encircles the entire metropolitan Phoenix area while providing a regional circulation link, will further enhance access to the site. Pima Road is designed to be the eastern leg of the outer loop, linking to Beil Road. The outer loop is planned as a limited access expressway and will be a critical transportation link for development north of the CAP Aqueduct. Although there are no firm dates for the Outer Loop project, Pima Road in its current form is assuming an increasingly important role in the area's circulation patterns. Circulation through our project intends to insulate adjacent properties and avoids disruption to existing and future developments. In the past, specific modifications or updating of the City's General Plan have been precipitated by readway alignment modifications or by recent development activity and trends. Narrative Double A Investments Page Two

A market feasibility study was prepared by Management Research, inc. which analyzes the marketability of the land uses as designated on the site development plan. The uses proposed are as follows:

- 1) 21.06 Acres -- C-O Commercial Office;
- 2) 22.74 Acres -- I-I Industrial;
- 3) 12.90 Acres -- R-5 Hotel;
- 4) 7.07 Acres -- R-5 Multi-family; and,
- 5) 13.38 Acres -- R-4 Townhomes.

The study was requested to assure that these are viable uses on the property and that they are well located to serve their respective markets. The project's location and degree of access reinforce the site's relationship and viability to the potential regional market. The development plan emphasizes the strategic siting of compatible uses while implementing design techniques which encourage efficient site functions. The development encourages active people orientation with strong auto and pedestrian linkages. The owner and applicant feel the study identifies the site's compatibility with the General Plan and the specific uses now approved or contemplated for the immediate area. The area has a special combination of attractions for commercial firms which builds up demand for space. This ever-growing demand, set against the intentionally limited supply of land, exerts pressure on the remaining acreage in this highly active area around Pima Road and the CAP Parkway/Bell Road interchange.

Because of the site's excellent potential for access, our site identifies the "gateway" or "front door" to the commercial centers to the south and east. Our center will focus on a mix of human and economic activities relating to the proposed or existing commercial cores. Our proposed site plan is intended to serve and compliment the uses associated with the regionally oriented urban cores. This range or mix of activities will provide a variety of goods and services for the market area.

All uses incorporated in the plan focus on establishing a proper architectural scale to suit the area, and also develop feasible siting orientations to address parking, visual orientation, market preferences, and a whole variety of functional needs. The general site development plan graphically portrays this complimentary association to surrounding areas. Architectural controls will assure a consistent building vernacular as well as street furniture and effective signage and graphics.





Narrative Double A investments Page Three

The development of a project of this quality and type would enhance the character of continued development in the surrounding areas.

The parcel previously designated as C-3 Conditional Commercial, planned for an automotive center has been converted to C-0 Commercial Office use. At the initiation of our planning efforts, we did not know of the intentions to plan an automotive center on the state land property to the north. Philosophically, we felt the "high" end automotive center we were proposing was complimentary to the planned commercial cores, rather than competing with their proposed uses. We have designated commercial office in place of the automotive center to provide an environment desirable and conducive to related adjacent uses in the planned commercial cores. This use also assures compatibility with the medium and high density residential districts which adjoin this parcel to the east. We feel the commercial office will provide a transition from the commercial core and residential districts to the airpark, providing a powerful attraction to new firms moving to the valley.

The hotel site will be highly identifiable to motorists passing at relatively high speeds on Pima and Bell Road/CAP Parkway. The parcel is designed to accomodate two phases of development. A health club/fitness center is considered particularly important for attracting business guests and is itself a viable enterprise drawing on the local residential population and workforce as well as hotel clientele from the Airpark. Site characteristics further strengthen the market position of a hotel at this location: visibility, accessibility to its market, proximity to major demand generators, physical amenities of the surrounding area and compatibility of this land use with the environs.

The industrial lots are located on the southern portion of the site. This zoning classification is consistent with existing industrial to the south.

The residential parcel is located in the east, least intensive zone of the site. Townhome zoning is consistent with the General Plan's designation for the site, and completely insulates the multi-family parcel located adjacent to 90th Street. Placement of these residential uses is compatible with the residential areas planned to the east and south. Open space amenities are linked together by pedestrian circulation systems.





Narrative Double A Investments Page Four

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These amenities are evenly distributed and serve as a focal terminous to entry conditions. The fifty foot buffer aligning with 90th Street provides a visual character and setting for the proposed development.

In conclusion, the proposed land uses are not just complimentary, but reinforcing of one another. We believe the open space amenity will provide a character and flavor worthy of Scottsdale. To reinforce the compatibility of the proposed uses, the owner would prefer implementing design oriented covenants, conditions, and restrictions (CCR'S) to reinforce the thorough stipulations authored by the staff.



Scottedele City Council

May 21, 1985

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with the Planning Commission recommendation and approve Case 35-UP-85, subject to the stipulations. This motion was seconded by Councilman Gentry, and carried unanimously.

17. How and Pime Road

The Planning Commission recommends that the City Council approve Case 41-Z-85, a rezoning request from R1-35 to I-1, C-0, R-5 and R-4 for 80± acres located at the southeast corner of CAP Parkway and Pima Road, subject to the stipulations on file with the Planning Department.

The Zoning staff concurs with the Planning Commission recommendation.

Following some comments made at the Monday study aession, Mayor Drinkwater asked Mr. Neal Pascoe, Zoning Manager, what was happening with the re-routing of roads, to which Mr. Pascoe replied that an additional stipulation has been proposed which addresses the question of CAP Parkway right-of-way dedication, and the applicant has now agreed to this stipulation.

Mr. Pascoe stated that there was still a problem on the possible re-routing of 89th Street, but that the adjacent property owner and his attorney were present, and it was hoped that this problem could be resolved. The question involved access from the property to the north which presently did not have road frontage, and Jim Roberts, Project Review Director, confirmed that with the configuration of the two parcels, it was hoped that a land exchange between the two property owners involved could be arranged. This would provide the parcel to the north with sufficient road frontage for access. Assuming that such a land exchange could be arranged, Planning staff had prepared an additional Stipulation # 12, which would cover this.

The applicant, Mr. Lou Jakel, 4323 N. Brown, was then invited to make his comments, and he confirmed that he was an attorney representing the developer. He also stated that the other property owner, Dr. Cramer, was also present with his attorney.

Mayor Drinkwater asked if anyone in the audience wished to speak on this case, but there was no response. The Mayor then asked if Dr. Cramer would like to comment, and Karen Schroeder, his attorney, stated that her client appreciated the willingness of the applicant to endorse a land split. This was approved by her client, but she asked that this be added as a further stipulation to this resoning application. Mr. Jekel indicated his approval of this action, which led the Mayor to ask the City Attorney if such a stipulation could be included. Mr. Farrell indicated that approval of the zoning could be withheld until the property owners have exchanged deeds to the respective properties. This could also be controlled by Stipulation # 13 with the following suggested wording: "That both parties should record deeds recognizing the land exchange agreed to give road frontage access to Dr. Cramer prior to the issuance of building permits." This proposed action was agreed by the storneys for both parties.

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also existing citizens in Scottsdale. He believes it would be proper for the developer to pay a portion of the fee and supplement the remainder with City funds.

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Mr. Hoagland moved that Case 48-Z-85 be forwarded to the City Council with the recommendation for approval on the basis of a cost recovery method as outlined by staff and a stipulation that would require the pre-application hearing process be accomplished in 7 to 10 days. Mr. Hawkins seconded the motion and it carried unanimously.

 Double A Investments, Owner - Louis G. Jekel,
Applicant - Rezoning From R1-35 to I-1, C-3,
R-3, and R-5 - An 80± Acre Parcel Located at
the Southeast Corner of C.A.P. Parkway and
Pima Road.

Mr. Svoboda advised that the City Council referred this request back to the Planning Commission to consider a revised plan. Mr. Svoboda briefly reviewed the zoning in the area and the major features.

The revised mixed use proposal has eliminated the auto center and replaced it with a commercial office development. The residential component east of 90th Street now reflects R-5 wrapped by an R-4 buffer rather than the R-3 as previously proposed.

Continuing, Mr. Svoboda remarked that the General Plan recommends that the area between 90th Street and Pima Road south of the C.A.P. Parkway be industrial in nature. The only portion of this application that conforms with the adopted plan is the southern portion of the site and the R-4 portion along the eastern and southern boundaries.

The staff believes the hotel use is inconsistent with the nonretail service that was anticipated and that the use may be premature and also that it may set an undesirable precedent.

Further, Mr. Svoboda stated that this proposal is based upon a conceptual plan that cannot be evaluated for compliance to ordinance requirements. Therefore, the staff recommends denial.

Lou Jekel, applicant, emphasized that the character of the parcel has changed greatly from the time the General Plan was adopted. This is due in part from the C.A.P. Parkway and the Pime Expressway.

Mr. Jekel stated that although the plan is conceptual at this point that they are willing to stipulate to a conditioned site

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plan in terms of the general overall areas of zoning. He explained that the R-5 and R-4 area has not been changed but misconstrued as R-3 earlier.

Bill Larson outlined the changes in the proposal which were precipitated by discussions with the staff. He stressed the new circulation element and the effect that it will have on this parcel.

Mr. Larson noted that at the time the auto center was initiated by his office they were not aware of intentions for an auto center on the State Land project north of the C.A.P. Parkway. He believes the proposed C-O will maintain an admirable streetscape for the C.A.P. Parkway as well as an interior circulation system

Continuing, Mr. Larson elaborated on what they believe is a totally integrated plan. He pointed out the relationship of the R-5 to the C-O and the R-4 contiguous to the existing R-4 all of which is focused centrally on the amenity element.

Mr. Jekel commented that there is a substantial amount of I-1 already in this area and that it would be a disservice to put I-1 all the way up to the road. He also argued that C-O is not incompatible and compared the proposed zoning classes with the land surrounding the parcel.

Regarding the staff's comment that the hotel use is premature, Mr. Jekel divulged that Sheraton Inns and Ramada Inns have both shown interest in the site but neither has made a commitment due to the fact that the zoning in not in place.

There was no public testimony.

Mr. Hoagland asked Mr. Larson how much acreage comprises the residential portion and how many units are proposed.

Mr. Larson replied that the R-4 and R-5 will comprise 20.5 acres and there will be a total of 260 units.

Mr. Smith addressed staff wondering how much additional traffic would be generated from the residential component over and above what the General Plan calls for.

Mr. Basha responded that the combination of R-5 and R-4 would represent 98 more units than a strict R-4 classification which would be the general plan for the area. This equates to an increase of 60 percent.

Mr. Wellington asked staff to expand on their concerns regarding the location of the hotel.

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Mr. Pascoe indicated that although the location of the hotel is a concern, the principle concern is that the hotel use is not called for in the General Plan. However, the staff would not object to an internally located hotel as an accessory to a master planned development.

Mr. Smith stated that he believes a hotel would be an excellent use at this location and complimented the applicant on his revised plan. His only concern is the density of the R-5.

Mr. Hoagland concurred with Mr. Smith and added he would support a reduced density. He believes the commercial and the hotel would benefit the streetscape.

Mr. Hawkins offered his support of the comments of Mr. Smith and Mr. Hoagland. Mr. Hawkins commented that the hotel is a pleasing alternative to industrial at this location. He also favors the C-O parcel, but believes R-4 would be more appropriate on parcels 4 and 5 to keep the density down and as a trade-off to the R-5 on parcel 3.

Mr. Hoagland asserted that he would support the zone that would yield the same number of residential units as permitted by the General Plan.

Mr. Pascoe advised that it is possible to combine two zones to arrive at a specific density. He indicated the way to accomplish this would be to determine the desired density and then select the zone based on that.

Mr. Thomas indicated that he was reasonably supportive of the hotel but that there would be no access from Pima or Bell Parkway and that the parking area should be depressed if it occurred along the roadway. He urged the developer to set an example for those projects that will follow and lent his support to the R-4 on parcels 4 and 5.

Mrs. Manross implied that she was hesitant to deviate from the General Plan but she believes this is a logical site plan for this particular area. She also favors lowering the density in the southeast to make it more compatible. Overall she is pleased with the revised plan.

Mr. Wellington asked Mr. Larson for his comments regarding zoning parcels 4 and 5 to R-4.

Mr. Larson initially clarified that there is no access proposed from Pima Road to the hotel site. However, they do have plans to accommodate a depressed or elevated ramp system exiting the north loop and there is a right-in, right-out only fronting on the C.A.P. Parkway. The only median break occurs on 89th Street.

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Regarding the density issue, Mr. Larson replied that he is comfortable with the revised plan as submitted and feels the transitions to adjacent properties have been accommodated. He claimed that his primary concern is that the design is satisfactorily handled.

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In conclusion, Mr. Larson asked the Commission not to view this proposal as a break in the General Plan, but as a response to the circulation elements implemented in the area contiguous to the property.

Mr. Hoagland moved that Case 41-Z-85 be forwarded to the City Council with the recommendation for approval, subject to the following modifications: One, that the developer pay special attention to the design of the hotel, landscaping, and depressed parking. Two, that parcels 4 and 5 be changed to an R-4 zoning district. Mr. Hawkins seconded the motion and it carried unanimously.

52-Z-85	V. H. Development, Owner - Clouse Engineering,
	Inc., Applicant - Rezoning From R1-35 to R1-7
	PRD (Planned Residential Development) and
	R1-10 PRD to Expand an Approved R1-7 PRD
	(30-Z-85) - 15± Acres Located at the Northwest
	Corner of Larkspur and 94th Street.

Mr. Svoboda briefed the Commission on the zoning in the surrounding area. Much of the land in the area is vacant, but it is changing. Mr. Svoboda explained the proposed rezoning which will add 47 single-family lots on 15 acres.

The staff's primary concern focuses on the proposed density for the R1-10 PRD portion of the request. The General Plan for this area indicates a maximum of two units per acre on this portion of the site which would allow 20 units instead of the 29 units requested by the applicant. Staff believes the lower density is needed to provide an effective transition to the less intense equestrian oriented uses to the south. Also, an increase in density does not appear to be warranted at this location.

Mr. Svoboda noted that staff would be willing to support a request for R1-7 PRD and R1-18 PRD which would allow 36 units for the expansion area. The staff recommends deniel.

Francis Slaven, applicant, discussed the appropriateness of the proposed zoning for this area. He stated the basic difference between the proposed rezoning and the staff's recommendation is 9 units.

CONDITIONS FOR 41-Z-85

- 1. The development shall be in substantial conformance with the plans submitted as part of the application.
- 2. Building permits and construction shall commence within 24 months of the date of City Council approval. At its option, the City Council may extend the time in which construction must commence.
- 3. Site plans for the hotel and auto center shall require use permit approval through the public hearing process.
- 4. Dedication of the following right-of-way shall be made within six months of the date of City Council approval:

STREET	RIGHT-OF-WAY	CROSS-SECTION
Pima Road C.A.P. Parkway	95'(Half) 65' (Half) tapering to 130' (Full)	44.5' (Half)(a) 44.5' (Half) to 89' (Full) (a)
90th Street 89th Street	90' (Full) 60' (Full) tapering to 30' (Half)	61' (Full) 41' (Full) to 20.5'(Half)

- (a) Ultimate half-street cross-section consists of three lanes and half-median. The development responsibility for half-streets shall consist of two lanes and half-median (34.5') in conformance with the Subdivision Ordinance.
- 5. 1' V.N.E. (vehicular non-access easement) shall be provided along C.A.P. Parkway and Pima Road. Access shall be permitted 330' westerly of 89th Street and 660' westerly of 90th Street. No other access to the C.A.P. Parkway shall be permitted either temporarily or permanently.
- 6. The applicant shall provide 50% financing for the design and construction of a signal at 90th Street and the C.A.P. Parkway.
- 7. Median breaks will be permitted at 89th Street and 90th Street. At the time of Development Review, a median break may be permitted at the access located 660' westerly of 90th Street. No other median breaks shall be permitted.
- 8. A 6' bike path shall be provided along both sides of 90th Street.
- 9. A 15' equestrian trail easement shall be provided along the west side of 90th Street.

ATTACHMENT #1a

Site plan approval through the public hearing process shall be required on Parcels 10a and 10b. The site plan submitted for Planning Commission and City Council review shall include the following information and limitations: Direct access to external streets shall be limited to one point on ٨. Hayden Road, one point on 76th Street, and two points on Union Hills Road. 「おうない」 A landscape buffer with an average width of 25 feet shall be . B. provided along all external boundaries. C. Specific provisions for employee and customer parking. D. A conceptual site plan showing typical parcel sizes, common areas and distribution of uses. Ë. Master signage and lighting concepts. Whenever a non-residential use abuts residential uses, the following shall 10. apply: The non-residential parcel shall be subject to a minimum building A. setback of 50 feet. Service areas shall be screened from the view of residential areas. ₿. The maximum height of exterior lighting shall be 18 feet within 150 C. feet of the residential parcel. No parcel shall be split without subdivision plat or master plan approval. 11. 12. A scenic corridor easement with an average width of 100 feet shall be provided along the east side of Scottsdale Road and both sides of Pima Road north of the Outer Loop, prior to the issuance of building permits on any adjacent parcel. Prior to any zoning map adoption, application for Development Review Board 13. approval, or application for preliminary plat approval, the applicant shall: Provide and secure Project Review staff approval of the following Α. master plans and reports: 1. Master Grading and Drainage Plan and Report (see Schedule A) Master Water Plan and Report (see Schedule B) 2. Master Wastewater Plan and Report (see Schedule C) з. Master Circulation Plan (see Schedule D) 4. Master Environmental Design Concept Plan (see Schedule E) 5. Β. Provide a summary report indicating the proposed phasing of development and the on-site and off-site improvements required for each phase as indicated by the above master plans. C. Dedicate the required perimeter right-of-way as shown in Schedules G and H. D. Submit a revised plan of development which reflects the stipulations of approval. -2-

ENVIRONMENT

- The major wash crossing Parcel 23 shall be designated a Vista Corridor and preserved in a natural state as determined by the Development Review Board. A scenic easement with an average width of 100 feet shall be provided along this wash concurrent with any other easements. The location and treatment of the Vista Corridor shall be approved prior to development approval on the adjacent purcels.
- 2. All drainageways designed to handle a 100-year storm flow of 750 cfs or more shall have an average width of at least 75 feet and all drainageways designed to handle a 100-year storm flow of 250 to 750 cfs shall have an average width of at least 50 feet. The design for these drainageways, and any detention basins with an area of .5 acre or more, shall include landscaping ith low-water usage plant materials and shall be subject to Development Review Board approval.
- 3. A native plant survey and preservation plan which complies with the requirements of the Zoning Ordinance shall be submitted for Project Review staff approval at the time of Development Review on each parcel. The Project Review staff will work with the applicant to minimize the extent of the survey required within large areas of undevelopable open space. All significant cacti which are suitable for transplanting and are necessarily uprooted for road building or similar construction shall be stockpiled during construction and shall be replanted in landscaped areas or donated for public use in accordance with State Statute and permit procedure.
 - The applicant shall be responsible for dedicating all drainage and flood control easements and designing and constructing all drainage management facilities indicated by the approved Master Drainage Plan in accordance with the schedule provided therein.