

**Application  
Narrative  
Cash Transmittal  
Pre-Application  
Pre-App Narrative  
Pre-App Cash Transmittal  
Project Data Sheet**

# Project Narrative/Development Plan

## Non-Major General Plan Amendment

&

## Rezoning

for

## Impact Church / Sunrise Commons

Location: 15333 N. Hayden Road

Request for a Non-Major General Plan Amendment  
from Airpark Mixed Use (AMU) to Airpark Mixed Use Residential (AMU-R) on only  
the southern portion of the Property

and

Rezoning from General Commercial (C-4) to Planned Commerce Park – Airpark Mixed  
Use (PCP-AMU) on the northern portion of the Property and Planned Commerce Park –  
Airpark Mixed Use – Residential (PCP-AMU-R) on the southern portion of the

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Date: January 30, 2014

10-GP-2013  
1/31/2014

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## **I. Purpose of Request**

This request is for a Non-Major General Plan Amendment ("GPA") from Airpark Mixed Use (AMU) to Airpark Mixed Use – Residential (AMU-R) and a rezoning from General Commercial (C-4) to Planned Commerce Park – Airpark Mixed Use – Residential (PCP-AMU-R) on 4.59 +/- gross acres and a rezoning from C-4 to Planned Commerce Park – Airpark Mixed Use (PCP-AMU) a 7.58 +/- gross acre site located at 15333 N. Hayden Road (the "Property"). The applicant intends to create a unique mixed use development by relocating Impact Church (from their current Airpark location adjacent to the runway) to the northern portion (PCP-AMU) of the subject Property fronting Hayden in combination with a residential multifamily community of approximately 311 +/- residential units on the southern portion (PCP-AMU-R) of the Property.

The 12.17 gross acre Property currently occupies a long vacant car dealership with a large amount of surface parking (over half the site is paved). Redevelopment of this underutilized, vacant Property will add to and support the local and regional economic base generating additional revenue for the City. The Property is surrounded by a variety of retail, employment and service related business in the Scottsdale Airpark.

A previous GPA application for residential on the entire 12.17 acre Property was denied by the City Council in 2011. The 2011 application did not include a companion rezoning case. Moreover, the prior GPA case for residential included the entire Property including the portion of the Property within the 55 DNL noise contour. Importantly, with the current application Impact Church is proposed within the 55 DNL and the residential community will be located outside of the 55 DNL.

### **Impact Church**

Impact Church has been part of the Scottsdale Community for 10 years. Impact Church is a non-denominational Christian community dedicated to faith, family, and community service. Impact Church is currently located at 15650 N. 83<sup>rd</sup> Way adjacent to the runway and within the 70-75 DNL. The relocated and expanded church will be within the 55 DNL. Impact Church is the second fastest growing church in the US by percentage in 2013. They have grown 155% in the past 16 months and they are now the second largest church in Scottsdale with nearly 2,800 Scottsdale members and growing. Impact's current location is inadequate with only 55 parking spaces, inadequate restroom facilities, and limited classroom and community outreach facilities. Impact Church positively contributes to the Scottsdale community through many different acts of service including but not limited to over \$300k in community assistance annually, food drives, elderly community service, and free school supplies for children in need. Without the Sunrise Commons component, the relocation and expansion of Impact Church would not be viable.

## **Sunrise Commons**

The Sunrise Commons residential community will provide residences close to jobs in the Scottsdale Airpark, which is the second largest employment center in the state of Arizona. New multifamily housing will provide additional customer base and an economic benefit for nearby businesses that have struggled; bringing rooftops to this area will help retail. The proposed luxury apartment units average 755 s.f. and will have an average rental rate of \$1.75 per s.f. (approximately \$1,320 per month). The annual income of potential residents is estimated to be approximately \$75,000.

Economic studies confirm there is a need for multifamily units in the area with current area vacancy rates at less than 5%. Scottsdale is experiencing an increasing demand for residential rental properties due to the following factors: economic climate and dislocations in the housing market, decreased home ownership rates, qualifying for a home loan has become increasingly difficult and now involves a large equity requirement that many would-be homebuyers do not have, and a general perception that owning a home is no longer the path to financial security that it was one considered to be. Additionally, young professionals/Gen Y are especially attracted to rental communities as they enter the prime renting age (approximately 20-35 years old) because this generation changes jobs and relocates at a higher frequency than previous generations.

## **II. Existing Improvements/History**

The Property constitutes 12.17 +/- gross acres and is bordered by Hayden Road on the north with a U-Haul self-storage and moving truck rental facility (C-4) immediately across the street, Home Depot (C-3) on the east, Costco and Costco fueling station (C-3) on the west and Costco and Northsight Village retail center (C-3) on the south. The site's only access is via Hayden, a major arterial.

The redevelopment parcel is currently occupied by a former Buick/GMC car dealership with approximately 48,000 s.f. of vacant building space and a significant amount of surface parking that was utilized for vehicle display and storage. In 2008, there was a Development Review Board case approving a Mazda dealership on the northeast portion of the Property, which was never built.

## **III. Greater Airpark Character Area Plan / General Plan**

The Greater Airpark Character Area Plan ("GACAP") was adopted in October 2010 by Scottsdale's City Council. The purpose of the GACAP is to establish "the vision for the Greater Scottsdale Airpark and provide the basis for Greater Airpark decision-making over a twenty-year timeframe." To achieve this, the City established a series of goals and polices to provide a framework for future development. The GACAP is divided into eight chapters each with its own focus and vision: Land Use, Neighborhood & Housing, Aviation, Community Mobility, Economic Vitality, Environmental Planning, Character & Design, and Public Service & Facilities. The following paragraphs ("responses") will highlight how this application meets the goals and policies of the GACAP.

The request for a Non-Major GPA on the southernmost 4.59 +/- acres of the subject Property from AMU to AMU-R will allow for residential land use in an area that is already designated for mixed-use (business, office, employment, retail, instructional and hotel uses). The Property is located along Hayden Road, which is designated as an existing transit route near major shopping areas on the Greater Airpark Transit Connections map. Additionally, the residential component of the proposed redevelopment site is located outside the 55 DNL line, which is appropriate for residential land uses. The Impact Church site is moving to this Property from a site at 15650 N. 83<sup>rd</sup> Way, which is immediately adjacent to the airport runway. New construction will feature appropriate noise attenuation through the use of upgraded building materials and insulation, disclosure to residents and an avigation easement in conformance with the City's requirements.

Additionally, the flight paths for both helicopter and fixed wing planes do not cross over this property, rather they route to the north, northeast, south and southwest. This site is clear of most flight path tracks as compared to other sites located in the Airpark.

GACAP Definition (emphasis added):

***Airpark Mixed Use Residential** areas are appropriate for the greatest variety of personal and business services, employment, office and institutional, cultural amenities, retail, hotel, and higher density residential. Developments in the AMU-R areas should be pedestrian-oriented have access to multiple modes of transportation and should be located outside of the Airport's 55 DNL contour. Residential and other sensitive uses should be a lesser component of development and include adequate sound attenuation. Design of residential uses in the areas south of the Central Arizona Project Aqueduct should support businesses and tourism uses, such as time-shares, multi family rental units and corporate housing [emphasis added].*

The Conceptual Development Type Map designates the Property as "Type C – Higher Scale" which is defined in the GACAP as follows (emphasis added):

***Type C** development represents medium to higher scale development which supports pedestrian activity in the Greater Airpark. Type C is encouraged in areas with access to multiple modes of transportation, served by regional transportation networks (i.e. freeways or transit corridors), and where the scale will complement the area's character. Type C development is appropriate in areas next to both Types C1 and B development. Type C is not recommended immediately adjacent to the Scottsdale Airport.*

*The **Regional Core** designation denotes areas appropriate for the greatest development intensity in the Greater Airpark to support major regional land uses. Regional Core is only appropriate in Type C areas that are or will be served by high-capacity transit or a freeway. Regional Core areas should not be located adjacent to single-family residential areas or within Type A or B development areas [emphasis added].*

## Land Use

### *Policy LU 1.1 Maintain and expand the diversity of land uses in the Greater Airpark*

**Response:** The proposal for a church and multifamily residential development on the 12.17+/- acre site fulfills two goals: 1) Relocates a church from a higher noise contour area (70 and 75 DNL) to a lower noise contour area, 2) Adds a missing residential component for this existing in a prime Airpark location of Scottsdale. Characteristics of successful mixed-use developments include a range of land uses and promote the "live, work, play" philosophy. The proposed development accomplishes a range of goals including revitalizing an underutilized property (the vacant, abandoned car dealership), integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context.

### *Policy LU 1.2 Support a mix of land uses within the Greater Airpark that promote a sense of community and economic efficiency, such as clustering similar/supportive uses and incorporating residential intended for the area's workforce, where appropriate.*

**Response:** The Airpark is predominately an employment core area. Integrating the proposed multifamily land use will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. Both Impact Church and Sunrise Commons will promote an integrated, sustainable character for the area contributing towards the live, work, play goals identified in the GACAP.

### *Policy LU 1.4 Encourage the redevelopment of underutilized land to more productive uses.*

**Response:** The redevelopment parcel currently contains a former Buick/GMC care dealership with 48,000 s.f. of vacant building space and a large parking field. The site has been sitting vacant for over 3 years. The redevelopment proposed under this application provides revitalization and more productive uses for this core area of Scottsdale.

### *Policy LU 1.6 Encourage the assemblage of small, inefficient parcels and the replacement of obsolete structures in the Greater Airpark utilizing strategies including, but not limited to, development flexibility and expedited processing of proposals.*

**Response:** In addition to the comments under Policy LU 1.4, the proposed development accomplishes a range of GACAP goals including revitalizing an underutilized, abandoned car dealership, integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the surrounding context. This development is being achieved by utilizing the newly revamped PCP district which was approved by City Council on December 9, 2013. The PCP allows for

the flexibility in development standards and encourages mixed use developments. This ordinance was specifically designed to implement the GACAP and the proposed development is the first application in the Airpark to utilize this zoning district in the newly drafted form.

*Policy LU 1.7 Encourage adaptive reuse of buildings.*

**Response:** The development proposal does not include the adaptive reuse of the dealership building. The existing building is functionally obsolete and would not function well as a church building with specific programs and assembly spaces. Additionally, the location of the building is not ideal (centered on site with a large surface parking lot along Hayden). Therefore, the proposal to develop a new modern church structure on the northern portion of the site and a multifamily community on the southern portion of the site together provides a synergy and mixed use character promoted by the GACAP bringing revitalization to the Scottsdale Airpark.

*Policy LU 4.5 Greater visual variety and architectural interest should be considered in the design of the Greater Airpark's tallest buildings (Regional Core), particularly at the pedestrian level,*

**Response:** Sunrise intends to utilize 65' of the allowed 84' in height (inclusive of mechanical) allowed by the PCP ordinance to create a unique four-story residential rental community with Southwestern contemporary elevations complementary to the character of the adjacent Scottsdale Airpark. The design reflects a "wrap" concept (residential buildings wrapping the partially above grade parking structure) with architecture that creatively carves out several courtyard spaces and private balconies for its residents to enjoy. The design creates more openness and interest than a traditional linear building design. Construction of the new Impact Church will be located on the northernmost 7.58+/- acres of the site with surface parking and abundant landscaping. With the proposed C-3 zoning the building height is limited to a maximum of 36' plus mechanical. Therefore, the heights will step up from Hayden Road with the higher residential buildings on the back portion of the Property.

The overall concept is to construct a church campus and residential community within close proximity to abundant retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base which surrounds the Property. As the residential community is buffered from Hayden Road by Impact Church, it is a natural fit to redevelop the Property with the mix of uses proposed in this application.

*Policy LU 4.7 Encourage greater visual variety between employment/commercial land uses and residential neighborhoods, and avoid continuous buildings shapes and mass adjacent to residential neighborhoods.*

**Response:** Expanding upon the statements above, the unique design demonstrates a rich character and architectural variety between the proposed church and residential community. The buildings have been designed in a manner that provides a hierarchy of

masses and sensitivity to the pedestrian. Appropriate architectural detailing and materials include stucco, wood/wood-like detailing, awnings and shutters, metal and tile roofing all of which have been carefully selected to uphold the unique character and context of the Sonoran Desert and to blend with the surrounding context of the Scottsdale Airpark.

*Policy LU 5.1 Update and provide greater flexibility in development regulations to achieve the goals of the Greater Airpark Character Area Plan and encourage revitalization in the area.*

**Response:** As mentioned above, the proposal to utilize the PCP ordinance is desired because it allows for greater height and flexibility in development standards than the existing C-4 zoning with respect to the residential portion of this development. In addition, Impact Church will utilize the PCP district which allows for a much wider array of commercial uses. The PCP zoning will allow the applicant to create a unique, residential community for the residents of Scottsdale and will not only meet but exceed the goals and policies of the GACAP.

*Policy LU 7.2 Promote a greater mix of uses along identified Signature Corridors, which complement and are compatible with each respective land use designation.*

**Response:** Signature Corridors are designated on the Greater Airpark Future Land Use Plan and include Hayden, Raintree (to the south) and Northsight and Frank Lloyd Wright (to the north). Integrating a church and multifamily development in this location broadens the current range of land uses in the area.

*Policy LU 7.3 Encourage and incentivize revitalization along Signature Corridors, particularly south of the Central Arizona Project Aqueduct.*

**Response:** The redevelopment of the 12.17+/- acre site under this application will provide revitalization along a Signature Corridors, Hayden Road, which is located south of the CAP.

*Policy LU 8.1 Recognize and promote the value of usable open space as part of the community's quality of life.*

**Response:** This project promotes the value of usable open space on several levels. The proposed church and residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space with slightly over 28% (137,040 s.f.) of the site as open space (this calculation excludes parking lot landscaping and private outdoor open space). On-site open space includes gathering spaces, amenities, private outdoor living spaces, perimeter landscape buffers, parking lot landscaping and meaningful pockets of internal open space to create privacy and a visual oasis for the residents and an attractive setting for the buildings.



## Neighborhood & Housing

*Policy NH 2.1 Encourage developments, in Airpark Mixed Use Future Land Use Areas (AMU and AMU-R), to provide support services for current and future Greater Airpark residents, such as local markets, drugstores, and other essential services.*

**Response:** A wide range of support services can be found nearby in the neighboring commercial developments. The church and residential land uses proposed under this application are a natural fit and complement the fabric of existing land uses in the Airpark.

*Policy NH 2.2 Encourage a variety of urban dwelling types and mixed-use development in areas designated Airpark Mixed Use-Residential in the Greater Airpark Character Area Future Land Use Plan that are compatible with and support the aviation and employment uses of the Greater Airpark.*

**Response:** The proposed development is particularly adept at satisfying this policy. The Airpark creates a unique opportunity to support a range of land uses that interrelate and balance the live, work, play concept. The integration of a church and multifamily residential land uses on this site does not detract from the overall employment core character of the Airpark. Rather, it provides a land use balance creating a strong sustainable employment and service node essential to the continued success of the Airpark.

*Policy NH 2.3 Incorporate gathering spaces and recreational opportunities into the design of mixed-use development to support a high quality of life for Greater Airpark residents.*

**Response:** In addition to exterior amenities mentioned in the response for Policy NH 2.4 (below) for residents and church patrons, the church is providing a 9,000 s.f. common area/lobby to provide gathering space for church members. The Pedestrian Circulation Plan and Landscape Plan show the exterior recreational amenities as well as the internal gathering space for the church members. Together, these amenities provide abundant gathering and casual recreational opportunities for the Impact Church members and Sunrise Commons residents. Although these are two separate projects there will be a synergy and sharing of common spaces between the church and residential community.

*Policy NH 2.4 Promote opportunities for parks, open space, and trail connections within new mixed-use development and as a part of the redevelopment of existing property.*

**Response:** The development provides design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting. The central plaza area on the residential parcel shows a range of outdoor amenities including multiple seating areas, fire pit, raised planters, seat walls and shaded trellis element to create an outdoor living

space for residents to gather and relax. There are also several smaller courtyards providing passive recreational opportunities for the residents. The pool amenity will be provided on top of the parking structure and includes shade cabanas, patio furniture and landscaping to create a resort-like feel. The site has a network on sidewalks that tie from the existing sidewalk on Hayden Road, in and around the church and residential buildings and to the existing retail to the south, east and west of the site which are identified on the Pedestrian Circulation Plan and Landscape Plan.

***Policy NH 3.1** 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.*

**Response:** As previously discussed, the proposed uses will support the live, work, play philosophy mentioned throughout the GACAP. Special measures will be taken to create buildings that are sensitive and compatible to the nearby Airport operations.

***Policy NH 3.2***

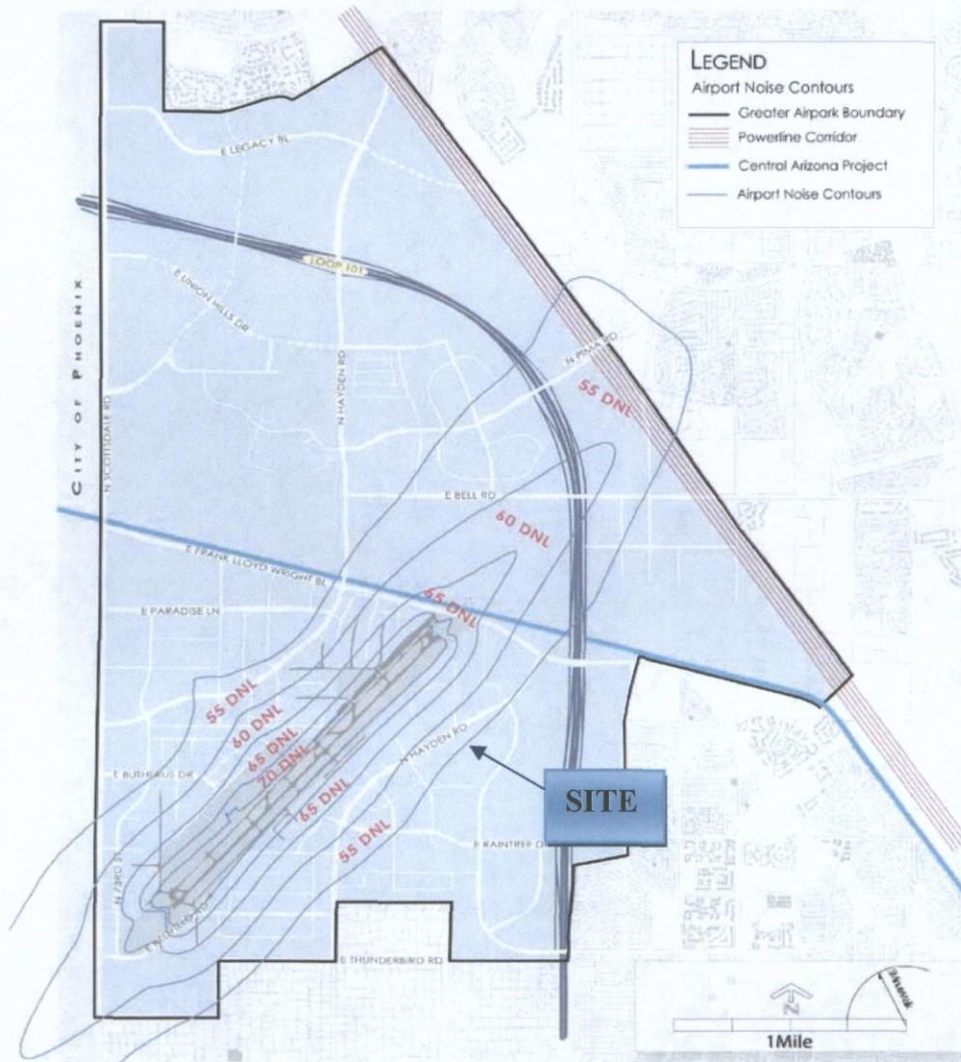
*Incorporate residential into Airpark Mixed Use-Residential Future Land Use Areas to reduce traffic congestion, improve air quality; and provide opportunities for workforce housing where:*

- *Dwellings will not be adjacent to industrial uses that could be in conflict with residential uses;*
- *Dwellings will not lie within the 55 day-night average noise level (DNL) or higher areas established by the FAA; and*
- *Multi-modal transportation options will be incorporated into residential design.*

**Response:** Impact Church and the Sunrise Commons multifamily residential community will be located on an underutilized, long abandoned car dealership parcel (between thriving retail to the east, west and south and office/employment land uses nearby) which makes it ideal for redevelopment. The proposed dwelling units will be located outside the 55 DNL line (see the Scottsdale Airport Noise Contours Map below) and designed with upgraded building materials and insulation to provide appropriate sound attenuation. Multi-modal transportation options will be available to the church members and residents including, but not limited to walking, bicycling, driving and public transit. Hayden Road is designated as a "Pedestrian/Bicycle Corridor" in the GACAP.

**Scottsdale Airport Noise Contours (2009)**  
**GACAP Page 30**

Noise contours surrounding the Scottsdale Airport denote day-to-night (DNL) average noise levels. Noise sensitive uses are not encouraged in 55 DNL and higher areas. These contours are often updated to reflect new noise levels as a result of new aircraft technologies.



## **Community Mobility**

***Policy CM 4.2 Improve pedestrian and bicycle connections from adjacent neighborhoods to Greater Airpark destinations.***

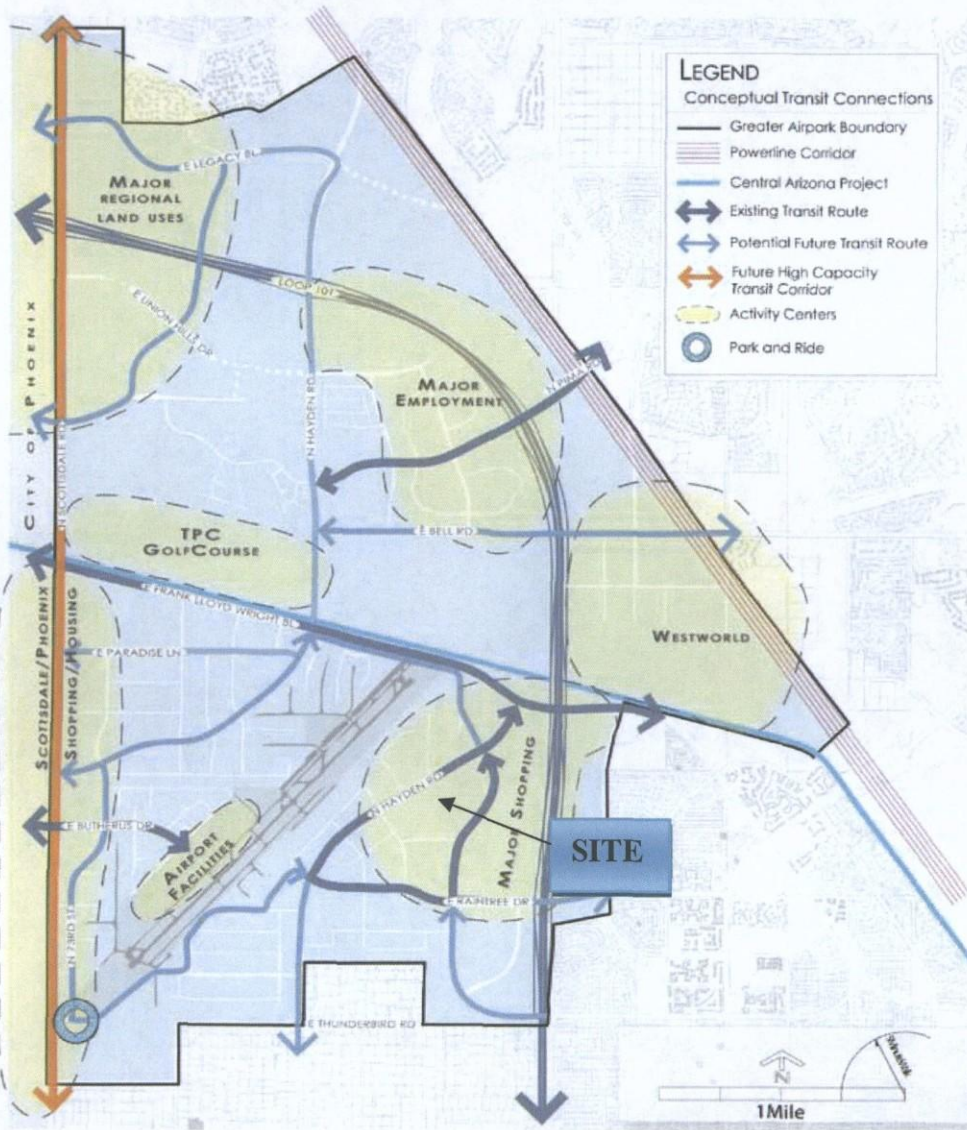
**Response:** Hayden Road, an Airpark Signature Corridor adjacent to the Property is also designated as a Pedestrian/Bicycle Corridor. Additionally, Raintree (to the south) and Northsight and Frank Lloyd Wright (to the north) are designated as Signature Corridors. All of these streets provide a framework for pedestrian and bicycle connections in the immediate area. The development will create a sustainable, walk-friendly environment for its residents with functional, internal pedestrian connections between site amenities and other land adjoining land uses. The site has a network of sidewalks that tie from the existing sidewalk along Hayden Road, in and around the church and residential buildings and to the existing retail to the east and west of the site (see Pedestrian Circulation Plan and Landscape Plan). A bike storage locker is provided in the parking structure for the residential community. The church will provide bike racks at the south end of both main entrances.

***Policy CM 6.5 Design corridors that accommodate and attract pedestrians and bicyclists, particularly in Airpark Mixed Use Future Land Use Areas and along Signature Corridors.***

***Policy CM 7.2 Promote more sustainable modes of passenger transportation, such as alternative fuel vehicles, walking, biking, and/or other future technologies.***

**Response:** The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. Residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network. The Greater Airpark Transit Connections Map (see below) designates this Property as a "major shopping" area with adjacent transit corridor classifications (Hayden).

**Greater Airpark Transit Connections**  
**GACAP Page 34**



## Economic Vitality

*Policy EV 1.1 Develop and implement long-term economic development strategies that maintain and enhance city revenue streams in order to balance the area's revenue generation with the cost of services and ensure financial stability now in the future.*

**Response:** The proposed multifamily land use achieves this policy on several levels. The construction of new church (second fastest growing in the nation) and a residential multifamily community on an underutilized, vacated property will generate significant building permit fees and revenue for the City of Scottsdale. Secondly, the integration of weekly church services and 311 +/- new residential units in the Scottsdale Airpark area will increase retail sales and sales tax revenue for the City. Lastly, the proposed church and residential community will provide on-site jobs for management and maintenance.

In a time of economic adversity, the integration of new development will enhance the City's revenue streams and bring financial benefits to Scottsdale businesses that are struggling to keep their doors open. Church patrons and residents require services, goods, food, and entertainment and draw from local businesses and resources. By creating a walkable environment that already has abundant retail and service opportunities nearby, a land use balance will be created which will strengthen the City's long-term economic stability. Below is an excerpt from the Elliott Pollack Economic Study prepared for this application:

### Economic Impacts – Elliott Pollack Economic Study November 2013

*The direct economic impact from construction of the proposed Sunrise Luxury Living apartment complex and Impact Church are based on the estimated \$46 million hard cost of construction. These two projects would generate 283 direct person years of employment during the construction phase. Person years of employment are the aggregate of each construction job that is recreated year after year throughout the construction time period. To derive the respective annual averages, employment, wages, and economic output can be divided by the expected number of years it may take to complete the development. About \$19.6 million in direct wages would be generated based on the total construction activity. Another 286 indirect and induced jobs would be created in the local economy. Wages for these indirect and induced employees would be approximately \$13.9 million. Altogether, the project would create an estimated 570 person years of employment, \$33.5 million in wages, and over \$84.2 million in economic activity during the construction timeframe.*

*The operations of the Sunrise Luxury Living complex and Impact Church would have a notable impact on the local and regional economy. An estimated 8 direct jobs would be created at build-out of the apartment complex and an additional 45 employees would be supported by the church. In total, approximately 112 permanent direct, indirect, and induced jobs would be created throughout Greater Phoenix as a result of the Sunrise Luxury Living and Impact Church projects. That equates to over \$4.5 million in annual wages and \$17.4*

*million in annual economic impact. The apartment jobs would be related to building lease sales, maintenance and service. Church employees range from bookstore operations, church clergy, administration and other functions.*

***Policy EV 2.5 Aggressively market the Greater Scottsdale Airpark as an ideal destination to live, work and play.***

**Response:** The land uses proposed under this application complements the existing mixed-use character of the Scottsdale Airpark. The Airpark as a whole creates a unique opportunity to foster interrelated land uses and promote the live, work, play concept, which is memorialized in the GACAP. Additionally, surrounding retail development and the nearby employment core provide regional appeal for future residents. This application is driven by the site's surrounding land uses and a strong market demand for multifamily residential in this area. Housing trends indicate a fundamental shift away from homeownership due to the recent housing crisis, increased unemployment, fluctuation in home values, and hard-to-come by credit. As a result, the mindset of home ownership has changed, especially for the younger generation (20-35 years old) looking for housing options that fit their lifestyle.

### **Environmental Planning**

***Policy EP 1.3 Promote landscape design and irrigation methods that contribute to water and energy conservation.***

**Response:** The landscaping for the proposed development will be in accordance with the existing City approved landscape palette found in nearby developments including. Low water-use indigenous plants and trees will be used throughout the project. Turf areas will be limited to interior areas for active and passive recreation. Trees and landscaping will be used to provide shade within the parking lot and for the buildings, thereby reducing the heat-island and reducing overall energy consumption for cooling. Low voltage landscape lighting will be used throughout the site as an efficient way to light the pathways and landscape areas while still meeting the dark-sky ordinance.

***Policy EP 4.2 Encourage all developments to respect and respond to the Sonoran Desert climate.***

**Response:** Special attention has been given to the site planning and building aesthetic under this development proposal to uphold the distinctive character of Scottsdale and the Airpark area. The design envisioned for the Property will respect and enhance the unique climate and vegetation of the Sonoran Desert to help sustain our community and quality of life. The applicant's approach to the overall design is focused on providing harmony and compatibility with the visions and framework of the Airpark area.

***Policy EP 4.8 Building design should respect and enhance the Sonoran Desert context of the Greater Airpark using building orientation, landscape buffers, colors, textures, material and lighting.***

*Policy EP 5.4 Encourage landscape improvements that limit the amount of turf area and make optimal use of indigenous adapted desert plants.*

**Response:** To further elaborate on the statements above, the church and residential buildings have been designed in a manner to respond to the Sonoran Desert climate through the use of solar shading, landscaping, recessed windows, articulation, material selection, textures, paint colors, scale and massing in balance with the surrounding community. The development proposal promotes a rich desert landscape palette in a contemporary theme that celebrates the unique character and quality of the Sonoran Desert while providing an attractive resort-like setting for the buildings.

### **Character & Design**

*Policy CD 1.1 Promote innovative, high quality design using specific design criteria associated with each Future Land Use Area in the Greater Airpark:*

#### ***Airpark Mixed Use Future Land Use Areas (AMU & AMU-R)***

*The character of these areas is pedestrian-oriented, urban, and human-scale and features a variety of open spaces, gathering areas, and multi-modal transportation options. Multi-modal transportation should include bicycle and transit access connected to a pedestrian network to encourage social contact and interaction among the community. Design elements should be oriented toward people, such as the provision of shelter and shade for the pedestrian, active land uses at the ground floor/ street level, and a variety of building forms and facade articulation to visually shorten long distances. A variety of textures and natural materials is encouraged to provide visual interest and richness, particularly at the pedestrian level. Design of this Future Land Use Area should be based on a small city block layout with mid-block connections to promote greater walkability. The public realm may be activated through building and site design, orientation toward the street, high-activity uses on the street level, and the integration of public art.*

**Response:** The proposed development achieves this policy in the following ways:

- Mixed-use live, work, play philosophy enhanced with proposed combination of uses (church and residential)
- Building design includes context appropriate massing, architecture and materials
- Special attention given to pedestrian linkages both internal to the site and along the perimeter emphasizes connectivity
- Compatibility with surrounding context



- Site and building design focuses on Sonoran Desert climate through the use of solar shading, recessed windows, articulation, material selection, textures, paint colors, scale and massing
- Open space maximized; development provides abundant open space with 84,890 s.f or 41% of the site for the residential community and 73,070 s.f or 28% of the site for the church (all inclusive).

*Policy CD 1.2 Lighting should be designed to minimize glare, conserve energy, and accent the respective Future Land Use Area character.*

**Response:** The on-site lighting will be designed in a manner to minimize glare and conserve energy while respecting and remaining consistent with the neighboring land uses. One of the lighting goals will be to provide appropriate low-level pedestrian scale lighting (bollard and foot lighting) for pedestrians walking at night. The lighting will be integrated with the abundant desert landscaping proposed with this development.

*Policy CD 2.1 Establish a unified streetscape for identified Signature Corridors with unique imagery for each corridor.*

***Policy CD 2.1.6 Hayden-South Signature Corridor***

*The Hayden-South Signature Corridor, south of Frank Lloyd Wright Boulevard to Raintree Drive, is a buffered roadway with urban characteristics. Buildings along this corridor should orient towards the street and incorporate landscape open spaces and tree cover.*

**Response:** The proposed development will highlight Hayden Road as a Signature Corridor and provide design elements that cater to the pedestrian and provide an urban character through the use of building design, signage, connectivity, landscaping, open spaces, hardscape and lighting.

*Policy CD 2.2 Signature Corridor streetscapes should provide continuity among adjacent uses through a comprehensive landscape design, including decorative paving, street furniture, public art, and integrated infrastructure improvements.*

**Response:** The streetscape along Hayden Road is well established and any new streetscape design will match the established landscape theme along this frontage. Other elements such as decorative paving for sidewalks and pedestrian crossings will be integrated into the project hardscape where appropriate. All hardscape elements including paving, site furnishings and public art will match the character currently established in the area. The design for the project will reinforce the strong commitment to link the proposed development with the surrounding commercial developments.

*Policy CD 2.3 In designated Signature Corridors, encourage pedestrian- and transit-oriented development, with parking and automobile access in the rear of the development, and short access paths to transit.*

**Response:** The proposed Impact Church will be surface parked and Sunrise Commons' parking will be designed in a wrap configuration with the living units wrapping the central parking structure. The focus of the site and building design is on the pedestrian, and therefore, the location of the buildings and pedestrian connectivity takes precedence. The design encourages residents to walk, bike and utilize transit opportunities.

#### **IV. Planned Commerce Park**

This application includes a range of exhibits including the site plan, elevations, renderings, solar shade studies, pedestrian/vehicular circulation plan, landscape plan, and civil engineering information which demonstrate the character and high-level of design proposed for this site.

##### **Impact Church**

“Impact” means making a difference, or a transformation, in individuals, the community and the world. This idea is included in the mission statement of Impact Church. The building is a contemporary, modern, dynamic place with a Scottsdale Airpark identity that will draw people with its strong architectural identity. The building design includes an all-encompassing grid. This grid ties all building elements and spaces together via the horizontal and vertical lines, bringing order and consistency to the design. This grid also creates many different sized squares on all the surfaces of the church building. Each square represents the individual members of the church, who come together with different gifts and maturity to form the church body.

The red trusses are the strength of the structure supporting the roof of the lobby. They are representative of the blood of Christ upon which our salvation is built. The copper arch roof spanning the entire lobby gives a feeling of wings soaring over the building. This also reminds us of our proximity to the Scottsdale Airpark and that we are under God's wing of protection. The church members can also individually relate to the words of Isaiah who said, “Those who can wait upon the Lord, will renew their strength, and they will soar on wings like eagles...” The clearstory windows will fill the lobby with abundant north light while revealing the winged arched roof from the inside and the outside both day and night.

The chapel brings a traditional feel from the inside and to the front street elevation with a north facing high glass wall over the alter area and soaring angular roof planes pointing toward heaven and reminiscent of praying hands. The angular nature of the walls and ceiling focus attention to the front for visual excitement and provide natural passive acoustical dispersion of sound and reflected light.

### Sunrise Commons

The residential buildings have been designed in a manner that provides a hierarchy of masses and sensitivity to the pedestrian. Appropriate architectural detailing and materials including, but not limited to, stucco, wood/wood-like rafter tails, balcony rails and trellises, awnings and wood-like shutters, and tile roof have been carefully selected to uphold the unique character and context of the Sonoran Desert.

Sunrise Commons and Impact Church are served by a shared entry with Sunrise's leasing office becoming the focal point of the entry drive for the residential community. The club room is located directly above the leasing office, creating a tower element and sense of arrival. The fitness facility is on the third floor, directly above the parking garage entry so no dwellings are impacted by internal noise. The architectural design includes a rich material palette to create an old world look with modern building design. Banding lines create opportunities to accentuate traditional "base, middle, top" proportions and allow for variety in color blocking which creates visual interest and character.

The parking structure is completely obscured from view as a result of the wrap design. Views are maximized to the southwest and east. The view "fingers" allow for additional courtyard spaces and controlled view corridors (mountain views beyond adjacent commercial development). Each courtyard design is unique, creating different view and passive recreational opportunities. The roof top pool provides as a private setting for residents to relax and take in the spectacular views of the surrounding Scottsdale area. There is a large pool, ample sun bathing deck areas, cabanas, BBQ's, a fire pit, and artificial turf for games including a bocce ball court. The lower roof deck element steps down to the roof of the residential area allowing for additional seating and view corridor opportunities.

*The purpose of the PCP district is to promote, encourage, and accommodate innovatively designed and master-planned mixed-use developments within the GACAP. The PCP district should:*

- A. Accommodate mixed-use commerce and employment centers.*
- B. Provide a dynamic complement to the employment cores with support retail, service, tourism, cultural, and residential uses.*

**Response:** The proposed PCP zoning allows for the integration of a multifamily residential community and growing church community on the subject 12.17+/- acre site. This development strongly contributes to the mixed-use sustainable character of the Scottsdale Airpark and complements the existing commerce and employment centers as well as the retail and service uses of the surrounding area.

The proposed development accomplishes a range of goals including the revitalization of an underutilized property (long abandoned car dealership), integrating high quality, vibrant architecture and site planning to the area, and creating pedestrian synergy that will complement the existing Scottsdale Airpark developments.

- C. Promote efficient and safe traffic circulation system through the inclusion of a mix of complementary uses and provisions for multiple modes of travel.*

**Response:** The site plan has been designed in a manner that pays particular attention to the pedestrian and bicyclist along the perimeter of the site. The mixed-use nature of proposed development promotes vehicular trip reduction and a sustainable, walkable community. The residential land use integrated in this Airpark location increases the efficient movement of people by locating them close to employment and retail services, thereby minimizing vehicular trips on the regional transportation network.

- D. Promote architectural excellence and creative design through development standards that create high quality character for structures, site plans, and streetscapes.*
- E. Promote adjacent neighborhoods through strict development standards while encouraging innovative site planning and environmental sensitivity throughout the PCP district.*

**Response:** The new Impact Church design embodies an Airpark appropriate building with materials and colors that are compatible to existing fabric of the Airpark character while providing unique detailing and presence. With Sunrise Commons, the developer intends to create a four-story residential rental community with Southwestern contemporary elevations complementary to the surrounding character. The design reflects a wrap concept with architecture that creatively carves out several courtyard spaces and private balconies for its residents to enjoy. The design creates more openness and interest than a traditional linear building design. The two projects are designed in a cohesive manner that provides visual and physical connectivity through the architectural styles and the hardscape/landscape design.

- F. Provide an open space framework of enhanced streetscapes, functional pedestrian spaces, enhanced view corridors and other public environmental amenities.*

**Response:** This project promotes the value of usable open space on several levels. The proposed church and residential community will place emphasis on the pedestrian and create a walkable community and connectivity to the surrounding land uses. Additionally, the project provides abundant open space with slightly over 28% (137,040 s.f.) of the site as open space (this calculation excludes parking lot landscaping and private outdoor open space). On-site open space includes gathering spaces, amenities, private outdoor living spaces, perimeter landscape buffers, parking lot landscaping and meaningful pockets of internal open space to create privacy and a visual oasis for the residents and an attractive setting for the buildings.

- G. Promote environmental stewardship and sustainability through the application of recognized and established environmentally responsible building techniques and desert appropriate design approaches.*

**Response:** The Airpark is predominately an employment core area. Integrating the proposed multifamily land use will provide a residential rental and workforce housing opportunity for the residents of Scottsdale in an employment and service core area of the City. The location of the Property not only provides an opportunity for workforce housing in the employment core, but also connectivity to the retail and restaurants established in the nearby developments that will enhance their sustainability. Both Impact Church and Sunrise Commons will promote an integrated, sustainable character for the area contributing towards the live, work, play goals identified in the GACAP.

The overall concept is to construct a church campus and residential community within close proximity to abundant retail and office services. The project will create a sustainable, walk-friendly environment that takes advantage of the huge employment and retail base which surrounds the Property. As the residential community is buffered from Hayden Road by Impact Church, it is a natural fit to redevelop the Property with the mix of uses proposed in this application.

### **Bonus for Increase FAR**

The applicant intends to utilize the bonus provision for floor area ratio (FAR) by applying the formula provided in Section 5.4008. Bonus Development Standards. Application of the formula is outlined below:

$$\text{TCE} / 1.035 \times 0.1 = \text{SQBA}$$

SQBA=square feet of gross floor area bonus

TCE=total construction cost estimate of the improvement

The developer proposes to allocate \$100,000 on “pedestrian amenities” as described in 5.4008. F. Special Improvements 7. Pedestrian Amenities within the Development Plan.

$$\$100,000 / 1.035 \times 0.1 = 9,662 \text{ s.f.}$$

Based on the application of the formula the developer will gain an additional 9,662 s.f. of gross building area by providing \$100,000 of additional pedestrian amenities. Specific details of the special improvement pedestrian amenities have not been determined at this time, but will be discussed and agreed upon with the assistance of City Staff.

### **Refuse Collection**

Trash from Sunrise Commons’ residents will be taken from their individual dwellings to trash chutes located near the elevator lobbies in the parking structure. Trash will be sent through the chute to trash bins located on the first floor of the garage. Man doors allow access into the trash rooms to access the bins for first floor residents. Larger doors are located on the garage drive aisle side for bin roll out and collection.

A small pickup truck with a forklift attachment, sometimes called a “stinger truck” or “Mule truck” will drive into the parking structure and pick up each bin and take it to an

awaiting refuse truck outside of the garage in a designated area, such as the church parking lot, a loading zone, etc. The stinger truck then takes the empty bin back to the trash room located within the parking garage and repeats the process until collection is complete.

The trash bins on the outside of the parking garage belong to the church, and would be for their sole use only. Resident and church waste receptacles will be completely separate.

## V. Conclusion

In summary, the applicant is seeking a Non-Major GPA from Airpark Mixed Use AMU to AMU-R and a rezoning from C-4 to PCP-AMU-R on 4.59+/- gross acres and a rezoning from C-4 to PCP-AMU a 7.58 +/- gross acre site located at 15333 N. Hayden Road. The applicant intends to create a unique mixed use development by relocating Impact Church (from their current Airpark location adjacent to the runway) to the northern portion (PCP-AMU) of the subject Property fronting Hayden in combination with a residential multifamily community of approximately 311+/- residential units on the southern portion (PCP-AMU-R) of the Property.

The 12.17+/- acre Property currently occupies an abandoned car dealership with a large surface parking lot. Redevelopment of this underutilized, abandoned Property will revitalize the site, relocate a thriving church community and provide additional housing opportunities for the residents of Scottsdale, supporting the local and regional economic base. The Property is surrounded by a variety of retail, employment and service related business in the Scottsdale Airpark and there is a strong demand for multifamily residential in the immediate area. The Property's surrounding retail development and nearby Airpark employment core provide regional appeal for future residents.



# Development Application

**Development Application Type:**

Please check the appropriate box of the Type(s) of Application(s) you are requesting

Zoning		Development Review		Signs	
<input type="checkbox"/>	Text Amendment (TA)	<input type="checkbox"/>	Development Review (Major) (DR)	<input type="checkbox"/>	Master Sign Program (MS)
<input checked="" type="checkbox"/>	Rezoning (ZN)	<input type="checkbox"/>	Development Review (Minor) (SA)	<input type="checkbox"/>	Community Sign District (MS)
<input type="checkbox"/>	In-fill Incentive (II)	<input type="checkbox"/>	Wash Modification (WM)	Other:	
<input type="checkbox"/>	Conditional Use Permit (UP)	<input type="checkbox"/>	Historic Property (HP)	<input type="checkbox"/>	Annexation/De-annexation (AN)
Exemptions to the Zoning Ordinance		Land Divisions (PP)		<input checked="" type="checkbox"/>	General Plan Amendment (GP)
<input type="checkbox"/>	Hardship Exemption (HE)	<input type="checkbox"/>	Subdivisions	<input type="checkbox"/>	In-Lieu Parking (IP)
<input type="checkbox"/>	Special Exception (SX)	<input type="checkbox"/>	Condominium Conversion	<input type="checkbox"/>	Abandonment (AB)
<input type="checkbox"/>	Variance (BA)	<input type="checkbox"/>	Perimeter Exceptions	Other Application Type Not Listed	
<input type="checkbox"/>	Minor Amendment (MA)	<input type="checkbox"/>	Plat Correction/Revision	<input type="checkbox"/>	

**Project Name:** Impact Church / Sunrise Commons

**Property's Address:** 15333 N. Hayden Road

**Property's Current Zoning District Designation:** C-4

The property owner shall designate an agent/applicant for the Development Application. This person shall be the owner's contact for the City regarding this Development Application. The agent/applicant shall be responsible for communicating all City information to the owner and the owner application team.

<b>Owner:</b> Joe Cardinale	<b>Agent/Applicant:</b> John Berry/ Michele Hammond
<b>Company:</b> Cardinale Trust	<b>Company:</b> Berry Riddell and Rosensteel
<b>Address:</b> 15333 N. Hayden Rd.	<b>Address:</b> 6750 E. Camelback, Suite 100, Scottsdale
<b>Phone:</b> 831-601-7575 <b>Fax:</b>	<b>Phone:</b> 602-463-4081 <b>Fax:</b> 480-385-2757
<b>E-mail:</b> jcardinale@cardinaleway.com	<b>E-mail:</b> mh@brrlawaz.com
<b>Designer:</b> Mike Edwards	<b>Engineer:</b> Jim Campbell
<b>Company:</b> Davis	<b>Company:</b> Wood Patel
<b>Address:</b> 60 E. Rio Salado Pkwy, Suite 118, Tempe	<b>Address:</b> 2051 W. Northern Ave, Suite 100, Phoenix
<b>Phone:</b> 480-638-1100 <b>Fax:</b>	<b>Phone:</b> 602-335-8500 <b>Fax:</b>
<b>E-mail:</b> medwards@thedavisexperience.com	<b>E-mail:</b> jcampbell@woodpatel.com

Please indicate in the checkbox below the requested review methodology (please see the descriptions on page 2).

- This is not required for the following Development Application types: AN, AB, BA, II, GP, TA, PE and ZN. These applications<sup>1</sup> will be reviewed in a format similar to the Enhanced Application Review methodology.

**Enhanced Application Review:** I hereby authorize the City of Scottsdale to review this application utilizing the Enhanced Application Review methodology.

**Standard Application Review:** I hereby authorize the City of Scottsdale to review this application utilizing the Standard Application Review methodology.

*See letter of authorization*  
\_\_\_\_\_  
Owner Signature

*Michele Hammond*  
\_\_\_\_\_  
Agent/Applicant Signature

**Official Use Only**

Submittal Date:

Development Application No.:

**Planning, Neighborhood & Transportation**

7447 East Indian School Road Suite 105, Scottsdale, Arizona 85251 Phone: 480-312-7000 Fax: 480-312-7088

City of Scottsdale's Website: www.scottsdaleaz.gov

{Letterhead}

Date: Dec 6-2013

**Via Hand-Delivery with Application, to:**

City of Scottsdale  
Planning & Development Department  
7447 East Indian School Road  
Scottsdale, Arizona 85251

**Re: Letter of Authorization – 15333 N. Hayden**

Dear Sir or Madam:

This letter authorizes the following firms/companies; Impact Church, Berry Riddell & Rosensteel, Davis, Wood/Patel & Associates, Franklin Architects, and TCA Architects; to represent the Cardinale Family Trust in all Pre-Application, General Plan Amendment, Rezoning, Prop 207 and Development Review Board related matters regarding the property located 15333 N. Hayden Road (APN #215-51-002H, 215-51-003B, 215-51-003D, 215-52-011B, 215-52-019A and 215-52-019B) in the City of Scottsdale, Maricopa County, Arizona.

Cardinale Family Trust

By: \_\_\_\_\_

{Name}

{Title}

*Joe Cardinale*  
*Owner*

10-GP-2013  
12/6/2013



AFFIDAVIT OF AUTHORITY TO ACT FOR PROPERTY OWNER

1. This affidavit concerns the following parcel of land:

- a. Street Address: 15333 N. Hayden, Scottsdale
- b. County Tax Assessor's Parcel Number see parcel map.
- c. General Location Hayden, North of Raintree
- d. Parcel Size: 12.17 ac
- e. Legal Description: see title report

(If the land is a platted lot, then write the lot number, subdivision, name, and the plat's recording number and date. Otherwise, write "see attached legal description" and attach a legal description.)

2. I am the owner of the land or I am the duly and lawfully appointed agent of the owner of the land and have authority from the owner to sign this affidavit on the owner's behalf. If the land has more than one owner, then I am the agent for all of the owners, and the word "owner" in this affidavit refers to all of them.

3. I have authority from the owner to act for the owner before the City of Scottsdale with regard to any and all reviews, zoning map amendments, general plan amendments, development variances, abandonments, plats, lot splits, lot ties, use permits, building permits and other land use regulatory or related matters of every description involving the land, or involving adjacent or nearby lands in which the owner has (or may acquire) an interest and all applications, dedications, payments, assurances, decisions, agreements, legal documents, commitments, waivers and other matters relating to any of them.

4. The City of Scottsdale is authorized to rely on my authority as described in this affidavit until three work days after the day the owner delivers to the general manager of the Scottsdale Planning and Development Services Department a written statement revoking my authority.

5. I will immediately deliver to the general manager of the City of Scottsdale Planning and Development Services Department written notice of any change in the ownership of the land or in my authority to act for the owner.

6. If more than one person signs this affidavit, each of them, acting alone, shall have the authority described in this affidavit, and each of them warrant to the City of Scottsdale the authority of the others.

7. Under penalty of perjury, I warrant and represent to the City of Scottsdale that this affidavit is true and complete. I understand that any error or incomplete information in this affidavit or any applications may invalidate approvals or other actions taken by the City of Scottsdale, may otherwise delay or prevent development of the land and may expose me or the owner to other liability. I understand that people who have not signed this form may be prohibited from speaking for the owner at public meetings or in other city processes.

Name (printed)	Date	Signature
<u>Michele Hammond</u>	<u>Dec 5</u> , 20 <u>13</u>	<u>Michele Hammond</u>
_____	_____, 20____	_____
_____	_____, 20____	_____
_____	_____, 20____	_____

## APPEALS OF DEDICATIONS, EXACTIONS, OR ZONING REGULATIONS

### POLICY OF THE CITY OF SCOTTSDALE ON APPEALS OF DEDICATIONS, EXACTIONS, OR ZONING REGULATIONS

#### RIGHTS OF PROPERTY OWNER

In addition to other rights granted to you by the U.S. and Arizona Constitution, federal and state law and city ordinances or regulations, you are hereby notified of your right to appeal the following City actions relating to your property:

- 1) Any dedication or exaction which is required of you by an administrative agency or official of the city as a condition of granting approval of your request to use, improve or develop your real property. This appeal right does not apply to a dedication or exaction required as part of a city legislative act (for example a zoning ordinance) where an administrative agency or official has no discretion to determine the dedication or exaction.
- 2) The adoption or amendment of a zoning regulation that creates a taking of property in violation of Arizona and federal court decisions.

#### APPEAL PROCEDURE

The appeal must be in writing and specify the City action appealed and the date final action was taken, and it must be filed with or mailed to the hearing officer designated by the city within 30 days after the final action is taken. Address the appeal as follows:

Hearing Officer, C/O City Clerk  
3939 Drinkwater Blvd.  
Scottsdale, AZ 85251

- ❖ No fee will be charged for filing
- ❖ The City Attorney's Office will review the appeal for compliance with the above requirements, and will notify you if your appeal does not comply.
- ❖ Eligible appeals will be forwarded to the hearing officer, and a hearing will be scheduled within 30 days of receipt by the hearing officer of your request. Ten days notice will be given to you of the date, time and place of the hearing unless you indicate that less notice is acceptable to you.
- ❖ The city will submit a takings impact report to the hearing officer.
- ❖ In an appeal from a dedication or exaction, the City will bear the burden of proving that the dedication or exaction to be imposed on your property bears an essential nexus between the requirement and a legitimate governmental interest and that the proposed dedication or exaction is roughly proportional to the impact of the use, improvement or development you proposed.
- ❖ In an appeal from the adoption or amendment of a zoning regulation, the City will bear the burden of proving that any dedication or exaction requirement in the zoning regulation is roughly proportional to the impact of the proposed use, improvement, or development, and that the zoning regulation does not create a taking of property in violation of Arizona and federal court cases.
- ❖ The hearing officer must render his decision within five working days after the appeal is heard.
- ❖ The hearing officer can modify or delete a dedication or exaction or, in the case of an appeal from a zoning regulation, transmit a recommendation to the City Council.
- ❖ If you are dissatisfied with the decision of the hearing officer, you may file a complaint for a trial de novo with the Superior Court within 30 days of the hearing officer's decision.

**If you have questions about this appeal process, you may contact:**

City Attorney's Office  
3939 Drinkwater Blvd.  
Scottsdale, AZ 85251  
(480) 312-2405

Please be aware that City staff cannot give you legal advice. You may wish, but are not required, to hire an attorney to represent you in an appeal.

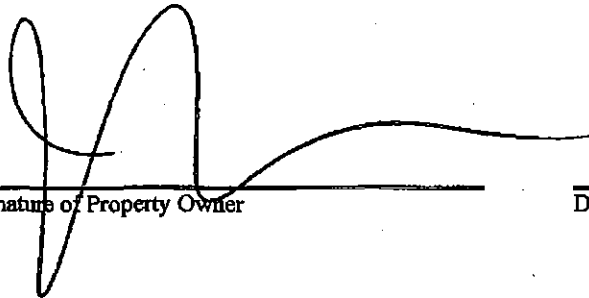
**Owner Certification  
Acknowledging Receipt  
Of  
Notice Of Right To Appeal  
Exactions And Dedications**

I hereby certify that I am the owner of property located at:

---

(address where development approval, building permits, or city required improvements and dedications are being required)

and hereby certify that I have received a notice that explains my right to appeal all exactions and/or dedications required by the City of Scottsdale as part of my property development on the parcel listed in the above address.

  
\_\_\_\_\_  
Signature of Property Owner

12-6-2013  
\_\_\_\_\_  
Date



## Request for Site Visits and/or Inspections Development Application (Case Submittals)

This request concerns all property identified in the development application.

Pre-application No: 870 - PA - 2013

Project Name: Impact Church

Project Address: 15333 N. Hayden Rd.

### STATEMENT OF AUTHORITY:

1. I am the owner of the property, or I am the duly and lawfully appointed agent of the property and have the authority from the owner to sign this request on the owner's behalf. If the land has more than one owner, then I am the agent for all owners, and the word "owner" refer to them all.
2. I have the authority from the owner to act for the owner before the City of Scottsdale regarding any and all development application regulatory or related matter of every description involving all property identified in the development application.

### STATEMENT OF REQUEST FOR SITE VISITS AND/OR INSPECTIONS

1. I hereby request that the City of Scottsdale's staff conduct site visits and/or inspections of the property identified in the development application in order to efficiently process the application.
2. I understand that even though I have requested the City of Scottsdale's staff conduct site visits and/or inspections, city staff may determine that a site visit and/or an inspection is not necessary, and may opt not to perform the site visit and/or an inspection.

Property owner/Property owners agent: Michele Hammond

Print Name

Michele Hammond

Signature

### City Use Only:

Submittal Date: \_\_\_\_\_ Case number: \_\_\_\_\_

### Planning, Neighborhood & Transportation Division

7447 E Indian School Road, Suite 105, Scottsdale, AZ 85251 ♦ Phone: 480-312-7000 ♦ Fax: 480-312-7088

10-GP-2013  
12/6/2013

Rev. 9/2012



# Request To Submit Concurrent Development Applications

## Acknowledgment and Agreement

The City of Scottsdale recognizes that a property owner may desire to submit concurrent development applications for separate purposes where one or more the development applications are reliant upon the approval of another development application. City Staff may agree to process concurrently where one or more the development applications are reliant upon the approval of another development application upon receipt of a complete form signed by the property owner.

Development Application Types		
Please check the appropriate box of the types of applications that you are requesting to submit concurrently		
Zoning	Development Review	Signs
<input type="checkbox"/> Text Amendment (TA)	<input type="checkbox"/> Development Review (Major) (DR)	<input type="checkbox"/> Master Sign Program (MS)
<input checked="" type="checkbox"/> Rezoning (ZN)	<input type="checkbox"/> Development Review (Minor) (SA)	<input type="checkbox"/> Community Sign District (MS)
<input type="checkbox"/> In-fill Incentive (II)	<input type="checkbox"/> Wash Modification (WM)	Other
<input type="checkbox"/> Conditional Use Permit (UP)	<input type="checkbox"/> Historic Property (HP)	<input type="checkbox"/> Annexation/De-annexation (AN)
Exemptions to the Zoning Ordinance	Land Divisions (PP)	<input checked="" type="checkbox"/> General Plan Amendment (GP)
<input type="checkbox"/> Hardship Exemption (HE)	<input type="checkbox"/> Subdivisions	<input type="checkbox"/> In-Lieu Parking (IP)
<input type="checkbox"/> Special Exception (SX)	<input type="checkbox"/> Condominium Conversion	<input type="checkbox"/> Abandonment (AB)
<input type="checkbox"/> Variance (BA)	<input type="checkbox"/> Perimeter Exceptions	Other Application Type Not Listed
<input type="checkbox"/> Minor Amendment (MA)	<input type="checkbox"/> Plat Correction/Revision	<input type="checkbox"/>

Owner: Cardinale Trust / Joe Cardinale  
 Company: Cardinale Trust  
 Address: 15333 N. Hayden Rd.  
 Phone: 831-601-7575 Fax: —  
 E-mail: jcardinale@cardinaleway.com

As the property owner, by providing my signature below, I acknowledge and agree: 1) that the concurrent development applications are processed at the property owner's risk; 2) to hold the City harmless of all cost, expense, claims, or other liability arising in connection with the concurrent development applications; 3) to the City of Scottsdale's Substantive Policy Statement pertaining to Concurrent Applications that states that a concurrent development application that is reliant on a decision of separate development application and is submitted at the risk of the property owner, is not considered to be subject to the provisions and timeframes of the Regulatory Bill of Rights (A.R.S. §9-831 – 9-840); and 4) that upon completion of the City review(s) of the development applications, the development application(s) may not be approved.

Property owner (Print Name): Michele Hammond Title: Principle Planner  
 Signature: Michele Hammond Date: 12/5/2013

**Official Use Only:** Submittal Date: \_\_\_\_\_

Request:  Approved or  Denied

Staff Name (Print): \_\_\_\_\_

Staff Signature: \_\_\_\_\_ Date: \_\_\_\_\_



# General Plan Amendment

## Development Application Checklist

**Minimal Submittal Requirements:**

At your pre-application meeting, your project coordinator will identify which items indicated on this Development Application checklist are required to be submitted. A Development Application that does not include all items indicated on this checklist may be rejected immediately. A Development Application that is received by the City does not constitute that the application meets the minimum submittal requirements to be reviewed.

In addition to the items on this checklist, to avoid delays in the review of your application, all Plans, Graphics, Reports and other additional information that is to be submitted shall be provided in accordance with the:

- Design Standards & Policies Manual;
- requirements of Scottsdale Revised Code (including the Zoning Ordinance); and
- stipulations, include any additional submittal requirements identified in the stipulations, of any Development Application approved prior to the submittal of this application; and
- the city's design guidelines.

If you have any question regarding the information above, or items indicated on this application checklist, please contact your project coordinator. His/her contact information is on the page 5 of this application.

Please be advised that a Development Application received by the City that is inconsistent with information submitted with the corresponding pre-application may be rejected immediately, and may be required to submit a separate: pre-application, a new Development Application, and pay all additional fees.

### PART I -- GENERAL REQUIREMENTS

Req'd	Rec'd	Description of Documents Required for Complete Application. <b>No application shall be accepted without all items marked below.</b>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	1. <b>General Plan Amendment Application Checklist</b> (this list)
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2. <b>Application Fee</b> \$ <u>1,950</u> (subject to change every July)
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	3. <b>Completed Development Application Form</b> (form provided) Prior to application submittal, please research original zoning case history to find the original adopted ordinance(s) and exhibit(s) to confirm the zoning for the property. This will help to define your application accurately. The City's full-service Records Department can assist.
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	4. <b>Letter of Authorization</b> (from property owner(s) if property owner did not sign the application form)
<input checked="" type="checkbox"/>	<input type="checkbox"/>	5. <b>Affidavit of Authorization to Act for Property Owner</b> (required if the property owner is a corporation, trust, partnership, etc. and/or the property owner(s) will be represented by an applicant that will act on behalf of the property owner (form provided))

### Planning, Neighborhood & Transportation Division

7447 E Indian School Road Suite 105, Scottsdale, AZ 85251 Phone: 480-312-7000 Fax: 480-312-7088

## General Plan Amendment

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>6. Request for Site Visits and/or Inspections Form</b> (form provided)</p>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>7. Commitment for Title Insurance – No older than 30 days from the submittal date</b> (requirements form provided)</p> <ul style="list-style-type: none"> <li>• 8-1/2" x 11" – 1 copy</li> <li>• Include complete Schedule A and Schedule B.</li> </ul>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>8. Legal Description:</b> (if not provided in Commitment for Title Insurance)</p> <ul style="list-style-type: none"> <li>• 8-1/2" x 11" – 2 copies</li> </ul>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>9. Request to Submit Concurrent Development Applications</b> (form provided)</p>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>10. General Plan Neighborhood Involvement &amp; Public Notification Program</b> (form provided)</p> <ul style="list-style-type: none"> <li>• Provide proof of involvement <u>AT THE BEGINNING</u> of the required six (6) month public input timeframe for major amendments and three (3) months for other amendments.</li> <li>• Record of all <u>dates</u> and <u>types</u> of public notification/involvement – letters, meetings, phone calls, open houses etc.; person/organization(s) contacted; address and telephone information regarding person/organization(s) contacted. Provide minutes of all meetings.</li> </ul>
		<p><b>11. Request for Neighborhood Group Contact information</b> (form provided)</p>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>12. A completed Neighborhood Involvement packet and Report, describe the key issues with respect to this general plan amendment that have been identified by the surrounding neighborhoods through the public involvement program.</b> What adjustments or refinements have been made to the plan in response to these issues?</p>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>13. Existing Conditions Photo Exhibit: Printed digital photos on 8-1/2"x11" Paper</b></p> <ul style="list-style-type: none"> <li>• 8-1/2" x 11" - 1 copy of the set of prints</li> <li>• <u>See attached Existing Conditions Photo Exhibit</u> graphic showing required photograph locations and numbers.</li> <li>• 8-1/2" x 11" - 11 copies of the set of prints (<b>Delayed submittal.</b> At the time your Project Coordinator is preparing the public hearing report(s). Your Project Coordinator will request these items at that time, and they are to be submitted by the date indicated in the request.</li> </ul>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>14. Provide a Series of Context Graphics or Tables That Depict the Following Information:</b></p> <ul style="list-style-type: none"> <li>• <b>Graphic 1:</b> <u>Existing</u> General Plan land use, transportation, character, and open space designations for the subject property and for all surrounding properties</li> <li>• <b>Graphic 2:</b> <u>Proposed</u> General Plan designations for the subject property and all existing General Plan designations that will remain. This graphic should include total acreage of the General Plan designation being proposed.</li> <li>• <b>Graphic or Table 3:</b> <u>Existing</u> Character Area Plan elements, if site is located within an approved/adopted Character Area plan.</li> <li>• <b>Graphic or Table 4:</b> <u>Existing</u> Neighborhood Plan elements, if site is located within an approved/adopted Neighborhood Plan area.</li> </ul>

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<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>15. Application Narrative</b></p> <ul style="list-style-type: none"> <li>• 8 ½" x 11" – 17 copies</li> </ul> <p>A narrative description, analysis and justification of how the proposed GPA would support or change the approved plans, goals, and/or policies contained in each of the following General Plan guiding principals and elements: (follow the online links for descriptions of the Guiding Principles <a href="http://www.scottsdaleaz.gov/GeneralPlan/VisionValues.asp">http://www.scottsdaleaz.gov/GeneralPlan/VisionValues.asp</a> and Elements as listed).</p> <ul style="list-style-type: none"> <li>a. Value Scottsdale's Unique Character and Lifestyle:             <ul style="list-style-type: none"> <li>i. Character and Lifestyle (<a href="http://www.scottsdaleaz.gov/GeneralPlan/CharacterDesign.asp">http://www.scottsdaleaz.gov/GeneralPlan/CharacterDesign.asp</a>)</li> <li>ii. Land Use (<a href="http://www.scottsdaleaz.gov/GeneralPlan/LandUse.asp">http://www.scottsdaleaz.gov/GeneralPlan/LandUse.asp</a>)</li> </ul> </li> <li>b. Support Economic Vitality:             <ul style="list-style-type: none"> <li>i. Economic Vitality (<a href="http://www.scottsdaleaz.gov/GeneralPlan/EconomicVitality.asp">http://www.scottsdaleaz.gov/GeneralPlan/EconomicVitality.asp</a>)</li> </ul> </li> <li>c. Enhance Neighborhoods:             <ul style="list-style-type: none"> <li>i. Community Involvement (<a href="http://www.scottsdaleaz.gov/GeneralPlan/CommunityInvolvement.asp">http://www.scottsdaleaz.gov/GeneralPlan/CommunityInvolvement.asp</a>)</li> <li>ii. Housing (<a href="http://www.scottsdaleaz.gov/GeneralPlan/Housing.asp">http://www.scottsdaleaz.gov/GeneralPlan/Housing.asp</a>)</li> <li>iii. Neighborhoods (<a href="http://www.scottsdaleaz.gov/GeneralPlan/Neighborhoods.asp">http://www.scottsdaleaz.gov/GeneralPlan/Neighborhoods.asp</a>)</li> </ul> </li> <li>d. Open Space:             <ul style="list-style-type: none"> <li>i. Open Space and Recreation (<a href="http://www.scottsdaleaz.gov/GeneralPlan/OpenSpace.asp">http://www.scottsdaleaz.gov/GeneralPlan/OpenSpace.asp</a>)</li> <li>ii. Preservation and Environmental Planning (<a href="http://www.scottsdaleaz.gov/GeneralPlan/Preservation.asp">http://www.scottsdaleaz.gov/GeneralPlan/Preservation.asp</a>)</li> </ul> </li> <li>e. Seek Sustainability:             <ul style="list-style-type: none"> <li>i. Cost of Development (<a href="http://www.scottsdaleaz.gov/GeneralPlan/CostOfDevelopment">http://www.scottsdaleaz.gov/GeneralPlan/CostOfDevelopment</a>)</li> <li>ii. Growth Areas (<a href="http://www.scottsdaleaz.gov/GeneralPlan/GrowthAreas.asp">http://www.scottsdaleaz.gov/GeneralPlan/GrowthAreas.asp</a>)</li> <li>iii. Public Services and Facilities (<a href="http://www.scottsdaleaz.gov/Generalplan/GrowthAreas.asp">http://www.scottsdaleaz.gov/Generalplan/GrowthAreas.asp</a>)</li> </ul> </li> <li>f. Advance Transportation:             <ul style="list-style-type: none"> <li>i. Community Mobility (<a href="http://www.scottsdaleaz.gov/GeneralPlan/CommunityMobility.asp">http://www.scottsdaleaz.gov/GeneralPlan/CommunityMobility.asp</a>)</li> </ul> </li> </ul>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>16. In the Application Narrative, provide a discussion of how your proposed amendment contributes to achieving the city's goals regarding scenic corridors, vista corridors, character area plans, neighborhood plans, housing diversity, economic diversity, and transportation accessibility and modes other than automobile traffic.</b></p>

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# General Plan Amendment


<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>17. Provide an Analysis of the Following:</b></p> <ul style="list-style-type: none"> <li>• If this is a General Plan <u>land use</u> amendment the proposed changes include _____ amount of acres/dwelling units/square footage changing from General Plan land use designation(s) _____ to General Plan land use designation(s) _____.</li> <li>• The estimated increase or decrease in population this proposed General Plan amendment will create is _____ (circle one – increase or decrease or no change).</li> <li>• The estimated increase or decrease in elementary, middle and high school age children this proposed General Plan amendment will create is _____ (circle one – increase or decrease or no change).</li> <li>• The estimated impact this proposed General Plan change will have on water use per year will be _____ (circle one – increase or decrease or no change).</li> <li>• The estimated impact this proposed General Plan change will have on wastewater generation per year is _____ (circle one – increase or decrease or no change).</li> <li>• The estimated impact this proposed General Plan change will have on solid waste generation per year is _____/tons (circle one – increase or decrease or no change).</li> <li>• The estimated impact this proposed General Plan change will have on vehicle trips per day is _____ (circle one – increase or decrease or no change).</li> <li>• The estimated number of employees this proposed General Plan change will result in is _____ (circle one – increase or decrease or no change).</li> <li>• A significant consideration of any proposed General Plan Amendment is the potential impact that a change in land use and/or development of property will have on dwelling unit, population and/or employment densities; public infrastructure and facilities demand; transportation networks; and the physical environment. The net resulting impacts of a proposed change might be favorable, unfavorable or of no effect, depending on the nature of the change and the size of the physical area that would be the subject of the change.</li> <li>• The Advance Planning Unit of Scottsdale’s Planning and Community Development Department has developed a Land Use Impact electronic spreadsheet model that enables an analysis and projection of the impacts of the use and development of land areas of any size in any of the city’s Planning Zones and for any purpose proposed under the Land Use Element of the city’s General Plan. The model runs on the Microsoft Office 2000 Excel program and is available at: <a href="http://www.scottsdaleaz.gov/bldgresources/planning/PolicyCards/LandUseImpactModel.xls">http://www.scottsdaleaz.gov/bldgresources/planning/PolicyCards/LandUseImpactModel.xls</a> The only input necessary to run the model is the total acreage included in a proposed GPA, by specified land use category; and the output is a single page table with summary listing and graph of all requisite impact data. GPA applicants may contact the Advance Planning unit at 480-312-7990 for an appointment to have an in-house Land Use Impact model analysis run for the proposed GPA.</li> </ul>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>18. General Plan Element Analysis: provide discussion and analysis of any changes to all general plan elements that your proposed amendment would make, include narrative discussing those plans, goals, and/or policies proposed for changes (list each element &amp; discuss the applicable plans &amp; policies within each element as it relates to your proposed amendment).</b></p>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<p><b>19. Proposition 207 wavier or refusal (Delay submittal until after the Planning Commission Hearing ) (sample agreement information provided)</b></p>
<input type="checkbox"/>	<input type="checkbox"/>	<p><b>20. Other:</b></p> <hr/> <hr/>

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# General Plan Amendment

## PART II – SUBMITTAL OF THE DEVELOPMENT APPLICATION

Req'd	Rec'd	Description of Documents Required for Complete Application. <b>No application shall be accepted without all items marked below.</b>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	1. An appointment must be scheduled to submit this application. To schedule your submittal meeting please call 480-312-7000. Request a submittal meeting with a Planning Specialist and provide your case pre-app number; <u>870 -PA- 2013.</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	2. Submit all items indicated on this checklist pursuant to the submittal requirements.
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	3. Submit all additional items that are required pursuant to the stipulations of any other Development Application that this application is reliant upon
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	4. <del>Delayed Submittal.</del> Additional copies of all or certain required submittal indicated items above will be require at the time your Project Coordinator is preparing the public hearing report(s). Your Project Coordinator will request these items at that time, and they are to be submitted by the date indicated in the request.
<input checked="" type="checkbox"/>		<p>5. If you have any question regarding this application checklist, please contact your Project Coordinator.</p> <p>Coordinator Name (print): <u>BRAD CARR</u> Phone Number: <u>480.312.7713</u></p> <p>Coordinator email: <u>bcarr@scottsdaleaz.gov</u> Date: <u>12.2.2013</u></p> <p>Coordinator Signature: </p> <p>If the Project Coordinator is no-longer available, please contact the Current Planning Director at the phone number in the footer of this page if you have any question regarding this application checklist.</p> <p>This application need a: <input checked="" type="checkbox"/> New Project Number, or  <input type="checkbox"/> A New Phase to an old Project Number: _____</p> <p><b>Required Notice</b></p> <p>Pursuant to A.R.S. §9-836, an applicant/agent may request a clarification from the City regarding an interpretation or application of a statute, ordinance, code or authorized substantive policy, or policy statement. Requests to clarify an interpretation or application of a statute, ordinance, code, policy statement administered by the Planning, Neighborhood and Transportation Division, including a request for an interpretation of the Zoning Ordinance, shall be submitted in writing to the One Stop Shop to the attention of the Planning, Neighborhood &amp; Transportation Administrator. All such requests must be submitted in accordance with the A.R.S. §9-839 and the City's applicable administrative policies available at the Planning, Neighborhood and Transportation Division's One Stop Shop, or from the city's website: <a href="http://www.scottsdaleaz.gov/bldgresources/forms">http://www.scottsdaleaz.gov/bldgresources/forms</a>.</p> <p>Planning, Neighborhood and Transportation Division                      One Stop Shop                      Planning, Neighborhood &amp; Transportation Administrator                      7447 E. Indian School Rd, Suite 105                      Scottsdale, AZ 85251                      Phone: (480) 312-7000</p>

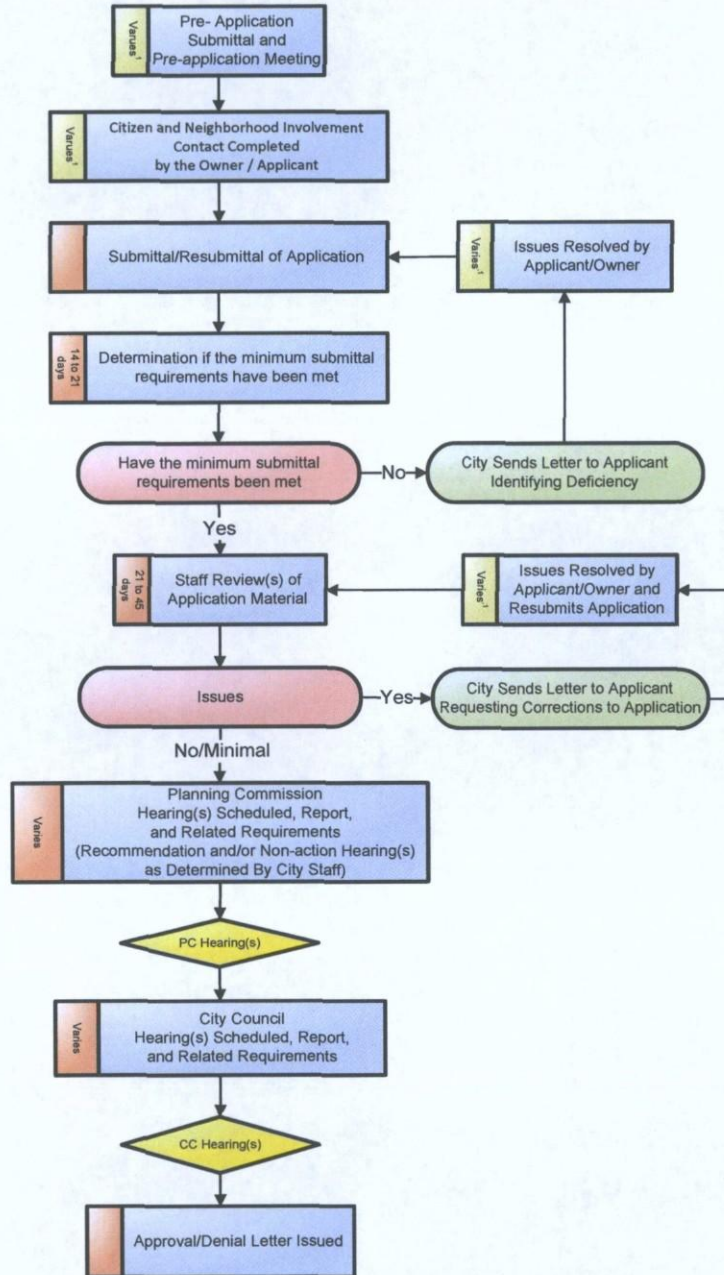
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# Development Applications Process

## Non-Major General Plan Amendment (GP)



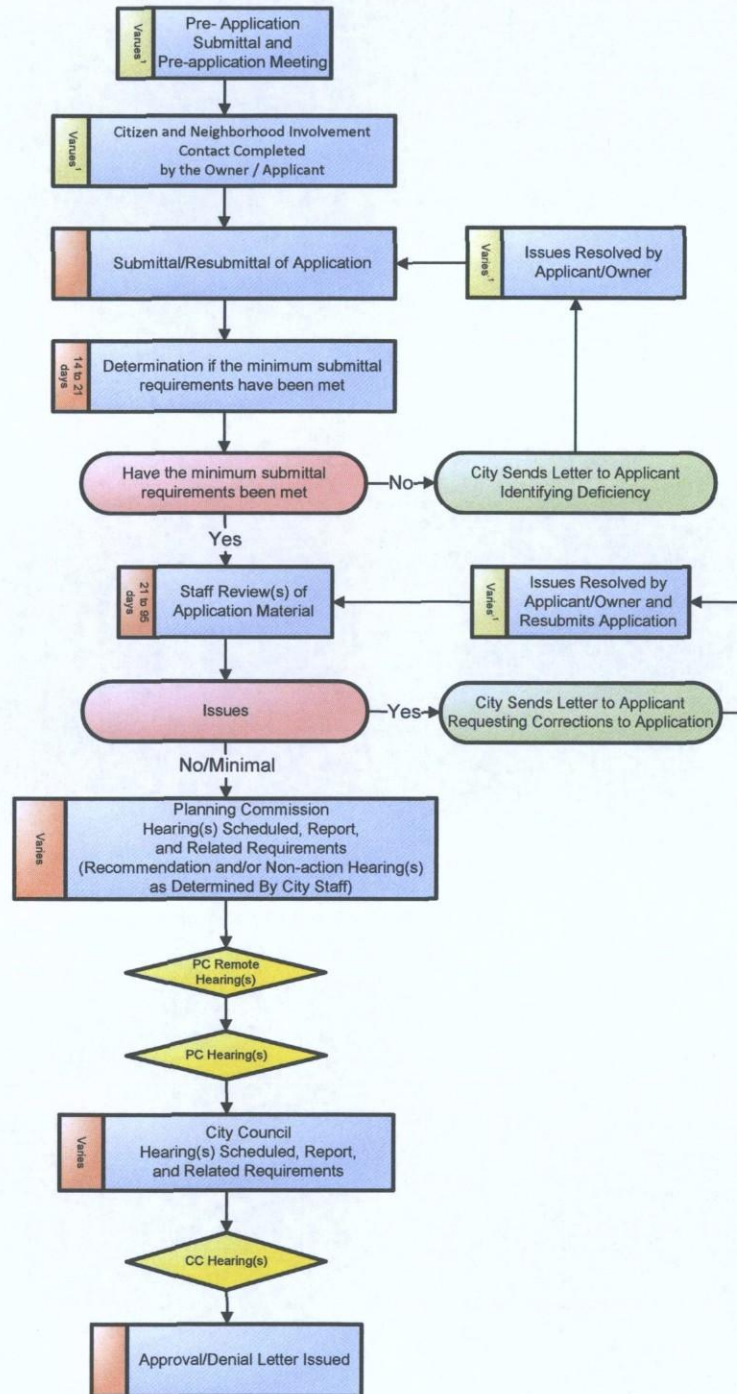
**Note:**  
1. Time period determined by owner/applicant.

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# Development Applications Process

## Major General Plan Amendment (GP)



Note:  
1. Time period determined by owner/applicant.