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# PLANNING COMMISSION REPORT

MEETING DATE: November 30, 2005

ITEM No. \_\_\_\_\_

GOAL: Coordinate Planning to Balance Infrastructure

**SUBJECT**

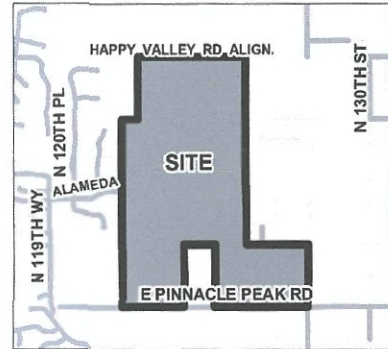
**Sereno Canyon  
1-ZN-2005**

**REQUEST**

Request for approval of a density incentive for the Crown Property development, zoned Single Family Residential District Environmentally Sensitive Lands (R1-130 ESL), to increase allowed dwelling units from 101 to 122 dwelling units with amended development standards on 330 +/- acres. This site is located at the east end of Alameda Road near N. 122nd Street (northeast corner of E. Pinnacle Peak Road alignment and N. 122nd Street alignment, north up to Happy Valley Road alignment).

**Key Items for Consideration:**

- This is not a rezoning request, but a request to increase density in exchange for more dedicated natural area open space (NAOS).
- The request proposed to increase the number of single-family lots allowed from 102 to 122.
- Over 205 acres of the property will be reserved as NAOS.
- The developer will construct streets and infrastructure necessary to serve the site.
- The impacts of additional lots on traffic and infrastructure will be negligible.
- Neighborhood comments have been focused on extending Alameda Road, which dictates the site plan and NAOS locations.



**Related Policies, References:**

Proposed Amendment to the Streets Master Plan removes Alameda Road east of Happy Valley Road from the City's Street Classification Map. Case 21-UP-2005 is a future request for a community center within the proposed development.

**OWNER**

Crown Communities  
630-851-5490

**APPLICANT CONTACT**

John Berry  
Berry & Damore, LLC  
480-385-2727

**LOCATION**

N. 122nd Street & Alameda Road

**BACKGROUND**

**Zoning.**

The site is zoned Single Family Residential/Environmentally Sensitive Lands District (R1-130/ESL) The R1-130/ESL District allows single-family homes, public schools, churches, and municipal uses The minimum lot size allowed in this district is 130,000 square feet

**General Plan.**

The General Plan Land Use Element designates this area as Rural Neighborhoods This category includes areas of relatively large lot single-family neighborhoods Densities in Rural Neighborhoods are usually one house per one acre (or more) of land

The General Plan Character and Design Element designates this area as Rural Desert Character Type These areas generally contain relatively low-density and large lot development These areas also provide a rural lifestyle that includes preserving the natural desert character and vegetation, building low profile structures, providing a natural buffer around development, and limiting road access

**Context.**

This 330-acre property is located at the east end of Alameda Road near N 122nd Street (northeast corner of E Pinnacle Peak Road alignment and N 122nd Street alignment, north up to the Happy Valley Road alignment) The site has dramatic terrain that includes rolling hills, small mountains, large boulder outcrops, heavily vegetated areas, washes, and jeep trails The property is located within the Upper Desert Landform of the Environmental Sensitive Land Ordinance The property is surrounded by R1-130 ESL zoning, and the surrounding area includes higher density subdivisions further to the west and the Planned McDowell Sonoran Preserve further to the south, east, and northeast

**Adjacent Uses and Zoning**

- North Vacant State Land, zoned R1-130 ESL
- South Vacant and Preserve, zoned R1-130 ESL
- East Vacant and Preserve, zoned R1-130 ESL
- West Vacant and Single-Family Homes, zoned R1-190 ESL

**APPLICANT'S PROPOSAL**

**Goal/Purpose of Request.**

This is a request to approve of density incentive and amended development standards for the R1-130 ESL District in exchange for additional natural area open space (NAOS) This is not a request to rezone to another zoning district The request will increase the allowed dwelling units from 102 units to 122 units, and amends the development standards pertaining to lot size, lot width, and setbacks The proposal provides an increased amount of NAOS from 139 acres to 205 acres The amended development standards are outlined in the table below

<b>Development Standard</b>	<b>Required</b>	<b>Amended</b>
Number of Lots	102 lots allowed	122 lots proposed
Lot Size	130,000 square feet	49,000 square feet

Lot Width	200 feet	150 feet
Setbacks	Front 60 feet Side 30 feet Rear 60 feet	Front 45 feet Side 22.5 feet Rear 45 feet
NAOS	139 acres	205 acres

**Development information.**

- Parcel Size 330.38 gross acres
- Existing Use Vacant land (desert)
- Proposed Use 122-lot single-family subdivision
- Existing Density Allowed 0.31 home per gross acre (102 homes)
- Proposed Density 0.37 homes per gross acre (122 homes)
- Proposed Lot sizes 49,000 square foot minimum
- Building Height Allowed 24 feet
- Building Height Provided 24 feet
- NAOS Required 139 acres (42%)
- NAOS Provided 205 acres (62%)

**IMPACT ANALYSIS**

**Density and Amended Development Standards.**

The Environmentally Sensitive Lands Ordinance allows an applicant to request a density incentive up to 20% of the base density to applicants who provide more meaningful NAOS than is normally required. The bonus must be approved by the City Council providing that the following criteria are met:

- a. The bonus applies only in the R1-43, R1-70, R1-130, and R1-190 residential zoning districts
- b. The incentive must be calculated using the base NAOS standards for the development project, and cannot be used in combination with any reductions in NAOS
- c. The additional NAOS must be undeveloped natural area and cannot include revegetated areas
- d. The additional NAOS must respond to site conditions and the surrounding context to maximize connections with existing or planned open space on adjoining properties including the McDowell Sonoran Preserve

The ESL Ordinance allows development standards for the underlying zoning district to be amended by the Development Review Board with the Preliminary Plat, as long as the standards are not reduced by more than 25%. The lot width and setback reduction meets the 25% maximum, however the applicant wishes to reduce the minimum lot size 62% (from 130,000 square feet to 49,000 square feet). The ESL Ordinance allows the City Council to approve amended development standards which exceed 25% pursuant to the following:

1. Application and public hearing procedures of Section 1.600 and 1.700
2. In reviewing such applications, the City Council shall compare the requested intensity and use to the environmental conditions and to the General Plan to determine the appropriateness of the amended development standards

- 3 The applicant shall demonstrate that the stated modifications better achieve the purposes of ESL regulations in Section 6 1011 than the existing zoning

The road and lot configuration proposed, along with the amended development standards, limit land disturbance and help preserve substantial meaningful natural open space through washes, on steeper slopes, in concentrated vegetation areas, in boulder outcrop areas, and around the perimeter of the property. The proposed decrease in lot size, lot width, and setbacks allow development flexibility, allow an additional 20 lots, and allow 66 acres of additional NAOS.

#### **Traffic.**

The request for density incentive approval would allow an increase from 102 single-family dwelling units to 122 dwelling units. This represents an increase in daily trip generation from 976 trips to 1,168 trips. The primary site access will be provided from Happy Valley Road west of the site via Alameda Road. Happy Valley Road is classified as a minor arterial street and is constructed to a four lane cross section – two lanes each direction with a center landscaped median. There are currently 3,920 daily vehicles on Happy Valley Road in the vicinity of Alameda Road. Alameda Road is classified as a minor collector street and is constructed to a two lane cross section – one lane in each direction without a center turn lane. It currently terminates near N 121<sup>st</sup> Place near the site boundary. There are currently 1,550 daily vehicle trips on Alameda Road near Happy Valley Road. Alameda Road has no direct residential access, consistent with its collector classification, and has adequate capacity to handle the increase in traffic associated with this request. A circulation master plan has been submitted with this amended development request and is attached for reference.

Associated with this request for amended development standards is a separate request to remove Alameda Road's minor collector classification from the City's Street Classification Map that was adopted with the Streets Master Plan in October of 2003. This request is being made to allow the applicant to install gates on Alameda Road east of the N 122<sup>nd</sup> Street alignment, which would prevent public access through the proposed development. This request is the result of a *neighborhood involvement program* that was initiated by residents who live along Alameda Road west of the site. Neighbors have expressed a desire to reduce the amount of traffic on Alameda Road that would be generated by the proposed development and by eliminating the public street connection from Happy Valley Road to N 128<sup>th</sup> Street.

The applicant has proposed to construct an alternative east-west connection north of Alameda Road. The proposed street would follow the Ranch Gate alignment at Happy Valley Road, continue east primarily through undeveloped State Land, and end up on the true Happy Valley Road alignment at N 128<sup>th</sup> Street. This new street would be a two-lane local collector street. In addition to Alameda Road, the proposed development would have access to the north onto this new street, as well as access to 128<sup>th</sup> Street on the east side. The applicant has agreed to use the proposed Ranch Gate Road for all construction traffic associated with home construction.

The request to remove Alameda Road from the Street Classification Map was approved by the Transportation Commission on November 17<sup>th</sup>, 2005 by a vote of 4 to 2. The Transportation Commission's report has been attached for reference. The Transportation Commission's approval included several conditions that have been incorporated into the case stipulations. These include the following:

- Ranch Gate must be constructed between Happy Valley Road and N 128<sup>th</sup> Streets to local collector street standards before removal of Alameda Road from the Street Classification Map. The applicant is responsible for securing all necessary right-of-way.
- Happy Valley Road/118<sup>th</sup> Street must be constructed from its current termination north to Jomax Road.
- Public trail access must be provided through the Crown property, providing trail access for the residents west of the proposed development to 128<sup>th</sup> Street.
- Adjacent neighborhoods must be provided vehicular access through the Crown property in the event of an emergency area evacuation.

In order to assemble and subsequently subdivide the subject property, there are many existing roadway easements that will need to be abandoned. There are also several adjacent parcels that will need to retain access through the subject property. These issues are addressed in the stipulations for this case and in the master circulation plan for the proposed development.

**Water/Sewer**

The applicant has submitted a Master Plan for water and wastewater, and is responsible for new water and sewer infrastructure to service the site.

**Police/Fire.**

The nearest fire station is located approximately 4 miles from the site at 27777 N Alma School. The increase from 102 lots to 120 lots will not impact police or fire services.

**Schools District comments/review**

The surrounding school districts have been notified of this application, and the Cave Creek Unified School District states that the District has adequate school facilities to accommodate the projected number of additional students generated by the proposed density increase.

**Community Involvement.**

Surrounding property owners have been notified, the site has been posted with informational signs, neighborhood meetings have occurred, and the Transportation Commission has held public meetings regarding Alameda Road. A letter from Troon Highlands Estates supports the increase in dwelling units. Much of the community input received has been directed to concerns regarding more traffic on Alameda Road (with or without the proposed density incentive). After receiving community input, the applicant modified the plan to show Alameda Road as a private street with alternate public access to the north through a future Ranch Gate Road. The applicant also agreed to direct construction vehicles away from Alameda Road during future home construction. (See Citizen Involvement Attachment #8)

**Community Impact.**

The change to allow 122 lots instead of 102 lots will increase the density allowed on the site, but will have little or no impact on existing infrastructure or services. The development plan provides a significant increase in the amount of natural area open space in this area of rugged terrain. It also provides large lots with limited building envelopes, no perimeter walls, and limited road access. The current development proposal and site plan are dependent on the successful removal of Alameda Road from the Street Classification Map, which is a separate process and has been recognized in the attached stipulations.

**STAFF  
RECOMMENDATION**

**Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.

**RESPONSIBLE  
DEPT(S)**

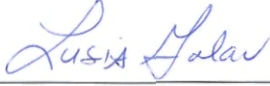
**Planning and Development Services Department**  
Current Planning Services

**STAFF CONTACT(S)**

Tim Curtis, AICP  
Principal Planner  
480-312-4210  
E-mail: [tcurtis@ScottsdaleAZ.gov](mailto:tcurtis@ScottsdaleAZ.gov)

**APPROVED BY**

  
\_\_\_\_\_  
Tim Curtis, AICP  
Report Author

  
\_\_\_\_\_  
Lusia Galav, AICP  
Current Planning Director

**ATTACHMENTS**

1. Applicant's Narrative
- 1A. Amended Development Standards
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Transportation Commission Report
8. Citizen Involvement
9. City Notification Map
10. Conceptual Land Use Plan w/ Surrounding Property Context
11. Site Plan



Master Planned Communities, Land Planning, Site Planning &  
Design, Environmental Analysis & Landscape Architecture

**CROWN COMMUNITIES - 330 ACRES**  
**PROJECT NARRATIVE**  
(UPDATED 09 28 05)

The Crown Property is a 330 acre site, located at the northeast corner of the Pinnacle Peak Road alignment and the 122<sup>nd</sup> Street Alignment. The Pinnacle Peak Road alignment serves as the properties southern boundary, while the Happy Valley Road alignment extends across the northern property boundary. The existing communities of Sonoran Crest and Saguaro Canyon are immediately adjacent to the western property boundary of the site.

The existing property is an assemblage of 13 private parcels and is generally vacant/undeveloped in character. A series of jeep trails serve as the only man-made impacts on the site. Access to the site boundaries can be achieved via 128<sup>th</sup> Street to the eastern property edge, or by way of Alameda Road which is improved to the western edge of the property (122<sup>nd</sup> Street alignment). The City has requested the applicant to submit master plans for the property to supplement the rezoning application. These master plans will outline a cohesive development plan that considers infrastructure and environmental conditions relative to the overall site, as well as demonstrating the benefits of parcel assemblage as a means to promote sensitive design practices. Master planning of the site will encourage the creation of contiguous open spaces and allow for the ability to shift density away from high-value environmental areas.

This application proposes to maintain the existing R1-130 ESL zoning designation on the property with a request for a density incentive that will increase the allowed number of lots from 101 to 122. The ESL Ordinance provides for a density incentive bonus that will not exceed 20% of the permitted density, provided that the applicant agrees to the designation of additional "meaningful natural area open space". Analysis of the site



indicates that 139 acres (or 42% of the gross site area) of open space is required for development approval. The applicant has provided 205 acres (or 62% of the gross site area) of Natural Area Open Space as illustrated in the Preliminary Open Space Plan. Increased open space throughout the project was achieved by reducing development envelope sizes within lots, widening areas that contain sensitive natural habitat and unique environmental features, identifying high-value corridors for connectivity throughout the project and increasing setback buffers to adjacent properties and roadways. The applicant intends to promote the natural setting of the site by minimizing disturbance in high visibility areas and assemble contiguous open space areas that will serve as corridors for wildlife and resident recreation. On a more regional level, the provided open space responds to the existing geographic and topographic characteristics of the area by maximizing connections with planned open space areas to the south and east of the subject property.

*Note: A site walk was conducted with City staff on May 3<sup>rd</sup>, 2005 to assess the specific locations of proposed roadway alignments and development envelopes as identified on the Preliminary Open Space Exhibit and Land Use Plan. Open space connectivity and corridors were examined to ensure adequate buffering and protection of natural features (i.e. major boulders and 50+ cfs wash corridors). The applicant and staff agreed to minor modifications of the land use plan that result in better integration of improvements within the existing environment. The field visit also elevated staff awareness of the specific dynamics and geography of the site and found that provisions for environmental and open space sensitivity (including compliance with the ESL Ordinance) were being adequately addressed by the applicant.*

The applicant has also requested amendments to the R1-130 ESL development standards to allow for reduced lot area, dimensions and setbacks. Approval of the amendment request will allow for a site plan configuration that recognizes the sensitive natural features of the site and would permit increased numbers of lots to be located in less sensitive areas of the site. The provided Preliminary Open Space Exhibit with Priority NAOS Areas, demonstrates this design approach by illustrating areas of environmental constraint, locations of natural features and the connectivity of open space areas throughout the site.

The proposed conceptual site plan reflects efforts on behalf of the applicant to ensure a sensitive design approach and to address development concerns of surrounding property owners with regards to vehicular circulation and distribution. The community will be gated, with three resident access locations. The primary entry will be at the eastern terminus of Alameda Road, with a private local collector level roadway that will extend eastward into the heart of the project. Secondary, full access entry gate locations will be located along the northern site boundary (Happy Valley Road alignment) and the eastern site boundary (128<sup>th</sup> Street alignment). The northern access point will tie into a proposed minor collector alignment that will extend from 118<sup>th</sup> Street to 128<sup>th</sup> Street across the State Land property. The eastern gate will serve not only as a resident gate but double as an access option for emergency vehicles needing to service properties along the southern portions of 128<sup>th</sup> Street.

A public trail segment will be included along the 128<sup>th</sup> Street frontage. The trail will be dedicated within a 20-foot easement and will meander within the 100-foot scenic corridor easement. This segment will provide a linkage to the proposed McDowell Sonoran Preserve trailhead to be located at the southern terminus of 128<sup>th</sup> Street.

A designated community center and park site has been identified in the central portion of the project and will serve the overall community. The community center will serve as a focal point for community residents and will incorporate a broad spectrum of amenities in addition to serving as a trailhead for private trails within the proposed project. The proposed private trail network will enhance pedestrian connectivity to all portions of the site.

Utilities, including water and wastewater, will be conveyed to the site via extensions to existing public service lines in Alameda Road and the Happy Valley Road alignment. Please reference the utility master plans submitted in conjunction with this application for a more detailed description of proposed utility locations.

The delineation of preliminary development envelopes for each residential unit have been defined to promote the integration of development into the existing natural environment. Delineated natural open space areas are contiguous, provide ample buffer to adjacent properties and were designed to minimize impacts to the most sensitive natural features on the property. The site contains numerous boulder features that have been specifically integrated into proposed natural open spaces, trail corridors, park sites and community focal points. Major boulder features that meet the criteria for preservation as defined by the ESL Ordinance will be placed in protective easements throughout the site. The preservation of existing native vegetation will be an important component of the open space areas. However, the site was subjected to a large scale wildfire burn approximately 10 years ago and has not recovered to densities and maturities typical of the upper Sonoran Desert. The Concentrated Vegetation Exhibit identifies areas that have demonstrated the greatest levels of vegetation recovery on the site. These areas are typically associated with high-volume wash corridors and have been identified for preservation. Initial site planning and open space determinations were made utilizing a combination of available resources including environmental constraint surveys, topographic mapping and aerial photography. In addition, the City of Scottsdale's NAOS priority maps and the Dynamite Foothills Area Plan Environmental Constraints Map provided guidance as to the location of City prioritized environmental features.

The subject property naturally drains to both the east and west, off of a subtle watershed boundary that extends through the center portion of the property. Offsite drainage generally initiates from the McDowell Mountains to the south and crosses the site in a series of small braided washes. These braided wash corridors lend character to the site, their ephemeral waters slowly shaping the contours of the property into small rolling hills, bisected by intermittent washes.

The site plan proposes a development scenario that seeks to promote the sensitive integration of development into the existing landscape. This sensitive approach not only benefits the unique environmental characteristics of the site by ensuring its preservation, but will add value to future lots that retain the essence of this natural setting even after

the residences have been built. To further this goal of sensitive integration, the applicant has adopted many of the design standards and recommendations identified in the Dynamite Foothills Character Area Plan (DFCAP). The Area Plan will help to promote cohesion of development character in the area and will serve as a guideline for current and future design decisions. One of the design policies put forth by the DFCAP was the recommendation of the elimination of project perimeter walls. The applicant does not intend to construct perimeter walls, and instead proposes a combination of rear lot walls within development envelope areas and the discretionary use of decorative site walls to screen and buffer development from high traffic areas. Site walls will be limited to 4-feet in height and will generally be located in proximity to proposed monumentation and project entry gates only. Rear lot walls will be limited to 6-feet in height and will address security and privacy concerns of individual homeowners. The use of retaining walls may also be necessary in association with roadway and development envelope improvements. In addition, retaining walls will be designed to conform with City of Scottsdale design standards and ESL requirements.

Listed below is a summary of additional conformance standards set forth by the DFCAP and the Scottsdale General Plan. These standards have provided a framework for initial theming and design considerations during the planning process.

**Conformance with the Dynamite Foothills Character Area Plan - Design and Performance Guidelines**

*Low Density Single Family Uses*

- Defined construction envelopes that recognize sensitive natural areas
- Wherever possible, development impacts will minimize disturbance to mature Saguaros and Desert Trees
- Maximum building height will be limited to 24' per ESL ordinance
- Lawn/Turf areas will be restricted to enclosed private areas, typically located at the rear of the property
- Colors and textures will blend into the adjacent natural desert setting
- Use of lighting will be restricted to comply with adopted "Dark Sky" Ordinance

**Conformance with City of Scottsdale General Plan**

*Rural Desert Character Types*

- The identity and natural desert character of this district should be strengthened and maintained by preventing encroachment of nonconforming uses and architectural styles, protecting open spaces and vistas, encouraging conservation of desert

vegetation, building low profile structures, discouraging walls, and limiting road access

- Special care should be taken to preserve the natural character of the land and natural drainage corridors
- Desert vegetation is maintained in either in common open space areas or on individual lots
- Site plans for developments on larger vacant tracts should be sensitive to topography, vegetation and natural drainage area
- The impacts of development on desert preservation should be minimized through the preservation of washes and the use of natural buffers on the perimeter of developments

***Environmentally Sensitive Lands and Native Desert Character Types***

- Any development permitted in this district should be very low density and special care should be taken to minimize the impacts of development on the natural character of the land
- Low impact recreational opportunities may be considered for these areas, including hiking, mountain biking and equestrian trails

***Recognize the value and visual significance that landscaping has upon the character of the community and maintain standards that result in substantial, mature landscaping that reinforces the character of the city***

- Require substantial landscaping be provided as part of new development or redevelopment
- Maintain the landscaping materials and pattern within a character area
- Encourage the use of landscaping to reduce the effects of heat and glare on buildings and pedestrian areas as well as contribute toward better air quality
- Discourage plant materials that contribute substantial air-borne pollen
- Encourage landscape designs that promote water conservation, safe public settings, erosion protection, and reduce the "urban heat island" effect
- Encourage the retention of mature landscape plant materials

**M E M O R A N D U M**

**To: Tim Curtis**

**Co./Dept.: City of Scottsdale**

**cc:**

**From: Alex Stedman**

**Page: 1 of 1**

**DATE: 10/03/05**

**JOB NO.: 0425.1**

**SUBJECT: Crown Property (Sereno Canyon) Zoning Application Resubmittal**

Please accept this update to the pending Crown Property zoning application, currently on file with the City of Scottsdale (1-ZN-2005). Enclosed materials have been updated to reflect an updated site plan for the property. Most significantly, the site plan no longer reflects the extension of Alameda Road through the property as a public roadway, ultimately connecting to 128<sup>th</sup> Street on the eastern edge of the property. This change was made to reflect the desire of area residents to reduce through traffic volumes on Alameda Road. The revised Crown application proposes to gate Alameda at 122<sup>nd</sup> Street, allowing future residents to utilize this access point, but will prohibit construction traffic and through traffic from using this alignment. An alternative connector alignment, between Happy Valley Road and 128<sup>th</sup> Street, has been proposed at the Ranch Gate Road alignment (see revised Circulation Master Plan). An application for amendment to the Street Classification Map is being submitted concurrently with this application to substitute the Ranch Gate alignment for the existing Alameda Road connector segment.

Below is a list of the revised/updated rezoning application materials included in this package:

1. Narrative
2. Context Aerial + Context Site Plan
3. Site Plan
4. Overall Land Use Master Plan
5. Project Phasing Plan
6. Environmental Design Master Plan
7. Preliminary NAOS Exhibit
8. Preliminary Archaeological Mitigation Areas
9. Circulation Master Plan (2 Copies)
10. Master Drainage Report (2 Copies)

Please let me know if there are any additional items that you will need to complete your review of the revised materials. Thanks. -Alex

If you have received this in error, please contact LVA and we will retrieve it at no cost.

**CROWN PROPERTY**  
*122<sup>nd</sup> Street & Alameda Road*

Amended Development Standards Justification Form  
(Please attach the proposed Development Standards to this form)

**Which of the following development standards are requested for amendment?**

<b>R1-130 ESL:</b>	
<input checked="" type="checkbox"/> Lot Size: % of increase or decrease <u>62%</u>	Minimum Lot Size: <u>49,000 Sq.Ft.</u>
<input checked="" type="checkbox"/> Lot Width: % of increase or decrease <u>25%</u>	Minimum Lot Width: <u>150'</u>
<input checked="" type="checkbox"/> Setbacks: % of increase or decrease <u>25%</u>	Minimum Front Setback: <u>45'</u>
	Minimum Rear Setback: <u>45'</u>
	Minimum Side Setback: <u>22.5'</u>
<input checked="" type="checkbox"/> Sideyard Wall Setbacks: % of inc./dec. <u>100%</u>	Min. Sidewall Setback: <u>0'</u>

**What are the major environmental features on the site?**

The site contains a series of minor washes that are incorporated into the overall site plan as natural open space amenities within the development plan. Impacts to these areas will be generally restricted, with exception of necessary wash crossings for internal vehicular circulation. Drainage corridors have been established between development envelopes to address peak flows across the site and to maintain the integrity of these natural features as an amenity for future homeowners and as habitat for established species. Several large boulder outcroppings are located on the site and have been identified for preservation by the development plan through the dedication of NAOS easements. Development envelopes and on-site infrastructure are cognizant of these features and have provided allowances to prevent encroachment in most cases. The applicant has conducted a joint field visitation with City staff to identify areas of increased environmental value and adjust the preliminary development plan where necessary to avoid impacts to these areas. In addition, the applicant has utilized City resources (i.e. NAOS Priority Maps, Aerial Photography, Topographic Maps, ESLO Maps and Dynamite Foothills Character Area Plan) to promote conformance with the City's prioritized environmentally sensitive areas. These accuracy and relevancy of these plans in relation to the proposed site plan were field verified with staff to ensure that a sensitive development approach is achieved.

**Describe how these reductions result in better protection of environmental features than if the property were developed using standard lot sizes and setbacks:**

Reductions to the development standards will allow building lot and envelope shapes and sizes to better integrate within the existing natural environment, creating a balanced development scenario that acts to promote the preservation of significant wash corridors, significant boulder outcroppings, habitat areas and other sensitive natural areas.

Sensitive Natural Areas have been identified as areas containing increased vegetation densities and unique environmental features. These areas were identified prior to the site planning process and have been incorporated into the development plan as non-impacted areas. Due to a large-scale wildlands burn that occurred in the mid-1990s across the subject site, very little mature vegetation exists, particularly in increased densities. In spite of this condition, many portions of the site exhibit potential for expedited recovery resulting from their proximate location to seasonally concentrated water sources (ephemeral washes) and protective features such as bolder outcroppings. These areas were identified during the site planning process for preservation and potential rehabilitation.

Building envelopes have been situated to promote sensitive development conditions that largely avoid impacts to these sensitive areas. 50+ cfs washes and areas of increased vegetation density were prioritized for non-disturbance and the Open Space Exhibit illustrates this commitment. These wash corridors will also serve as wildlife corridors and special exceptions have been made to provide connectivity by reducing obstructions that would affect these movements. The building envelopes in this application are proposed to minimize disturbance of existing wash corridors and enhanced environmental value. The applicant has performed a site visit with City Staff to identify areas of increased environmental value and identify logical open space corridors that promote preservation and on-site open space connectivity. Staff has been supportive of these efforts and recognizes the relationship between sensitive environmental areas and the current development plan. The applicant will seek to increase protections of these areas through the establishment of NAOS easements, boulder protection easements, field-defined roadway alignments and development envelopes that are specifically designed to avoid encroachment into sensitive and high-value areas.

**What is the minimum NAOS required per ordinance?** 139 Acres  
**What is the amount of NAOS provided by the applicant?** 205 Acres  
**What is the percentage of the overall site (gross parcel size) being dedicated in NAOS?** 62%

**Will the NAOS be shown in common tracts and dedicated on the final plat?** No

**Will the NAOS be dedicated with each lot as it comes in for development?** Yes  
*If yes, explain how the City might achieve assurance that NAOS dedications are logical and connect with NAOS areas that will be or have been dedicated*  
The final plat will include an N A O S easement dedication

**Is the amount of NAOS being dedicated as part of the NAOS Density Incentive Provision of ESLO?**

Yes. The excess provided NAOS area will serve a dual role of justifying amended development standards for the subject property and meeting the qualification requirements for the Density Incentive Provision of ELISO.

**Special Circumstances** None



**Sec. 5 020. R1-130 single-family residential district**

**Sec. 5.021 Purpose.**

This district is intended to promote and preserve residential development. Large lots are required to maintain a low density of population. The principal land use is single-family dwellings and uses incidental or accessory thereto together with required recreational, religious and educational facilities.

(Ord No 2470, § 1, 6-16-92)

**Sec. 5.022. Use regulations.**

A *Permitted uses* Buildings, structures or premises shall be used and buildings and structures shall hereafter be erected, altered or enlarged only for the following uses

Any use permitted in the (R1-190) single-family residential district (see section 5 012A)

B *Uses subject to conditional use permit*

Any use permitted by conditional use permit in the (R1-190) single-family residential district (see section 5 012B)

(Ord No 2394, § 1, 9-16-91, Ord No 2430, § 1, 1-21-92, Ord No 2431, § 1, 1-21-92, Ord No 2470, § 1, 6-16-92, Ord No 3048, § 2, 10-7-97, Ord No 3034, § 1, 11-4-97, Ord No 3103, § 1, 1-6-98)

**Sec. 5.023. Approvals required**

Prior to development of any municipal use, or any use requiring a conditional use permit, Development Review Board approval shall be obtained as outlined in article I, section 1 900 hereof

(Ord No 2470, § 1, 6-16-92, Ord No 3225, § 1, 5-4-99)

**Sec 5.024. Property development standards.**

The following property development standards shall apply to all land and buildings in the R1-130 district

A *Lot area*

1 Each lot shall have a minimum lot area of not less than ~~one hundred and thirty thousand (130,000)~~ **forty-nine thousand (49,000)** square feet

2 If a parcel of land or a lot of record in separate ownership has less width or area than herein required and has been lawfully established and recorded prior to the date of the passage of this ordinance, such lot may be used for any purpose permitted in this section

B *Lot dimensions*

Width All lots shall have a minimum width of ~~two hundred (200)~~ **one hundred and fifty (150)** feet

C *Density* There shall be not more than one (1) single-family dwelling unit on any one (1) lot

D *Building height* No building shall exceed thirty (30) feet in height, except as otherwise provided in article VII

E *Yards*

1 Front Yard

a There shall be a front yard having a depth of not less than ~~sixty (60)~~ **forty-five (45)** feet

b Where lots have a double frontage on two (2) streets, the required front yard of ~~sixty (60)~~ **forty-five (45)** feet shall be provided on both streets

c On a corner lot, the required front yard of ~~sixty (60)~~ **forty-five (45)** feet shall be provided on each street No accessory buildings shall be constructed in a front yard *Exception* On a corner lot which does not abut a key lot or an alley adjacent to a key lot, accessory buildings may be constructed in the yard facing the side street

2 Side Yard There shall be a side yard of not less than ~~thirty (30)~~ **twenty-two and one-half (22.5)** feet on each side of a building

3 Rear Yard There shall be a rear yard having a depth of not less than ~~sixty (60)~~ **forty-five (45)** feet

4 Other requirements and exceptions as specified in article VII

F *Distance between buildings*

1 There shall be not less than ten (10) feet between an accessory building and the main building

2 The minimum distance between main buildings on adjacent lots shall be not less than sixty (60) feet

G *Buildings, walls, fences and landscaping*

1 Eight-foot walls, fences and hedges are allowed on the property line or within the required side and rear yard Walls, fences and hedges up to twelve (12) feet are allowed subject to a sixty-foot setback from the side and rear property line Walls, fences and hedges shall not exceed three (3) feet in height on the front property line or within the required front yard, except as provided in article VII The height of the wall or fence is measured from the inside of the enclosure *Exception* Where a corner lot does not abut a key lot or an alley adjacent to a key lot, the height of walls, fences and hedges in the yard facing the side street need only conform to the side yard requirements

2 A minimum of five (5) percent of all parking lot areas shall be landscaped as determined by use permit All landscaped areas shall be maintained to city standards

H *Access* All lots shall have vehicular access on a dedicated street, unless a secondary means of permanent vehicular access has been approved on a subdivision plat

I *Corral* Corral not to exceed six (6) feet in height shall be permitted on the property line or within the required front, side or rear yard

(Ord No 2470, § 1, 6-16-92, Ord No 2509, § 1, 6-1-93)

**Sec. 5 025. Off-street parking.**

The provisions of article IX shall apply

(Ord No 2470, § 1, 6-16-92)

**Sec 5.026. Signs.**

The provisions of article VIII shall apply

(Ord No 2470, § 1, 6-16-92)

**[Secs. 5 027--5.029. Reserved.]**

**DEVELOPMENT STANDARDS**

SUBDIVISION NAME **SERENO CANYO**

CASE # **1-ZN-2005**

**Q S MAP 45-57**

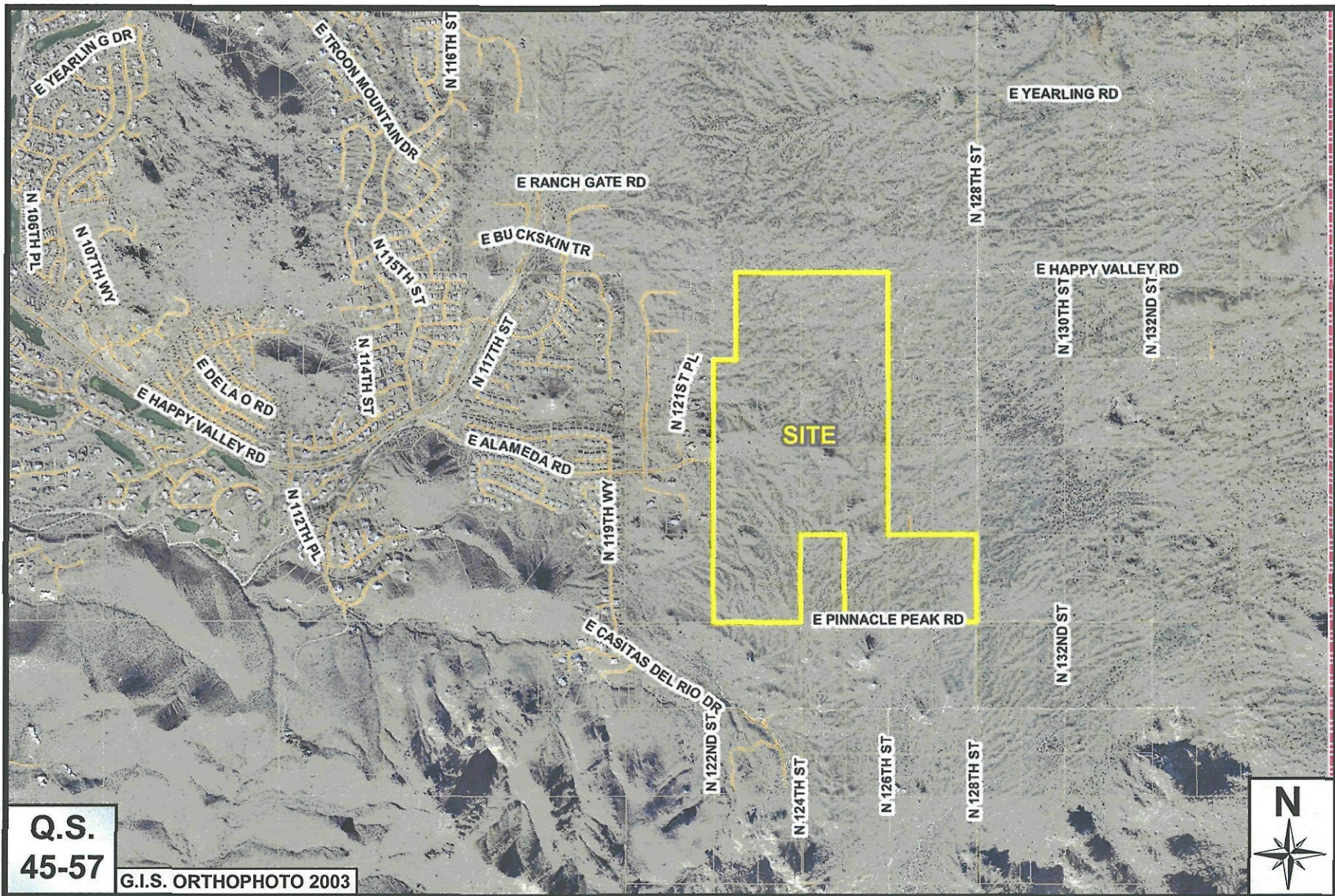
ZONING **R1 - 130**

**PCD**

**RPD**

**ESL X**

	ORDINANCE REQUIREMENTS	AMENDED STANDARDS	REDUCTION
MIN LOT AREA	<u>130,000</u>	<u>49,000</u>	<u>62%</u>
MIN LOT WIDTH			
Standard Lot	<u>200'</u>	<u>150'</u>	<u>25%</u>
Flag Lot			
MAXIMUM BUILDING HEIGHT	<u>30'</u>	<u>24'</u>	<u>per E S L</u>
MIN YARD SETBACKS			
FRONT YARD			
FRONT (to face of building)	<u>60'</u>	<u>45'</u>	<u>25%</u>
FRONT (corner lot, side street)	<u>60'</u>	<u>45'</u>	<u>25%</u>
FRONT (corner lot, side street)	<u>60'</u>	<u>45'</u>	<u>25%</u>
FRONT (corner lot, adjacent to key lot, side street)	<u>60'</u>	<u>45'</u>	<u>25%</u>
FRONT (double frontage)	<u>60'</u>	<u>45'</u>	<u>25%</u>
SIDE YARD			
Minimum	<u>30'</u>	<u>22 5'</u>	<u>25%</u>
Minimum aggregate	<u>60'</u>	<u>45'</u>	<u>25%</u>
REAR YARD			
Standard Depth	<u>60'</u>	<u>45'</u>	<u>25%</u>
Min Depth			
(% of difference)			
which can be occupied)			
DISTANCE BETWEEN BUILDINGS (MIN)			
Accessory & Main	<u>10'</u>	<u>10'</u>	<u>0%</u>
Main buildings/adjacent lots	<u>60'</u>	<u>45'</u>	<u>25%</u>
MAXIMUM WALL HEIGHT			
FRONT	<u>3'</u>		
SIDE	<u>8'</u>		
REAR	<u>8'</u>		
CORNER SIDE (not next to key lot)	<u>8' on PL</u>		
CORRAL FENCE HEIGHT (on property line)	<u>6' on PL</u>		
DEVELOPMENT PERIMETER SETBACKS			
APPLICABLE ZONING CASES			
NOTES & EXCEPTIONS			



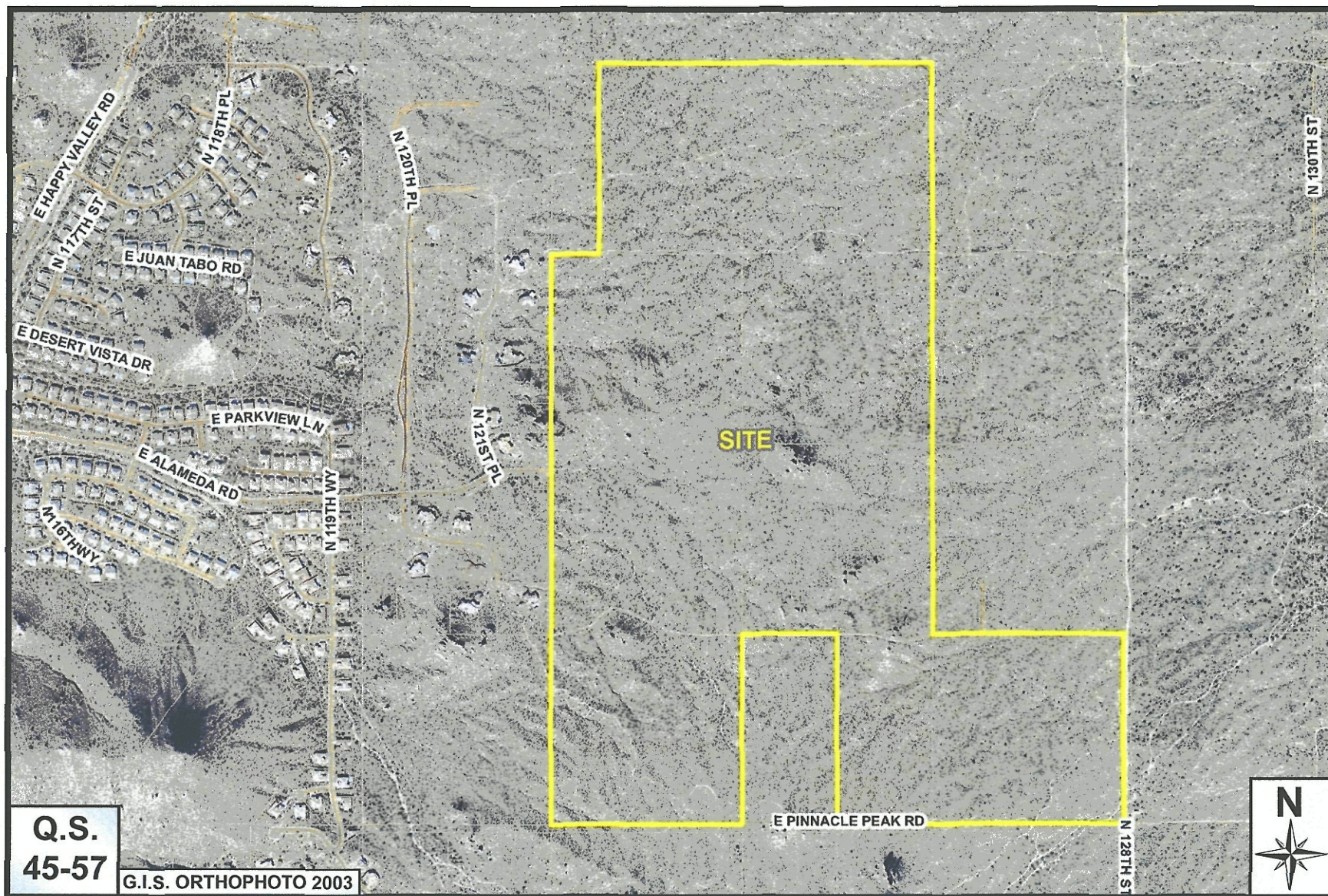
Q.S.  
45-57

G.I.S. ORTHOPHOTO 2003

# Sereno Canyon

**1-ZN-2005**

ATTACHMENT #2



Q.S.  
45-57

G.I.S. ORTHOPHOTO 2003

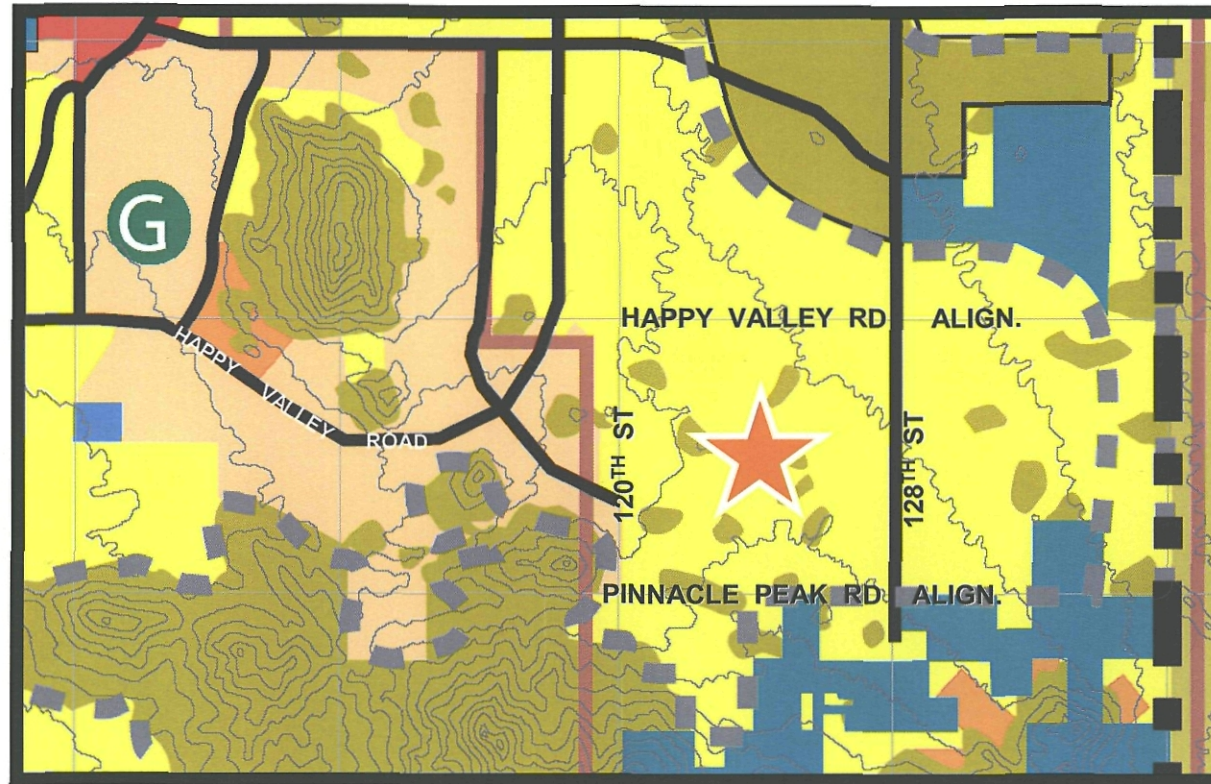





















Sereno Canyon

1-ZN-2005

ATTACHMENT #2A

# General Plan (Existing)



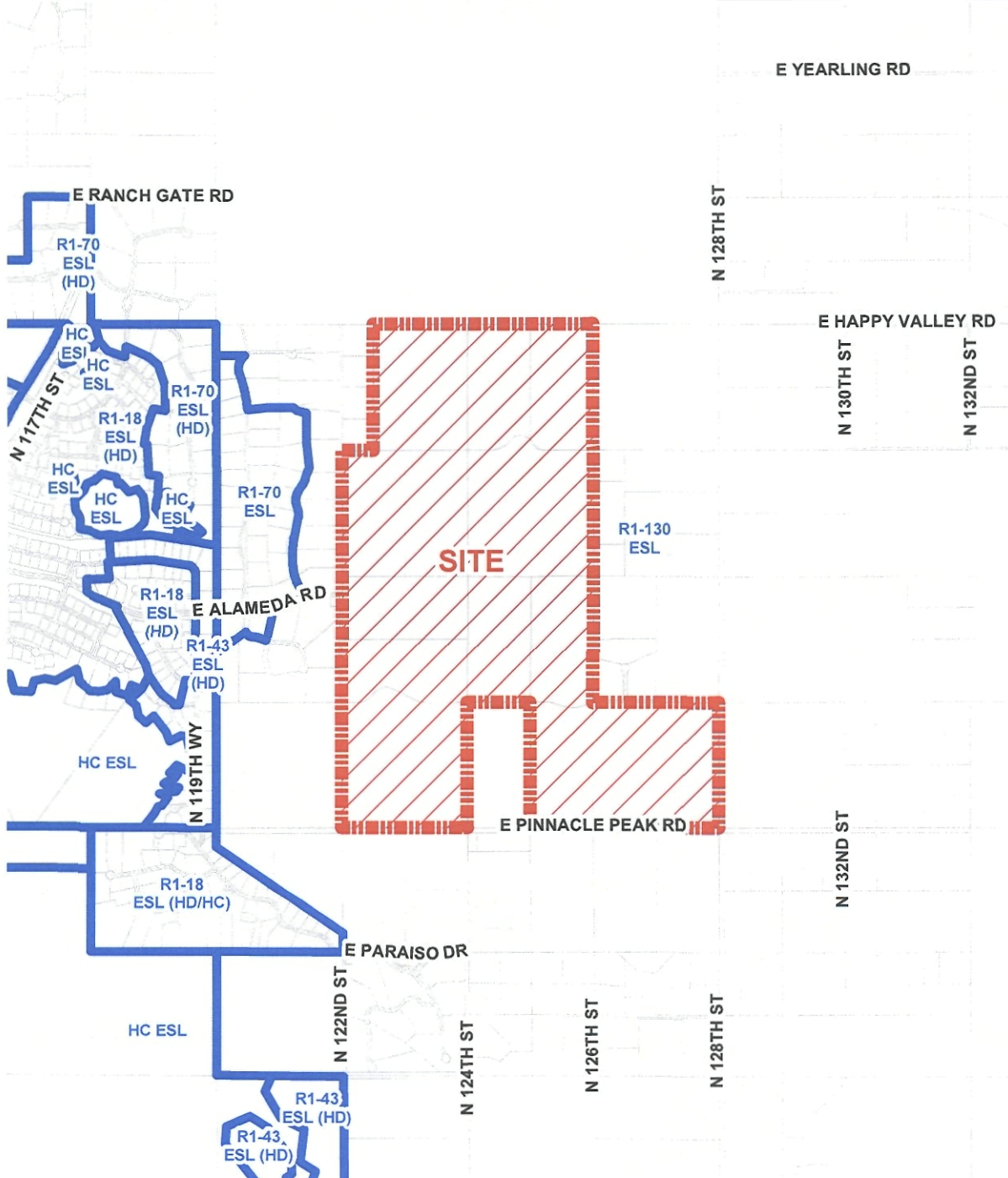
- |   |   |   |                                      |
|---|---|---|--------------------------------------|
|  | Rural Neighborhoods   |  | Commercial                           |
|  | Suburban Neighborhoods                                      |  | Office                               |
|  | Urban Neighborhoods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



Adopted by City Council October 30, 2001  
 Ratified by Scottsdale voters March 12, 2002  
 revised to show McDowell Sonoran Preserve as of May 2004  
 revised to reflect General Plan amendments through June 2004

**1-ZN-2005**  
**ATTACHMENT #3**

Approval of density incentive for current Single Family Residential District Environmentally Sensitive Lands (R1-130 ESL) zoning to increase allowed units from 101 dwelling units to 121 dwelling units



1-ZN-2005

ATTACHMENT #4





## STIPULATIONS FOR CASE 1-ZN-2005

### PLANNING/ DEVELOPMENT

- 1 CONFORMANCE TO SITE PLAN Development shall conform with the site plan submitted by LVA Urban Design Studio, LLC and dated 10/04/05 by City staff These stipulations take precedence over the above-referenced site plan Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council
- 2 MAXIMUM DWELLING UNITS/MAXIMUM DENSITY The number of dwelling units on the site shall not exceed 122 units without subsequent public hearings before the Planning Commission and City Council
- 3 CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS Development shall conform with the amended development standards dated 11/15/05 by City staff and attached as Attachment 1A Any change to the development standards shall be subject to subsequent public hearings before the Planning Commission and City Council
- 4 PEDESTRIAN CIRCULATION PLAN With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city staff approval This plan shall indicate the location and width of all sidewalks and pedestrian pathways
- 5 RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements

### ENVIRONMENTAL DESIGN

- 1 NATURAL AREA OPEN SPACE -- QUANTITY There shall be a minimum of 205 acres of NAOS dedicated on the site
- 2 NATURAL AREA OPEN SPACE -- LOCATION NAOS shall be dedicated on site, to the satisfaction of City staff, in general conformance with the City's NAOS Priority Areas maps and the Preliminary NAOS Exhibit prepared by LVA Urban Design Studio, LLC dated 10/04/05 by City staff

### CIRCULATION MASTER PLAN

- 1 MASTER CIRCULATION PLAN With the Development Review Board submittal, the developer shall submit a Master Circulation Plan for the site, which shall be subject to city staff approval This plan shall indicate the internal street layout, off-site improvements, street cross sections, public trail locations, access for surrounding parcels, internal roadway easements to be abandoned, and existing and projected traffic volumes

### CIRCULATION

- 1 STREET CONSTRUCTION Before issuance of any certificate of occupancy for the site, the developer shall dedicate the following right-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual

Street Name/Type	Dedications	Improvements	Notes
Happy Valley Road/ 118 <sup>th</sup> Street Minor Arterial	None	Half street, Fig 5,3-4, 36' CL-BC	A, G
Alameda Road Minor Collector	50' full street	26' BC-BC	B
Ranch Gate Road Local Collector	50' full street	Full street, Fig 5 3- 16, 28' BC-BC	C, G
128 <sup>th</sup> Street Minor Collector	40' half street		D
122 <sup>nd</sup> Street Local Residential	20' half	None	E
126 <sup>th</sup> Street Local Residential	20' half	None	E
Mariposa Grande Dr Local Residential	20' half	None	E
Internal Streets Local Residential	40' tract (Private Street)	Full street, Fig 5 3- 19, 24 ft BC to BC	F, G

- A The developer shall construct the extension of Happy Valley Road/118<sup>th</sup> Street from its current termination to Jomax Road prior to the elimination of Alameda Road from the Street Classification Map. The improvement shall consist of a minimum of two lanes and shall *transition to the existing improvements at the southern end*.
- B Alameda Road shall be extended from its current termination to the proposed development gate as a public street. The cross section shall match the existing improvements to the west.
- C The developer shall construct Ranch Gate Road from Happy Valley Road to 128<sup>th</sup> Street prior to the elimination of Alameda Road from the Street Classification Map. The improvements shall include a minimum 4-foot wide trail along the south side of the street within the right-of-way or a public access easement.
- D In lieu of improvements for 128<sup>th</sup> Street, the developer will construct 118<sup>th</sup> Street from its current termination point to Jomax Road. The right-of-way requirement for 128<sup>th</sup> Street reflects the Rural/ESL Character cross section with trail.
- E Public right-of-way shall be required along these street alignments unless determined to be not necessary at the time of preliminary plat approval. No street improvements shall be required along these local residential streets.
- F The local residential street cross section shall include minimum 6 foot shoulders.
- G The street cross sections shall be as indicated unless an alternative cross section is approved in the master circulation plan.
- 2 IN LIEU PAYMENTS At the direction of city staff, before issuance of any building permit for the site, the developer shall not construct the street improvements specified by the **Notes** in the stipulation above, but shall make an in lieu payment to the city. Before any final plan approval, the developer shall submit an engineer's estimate for plan preparation, design and construction costs for the specified half street, including pavement with curb and gutter, and any required drainage structures. The in lieu payment shall be based on this estimate, plus five percent (5%) contingency cost and other incidental items, as determined by city staff.
- 3 CONSTRUCTION ACCESS RESTRICTIONS All single-family home construction traffic shall be required by the developer to use Ranch Gate Road or 128<sup>th</sup> Street to access the site, single-family home contractors and their sub-contractors shall not use Alameda Road west of the site. All construction hours shall be restricted as follows:
- A 6:30 am to 6:30 pm on Monday through Friday,
- B 9 am to 5 pm on Saturday,

C No construction on Sunday

- 4 RIGHT-OF-WAY ABANDONMENT With the final plat submittal, the developer shall submit an application to abandon any existing right-of-way, Goldie Brown roadway easements, and GLO Patent roadway easements that are not to be incorporated in the site street system. The city makes no commitment to approve the application for abandonment.
- 5 EXCEPTION PARCEL ACCESS Before any final plan approval, the developer shall dedicate an extension of the private street tracts or public right-of-way to provide acceptable access to the following exception parcels: APN 217-01-023D, 217-01-023E, 217-01-023F, 217-01-023G, & 217-01-011A. The access shall be in a form acceptable to city staff or as approved in the master circulation plan. Documentation shall be provided from any of these property owners that will utilize private street access indicating their consent to eliminate their public access prior to city approval of the abandonment of the public roadway easements.
- 6 MULTI-USE TRAIL Before any certificate of occupancy is issued for the site, the developer shall dedicate and construct the following trails:
  - a A minimum 4-foot wide multi-use trail along the west side of 128<sup>th</sup> Street within the required right-of-way.
  - b A minimum 4-foot wide multi-use trail within a 25-foot wide easement connecting the main development gate on the west side of the property to 128<sup>th</sup> Street.
  - c A minimum 4-foot wide multi-use trail along the south side of Ranch Gate Road as noted above.The alignment of these trails shall be subject to approval by the city's Trails Planner prior to dedication. The trail shall be designed in conformance with the Design Standards and Policies Manual - Landscaping and Parks.
- 7 PRIVATE STREET CONSTRUCTION All private streets shall be constructed to full public street standards, except equivalent construction materials or wider cross-sections may be approved by city staff. In addition, all private streets shall conform to the following requirements:
  - A No internal private streets shall be incorporated into the city's public street system at a future date unless they are constructed, inspected, maintained and approved in conformance with the city's public street standards. Before any lot is sold, the developer shall record a notice satisfactory to city staff indicating that the private streets shall not be maintained by the city.
  - B Before issuance of any certificate of occupancy for the site, the developer shall post access points to private streets to identify that vehicles are entering a private street system.
  - C Secured access shall be provided on private streets only. The developer shall locate security gates a minimum of 75 feet from the back of curb to the intersecting street. The developer shall provide a vehicular turn-around between the public street and the security gate.

DRAINAGE AND FLOOD CONTROL

- 1 CONCEPTUAL DRAINAGE REPORT With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The conceptual report and plan shall conform to the approved Storm Water Waiver request (Plan Check #749-05-1), and the Design Standards and Policies Manual - Drainage Report Preparation.

WATER

- 1 BASIS OF DESIGN REPORT (WATER) Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the approved Master Plan (Plan Check #749-05), and the Design Standards and Policies Manual. In addition, the basis of design report and plan shall

- a Identify the location, size, condition and availability of existing water lines and related water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc
  - b Identify the timing of and parties responsible for construction of all water facilities
  - c Include a complete description of requirements relating to project phasing
- 2 APPROVED BASIS OF DESIGN REPORT Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report
  - 3 WATERLINE EASEMENTS Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site

### WASTEWATER

- 1 BASIS OF DESIGN REPORT (SANITARY SEWER) ) Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval The basis of design report shall be in conformance with the approved Master Plan (Plan Check #749-05), and the Design Standards and Policies Manual In addition, the basis of design report and plan shall
  - a Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities
  - b Identify the timing of and parties responsible for construction of all sanitary sewer facilities
  - c Include a complete description of requirements relating to project phasing
- 2 APPROVED BASIS OF DESIGN REPORT Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report
- 3 SANITARY SEWER EASEMENTS Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site
- 4 CONVEYANCE OF TRACTS/LOTS Unless otherwise agreed to in writing by the Asset Management Coordinator, each tract or lot dedicated to the city shall be conveyed by a general warranty deed, and accompanied by a title policy in favor of the city, both to the satisfaction of city staff as designated by the Asset Management Coordinator

## ADDITIONAL INFORMATION FOR CASE 1-ZN-2005

### PLANNING/DEVELOPMENT

- 1 FINAL LOT LOCATION The specific location of each lot shall be subject to Development Review Board approval
- 2 DEVELOPMENT REVIEW BOARD The City Council directs the Development Review Board's attention to
  - a a plan indicating the treatment of washes and wash crossings,
  - b wall design,
  - c improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included)
  - d major stormwater management systems, and
  - e walls adjacent to NAOS tracts and corridors
- 3 NOTICE TO PROSPECTIVE BUYERS The developer shall give the following information in writing to all prospective buyers of lots on the site
  - a The development's private streets shall not be maintained by the city
  - b The city shall not accept any common areas on the site for ownership or maintenance
- 4 BOULDER AND ROCK OUTCROPS PROTECTION The protection and maintenance of boulder and rock outcrops shall be subject to Development Review Board approval
- 5 NATIVE PLANT PRESERVATION The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale
- 3 NATURAL AREA OPEN SPACE (NAOS) – IDENTIFICATION With the Development Review Board submittal, the developer shall submit a plan for the site identifying the required NAOS and a table identifying, as to each lot and tract, the required amount of NAOS, the percentage of slope, and the type of land form (upper desert or hillside)
- 4 NATURAL AREA OPEN SPACE – DEDICATION, CONVEYANCE AND MAINTENANCE With the Development Review Board submittal, the developer shall submit documents, to the satisfaction of City staff, showing that all required NAOS shall be dedicated or conveyed in conformance with the Scottsdale Revised Code and permanently maintained as NAOS
- 5 NATURAL AREA OPEN SPACE – STAKING Before issuance of any building permit for the site, the developer shall survey all NAOS boundaries and stake all boundaries between NAOS areas and development, in conformance with the approved grading plan. Such surveying and staking shall be subject to inspection and approval prior to construction in each development phase
- 6 NATURAL AREA OPEN SPACE – PROTECTION DURING CONSTRUCTION Before any construction on a lot, the developer shall protect the NAOS on and adjacent to the lot to the satisfaction of city staff, so that access to the construction is within the construction envelope or designated driveway
- 7 NATURAL AREA OPEN SPACE – ADJACENT FENCES All fences located adjacent to NAOS shall be constructed as view fences with three (3) feet or less of solid, opaque wall above the

natural grade

- 8 NATURAL AREA OPEN SPACE – REVEGETATION Before final site inspection, the developer shall revegetate NAOS in conformance with the Scottsdale Zoning Ordinance, to the satisfaction of city staff
- 9 BOULDERS AND BEDROCK OUTCROPS With the Development Review Board submittal, the developer shall submit a plan identifying all boulders larger than four (4) feet in diameter and all bedrock outcrops Boulders and bedrock outcroppings that meet the minimum standards for protection as defined in Scottsdale Zoning Ordinance shall be protected by a boulder easement encompassing the boulder or bedrock outcropping and extending twenty (20) feet from the perimeter of the boulder or bedrock outcrop
- 10 HEIGHT OF NON-INDIGENOUS PLANT MATERIAL Non-indigenous plant material which has the potential to reach a mature height greater than twenty (20) feet shall not be planted on the site A plant list that complies with this stipulation is subject to Development Review Board approval The developer shall state this stipulation on the final plans
- 11 NON-PROTECTED NATIVE PLANTS Native plants which are not protected by the Scottsdale Revised Code native plant provisions, but which are necessary for on-site revegetation, are suitable for transplanting, or are necessarily uprooted for road building or similar construction, as determined by city staff, shall be stockpiled during construction and shall be replanted in on-site landscape areas by the developer before the final site inspection
- 12 LOCATION OF INTERNAL STREETS AND DRIVEWAYS Before the Development Review Board submittal, the developer shall stake the alignments for all internal streets and driveways subject to inspection by city staff to confirm that the proposed alignments result in the least environmental and hydrological impact The Zoning Administrator may approve the use of rectified aerial photographs in lieu of on-site staking
- 13 MAINTENANCE AND PRESERVATION – RECORDED AGREEMENT Before any building permit for the site is issued, the developer shall record an agreement, satisfactory to city staff, detailing the maintenance and preservation by the developer and its successors of all common areas, landscape buffers, natural areas, drainage easements and private access ways on the site and abutting rights-of-way These designated areas shall not be accepted for maintenance or be accepted for ownership by the city without the approval of the City Council
- 14 FINAL CONSTRUCTION ENVELOPES Before issuance of any building permit for the site the developer shall stake the construction envelopes for inspection by city staff All construction shall take place inside the construction envelopes With the preliminary plat submittal, the developer shall submit an unrecorded supplemental document identifying the construction (building) envelopes for review by City staff

## ENGINEERING

- 1 FEES The construction of water and sewer facilities necessary to serve the site shall not be in lieu of those fees that are applicable at the time building permits are granted Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee
- 2 STREET CONSTRUCTION STANDARDS The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual

- 3 CITY CONTROL OF ACCESS The city retains the right to modify or void access within city right-of-way The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above
- 2 STORMWATER STORAGE WAIVER The developer currently has a stormwater storage waiver being evaluated by the city staff (Plan Check #749-05-1) It has not been approved at this time The stormwater storage waiver for this project must have City of Scottsdale approval prior to the preliminary plat submittal
- 3 STORM WATER STORAGE EASEMENTS With the Development Review Board submittal, the developer shall submit a site plan subject to city staff approval The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual
- 4 DRAINAGE EASEMENTS Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site

#### VERIFICATION OF COMPLIANCE

- 1 REQUIRED SPECIAL INSPECTIONS Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections See Section 2-109 of the Design Standards and Policies Manual for more information on this process
- 2 CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT Before the issuance of a Grading & Drainage Permit
  - a The developer shall certify to the Project Quality/Compliance Division, that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF), and,
  - b The Inspecting Engineer shall seal, sign and date Part III (Certificate of Responsibility) of the CSIDF
- 3 CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance
  - a The Inspecting Engineer shall seal, sign and date the Certificate of Compliance form
  - b The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer
- 4 AS-BUILT PLANS City staff may at any time request the developer to submit As-built plans to the Inspection Services Division As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff

## OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>.

The developer shall:

- a. Submit a completed Notice of Intent (NOI) to the EPA.
  - b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) to the EPA.
2. NOTICE OF INTENT (NOI). With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.
  3. SECTION 404 PERMITS. With the improvement plan submittal to the Project Quality/Compliance Division, the developer' engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]
  4. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
  5. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.
  6. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and Engineering Bulletin #11 Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works, published by the ADEQ. In addition:
    - a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
    - b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
    - c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.



- d Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings
  - (1) Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall
  - (2) Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Built, as issued by the MCESD
  - (3) Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form
  - (4) Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities
  - (5) Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD

**DEVELOPMENT STANDARDS**

SUBDIVISION NAME Sereno Canyon  
 CASE # 1-ZN-2005  
 ZONING R1-130 ESL

	ORDINANCE REQUIREMENTS	AMENDED STANDARDS
<b>A MIN LOT AREA</b>	130 000 sf	49 000 sf
<b>B MIN LOT WIDTH</b>		
1 Standard Lot	200'	150'
2 Flag Lot		20'
<b>C MAXIMUM BUILDING HEIGHT</b>	24' per ESL	24' per ESL
<b>D MIN YARD SETBACKS</b>		
1 FRONT YARD		
• FRONT (to face of building)	60	45'
• FRONT (to face of garage)	60'	45'
• FRONT (corner lot side street)	60'	45'
• FRONT (corner lot adjacent to key lot, side street)	60'	45'
• FRONT (double frontage)	60'	45'
2 SIDE YARD		
• Minimum	30'	22 5'
• Minimum aggregate	60'	45'
3 REAR YARD		
• Standard Depth	60	45'
<b>E DISTANCE BETWEEN BUILDINGS (MIN)</b>		
1 Accessory & Main	10'	10'
2 Main Buildings/Adjacent Lots	60'	45'
<b>F MAXIMUM WALL HEIGHT</b>		
1 FRONT	3'	3'
2 SIDE	8' (1)	8' on PL
3 REAR	8' (1)	8' on PL
<b>G APPLICABLE ZONING CASES</b>		1-ZN-2005
<b>H NOTES &amp; EXCEPTIONS</b>		
(1) Individual lot or site walls shall be setback a minimum of fifteen (15) feet from a side or rear property line per ESL		

## Transportation Commission Meeting Amendment to Transportation Plan

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**Proposal: To remove portion of the Alameda Road extension between 122<sup>nd</sup> Street alignment and 128<sup>th</sup> Street from the current Street Classification Map.**

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This application is a request to remove Alameda Road east of Happy Valley Road from the City's Street Classification Map. The applicant proposes a more appropriate substitute alignment to be located approximately ¼-mile north at the Ranch Gate Road alignment (see attached exhibits). This amendment to the Street Classification Map would permit the closure of Alameda Road east of the 122<sup>nd</sup> Street alignment to public traffic, satisfying the intense desire of existing area residents to reduce traffic volumes associated with the completion of Alameda Road improvements to 128<sup>th</sup> Street.

### *Existing Conditions & Traffic Analysis*

Existing Alameda Road improvements extend from Happy Valley Road on the west to 122<sup>nd</sup> Street at its eastern terminus. Alameda Road is identified on the adopted Street Classification Map as a minor collector street (15,000 daily trip capacity). A traffic study for the current Alameda Road extension notes that existing daily traffic volumes average 1,550 trips. The proposed Crown Communities development would contribute an additional 1,168 daily trips to Alameda Road for a combined total of 2,718 trips. This volume is 18% of the local collector capacity of 15,000 daily trips.

Alameda Road currently serves as the only access point for approximately 300 residential units located east of the Happy Valley Road/118<sup>th</sup> Street alignment. The proposed Crown Communities project with 122 planned residential units, would establish a gated entry on Alameda Road at the 122<sup>nd</sup> Street alignment and has planned additional access points on the northern and eastern boundaries of the property. These secondary access points would act to reduce volumes on Alameda Road by distributing traffic, and will serve as the ultimate construction ingress/egress points during development.

### *Community Input*

The applicant has sought input from neighborhood groups and property owners adjacent to the existing Alameda alignment to determine their preferences for future roadway improvements and to understand the characteristics of the interim condition. These groups have strongly encouraged the applicant to pursue a method of closing Alameda Road to through traffic citing concerns over unquantifiable future traffic volumes, noise impacts on existing properties and pedestrian safety associated with increased through traffic movement. Residents have reported that existing homes adjacent to Alameda Road are positioned as close as 46 feet to the curb line, with rear yard fences encroaching to within 18 feet of the curb line.

### *Scottsdale General Plan and Street Classification Map*

Community concerns have arisen since adoption of a 2002 amendment to the General Plan, identifying Sonoran Preserve lands in north Scottsdale. The delineation and subsequent siting of a park trailhead location at the southern terminus of 128<sup>th</sup> Street prompted the City to designate a connector roadway segment from Happy Valley Road, a connection not previously identified on the City's General Plan. The community's foremost concerns over volume and safety are substantiated by the existing Alameda Road's level of service and proximity of adjacent properties. Alameda Road was built to its current cross-section concurrent with adjacent neighborhood development, prior to the Street Classification Map adding the extension. As a result of prior development conditions, provisions for managing elevated traffic volumes were not addressed during the planning process.

Review of the current General Plan, reflecting recent amendments, shows the delineation of a major roadway alignment (classification not specified) crossing from 118<sup>th</sup> Street to 128<sup>th</sup> Street planned for the Jomax Road alignment across the State Land properties, thereby reinforcing the concept for an alternate connector alignment to Alameda Road. This alignment is seen as a necessary component of the regional circulation solution and will ensure the connectivity between properties located both east and west of the connector segment.

#### ***Proposed Improvements***

The proposed closure of Alameda Road at the 122<sup>nd</sup> Street alignment will require an alternative through route to be delineated on the Street Classification Map. This alignment will be critical to the establishment of a more appropriate east-west connection between 118<sup>th</sup> Street and 128<sup>th</sup> Street. The applicant has recommended the extension of Ranch Gate Road (located approximately 3/4-mile north of the Alameda alignment) to provide this connection. Ranch Gate Road would be reclassified as a local collector (50' right-of-way) and follow an alignment proposed in partnership with the Arizona State Land Department and the applicant, to connect with 128<sup>th</sup> Street at the Happy Valley Road alignment intersection (see attached exhibits).

#### ***Traffic Analysis***

Alameda Road serves as the primary access point for a number of communities located east of Happy Valley Road. At buildout, there are projected to be approximately 3,850 vehicle trips per day using Alameda Road, including those from the Sereno Canyon property. This presumes that Alameda Road would not extend east to 128<sup>th</sup> Street, and would be access restricted east of the 122<sup>nd</sup> Street alignment. A portion of the total Sereno Canyon trips would be absorbed by Ranch Gate Road because of the project's northern and eastern access gates. These volumes, combined with all properties to the east along the 128<sup>th</sup> Street corridor (presuming existing density entitlements) are expected to generate approximately 2,910 trips per day on the proposed Ranch Gate Road connector. If Alameda Road were to continue through to 128<sup>th</sup> Street as an unrestricted public street, the projected daily traffic volume on Alameda would be 6,760 trips.

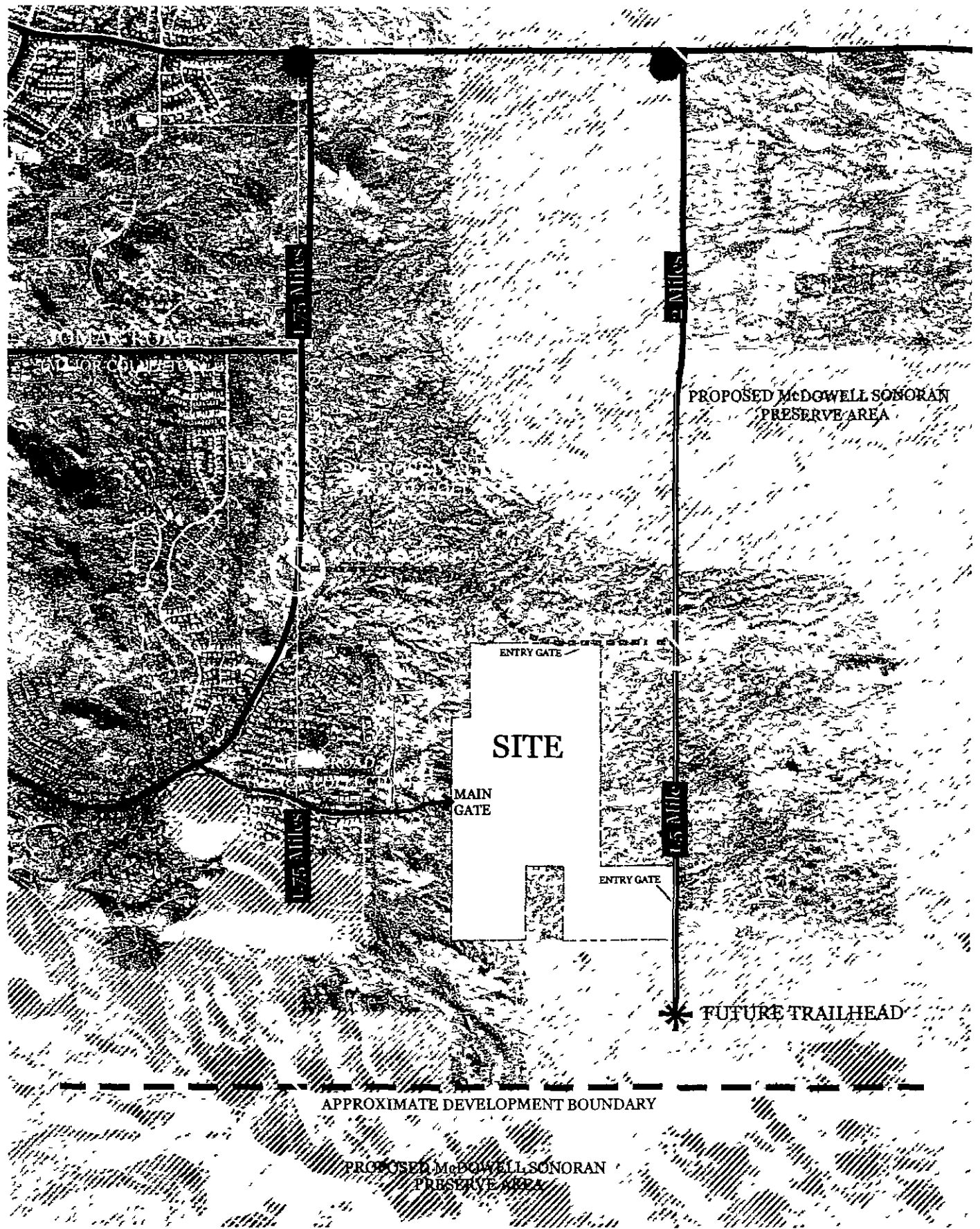
### ***Community Benefits of Proposed Condition***

The benefits of the proposed amendment to the Street Classification Map include an enhanced management of traffic volumes on an adequately sized facility, the establishment of adequate residential setbacks to protect future development from traffic impacts, the balancing of the distribution of westbound traffic at the 118<sup>th</sup> Street intersection (to Happy Valley Road or Jomax Road), and the promotion of a more balanced distribution of traffic at the 128<sup>th</sup> Street intersection for properties accessing the street from the north or south

### ***Conclusion***

The Dynamite Foothills community is recognized for its unique rural character and broad vistas in nearly all directions. It is also situated in a portion of the City that will witness a substantial (although reduced) level of new development in forthcoming years. This growth, coupled with the topographic constraints which lend character to this area, present many circulation-based challenges for future and existing residents. The initial Alameda Road delineation and design was not intended to facilitate regional traffic in the manner now proposed by the Street Classification Map. Neighborhood groups strongly believe that the extension of Alameda as a public roadway beyond what is currently built would have a substantial detrimental impact on adjacent neighborhoods.

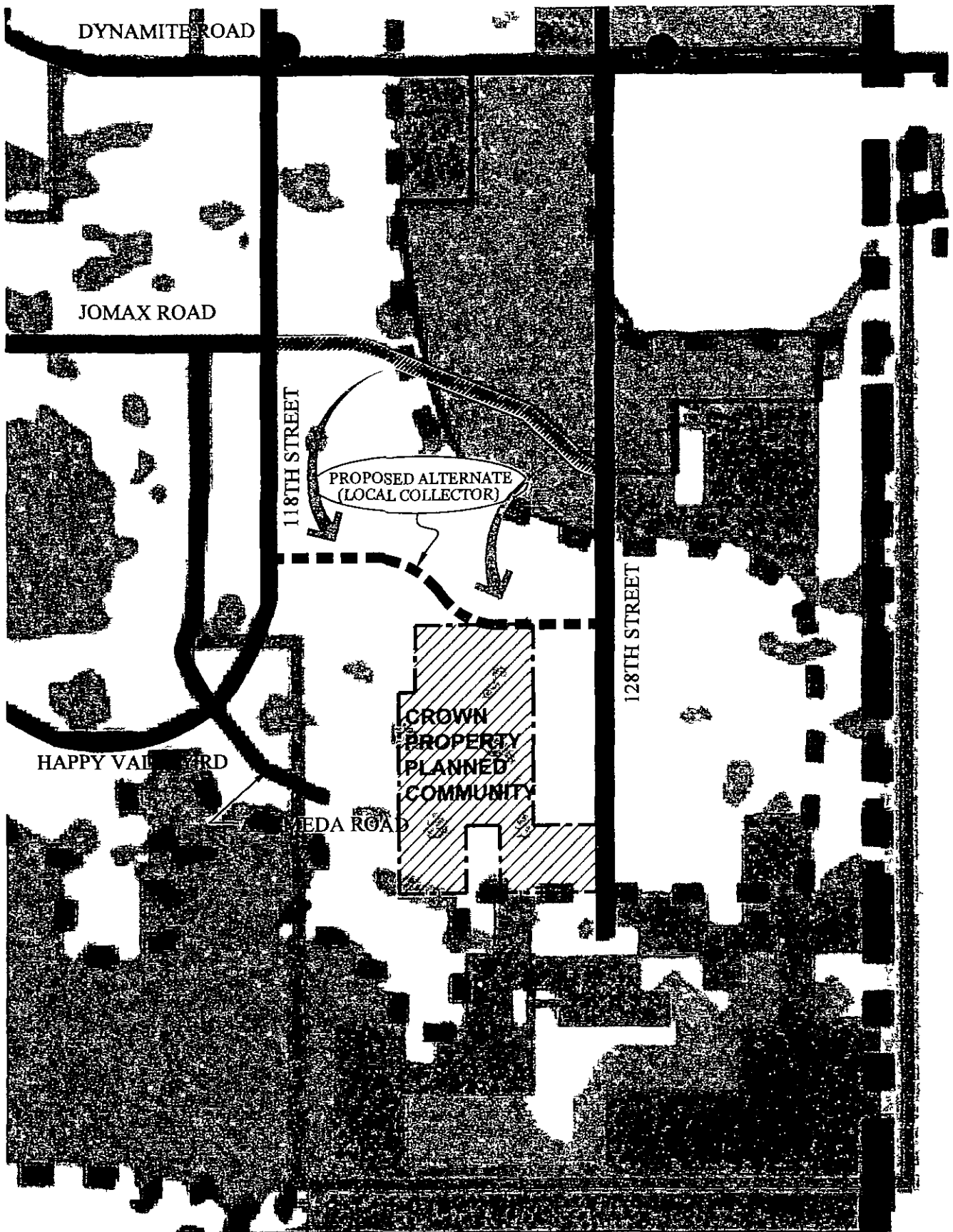
The applicant does recognize the need for an east-west connection to be established, and proposes an alternative alignment at Ranch Gate Road. This location would more adequately serve the greater community and relieve neighborhood concerns associated with elevated traffic volumes.



PROPOSED REGIONAL ROADWAY CONTEXT EXHIBIT W/ AERIAL OVERLAY

**CROWN COMMUNITIES**  
 SCOTTSDALE, ARIZONA



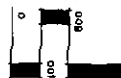


REGIONAL LAND USE  
 per CITY OF SCOTTSDALE GENERAL PLAN (06/2004)

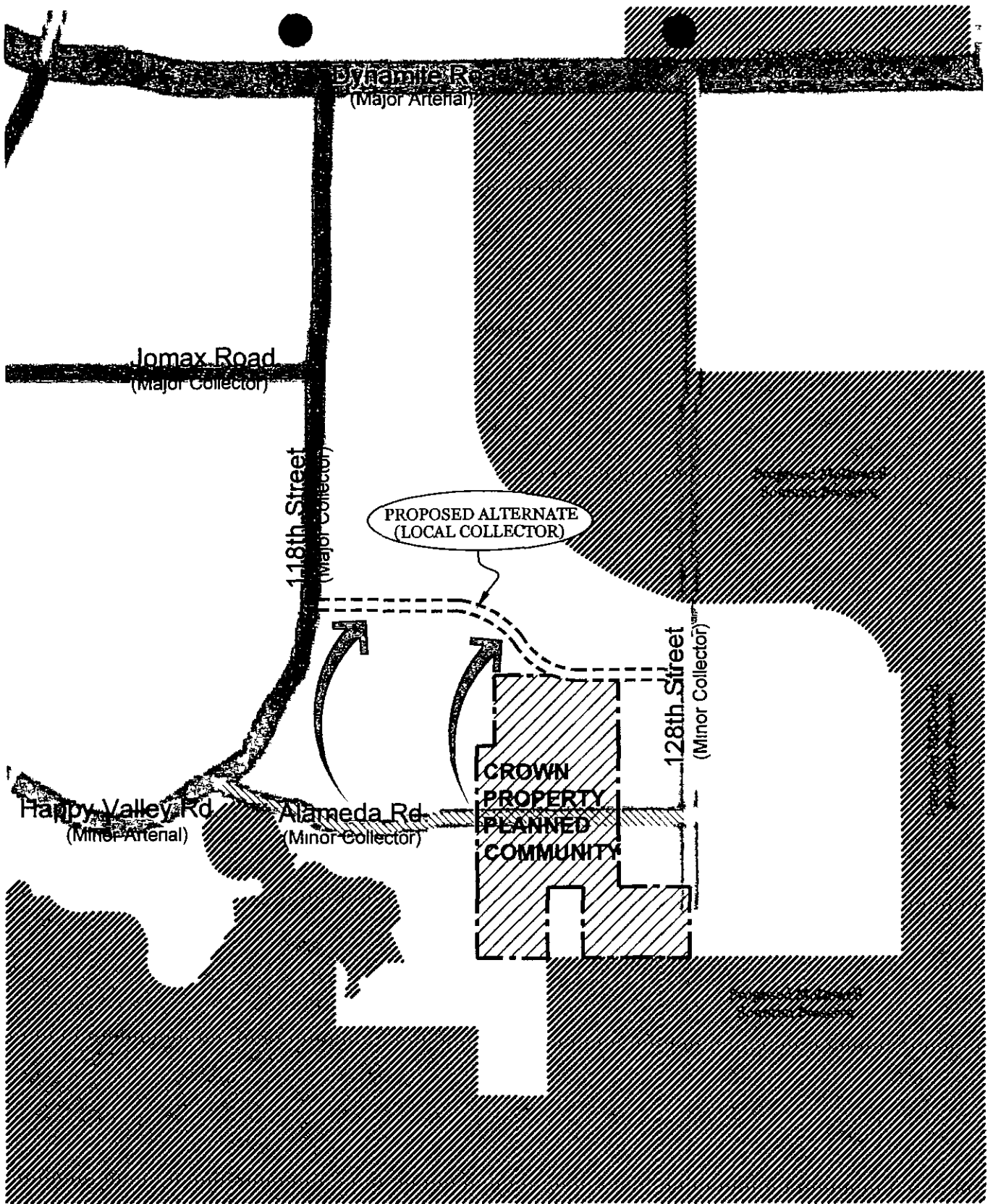
# CROWN COMMUNITIES

SCOTTSDALE, ARIZONA

SCALE (1/4")



DATE: 11/11/08



REGIONAL ROADWAY NETWORK w/ PROPOSED ALTERNATE COLLECTOR ALIGNMENT + 128th ST. CROSSING PRESERVE AREA per CITY OF SCOTTSDALE STREET CLASSIFICATION MAP (10/2003)

**CROWN COMMUNITIES**  
SCOTTSDALE, ARIZONA

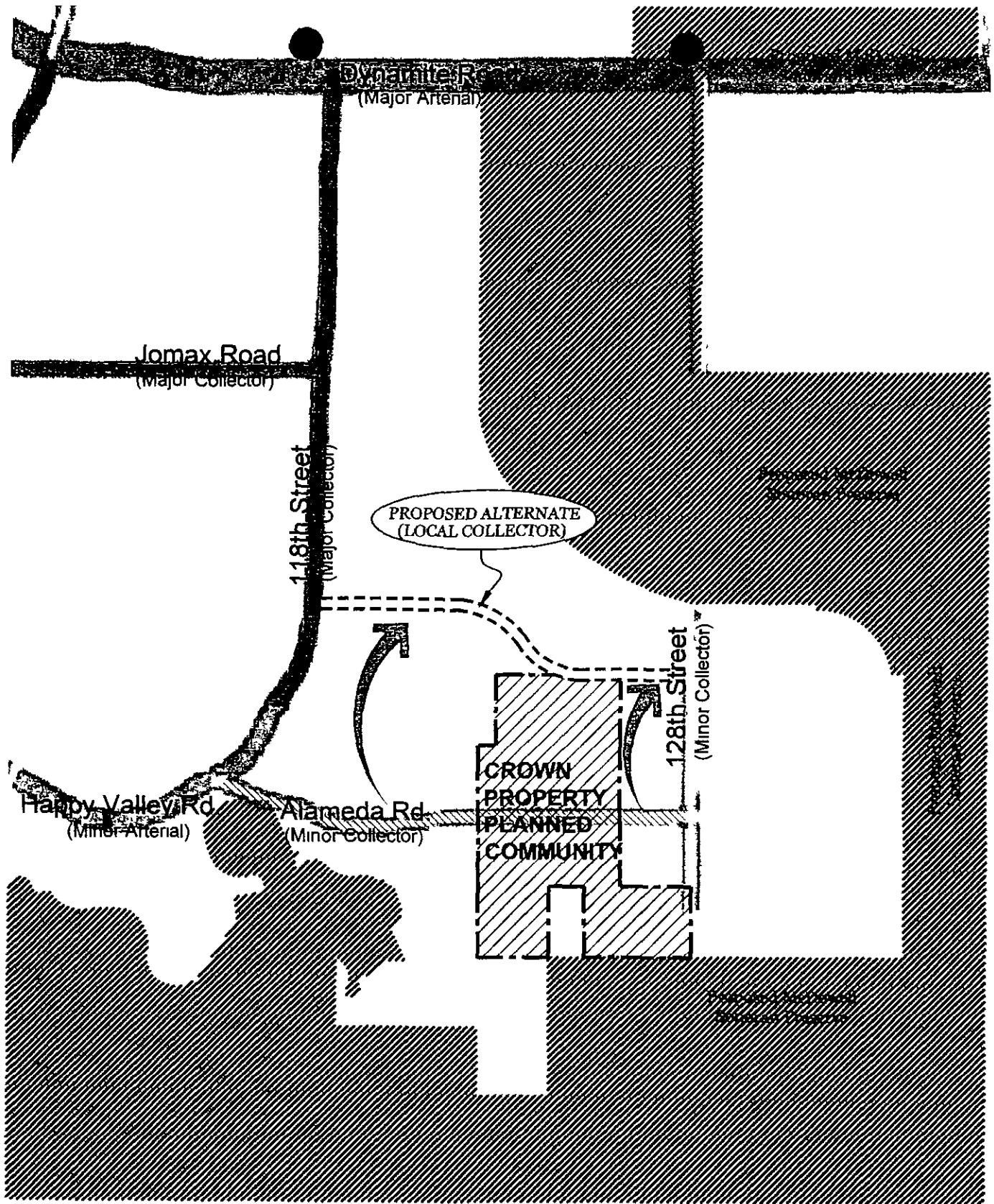
SCALE (+/-)  
0 500 1000

NORTH

**CVA**  
Urban Design  
Studio L.L.C.

PREPARED BY: [ ]  
 CHECKED BY: [ ]  
 DATE: [ ]  
 PROJECT NO.: [ ]  
 SHEET NO.: [ ]





REGIONAL ROADWAY NETWORK w/ PROPOSED ALTERNATE COLLECTOR ALIGNMENT + 128th ST. NOT CROSSING PRESERVE AREA  
 per CITY OF SCOTTSDALE STREET CLASSIFICATION MAP (10/2003)

# CROWN COMMUNITIES

SCOTTSDALE, ARIZONA

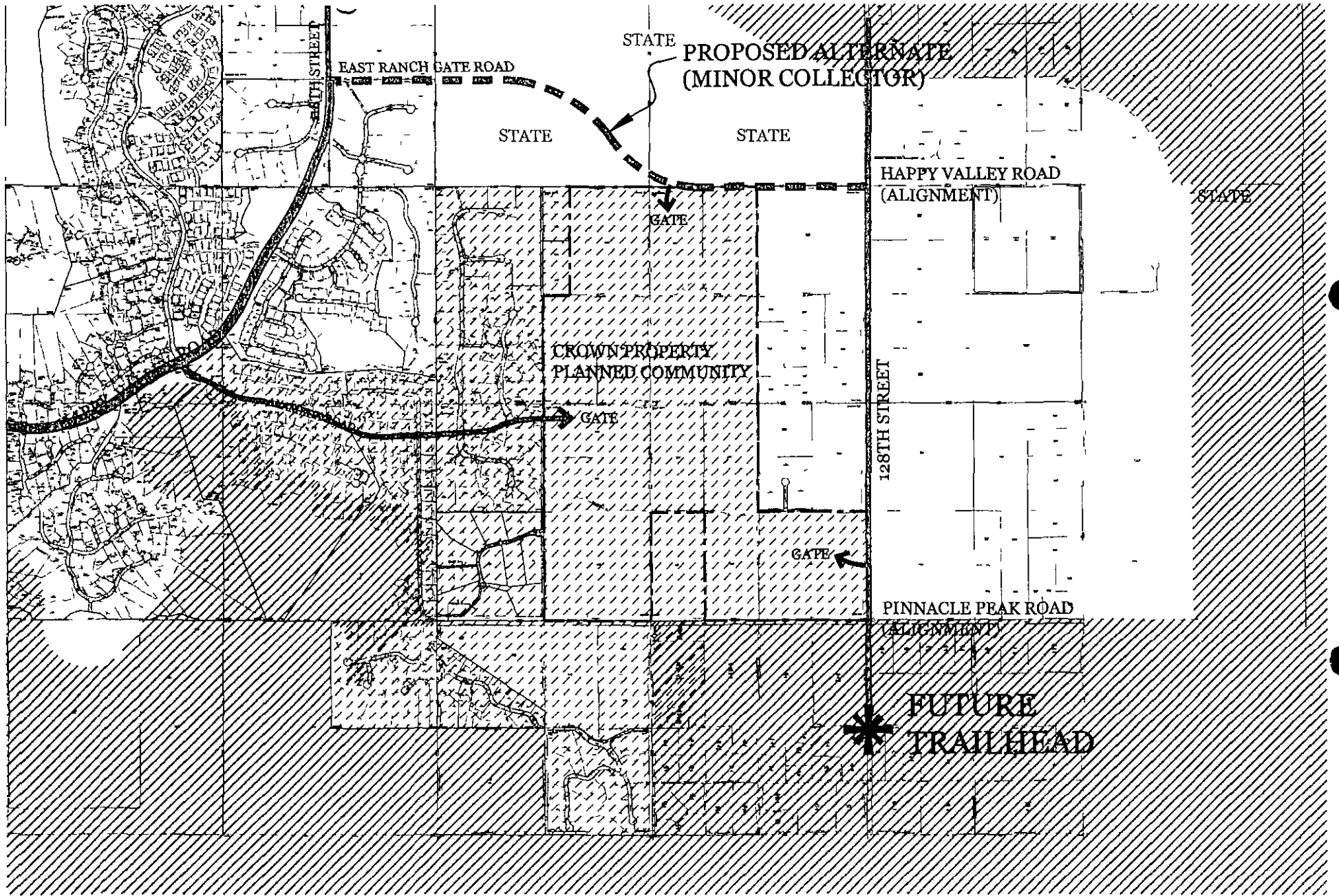
SCALE (+/-)

0 500 1000

NORTH

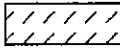

**CVA**  
 Urban Design  
 Studio L.L.C.

Prepared by: [ ]  
 Checked by: [ ]  
 Date: [ ]  
 Title: [ ]  
 Project: [ ]  
 Drawing No.: [ ]  
 Revision: [ ]

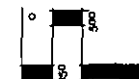


**PROPOSED CONDITION - ALAMEDA ROAD CLOSURE**

**CROWN COMMUNITIES**  
SCOTTSDALE, ARIZONA

-  AREAS CONTRIBUTING TRAFFIC TO ALAMEDA ROAD
-  PROPOSED MCDOWELL SONORAN PRESERVE

SCALE: (1/7)



NORTH



DATE:	08/20/08
BY:	STW
APP.:	STW
SCALE:	1/7
PROJECT:	SCOTTSDALE, ARIZONA

## CITIZEN OUTREACH REPORT

The Crown development project team has been busy conducting significant outreach in the community to date. We have been meeting with residential neighbors to inform them about the proposed project and to gather their input.

On November 23, 2004 a notification letter about the project was sent to property owners within 750 feet of the project (see attached letter). This letter announced a neighborhood open house, which was held on December 2, 2004. We had several calls from neighbors with questions about the project and had six neighbors attend the open house.

The team has done extensive work door to door in the broader neighborhood, distributing flyers with contact information concerning the project to those who were not available to meet with us or who may have missed the open house. As a result, approximately 160 signatures of support have been gathered.

In addition, we have had numerous smaller meetings with neighbors close to the project including a discussion on the project with the Coalition of Pinnacle Peak (COPP), held on April 12. Several neighbors have expressed concern about the extension of Alameda Road and have suggested Alameda Road be terminated within the project. We have held several meetings with the City Transportation staff who, in turn have met with the neighborhood to discuss the Alameda Road issues.

We will continue to work with the neighbors in an effort to resolve any concerns and to update them on the progress of the project as it moves forward.



November 23, 2004

Dear Neighboring Property Owner

The purpose of this letter is to advise you that a request has been submitted by Crown Community Development to the City of Scottsdale to grant a Density Incentive for Open Space in order to build 121 homes on 328 acres located approximately between 122<sup>nd</sup> Street and 128<sup>th</sup> Street and the Pinnacle Peak Road alignment and Happy Valley Road alignment. This is not a rezoning request. The request will result in approximately 21 percent more open space than the City currently requires. This new development will be custom homes with public trails built on development envelopes compatible with the terrain.

If you would like more information, you are invited to attend a neighborhood open house to be held Thursday, December 2, from 6 to 7 PM in the Multi Use Room of La Mirada Desert Park, located at 8950 E Pinnacle Peak Road. If you cannot attend the open house, or would like more information, please feel free to call Technical Solutions, who have been working on our behalf in contacting neighborhood property owners about this project, at 602-957-3434. The City of Scottsdale Project Coordinator for this project is Tim Curtis who can be reached at 480-312-4210.

Sincerely,

Teri Frankiewicz  
Vice President of Community Development

Cc: Tim Curtis, City of Scottsdale

# EARLY NOTIFICATION OF PROJECT UNDER CONSIDERATION

Neighborhood Open House Meeting:  
TBD

Site Address: 122nd St & Alameda Rd, Scottsdale, AZ 85255

**Project Overview:** Crown Communities

- Requesting: A density incentive request to allow an increase from 101 to 121 units in a R1-130 ESL district
- Description of Project/Proposed Use: Master Planned Residential Community
- Site Acreage/Zoning: Approx. 330 acres / R1-130 ESL

**Applicant/Contact:**

John Berry, 480-385-2727

Paul Smith, 602-957-3434

**City Staff Contact:**

Tim Curtis

480-312-4210

tcurtis@scottsdaleaz.gov

**Pre-Application Case No: 214-PA-2004**

Case File Available at City of Scottsdale: 480-312-7000

Project Info: [www.scottsdaleaz.gov/project/ProjectsInProgress](http://www.scottsdaleaz.gov/project/ProjectsInProgress)

Posting Date: 03/29/05

03/29/05

# EARLY NOTIFICATION OF PROJECT UNDER CONSIDERATION

Neighborhood Open House Meeting:  
TBD

Site Address: 122nd St & Alameda Rd, Scottsdale, AZ 85255

**Project Overview:** Crown Communities

- Requesting: A density incentive request to allow an increase from 101 to 121 units in a R1-130 ESL district
- Description of Project/Proposed Use: Master Planned Residential Community
- Site Acreage/Zoning: Approx. 330 acres / R1-130 ESL

**Applicant/Contact:**

John Berry, 480-385-2727

Paul Smith, 602-957-3434

**City Staff Contact:**

Tim Curtis

480-312-4210

tcurtis@scottsdaleaz.gov

**Pre-Application Case No: 214-PA-2004**

Case File Available at City of Scottsdale: 480-312-7000

Project Info: [www.scottsdaleaz.gov/project/ProjectsInProgress](http://www.scottsdaleaz.gov/project/ProjectsInProgress)

Posting Date: 03/29/05

03/29/05

**Crown Community Development Project**

**Case No. 1-ZN-2005**

**Alameda Rd & 122nd St**

**Scottsdale, AZ 85255**

We, the undersigned, are residents of Troon Saguaro Canyon and Desert Crest. Over the past 6 months, we have been subjected to an intrusive level of construction and sales traffic going to Luxor's Sonoran Crest and Troon Highlands (a total of ~70 homes in these two developments have not even begun construction). There have been afternoons where approximately 100 gravel trucks (12-23-04) and 20 cement trucks (3-10-05) passed by our homes. Besides the noise, the exhaust fumes, at times, are oppressive. Also, many of the trucks and cars are exceeding the 30 mph speed limit as they come down the hill near 119th Way, making a turn onto Alameda from the neighborhoods dangerous. An attempt for a walk is also a dangerous proposition with the heavy traffic and lack of sidewalks. If an entrance to the Crown project is constructed at Alameda & 122nd St, traffic will increase even more from construction, sales, and future residents for many years to come.

Our understanding of the current Crown project proposal is

- Build one entrance on Alameda and 122nd St
- Build three entrances on 128th St (One is an emergency exit/entrance)
- Use 128th St as the construction entrance (verbal agreement on 4-15-05)

We are grateful for the construction entrance, but Alameda must end at 122nd Street

Therefore, we believe that the Crown project traffic will create an environment that will be materially detrimental to the health, safety and welfare of Troon Saguaro Canyon and Desert Crest residents and we respectfully petition the City of Scottsdale to require

- All construction traffic (including every delivery truck and construction workers' car) enter and exit the project from 128th Street
- All sales traffic enter and exit the project from 128th Street
- An entrance not ever be constructed on Alameda Rd and 122nd Street. All future resident traffic enter and exit the project from 128th Street --

No	Name	Address	City	State	Zip	Signature
211	RICHARD PEREZ	11790 E SANDHILLS RD	Scottsdale	AZ	85255	[Signature]
212	ROSALIE PEREZ	11790 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
213	ALAN W. CREST	11992 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
214	DIANE OESTE	11792 E SAND HILLS RD	Scottsdale	AZ	85255	[Signature]
215	PATRICK CHIAVARI	11816 E SAND HILLS RD	Scottsdale	AZ	85255	[Signature]
216	JESSICA CHIAVARI	" " "	Scottsdale	AZ	85255	[Signature]
217	JAMES KOWALSKI	11787 E SAND HILLS RD	Scottsdale	AZ	85255	[Signature]
218	LIZ SAVINELLO	11840 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
219	BILL SARRUBB	" " "	Scottsdale	AZ	85255	[Signature]
220	JACOB PERLIT	11739 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
221	RONALD FUGHT	11862 C Mariposa Grande	Scottsdale	AZ	85255	[Signature]
222	Nora Fught	" " "	Scottsdale	AZ	85255	[Signature]
223	L. E. Nichols	11732 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
224	Rosemary Nichols	11732 E Sand Hills	Scottsdale	AZ	85255	[Signature]
225	SUSAN PRUT	11739 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
226	JUDY NALLETTE	11744 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
227	MILWAKE MATHEW	11744 E SAND HILLS	Scottsdale	AZ	85255	[Signature]
228	STEPHEN PATK	24124 N 116th Way	Scottsdale	AZ	85255	[Signature]
229	Linda PATK	24124 N 116th Way	Scottsdale	AZ	85255	[Signature]
230	STACE WILSON	24600 N 116th Way	Scottsdale	AZ	85255	[Signature]
231	Jenny Wilkley	24004 N 116th Way	Scottsdale	AZ	85255	[Signature]
232	MARCEL NAGEL	22956 N 116th Way	Scottsdale	AZ	85255	[Signature]
233	CAROL KAMBERG	23884 N 116th Way	Scottsdale	AZ	85255	[Signature]
234	ZACH LANGERT	23884 N 116th Way	Scottsdale	AZ	85255	[Signature]
235	JULIE LANGERT	23884 N 116th Way	Scottsdale	AZ	85255	[Signature]
236	JOHN LANGERT	23908 N 116th Way	Scottsdale	AZ	85255	[Signature]
237	M J MAGVARY	23908 N 116th Way	Scottsdale	AZ	85255	[Signature]
238	IVETTE CRONIN	11811 E SANDHILLS RD	Scottsdale	AZ	85255	[Signature]
239	Jim Cronin	11811 E SANDHILLS RD	Scottsdale	AZ	85255	[Signature]
240	Helen Spassard	11828 E SAND HILLS RD	Scottsdale	AZ	85255	[Signature]
241	Anna Buchowicz	24119 N 116th Way	Scottsdale	AZ	85255	[Signature]
242	Lisa Cuden	24100 N 116th Way	Scottsdale	AZ	85255	[Signature]
243	DAVID PERLIT	24052 N 116th Way	Scottsdale	AZ	85255	[Signature]
244	NANCY GARAGALZ	24052 N 116th Way	Scottsdale	AZ	85255	[Signature]
245	R W. KREUTEL	11696 E SAND HILLS	Scottsdale	AZ	85255	[Signature]

**Sonoran Peaks LLC**

14901 N Scottsdale Rd , Ste 201, Scottsdale, AZ 85254

(480)483-8107 (480)483-8172

October 19<sup>th</sup>, 2005

Tim Curtis  
Planning, Building and Zoning  
Development Review and Permit Services  
7447 E. Indian School Road  
Scottsdale, AZ 85258

Re: Case 1-ZN-2005, Crown Communities

Mr. Curtis;

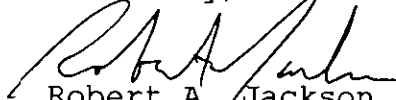
I represent Sonoran Peak LLC, which owns a 70 acre parcel (#217-02-019C,D,E,018A,018B) on the Happy Valley/118<sup>th</sup> Street n-s alignment. We were recently informed by Crown Communities by letter that there may be a new proposed plan for public access (Option F) to the referenced case site.

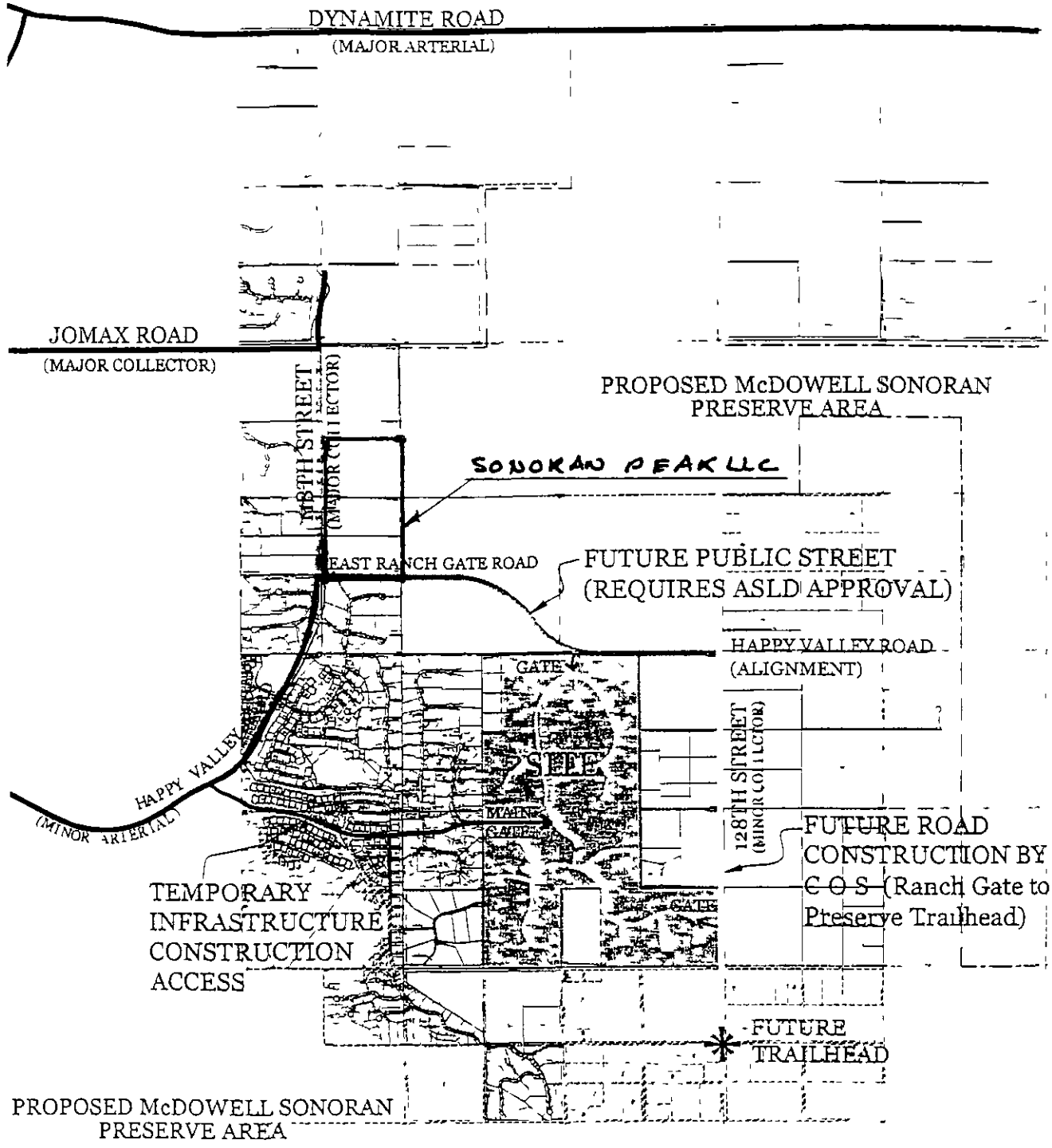
The Crown Communities site is currently accessed by Alameda Road from the west, and 128th Street from the north. The newly proposed road would run e-w along our southern property line to reach the northern part of the Crown Communities site. This proposed alignment was not part of the Circulation Plan when our property was acquired.

We strongly object to this new proposal as it appears it would require dedication of our property for right of way. This new roadway would run through state trust land. It would reduce the size of our property and therefore it's' value. It would also impinge on our design plans for the site.

Mr. Moshe Bar, agent for Sonoran Peak LLC, is available to meet with principals of Crown Communities to discuss this. He can be reached at 480-483-8107.

Sincerely,

  
Robert A. Jackson  
Project Manager  
Sonoran Peak LLC



PROPOSED McDOWELL SONORAN PRESERVE AREA

PROPOSED McDOWELL SONORAN PRESERVE AREA

PLANNED REGIONAL ROADWAY EXHIBIT w/ AERIAL OVERLAY  
**OPTION F**

**CROWN COMMUNITIES**  
 SCOTTSDALE ARIZONA

- CROWN 1/2 STREET IMPROVEMENTS
- FUTURE ROADS BY OTHERS
- EXISTING IMPROVED ROADS

SCALE: 1" = 100'

NORTH

**LVA**  
 Urban Design  
 Studio, LLC





October 10, 2005

Dear Property Owner

Important developments are taking place regarding traffic circulation that may change and/or improve access to your property. You are receiving this letter because Maricopa County records indicate you own property in the area of 128<sup>th</sup> Street south of Dixileta Road. Community input has driven some proposed changes to the area circulation plan. The proposed plan is under review by the Arizona State Land Department and the City of Scottsdale.

Enclosed please find a map of the area and the proposed circulation changes. If you have any interest in this issue, we would like to discuss these changes with you at your convenience. Technical Solutions is working on behalf of Crown Communities, a developer in the area, to inform property owners and contact neighbors about these proposed changes. You can reach our offices regarding proposal at (602) 957-3434.

Sincerely,

Paul Smith  
President

**Sonoran Peaks LLC**

14901 N Scottsdale Rd , Ste 201, Scottsdale, AZ 85254

(480)483-8107 (480)483-8172

November 2nd, 2005

Tim Curtis  
Planning, Building and Zoning  
Development Review and Permit Services  
7447 E. Indian School Road  
Scottsdale, AZ 85258

Re: Planned 118<sup>th</sup> Street Extension

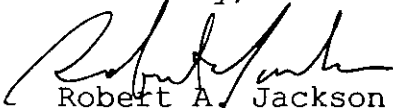
Mr. Curtis;

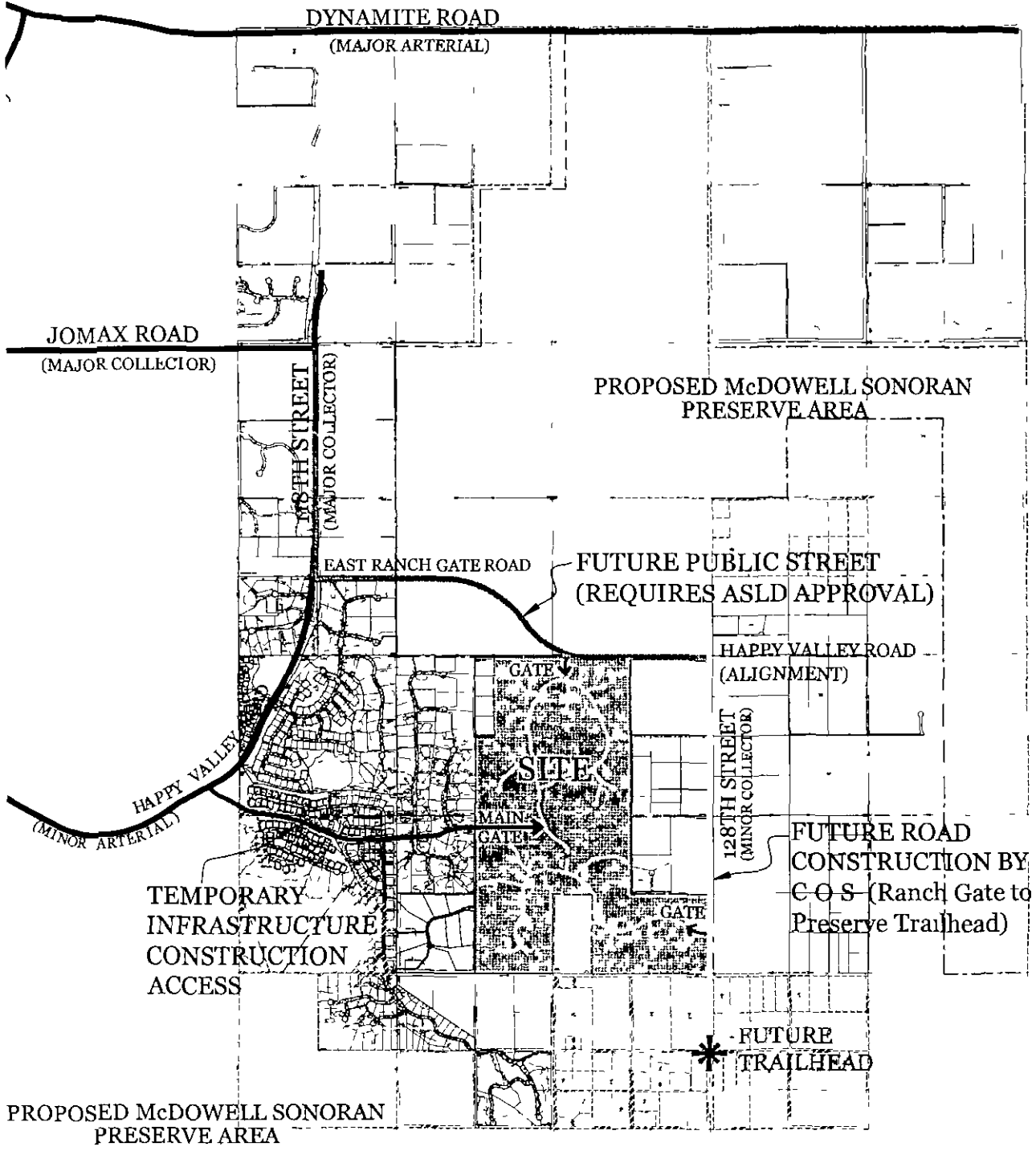
I represent ownership of Parcels #217-02-019A, 217-02-018A, and 217-02-018B located along 118<sup>th</sup> Street right of way. We are concerned that the Happy Valley/118<sup>th</sup> Street extension stopped short of our southern property line. It does not appear that the two bordering developments which are served by the current extension were required to extend the street along their entire street frontage. The street is barricaded south of our south property line which precludes immediate access to our site from the south. This brings into question plans for completion of this roadway to our site.

What, if any, are the plans for completion of this roadway? Is there a plan or agreement in place between the City and adjacent property owners to the south of us to finance this construction?

I would appreciate a timely response, in confidence, as apparently there is interest to create a new Happy Valley Road extension further east. Thank you for your consideration.

Sincerely,

  
Robert A. Jackson  
Project Manager  
Sonoran Peaks LLC






PROPOSED McDOWELL SONORAN PRESERVE AREA

PROPOSED McDOWELL SONORAN PRESERVE AREA

PLANNED REGIONAL ROADWAY EXHIBIT w/ AERIAL OVERLAY  
**OPTION F**

**CROWN COMMUNITIES**  
 SCOTTSDALE, ARIZONA

-  CROWN 1/2 STREET IMPROVEMENTS
-  FUTURE ROADS BY OTHERS
-  EXISTING IMPROVED ROADS

SCALE: 1" = 120'  
 NORTH  




October 10, 2005

Dear Property Owner

Important developments are taking place regarding traffic circulation that may change and/or improve access to your property. You are receiving this letter because Maricopa County records indicate you own property in the area of 128<sup>th</sup> Street south of Dixileta Road. Community input has driven some proposed changes to the area circulation plan. The proposed plan is under review by the Arizona State Land Department and the City of Scottsdale.

Enclosed please find a map of the area and the proposed circulation changes. If you have any interest in this issue, we would like to discuss these changes with you at your convenience. Technical Solutions is working on behalf of Crown Communities, a developer in the area, to inform property owners and contact neighbors about these proposed changes. You can reach our offices regarding proposal at (602) 957-3434.

Sincerely,

Paul Smith  
President



June 1, 2005

Dear Neighboring Property Owner.

As you know from previous notifications, a request has been submitted by Crown Community Development to the City of Scottsdale to grant a Density Incentive for Open Space in order to build 122 homes on 328 acres located approximately between 122<sup>nd</sup> Street and 128<sup>th</sup> Street and the Pinnacle Peak Road alignment and Happy Valley Road alignment. As you will recall from a previous neighborhood open house meeting on December 2, 2004, this is not a rezoning request. The request will result in approximately 21 percent more open space than the City currently requires. This new development will be custom homes with public trails built on development envelopes compatible with the terrain.

We have scheduled another neighborhood open house to be held Monday, June 13, from 6 to 7 PM in a meeting room at Living Water Lutheran Church, located at 9201 E Happy Valley Road. If you cannot attend the open house, or would like more information, please feel free to call Technical Solutions, who have been working on our behalf in contacting neighborhood property owners about this project, at 602-957-3434. The City of Scottsdale Project Coordinator for this project is Tim Curtis who can be reached at 480-312-4210.

Sincerely,

Teri Frankiewicz  
Vice President of Community Development

Cc: Tim Curtis, City of Scottsdale

**Cox Email**

**From** "Graham Kettle" <g.kettle@cox.net>  
**To** "Steve Kensok" <steve.kensok@cox.net>  
**Sent** Thursday, May 12, 2005 11:42 AM  
**Subject** Re: Meeting with City

Steve,  
 I would be happy to come down to the meeting if you would like me there  
 Graham

----- Original Message -----

**From** Steve Kensok  
**To** Graham Kettle, Diana Jones, Tim Miller, Brian Coast, May & Tal Vance, Ness & Marilyn Irvine  
**Cc** Mike Kelley  
**Sent** Wednesday, May 11, 2005 8:08 PM  
**Subject** Meeting with City

We have a meeting set up with 4 people from the City of Scottsdale

Tim Curtis—Staff Coordinator for the Crown project  
 Mary O'Connor—Traffic Dept Manager  
 Dave Meinhardt—Traffic Dept  
 Phil Kercher—Traffic Dept

Date Monday, 5-16-05

Time 10:00 AM

Location Scottsdale City Offices, 7447 E Indian School, #105

This is the agenda I sent to Tim Curtis on 5-9

- Our petition requests
- 4-22-05 letter from Technical Solutions regarding the construction traffic / *strip*
- Definition of a "minor collector" *define construction + service + sales*
- Results of the traffic study conducted on Alameda Rd during April 2005
- Plans for the ~725 acres east of 128th St, at Alameda (Will all this traffic use Alameda Rd and Happy Valley Rd?)
- Procedure to gate Alameda Rd at Happy Valley Rd
- Equestrian lots causing horse trailer traffic, feed delivery traffic, and manure removal traffic (Plus the smell and flies)
- *preserve access*

Here are some other items I thought of after I sent the above agenda

- Crown's proposal to increase the density from 101 to 121 (additional traffic)
- Mary O'Connor's email of 5-10 regarding the traffic counts on Alameda

We are planning to meet at 1:00 on Sunday at my house. You'll need to finish the petitions by then. If you can't attend the Sunday meeting, be sure to arrange getting the petitions to me prior to Sunday.

Also, the Troon Master HOA meeting is Monday 5-16 at 1:00 at the Troon Club on Happy Valley Rd. Tim Miller will arrange for one or more of our group to attend.

Steve Kensok  
 11921 E Sand Hills Rd

5/15/2005

## **Brian Coast**

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**From** "Brian Coast" <bmjet@prodigy.net>  
**To** <azgov@az.gov>, <mmanross@scottsdaleaz.gov>, <citycouncil@scottsdaleaz.gov>, <tcurtis@scottsdaleaz.gov>, <dmeinhardt@scottsdaleaz.gov>, <psmith@technicalsolutionsaz.com>, <jg@berrydamore.com>, <steve.kensok@cox.net>, "Ness" <nessirvine@msn.com>, <mikenjok@aol.com>, <bmjet@prodigy.net>  
**Sent** Tuesday, May 03, 2005 2:30 PM  
**Attach** alam9.JPG  
**Subject** Opposition voices & votes to Alameda Road extension future plan

The purpose of this letter is to show how the City of Scottsdale is turning Alameda Road, a quiet 2 lane residential street, 21 wide, into a major heavily traveled noisy highway Alameda street used to end at 119th Way Luxor homes with about 50 homes extended Alameda to 122 St That was acceptable by the neighborhood because Shea homes the last developer along Alameda told the homebuyers that Luxor home development would happen That was supposed to be the end of Alameda We were told by Shea and Realtors that the future east west traffic in the area would flow on 4 lane Happy Valley That plan has changed Future eastbound traffic is planned to flow on quiet 2 lane Alameda to Crown Community Development with a possible 122 homes, then it is possible that future home developments can extend the street all the way to Rio Verde or maybe even Fountain Hills

There are other alternatives to solve this problem Alameda Road can end at its present paved position at 122 Street Traffic can flow into Crown Development by Happy Valley, Jomax, and the best solution Dynamite to 128th Street Homes built on Alameda were built with the assumption it would stay a quiet neighborhood street Some homes are as close as 46 feet to Alameda with their fence lines as close as 18 feet Most of the master bedrooms face Alameda The back yards all face Alameda and some back yards are actually below the street As a result of the position of the back yards the homes take in the maximum amount of car exhaust and noise Health reasons alone should end Alameda street at 122 St The lose of sleep with construction trucks passing by as early as 4:30 am and other cars passing by with their exhaust fumes going inside the homes is really bad Some heavily loaded 18 wheel trucks have passed by that actually have shaken the homes There are many children in the area that have been used to crossing Alameda to see their friends on the other side With the current plan to extent Alameda, it is very possible that there could be an injury or even death of a child because the child has been used to crossing the street with very little traffic and future plans call for very heavy traffic It is very hard to change children's habits to tell them they can no longer cross the street after they have been crossing it for years I don't think anybody involved the future decisions wants to be responsible for a Child's death

I urge anybody who has been involved in past, current, or future decision on the future of Alameda to physically drive out and look over the street, especially by 119th Way You cannot just look at a map and say yes that makes sense to extend Alameda Then drive to the end of 4 lane Happy Valley, and then drive by 4 lane Jomax, and then drive by the most logical east extension Dynamite Road that already goes to Fountain Hills Gary Haare the president and developer of Luxor homes is also in favor of ending Alameda street at its present paved position 122 ST RAT which stands for -Reduce Alameda traffic- is a group of unhappy homeowners along Alameda that will fight the extension RAT has gotten over 100 signatures on a petition opposing the extension of Alameda The current developed area can be the end of traffic flow to the east DC Ranch does not flow north into Pinnacle Peak Vistas, and there are other Scottsdale developments that do not flow into each other

The petition drive is just the start of the fight COPP group is involved We the homeowners have many plans to end Alameda St in its present paved position We will give the city of Scottsdale a reasonable amount of time to review this Scottsdale which has been known to protect the environment and homeowners is now favoring the developers and home builders We truly want Scottsdale to keep its great reputation of one of the best spots in America to live in There are also a few sleeping giants we plan on waking up to let them know what the future east traffic flow will be The opposition has many voices and votes as evidenced by the over 100 signatures on the petition The opposition voices are planned to increase

We have a few questions for anyone who had a involvement in the past, present or future decision the extension of Alameda St

- 1 Have you driven out to see the end of Alameda at 122 St and the homes that face the street at 119th Way?
- 2 Have you driven out to see the end of Happy Valley, Jomax, Dynamite and most importantly why can't these 4 lane alternative routes be used for east traffic Flow?
- 3 When is the paving extension planned to start?
- 4 Was your decisions based on just looking at a MAP?
- 5 Do you think the extension will effect the health and well being of the people around the neighborhood around Alameda?
- 6 How far can a minor connector road go and how many homes can it serve?
- 7 What are the building codes and house setbacks for a minor connector and does Alameda road comply?

This letter is being sent to Tim Curtis Staff Coordinator-City of Scottsdale, Dave Meinhardt, and others in the City planning department It is also being sent to Scottsdale City Council members, City Mayor Manross, and Janet Napolitano the

5/15/2005

GOVERNOR of the state In summary the most logical and easiest thing to do is end Alameda Street at its present paved position The homeowners in the Alameda area have been there around 10 years living in a quiet, safe, healthy neighborhood and want to keep it that way The City of Scottsdale has been famous for protecting the environment and homeowners,lets keep it that way The homeowners have been there long before Crown Community Development Attached are pictures of Alameda Street

Best Regards, Brian Coast 11930 E Mariposa Grande Dr Scottsdale 85255 602-743-4769

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|  
|

5/15/2005





March 30, 2005

Urban Design Studio, L.L.C.  
Project Manager  
7502 E. Main Street  
Scottsdale, AZ 85251

RE: Crown Communities, Scottsdale Case # 1-ZN-2005  
122<sup>nd</sup> Street & Alameda Road

To Whom it May Concern:

On behalf of the Troon Highlands Estates Homeowner Association, this letter is written in support of your Conceptual Land Use Plan and request for an increase in the dwelling units from 101 to 121.

If you have any questions, you may reach me at the number listed below.

Sincerely,

A handwritten signature in black ink that reads "Sandra Barnett". The signature is written in a cursive, flowing style.

Sandra Barnett

Cc: Tim Curtis, City of Scottsdale



March 30, 2005

Brian Bernard, P.E.  
Project Manager  
Kimley-Horn and Associates, Inc.  
7878 N. 16<sup>th</sup> Street  
Suite 300  
Phoenix, AZ 85020

RE: Troon Canyon Estates II

Dear Mr. Bernard:

On behalf of the Troon Highlands Estates Homeowner Association, this letter is written in support of your Preliminary Plat design for Troon Canyon Estates II as submitted in your letter of November 12 2004.

If you have any questions, you may reach me at the number listed below.

Sincerely,

A handwritten signature in cursive script that reads "Sandra Barnett".

Sandra Barnett

Cc: Tim Curtis, City of Scottsdale



March 28, 2005

Mr Steve Kensok  
11921 E Sand Hills Road  
Scottsdale, AZ 85255

Dear Steve

Thank you for alerting us to your concerns about potential construction traffic impacts on your neighborhood that could be a result of the proposed Crown Community Development at 118th Street and Pinnacle Peak. We have communicated your concerns to our client and as a result we are actively looking at options to respond to that issue.

We will be back in touch with you shortly to update you on our suggested changes to alleviate the construction traffic impacts.

Sincerely,

Paul Smith  
President

cc Tim Curtis, City of Scottsdale

1-21-2005

**Curtis, Tim**

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**From:** Meinhart, Dave  
**Sent:** Friday, February 11, 2005 4:49 PM  
**To:** O'Connor, Mary  
**Cc:** Curtis, Tim  
**Subject:** FW: Alameda Road

FYI.

-----Original Message-----

**From:** Tim Miller [mailto:tjrmiller@msn.com]  
**Sent:** Friday, February 11, 2005 3:56 PM  
**To:** dmeinhart@scottsdaleaz.gov  
**Cc:** moconner@scottsdaleAZ.gov; kekblaw@scottsdaleAZ.gov  
**Subject:** RE: Alameda Road

Dave,

Thank you for the information on Alameda. My concern is that a large parcel of 328 acres was sold to Crown Development east of where Alameda dead ends today. We are concerned that all this traffic will eventually go down Alameda. Today Alameda does not specifically meet the guidelines for a rural minor connector since it's only two lanes and no center island. Our fence today is about 18 feet from the road and while on the other side of the road has more NAOS it would be a major change to the area.

We are wanting to speak to both the city transportation and planning departments to proactively approach this issue since your plans are also in the early stages. It appears to many of us that Happy Valley and Jomax will or should go east to 128th street with north/south connectors taking traffic off of Alameda and moving it down to Happy Valley. This doesn't appear to be in the plan. I spoke with Wayne Ecton at this weeks COPP meeting and he gave me Mary O'Connors name and Kroy Ekblaw. I'm also asking Rossmar and Graham to see if they can get a meeting or Copp to organize a meeting to achieve alternate routes off of Alameda to minor arterial that being Happy Valley if it extends to 128th.

Is your department also involved with the routing of construction traffic? Right now it's an incredible amount of traffic and once the 328 acres starts we want to see that traffic come down Dynamite which is a major arterial and up 128th street to Alameda.

Would you give me some guidance as to who at the city would be most directly involved in this process so we can get the homeowners to become better informed and more involved before the developers convince the city otherwise.

Thanks again for the email. Tim Miller 480-419-3978

>From: "Meinhart, Dave" <dmeinhart@scottsdaleaz.gov>  
>To: "tjrmiller@msn.com" <tjrmiller@msn.com>  
>Subject: Alameda Road  
>Date: Fri, 11 Feb 2005 09:57:29 -0700  
>  
>Mr. Miller,  
>

02/14/2005

>I am responding to your recent request for information on the future plans  
>for Alameda Road in the area to the east of Troon. In the City's Streets  
>Master Plan, which was adopted by Council in October 2003, Alameda is  
>designated as a minor collector that would continue east to 128th Street. A  
>minor collector has two travel lanes with a center turn lane/raised median.  
>The Streets Master Plan road designation map can be found at  
><http://www.scottsdaleaz.gov/Traffic/PDF/2003StreetClassMap8x11.pdf>  
>  
>The City has nothing planned within our 5-Year CIP for extending Alameda to  
>the east. Beginning later this year, we will be embarking on the  
>development of a comprehensive transportation master plan process. This  
>effort will assess our transportation needs and try to create a system that  
>reflects not only travel demands by mode for various parts of town, but also  
>looks at how the transportation network "fits" from a land use context. It  
>is possible that the future designation, or eastern terminus, for Alameda  
>may change as a result of this process, although it is unlikely that there  
>would ever be more than two travel lanes. Please let me know if you have  
>any other questions.  
>  
>Dave Meinhart  
>Transportation Planning and Transit Director  
>

**Curtis, Tim**

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**From** VFlanigan@flexcon.com  
**Sent** Monday, October 17, 2005 4:47 PM  
**To** dmeinhardt@scottsdaleaz.gov, pkercher@scottsdaleaz.gov, tcurtis@scottsdaleaz.gov  
**Cc** VFlanigan@flexcon.com  
**Subject** Proposal to Close Alameda Road east of 122nd

Gentlemen,

I live in Desert Crest III - - my property backs up to Alameda and N 117th Way

- From your drawing it appears the Main Gate for Crown's new development is at Alameda and 122nd or 118th. Would it be possible to relocate the Main Gate access to Ranch Gate Road? As you know Alameda is a minor two-lane road with winding curves. The amount of traffic (even more so with construction traffic) is heavy in the mornings. The volume, curving road, and excessive speeds are not conducive to adding many more cars. Compounding the problem is the increase in families with small children moving in to the communities along Alameda, and cyclist who use Alameda.
- Also, if relocating the Main Gate is not an option, and it remains at Alameda - - would it be possible to direct the Construction Traffic from Alameda to Ranch Gate Road?
- Also, would it be possible to place a sign at the intersection of Happy Valley and Alameda stating there is no outlet?

The existing construction traffic is extremely heavy during the mornings, along with the noise and speeds! Diverting the construction traffic for the new development to Ranch Gate Road entry gate would alleviate some of the nuisance existing residents have put up with for the past two years. In addition, given the Ranch Gate Road is a new development the traffic would not impact any, or very few residents.

Your response and consideration would greatly be appreciated.

Best Regards,  
Vic Flanigan  
11753 E Parkview Lane  
Scottsdale, AZ 85255  
480-538-9140

11/22/2005

**Curtis, Tim**

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**From** raydawn [raydawn@cox net]  
**Sent** Monday, October 17, 2005 1 01 PM  
**To** dmeinhardt@scottsdaleaz gov, pkercher@scottsdaleaz gov, tcurtis@scottsdaleaz gov

We are in receipt of a letter inviting us to hear a proposal by Land Development Services to remove a portion of the Alameda Road Extension. This, we assume, is to make way for yet another development in our area. This is why we need Happy Valley Road widened to four lanes from Pima to Alma School. Are we the only two people in Troon who are stuck behind all the trucks that travel up Happy Valley at 25 mph?

Daune Burdick

**Curtis, Tim**

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**From** Steve Kensok [steve.kensok@cox.net]  
**Sent** Tuesday, June 14, 2005 9:52 PM  
**To** moconnor@scottsdaleaz.gov, 'Meinhart, Dave', jb@berrydamore.com, tcurtis@scottsdaleaz.gov, psmith@technical-solutions.com, Wilgus, Neil, Bill Colston, Bill Sarrubbo, Brian Coast, Dan Molnar, David Bradford, Diana Jones, Dick Morris, Dottie Mitchell, Ervintroon@aol.com, Fernando J Sam-Sin, Gary & Joyce Lambert, GEdaw@aol.com, Graham Kettle, Helen Anderson, Jack Robinson, JKBILL@aol.com, Jody & John Andino, John & MJ Ungvary, John Taddonio-home, John Thorson, judyfrost@cox.net, L E & Rosemary Nickels, Lani Brown, Lin Ogden, May & Tal Vance, Matt Lucky, Maurice Mallette, Mike Kelley, Nancy & Rene Eris, Ness & Marilyn Irvine, Patrick Chiavaroli, Patrick McDonald, R W Kreutel, Ron & Jan Gilbert, Ron Fugate, Sonoran@aol.com, Stephen & Linda Patyk, Steve Kensok, Tim & Treva Croddy, Tim Miller  
**Subject** Neighborhood Open House Meeting--Case #1-ZN-2005, Crown Community Development

Case #1-ZN-2005, Crown Community Development, Alameda & 122<sup>nd</sup> St

A Neighborhood Open House Meeting was held on 6-13-05 at the Living Water Lutheran Church, 9201 E Happy Valley Road

Attendance was ~76 people (68 signed the guest list)

Listed below were some of the people who spoke to the crowd

- Mary O'Connor, City of Scottsdale Transportation General Manager
- Dave Meinhart, City of Scottsdale Transportation Planning and Transit Director
- John Berry, Attorney at Law for Crown Development
- Paul Smith, President of Technical Solutions (community outreach for Crown)

#### Topics and Comments

- John Berry started the meeting by asking how many people were here about the traffic issue. Everyone raised their hand.
- John Berry stated that Crown has agreed to route all the construction traffic (road construction as well as home construction) on 128<sup>th</sup> St to Dynamite. This raised some comments about the traffic passing through the proposed Preserve area near Dynamite. It was pointed out that Dynamite passes through the Preserve. Mary stated that the Preserve people would not object to 128<sup>th</sup> St going through the Preserve. A question was asked about how would the construction traffic routes be enforced. John answered that it could be written in the contracts with the construction companies, by imposing penalties. Another suggestion was a gate at 122<sup>nd</sup> St.
- John Berry stated that a change in the entrances to the property has been made. A new entrance from the North has been added. Alternate routes to the property were discussed, Jomax angling down from the North, also, "Ranch Gate Rd" from the West. Both of these roads could connect to the new North entrance. Ranch Gate Rd would pass through "State Trust" land. The consensus seemed to be that Ranch Gate Rd should be the primary road to be perused and should be acted on immediately. Gates on Alameda at 122<sup>nd</sup> and ~126<sup>th</sup> were discussed.
- Several comments were made regarding "distributing the traffic" on alternate routes to the West (listed above).
- A separate question was raised regarding a gate on Alameda at Happy Valley Road. Approval would be needed by a large percentage of land owners behind the gate.



- A statement was made that a petition with 125+ names states that Alameda should end at 122<sup>nd</sup> St. That is the reason that 70+ residents were at the meeting. A separate question was raised as to the procedure to end Alameda at 122<sup>nd</sup> St. This would require a change to the master traffic plan and city council approval.
- A question was asked if Alameda was under consideration to be widened. Mary and Dave answered no.
- A question was asked about traffic volume estimates on Alameda. Mary and Dave said that the current estimated traffic flow is 2500 vpd (vehicles per day). The increased traffic flow is estimated at 2500 vpd, if the current zoned density is maintained, or up to 8000 vpd if the density is increased.
- Complaints were made that "Alameda is a speedway". Mary O'Connor stated that the Transportation Dept could help getting some speed enforcement from the police dept. Other traffic calming methods were discussed (speed humps, photo radar, speed indicators).
- Traffic routes to the proposed preserve trailhead at 128<sup>th</sup> St and Pinnacle Peak were questioned. Dave said signs would direct people to use routes other than Alameda. Comments from the crowd said that the traffic would still come through on Alameda and a gate somewhere on Alameda would be needed to insure the traffic took the designated route. The parking lot will hold 50-100 cars.

Summary stated by John Berry

- Crown will listen to the neighbors
- Crown wants to be part of the solution
- Crown will work with the neighbors, the city, and the state land dept to acquire alternate routes through the state land (i.e. Ranch Gate Rd and Jomax)
- Crown will investigate a gate on Alameda at the 126<sup>th</sup>-128<sup>th</sup> St area

Let this e-notice serve as the official minutes for this Public Meeting on 06-13-05, and, unless those copied on this message have significant corrections, I would respectfully request, Mr. Curtis, that this notice be included in the Planning Commission file described above. Respectfully submitted on 06-14-05, Steve Kensok, Meeting Attendee

Steve Kensok  
11921 E Sand Hills Rd  
Scottsdale, AZ 85255

**Curtis, Tim**

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**From:** Steve Kensok [steve.kensok@cox.net]  
**Sent:** Monday, May 09, 2005 9:27 PM  
**To:** tcurtis@scottsdaleaz.gov  
**Cc:** Tim Miller; Brian Coast; Ness & Marilyn Irvine; May & Tal Vance; Graham Kettle; Diana Jones  
**Subject:** Alameda Rd neighbors

I live in Troon Saguaro Canyon, with my backyard facing Alameda Rd. Our neighborhood has several concerns about the proposed Crown project (Case No. 1-ZN-2005). My neighbor, Ness Irvine, tried unsuccessfully to contact you last week. We have been circulating a petition around the neighborhood that basically requests that Alameda Rd end at 122nd St. We would like to meet with you (May 16 late afternoon would work for us. We could certainly come to your office or you could meet us in the neighborhood and we could discuss the situation firsthand) to present the petition and to discuss the following topics:

- Our petition requests.
- 4-22-05 letter from Technical Solutions regarding the construction traffic.
- Definition of a "minor connector".
- Results of the traffic study conducted on Alameda Rd during April 2005.
- Plans for the ~725 acres east of 128th St, at Alameda (Will all this traffic use Alameda Rd and Happy Valley Rd?).
- Procedure to gate Alameda Rd at Happy Valley Rd.
- Equestrian lots causing horse trailer traffic, feed delivery traffic, and manure removal traffic. (Plus the smell and flies.)

Steve Kensok  
11921 E. Sand Hills Rd  
Scottsdale, AZ 85255  
[steve.kensok@cox.net](mailto:steve.kensok@cox.net)  
480-659-5004 home  
480-940-5050 x4511 work

**Curtis, Tim**

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**From:** Brian Coast [bmjet@prodigy.net]  
**Sent:** Friday, April 08, 2005 12:09 PM  
**To:** tcurtis@scottsdaleaz.gov  
**Subject:** Fw: HOA alameda extention

----- Original Message -----

**From:** [Brian Coast](#)  
**To:** [steve9999@cox.net](mailto:steve9999@cox.net)  
**Sent:** Friday, April 08, 2005 12:07 PM  
**Subject:** Fw: HOA alameda extention

----- Original Message -----

**From:** [Brian Coast](#)  
**To:** [mikenjok@aol.com](mailto:mikenjok@aol.com)  
**Sent:** Friday, April 08, 2005 12:05 PM  
**Subject:** HOA alameda extention

I, along with many other homeowners would like to see Alameda street end at its current paved position. We do not want any traffic flow from the planned Crown Community Development project. We can put an end to the street if we act fast. D C RANCH traffic does not flow north at all into Pinnacle Peak Vistas development and there are many more examples of developments that do not have traffic flow into each other. The Crown development will have to find another exit out, like Dynamite street. Alameda is a 2 lane road not designed for heavy traffic flow.

Another solution to the problem could be to have a gated community starting at Alameda and Happy Valley and ending at the present paved end of Alameda. The other end gate could be at the present paved end of 119th Way. Windy Walk St in Troon prevents traffic flow from Happy Valley to Jomax by having a gated community. There are many other examples of this. I know our HOA talked about a gated community a few years ago. What permits and approval does it take to get a gated community?  
Brian Coast 11930 E. Mariposa Grande DR 480-419-2500.

**Curtis, Tim**

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**From** Mike Brown [mbrown@matrxindustries.com]  
**Sent** Tuesday, April 05, 2005 12:51 PM  
**To** Tim Curtis  
**Cc** Lani Brown  
**Subject** Proposed Developments Near 122nd & Alameda

Tim

We live at 23493 N 119th Way, Scottsdale 85255. We would like to express our concern about two proposed developments in the area of 122nd & Alameda.

Our concern is the substantial increase in traffic that the combined developments will create on 119th Way, south of Alameda. 119th Way is a relatively narrow residential street designed for local traffic. A dangerous situation exists when there are two vehicles traveling in opposite directions while simultaneously passing each other and when a pedestrian is walking down the street. There are no sidewalks along the street. Several families with children live on or near 119th Way and many of the residents walk, jog or ride bikes on the street. In addition, there is a central mailbox for the Saguaro Canyon development on 119th Way which must be accessed by foot or car. Increased traffic would cause greatly increased safety issues for residents trying to pick up their mail.

A further problem is the steepness of the grade on 119th Way where traffic tends to go faster than normal when traveling downhill.

To date, the situation has been relatively manageable, however traffic has been increasing along with the danger. Several existing and new developments are, at present, under construction along and adjacent to Casitas del Rio located south and east of the end of 119th Way. This is causing increased construction and, ultimately, residential traffic on 119th Way.

There are two new developments in the approval process that will impact the future traffic on 119th Way. One is Application Number 214-PA-2004 the other is Troon Canyon Estates. Both projects show building a street at 122nd St south of Alameda, but ending at the entrance of the Troon Canyon Estates. Neither project shows an extension of 122nd St to Casitas del Rio or the Pinnacle Peak Road alignment. In addition, Application Number 214-PA-2004 shows Alameda being extended through to 128th St with no streets passing through to the south. This will cause any traffic, coming from the west to the developments south and east of 119th Way, to use 119th Way as the only convenient way to access those areas.

In addition, a large trailhead parking lot for the McDowell Mountain Preserve is proposed at the south end of 128th Street which will cause much more traffic to use 119th Way.

Under the proposed developments, there will be eight blocks between 119th Way and 128th St where no traffic will be able to pass to the south. The combination of the above factors will cause a residential street (119th Way) to become a major arterial street with resultant safety, noise and congestion problems.

To avoid this problem, we would suggest the requirement of the proposed 122nd Street to be extended through to Casitas del Rio or the Pinnacle Peak alignment (depending on the ultimate name of the new east-west street) in order to siphon off some of the traffic. In addition, another parallel street to the east between 122nd Street and 128th St could be built where the public can access new developments to the south and east. The time to act is now when something can still be done to resolve the certain safety problem. We understand the meeting for Troon Canyon Estates will be on April 7, 2005 and the other development "TBD".

Please contact us at 602-431-2444 (work), 602-758-2815 (cell) or 480-342-9423 (home) if you have any questions.

Thanks for your consideration.

11/22/2005

Mike & Lani Brown

11/22/2005

**Curtis, Tim**

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**From** Maroseskip@aol.com  
**Sent** Wednesday, March 23, 2005 2:45 PM  
**To** tcurtis@scottsdaleaz.gov  
**Subject** Crown Community proposed streets

Hi Tim,

As residents of Saguaro Canyon subdivision, we are concerned that building streets off of Alameda for their development will create many traffic hazards not to mention noise and congestion

Routing traffic off of 128th makes more sense for those reasons. Alameda is already heavily used.

Please consider this alternative.

Thank you.

May and Tal Vance

**Curtis, Tim**

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**From** Gregory Belsher [belsher@incacapital.com]  
**Sent** Thursday, March 17, 2005 2:30 PM  
**To** tcurtis@scottsdaleaz.gov  
**Subject** Crown Communities case

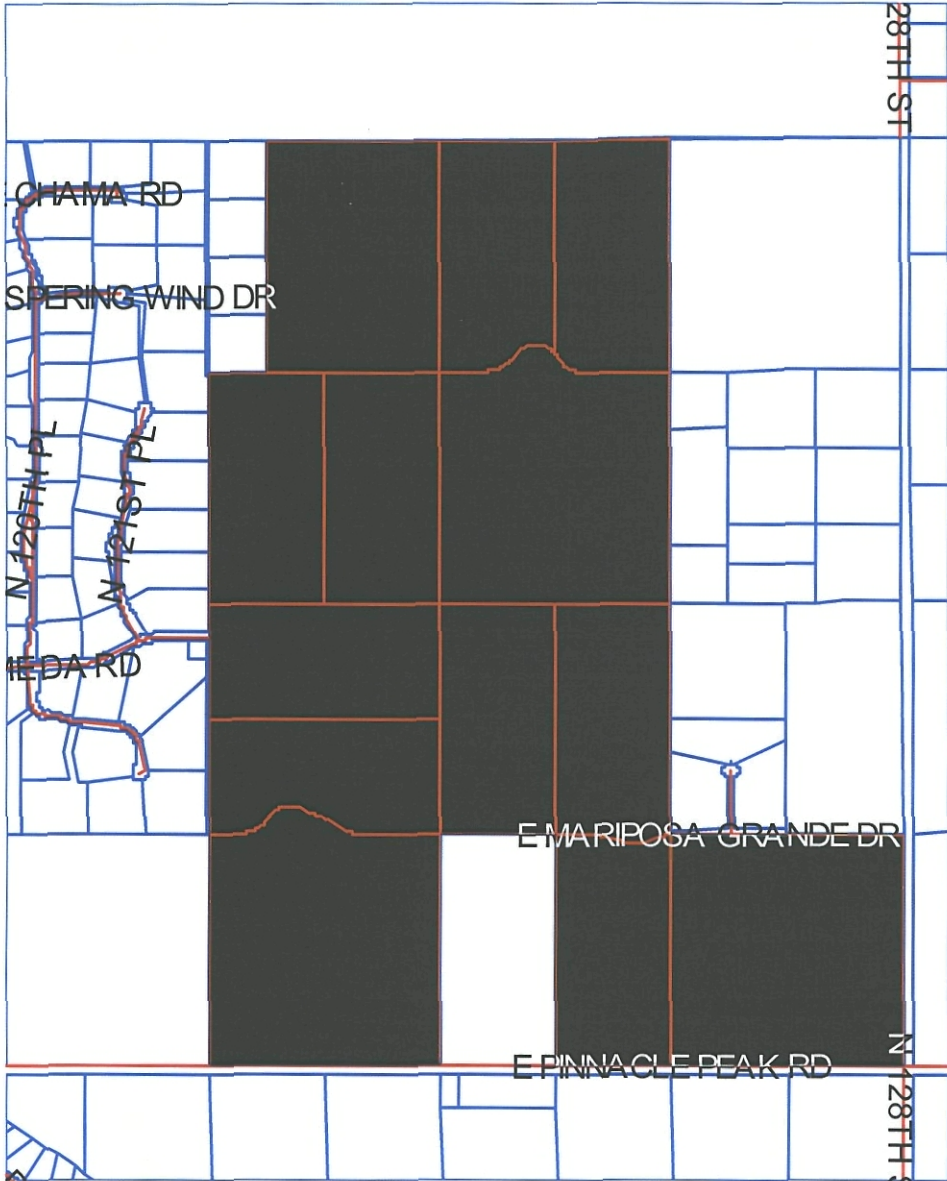
Tim,

I am a property owner just south of the new Crown development and was trying to find out as much information I can regarding their development, including

- 1) Are they trying to rezone the property to fit more lots onto their property?
- 2) When and where is the public hearing going to take place?
- 3) Are they planning to develop "equestrian lots" and if so, what does this mean? Corrals, etc?
- 4) What is their timing in terms of developing the property?
- 5) Is there any intention to develop Pinnacle Peak Road further east to give them access, or are they just extending Alameda Road?

Thank you for your help. Any additional useful comments regarding their development would be greatly appreciated.

Gregory S. Belsher  
INCA Capital, LLC  
8501 N. Scottsdale Rd., Suite 165  
Scottsdale, AZ 85253  
480-947-5900 x17 Phone  
480-947-5335 Fax  
belsher@incacapital.com  
www.incacapital.com



**Site Boundaries**

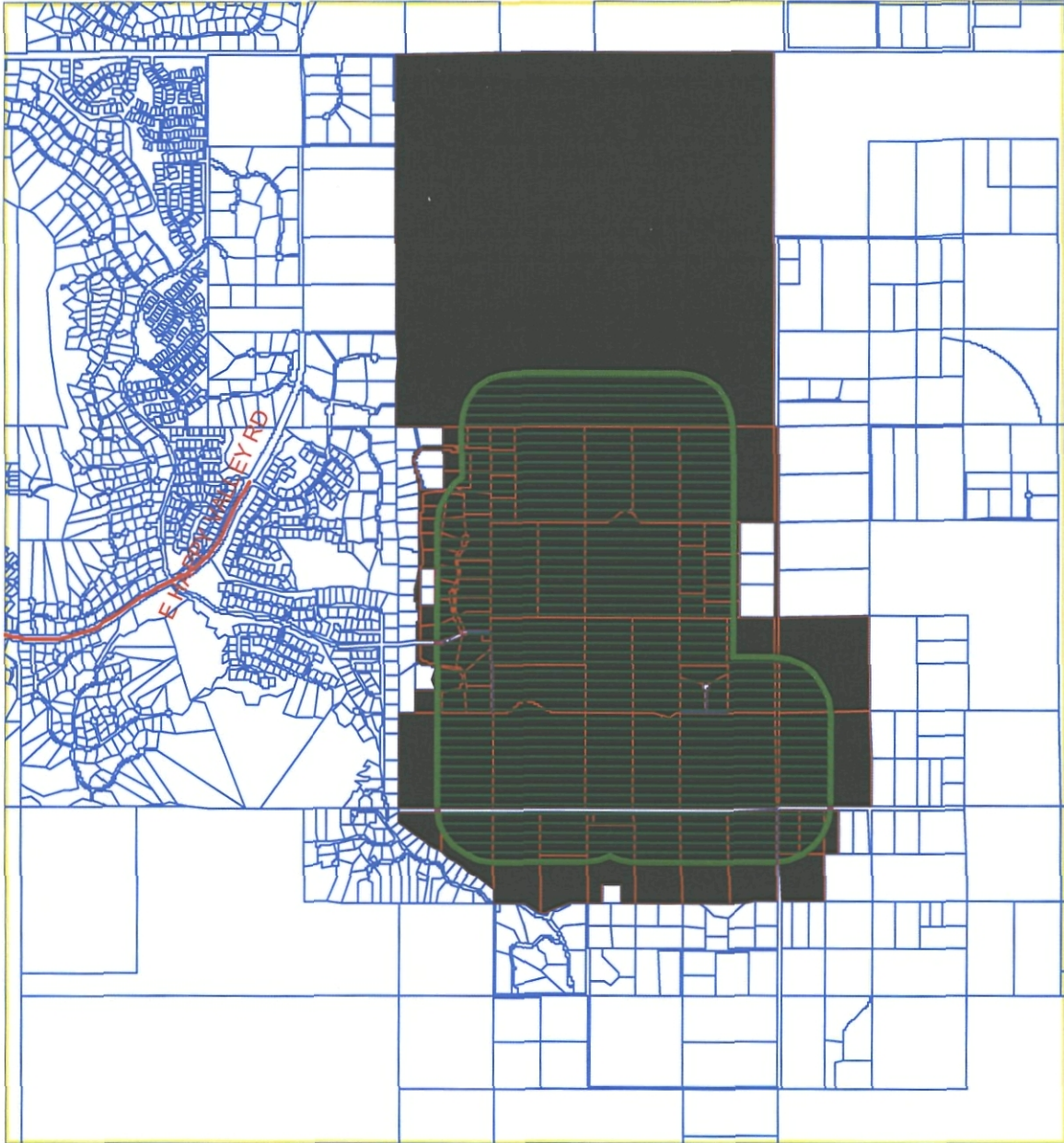
Notification: 750 Feet  
 Interested Parties List  
 Adjacent HOAs

**1-ZN-2005**

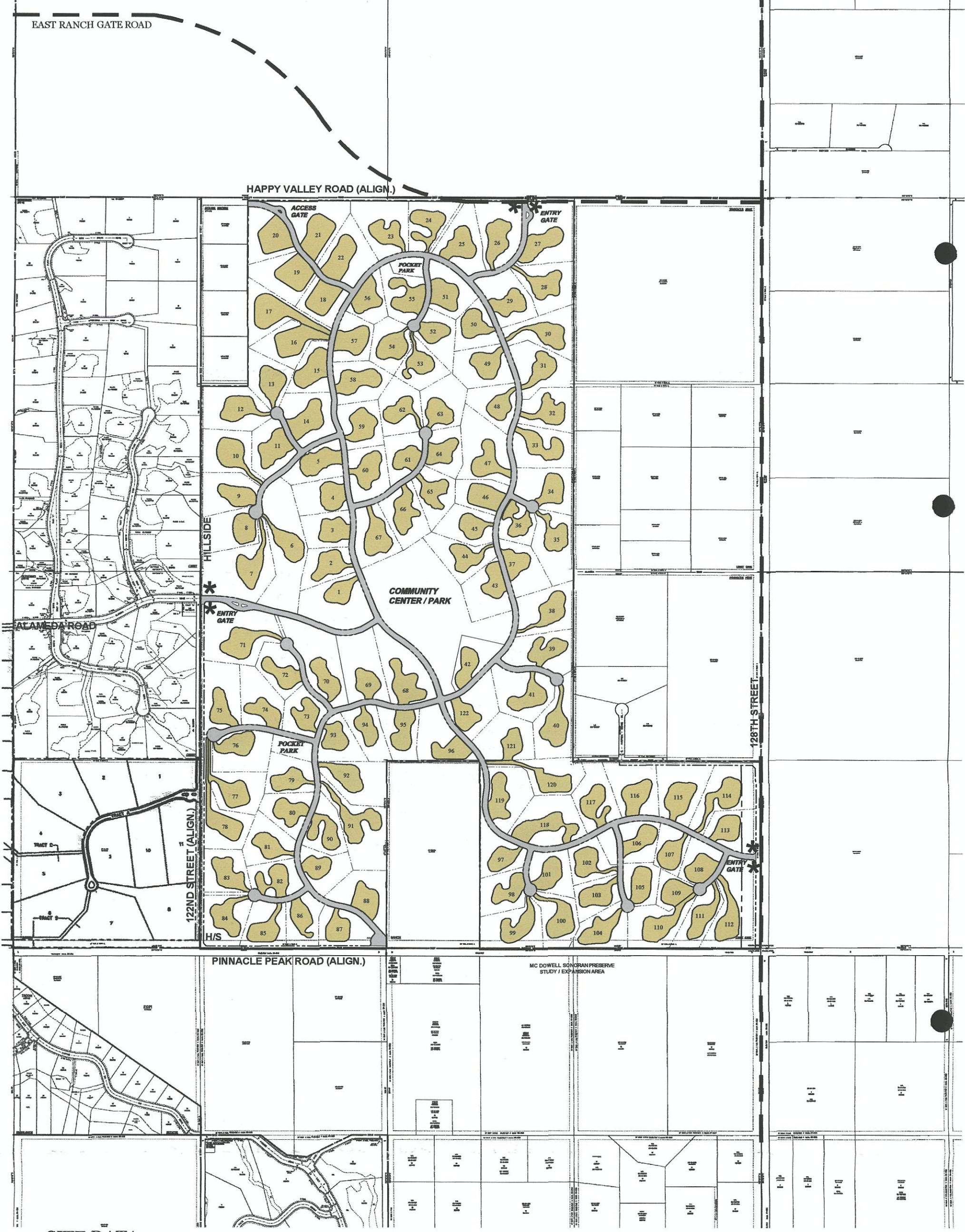
**ATTACHMENT #9**



1-ZN-2005  
750-Foot Buffer for Labels



Site with 750 Foot Buffer Area for Labels



ATTACHMENT #10

**SITE DATA:**

GROSS AREA:	330 Acres
EXISTING ZONING:	R1-130 ESL
PROPOSED ZONING:	R1-130 ESL (DI)
NUMBER OF UNITS:	122 Units (Requires CoS Approval)
DENSITY:	0.37 Du/Ac
OPEN SPACE REQUIRED:	139 Acres (42%)
OPEN SPACE PROVIDED:	205 Acres (62%)

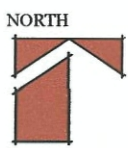
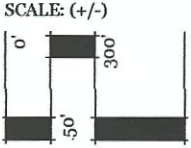
DEVELOPMENT ENVELOPE  
 PROPOSED STREET ALIGNMENTS

**BASE DENSITY:**  
 330.38 Acres x 0.31 Du/Ac = 102 Units  
**DENSITY INCENTIVE:**  
 Required NAOS: 139 Acres (42%)  
 Additional Provided NAOS: 66 Acres = 20% (max. allowed)  
 20% x 0.31 (base density) = 0.062  
 0.062 x 330.38 = 20 Units  
 Total Units = 122 Units  
 Total NAOS Provided: 205 Acres (62%)

\*LOTS, ENVELOPES, STREETS & AMENITIES SUBJECT TO CHANGE

**CONCEPTUAL LAND USE PLAN W/ SURROUNDING PROPERTY CONTEXT:**

**CROWN COMMUNITIES**  
SCOTTSDALE, ARIZONA



Master Planned Communities,  
 Land Planning,  
 Site Planning & Design  
 Environmental Analysis &  
 Landscape Design  
 10225 East Main Street  
 Scottsdale, Arizona 85254  
 Phone: (480) 994-1994  
 Fax: (480) 994-1222  
 www.lvaeng.com

DATE: 07.12.04  
 JOB#: 0425  
 BY: AMS  
 REV: 09.28.05  
 1-ZN-2005  
 10-4-05



# SITE PLAN

## SITE DATA:

GROSS AREA: 330 Acres  
 EXISTING ZONING: R1-130 ESL  
 PROPOSED ZONING: R1-130 ESL (DI)  
 NUMBER OF UNITS: 122 Units (Requires CoS Approval)  
 DENSITY: 0.37 Du/Ac  
 OPEN SPACE REQUIRED: 139 Acres (42%)  
 OPEN SPACE PROVIDED: 205 Acres (62%)

**BASE DENSITY:**  
 $330.38 \text{ Acres} \times 0.31 \text{ Du/Ac} = 102 \text{ Units}$   
**DENSITY INCENTIVE:**  
 Required NAOS: 139 Acres (42%)  
 Additional Provided: 66 Acres = 20% (max. allowed)  
 $20\% \times 0.31 \text{ (base density)} = 0.062$   
 $0.062 \times 330.38 = 20 \text{ Units}$   
 Total Units = 122 Units  
 Total NAOS Provided: 205 Acres (62%)

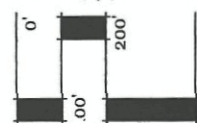
LOTS, ENVELOPES, STREETS & AMENITIES SUBJECT TO CHANGE

# ROWN COMMUNITIES

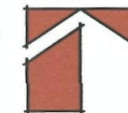
## SCOTTSDALE, ARIZONA

ATTACHMENT #11

SCALE: (+/-)



NORTH



Master Planned Communities,  
 Land Planning,  
 Site Planning & Design,  
 Environmental Analysis &  
 Landscape Design  
 7700 East Main Street  
 Scottsdale, Arizona 85258  
 Phone: (480) 994-1994  
 Fax: (480) 994-1734  
 www.lva.com

DATE: 01.19.05  
 JOB: 0425  
 BY: AMS  
 REV: 09.28.05