

**Correspondence Between
Staff and Applicant
Approval Letter**



Planning and Development Services Division

7447 East Indian School Road
Scottsdale, Arizona 85251

Date: 10/12/17
Contact Name: MARK BOELMANN
Firm Name: ARIZONA STATE LAND DEPARTMENT
Address: 1616 W- ADAMS ST. PHOENIX, AZ 85007
City, State, Zip: _____

RE: Application Accepted for Review.

346 - PA - 2002

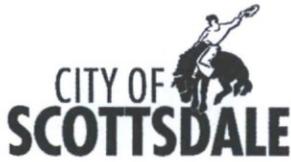
Dear Mr. BOELMANN :

It has been determined that your Development Application for CROSSROADS DIST has been accepted for review.

Upon completion of the Staff's review of the application material, I will inform you in writing or electronically either: 1) the steps necessary to submit additional information or corrections; 2) the date that your Development Application will be scheduled for a public hearing or, 3) City Staff will issue a written or electronic determination pertaining to this application. If you have any questions, or need further assistance please contact me.

Sincerely,

Name: Greg Blumberg
Title: Senior Planner
Phone Number: (480) 312 - 4306
Email Address: gblumberg@scottsdaleaz @ScottsdaleAZ.gov



Planning and Development Services Division

7447 East Indian School Road
Scottsdale, Arizona 85251

Date: _____
Contact Name: _____
Firm Name: _____
Address: _____
City, State, Zip: _____

RE: Minimal Submittal Comments

_____ - PA - _____

Dear _____ :

It has been determined that your Development Application for _____
Does not contain the minimal information, and has not been accepted for review.

Please refer to the application checklist and the Minimal Information to be Accepted for Review Checklist, and the Plan & Report Requirements pertaining to the minimal information necessary to be accepted for review.

PLEASE CALL 480-312-7000 TO SCHEDULE A RESUBMITTAL MEETING WITH ME PRIOR TO YOUR PLANNED RESUBMITTAL DATE. DO NOT DROP OFF ANY RESUBMITTAL MATERIAL WITHOUT A SCHEDULED MEETING. THIS WILL HELP MAKE SURE I'M AVAILABLE TO REVIEW YOUR RESUBMITTAL AND PREVENT ANY UNNECESSARY DELAYS. RESUBMITTAL MATERIAL THAT IS DROPPED OFF MAY NOT BE ACCEPTED AND RETURNED TO THE APPLICANT.

These **Minimal Submittal Comments** are valid for a period of 180 days from the date on this letter. The Zoning Administrator may consider an application withdrawn if a revised submittal has not been received within 180 days of the date of this letter (Section 1.305. of the Zoning Ordinance).

Sincerely,

Name: _____
Title: _____
Phone Number: (480) 312 - _____
Email Address: _____@ScottsdaleAZ.gov



Aviation Division

15000 N. Airport Drive, Suite 200
Scottsdale, AZ 85260

PHONE 480-312-2321
FAX 480-312-8480
WEB www.scottsdaleairport.com

February 21, 2018

City of Scottsdale
Mayor and City Council
3939 N Drinkwater Blvd
Scottsdale, AZ 85251

Dear Mr. Mayor and City Council Members:

During the January 18, 2018, Airport Commission meeting, the City Planning Office and the Arizona State Land Department presented a zoning district map amendment to revise the Crossroads East Planned Community District Development Plan 19-ZN-2002#6 (Crossroads East).

After lengthy discussions with a City planner and State Land Department planner, the Airport Commission voted 6-1 to recommend the City reject the proposed amendment. The Airport Commission was concerned with several elements of the amendment, including:

- Significant additional residential housing density in the Airport Influence Area (AIA), specifically AC-1 and AC-2 north and south of the 101 Loop corridor. The amendment call for an increase from 4,569 to 6,569 dwelling units.
- Building heights along the 101 Loop corridor of up to 116 feet.

The Airport Commission recognizes that the Scottsdale Airport is a key economic driver in the community, generating more than 3,000 jobs and over \$500MM, and continues to act to recommend balance between effective and safe airport operations while being good neighbors in the community while facilitating the growth of business opportunities. The proposed zoning district map for the Crossroads East amendment represents a threat to this critical growth/operations balance.

In a 2015 letter to the Council, the Airport Commission presented the threatened closure of the Santa Monica Airport (SMO) as a representative case study for the loss of balance between sound growth decisions while retaining the capability of a robust, regional airport. The City of Santa Monica has since voted to permanently close the airport by December 31, 2028, when it will be converted to a city park. As a comparison, the Santa Monica Airport generates roughly half of the economic contribution compared to Scottsdale Airport.

The Airport Commission retains its advocacy of protecting the viability of the airport's operations as it contributes significantly to the City's economy and represents a transportation gateway to Scottsdale's world-class destination offerings. The Airport Commission has recorded a significant increase in public outcry in the form of noise complaints in the past 5 years,

Mayor and City Council
Crossroads East
Page 2

particularly from residents inside the AIA residing in areas such as Grayhawk, DC Ranch, Desert Mountain, Pinnacle Peak, and other communities. Additionally, airport and aircraft flight operations have increased steadily, equaling peak activity prior to the recession of 2008. The significant increase in airport operations along with the completion of several large projects in the AIA clearly are contributing to this strong public reaction to airport noise, and should be emphasized for your attention because of their potential negative impact.

Because of the scope of the Crossroads East project and the proposed amendment, the Airport Commission is strongly urging that the Council request additional public study sessions for each respective commission (Planning, Airport, Transportation, Development, Building Advisory, Neighborhood, Tourism Development, and others) before returning the amendment to the commissions for further recommendation for Council action. The time allotted for the necessary due diligence for a project of this scope and potential impact to City's residents was not sufficient.

Very Sincerely,



John Celigoy, Chair
On behalf of the Airport Advisory Commission
15000 North Airport Drive, Suite 200
Scottsdale, AZ 85260

Ross Alan Smith
9140 East Jenan
Scottsdale, AZ
85260

May 12, 2018

To: Scottsdale Planning Commission

Re: Arizona's Land Trust

Chairman Alessio and Members of the Planning Commission:

Your consideration of the latest zoning change to "Crossroads East" was a good opportunity to explain how Arizona has failed to fulfill the mission Congress intended when it gave the state millions of acres of land to produce revenue for its education system. The asset is worth many billions of dollars, yet it produces a very small return on its value.

Properly managed, the trust has the capacity to produce much more revenue than it produces today. See the attached comments by Francis X. Gordon and Grady Gammage.

In addition, the inability to put trust lands into private hands causes urban sprawl. The blue and brightly colored areas on the enclosed map are held by the trust. There are thousands of acres of trust land in Scottsdale that have been skipped over by new development, making the provision of public services less efficient.

This is not particularly a criticism of the current administrators of the trust. The problem has developed over many administrations. Arizona is decades behind the market demand for its trust lands.

How can this problem be solved?

1. The Land Department should focus its efforts on proactively selling land, and leave the land use planning to cities and counties.
2. The sales process of the Land Department needs to be greatly simplified.
3. Zoning should be simple and clear.
4. Land sales should consist of smaller parcels to allow many builders and developers to bid.
5. Sales need to be much more frequent.

6. Land should be offered at the low end of the appraisal range. Competitive bidding will ensure that market value is achieved.

Unfortunately, government has a tendency to make work for itself and everyone else - "to justify its existence".

I encourage the commission to work to unravel the complexity that has taken root in projects such as Crossroads East.

Follow the advice of Henry David Thoreau:

"Our life is frittered away by detail....simplify, simplify."

Best Regards,



Ross Smith

Cc: Randy Grant, Mark Edelman

Trust land was meant to be sold

A recent *Tribune* editorial expressed concern about the sale of state trust lands ("Hey Congress: Help," Jan. 6). In doing so, I believe it exhibited a serious misunderstanding about the very nature of a trust.

As a preface, I have lived almost all my life in Arizona (since 1929), and when I practiced law in Kingman with my father I represented many ranchers and farmers who leased state lands. I know what valuable services they perform for all of us by improving, protecting and being otherwise good stewards of the state's land.

Although I am an attorney now after resigning from the Arizona Supreme Court, I don't represent clients or any constituency that have a stake in this matter. But I think it is time to clear up some misinformation that your editorial writers may have conveyed to your readers.

It is important to remember that state trust lands are just what their name implies — lands that are held in trust for the sole benefit of specific beneficiaries. In this case, upon Arizona's being admitted into the Union, the federal government placed more than 10 million acres of then federal land into trust. The state was designated trustee, with the beneficiaries being primarily our public schools.

It seems clear what Congress intended when Arizona was created as a state: that federal lands given the state were to be administered by the state as trustee so that it would maximize the benefits that come from the undeveloped land in order to keep our public schools as close to being free as possible for our children.

I don't wish to offend any of my cattle-growing friends, but it is plain that whatever other benefits they provide for us, state leases to cattle ranchers don't provide much revenue. That means that

state land should be sold — albeit in a planned way — to maximize revenues. In order to ensure the highest rate of return, the state is required by law under its responsibilities as trustee of the land to sell lands at auction, and only to the highest bidder. The state accepted these limitations by incorporating them into the state constitution as a condition of becoming a state within the Union.

As I read it, the *Tribune* is criticizing the State Land Department for doing its job — selling state land to enhance the revenues flowing to our state's public schools — as if the State Land Department as trustee could

do otherwise. In fact, it could be argued that the Land Department has failed in its duties as trustee by not selling off more land.

I am informed that of the 9.3 million acres of state trust land, the Land Department sold 2,356 acres in 1998 and only 1,194 acres in 1999. In fact, over the last five years, the Land Department has sold an average of less than 6,000 acres per year. If it sold at the same rate in the future, it would take more than a thousand years to completely dissolve the trust.

Your editorial stated: "The fact that the state and federal governments own or hold in trust about 85 percent of Arizona's land area is no guarantee those expanses are safe from development." The lands were not supposed to be "safe from development" (as if that were automatically bad — remember, development is where most of us live!) There

can be no revenue to be given toward making our educational institutions "free" if there is no revenue from these lands.

We all will have to pay more in taxes to support our schools if the state lands are not administered according to the intent of Congress.

Now does that mean that every acre of state trust land be sold? No. Does it mean that it should all be sold in 20 or 30 years? No. What it means is that there should be a plan to maximize the revenues obtained from the state trust land over time. It should be sold only when it has arrived at its highest and best use and for its optimum price. Otherwise, we are violating our trust responsibilities under the state constitution and federal enabling act.

I and many others agree with the *Tribune* that it would be good public policy if some state land could be preserved. But that would require the consent of the people of Arizona (through a change to the state Constitution) as well as an act of Congress. I understand Sen. Jon Kyl has already announced his willingness to champion legislation in Congress to amend the Arizona Enabling Act that would allow the State Land Department to set aside some land for preservation.

Before we change the original trust purpose of providing revenue for the education of Arizona children, we should understand that such a change will reduce the land available to produce revenue. That may be a good idea, but it would be an acceptable tradeoff only if the state begins generating more revenue from its trust lands. And that means more land put into private ownership, not less.

Frank X. Gordon Jr. is former Chief Justice of the Arizona Supreme Court, Retired.



FRANK GORDON

COMMENTARY

2/4/00

Phoenix in Perspective

Reflections on Developing the Desert

*The Herberger Center for Design Excellence
College of Architecture and Environmental Design
Arizona State University*

Grady
Gammage Jr.

The State of Arizona is on the verge of squandering one of its greatest assets. Constant political interference, bureaucratic indecision, and an ever-changing view of the role of trust lands have resulted in false starts, a climate of suspicion, revenues to education that fall far short of what is possible, and not nearly enough truly innovative planning and development. The problems are so serious and persistent that a complete reworking of the functioning of the State Land Department is necessary.

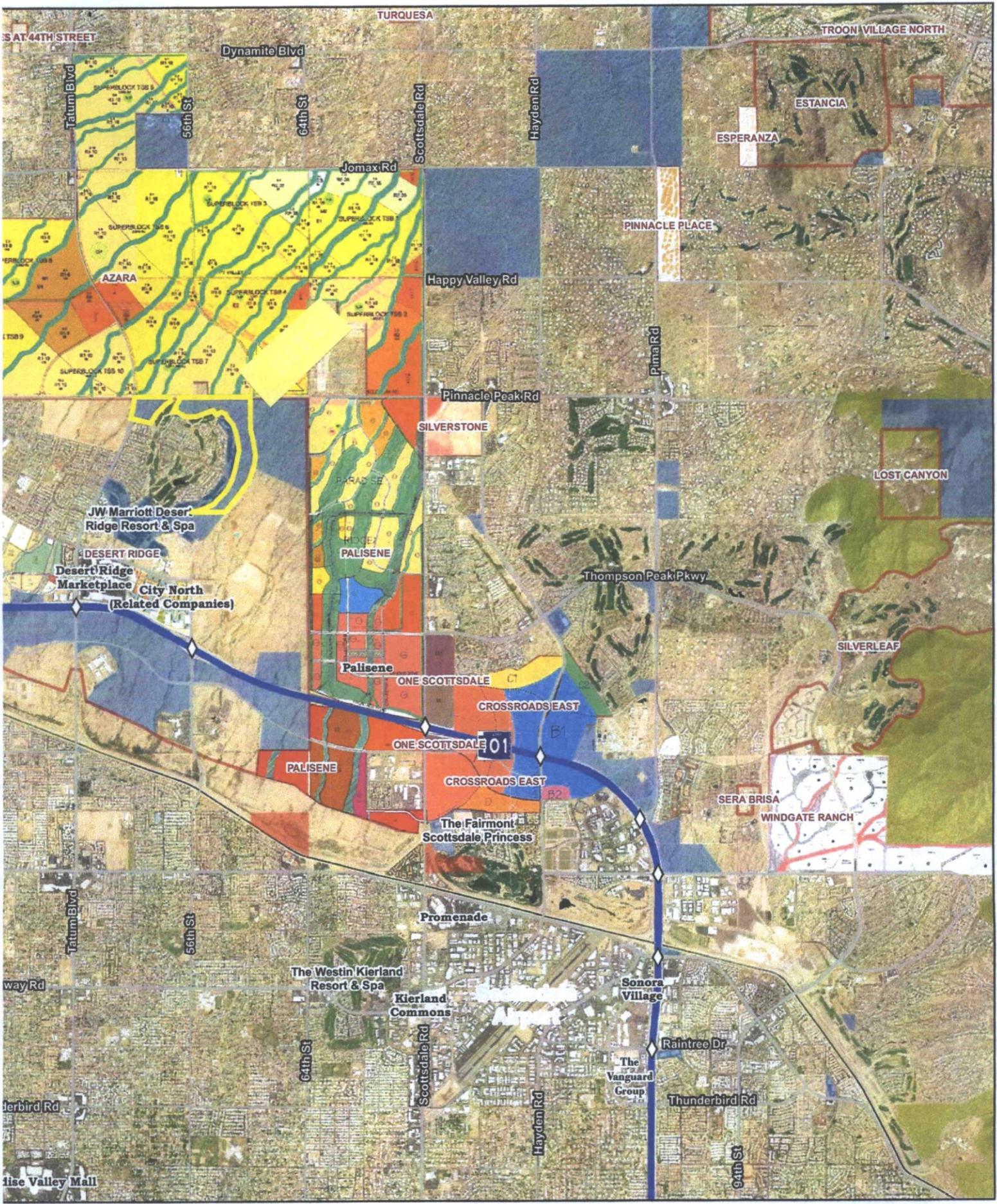
The department must be restructured to insulate it as much as possible from the political pressures of the governor's office and the state legislature, and to create consistent behavior that can survive a single commissioner or administration. The department should be managed by a board of five regents or trustees appointed by the governor for staggered six-year terms and removable only for malfeasance. The trustees would hire the state land commissioner, who would hire the rest of the staff.⁸

As part of the restructuring, a transition should be made to a point at which the department becomes self sustaining, with revenues from state lands supporting the department's activities. The activities should be subject to oversight by the auditor general and the legislature, but the goal would be to move the department entirely away from general fund appropriations. The department's personnel should be removed from the state's civil service system, and the department treated as a quasi-public authority. This means that department employees could be compensated on a system of pay-for-performance, rewarding their work in assisting the department to meet its mandates. This change is necessary if we are to expect land department employees to deal productively with the private real estate sector.

LONG
TERM,
PERHAPS

AZ SUPREME
COURT SAID
NO

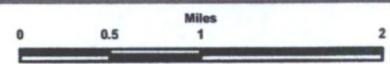
1999



Superblock 4L
Pinnacle Peak Rd
Acres
 May, 2007



MasterPlannedCommunities



The information contained herein was obtained from sources believed reliable; however, Grubb & Ellis/BRE Commercial, LLC makes no guarantees, warranties or representation as to the completeness or accuracy thereof. The presentation of this map is submitted subject to errors, omissions, and changes without notice.
 HGIS/Template/SEI more - Desert Ridge Superblock 4L

To: City of Scottsdale Planning & Development
Greg Bloemberg, Senior Planner
7447 E. Indian School Rd.
Scottsdale, AZ 85251

From: Jackie Guthrie
EPS Group, Inc.
2045 S. Vineyard Ave., Ste. 101
Mesa, AZ 85210

Date: March 22, 2018

Re: **Crossroads East**
19-ZN-2002#6
2nd Submittal Planned Community District Amendment
Response to Comments



Dear Mr. Bloemberg,

Per your request, we are providing the following responses to your 1st review comments dated 11/14/2018 of the above referenced project.

2001 General Plan & Greater Airpark Character Area Plan (GACAP) Analysis:

1. Please identify each 2001 General Plan and Greater Airpark Character Area Plan Goal & Approach citations in their entirety, and number all relevant goals and approaches (bullets) so they are easily identifiable.

Acknowledged. Goals and approaches have been added under section VIII. Conformance with the General Plan and IX. Conformance with the Greater Airpark Character Area Plan.

2. A Planned Community District (PCD), set forth by its purpose, is to “develop in accordance with a specific development plan.... The planned community district is designed and intended to enable and encourage the development of large tracts of land which are under unified ownership or control, or lands which by reason of existing or planned land uses are appropriate for development under this section, so as to achieve land development patterns which will maintain and enhance the physical, social and economic values of an area.”

As such, the Crossroads East 2002 PCD adopted a land use budget to control the maximum number of dwelling units and the maximum acreage of residential and non-residential uses that could be developed.

The proposed land use budget shows a reduction in gross acreage of ±200 acres in the Industrial Park (I-1) zoning district while the total number of allowed dwelling units increases by 2000 units through the application of a zoning category that was not available in 2002; the Planned Airpark Core Development (PCP) zoning district (adopted in December 2013). Pages 3 and 4 of the first submittal do not sufficiently contemplate the list of uses allowed in the PCP District shown in Table

5.4006.A. of the Zoning Ordinance with additional limitations on certain specified uses. Upon resubmittal, please document Table 5.4006.A. of the Zoning Ordinance in the zoning application and expand this submittal to include:

- I. A non-major General Plan amendment to the 2001 General Plan from Employment-Regional Use Overlay to Mixed Use Neighborhoods Regional Use Overlay on the portion of the property east of North Hayden Road (excepting the Hayden Core Transition Area); and,
- II. A non-major general plan amendment to the Greater Airpark Character Area Plan from Employment (EMP) to Airpark Mixed Use – Residential (AMU-R) (excepting the Hayden Core Transition Area) for all areas of the subject site that are intended to include residential uses and not designated as Mixed-use Neighborhoods or Airpark Mixed Use Residential.

Table 5.4006.A of the Zoning Ordinance is now referenced in Section II. Purpose of Request in the narrative.

Point I and II are no longer applicable as a non-major General Plan amendment is not being proposed. The area designated as Employment Regional Use District on the 2001 General Plan and Employment on the Greater Airport Character Area Plan will be limited to the uses permitted by the PCP-EMP sub district of the PCP District.

The additional residential units have been added to satisfy a pending developer's intent to build 1200 units in a mixed use designated area. The additional 1200 units will be applied to the balance of the Crossroads East site to meet the City's goal of providing a work/live environment.

In consideration to the non-major determinations – in your resubmittal narrative, please impress upon the importance of this area of the city being designated as Regional Use Overlay. The regional use designation provides flexibility for land uses when it can be demonstrated that new land uses are viable in serving a regional market. Regional uses include, but are not limited to, corporate office, region serving retail, major medical, educational campus, community service facilities, tourism, and destination attraction uses. The ultimate determination in whether the proposed land uses are regional in nature, City Council will consider whether the use has a regional draw, implements current economic development policies, enhances the employment core and the city's attractiveness to regional markets, benefits from good freeway access, and complements the established character for the area.

Discussion of this area of the city being designated as a Regional Use Overlay has been added under Section XIII. Planned Community District Findings A.

3. The 2001 General Plan Land Use Element Goals 1, 4 and 9 speak to maintaining a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities, and the economic base needed to secure resources to support the community. The application proposes a reduction of nearly ±200 acres of Industrial Park (I-1) zoning to be replaced by Planned Airpark Core (PCP) zoning. This reduction amounts to nearly 10% of all I-1 uses in the Greater Airpark and 9% of all I-1 uses citywide. With a resubmittal, please provide narrative discussion and/or market analysis as to why this reduction in industrial zoning is appropriate.

PCP Zoning allows employment, office and commercial uses and prohibits residential uses, replacing I-1 with PCP does not reduce potential employment by 10%, the potential uses remain the same under the new PCP zone adopted by the City to support the Greater Airpark Character Plan Area. Explanation of why this reduction in industrial zoning is appropriate is located under Section XI. Land Use Budget.

4. Page 18 of the first submittal remarks on both a park and school facility associated with the subject site as identified and determined in the 2002 PCD zoning case.
 - A. Please respond to the 2001 General Plan Land Use Element (Goal 7, bullet 4, Goal 8, bullet 1) which encourages sensitively integrating public land uses (parks and schools) in areas that will promote community interaction. Schools contribute significantly to the open space assets of a community. Increasing population will continue to impose increasing demands on those open spaces. (2001 General Plan, Open Space and Recreation Element, Goal 6, Bullet 1).
 - B. Additionally, the subject property is served by the Paradise Valley Unified School District (P.V.U.S.D.). The proposal now includes an increase to the maximum number of dwelling units permitted in the 2002 PCD by more than 46%. Accordingly, please ensure by way of written correspondence and response, acknowledgement from P.V.U.S.D officials their understanding to the increase in dwelling units and the corresponding demand to their current and planned facilities this proposal brings (2001 General Plan, Community Involvement Element, Goal 2, Bullet 2 and Public Services and Facilities Element, Goal 11, Bullets 1 through 6).

The ASLD is aware of the increased demand on schools and residing open space areas and as such have continued close cooperation with the school districts. Justification can be located under Section VI. Impact on School District.

5. Page 4 of the first submittal remarks that the Character Area Exhibit associated with the 2002 zoning case will be "deleted due to the complexity and confusion it created for end users and the Crossroads East neighborhoods". It further goes on to remark that the Character Areas were intended to organize the larger PCD into planning areas where specific uses are allowed or prohibited. Please note that there are additional impacts to removing this exhibit; this includes the following:
 - A. Stipulation 3.0 E. of the 2002 PCD case required transitional character areas that were predicated on specified geographies. The stipulation was intended to limit building height to a maximum of 30 feet for properties within 300 feet of those character boundaries. The first submittal provides a diminished geometry of those character areas (Areas C1 and D of the 2002 PCD case) with no mention of how the 2002 stipulation will be managed or responded to. Please consider that the 2001 General Plan Land Use Element, Goal 3, Bullets 1,2,4,6, Goal 7, Bullet 2, and the GACAP Land Use Chapter Goal 4 all remark on the importance of appropriate development and use transitions.
 - B. Upon resubmittal, please respond to how this proposal will utilize the GACAP Development Types to guide the physical and built form on properties within the Greater Airpark. Please note the sensitive edge designation that denotes areas for transitions of land use,

development scale, and development types between the GACAP area and lower scale residential areas at the Greater Airpark boundary. (See Development Types Map Page 17 of the GACAP)

Acknowledged and responded to under Section II. Overview of PCD 2. Character Areas.

6. Stipulation 3.0 I. of the 2002 PCD case required that the developer provide a landscape buffer for any property along Hayden Road, north of Loop 101 Freeway. The landscape buffer was to be a minimum of thirty feet and an average of forty feet as measured from the right of way line. However, the 2002 PCD did not contemplate the same development heights afforded by the PCP zoning district nor did it have the GACAP to guide such development. Accordingly, please respond to how this proposal will guide the physical and built form of properties within this PCD to realize the GACAP Signature Corridors and Landmark Intersections to which this property is a part of (GACAP Character and Design Chapter 2.1.5). Please consider the Signature Corridor and Landmark Intersections exhibit to display these enhanced areas of open space and activity upon resubmittal.

Acknowledged and responded to under Section X. Allowable Zoning/Amended Development Standards.

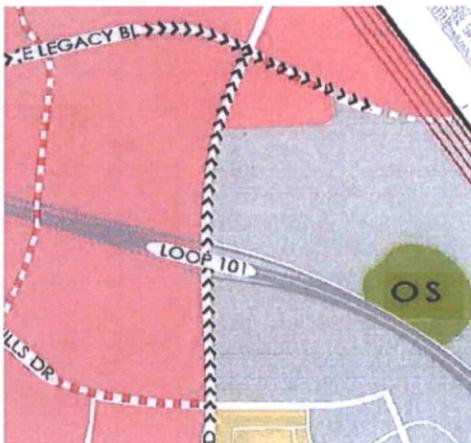
7. With a resubmittal, please provide an updated Citizen Involvement Report.

No longer applicable, a General Plan Amendment is not being proposed.

Zoning Ordinance and Scottsdale Revise Code Significant Issues

The following code and ordinance related issues have been identified in the first review of this application and shall be addressed in the resubmittal of the revised application material. Addressing these items is critical to scheduling the application for public hearing and may affect the City Staff's recommendation. Please address the following:

1. The proposal to extend the limits within the Crossroads project where a mixed-use district (PRC or PCP) can be utilized conflicts with the General Plan and the GACAP for a large portion of the project located east of Hayden Road and south of the Legacy Blvd alignment, as both policy documents designate this area as Employment (see graphic on following page; gray indicates Employment area). The GACAP goes so far as to indicate residential (in this case R-5) is not an appropriate use for this area. Consequently, this facet of the proposal will require a non-major amendment to both the General Plan and GACAP, in addition to the zoning district map amendment.



The request would be to change the General Plan land use designation from Employment to Mixed-Use Neighborhoods, and the GACAP land use designation from Employment to Airpark Mixed Use - Residential (AMU-R). Please revise the project narrative to include a request to amend the land use designation for both policy documents. Both the General Plan and GACAP sections in the narrative will need to be strengthened to provide justification for the proposed change to the land use designation. Alternative: restrict mixed-use districts (PRC and PCP) to the project area west of Hayden Road. This would eliminate the need for both amendments.

The proposed plan has been revised to be consistent with the GACAP and the General Plan; PRC and PCP will not be permitted in the area designated as Employment.

Zoning:

1. There are certain stipulations from the last major zoning case (19-ZN-2002#2) that need to be either updated or amended. They are as follows:

- **Stipulation 3.1.A: COMPARABLE ZONING.** This site shall be zoned to Planned Community (P-C) District. The developer has proposed a development plan with uses and densities comparable to the following zoning districts:
 1. Industrial Park (I-1)
 2. Commercial Office (C-O)
 3. Planned Regional Center (PRC)
 4. Planned Convenience Center (PCoC)
 5. Planned Community Center (PCC)
 6. Central Business (C-2)
 7. Highway Commercial (C-3)
 8. Multiple-family Residential (R-5)

Reason for amendment: The PCoC and PCC districts are proposed to be eliminated and the PCP district is proposed to be added. The PCoC and PCC districts must be stricken out and the PCP added to the list.

Acknowledged and modified.

- **Stipulation 3.1.E: TRANSITIONAL CHARACTER AREAS.** As shown on Schedule A, all non-residential uses within Character Areas B2, C1, C2 and D within 300 feet of the application boundary shall have a maximum height of 30 feet. Character Area B2 shall only allow uses consistent with the comparable Industrial Park (I-1) District.

Reason for amendment: The so-named "Character Areas" are proposed to be eliminated and replaced with modified "Transition" areas.

Acknowledged and modified.

- **Stipulation 3.1.K: PEDESTRIAN EMPHASIS.** Before issuance of any certificate of occupancy for Planning Unit I or II the developer shall design and install traffic calming devices for the following areas:

1. Within Planning Unit I, the developer shall design the Miller Road alignment to discourage the encroachment of site-generated traffic into the adjacent residential to the north.
2. The internal commercial streets to enhance pedestrian circulation through the interior of the site.

Reason for amendment: Isn't the current plan to connect the future Miller Road to 76th Street in the Grayhawk community to allow for an additional north/south connection through Crossroads?? Does #2 need to be revisited??

Acknowledged and modified.

With next submittal, please revise the narrative to include amendments to the above case stipulations for case 19-ZN-2002#2.

Completed.

Airport:

2. Per the preliminary findings provided by the Federal Aviation Administration (FAA), the proposed building heights are determined to be a "presumed hazard". Please note: This case will require consideration by the Airport Advisory Commission (AAC) prior to Planning Commission. Also note, the case cannot be scheduled for an AAC hearing until the additional analysis and public notification being conducted by the FAA, associated with the request for additional building height, is completed.
3. If a project site is located within two or more airport influence areas, in this case AC-1 and AC-2, the entire project shall meet the requirements of the more restrictive influence area. The majority of Crossroads falls within the AC-1 area; however, a portion does fall within the AC-2 area. Refer to Chapter 5 of the Scottsdale Revised Code (SRC) and revise the project narrative as needed to respond to the following:
 - Projects with noise-sensitive uses in an AC-2 influence area are required to go before the AAC, and an Avigation Easement must be dedicated. Additionally, noise attenuation is required for the sensitive uses (Section 5-356 of the SRC).
 - The owner of any new development within an airport influence area is required to complete forms required by the City and the Scottsdale Airport to comply with a height analysis, FAA Form 7460-1. Before final plans approval, the owner shall comply with the requirements of these forms and submit the FAA response to the 7460-1 (Section 5-354 of the SRC).
 - Each future property owner shall provide disclosure to each purchaser and, if subject to Covenants Codes and Restrictions (CC&R's), shall include the disclosure in the CC&R's (Section 5-355 of the SRC).
 - As this project falls within the AC-2 influence area, developments with noise-sensitive uses shall be constructed with noise attenuation to reduce exterior to interior noise levels by at least 25 decibels. Compliance with noise attenuation measures set forth in Appendix F to the FAA Part 150 Noise Compatibility Study is deemed compliant with this requirement.

Significant Policy Related Issues

The following policy related issues have been identified in the first review of this application. Even though some of these issues may not be critical to scheduling the application for public hearing, they may affect the City Staff's recommendation pertaining to the application and should be addressed with the resubmittal of the revised application material. Please address the following:

Project Narrative:

4. Any application for a PCD or an amended PCD where amended development standards are proposed should demonstrate what the public benefit is to the proposed amendments. Public infrastructure improvements are one avenue to consider when attempting to justify amended or bonus building height, FAR, etc. Please revise the project narrative to identify/demonstrate public benefit for the proposed amendments; specifically the proposed building heights.

Justification of amended development standards is located under Section XV.B. Justification of Amended Development Standards.

5. The request to increase the total number of units from 4,330 (see comment below) to 6,330 represents an increase of 31%. This is a substantial increase. As such, the narrative should speak to this increase by providing some justification i.e. the anticipated spike in potential employees needing affordable housing in the area. Please amend the narrative accordingly.

Explanation of why this reduction in industrial zoning is appropriate is located under Section XI. Land Use Budget.

6. Please revise the project narrative to include an explanation of how the proposed amendment is consistent with the goals and policies of the General Plan and the Greater Airpark Character Area Plan.

Acknowledged. Goals and approaches have been added under section VIII. Conformance with the General Plan.

7. If mixed use districts continue to be proposed east of Hayden Road (see graphic on Page 4), please revise the project narrative to include a description, analysis and justification for the required non-major General Plan and Greater Airpark Character Area Plan amendments.

Mixed Use Districts are no longer proposed east of Hayden Road.

8. Please revise the project narrative to include site cross-sections where the tallest buildings are proposed to show how the height relates to the elevation of the Loop 101 freeway. This will help to provide a better understanding how the massing and scale of the proposed building heights fits contextually to the surrounding area. Sections should be scaled so they extend all the way to the northern border (with Grayhawk).

Acknowledged. Cross-Section exhibit is provided on page 7.

9. Please revise the Land Use Budget in the narrative to reflect the following:

- The I-1 district section of the proposed budget incorrectly indicates a current allotment of 206 acres and 210 acres proposed. The current I-1 allotment is actually 477 acres.

Revised.

- The commercial district section of the budget needs to be revised to indicate the current allotment (156 acres with a strikethrough) and the proposed acreage (170 acres) next to it.

Revised.

The dwelling units column incorrectly indicates a current allotment of 1,524 units available for the mixed-use districts. The current allotment is actually 1,715 units. Additionally, the column incorrectly indicates the total number of units available for the Crossroads project as 4,330 units. The current total is actually 4,569. Note: Both these numbers were revised last year as part of the JLB application (19-ZN-02#4).

Revised.

Circulation:

10. If significant changes are proposed to the allowed land uses for Crossroads, an update to the previous TIMA shall be provided; or at the very least a trip generation comparison of the allowed vs. proposed development plans.

No longer applicable as no significant changes are being proposed.

Considerations

10. As this project is still in its infancy, please consider providing a Master Environmental Design Concept Plan (MEDCP) with the next submittal that provides guidelines for future development; i.e. streetscape themes, architectural designs, landscape palates, pedestrian improvements, etc.

No longer applicable as no significant changes are being proposed.

Technical Corrections

The following technical ordinance or policy related corrections have been identified in the first review of the project. While these items are not as critical to scheduling the case for public hearing, they will likely affect a decision on the final plans submittal (construction and improvement documents) and should be addressed as soon as possible. Correcting these items before the hearing may also help clarify questions regarding these plans. Please address the following:

Other:

11. Notes and dimensions on the illustrations and diagrams identified as Example A, Example B, Example C, Example D, Example E-1 and Example E-2 appear to be 6-point font size or less. Please revise notes and dimensions so they are minimum 12-point font size (1/6 of an inch) in order to improve legibility. Refer to the Plan and Report Requirements for Development Applications.

The exhibits have been enlarged in the document to improve legibility.

Please resubmit the revised application requirements and additional information identified in Attachment A, Resubmittal Checklist, and a written summary response addressing the comments/corrections identified above as soon as possible for further review. The City will then review the revisions to determine if the application is to be scheduled for a hearing date, or if additional modifications, corrections, or additional information is necessary.



November 14, 2017

Mark Edelman
Arizona State Land
1616 W Adams
Phoenix, Az

RE: 19-ZN-2002#6
Crossroads East

Mr. Edelman:

The Planning & Development Services Division has completed review of the above referenced development application submitted on 10/12/17. The following **1st Review Comments** represent the review performed by our team, and are intended to provide you with guidance for compliance with city codes, policies, and guidelines related to this application.

2001 General Plan & Greater Airpark Character Area Plan (GACAP) Analysis:

1. Please identify each 2001 General Plan and Greater Airpark Character Area Plan Goal & Approach citations in their entirety, and number all relevant goals and approaches (bullets) so they are easily identifiable.
2. A Planned Community District (PCD), set forth by its purpose, is to “develop in accordance with a specific development plan.... The planned community district is designed and intended to enable and encourage the development of large tracts of land which are under unified ownership or control, or lands which by reason of existing or planned land uses are appropriate for development under this section, so as to achieve land development patterns which will maintain and enhance the physical, social and economic values of an area.”

As such, the Crossroads East 2002 PCD adopted a land use budget to control the maximum number of dwelling units and the maximum acreage of residential and non-residential uses that could be developed.

The proposed land use budget shows a reduction in gross acreage of ± 200 acres in the Industrial Park (I-1) zoning district while the total number of allowed dwelling units increases by 2000 units through the application of a zoning category that was not available in 2002; the Planned Airpark Core Development (PCP) zoning district (adopted in December 2013). Pages 3 and 4 of the first submittal do not sufficiently contemplate the list of uses allowed in the PCP District shown in Table 5.4006.A. of the Zoning Ordinance with additional limitations on certain specified uses. Upon

resubmittal, please document Table 5.4006.A. of the Zoning Ordinance in the zoning application and expand this submittal to include:

- I. A non-major General Plan amendment to the 2001 General Plan from Employment-Regional Use Overlay to Mixed Use Neighborhoods Regional Use Overlay on the portion of the property east of North Hayden Road (excepting the Hayden Core Transition Area); and,
- II. A non-major general plan amendment to the Greater Airpark Character Area Plan from Employment (EMP) to Airpark Mixed Use – Residential (AMU-R) (excepting the Hayden Core Transition Area) for all areas of the subject site that are intended to include residential uses and not designated as Mixed-use Neighborhoods or Airpark Mixed Use Residential.

In consideration to the non-major determinations – in your resubmittal narrative, please impress upon the importance of this area of the city being designated as Regional Use Overlay. The regional use designation provides flexibility for land uses when it can be demonstrated that new land uses are viable in serving a regional market. Regional uses include, but are not limited to, corporate office, region serving retail, major medical, educational campus, community service facilities, tourism, and destination attraction uses. The ultimate determination in whether the proposed land uses are regional in nature, City Council will consider whether the use has a regional draw, implements current economic development policies, enhances the employment core and the city's attractiveness to regional markets, benefits from good freeway access, and complements the established character for the area.

3. The 2001 General Plan Land Use Element Goals 1, 4 and 9 speak to maintaining a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities, and the economic base needed to secure resources to support the community. The application proposes a reduction of nearly ±200 acres of Industrial Park (I-1) zoning to be replaced by Planned Airpark Core (PCP) zoning. This reduction amounts to nearly 10% of all I-1 uses in the Greater Airpark and 9% of all I-1 uses citywide. With a resubmittal, please provide narrative discussion and/or market analysis as to why this reduction in industrial zoning is appropriate.
4. Page 18 of the first submittal remarks on both a park and school facility associated with the subject site as identified and determined in the 2002 PCD zoning case.
 - A. Please respond to the 2001 General Plan Land Use Element (Goal 7, bullet 4, Goal 8, bullet 1) which encourages sensitively integrating public land uses (parks and schools) in areas that will promote community interaction. Schools contribute significantly to the open space assets of a community. Increasing population will continue to impose increasing demands on those open spaces. (2001 General Plan, Open Space and Recreation Element, Goal 6, Bullet 1).
 - B. Additionally, the subject property is served by the Paradise Valley Unified School District (P.V.U.S.D.). The proposal now includes an increase to the maximum number of dwelling units permitted in the 2002 PCD by more than 46%. Accordingly, please ensure by way of written correspondence and response, acknowledgement from P.V.U.S.D officials their understanding to the increase in dwelling units and the corresponding demand to their current and planned facilities this proposal brings (2001 General Plan, Community

Involvement Element, Goal 2, Bullet 2 and Public Services and Facilities Element, Goal 11, Bullets 1 through 6).

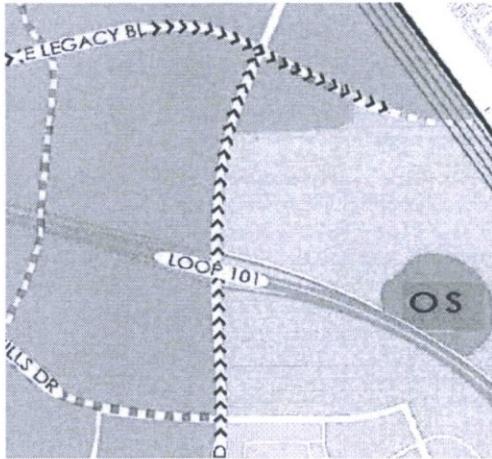
5. Page 4 of the first submittal remarks that the Character Area Exhibit associated with the 2002 zoning case will be “deleted due to the complexity and confusion it created for end users and the Crossroads East neighborhoods”. It further goes on to remark that the Character Areas were intended to organize the larger PCD into planning areas where specific uses are allowed or prohibited. Please note that there are additional impacts to removing this exhibit; this includes the following:
 - A. Stipulation 3.0 E. of the 2002 PCD case required transitional character areas that were predicated on specified geographies. The stipulation was intended to limit building height to a maximum of 30 feet for properties within 300 feet of those character boundaries. The first submittal provides a diminished geometry of those character areas (Areas C1 and D of the 2002 PCD case) with no mention of how the 2002 stipulation will be managed or responded to. Please consider that the 2001 General Plan Land Use Element, Goal 3, Bullets 1,2,4,6, Goal 7, Bullet 2, and the GACAP Land Use Chapter Goal 4 all remark on the importance of appropriate development and use transitions.
 - B. Upon resubmittal, please respond to how this proposal will utilize the GACAP Development Types to guide the physical and built form on properties within the Greater Airpark. Please note the sensitive edge designation that denotes areas for transitions of land use, development scale, and development types between the GACAP area and lower scale residential areas at the Greater Airpark boundary. (See Development Types Map Page 17 of the GACAP)
6. Stipulation 3.0 I. of the 2002 PCD case required that the developer provide a landscape buffer for any property along Hayden Road, north of Loop 101 Freeway. The landscape buffer was to be a minimum of thirty feet and an average of forty feet as measured from the right of way line. However, the 2002 PCD did not contemplate the same development heights afforded by the PCP zoning district nor did it have the GACAP to guide such development. Accordingly, please respond to how this proposal will guide the physical and built form of properties within this PCD to realize the GACAP Signature Corridors and Landmark Intersections to which this property is a part of (GACAP Character and Design Chapter 2.1.5). Please consider the Signature Corridor and Landmark Intersections exhibit to display these enhanced areas of open space and activity upon resubmittal.
7. With a resubmittal, please provide an updated Citizen Involvement Report.

Zoning Ordinance and Scottsdale Revise Code Significant Issues

The following code and ordinance related issues have been identified in the first review of this application, and shall be addressed in the resubmittal of the revised application material. Addressing these items is critical to scheduling the application for public hearing, and may affect the City Staff's recommendation. Please address the following:

1. The proposal to extend the limits within the Crossroads project where a mixed-use district (PRC or PCP) can be utilized conflicts with the General Plan and the GACAP for a large portion of the project located east of Hayden Road and south of the Legacy Blvd alignment, as both policy documents designate this area as Employment (see graphic on following page; gray indicates Employment area). The GACAP goes so far as to indicate residential (in this case R-5) is not an appropriate use for this

area. Consequently, this facet of the proposal will require a non-major amendment to both the General Plan and GACAP, in addition to the zoning district map amendment.



The request would be to change the General Plan land use designation from Employment to Mixed-Use Neighborhoods, and the GACAP land use designation from Employment to Airpark Mixed Use - Residential (AMU-R). Please revise the project narrative to include a request to amend the land use designation for both policy documents. Both the General Plan and GACAP sections in the narrative will need to be strengthened to provide justification for the proposed change to the land use designation. Alternative: restrict mixed-use districts (PRC and PCP) to the project area west of Hayden Road. This would eliminate the need for both amendments.

Zoning:

1. There are certain stipulations from the last major zoning case (19-ZN-2002#2) that need to be either updated or amended. They are as follows:
 - **Stipulation 3.1.A: COMPARABLE ZONING.** This site shall be zoned to Planned Community (P-C) District. The developer has proposed a development plan with uses and densities comparable to the following zoning districts:
 1. Industrial Park (I-1)
 2. Commercial Office (C-O)
 3. Planned Regional Center (PRC)
 4. Planned Convenience Center (PCoC)
 5. Planned Community Center (PCC)
 6. Central Business (C-2)
 7. Highway Commercial (C-3)
 8. Multiple-family Residential (R-5)

Reason for amendment: The PCoC and PCC districts are proposed to be eliminated and the PCP district is proposed to be added. The PCoC and PCC districts must be stricken out and the PCP added to the list.

- **Stipulation 3.1.E: TRANSITIONAL CHARACTER AREAS.** As shown on Schedule A, all non-residential uses within Character Areas B2, C1, C2 and D within 300 feet of the application

boundary shall have a maximum height of 30 feet. Character Area B2 shall only allow uses consistent with the comparable Industrial Park (I-1) District.

Reason for amendment: The so-named "Character Areas" are proposed to be eliminated and replaced with modified "Transition" areas.

- **Stipulation 3.1.K: PEDESTRIAN EMPHASIS.** Before issuance of any certificate of occupancy for Planning Unit I or II the developer shall design and install traffic calming devices for the following areas:
 1. Within Planning Unit I, the developer shall design the Miller Road alignment to discourage the encroachment of site-generated traffic into the adjacent residential to the north.
 2. The internal commercial streets to enhance pedestrian circulation through the interior of the site.

Reason for amendment: Isn't the current plan to connect the future Miller Road to 76th Street in the Grayhawk community to allow for an additional north/south connection through Crossroads?? Does #2 need to be revisited??

With next submittal, please revise the narrative to include amendments to the above case stipulations for case 19-ZN-2002#2.

Airport:

2. Per the preliminary findings provided by the Federal Aviation Administration (FAA), the proposed building heights are determined to be a "presumed hazard". Please note: This case will require consideration by the Airport Advisory Commission (AAC) prior to Planning Commission. Also note, the case cannot be scheduled for an AAC hearing until the additional analysis and public notification being conducted by the FAA, associated with the request for additional building height, is completed.
3. If a project site is located within two or more airport influence areas, in this case AC-1 and AC-2, the entire project shall meet the requirements of the more restrictive influence area. The majority of Crossroads falls within the AC-1 area; however, a portion does fall within the AC-2 area. Refer to Chapter 5 of the Scottsdale Revised Code (SRC) and revise the project narrative as needed to respond to the following:
 - Projects with noise-sensitive uses in an AC-2 influence area are required to go before the AAC, and an Avigation Easement must be dedicated. Additionally, noise attenuation is required for the sensitive uses (Section 5-356 of the SRC).
 - The owner of any new development within an airport influence area is required to complete forms required by the City and the Scottsdale Airport to comply with a height analysis, FAA Form 7460-1. Before final plans approval, the owner shall comply with the requirements of these forms and submit the FAA response to the 7460-1 (Section 5-354 of the SRC).
 - Each future property owner shall provide disclosure to each purchaser and, if subject to Covenants Codes and Restrictions (CC&R's), shall include the disclosure in the CC&R's (Section 5-355 of the SRC).

- As this project falls within the AC-2 influence area, developments with noise-sensitive uses shall be constructed with noise attenuation to reduce exterior to interior noise levels by at least 25 decibels. Compliance with noise attenuation measures set forth in Appendix F to the FAA Part 150 Noise Compatibility Study is deemed compliant with this requirement.

Significant Policy Related Issues

The following policy related issues have been identified in the first review of this application. Even though some of these issues may not be critical to scheduling the application for public hearing, they may affect the City Staff's recommendation pertaining to the application and should be addressed with the resubmittal of the revised application material. Please address the following:

Project Narrative:

4. Any application for a PCD or an amended PCD, where amended development standards are proposed should demonstrate what the public benefit is to the proposed amendments. Public infrastructure improvements are one avenue to consider when attempting to justify amended or bonus building height, FAR, etc. Please revise the project narrative to identify/demonstrate public benefit for the proposed amendments; specifically the proposed building heights.
5. The request to increase the total number of units from 4,330 (see comment below) to 6,330 represents an increase of 31%. This is a substantial increase. As such, the narrative should speak to this increase by providing some justification i.e. the anticipated spike in potential employees needing affordable housing in the area. Please amend the narrative accordingly.
6. Please revise the project narrative to include an explanation of how the proposed amendment is consistent with the goals and policies of the General Plan and the Greater Airpark Character Area Plan.
7. If mixed use districts continue to be proposed east of Hayden Road (see graphic on Page 4), please revise the project narrative to include a description, analysis and justification for the required non-major General Plan and Greater Airpark Character Area Plan amendments.
8. Please revise the project narrative to include site cross-sections where the tallest buildings are proposed to show how the height relates to the elevation of the Loop 101 freeway. This will help to provide a better understanding how the massing and scale of the proposed building heights fits contextually to the surrounding area. Sections should be scaled so they extend all the way to the northern border (with Grayhawk).
9. Please revise the Land Use Budget in the narrative to reflect the following:
 - The I-1 district section of the proposed budget incorrectly indicates a current allotment of 206 acres and 210 acres proposed. The current I-1 allotment is actually 477 acres.
 - The commercial district section of the budget needs to be revised to indicate the current allotment (156 acres with a strikethrough) and the proposed acreage (170 acres) next to it.
 - The dwelling units column incorrectly indicates a current allotment of 1,524 units available for the mixed-use districts. The current allotment is actually 1,715 units. Additionally, the column incorrectly indicates the total number of units available for the Crossroads project as 4,330 units. The current total is actually 4,569. Note: Both these numbers were revised last year as part of the JLB application (19-ZN-02#4).

Circulation:

10. If significant changes are proposed to the allowed land uses for Crossroads, an update to the previous TIMA shall be provided; or at the very least a trip generation comparison of the allowed vs. proposed development plans.

Considerations

10. As this project is still in its infancy, please consider providing a Master Environmental Design Concept Plan (MEDCP) with the next submittal that provides guidelines for future development; i.e. streetscape themes, architectural designs, landscape palates, pedestrian improvements, etc.

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Other:

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Please resubmit the revised application requirements and additional information identified in Attachment A, Resubmittal Checklist, and a written summary response addressing the comments/corrections identified above as soon as possible for further review. The City will then review the revisions to determine if the application is to be scheduled for a hearing date, or if additional modifications, corrections, or additional information is necessary.

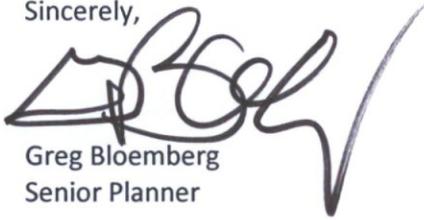
PLEASE CALL 480-312-7000 TO SCHEDULE A RESUBMITTAL MEETING WITH ME PRIOR TO YOUR PLANNED RESUBMITTAL DATE. DO NOT DROP OFF ANY RESUBMITTAL MATERIAL WITHOUT A SCHEDULED MEETING. THIS WILL HELP MAKE SURE I'M AVAILABLE TO REVIEW YOUR RESUBMITTAL AND PREVENT ANY UNNECESSARY DELAYS. RESUBMITTAL MATERIAL THAT IS DROPPED OFF MAY NOT BE ACCEPTED AND RETURNED TO THE APPLICANT.

The Planning & Development Services Division has had this application in review for 23 Staff Review Days since the application was determined to be administratively complete.

These **1st Review Comments** are valid for a period of 180 days from the date on this letter. The Zoning Administrator may consider an application withdrawn if a revised submittal has not been received within 180 days of the date of this letter (Section 1.305. of the Zoning Ordinance).

If you have any questions, or need further assistance please contact me at 480-312-4306 or at gbloemberg@ScottsdaleAZ.gov.

Sincerely,



Greg Bloemberg
Senior Planner

cc: case file

ATTACHMENT A
Resubmittal Checklist

Case Number: **19-ZN-2002#6**

Please provide the following documents, in the quantities indicated, with the resubmittal (all plans larger than 8 ½ x11 shall be folded):

- Four copies: COVER LETTER – Respond to all the issues identified in the 1st Review Comment Letter
- One copy: Revised CD of submittal (DWG or DWF format only)
- Four Copies: Revised Narrative for Project
- Three copies of the Revised Traffic Impact Mitigation Analysis (TIMA) **(if applicable)**
- Two copies of the Revised Trip Generation Comparison **(if applicable)**

Development Plan Booklets

The Development Plan booklets shall be clipped together separately, and not be bounded.

Color 1 11" x 17" 1 8 ½" x 11"

- 8 ½" x 11" – 3 color copy on archival (acid free paper) (To be submitted after the Planning Commission hearing.)

Other Supplemental Materials:

Revised graphics for the project narrative, and as needed to support the potential GP and GACAP amendments

EDGE

20100 N. 78th Placc. Scottsdale, AZ 85255 | 480-941-1077 | www.theedgegrayhawk.com

May 8, 2018

SENT VIA OVERNIGHT MAIL AND EMAIL

planninginfo@ScottsdaleAZ.gov

gbolemberg@ScottsdaleAZ.gov

Greg Bloemberg, Planner
City of Scottsdale Planning and Development Services
7447 E. Indian School Road
Scottsdale, Arizona 85251

**RE: REQUEST FOR CONTINUATION OF HEARING AND
 DEMAND FOR ADDITIONAL PUBLIC STUDIES
 CASE NAME: Crossroads East
 CASE NUMBER: 19-ZN-2002#6**

Dear Mr. Bloemberg,

My name is Richard Verri and I am the Board President for the Edge at Grayhawk Condominium Association ("Edge at Grayhawk"). I am writing this letter to you on behalf of the four hundred and fifty property owners within the Edge at Grayhawk community. After meeting with owners/members of the Edge at Grayhawk, the Edge at Grayhawk community is requesting that the City of Scottsdale Planning and Development Services continue the hearing set for May 9, 2018 so that the City of Scottsdale may request additional public studies. We believe that further studies need to be accomplished in regards to how the Crossroads East project will effect traffic, the airport, other future development, and the overall impact on the communities that are adjacent to the Crossroads East Project.

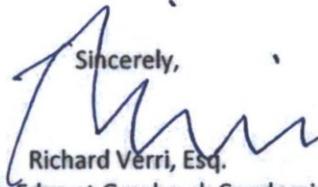
As you most likely know, the Edge at Grayhawk community is very concerned about the effect that the Crossroads East project will have on the following issues: (a) noise/nuisance; (b) decreased property values; (c) undesirable changes to the makeup/character of the surrounding community; and (d) excessive traffic congestion. The Edge at Grayhawk does not believe that sufficient studies have been conducted to properly address these issues. In addition, we believe that additional hearings with more public comment periods on these additional research and impact studies are necessary. Without these additional studies, hearings and public comment opportunities, the Edge of Grayhawk community and it members/owners cannot support the Crossroads East project and rezoning application as presented.

The Edge at Grayhawk community understands that the Arizona State Land Department has the obligation to receive the highest sales price for this project and that zoning to R 1-5 is lucrative for it.

However, as other concerned groups have communicated to you, what benefits the State of Arizona must also benefit, and not burden, the existing communities and residents in Scottsdale. For these reasons, the Edge at Grayhawk community strongly supports the Airport Commission request to hold additional public study sessions from each of the respective commissions (Planning, Airport, Transportation, Development, Building Advisory, and Neighborhood) as well as additional public neighbors hearings for all nearby communities, including the Edge at Grayhawk, as all of neighboring communities will be significantly impacted by the Crossroads East Project. The burden and sized of this project must be thoroughly vetted and due diligence requires additional studies and hearings before this matter should be sent to Scottsdale's City Council.

We thank you for your anticipated cooperation in this matter. If you have any questions or concerns, the Edge at Grayhawk Board of Directors and the community are open to meeting with you directly to discuss the concerns outlined in this letter.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Richard Verri', is written over the typed name.

Richard Verri, Esq.

Board President for the Edge at Grayhawk Condominium Association

Bloemberg, Greg

From: Ruenger, Jeffrey
Sent: Monday, May 07, 2018 10:41 AM
To: Bloemberg, Greg; Castro, Lorraine
Subject: FW: LAND USE PLAN - 1000 ACRES ALONG 101 & BETWEEN SCOTTSDALE & PIMA

From: Doug Miner <dminer@mellosmello.com>
Sent: Monday, May 07, 2018 10:30 AM
To: Planning Customer Relations <PlanningInfo@scottsdaleaz.gov>
Subject: LAND USE PLAN - 1000 ACRES ALONG 101 & BETWEEN SCOTTSDALE & PIMA

I would like to express my concern on the proposed development of 1000 acres between along the 101 and between Scottsdale Rd and Pima. With a development of this proportion, it seems impossible the sale/development of the land could be approved by the Planning Commission without a Land Use Plan in place! How could this happen?

Doug Miner
9608 Peak View Rd
Scottsdale, AZ

Bloemberg, Greg

From: Castro, Lorraine
Sent: Monday, May 07, 2018 10:26 AM
To: Bloemberg, Greg
Subject: FW: Planning Commission Public Comment (response #87)

From: Castro, Lorraine
Sent: Monday, May 07, 2018 10:18 AM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: FW: Planning Commission Public Comment (response #87)

Is this for you?

From: Planning Commission
Sent: Monday, May 07, 2018 10:03 AM
To: Castro, Lorraine <Lcastro@scottsdaleaz.gov>
Subject: Planning Commission Public Comment (response #87)

Planning Commission Public Comment (response #87)

Survey Information

Site:	ScottsdaleAZ.gov
Page Title:	Planning Commission Public Comment
URL:	http://www.scottsdaleaz.gov/boards/planning-commission/public-comment
Submission Time/Date:	5/7/2018 10:03:07 AM

Survey Response

COMMENT	
Comment:	I strongly object to this push for more buildings, more traffic congestion, more bad things except of course for the city's incessant greed for more tax revenue regardless of the quality of life for residents in our city. Our "most Western town" has become "most urbanized and commercial town" The development of this property will have major impacts on traffic on Scottsdale, Hayden and Pima Roads. Unless revised it will result in considerably more apartments in this area. A very major concern is that there is no LAND USE PLAN included. That is to be developed after the fact by the new owners of the parcel(s). It is not clear as to just how the state intends to sell this property,

e.g., as one large parcel or as component parcels.
Regardless, this is a major development for Scottsdale
and should not be rushed through the various approval
processes.

Comments are limited to 8,000 characters and may be cut and pasted from another source.

PLEASE PROVIDE YOUR NAME:

First & Last Name: Susan Leeper

AND ONE OR MORE OF THE FOLLOWING ITEMS:

Email: susan@leeper.com

Phone: (480) 998-5022

Address: 12309 N. 90th Way

Example: 3939 N. Drinkwater Blvd, Scottsdale 85251



Planning and Development Services Division

7447 East Indian School Road
Scottsdale, Arizona 85251

April 18, 2018

Mark Edelman
Arizona State Land
1616 W Adams
Phoenix, Az

RE: Determination of a Planning Commission hearing

Mr. Edelman:

Your Development Application 19-ZN-2002#6, Crossroads East, is scheduled to be considered by the Planning Commission at the 5/9/18 hearing.

You may be required to make a presentation to the Planning Commission. If you choose to present your application utilizing a Power Point presentation, please submit the electronic file to me by 1:00 p.m. on Monday, 5/7/18. Please limit your presentation to a maximum of 10 minutes.

A subsequent letter with your site post requirements will be sent shortly after the required text has been verified. Typically, this is approximately twenty-one (21) days before a hearing date.

The Planning and Development Services Division has had this application in review for 42 Staff Review Days.

Regards,

Greg Bloemberg
Senior Planner

cc: case File