

CITY COUNCIL REPORT



Meeting Date: October 18, 2011
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Zocallo Residential
6-GP-2011 & 10-ZN-2011

Request to consider the following:

1. Adopt Resolution No. 8835 approving a Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on a 6.42 +/- acre site located at 15440 N. Greenway-Hayden Loop.
2. Adopt Ordinance No. 3974 approving the Development Plan and a zoning district map amendment from Highway Commercial District (C-3) zoning to Planned Unit Development (PUD) District zoning, including amended development standards for Average Setback, finding that the Planned Unit Development (PUD) District criteria have been met, and determining that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan, on a 6.42 +/- acre site located at 15440 N. Greenway-Hayden Loop.
3. Adopt Resolution No. 8850 declaring as a Public Record that certain document entitled, "Zocallo Residential Development Plan Including Amended Development Standards."

OWNER

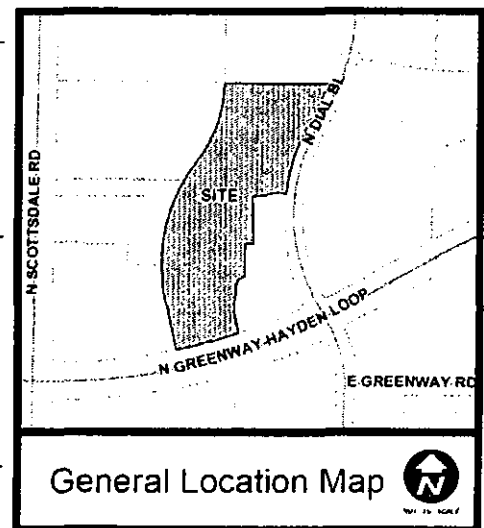
Scottsdale Place, LLC
602-778-0400

APPLICANT CONTACT

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

LOCATION

15440 N. Greenway-Hayden Loop



BACKGROUND

General Plan

The General Plan Land Use Element designates the property as Mixed Use Neighborhoods, Regional Use Overlay and within the Greater Airpark Character Area. The Mixed Use Neighborhoods category encourages access to multiple modes of transportation, major regional access and services, human scale development, and may be non-residential in nature near the Scottsdale Airport. The Regional Use Overlay category provides flexibility for land uses when it can be demonstrated that new land uses are viable in serving a regional market.

Greater Airpark Character Area Plan

The Greater Airpark Character Area Plan specifies the site as Airpark Mixed Use (AMU), Regional Core Development Type (RC). The AMU category is appropriate for a variety of non-residential uses, including a combination of business, office, employment, retail, institutional and hotel. The RC Development Type is the appropriate location for the greatest development intensity within the Greater Airpark so as to support major regional land uses.

Zoning

The site is zoned Highway Commercial District (C-3). The C-3 zoning district allows for most types of commercial activities and includes the sale of commodities or performance of services for a larger segment of population than the average neighborhood.

Context

The subject property is located north of Greenway-Hayden Loop and west of 73rd Street/Dial Boulevard, which provides site access. The site consists of a vacant restaurant and bar and vacant office building. It is immediately adjacent to an existing retail center and large office building. In the larger context, the property is located along the Scottsdale Road corridor, just north of Scottsdale Quarter and Kierland Commons mixed-use shopping areas; west of a large employment area, including a large corporate call center; south of commercial developments and an extended-stay hotel; and east of office and commercial developments in the City of Phoenix. Please refer to context graphics attached.

Key Items for Consideration

- Allows for residential on the subject site.
- Proximity of proposed Airpark Mixed Use-Residential designation to Scottsdale Airport and other Airpark Mixed Use-Residential designated properties
- Potential increase of workforce housing in the Airpark
- Implementation of mixed-use land use designation for this area of Airpark
- Planning Commission recommended approval by a unanimous vote of 7-0

Other Related Policies, References:

- 2010 Greater Airpark Character Area Plan
- Scottsdale General Plan 2001, as amended
- 2005 Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study
- 2009 Airpark Economic Analysis and Forecast by Gruen Gruen + Associates
- 2010 City-wide Economic Analysis and Forecast by Applied Economics
- Zoning Ordinance

APPLICANTS PROPOSAL

Goal/Purpose of Request

The applicant's request is for a Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) and for a zoning district map amendment from Highway Commercial District (C-3) zoning to Planned Unit Development (PUD) District zoning, including amended development standards for Average Setback. The applicant is making these requests to permit the proposed multi-family residential project on the site.

Development Information

- Existing Use: Restaurant and office uses
- Proposed Use: Multi-family residential
- Parcel Size: 5.82 net acres (6.42 gross acres)
- Building Size: 389,195 square feet
- Floor Area Ratio Allowed: 0.8 FAR (for commercial uses)
- Floor Area Ratio Proposed: None
- Building Height Allowed: 48 feet
- Building Height Proposed: Varies – no more than 48 feet plus allowable mechanical equipment screening
- Parking Required: 360 spaces
- Parking Provided: 411 spaces
- Open Space Required: 27,992 square feet / 0.64 acres
- Open Space Provided: 54,734 square feet / 1.26 acres
- Density Allowed: Density determined by Development Plan
- Density Proposed: 37.35 dwelling units per gross acre (240 units)

NON-MAJOR GENERAL PLAN AMENDMENT ANALYSIS

General Plan

Land Use Element

Goals in the General Plan Land Use Element involve providing a variety of land uses that create synergy within mixed-use neighborhoods; maintaining a balance of land uses needed to support the community; and supporting Scottsdale's role as a major regional economic and cultural center. To this end, approaches discuss encouraging land uses that contribute to community character, supporting the jobs/housing balance in mixed-use centers, and promoting development patterns consistent with surrounding uses and character. Also discussed is maintaining a citywide balance of land uses that support changes in community vision/dynamics over time.

Economic Vitality Element

The General Plan Economic Vitality Element seeks to sustain the long-term economic well being of the city through redevelopment and revitalization efforts. Approaches include encouraging quality redevelopment in employment areas and supporting the reuse of underutilized or vacant parcels/buildings/shopping centers.

Character and Design Element

The first goal of the General Plan Character and Design Element stresses the appropriateness of a development proposal based on community goals, surrounding areas character, and the specific context of the surrounding neighborhood. The Character Type for the area surrounding this proposal is Employment Core, recognizing the Airpark area's importance as a significant economic engine for the city.

Housing Element

Two goals in the General Plan Housing Element involve encouraging housing options that meet socioeconomic needs of people who live and work in Scottsdale and encouraging housing that provides for "live, work, and play" relationships. Approaches include encouraging a variety of housing densities in areas of major employment to offer greater live-work choices, exploring opportunities for new housing to serve the employment base, and working to adjust the housing mix based on changing demographics and economics of the city.

Growth Areas Element

The Growth Areas Element approaches growth management from a perspective of identifying those areas of the community that are most appropriate for development focus. Having certain "growth areas" allows an increased focus on creating or enhancing transportation systems and infrastructure coordinated with development activity. The Greater Airpark is one of the city's designated Growth Areas. Growth Areas are where future development is focused, and mixed-uses and multi-modal transportation are most appropriate in these areas.

Community Mobility Element

The General Plan Community Mobility Element includes a goal emphasizing live, work, and play land use relationships to reduce strain on regional and local/neighborhood transportation systems. Approaches include encouraging redevelopment of areas that support a balance of land use relationships and alternative modes of transportation that reduce automobile reliance and encouraging mixed-use developments that incorporate residential, shopping and work environments and place strong emphasis on connectivity.

Greater Airpark Character Area Plan

The proposed Airpark Mixed Use-Residential (AMU-R) designation is appropriate for the greatest variety of land uses in the Greater Airpark Character Area. Uses may include a combination of services, employment, office, institutional, hotel, retail and higher density residential. These areas should be pedestrian-oriented and located outside of the Airport's 55 DNL contour. The Character Area Plan recommends that residential and other sensitive uses should be a lesser component of development and include sound attenuation measures. Residential uses south of the Central Arizona Project Aqueduct, as is the case with this site, should support business and tourism uses, such as time-shares, multi-family rental units and corporate housing.

The following policies in the Greater Airpark Character Area Plan relate to this proposal:

Land Use Chapter

- Encourage a mix of land uses that promote a sense of community and economic efficiency, such as incorporating residential intended for the area's workforce, where appropriate.
- Encourage the redevelopment of underutilized land to more productive uses.
- Prioritize employment uses over residential uses in the Greater Airpark.
- In accordance with the Airport's Part 150 Noise Compatibility Study, require avigation easements and fair disclosure statement for all new and redevelopment projects in the Greater Airpark.
- Dial Boulevard/73rd Street and Greenway-Hayden Loop are designated Signature Corridors, along which revitalization and infill development should be encouraged.

Neighborhoods and Housing Chapter

- Encourage a variety of urban dwelling types and mixed-use development that are compatible with and support the aviation and employment uses of the Greater Airpark.
- Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operations and the Greater Airpark's identity as an employment center.
- Encourage residential in AMU-R areas to reduce traffic congestion, improve air quality, and provide workforce housing opportunities where:
 - Dwellings will not be adjacent to industrial uses that could be in conflict with residential uses; and
 - Dwellings will not lie within the 55 DNL contour (or higher).
- Support the integration of workforce housing and a diversity of dwelling types within the Greater Airpark.

During the two-year public outreach process for the Greater Airpark Character Area Plan, the business community in particular expressed support for more residential in the area. Businesses, particularly small to medium-size businesses, cited frustrations with keeping entry to mid-level staff employed because of long and costly commutes their employees have to endure. Many larger companies mentioned that younger professionals, whom they are trying to attract, prefer urban-style living environments close to work.

In the past, the Scottsdale Road corridor in the Airpark area had been the subject of planning discussion of anticipated conversion to commercial uses. Looked at with the surrounding context of land use changes and development in Phoenix, and the probability of a synergetic commercial core being established, staff examined the logical edges to this conversion to avoid erosion into the employment core. The Greater Airpark Character Area Plan established a mixed-use edge at 73rd Street/Dial Boulevard. This property, already a commercial use, falls within that "edge" and, thus, the proposed change is not considered employment core erosion.

Scottsdale Airport 14 CFR Part 150 Noise Compatibility Study

The Airport 14 CFR Part 150 Noise Compatibility Study (hereafter referred to as "Part 150") is a voluntary study last updated in 2005 that includes recommendations for aircraft noise abatement and land use compatibility planning. The Part 150's land use study area consists of 64 square miles around the Scottsdale Airport, bounded by Deer Valley Road to the north, Shea Boulevard to the south, 48th Street to the west, and 120th Street to the east (Attachment #9).

The Land Use Management Element of the Part 150 Program recommends that land uses within the 2009 55 day-to-night average noise level (DNL) contour (Attachment #10) should be maintained. It also recommends the preservation of current compatible industrial, commercial and open space designations, and discourages rezoning for residential and other noise sensitive land uses, within the 64-square mile study area. The subject property falls outside of the 55 DNL contour, but within the larger study area.

In addition, the Part 150 study recommends a set of project review guidelines to evaluate land use and zoning changes within the study area. The Part 150 includes a recommended influence zone map (Attachment #11) and matrix (Attachment #12) to evaluate a proposed development. The subject property falls within the AC-1 zone, which allows for multi-family and other residential uses, provided a fair disclosure statement and avigation easement is required as a condition of development or building permit approval. City staff currently utilizes the recommended project review guidelines upon processing entitlement cases, such as zoning and Development Review Board projects.

Another item of note in the Part 150 study is departure and arrival routes of helicopters near the site. The Federal Aviation Administration (FAA) guides helicopter traffic into and out of the Airpark utilizing departure routes and "checkpoints." The routes were determined based upon airspace safety and noise compatibility. All routes are located over major roadways or compatible land uses and were included in the development of the 2009 noise contours. The closest checkpoint to the site is point JAX, over the CrackerJax property at Scottsdale Road and Paradise Lane. Helicopters are required to remain at or below 500 feet above ground level until crossing point JAX. Attachment #13 shows the Airpark helicopter routes map.

2009 Greater Airpark Economic Study by Gruen Gruen + Associates

In 2008, the City of Scottsdale contracted with Gruen Gruen + Associates to perform an update to their 1999 Economic Study of the Airpark Area. The purpose of the study was to document existing and forecast future Greater Airpark employment and space demand, as well as to provide strategic policy recommendations.

The study estimates that the Greater Airpark area contained 1,270 business establishments (of five or more employees), employing around 42,500 people in 2007. By 2030, the area could comprise over 73,000 jobs. In comparison, northeast Phoenix, the 16,600-acre area immediately west of the Greater Airpark, could reach 93,000 jobs in 2030, and several million square feet of retail space are planned/entitled in this area. The Gruen economic study projects that retail expenditure potential within a 20-minute drive from the Greater Airpark will increase by \$820 million between 2009 and 2020. That study also forecasts future retail space demand of 120,000 square feet per year.

"Market demand is not likely to support much more regional-serving retail uses than those already planned and under construction, and it will be challenging for all of the existing properties and planned projects to build-out in the time frames the developers originally anticipated. Accordingly... policy actions should be directed to augmenting the strength and diversity of the mixed-use activity nodes which have already gained entitlement [with higher-density housing and other diverse uses]."

"Given the intense competition for office and retail uses that can be expected, along with traffic concerns, encourage relatively high-density housing integrated into mixed-use developments...which will (a) facilitate efficient density patterns, (b) allow the private market to replace obsolete building space, and (c) reduce reliance on the automobile. Higher-density housing will provide comparative advantages to office-using businesses and buttress the viability of retail and service establishments, while reducing traffic congestion."

– 2009 Analysis and Forecast of Employment and Building Space Demand and Strategic Policy Recommendations for the Greater Airpark Study Area by Gruen Gruen + Associates, pgs 14 and 15

The full Economic Study text can be found at:

<http://www.scottsdaleaz.gov/Assets/Public+Website/economics/2009+Airpark+Land+Use+Study.pdf>

2010 Citywide Development Forecast by Applied Economics

In 2009, the City of Scottsdale contracted with Applied Economics to perform forecasts for future development for all of Scottsdale. The study examined Scottsdale in three geographic areas—south, central and north Scottsdale. The Greater Airpark falls within the Central Sub-Area, which is bounded by Deer Valley Road, Indian Bend Road, Phoenix/Paradise Valley, and Fountain Hills/Salt River Pima-Maricopa Indian Community.

The Central Sub-Area is projected to absorb 500 acres of urban residential development by 2030, far more than the rest of the city. Non-residential (e.g. office, retail, industrial) land absorption will continue to

dominate the Central Sub-Area through 2030, and non-residential land absorption in the Central Sub-Areas will be more than double the rest of the community.

The full Development Forecast text can be found at:

http://www.scottsdaleaz.gov/Assets/Public+Website/generalplan/Development_Forecasts_2010.pdf

Land Use Impact Model

Long-Range Planning Services uses a land use impact model to generally assess the impacts of potential changes in land use designations. The application of the model on the subject property as AMU-R indicates that the change in land use classification would result in an increase in resident population of 543 people and an increase of 240 residential units. The model indicates an increase of 103 school-aged students across grades K-12 and an increase of 300 workers. Water usage will increase by 30.5 million gallons per year more than the existing AMU designation. Traffic, according to the model, could increase by 1,400 vehicle trips per day. Because the existing land use designation allows for a considerable range of use types, the actual increases in measured categories are at best an estimate and should not be considered conclusive.

Policy Implications (Non-Major General Plan Amendment)

The proposed amendment includes several policy implications:

Residential in the Airpark

- Residential uses located within the Airpark may be beneficial for the following reasons:
 - Supports the city's largest employment area by providing housing for the Airpark workforce, a top priority for the Airpark business community during Greater Airpark Character Area Planning outreach.
 - Potentially reduces commute times and traffic congestion for Airpark workers.
 - Promotes synergy and vibrancy along the Scottsdale Road Corridor (i.e. Scottsdale Quarter, Kierland Commons, the Promenade, etc).
 - Supports the planned and existing retail base in Scottsdale and northeast Phoenix.
 - Provides new housing options close to employment areas, which may be attractive to prospective companies seeking to relocate; young professionals who would want to live close to work and entertainment; and existing businesses looking to retain employees.
- Residential uses located within the Airpark, and this site in particular, may be an issue for three reasons:
 - The impacts of airport uses with airplane and helicopter flights nearby and potential noise complaints from future residents.
 - Potentially hazardous materials and activities that may occur in an employment/industrial area in relative proximity to residential uses.
 - Potential impacts on helicopter flight patterns into and out of the Airpark for this specific site.

Land Use

- Supports a shift from a suburban industrial park setting, to more of an urban, mixed-use environment, a goal of the Character Area Plan.
- Possible compatibility issues of adjacent land uses in the Airpark (e.g. helicopter landing pad to the southeast, helicopter checkpoint/route to the north and east, and employment land uses to the east).
- The change in land use may have some impacts on transportation, such as pedestrians crossing to adjacent properties and traffic flow.
- Reinvestment in underutilized/vacant Airpark properties in the city's largest growth area.

Due to potential impacts to Airport operations and impacts to potential future residents, staff recommends that, if approved, any development that includes a residential component in this area should:

- Mitigate the impacts of helicopter and aircraft noise on the development's tenants utilizing adequate noise attenuation measures in building construction;
- Include an aviation easement as a condition of development; and
- Require noise disclosures and notification of the Airport's proximity.

Proposed 2011 General Plan Update

The existing 2001 General Plan is currently in the midst of a state-mandated 10-year update process. If approved by the City Council, the amendment will be incorporated into the 2011 update document, which will be placed on the ballot in March 2012 (pending City Council adoption).

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

The proposed zoning district map amendment would introduce multi-family residential into the area. Although the surrounding area is primarily comprised of retail and employment uses, the proposed residential use would allow for implementation of the goals of the Greater Airpark Character Area Plan, which promotes a mixture of land uses in the Airpark area, including residential. In addition, the proposed multi-family land use would be located adjacent to existing retail and employment uses and could encourage more pedestrian circulation in the area and a reduction in overall vehicle trips, while introducing workforce housing near several large employment sites. The applicant has provided several enhancements to the existing pedestrian circulation of the area to encourage an increase in pedestrian circulation of the area.

Airport Vicinity

The site is located approximately 3,600 feet northwest of the runway for the Scottsdale Airport. This location is outside the 55 decibel (dB) noise contour of the airport. Additionally, the site is located within the AC-1 area of the Airport Influence Zones, which allows for residential uses but requires additional steps to be taken by the property owner for disclosure to future tenants. The owner has agreed to these requirements and will also be adding additional sound insulation to the building to further reduce exterior to interior noise travel in the proposed buildings. The project is scheduled to be reviewed by the Airport Advisory Board on October 5, 2011.

PUD Findings

As part of the approval or modified approval of an application for a PUD District, the Planning Commission shall recommend and the City Council shall find that the following criteria have been met:

- a. The proposed development promotes revitalization, the goals, policies, and guidelines of the General Plan, area plans, and design guidelines.
 - **The proposed development promotes the revitalization of the area by redeveloping the existing underutilized site into a use that will help sustain existing uses surrounding the site. In addition, the proposed development promotes the goals, policies and guidelines of the General Plan by expanding the diversity of land uses in the Greater Airpark area, by providing usable open space as part of the development and by providing pedestrian connections to existing developments in the surrounding area.**
- b. The proposed development's uses, densities, or development standards would not otherwise be permitted by the property's existing zoning.
 - **The site is currently zoned Highway Commercial District (C-3). The C-3 district does not permit multi-family residential.**

- c. The proposed development will be compatible with adjacent land uses and promotes the stability and integrity of abutting or adjacent residential neighborhoods.
 - **The site of the proposed project is located within a larger area containing a mixture of uses ranging from retail and office to hotel and other employment uses. The proposed multi-family development will be compatible with those adjacent uses and promotes the stability and integrity of those uses by introducing a residential use to the area that will help sustain existing retail business and employment areas within the vicinity.**
- d. There is adequate infrastructure and city services to serve the development.
 - **City staff has determined that there are adequate infrastructure and city services to serve the development.**
- e. The proposal meets the following location criteria:
 - i. The proposed development is not located within any area zoned Environmentally Sensitive Lands Ordinance (ESL) nor within the boundaries nor within the boundaries of the Downtown Area.
 - **The proposed development is not located within an area zoned ESL or within the boundaries of the Downtown Area.**
 - ii. The proposed development fronts onto a major or minor arterial and/or major collector street as designated in the Transportation Master Plan.
 - **The proposed development fronts onto both a minor arterial street and minor collector street, as defined by the Transportation Master Plan.**

Amended Development Standards

To encourage sensitivity to site conditions and provide flexibility in planning, an application for the PUD district may request to amend development standards of the PUD district, other than maximum building height. The applicant is requesting to utilize this provision for the following development standards:

1. Average Setback – N. Greenway-Hayden Loop. The applicant is requesting an amendment to increase the average setback requirement from 40 feet to 49'-6".
 - The proposed amendment would allow the building fronting N. Greenway-Hayden Loop to be located further back from the planned curb line of the roadway, which would more closely mimic the existing two-story building located east of the site. In addition, the increased setback would allow the building to fit better contextually with existing buildings in the surrounding area. Finally, the increased setback will allow additional landscaping between the proposed building and the road.
2. Average Setback – N. 73rd Street. The applicant is requesting an amendment to increase the average setback requirement from 30 feet to 44 feet.
 - Similar to N. Greenway-Hayden Loop, the proposed amendment would allow the building fronting N. 73rd Street to be located further back from the planned curb line of the roadway. The increased setback would allow the building to fit better contextually with existing buildings in the surrounding area. In addition, the increased setback will allow additional landscaping between the proposed building and the road.

Traffic/Trails

The Transportation Department has reviewed the proposed development, including revised access points and pedestrian circulation. The applicant has submitted a detailed traffic impact study for the proposed development. The study estimates a total of 1,885 vehicle trips generated by the site under the current conditions. Additionally, the study estimates a total of 1,436 vehicle trips to be generated under the

proposed development condition, or an overall reduction of 449 vehicle trips daily. There are currently no trails located adjacent to the proposed development. However, the recent Greater Airpark Character Area Plan indicated N. 73rd Street as an enhanced pedestrian thoroughfare. There are existing sidewalks in the area along both N. Greenway-Hayden Loop and N. 73rd Street. There are no traffic impacts anticipated as a result of the proposed development.

Water/Sewer

The City's Water Resources Department has reviewed the applications and finds that there are adequate water and wastewater services for the proposed use.

Public Safety

The City's public safety departments have reviewed the applications and find that there is adequate ability to provide fire and police services for the proposed use. No impacts are anticipated as a result of the proposed Non-Major General Plan Amendment and rezoning requests.

School District Comments/Review

The applicant has notified the Scottsdale Unified School District of the proposed requests. The School District has confirmed that there are adequate facilities to accommodate the applicant's proposed use.

Open Space

The proposed development will be providing nearly double the amount of open space required for the project. The applicant has chosen to provide increase building setbacks for the buildings fronting on both N. Greenway-Hayden Loop and N. 73rd Street in context with the existing building setbacks of adjacent properties. In addition, the proposed development will be providing private outdoor living space adjoining each unit that meets or exceeds the requirements of the Zoning Ordinance.

Policy Implications (Zoning District Map Amendment)

The Planned Unit Development (PUD) District is intended as a tool to help implement the City's goals of the General Plan's Mixed-Use Neighborhoods land use designation. The PUD zoning district provides for that purpose by allowing a mix of uses within the same district, usually within one development parcel. However, the intent of the PUD district was also to promote a mix of uses within a broader context of development, including development located on multiple adjacent parcels. Approval for the proposed zoning district map amendment would allow for the integration of the residential component of the overall mixed-use development for this site and the surrounding area.

Community Involvement

The applicant notified all property owners within 750 feet of the site and held an open house to present the requests on September 1, 2011. A copy of the applicant's Citizen Involvement Report is attached to this report. The city also notified all property owners within 750 feet of the site. City staff has received one e-mail inquiry with general questions regarding the request.

OTHER BOARDS & COMMISSIONS

Planning Commission

Planning Commission heard the two requests at their hearing on September 21, 2011, and recommended to City Council, with a unanimous vote of 7-0, for approval of the Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map, and the Development Plan and rezoning, including amended development standards for Average Setback, finding that the Planned Unit Development (PUD) District criteria have been met, and determining that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan.

Development Review Board

The Development Review Board reviewed the proposed zoning district map amendment case at their September 1, 2011 hearing to make a recommendation to the Planning Commission regarding design compatibility, environmental responsiveness, solar shading, connectivity and open space of the project. The Board voted 5-0 to forward a favorable recommendation of the proposed project to the Planning Commission.

Airport Advisory Board

The Airport Advisory Commission reviewed the proposal and made a recommendation to the City Council at their October 5, 2011 meeting.

OPTIONS & STAFF RECOMMENDATION

Recommended Approach:

1. Adopt Resolution No. 8835 approving a Non-Major General Plan Amendment to the Greater Airpark Character Area Plan Future Land Use Map from Airpark Mixed Use (AMU) to Airpark Mixed Use-Residential (AMU-R) on a 6.42 +/- acre site located at 15440 N. Greenway-Hayden Loop.
2. Adopt Ordinance No. 3974 approving the Development Plan and a zoning district map amendment from Highway Commercial District (C-3) zoning to Planned Unit Development (PUD) District zoning, including amended development standards for Average Setback, finding that the Planned Unit Development (PUD) District criteria have been met, and determining that the proposed zoning district map amendment is consistent and conforms with the adopted General Plan, on a 6.42 +/- acre site located at 15440 N. Greenway-Hayden Loop.
3. Adopt Resolution No. 8850 declaring as a Public Record that certain document entitled, "Zocallo Residential Development Plan Including Amended Development Standards."

RESPONSIBLE DEPARTMENTS

Planning, Neighborhood and Transportation

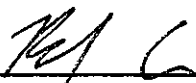
Current Planning Services & Long Range Planning Services

STAFF CONTACTS

Brad Carr, AICP
Senior Planner
480-312-7713
E-mail: bcarr@ScottsdaleAZ.gov

Erin Perreault, AICP
Long Range Planning Manager
480-312-7093
E-mail: eperreault@ScottsdaleAZ.gov

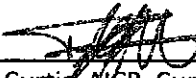
APPROVED BY



Brad Carr, AICP, Report Author

9.28.2011

Date



Tim Curtis, AICP, Current Planning Director
480-312-4210, tcurtis@scottsdaleaz.gov

10/4/2011

Date



Erin Perreault, AICP, Long Range Planning Manager
480-312-7093, eperreault@scottsdaleaz.gov

10/04/11

Date



Connie Padian, Administrator
Planning, Neighborhood and Transportation
480-312-2664, cpadian@scottsdaleaz.gov

10/4/11

Date

ATTACHMENTS

1. Resolution No. 8835
Exhibit 1. Greater Airpark Character Area Plan Future Land Use Map (proposed)
2. Ordinance No. 3974
Exhibit 1. Stipulations
Exhibit 2. Zoning Map
3. Resolution No. 8850
EXHIBIT 1: DEVELOPMENT PLAN
4. Additional Information
5. Context Aerial
- 5A. Aerial Close-Up
6. General Plan Map
7. Greater Airpark Character Area Plan Future Land Use Map (existing)
8. Greater Airpark Character Area Plan Development Types Map
9. Part 150 Study Area Map
10. Part 150 2009 Noise Contours Map
11. Part 150 Airport Influence Zones Map
12. Part 150 Influence Zones Recommended Use Matrix
13. Part 150 Helicopter Arrival/Departure Routes Map
14. Citizen Involvement
15. City Notification Map
16. September 21, 2011 Planning Commission Minutes