

NORTH DIVERSIFIED – PROJECT NARRATIVE

Introduction/ Purpose of Request

A commercial development is being proposed for the southeast corner of Scottsdale Road and Union Hills Drive, Maricopa County Parcel #215-07-004A, Scottsdale, Arizona (the "Proposed Site"). The purpose of this application is to initiate the formal process of review and comment for infrastructure, roadway and utility improvements to the Proposed Site. This narrative describes general information for the proposed site layout and use.

Site Information/General Information

The Proposed Site is approximately 29.4 gross acres, which after dedications will be 21.3 net acres, of the existing parcel of 89.75 acres located at the Southeast corner of Scottsdale Road and Union Hills Drive and is bounded by Union Hills to the north, proposed new 73rd Place to the east, proposed new extension of Chauncey Lane to the south and Scottsdale Road to the west. The site is currently zoned PCD with a General Plan Designation of Mixed Use Neighborhood with Regional Use Overlay. A site plan has been included with this narrative, showing the intended layout of the site. Two buildings are proposed that encompass approximately 205,112/SF with a maximum height of 36 ft (which is currently allowed under the zoning). Operations of the facilities could include a wide variety of retail sales or services, including automotive, that are allowable activities within the PCD zoning classification with no additional permit required.

Drainage

The Proposed Site has 2 different drainage parameters dictating how on-site drainage will be managed. These parameters are separated by a defined hydrologic divide. The installation of an interim regional drainage channel has been proposed to convey off-site flows around the Proposed Site from the existing culvert at Union Hills to the existing culvert just north of Princess Drive at Scottsdale Road to be further conveyed to Reach 11. The installation of the drainage channel is subject to a Waiver of Stormwater Storage, wherein in-lieu fees will be waived, which will be applicable to the area to the west of the hydrologic divide (the "Benefitted Area"). The property to the east of the hydrologic divide (approximately 5 acres) on the Proposed Site will be subject to participation in the regional drainage solution for Crossroads East in addition to potentially the installation of interim detention basins or conveyance of stormwater to an existing drainage channel along the north side of Princess Blvd.

Proposed Land Use

The Proposed Site could include a wide variety of allowed uses within the PCD zoning designation to include retail sales or services, including automotive, that are allowable activities within the PCD zoning classification with no additional permit required.

Architecture

The architecture for the proposed buildings is not yet established but further detail will be provided when specific uses are identified and the applicant files a specific site plan. The building footprints shown are 87,782/SF and 117,330/SF; and, are 36ft. and 28 ft. in height, respectively.

Existing Improvements and Uses on the Subject Property and Neighboring Properties

The Proposed Site is currently vacant, and no known uses or improvements have ever existed on the Proposed Site. There is a proposed Lund dealership to the north, vacant land to the east, the Princess Resort to the south and auto dealerships and retail to the west. Street improvements include the extension of Chauncey Lane and the installation of a new street, 73rd Place, from Union Hills Drive to Chauncey Lane. Scottsdale Road and Union Hills Drive bounding the Proposed Site to the north and west are improved.

Circulation, Parking and Design

The Proposed Site is intended to be divided into two parcels, north and south which will be pad prepared for future development. As directed by the City, circulation for the Proposed Site will come partially from newly constructed and dedicated Chauncey Lane and 73rd Place. Existing Scottsdale Road and Union Hills Drive will provide the remaining circulation and access to the Proposed Site. From Scottsdale Road, a right-in/right-out driveway is proposed for the south parcel and a right-in/right-out/left-in driveway is proposed for the north parcel. A right-in/right-out and full access drive is contemplated for the north parcel from Union Hills Drive. Access to the parcels from the newly constructed public streets (proposed driveway location) have not been determined and are anticipated to follow on-site planning of the two parcels. Deceleration lanes (right-turn lanes) are provided at all proposed driveways and newly constructed streets that will connect to Scottsdale Road. Deceleration lanes (right-turn lanes) are provided on Unions Hills Drive for the primary full access driveway and for the newly-constructed street connection. A deceleration lane/right-turn lane is not anticipated for the right-in/right-out driveway proposed on Union Hills Drive closest to Scottsdale Road due to its proximity to the intersection of Scottsdale Road and Union Hills Drive, the road classification of Union Hills Drive, and the anticipated limited use (secondary access point).

Compatibility with Area

Potential uses could include a wide variety of retail sales or services, including automotive, that are allowable activities within the PCD zoning classification with no additional permit required. The new facilities will be modern, clean and efficient. The Proposed Site and its potential uses are compatible with the proposed and existing commercial developments in the area. Vacant land exists to the east, and the Scottsdale Princess Resort is significantly distant to the south to allow for a reasonable buffer of uses.

Adverse Conditions/Unusual Circumstances

The construction and location of the drainage channel will need to be considered in site planning, but it is intended that the channel will be placed within the setback requirements for the Scottsdale Scenic Corridor, which are 50 ft. at a minimum and 60 ft. on average.

Targeted Date to Begin Construction

The applicant would like to begin construction of the proposed infrastructure and drainage improvements in May or June of this year.