

PLANNING COMMISSION REPORT



Meeting Date: March 25, 2026
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

One Scottsdale 20-ZN-2002#5

Request to consider the following:

A recommendation to City Council regarding a request by owner for a zoning district map amendment to the existing Planning Community District (P-C) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, all on a +/- 126-acre site located at 7355 N. Thompson Peak Parkway, 7340 E. Legacy Boulevard, 7245 E. Thompson Peak Parkway, 2059 N. Scottsdale Road, 20103 N. Scottsdale Road, 20001 N. Scottsdale Road, 19730 N. 73rd Street, 19641 N. Scottsdale Road, 19623 N. Scottsdale Road, 19605 N. Scottsdale Road, 19552 N. 73rd Street, 7395 E. Legacy Boulevard, 19355 N. 73rd Way, 7370 E. Henkel Way, 18920 N. 74th Street, 7221 E. Legacy Boulevard, 19360 N. 73rd Way, 19194 N. 73rd Way, 19001 N. Scottsdale Road, APN: 215-05-005B, 19601 N. Scottsdale Road, APN: 215-05-001A, and 19190 N. 72nd Way.

Purpose of Request

This update is intended to align the One Scottsdale Master Plan with the current regulatory standards and provide clarity moving forward. The applicant is requesting to update the approved PRC land Use Regulation list to reflect the City's current PRC zoning use regulations. The request also includes an amendment to the Development Plan and Land Use Budget to allow for the reduction in total non-residential square footage from 2,866,145 square feet to 1,494,000 square feet and an increase to the number of allowed residential dwelling units from 2,000 to 2,350 dwelling units.

Additionally, the request includes clean-up amendments to prior case stipulations associated with case no. 20-ZN-2002 and 20-ZN-2002#3 with strike-through edits because they have either been fulfilled and executed or were previously modified through City Council action. The proposed amendments formally remove or update those stipulations to ensure that the zoning record accurately reflects current circumstances and stipulations.

Key Items for Consideration

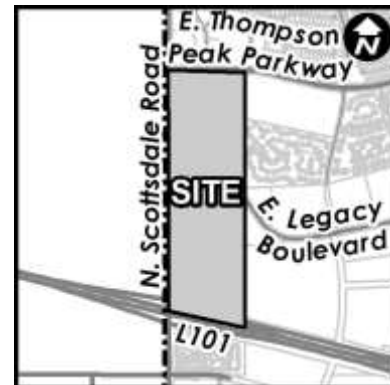
- Conformance with Scottsdale General Plan 2035, as amended
- Conformance with the Greater Airpark Character Area Plan, as amended
- Amended Development Standards
- The 2002 and 2016 stipulations have been reviewed and cleaned up, with all remaining applicable stipulations incorporated into the current stipulation set for this zoning case
- Update to the approved Land Use list to align with the City's current zoning code
- Amendment to the One Scottsdale Master Development Plan Land Use Budget
- Amendment to the Mixed-Use Core boundaries within the One Scottsdale Master plan
- Reduction in the total non-residential square footage from 2,866,145 square feet to 1,494,000 square feet within the Planning Unit II and III One Scottsdale Land Use Budget
- Increase to the total number of allowed residential dwelling units within Planning Unit II and II of the One Scottsdale Land Use Budget from 2,000 to 2,350 dwelling units
- Planned Community District Findings
- Public comment received both support and opposition

OWNER

One Scottsdale Core LLC
480-367-7300

APPLICANT CONTACT

Kurt Jones
Tiffany & Bosco, P.A.
602-452-2729



LOCATION

7355 N. Thompson Peak Parkway, 7340 E. Legacy Boulevard, 7245 E. Thompson Peak Parkway, 2059 N. Scottsdale Road, 20103 N. Scottsdale Road, 20001 N. Scottsdale Road, 19730 N. 73rd Street, 19641 N. Scottsdale Road, 19623 N. Scottsdale Road, 19605 N. Scottsdale Road, 19552 N. 73rd Street, 7395 E. Legacy Boulevard, 19355 N. 73rd Way, 7370 E. Henkel Way, 18920 N. 74th Street, 7221 E. Legacy Boulevard, 19360 N. 73rd Way, 19194 N. 73rd Way, 19001 N. Scottsdale Road, APN: 215-05-005B, 19601 N. Scottsdale Road, APN: 215-05-001A, and 19190 N. 72nd Way.

BACKGROUND

City of Scottsdale General Plan 2035

The City of Scottsdale General Plan 2035 Future Land Use Map designates the property as Mixed-Use Neighborhoods within the Regional Use Overlay category. Mixed-Use Neighborhoods focus on human-scale development and are located in areas with strong access to multiple

modes of transportation and major regional services. These areas accommodate higher-density housing combined with complementary office or retail uses. Mixed-Use Neighborhoods are most suitable near and within Growth and Activity Areas and may be non-residential in the Greater Airpark Character Area. The Regional Use Overlay provides flexibility for land uses when it can be shown 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 attractions.

The subject site is located within a General Plan 2035 designated Growth Area (Airpark Growth Area) – specific locations within the community that are most appropriate for development focus, and will best accommodate future growth, new development, and redevelopment.

Greater Airpark Character Area Plan

The Greater Airpark Character Area Plan (GACAP) designates the property as Airpark Mixed Use-Residential (AMU-R) within both the Type C and Regional Core Development Types. AMU-R areas are appropriate for the greatest variety of land uses in the Greater Airpark and may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Developments in 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 minor component of development and include adequate sound attenuation.

Within the GACAP, Development Types help define the size and scale of development. The northern portion of the subject site is designated as Type C, a Development Type which represents medium- to higher-scale development, supporting 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. The southern portion of the subject site is designated as Regional Core, a Development Type which denotes areas appropriate for the greatest development intensity to support major regional land uses, served by high-capacity transit or a freeway.

Zoning

In 2002, zoning case 20-ZN-2002 approved three Planning Units within the One Scottsdale Master Plan with a Land Use Budget Table for the entire 160-acre project: including maximum residential densities, maximum square feet of commercial, retail, and office; and maximum number of hotel keys within each Planning Unit. Planning Unit I is separated by the freeway alignment, and is currently under construction (Optima McDowell Mountain Village). Planning Unit II and III are zoned Planned Regional Center, Planned Community Development (PRC PCD) to accommodate a mixed-use pedestrian-oriented development.

In 2016, zoning case 20-ZN-2002#3, amended the original development plan and land use budget for a density increase from 1,100 units to 2,000 units with the condition that 20% of the requested density shall be for-sale units; and an additional 1,066,145 square feet of non-residential area. To date, Planning Unit II and Planning Unit III have been partially developed and/or are under construction. Development within Planning Unit II includes: Illume (former

Henkel/Dial building), and Multi-family (Streetlights, Atavia & Belgravia). Development within Planning Unit III includes Multi-family Residential (TDI & The Jefferson), Hilton Place Hotel, Commercial/Retail Pads, Medical Office Pads, and a Fueling Station with convenient store (Quick Trip).

Context

The boundary of this zoning request is generally located on the east side of N. Scottsdale Road, between Loop 101 and E. Thompson Peak Parkway. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Discount Tire Headquarters, zoned Commercial Office Planning Community District (C-O PCD)
- South: Mixed-Use Development (Optima McDowell Mountain Village) within One Scottsdale Planning Unit I, zoned Planned Airpark Core Development, Airpark Mixed-Use-Residential, Planned Community Development, Planned Shared Development (PCP/AMU-R, PCD PSD)
- East: Undeveloped properties, owned by Arizona State Land, existing Senior Living Facility (Vi at Grayhawk) zoned Multiple-family Residential, Planned Community Development (R-5 PCD), and existing multi-family residences (Village at Grayhawk) zoned Multiple-family Residential, Planned Community Development (R-5 PCD)
- West: Undeveloped property within the City of Phoenix

Other Related Policies, References:

Scottsdale General Plan 2001, as amended

2010 Greater Airpark Character Area Plan, as amended

Zoning Ordinance

20-ZN-2002: Master Plan for One Scottsdale

20-ZN-2002#3: Amendment to Planning Unit II within the One Scottsdale Master plan to allow building height up to 90 feet, a reduction in density and an increase in non-residential area

APPLICANT’S PROPOSAL

Development Information

The proposed amendment for One Scottsdale reconfigures the approved mixed-use development within Planning Unit II and III. The request includes an increase of 350 for-sale residential units, resulting in a total of 2,350 dwelling units. Concurrently, the commercial development allocation is reduced from 2,866,145 square feet to 1,494,000 square feet, reflecting a recalibrated balance within the overall One Scottsdale Master Plan.

- Existing Use: Mixed-use (residential, commercial, hotel)
- Proposed Use: Mixed-use (residential, commercial, hotel)
- Parcel Size: +/- 126-acres
- Commercial Allowed: 2,866,145 square feet
- Commercial Proposed: 1,494,000 square feet

- Density Allowed: 2,000 units
- Density Proposed: 2,350 units

ZONING DISTRICT MAP AMENDMENT IMPACT ANALYSIS

Land Use

The proposed Development Plan maintains the site’s mixed-use framework while recalibrating the overall land use distribution. Although the commercial square footage is reduced, the project continues to provide a blend of residential and non-residential uses consistent with the master planned mixed use development. The remaining commercial entitlements are sufficient to support surrounding neighborhoods with services such as retail, restaurant, hotel and office. The addition of 350 for-sale residential units, rather than a rental product, supports long-term home ownership. The amended mixed-use development plan remains consistent with the City’s General Plan and the Scottsdale Greater Airpark Character Area Plan, which designates One Scottsdale as Regional Core-Greatest Intensity. The Regional Core Development type is described as having the greatest development intensity adjacent to high-capacity transit lanes/areas that promote high scale development that encourages variable massing.

Amended Development Plan-Mixed use Core

The amended Development Plan proposes a relocation of the designated Mixed-Use Core Boundaries within the overall One Scottsdale Master Plan. Under the previously approved plan, the Mixed-Use Core was generally depicted as extending from Scottsdale Road to the west, east to 73rd Way and bounded by Henkle Way to the south. The proposed amendment redefines the Mixed-Use Core to be bounded by Scottsdale Road to the west, 73rd Steet to the east, Legacy Boulevard to the north, and Henkel Way to the south. The adjustment consolidates the core into a more centralized area, reinforcing a pedestrian-oriented activity center. The modification is intended to enhance site circulation and align the development pattern with the revised land use budget.

Amended Development Standards

The Planning Community (PC) District enables the applicant to use comparable zoning districts that allow development consistency within the Reginal Use Overlay and Mixed-Use Neighborhoods. As such, the applicant is requesting to amend the following development standards. Below is a table for comparison of development standards.

Development Standard	PRC, PC zoning 20-ZN-2002#3 (Existing)	PRC, PC zoning 20-ZN-2002#5 (Proposed)
Density	2,000 units	2,350 units

Airport Vicinity

The site is located approximately 2.25 miles northwest of the Scottsdale Airport runway and within the AC-1 Airport Influence Zone, which allows for hotel, commercial and residential uses

provided a fair disclosure statement and Avigation Easement is recorded as a condition of development or building permit approval.

PCD Findings/Criteria

Pursuant to Section 5.2104 of the Zoning Ordinance, before approval of an application for a PCD, the Planning Commission and City Council must find:

- A. That the development proposed is in substantial harmony with the General Plan and can be coordinated with existing and planned development of surrounding areas.
- The General Plan 2035 designates Scottsdale Road as a Scenic Corridor, roadways that provide significant landscaped buffer is needed between streets and adjacent land uses, where an enhanced streetscape appearance is desired, and where views to mountains and natural or man-made features will be maximized. Consistent with that designation, Scenic Corridor Easements have been dedicated in segments as development occurs. To that end, this proposal maintains the previously approved Scenic Corridor Easement along the site's full Scottsdale Road frontage, consistent with Case 20-ZN-2002.
 - The General Plan 2035 Growth Areas Element (Goal GA 3) and the GACAP Land Use Chapter (Policy LU 5.2) encourages open space area as public amenities that benefit the community. Commensurate with this vision, the applicant proposes a future public event plaza, within the "mixed-use core" portion of the development plan.
 - The site is within the General Plan 2035 Greater Airpark Growth Area, where development intensity and future growth is anticipated to be coordinated with infrastructure investment. The Greater Airpark Character Area Plan (GACAP) further supports this framework through its Development Types, with the northern portion of the site designated Type C (medium- to higher-scale development) and the southern portion designated Regional Core (appropriate for the greatest development intensity). While the request would increase residential density, the proposal maintains other established development standards and the transition framework from prior approvals. Consistent with the Growth Area emphasis on coordinated infrastructure, the applicant is expected to complete off-site improvements, including construction of signalized intersections and off-site sewer upsizing.
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
- The 2002 and 2016 entitlements provided significant regional and local transportation infrastructure improvements. The required roadway widening (Scottsdale Road), new roadways (Legacy Boulevard from Scottsdale Road to Hayden Road and the freeway frontage road from the Hayden Road interchange to the Scottsdale Road interchange), traffic signals, and internal roadways have all been developed to handle the proposed traffic for the request. The 2002 entitlements also require assistance in funding the study on how Miller Road is built and developed across the freeway corridor. In addition, the proposed employment and for-sale residential use for the request provides for more internal capture thereby reducing overall daily trips. The forethought and implementation of the required transportation infrastructure provides for streets and thoroughfares that are suitable to handle the anticipated traffic by the request. One Scottsdale has widened

Scottsdale Road along the entire Property's frontage for 3-lanes of travel in each direction. The traffic generated by the request is substantially less than that associated with the existing allowed development.

C. The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:

1. In the case of proposed residential development, such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.
 - The request seeks to add 350 for-sale residences to project south of Legacy Boulevard. The additional for-sale residential units create a core of housing to support the proposed employment core and retail south of Legacy Boulevard and provide for condominium use for the north Scottsdale area. The scale and density of the request are in harmony with residential communities in Grayhawk. The existing and proposed infrastructure will be able to handle the additional residential units. The request includes sidewalks, plazas, gathering places, and social interaction. One Scottsdale will have a looped trail system along its perimeter with access to other surrounding areas. Nearby parks, schools and other facilities are available to the north and east. Internal pocket parks and amenities will be provided. We have received acknowledgement by the Superintendent of the Paradise Valley Unified School District that the request will not impact the existing and future school enrollment.
2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.
 - The request may attract a research type user or an office user with a research component. Illume, formerly known as Dial is one such use that provides an office headquarters with an associated research facility in one building. Any research uses will be designed in the core area south of Legacy Boulevard and be designed to operate in harmony with the other planned mixture of uses within One Scottsdale.
3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.
 - The intent of the request is to create an urban, pedestrian friendly core of residential, employment, hospitality and support commercial retail and restaurant uses south of Legacy Drive. With the development of Scottsdale 101, Promenade, Scottsdale Quarter, Kierland, City North, the Mortenson project in Phoenix and other commercial center in this area of the City, One Scottsdale can no longer be planned as a major retail destination. With the planned intense and dense land uses on adjacent ASLD

properties in Phoenix and Scottsdale, the reused non-residential square footage will be in harmony with the character of the surrounding areas.

Transportation/TIMA

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project and Transportation staff accepted the TIMA dated February 2026 has been accepted. The proposed development will result in an estimated 29,321 trips generated per day, 2,283 trips (1,520 in/763 out) generated in the AM peak hour, and 2,609 trips (967 in/1,642 out) generated in the PM peak hour. This represents a decrease of 665 daily trips over the previously approved development.

Water/Sewer

The applicant provided preliminary Basis of Design reports for water and sewer, which have been accepted with notes and stipulations by the Water Resources Division. The City of Scottsdale is an Arizona Department of Water Resources designated provider with a 100 years Assured Water Supply and will supply water in accordance with City codes, ordinances, and the City's Drought Management Plan. All water and sewer infrastructure upgrades necessary to serve this project will be completed by the applicant per zoning stipulations and amended development agreement.

Fire/Police

The Public Safety Department has reviewed the application and finds that there is adequate ability to provide fire and police services for the proposed use. The nearest fire station is within 2.5 miles of the site and located at 20355 N. Pima Road. The subject site is served by Police District Foothills, Beat 19. As with any project that contributes to growth, the fire department and police department continually anticipate and evaluate resource needs for the city's budget process.

Economic Development

The One Scottsdale mixed-use development would create jobs through residential, hotel, retail, and especially office operations. The project has the potential to support the first two goals of the Economic Development Five-Year Strategic Plan: (1) Grow Scottsdale's existing industries to foster economic vitality. (2) Attract investment to diversify Scottsdale's economy.

Open Space, Trails and Scenic Corridor

A one hundred (100) foot wide average and sixty (60) foot wide minimum scenic corridor is provided along the Scottsdale Road frontage, as required by the previous zoning approvals. In addition, a minimum of twenty (20) percent of the net PRC site shall be open space. A north/south thirty (30) foot wide open space/public access easement exists along the eastern edge of Planning Unit II that contains a 6-foot-wide concrete path. Two, thirty (30) foot wide east/west open space, public access easements are also provided and located within 350 feet of the eastern property line of Planning Unit II. Additionally, the developer has constructed an 8-foot-wide concrete path and trail along the Scottsdale Road frontage.

School District

The Paradise Valley Unified School District has been notified of the proposal to serve the proposed residential density.

Housing Cost

Approval of the zoning district map amendment and development plan proposed by the applicant enables the construction of more housing and will introduce the opportunity for a mixed-use development into an existing retail/office center. In conjunction with state law, staff has considered the scope of the zoning district map amendment and development plan, as well as aspects which would affect the cost of construction. Staff has not identified any factors that would substantially impact the cost to construct housing for sale or rent.

Community Involvement

The City of Scottsdale promotes public participation in the development of the built environment and has used multiple public outreach methods. The applicant has also complied with the city's suggested best practices for public outreach. Surrounding property owners, HOA's and other interested parties were noticed via first class mail regarding the project. The distribution of this notification adhered to the City's 1,250-foot notification radius. According to the Citizen Review and Neighborhood Involvement Report, the applicant team has been communicating with neighboring property owners, businesses, and community members by telephone, and one-on-one meetings since May 2023, which includes an open house with the development team for residents of Grayhawk on November 15, 2023 hosted by the Grayhawk Community Association. An additional open house meeting was held on November 29, 2023 located at the Boys and Girls Club of Greater Scottsdale. The site and time were posted with the Early Notification Sign prior to the Open House. For additional information, please refer to the attached Citizen Review and Neighborhood Report.

Significant Updates to Development Proposal Since Initial Submittal

Since the initial submittal, the applicant has made several substantive modifications in response to staff review and community inputs. The proposed residential component has been reduced from 500 units to 350 units for sale. In addition, the applicant has committed to the installation of traffic signals at the intersections of Legacy Boulevard and 73rd Way, and Legacy Boulevard and 73rd Street. Additionally, the proposal eliminates the Planned Regional Center (PRC) land Use List that was approved in zoning case no. 20-ZN-2002 and instead applies the City's current PRC land use regulations.

Community Impact

The proposed amendment to One Scottsdale reduces the approved commercial square footage by 1,372,145 square feet and increases the residential component by 350 for-sale units. The reduction in commercial intensity is expected to lessen potential external impacts to surrounding neighborhoods, including traffic volumes and peak-hour congestion. The amendment does not expand the project boundary beyond what was previously approved and remains consistent with the mixed-use character of the site.

Policy Implications

The reduction in commercial intensity is anticipated to decrease overall traffic generation compared to the previously approved land use allocations. Although the residential component increases, for-sale units generally generate less intensive peak demand than commercial uses. The revised land use budget represents a shift between land use categories rather than an expansion of the project boundaries, and the city infrastructure associated with the reallocation of land uses will continue to be evaluated for compliance with applicable infrastructure and service requirements through subsequent review processes.

STAFF RECOMMENDATION

Recommended Approach:

Staff recommends that the Planning Commission find that the Planned Community Development criteria have been met, and determine that the proposed zoning district map amendment and development plan are consistent and conforms with the adopted General Plan, and the Greater Airpark Character Area Plan and make a recommendation to City Council for approval per the attached stipulations.

RESPONSIBLE DEPARTMENTS

Planning and Development Services

Current Planning Services
Long Range Planning
Traffic Engineering
Water Resources
Fire and Life Safety
Plan Review

Economic Development and Tourism

Business Development

STAFF CONTACT

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APPROVED BY



Meredith Tessier, Senior Planner
Report Author

02/27/2026

Date



Tim Curtis, AICP, Current Planning Director
Planning Commission Liaison
Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

3/18/2026

Date



Erin Perreault, AICP, Sr. Director/Zoning Administrator
Planning & Development Services
Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

3/18/2026

Date

ATTACHMENTS

1. Context Aerial
- 1A. Aerial Close-Up
2. Draft Ordinance No. 4703
 - Exhibit 1: Zoning Map
 - Exhibit 2: Updated Stacked 40s Land Use Budget
 - Exhibit 3: Stipulations
3. Draft Resolution No. 13620
 - Exhibit 1: One Scottsdale Development Plan
 - Updated One Scottsdale Schedule A1-Land use and Circulation Plan
 - Updated One Scottsdale Schedule C-Land Use Budget
 - Updated One Scottsdale Schedule F-Circulation Plan
 - Updated One Scottsdale Schedule G-Open Space Plan
 - Updated One Scottsdale Schedule I-PRC Amended Development Standards
4. Resolution No. 13621(Placeholder for CC)
 - Exhibit 1: Contract No. 2026-041-COS
5. Applicant's Narrative
6. Conceptual Site Plan
7. Case No. 20-ZN-2002#3 One Scottsdale Land use and Circulation Plan (For Reference)
8. Legislative Draft 20-ZN-2002 Zoning Stipulations (For Reference)
9. Legislative Draft 20-ZN-2002#3 Zoning Stipulations (For Reference)
10. Existing General Plan

11. Greater Airpark Character Area Plan
12. Traffic Impact Summary
13. Community Involvement Report
14. Correspondence
15. City Notification Map



Context Aerial

ATTACHMENT 1

20-ZN-2002#5



Close-up Aerial

ATTACHMENT 1A

20-ZN-2002#5

ORDINANCE NO. 4703

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, AMENDING ORDINANCE NO. 455, THE ZONING ORDINANCE OF THE CITY OF SCOTTSDALE, BY AND FOR THE PURPOSE OF CHANGING THE ZONING ON THE "DISTRICT MAP" TO ZONING APPROVED IN CASE NO. 20-ZN-2002#5 TO AMEND THE EXISTING PLANNED COMMUNITY DISTRICT (P-C) WITH COMPARABLE PLANNED REGIONAL CENTER (PRC) ZONING FOR THE PURPOSE OF AMENDING USE REGULATIONS, INCLUDING AMENDMENTS TO THE ONE SCOTTSDALE AMENDED DEVELOPMENT STANDARDS (DENSITY), AND DEVELOPMENT PLAN AND LAND USE BUDGET FOR A MIXED-USE DEVELOPMENT, INCLUDING RESIDENTIAL, COMMERCIAL, AND HOTEL, ALL ON A +/- 126-ACRE SITE LOCATED AT 7355 N. THOMPSON PEAK PARKWAY, 7340 E. LEGACY BOULEVARD, 7245 E. THOMPSON PEAK PARKWAY, 2059 N. SCOTTSDALE ROAD, 20103 N. SCOTTSDALE ROAD, 20001 N. SCOTTSDALE ROAD, 19730 N. 73RD STREET, 19641 N. SCOTTSDALE ROAD, 19623 N. SCOTTSDALE ROAD, 19605 N. SCOTTSDALE ROAD, 19552 N. 73RD STREET, 7395 E. LEGACY BOULEVARD, 19355 N. 73RD WAY, 7370 E. HENKEL WAY, 18920 N. 74TH STREET, 7221 E. LEGACY BOULEVARD, 19360 N. 73RD WAY, 19194 N. 73RD WAY, 19001 N. SCOTTSDALE ROAD, APN: 215-05-005B, 19601 N. SCOTTSDALE ROAD, APN: 215-05-001A, AND 19190 N. 72ND WAY.

WHEREAS, the Planning Commission held a hearing on March 25, 2026; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance No. 4703 on the cost to construct housing for sale or rent; and

WHEREAS, The Planning Commission has made findings in conformance with the requirements of the PCD district and the City Council also finds:

- A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.
- B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.
- C. The Planning Commission and City Council shall find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:

1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population.

2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.

DRAFT-ATTACHMENT 2

Ordinance No. 4703

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3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

WHEREAS, the City Council finds that the proposed development is in substantial harmony with the General Plan of the City of Scottsdale and will be coordinated with existing and planned development; and

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 20-ZN-2002#5.

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Scottsdale, as follows:

Section 1. That the "District Map" adopted as a part of the Zoning Ordinance of the City of Scottsdale, showing the zoning district boundaries, is amended by amending the existing Planning Community District (P-C) with comparable Planned Regional Center (PRC) zoning for the purpose of amending Use Regulations, including amendments to the One Scottsdale Amended Development Standards (Density), and Development Plan and Land Use Budget for a mixed-use development, including residential, commercial, and hotel, all on a +/- 126-acre site located at 7355 N. Thompson Peak Parkway, 7340 E. Legacy Boulevard, 7245 E. Thompson Peak Parkway, 2059 N. Scottsdale Road, 20103 N. Scottsdale Road, 20001 N. Scottsdale Road, 19730 N. 73rd Street, 19641 N. Scottsdale Road, 19623 N. Scottsdale Road, 19605 N. Scottsdale Road, 19552 N. 73rd Street, 7395 E. Legacy Boulevard, 19355 N. 73rd Way, 7370 E. Henkel Way, 18920 N. 74th Street, 7221 E. Legacy Boulevard, 19360 N. 73rd Way, 19194 N. 73rd Way, 19001 N. Scottsdale Road, APN: 215-05-005B, 19601 N. Scottsdale Road, APN: 215-05-001A, and 19190 N. 72nd Way and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, and by revising the "One Scottsdale Development (Stacked 40s) Plan," said revisions are incorporated into the One Scottsdale Development Plan, amending and adopting the One Scottsdale Land Use Budget established in 20-ZN-2002 and 20-ZN-2002#3 attached as **Exhibit 2**, incorporated herein by reference and adopting that certain document entitled "One Scottsdale Development Plan", declared as public record by Resolution No. 13619 which is incorporated into this ordinance by reference as if fully set forth herein.

Section 2. That the above rezoning approval is conditioned upon compliance with all stipulations attached hereto as **Exhibit 2** and the height limits depicted on **Exhibit 3** incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2026.

ATTEST:

CITY OF SCOTTSDALE, an Arizona
municipal corporation

By: _____
Ben Lane

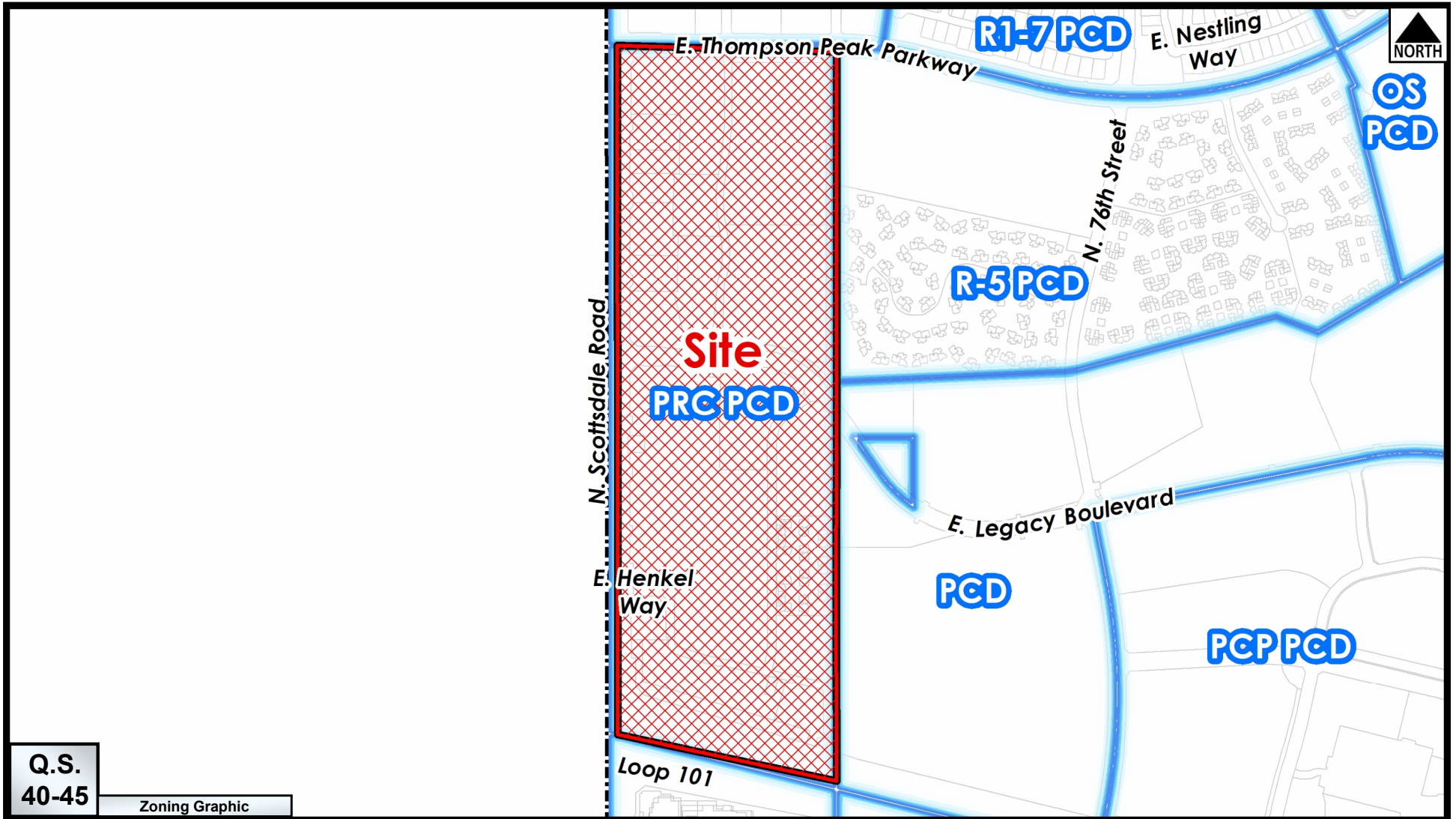
By: _____
Lisa Borowsky

City Clerk

Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: _____
Luis E. Santaella, Interim City Attorney
By: Joe Padilla, Deputy City Attorney



Existing Zoning

Ordinance No. 4703
Exhibit 1
Page 1 of 1

20-ZN-2002#5

SCHEDULE C

STACKED 40s LAND USE BUDGET

CATEGORY	ZONING	PERMITTED USES WITHIN PLANNING UNITS			TOTAL ALLOWED
		I ²	II	III	
Automotive dealership	C-4 PCD	•			Per the C-4 amended development standards
Residential ¹	PRC PCD		•	•	2,000 <u>2,350</u> units
Commercial/Retail/Office ³	PRC PCD		•	•	2,866,145 <u>1,494,000</u> sf
Hotel ²	PRC PCD		•	•	400 rooms

Notes:

1. A maximum of 750 residential units shall be allowed in Planning Unit III (north of Center Drive); Residential Density within "Area C" as depicted on Schedule E (Allowable Building Heights) shall be limited to R-5 density. As of the date of the approval of 20-ZN-2002#3, 710 residential units have been developed in Planning Unit III, leaving a maximum of 40 additional residential units to be developed in Planning Unit III and a total of 1250 residential units in Planning Unit H. Residential units not assigned in Planning Unit III are allowed in Planning Unit II. Per 2016 approval a minimum of 180 residential units must be "for sale" units. Per 2026 approval all additional 350 units must be "for sale" units. Collectively a minimum of 530 units must be "for sale" units.
2. Notwithstanding the total allowed hotel rooms per Schedule C above, up to 130 "additional" hotel rooms may be provided when the allowable commercial/retail/office square feet is reduced by 1,000 square feet for each "additional" hotel room over the total allowed hotel rooms.
2. The Trigger Event for the C-4 Development Option has occurred, per the WRITTEN NOTICE OF TRIGGER EVENT, dated 13th day of May, 2004 (Maricopa County Recorder document number: 2004-0541668 05/14/04 16:35).
3. As of the date of approval of ZN 20-ZN-2002#3, 475,000 square feet of commercial/retail/office has been allocated to APN 215-05-005 ("Dial Corporation") leaving a balance of 2,391,145 square feet of commercial/retail/office to be developed in Planning Units II & III.

Amended ~~June 2016~~ February 2026

Stipulations for the Zoning Application:

One Scottsdale

Case 20-ZN-2002#5

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

GOVERNANCE:

1. GOVERNANCE. The following stipulations supersede the stipulations outlined in zoning cases 20-ZN-2002 and 20-ZN-2002#3.

SITE DESIGN

2. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the following Development Plans:
 - a. Development Plan of case No. 20-ZN-2002, and incorporated into these stipulations and ordinance by reference as if fully set forth herein.
 - b. "One Scottsdale Amended Development Plan" which is on file with the City Clerk and made a public record by Resolution No. 10409, and incorporated into these stipulations and ordinance by reference as if fully set forth herein.
 - c. "One Scottsdale Development Plan" which is on file with the City Clerk and made a public record by Resolution No. 13619, and incorporated into these stipulations and ordinance by reference as if fully set forth herein.

Where there is a conflict between development plans, the most recent shall prevail.

Any proposed significant change to the Development Plan, as determined by the Zoning Administrator, shall be subject to additional action and public hearings before the Planning Commission and City Council. Where there is a conflict between the Development Plan and these stipulations, these stipulations shall prevail.

3. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Development shall conform with the amended development standards that are included as part of the "One Scottsdale Development Plan". Any change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council.
4. CONFORMANCE TO DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement, Contract No. 2026-041-COS (Resolution No. 13621). Any change to the Development Agreement shall be subject to City Council approval.
5. MAXIMUM DWELLING UNITS – DENSITY. Maximum dwelling units shall not exceed 2,350 dwelling units as set forth in the Development Plan for Planning Units II and III.
6. SOUND ATTENUATION MEASURES. Residential buildings having a height greater than sixty (60) feet located within Planning Unit II shall be constructed with noise attenuation measures to reduce interior to exterior noise by at least 25 decibels, per the noise attenuation measures set forth in section 4.00 of Appendix F of the FAA part 150 noise compatibility study. With the

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final plans submittal, the developer shall submit plans and documentation showing conformance with the noise attenuation measures.

7. PROTECTION OF ARCHAEOLOGICAL RESOURCES. Any development on the property is subject to the requirements of Scottsdale Revised Code, Chapter 46, Article VI, Protection of Archaeological Resources, Section 46-134 - Discoveries of archaeological resources during construction.

DEDICATIONS

8. LOCAL RESIDENTIAL PRIVATE STREETS. All local residential private streets shall be contained within a subdivision tract of land and dedications to the property owners association consisting of property owners within the subdivision of the development project.
9. SUBDIVISION TRACTS, PRIVATE STREETS, MAINTENANCE, AND LIABILITY. A property owners association consisting of property owners within the subdivision of the development project shall own and be responsible for all maintenance and liabilities of all subdivision tracts, private streets and related infrastructure.
10. AVIGATION EASEMENT. With the Development Review application, the property owner shall dedicate an Avigation Easement to the City of Scottsdale, in a form acceptable to the City Attorney, or designee.

INFRASTRUCTURE

11. STANDARDS OF IMPROVEMENTS. All improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, water, wastewater, etc.) shall be constructed in accordance with the applicable City of Scottsdale Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, the Design Standards and Policies Manual (DSPM), and all other applicable city codes and policies.
12. CIRCULATION IMPROVEMENTS. The property owner shall submit and obtain approval of construction documents to construct the following improvements:
 - a) TRAFFIC SIGNAL CONSTRUCTION.
 - i. N 73RD WAY and E LEGACY BOULEVARD. Prior to issuance of any permit for a development project on the southwest corner of N 73rd Way and E Legacy Blvd the master developer shall, no later than January 1st, 2027, submit and obtain approval of construction documents to construct a signalized intersection at N 73rd Way and E Legacy Blvd.
 - ii. N 73RD STREET and E LEGACY BOULEVARD. Prior to either the issuance of any permit for a development project on, or the recordation of a land division plat for, the southwest corner of N 73rd Street and E Legacy Blvd, the master developer shall, no later than January 31st 2028, submit and obtain approval of construction documents to construct a signalized intersection at N 73rd Street and E Legacy Blvd.

13. WATER AND WASTEWATER IMPROVEMENTS.

- i. Prior to the approval of any development project site plan, the owner or developer shall submit and receive approval of final basis of water and wastewater design reports.
- ii. With the submittal of a development project, the owner or developer shall submit and obtain approval of all on-site water and wastewater infrastructure improvements, including any new public water system, public sewer system, service lines, connection, fire-hydrants, and man-holes, necessary to serve the development and in accordance with city approved final basis of design water and wastewater reports.

14. WATER IMPROVEMENT COORDINATION. No certificate of occupancy shall be granted for any portion of One Scottsdale prior to the city's completion (defined as construction completion and accepted by the city and Maricopa County Environmental Services Department per Scottsdale Revised Code Section 48-103) of the following improvements once the summation of all average daily water demand for each permit issued within One Scottsdale reaches 1,600 gpm, or with its approval would exceed 1,600 gpm, as tracked by owner or developer and determined accurate within city approved final basis of design reports:

- i. The 36-inch diameter water transmission main between city Booster Pump Station 55A (water campus) and Hayden Road.
- ii. The city Booster Pump Station 55A (water campus) capacity upgrades

However, if the updated Water Master Plan with revised hydraulic analysis conducted with concurrent fire hydrant flow test confirms no restrictions on water flow and pressure, this Stipulation will not be applicable and will not be enforced.

15. WELL SITE 33. The developer or owner shall retain a consultant from the city's preferred list to conduct a condition assessment of the structural stability of the city's Well Site 33, located adjacent to One Scottsdale, to include assessment of the well site shoring system . The developer or owner shall design any corrective measures reported necessary within condition assessment to ensure the long-term structural stability of Well Site 33. Within six (6) months of zoning approval, the owner or developer shall submit the condition assessment report and rehabilitation design to the city for its approval. Within two (2) years of zoning approval, the owner or developer shall implement the approved plan.

16. WASTEWATER LINE. N SCOTTSDALE ROAD.

- i. The owner or developer shall submit and receive approval of a final basis of design report for sewer line improvements, eighteen (18) inch minimum, within Scottsdale Road between Scottsdale manholes # 9 to #7 (south of E Henkel Way to north of E Mayo Boulevard, approximately twelve hundred (1,200) lineal feet).
- ii. The property owner or developer shall submit and obtain approval of construction documents to construct the N Scottsdale Road sewer improvements in conformance with the city approved final basis of design report, eighteen (18) inch minimum, between Scottsdale manholes # 9 to # 7 (south of E Henkel Way to north of E Mayo Boulevard, approximately twelve hundred (1,200) lineal feet).
- iii. Owner or developer shall be responsible for permitting any portions of the N Scottsdale Road sewer improvements contained within Arizona Department of

Transportation right-of-way with the Arizona Department of Transportation prior to city's permit approval of same.

17. FIRE HYDRANT. The property owner shall provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.
18. BACKFLOW PREVENTION SYSTEMS. The property owner or developer shall provide and locate backflow prevention systems outside city right-of-way and immediately downstream and adjacent to its serving water meter.
19. STREET CUT SURCHARGE FEE. In lieu of any assessable street cut surcharge fees associated with N. Scottsdale Road sewer improvements, the owner or developer shall replace pavement surface in kind by milling and overlaying the lane or lanes impacted by infrastructure construction, full width/s, for the length of infrastructure construction plus twenty (20) feet at its commencement and another twenty (20) feet at its conclusion, minimum.

REPORTS AND STUDIES

20. FAA DETERMINATION. With the Development Review Application, the property owner shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of those structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.
21. HEIGHT ANALYSIS. The owner of new development (and natural growth and construction equipment associated with new development), to be located within the twenty-thousand-foot radius of the Scottsdale Airport, that penetrates the 100:1 slope from the nearest point of the runway shall submit to the FAA the appropriate forms for FAA review. See FAA Form 7460-1. Before final plan approval, the owner shall submit the FAA response to FAA Form 7460-1.
22. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. With the Development Review Application submittal, the property owner shall provide a copy of the noise disclosure notice that will be provided to occupants, potential homeowners, employees and/or students that will be located at the development project in a form acceptable to the Scottsdale Aviation Director.
23. FAIR DISCLOSURE. Pursuant to the FAA Part 150 Noise Compatibility Study, each owner of property located in the areas labeled AC-1, AC-2 and AC-3 shown on Figure 1, Airport Influence Area, shall make fair disclosure to each purchaser. If a development is subject to Covenants, Conditions and Restrictions (CC&Rs), the owner shall include the disclosure in the CC&Rs.

MASTER PLANS

24. MASTER INFRASTRUCTURE PLANS. Master Plans are approved. Any major variation from the approved Master Plans will require an update to the Master Plans. The property owner shall have each Master Infrastructure Plan specified below prepared by a registered engineer licensed to practice in Arizona, and in accordance with the Design Standards and Policies Manual. Each Master Infrastructure Plan shall be accepted by city staff before any Development Review submittal. Each Master Infrastructure Plan shall include a complete description of project phasing, identifying the timing and parties responsible for construction.
 - A. Master Drainage Systems Plan: The Master Drainage System plan shall establish the baseline drainage criteria for the approved One Scottsdale Rezoning development and shall include, at a minimum:

- a. Project-Specific Drainage Report. Development of parcels within One Scottsdale shall submit a drainage memo/technical memorandum to analyze the proposed site improvements and demonstrate conformance with the approved Master Drainage Plan Report.
- b. Waiver Validation and Required Mitigation. The drainage report shall confirm that the new development does not cause the required storage volume (100 year, 2 hours) to exceed the previously waived capacity.
- c. Downstream Capacity and Impacts. The developer shall confirm that post-development peak discharge (100 year, 6 hours) does not exceed the 600 cfs capacity of the regional channel and does not create adverse impacts to adjacent properties.
- d. ADOT Coordination. If post-development flows exceed the conditions evaluated under the 2012 waiver, the developer shall coordinate with ADOT and provide written concurrence to the City prior to approval of improvement plans.
- e. Safe Conveyance. The developer shall ensure that historical flow patterns are maintained and that runoff is safely conveyed to the regional drainage facility terminating at the north side of the Central Arizona Project canal.

Note: If conditions in items b and c above are met, requirements in items d and e do not apply.

APPLICABILITY

25. REFERENCE DOCUMENTS. The development of the Property shall be consistent with the following schedules:

Schedule A.-Land use and circulation map
Schedule B- Zoning Map
Schedule C-Land Use Budget
Schedule D- Planning Unit Plan
Schedule E- Allowable Building Heights
Schedule F- Circulation Plan and Street Cross-Sections
Schedule G- Open Space Plan
Schedule I- PRC amended development standards

26. SEQUENCE OF STIPULATION PERFORMANCE. Stipulations included in the Rezoning concern the planning required for the design and construction of the infrastructure necessary to serve the Property as it is developed.

- A. MASTER PLANS. Master Plans are approved. Any major variation from the approved Master Plans will require an update to the Master Plans. Any proposed deviation from an approved master plan shall require review and approval by City staff. Master Plans for individual Planning Units II and III must be completed by the Master Developer prior to the City approval of subdivision plats, site plans requiring Development Review approval and building permits within the Planning Unit. Master Plans may address one or more than one Planning Unit.

- B. DEVELOPMENT SITE PLANNING. The developer shall complete a detailed site plan for individual development sites, as required by the City's zoning and development regulations, prior to the City approval of subdivision plats, site plans requiring Development Review approval and building permits for individual development sites.
 - C. TIMING OF DEDICATION AND INFRASTRUCTURE IMPROVEMENTS. Generally, the dedication of public rights-of-way, easements for water, wastewater, drainage improvements and public utilities infrastructure, and the construction of public improvements and infrastructure will occur contemporaneously with the development of the site such improvements are intended to serve. However, the alignment and right-of-way for certain roadway improvements must be identified, and in some cases dedicated and improved, earlier in the development sequence. Such improvements are identified in these Stipulations, or as set forth in a development agreement between the City and the Master Developer.
27. MASTER PLANS GENERALLY. Master Plans are approved. Any major variation from the approved Master Plans will require an update to the Master Plans. The Master Developer shall have each master plan specified below prepared by a registered practitioner in Arizona. Each of these master plans shall be subject to Planning and Development Services General Manager (or equivalent), or designee, approval before any Development Review application, except where specifically addressed below.
- A. Master Transportation Plans
 - 1. Circulation Plan
 - 2. Parking Plan
 - 3. Bicycle Circulation Plan
 - 4. Pedestrian and Trails Circulation Plan
 - B. Master Drainage Plan
 - C. Master Water Plan
 - D. Master Wastewater Plan

A. MASTER TRANSPORTATION PLANS

- 1. CIRCULATION PLAN. Master Plans are approved. Any major variation from the approved Master Plans will require an update to the Master Plans. A Circulation Plan (Chapter 5-1.1100 of DSPM 20118) shall be prepared by a registered professional engineer (civil) who is licensed in the State of Arizona. The Circulation Plan shall be in accordance with the City's design procedures and criteria, as amended by the Circulation Plan and Street Cross-Sections set forth in Schedule F. The Circulation Plan shall include at a minimum the following components:
 - 1. Roadway plans showing existing and proposed regional and local roadway network and any existing daily and peak hour traffic volumes.
 - 2. Trip generation, distribution and assignment of proposed project trips to the roadway system.
 - 3. Access considerations including driveway locations, proposed median break locations, vehicle storage lengths, any required auxiliary lanes to accommodate site generate trips. Appropriate signing, striping and streetlighting for safe egress and ingress movements shall be included for major intersections.
 - 4. Traffic signal warrant analysis at any location where a traffic signal is proposed before or immediately after construction.

5. Conceptual intersection lane configurations based on total PM and AM peak hour volumes with the proposed development.
6. Plans for phasing the improvements or plans for interim improvements necessary to accommodate the site development and ties into other planned construction improvements within or adjacent to the Planning Unit(s) included in the Master Transportation Plan.
7. Proposed street cross-sections and associated right-of-way dedications for any streets that do not conform to the Street Cross-Sections set forth in Schedule F.
8. Access consideration to adjacent property.

B. MASTER DRAINAGE PLAN

1. MASTER DRAINAGE PLAN. Master Plans are approved. Any major variation from the approved Master Plans will require an update to the Master Plan. A Master Drainage Plan shall be prepared in accordance with the City's design procedures and criteria by a registered engineer who is licensed in the State of Arizona. The Master Drainage Plan Report conforming to the items below has previously been approved by the City of Scottsdale. Any major updates required to the approved Master Drainage Plan Report shall include:
 - a. Maps showing watersheds draining onto and through the Planning Unit, with estimates of peak flows for 10, 50, and 100-year flood events at concentration points entering the Planning Unit
 - b. Estimated peak flows and volumes of on-site runoff at concentration points exiting the Planning Unit for both developed and undeveloped conditions for the 10, 50, and 100-year flood events
 - c. Maps showing current FEMA special flood hazard areas and flood insurance zones, including depths and velocities
 - d. Location and estimated size of all proposed drainage facilities, including culverts, detention basins, channels, etc.
 - e. A map that delineates the drainage area that will be served by each detention basin
 - f. Estimated peak flow from all drainage basins upstream of the proposed development, which may flow through the onsite system, shall be assessed for impacts to the entire system.
2. MASTER DRAINAGE REPORT APPROVAL. Before the improvement plan submittal to the Plan Review and Permit Services Division, the Master Developer shall have obtained approval of the Master Drainage Plan.

C. MASTER WATER PLAN

1. MASTER WATER PLAN. Master Plans were approved in 2016. The variation in the proposed development will require an update to the Master Plans. A Master Water Plan shall be prepared in accordance with the City's design procedures and criteria by a registered engineer who is licensed in the State of Arizona. The report and plan shall conform to the latest version of City of Scottsdale Design Standards and Policies Manual (DSPM) Chapter 6.

All subsequent development plans shall conform to the approved master plans. Any proposed deviation from an approved master plan shall require review and approval by City staff. Existing infrastructure shall not be required to meet latest version of DSPM requirements. The Master Water Plan shall incorporate:

- a. A description of water system requirements for the Planning Units and the phasing of such requirements.
- b. A discussion of the timing of and parties responsible for construction of all water facilities.
- c. The conceptual location and size of all necessary water system components, including both on and off-site lines, pump stations and storage facilities needed to serve the development, and an analysis of the impact of the proposed development on the existing system with water demand generation factors based upon land use.
- d. A flow and pressure analysis of the proposed system with concurrent fire hydrant flow tests that includes a simulation of the system operation for each pressure zone within the development using a computer model with average day demands, maximum day demands with estimated required fire flow and any requirements to meet the then current City standards, maximum day demands with reservoir tanks closed, and peak hour demands.

2. MASTER WATER PLAN. Master Plans were approved in 2016. The variation in the proposed development will require an update to the Master Plans. Within three (3) months of zoning approval, the owner or developer shall submit to the city for its review and approval the Master Water Plan updated with concurrent or simultaneous fire hydrant flow test based hydraulic modeling and in conformance with city written standards.

3. MASTER WATER PLAN APPROVAL. Master Plans were approved in 2016. The variation in the proposed development will require an update to the Master Plans. Before the application of any basis of design reports to the Plan Review and Permit Services Division, the Master Developer shall have obtained approval from the City Water Resources Department of the Master Water Plan.

4. MASTER WATER PLAN IMPROVEMENTS. Within six (6) months of the city's approval of the updated Water Master Plan, the owner or developer shall submit and obtain approval of all on-site and off-site water infrastructure improvements (except the city's Booster Pump Station 55A and associated 36-inch transmission main improvements) necessary to serve the development. Within two (2) years of the city's approval of the updated Water Master Plan, the owner or developer shall have implemented it. However, if the updated Water Master Plan with revised hydraulic analysis conducted with concurrent fire hydrant flow test confirms no restrictions on water flow and pressure, this Stipulation will not be applicable and will not be enforced.

D. MASTER WASTEWATER PLAN

1. MASTER WASTEWATER PLAN. 2016 Master Plans are approved. Any variation from the Ordinance No. 4703

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approved Master Plans will require an update to the Master Plans. The Master Wastewater Plan shall conform to the latest version of City of Scottsdale Design Standards and Policies Manual (DSPM), Chapter 7. Existing infrastructure shall not be required to meet latest version of DSPM requirements. All subsequent development plans shall conform to the approved master plans. Any major updates to the approved Master Wastewater Plan shall include:

- a. A description of the wastewater system requirements for the Planning Units and the phasing of such requirements.
- b. A discussion of the timing of and parties responsible for construction of all wastewater facilities.
- c. The conceptual location, size, type and capacity of the necessary wastewater collection, transmission, and treatment system components needed to *serve* the Planning Units, and an analysis of the impact of the proposed development on the existing on-site and off-site sewer system with wastewater demand generation factors based upon land use.
- d. The calculations necessary to substantiate the selection of the size, type, and capacity of the wastewater transmission and treatment facilities.
- e. Compliance with the adopted City's Integrated Water Resources Master Plan for the respective area.
- f. Estimated peak flow from all contributions upstream of the proposed development that may flow through the on-site system shall be assessed for impacts to the entire system.

29. PLANNING / DEVELOPMENT

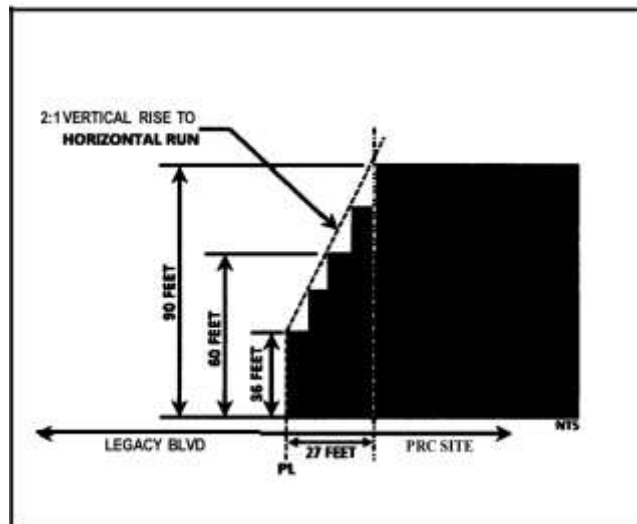
A. LAND USE BUDGET

1. The Master Developer shall approve each developer's distribution request before the developer may submit an application for Development Review.
2. The developer shall provide a copy of the Master Developer approved distribution request with any application for Development Review. The distribution request shall indicate the number of dwelling units, hotel rooms and/or gross floor area included in the Development Review application.
3. Maximum land use density and intensity shall be consistent with the Land Use Budget.
4. With each Development Review application, the developer shall include a revised Land Use Budget Accounting Table indicating the number of dwelling units, hotel rooms and/or gross floor area for the subject Development Review application as well as the total number of dwelling units, hotel rooms and/or gross floor area remaining for the overall site. The updated Land Use Budget Accounting Table shall be kept in the City's files.

B. MASTER DEVELOPMENT PLAN. Before any Development Review application within either Planning Unit II or III, the developer shall submit a Master Development Plan which includes site plan(s), general dimensions of setbacks, cross sections, and standard details for the following items:

1. Open Space and Buffering
 2. Building Height
 3. Setbacks
 4. Lighting
 5. Landscaping
 6. Drive-thrus, Loading and Refuse Areas
 7. Walls
30. SCENIC CORRIDORS. The scenic corridor width along Scottsdale Road shall be a minimum of sixty (60) feet, and an average of one hundred (100) feet, as measured from the back of curb. the landscape palette, the planting density, and other design elements within the scenic corridor shall be subject to the approval of development review. The scenic corridor easement shall be shown on the final plat, or site plan, and be dedicated to the City before final plan approval.
31. LANDSCAPE BUFFERS. The landscape buffer along the south side of Thompson Peak Parkway shall be a minimum of thirty (30) feet, and an average of forty (40) feet, as measured from back of curb.
32. CITY SERVICES. The developer shall provide office space with designated parking for a public safety services center. The total gross floor area of the space shall not be larger than one thousand two hundred (1,200) square feet. The final location and size of this space shall be determined through a collaborative process involving the developer and the respective City departments and shall be identified in the Master Development Plan for Planning Unit II.
33. BUILDING HEIGHT. Building height for the Property shall conform to the building heights shown on the Allowable Building Heights graphic set forth at Schedule E. Additionally, and in order to provide consistency in the height of Buildings constructed on the north and south sides of Thompson Peak Parkway, structures within the cross hatched areas of Zones B and C on the Allowable Building Heights graphic shall not penetrate an elevation of 1710. 8'. in addition, within that portion of area a north a north of center drive as depicted on Schedule E, structures shall not penetrate and elevation of 1715' maximum elevations referenced in this stipulation shall be based on city of Scottsdale datum.
34. BUILDING HEIGHT LIMITATIONS . No building shall exceed ninety (90) feet in height, forty-five (45) feet in height and thirty-six (36) feet in height, respectively, as measured from the finished floor elevation and as set forth on the Allowable Building Heights Map attached as part of the "One Scottsdale Amended Development Plan". Chimneys, cooling towers, elevator bulkheads and necessary mechanical appurtenances and the screening required for said appurtenances provided that both the appurtenances and the screening therefore do not cover more than fifty (50) percent of the roof area, may be erected to a height not exceeding one hundred (100) feet above finished floor.
35. OPEN SPACE: A minimum of twenty (20) percent of the net P.R.C. site of Planning Unit II shall be provided as open space. The open space master plan shall be updated and provided with each development application for Planning Unit II.
36. PARKING STRUCTURES. All above ground parking structures within Planning Unit II shall be architecturally compatible with surrounding buildings to obscure the garage function.
37. OPEN SPACE AND PUBLIC ACCESS EASEMENTS. For developments within 350 feet of the eastern property line in Planning Unit II, the owner shall:

- a. North-South Easement:
 - i. Retain a 30-foot-wide Non-motorized Access easement including landscaping over the existing 30-foot-wide drainage easement along the east property line of Planning Unit II, running north-south to connect E. Legacy Boulevard (Center Drive) with the Loop 101 frontage road.
 - ii. Retain a public access easement over a minimum six-foot-wide concrete path within the above-mentioned 30-foot-wide open space and drainage easements running north-south to connect E. Legacy Boulevard (Center Drive) sidewalk with the Loop 101 frontage road sidewalk.
 - b. East-West Easement:
 - i. Retain two 30-foot-wide Non-motorized Access easements with landscaping or alternative vehicular and pedestrian public access easements running east-west connecting the east property line of Planning Unit II with the easternmost internal north-south street of Planning Unit II, one a minimum of 550 feet south of Legacy Boulevard (Center Drive) and one a minimum of 740 feet north of the Loop 101 frontage road or in locations as otherwise approved by City staff.
 - ii. Provide a public access easement over a minimum six-foot-wide concrete path within each of the above-mentioned 30-foot open space easements running east-west to connect with the minimum six-foot wide concrete path located within the above-mentioned 30-foot north south drainage and open space easement.
38. All buildings having a height greater than sixty (60) feet located along the south side of the E. Legacy Boulevard (Center Drive) frontage within Planning Unit II shall comply with setback and stepback requirements identified in the following diagram:



39. A majority of the parking for buildings having a height greater than sixty (60) feet located within Planning Unit II shall incorporate underground or structured parking.

40. CIRCULATION

- A. **STREET CONSTRUCTION.** At time of final plans, the developer, at its expense, shall dedicate the following rights-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual and the Master Transportation Plan. The obligations below shall be limited to right-of-way dedications and improvements adjacent to the development site such right-of-way and improvements are intended to serve. Any proposed changes to the timing of street construction are subject to the approval of the Transportation General Manager (or equivalent), or designee.

Street Name/Type	Dedications	Improvements	Notes
Internal Commercial Streets	See Schedule F		a, b, c
Internal Residential Streets	See Schedule F		a, b, c

- a. The required right-of-way shall be a dedicated tract that provides emergency and service vehicle access and provides for the installation of public utilities.
 - b. Right-of-way dedications shall include appropriate easements for all applicable drainage ways, trails, bike paths and natural area buffers. Statements identifying the responsibility for maintenance shall be included as part of the dedication.
 - c. For locations where the proposed raised medians are wider than City standards, the developer shall enter into an agreement with the City to identify the maintenance responsibilities for both the developer and City. Unless otherwise agreed to in these agreements, the developer shall be responsible for any landscape maintenance for the extra median width. The City shall not be responsible for any maintenance of medians on private streets.
41. **PEDESTRIAN ACCESS.** With each Development Review application, the developer shall submit a plan that shows pedestrian access to the commercial and recreational areas on and adjacent to the site. The plan shall be consistent with the approved Pedestrian and Trails Circulation Plan, which is a component of the Master Transportation Plans.
42. **PRIVATE STREETS.** All private streets shall be improved to full public street standards, except as modified by the Street cross-sections set forth at Schedule F. In addition, all private streets shall conform to the following requirements:
- a. No internal private streets shall be incorporated into the City's public street system at a future date unless they are constructed, inspected, maintained and approved in conformance with the City's public street standards. Before any lot is sold, the developer shall record a notice satisfactory to City staff indicating that the private streets shall not be

- maintained by the City.
- b. Before any issuance of certificate of occupancy for the site, the developer shall post access points to private streets to identify that vehicles are entering a private street system.
- c. Secured access shall be provided on private streets only. The developer shall locate security gates a minimum of 75 feet from the back of curb to the intersecting street. The developer shall provide a vehicular turn-around between the public street and the security gate.

The developer shall dedicate a public access easement over all commercial streets that are approved by city staff to be private. Public commercial streets shall not be closed to vehicular traffic without approval from the City's Transportation General Manager (or equivalent) or designee.

43. DRAINAGE AND FLOOD CONTROL

A. CONCEPTUAL DRAINAGE REPORT. With each Development Review application, the developer shall submit a conceptual drainage report and plan subject to City staff approval. The conceptual report and plan shall conform to the approved Master Drainage Plan for Planning Units II and III, as applicable, and the City's Design Standards and Policies Manual - Drainage Report Preparation. Analysis and mitigation shall be provided for any increase in runoff or identified impacts. All proposed engineering solutions shall comply with city minimum requirements and are submit to approval by city. In addition, the conceptual drainage report and plan shall:

- a. Identify all wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of all washes that exit the property.
- b. Identify the timing of and parties responsible for construction of all storm water management facilities.
- c. For each on-site drainage area, compare the historical drainage pattern and discuss the amount of stormwater storage that will be provided (full storage, pre-versus-post storage, regional storage, etc.).
- d. Determine easement dimensions necessary to accommodate design discharges.
- e. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage. Ensure no adverse impacts to downstream properties
- f. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
- g. Include a complete description of requirements relating to project phasing.

44. STORMWATER STORAGE REQUIREMENTS. On-site storm water storage is required for the full 100-year, 2-hour storm event, unless City staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.

A Stormwater Storage Waiver has been approved by the City of Scottsdale dated 1/13/2012.

45. WATER

- A. **BASIS OF DESIGN REPORT (WATER).** With each Development Review application for development within Planning Unit II or III, the developer shall submit a Water Basis of Design Report. The report shall conform to the Master Water Plan for Planning Units II and III, as applicable, and the latest version of City of Scottsdale Design Standards and Policies Manual (DSPM) Chapter 6. Existing infrastructure shall not be required to meet the latest version of the DSPM requirements. Generally, the basis of design report and plan shall incorporate:
 - a. Identify the location, size, condition, and availability of existing water lines and water related facilities such as valves, service lines, fire hydrants, etc.
 - b. Evaluate the project's water demands including fire demands, and their impact on the existing water system.
 - c. Determine the need for any upgrade and/or additional water lines and water related facilities to support the proposed development.
 - d. Conform to the City's Integrated Water Resources Master Plan.
 - e. Identify the timing of and parties responsible for construction of all water facilities.
- B. **APPROVED BASIS OF DESIGN REPORT.** Before improvement plan submittal, the developer shall have obtained approval of the Water Basis of Design Report from the City Water Resources Department.
- C. **NEW WATER FACILITIES.** Before the issuance of letters of acceptance by the Inspection Services Division for a development site, the developer shall construct all water lines and related facilities necessary to serve such development site.
- D. **WATERLINE EASEMENTS.** The developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all water easements necessary to serve such development site. Construct water lines and related facilities to serve such development site.

46. WASTEWATER

- A. **WASTEWATER LINE.** To accommodate the increased flow of wastewater to the Scottsdale Road trunk line, the frontage 15-inch sewer line along Scottsdale Road at Loop-101 (MH#9 to MH#7 - approximately twelve hundred (1,200) lineal feet) requires upsizing it to 18-inch sewer line minimum
- B. **BASIS OF DESIGN REPORT (WASTEWATER).** With each Development Review application for development within Planning Units II or III, the developer shall submit a Wastewater Basis of Design Report. The report shall conform to the Master Wastewater Plan for Planning Units II and III, as applicable, and the latest version of City of Scottsdale Design Standards and Policies Manual available from the City Water Resources Department. Existing infrastructure shall not be required to meet the latest version of the DSPM requirements. Generally, the basis of design report and plan shall incorporate:

Ordinance No. 4703

Exhibit 3

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- a. Identify the location of, size, condition, capacity and availability of existing sanitary sewer lines and wastewater-related facilities.
 - b. Evaluate the project's wastewater demands and their impact on the existing on-site and off-site wastewater system.
 - c. Determine the need for any additional wastewater lines, upsizing/upgrades and related facilities to support the proposed development.
 - d. Conform to the City's Integrated Water Resources Master Plan.
 - e. Identify the timing of and parties responsible for construction of all wastewater facilities.
47. APPROVED BASIS OF DESIGN REPORT. Before improvement plan submittal, the developer shall have obtained approval of the Wastewater Basis of Design Report from the City Water Resources Department
48. NEW WASTEWATER FACILITIES. Before the issuance of letters of acceptance by the Inspection Services Division for a development site within Planning Units II and/or III, the developer shall provide sanitary sewer lines and wastewater-related facilities to serve such development site.
49. SANITARY SEWER EASEMENTS. Before the issuance of any building permit for a development site within Planning Units II and/or III, the developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve such development site.

50. OTHER REQUIREMENTS

- A. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>. The developer shall:
 1. Submit a completed Notice of Intent (NOI) to the EPA.
 2. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit a copy of the NOI and a completed Storm Water Pollution Prevention Plan.
- B. SECTION 404 PERMITS. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.
- C. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving permit) from Maricopa County Division of Air Pollution Control. Call the county 602-506-6700 for fees and application information.

- D. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit a signed No Conflict form (not required for City-owned utilities) from every affected utility company.
- E. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and applicable chapters of the Arizona Administrative Code, Title 18, Environmental Quality. In addition:
1. Before approval of final improvement plans by the Plan Review and Permit Services Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
 2. Before commencing construction, the contractor or developer shall provide evidence to City staff that a Certificate of Approval to Construct and/or Provisional Verification of General Permit Conformance has been approved by MCESD.
 3. Before building permits are issued, the developer shall submit to the City a Certificate of Approval of Construction and/or Verification of General Permit Conformance signed by the MCESD and a copy of the as-built drawings.
 4. Before issuance of Letters of Acceptance by the City Inspection Services Division, the developer shall provide to the City a final set of as-built mylars of the improvements.

RESOLUTION NO. 13620

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, DECLARING AS A PUBLIC RECORD THAT CERTAIN DOCUMENT FILED WITH THE CITY CLERK OF THE CITY OF SCOTTSDALE AND ENTITLED "ONE SCOTTSDALE DEVELOPMENT PLAN".

WHEREAS, State Law permits cities to declare documents a public record for the purpose of incorporation into city ordinances; and

WHEREAS, the City of Scottsdale wishes to incorporate by reference amendments to the Zoning Ordinance, Ordinance No. 455, by first declaring said amendments to be a public record.

NOW, THEREFORE BE IT RESOLVED, by the Council of the City of Scottsdale, Maricopa County, Arizona, as follows:

Section 1. That certain document entitled "One Scottsdale Development Plan", attached as **Exhibit 1**, a paper and an electronic copy of which are on file in the office of the City Clerk, is hereby declared to be a public record. Said copies are ordered to remain on file with the City Clerk for public use and inspection.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2026.

CITY OF SCOTTSDALE, an
Arizona municipal corporation

ATTEST:

By: _____
Ben Lane, City Clerk

By: _____
Lisa Borowsky, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

Luis E. Santaella, Interim City Attorney
By: Joe Padilla, Deputy City Attorney



BUILDING LEGACIES SINCE 1984

One Scottsdale Development Plan

REQUEST

One Scottsdale Investors, LLC and RKCCLL Investments LLC, BDCCLL Investments LLC, CCFCLL Investments LLC and SMCCLL Investments (collectively, the “**Owners**”) are owners of portions of the One Scottsdale mixed-use development project (“**One Scottsdale**”) located at the northeast corner of Scottsdale Road and the Loop 101 freeway. The Owners have authorized Berry Riddell, Tiffany Bosco and DMB Associates, Inc. (“**Applicant**”) to process a request to amend the existing Planned Community District with comparable Planned Regional Center (“**PCD-PRC**”) zoning district. The request is to update Schedule “C” which is the approved Land Use Budget (“**LUB**”) to add 350 additional for-sale only residential units and to decrease non-residential square footage by 1,372,145 square feet on the portion of One Scottsdale south of Legacy Boulevard (“**Request**”). The goal is to ‘right size’ the approved residential and commercial entitlements to create the critical mass necessary to support the future mixed-use plans for the overall project. The proposed entitlements are in conformance with the current City of Scottsdale (“**City**”) General Plan and Greater Airpark Character Area Plan (“**GACAP**”). The following narrative expands on the Request and its necessity to allow for the continued development of this mixed-use development core at one of the City’s major intersections at Scottsdale Road and the Loop 101 freeway.

ONE SCOTTSDALE

Background/History

In 2002, the City approved DMB’s request for a development proposal that would create a retail based, mixed-use core at the intersection of the Loop 101 freeway and the City’s signature roadway, Scottsdale Road. The approval created flexible zoning entitlements that allowed approximately 1.8 million square feet of commercial, office and retail uses, 400 hotel rooms and up to 1,100 residential units (“**2002 Entitlements**”). The 2002 Entitlements include requirements for master plans for water, wastewater, drainage, transportation and environmental design, all of which have been prepared and approved by the City.

One of the key components that allowed for the 2002 Entitlements was the comprehensive traffic analysis and recommendations that evolved from the zoning process. As a result, significant transportation infrastructure was required for the One Scottsdale project. Most of the required regional transportation improvements in excess of \$13 million were constructed prior to any significant development occurring within One Scottsdale and which have been in place for many years in advance of actual development. In



addition, the 2002 Entitlements allowed the City and DMB to successfully attract a significant corporate user to the site, Henkel (previously Dial Corporation and now the Illume building).

Given positive market response at that time, pre-development began on the site including significant grading, drainage and utilities to serve the Henkel building as well as major earthwork for proposed underground parking garages. In addition, the 2002 Entitlements included significant regional transportation improvements. These improvements including the widening of Scottsdale Road on the east side, new traffic signals at Scottsdale Road and Henkel's main entrance, and at the intersection of Legacy Boulevard and Scottsdale Road, construction of Legacy Boulevard, coordination of Legacy Boulevard to Hayden Road through Arizona State Land parcels and the Loop 101 Freeway frontage road from Hayden Road to Scottsdale Road and others at a cost of over \$13 million have been constructed for many years.

In 2016, the City approved an amendment to the development plan for additional non-residential and residential entitlement as well as the ability to go up to 90' in height in certain areas of PU II. As part of this approval, additional stipulations were approved including the need to potentially widen the west lane of Scottsdale Road to achieve a full 6-lane condition. Scottsdale Road has been recently widened in front of One Scottsdale achieving increased capacity along the Property's frontage.

The Illume campus in the southern portion of the property and the One North Scottsdale and Avion at Legacy residential developments in the northeastern portion of the property were the first properties to develop at One Scottsdale. Since 2021, additional properties have developed including the hotels, retail, office and residential development have occurred at One Scottsdale. The Owners have invested over \$32 million in infrastructure improvements to the site and surrounding area over the past 20+ years.



Context Photo of One Scottsdale Development Plan Area

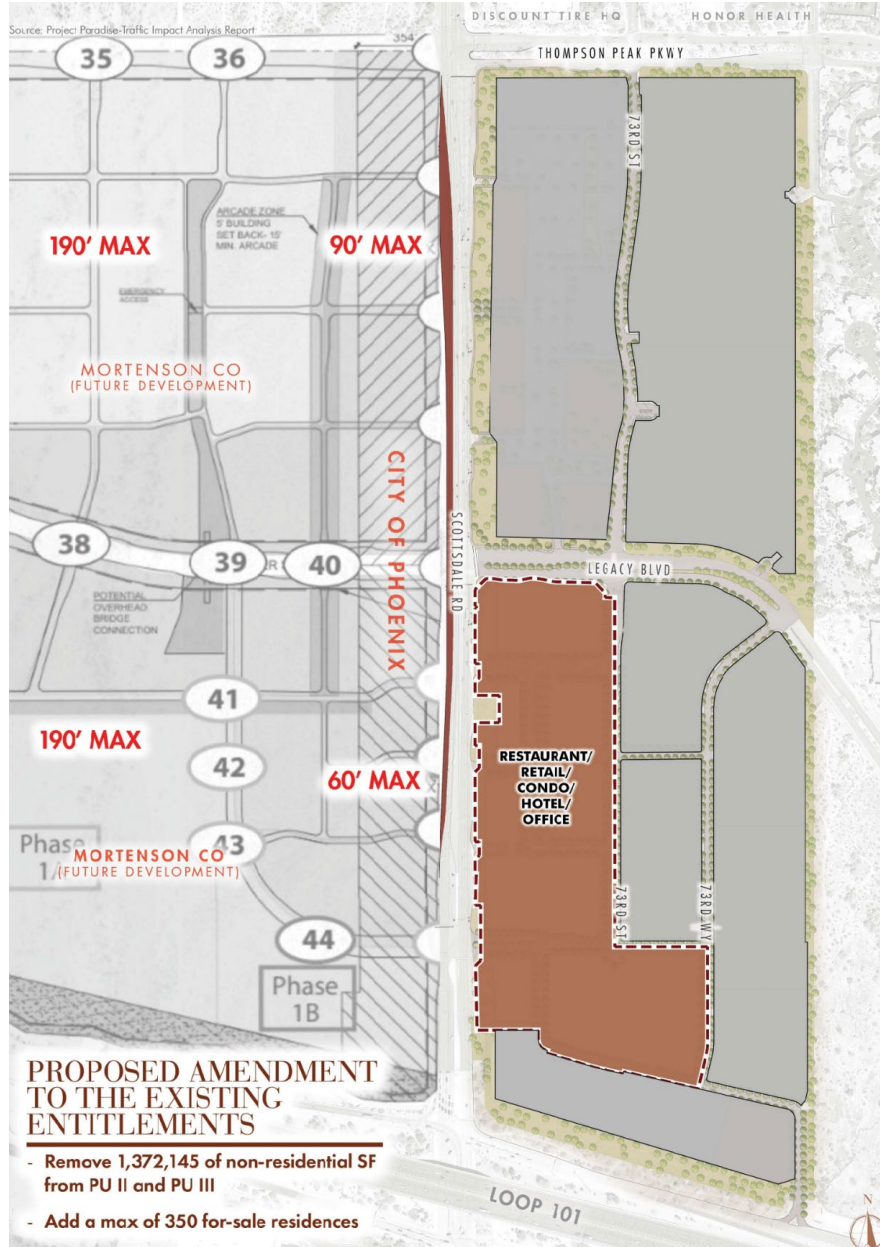


DEVELOPMENT PLAN AMENDMENT

The existing PCD-PRC zoning was originally granted in 2002 and amended in 2016 by the City. The existing entitlements created a specific set of development standards, land use mix and off-site requirements, which are utilized to guide development on the site.

The current request is to update the Project's existing zoning district (PCD-PRC) to significantly reduce the intensity of use allowed on the property and infrastructure impacts. The request continues to comply with the City's latest General Plan updates and Character Area planning efforts, including the GACAP. Due to its location at the freeway, the Character Area Plan designates One Scottsdale as a higher scale development and regional core, which allows for the greatest intensity and density.

Our request is to update the existing approved entitlements to better implement the City's current General Plan and Character Area planning efforts. In doing so, we intend to request an overall reduction in intensity resulting in a more sustainable, compatible and appropriate development for this area. The requested additional residential and reduction in commercial/office square footage within the core of Planning Unit II is also supported by the City's Character Area planning efforts and will result in less impact on City infrastructure. This includes a 31% reduction in water use, 20% reduction in wastewater use, and a 92% reduction in weekday vehicle trips and 93% reduction in am and pm peak traffic times to and from the Property. The proposed development plan amendment impacts are displayed on the below graphic.



Proposed Amendment to Development Plan Map

SUMMARY

Along with the updated Schedules that a part of this Development Plan Amendment, the Request is to update One Scottsdale's existing PRC zoning district to substantially reduce the intensity of One Scottsdale by approximately 1.3M square feet of non-residential intensity and increase the amount of housing by 350 for-sale residences. These for-sale residences can only be developed in PU II. The intent of the Request is to remove overall intensity while at the same time reducing impacts to the City's infrastructure including traffic, water use and sewer use. The changes continue to be consistent with and implement the City's current General Plan and Character Area Plan goals, policies and vision.



* MAY INCLUDE AND IS NOT LIMITED TO RESTAURANT, RETAIL, OFFICE, HOTEL, RESIDENTIAL AND NON-RESIDENTIAL USES PERMITTED PER THE LAND USE ZONING

NOTE:
Block dimensions, roadway, alley and pedestrian alignments and locations are conceptual in nature. Uses shown are conceptual and are subject to change. Final site plan subject to approval by Development Review Board.

The details and information described herein are



STACKED 40S **LAND USE AND CIRCULATION** **SCHEDULE A1**

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STACKED 40s LAND USE BUDGET

CATEGORY	ZONING	PERMITTED USES WITHIN PLANNING UNITS			TOTAL ALLOWED
		I ²	II	III	
Automotive dealership	C-4 PCD	•			Per the C-4 amended development standards
Residential ¹	PRC PCD		•	•	2,000 <u>2,350</u> units
Commercial/Retail/Office ³	PRC PCD		•	•	<u>2,866,145</u> <u>1,494,000</u> sf
Hotel ²	PRC PCD		•	•	400 rooms

Notes:

1. A maximum of 750 residential units shall be allowed in Planning Unit III (north of Center Drive); Residential Density within "Area C" as depicted on Schedule E (Allowable Building Heights) shall be limited to R-5 density. As of the date of the approval of 20-ZN-2002#3, 710 residential units have been developed in Planning Unit III, leaving a maximum of 40 additional residential units to be developed in Planning Unit III and a total of 1250 residential units in Planning Unit H. Residential units not assigned in Planning Unit III are allowed in Planning Unit II. Per 2016 approval a minimum of 180 residential units must be "for sale" units. Per 2026 approval all additional 350 units must be "for sale" units. Collectively a minimum of 530 units must be "for sale" units.
2. Notwithstanding the total allowed hotel rooms per Schedule C above, up to 130 "additional" hotel rooms may be proved when the allowable commercial/retail/office square feet is reduced by 1,000 square feet for each "additional" hotel room over the total allowed hotel rooms.
2. The Trigger Event for the C-4 Development Option has occurred, per the WRITTEN NOTICE OF TRIGGER EVENT, dated 13th day of May, 2004 (Maricopa County Recorder document number: 2004-0541668 05/14/04 16:35).
3. As of the date of approval of ZN 20-ZN-2002#3, 475,000 square feet of commercial/retail/office has been allocated to APN 215-05-005 ("Dial Corporation") leaving a balance of 2,391,145 square feet of commercial/retail/office to be developed in Planning Units II & III.

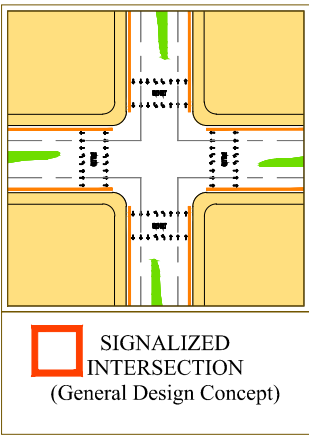
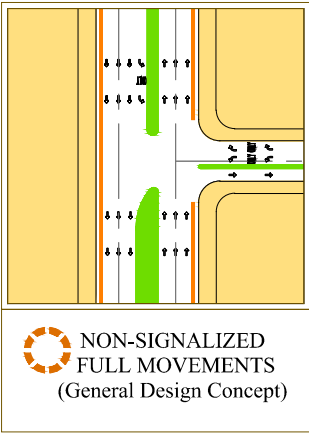
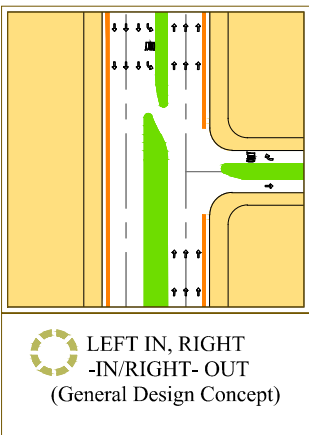
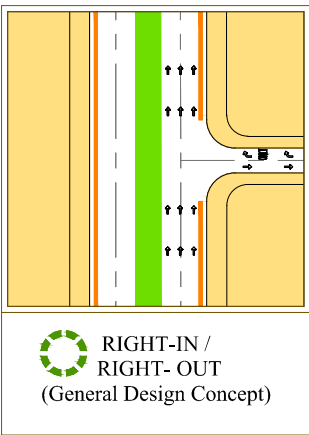
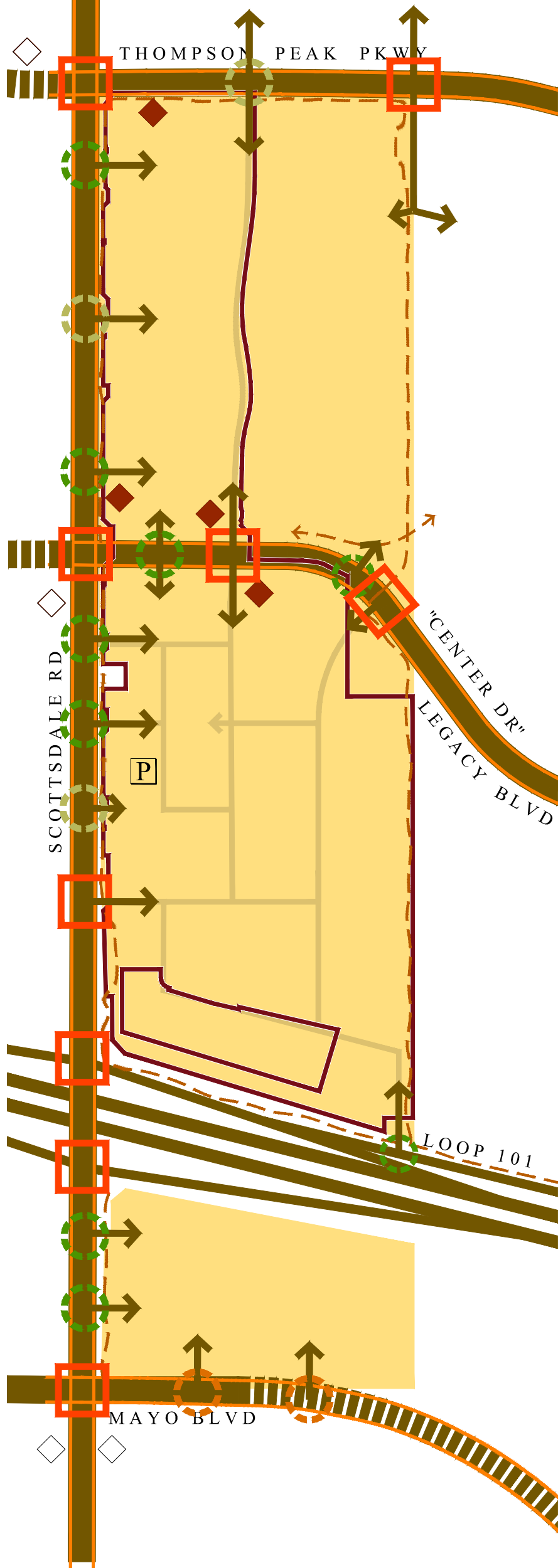
Amended ~~June 2016~~ February 2026

SCHEDULE C

Resolution No. 13620

Exhibit 1

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Areas outside the Amendment Boundary have been updated to reflect existing approved and built conditions

- MAJOR STREET
- FUTURE STREET
- CONCEPTUAL INTERNAL CIRCULATION (location to be determined)

- BICYCLE LANE (PROPOSED)
- PEDESTRIAN TRAIL

- P** CONCEPTUAL PARKING LOCATION
- POTENTIAL BUS / TRANSIT STOP
- SIGNALIZED INTERSECTION

- NON-SIGNALIZED, FULL MOVEMENTS
- LEFT IN, RIGHT -IN/RIGHT- OUT
- RIGHT-IN / RIGHT- OUT

- DISTRICT BOUNDARY
- AMENDMENT BOUNDARY



STACKED 40S

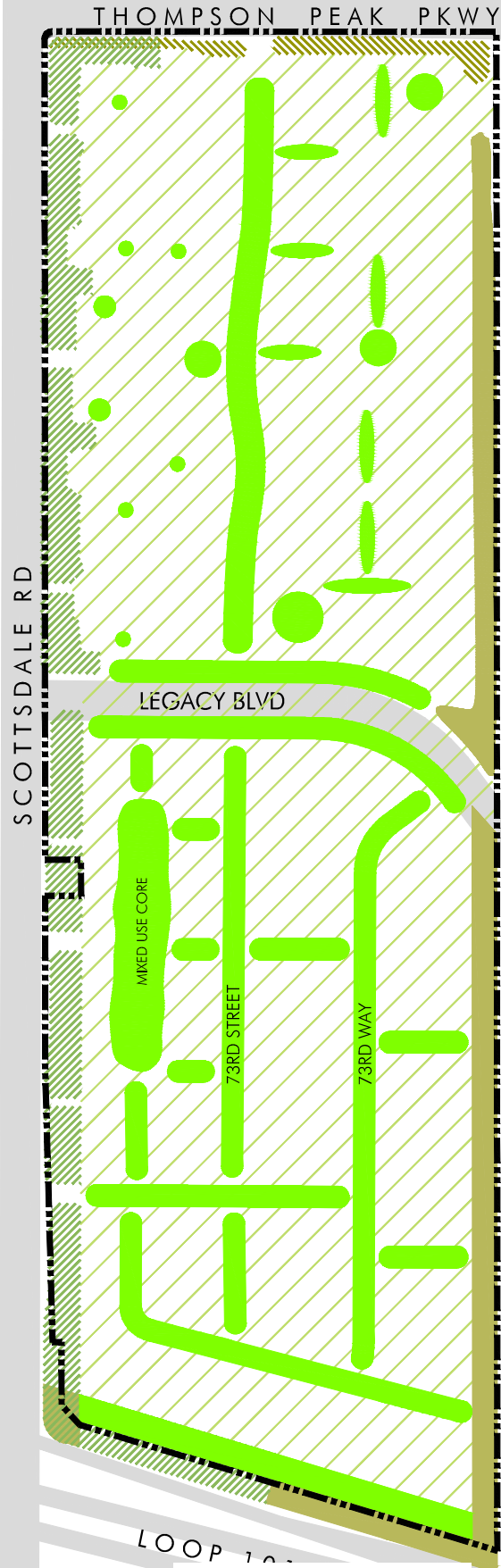
CIRCULATION

SCHEDULE F

Resolution No. 13620
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The drawings and information depicted hereon are conceptual only and are not intended to represent final architecture, planning, or design concepts. We do not represent, warrant, or guarantee that such information is true or that it accurately reflects existing or future development. Drawings and Specifications as instruments of service are the property of the architect and may not be reproduced or used for any purpose without the written permission of Espiritu Loc1 Incorporated.





-  SCENIC CORRIDOR
-  DRAINAGE CORRIDOR
-  LANDSCAPE BUFFER
-  STREETScape OPEN SPACE
-  PARKS & URBAN OPEN SPACE

Resolution No. 13620

Exhibit 1

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SCHEDULE G

Schedule I - P.R.C. Amended Development Standards

Change made by City Council shown in **bold font** and ~~strikethroughs~~ (Sec. S.2604.E.2) dated 11/19/2002.

20-ZN-2002 #5 proposed standards shown in italics, bold font and double strikethrough.

~~Sec. S.2600. (P.R.C.) Planned Regional Center.~~

~~Sec. S.2601. Purpose.~~

~~The purpose of the planned regional center district is to provide for a broad variety of general merchandise and services in full depth and variety within a planned commercial [regional] center, which may include office and residential uses carefully inter related by design to assure that the uses complement each other and the whole mixed use complex.~~

~~Sec. S.2602. Approvals Required.~~

~~A. Any application for rezoning to P.R.C. shall be accompanied by a site plan which reflects all criteria of the P.R.C. district.~~

~~B. Any application for P.R.C. zoning, or rezoning to P.R.C. shall be accompanied by a traffic impact study including, but not necessarily limited to, analysis of trip generation, trip distribution, ingress and egress, parking design, internal circulation, capacity analysis, effect on roadway system, and proposed solutions.~~

~~C. No structure or building shall be built or remodeled upon land in the P.R.C. district until Development Review Board approval has been obtained as outlined in article I, section 1.900 thereof. (Ord. No. 3225, § 1, 5-4-99)~~

~~Sec. S.2603. Use regulations.~~

~~A. Permitted uses. Buildings, structures or premises shall be used and building and structures shall hereafter be erected, altered or enlarged for the following uses:~~

~~1. Retail sales.~~

~~a. Apparel and accessories stores such as men's and boys clothing and furnishings, women's wear and accessories, children's and infant's wear, family clothing, shoes, custom tailoring, fur apparel, clothing rentals, and fabrics.~~

~~b. Automotive parts store.~~

~~c. Big box, meaning any single retail space (limited to permitted retail uses in this P.R.C. district) with a building footprint of equal to or greater than seventy-five thousand (75,000) square feet.~~

~~d. Books, newspaper, magazine or stationary stores.~~

~~e. Camera or photographic supply stores.~~

~~f. Cigar, tobacco, cigarette stores.~~

- ~~g. Drug and proprietary stores.~~
- ~~h. Florists.~~
- ~~i. Eating and drinking places without live entertainment or patron dancing.~~
- ~~j. Food stores and groceries such as grocers, delicatessens, meats and fish, fruits and vegetables, candy, nut, confectionary, dairy products, and bakeries.~~
- ~~k. Furniture, home furnishings and equipment stores such as furniture, inside window coverings, china, glassware, metalware, household appliances, radios and televisions, music supplies and equipment, and home and portable business computers.~~
- ~~l. General merchandise stores including department, variety, antiques, catalogue sales outlet, and warehouse clubs.~~
- ~~m. Gift, novelty, import, art, jewelry or souvenir stores.~~
- ~~n. Hobby or toy stores.~~
- ~~o. Home improvement stores including but not limited to paint, glass, wallpaper and carpet.~~
- ~~p. Liquor stores.~~
- ~~q. New motor vehicle stores with display and storage enclosed within a building and no service area.~~
- ~~r. Pot shops.~~
- ~~s. Sporting goods and bicycles.~~
- ~~t. Swimming pool and patio supplies and accessories.~~
- ~~2. Services.~~
 - ~~a. Broadcasting studio without towers.~~
 - ~~b. Business services including blueprinting and photocopying, printing, mailing services, office equipment rentals and photofinishing services.~~
 - ~~c. Personal wireless service facilities; minor, subject to the requirements of sections 4.006, 3.100 and 7.200.~~
 - ~~d. Educational services including art and music schools, dancing schools, extensions of colleges or universities and day care center.~~
 - ~~e. Finance, insurance and real estate services including banking and bank related services, savings and loan associations, securities, brokers and dealers, insurance agents and brokers, and real estate agents and brokers and associated services and headquarters.~~
 - ~~f. Governmental services.~~
 - ~~g. Hospital for animals including boarding and lodging provided that there are no open kennels and provided that all activities are conducted in soundproof buildings.~~
 - ~~h. Medical services including offices for physicians, dentists, osteopaths, chiropractors, opticians, optometrists and group health services with ancillary laboratories excluding any services requiring overnight patient stays.~~
 - ~~i. Personal services including laundering and dry cleaning services, photographic services, beauty shops, barber shops, and shoe repair and shining.~~
 - ~~j. Private business, professional and civic clubs and associations.~~

- ~~k. Professional services including legal services; engineering, interior design and architectural services; and accounting, auditing and bookkeeping services, and consulting services.~~
- ~~l. Recyclable material collection.~~
- ~~m. Repair services including appliance repair, watch, clock and jewelry repair, and upholstery shop.~~
- ~~n. Restaurant.~~
- ~~o. Taxidermist.~~
- ~~p. Travel agency.~~
- ~~q. Video tape rental.~~
- ~~r. Private and charter school having no room regularly used for housing or sleeping overnight. Subject to Development Review Board approval and compliance with standards including, but not limited to, the following as well as those otherwise required in the district.~~
 - ~~(1) Location: All proposed private and charter schools shall be located a minimum of five hundred (500) feet from any adult use.~~
 - ~~(2) Lot area: The minimum lot area shall be equal to that required for the district, except that no lot shall be less than forty three thousand (43,000) square feet (not).~~
 - ~~(3) There shall be no outside speaker system of bells, if the school building is within one hundred (100) feet of a single family dwelling or multifamily dwelling unit.~~
 - ~~(4) Open space: Per underlying zoning district open space requirements. All NAOS requirements of the district must be met and may be applied towards the overall open space requirements subject to compliance with NAOS standards.~~
 - ~~(5) Parking: Parking shall observe the front yard setbacks of the district for all frontages. One third (1/3) of the required parking may be shared parking with other establishments present on site. Parking shall be located and screened per the requirements of the district.~~
 - ~~(6) Outdoor recreation area: All outdoor playgrounds and recreation areas shall be enclosed by a wall or fence sufficient in height to protect the safety and welfare of the students and shall be located within the side or rear yard. Any playground or outdoor recreation area shall be located a minimum of fifty (50) feet from any residential district and screened by a minimum six foot high wall.~~
 - ~~(7) Drop off area: A drop off area accommodating a minimum of five (5) vehicles shall be located along a sidewalk or landing area connected to the main entrance to the school. This area shall not include internal site traffic aisles, parking spaces, fire lanes, etc.~~
 - ~~(8) Any public trails or pedestrian connections shall be incorporated into the site plan and approved by the Development Review Board.~~
 - ~~(9) Circulation plan: The applicant shall submit a circulation plan to insure minimal conflicts between the student drop off area, potential van and bus drop off area, parking, access driveways, pedestrian and bicycle paths on site.~~

~~3. Cultural, entertainment and recreation.~~

- ~~a. Churches, synagogues, and temples.~~
- ~~b. Cultural activities including libraries and museums.~~
- ~~c. Game center and arcade.~~
- ~~d. Pool or billiards parlor.~~
- ~~e. Public assembly facilities including indoor motion picture theaters and legitimate theaters.~~
- ~~f. Recreational facilities including ice skating, roller skating, bowling, gymnasiums, health and fitness centers.~~

~~4. Residential.~~

- ~~a. Hotels, motels, and inns.~~
- ~~b. Multifamily residential.~~

~~B. Uses subject to a conditional use permit.~~

- ~~1. Automobile rental.~~
 - ~~2. Automobile repair and service.~~
 - ~~3. Automobile wash services excluding self-operated.~~
 - ~~4. Automotive tires, batteries and accessories.~~
 - ~~5. Broadcasting studios with towers.~~
 - ~~6. Business school.~~
 - ~~7. Gasoline sales and service stations.~~
 - ~~8. Indoor aquarium.~~
 - ~~9. Live entertainment (see section 1.403 for criteria).~~
 - ~~10. New and used motor vehicle sales including outdoor storage.~~
 - ~~11. Outdoor recreational facilities which are greater than two (2) acres in size such as miniature golf, tennis center, water parks or play structures.~~
 - ~~12. Personal wireless service facilities; major, subject to the requirements of sections 4.400, 3.100 and 7.200.~~
 - ~~13. Planetaria.~~
 - ~~14. Plant nursery.~~
 - ~~15. Teen dance center.~~
 - ~~16. Seasonal art festival.~~
- ~~(Ord. No. 2311, § 1, 8-21-00; Ord. No. 2317, § 1, 11-6-00; Ord. No. 2430, § 1, 1-21-02; Ord. No. 2620, § 1, 8-2-04; Ord. No. 2858, § 1, 12-5-05; Ord. No. 3048, § 2, 10-7-07; Ord. No. 3034, § 1, 11-4-07; Ord. No. 3103, § 1, 1-6-08; Ord. No. 3225, § 1, 5-4-09; Ord. No. 3394, 6-19-04)~~

Sec. 5.2604. Property development standards.

The following property development standards shall apply to all land and buildings in the P.R.C. district.

1. *Floor area ratio.*

1. ~~In no case shall the gross floor area of a structure exceed the amount equal to eight tenths multiplied by the net lot area of the P.R.C. site in square feet. Gross office floor area shall not exceed forty (40) percent of~~ The total gross floor area allowed for the commercial retail and office uses shall be as provided on the Land Use Budget set forth at Schedule C.
 2. Residential and hotel uses either vertically or horizontally integrated with commercial retail or office buildings shall be allowed and shall not be included in computing the total gross floor area for commercial retail or office uses. The total number of residential units and hotel rooms shall be provided on the Land Use Budget set forth at Schedule C ~~of nonresidential buildings. The gross floor area of dwellings shall not exceed fifty (50) percent of the gross floor area of nonresidential buildings.~~
8. ~~Volume ratio. In no case shall the volume of any structure exceed the product of the net lot area of the P.R.C. site in square feet multiplied by sixteen (16) feet.~~

C. *Open space requirement.*

1. ~~In no case shall the open space requirement be less than ten (10) percent of the net lot area for zero (0) to twelve (12) feet of height, plus four tenths percent of the net lot area of the P.R.C. site for each foot of height above twelve (12) feet; such open space fifteen (15) twenty (20) percent of the net P.R.C. site and shall not be required to exceed twenty (20) percent of the net lot area except as provided in section 5.2604C.3. P.R.C. site.~~ Open space shall be provided in accordance with the Open Space Plan set forth at Schedule G, Pedestrian plazas and walkways, courtyards, other outdoor public gatherings areas. Scenic Corridors, perimeter landscape, and drainage areas regardless of ownership shall be included in the calculation of Open Space.
2. Planned regional development centers shall have a portion of the development oriented towards a courtyard or mall with buildings enclosing the courtyard, and opening onto the courtyard from at least ~~three (3) sides. The courtyard or mall shall be a minimum of one (1) percent of the net lot area of the P.R.C. site in square feet~~ two (2) sides. The courtyard or mall shall be considered to be open space:
 - a. If, in the opinion of the Development Review Board, a suitable alternative design solution is presented, the courtyard requirement may be waved.
3. Open space required under this section shall be exclusive of parking lot landscaping required under the provisions of article IX of this ordinance.

D. Building height.

1. No building shall exceed ~~sixty (60)~~ ninety (90) feet in height except as otherwise provided in article VII or this subsection, forty-five (45) feet in height and thirty-six (36) feet in height, respectively, as measured from the first finished floor elevation and as set forth on the Allowable Building Heights Map set forth at Schedule E.
2. Any building located in a P.R.C. zone which was constructed to a height in excess of sixty (60) feet prior to the effective date of this ordinance, in compliance with the then existing zoning provisions, and which is destroyed or damaged may be rebuilt to the height at which it was originally constructed.
3. Where the City Council determines that a freestanding ornamental monument meets the criteria set forth below to justify a height greater than that normally allowed within the P.R.C. zone, the City Council may approve a height for a freestanding ornamental monument in excess of the height normally allowed in the P.R.C. zone. A freestanding ornamental monument shall not include signage.
 - a. The Development Review Board and Planning Commission shall review and pass a recommendation on to the City Council based upon the following criteria:
 - (1) Amended height for such monument shall be based on the context and character of the site and surrounding area including proximity to the adjacent freeway.
 - (2) Such monument shall take into account Scottsdale's history and location within the Sonoran Desert environment.
 - (3) Such monument shall be designed so as to provide a focal point, which provides scale and balance to a particular site.
 - (4) Such monument will be considered a community amenity and add to the city's quality of life.
 - (5) Such monument shall be accessible by pedestrians and not ~~isolated in the site design.~~

DI. Density.

1. The total number of hotel and motel guest rooms shall not exceed 400 in accordance with the Land Use Budget set forth at Schedule C.
- ~~1. Hotels or motels shall provide a minimum of gross land area of two thousand (2,000) square feet of land area per guest room.~~
- ~~2. Dwellings shall provide a minimum gross land area of two thousand (2,000) square feet per dwelling unit.~~

2. The total number of dwelling units shall not exceed ~~4,200~~ ~~1,400~~ ~~2,000~~ **2,350** units in accordance with the Land Use Budget set forth at Schedule C. Floor area devoted to ~~dwelling~~ dwelling units shall not be included in calculating ~~maximum~~ gross floor area as provided in section ~~5.2604~~ **5.2604A** allowed for commercial retail and office uses.

F. Yards.

1. Front Yard.

- a. A minimum of twenty-five (25) percent of the total open space requirement depicted on the Open Space Plan set forth at Schedule C shall be provide as frontage open space within the Scenic Corridor on Scottsdale Road, perimeter landscape and drainage areas, regardless of ownership, to provide a setting for the buildings, visual continuity within the community, and a variety of spaces in the streetscape, ~~except that the frontage open space shall not be required to exceed fifty (50) square feet per one (1) foot of public street frontage, and shall not be less than thirty (30) square feet per one (1) foot of public street frontage.~~
- b. Buildings thirty-six (36) feet or less in height shall be set back a minimum of thirty (30) feet from the back of curb adjacent to the perimeter of the P.R.C. site. Buildings more than thirty-six (36) feet in height shall be set back ~~a minimum of two (2) feet~~ from the back of curb of the P.R.C. site an additional one (1) foot for each foot of building height over thirty-six (36) feet.

2. Side and Rear Yards. Buildings thirty-six (36) feet or less in height shall be set back not less than fifty (50) feet from any adjacent residential zoning district. Buildings more than thirty-six (36) feet in height shall be set back ~~not less than two (2) feet~~ from any residential zoning district an additional one (1) foot for each foot of building height ~~from any adjacent residential zoning district~~ over thirty-six (36) feet.

3. All operations and 3. All storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by site plan or Development Review Board approval. In order to encourage pedestrian activity in a mixed use urban environment, uses permitted within the P.R.C., specifically including but not limited to retail sales, restaurant uses, entertainment and personal services may be conducted outdoors within the Outdoor Activity Area depicted in the Land Use and Circulation Map set forth at Schedule A.

G. Property Size. The gross land area on which there is a P.R.C. development shall not be less than twenty-five (25) acres at the time of initial zoning.

H. Remodeling or rezoning of existing shopping centers. None of the above criteria shall be reasons to deny applications to reconstruct, remodel or make additions to an existing shopping center, or to rezone an existing shopping center to P.R.C. Applications for additions to existing shopping centers shall not require compliance, except that portions of the site upon which an addition is proposed shall comply with all provisions hereof.

(Ord. No. 1840, § 1, 10-15-85; Ord. No. 2818, § 1, 10-17-95; Ord. No. 3410, § 1, 11-26-01)

Sec. S.2605. Off-street parking.

The provisions of article IX shall apply provided however, that the City Manager or designee shall be permitted to reduce by greater than twenty (20) percent the total parking required, if such reduction is proposed by a parking master plan and upon a finding by the City Manager or designee that such reduction is justified and reasonable.

(Ord. No. 2736, § 1, 3-7-95)

Sec. 5.2606. Signs.

The provisions of article VIII shall apply except ~~a master sign plan shall be submitted at the time of~~ that a community sign district shall be formed which proposes a comprehensive sign program. The comprehensive sign program shall encourage flexible signage opportunities which are greater than that of the underlying zoning district, but are appropriate to the character of the development, provide adequate identification and information, provide a good visual environment, promote traffic safety and are regulated to the extent necessary to be consistent with the purpose and intent of article VIII.

~~Development review application.~~ The comprehensive sign program may allow signage which in number, size and total sign budget exceeds the maximum otherwise allowed by the provisions of article VIII by twenty-five (25) percent or as amended by Schedule H, Allowed Signage, whichever is greater.

~~Sec. 5.2607. Reserved.~~

~~(Ord. No. 2470, § 1, 6-16-92)~~

ATTACHMENT #4-PLACEHOLDER FOR CC

Resolution No. 13621

Exhibit 1:
Contract No. 2026-041-COS



BUILDING LEGACIES SINCE 1984

One Scottsdale
Amendment to Zoning
Project Narrative
Final – December 19, 2025

REQUEST

One Scottsdale Investors, LLC and RKCCLL Investments LLC, BDCCLL Investments LLC, CCFCLL Investments LLC and SMCCLL Investments (collectively, the “**Owners**”) are owners of portions of the One Scottsdale mixed-use development project (“**One Scottsdale**”) located at the northeast corner of Scottsdale Road and the Loop 101 freeway. The Owners have authorized Berry Riddell, Tiffany Bosco and DMB Associates, Inc. (“**Applicant**”) to process a request to amend the existing Planned Community District with comparable Planned Regional Center (“**PCD-PRC**”) zoning district. The request is to update Schedule “C” which is the approved Land Use Budget (“**LUB**”) to add 350 additional for-sale only residential units and to decrease non-residential square footage by 1,372,145 square feet on the portion of One Scottsdale south of Legacy Boulevard (“**Request**”). The goal is to ‘right size’ the approved residential and commercial entitlements to create the critical mass necessary to support the future mixed-use plans for the overall project. The proposed entitlements are in conformance with the current City of Scottsdale (“**City**”) General Plan and Greater Airpark Character Area Plan (“**GACAP**”). The following narrative expands on the Request and its necessity to allow for the continued development of this mixed-use development core at one of the City’s major intersections at Scottsdale Road and the Loop 101 freeway.

ONE SCOTTSDALE

Background/History

In 2002, the City approved DMB’s request for a development proposal that would create a retail based, mixed-use core at the intersection of the Loop 101 freeway and the City’s signature roadway, Scottsdale Road. The approval created flexible zoning entitlements that allowed approximately 1.8 million square feet of commercial, office and retail uses, 400 hotel rooms and up to 1,100 residential units (“**2002 Entitlements**”). The 2002 Entitlements include requirements for master plans for water, wastewater, drainage, transportation and environmental design, all of which have been prepared and approved by the City.

One of the key components that allowed for the 2002 Entitlements was the comprehensive traffic analysis and recommendations that evolved from the zoning process. As a result, significant transportation infrastructure was required for the One Scottsdale project. Most of the required regional transportation improvements in excess of \$13 million were constructed prior to any significant development occurring within One Scottsdale and which have been in place for many years in advance of actual development. In

addition, the 2002 Entitlements allowed the City and DMB to successfully attract a significant corporate user to the site, Henkel (previously Dial Corporation and now the Illume building).

With the development of the Henkel headquarters underway, DMB actively marketed the site as a pedestrian focused mixed-use development with luxury retail, residential and lodging. Given positive market response at that time, pre-development began on the site including significant grading, drainage and utilities to serve the Henkel building as well as major earthwork for proposed underground parking garages. In addition, the 2002 Entitlements included significant regional transportation improvements. These improvements including the widening of Scottsdale Road on the east side, new traffic signals at Scottsdale Road and Henkel's main entrance, and at the intersection of Legacy Boulevard and Scottsdale Road, construction of Legacy Boulevard, coordination of Legacy Boulevard to Hayden Road through Arizona State Land parcels and the Loop 101 Freeway frontage road from Hayden Road to Scottsdale Road and others at a cost of over \$13 million have been constructed for many years.

In 2016, the City approved an amendment to the zoning to allow for additional residential and non-residential entitlement. An additional 1,066,145 square feet of non-residential and 900 residential units (for PU II) was approved as well as the ability to go up to 90' in height in certain areas of PU II. As part of this approval, additional stipulations were approved including the need to potentially widen the west lane of Scottsdale Road to achieve a full 6-lane condition. Scottsdale Road has been recently widened in front of One Scottsdale achieving increased capacity along the Property's frontage.

The Illume campus in the southern portion of the property and the One North Scottsdale and Avion at Legacy residential developments in the northeastern portion of the property were the first properties to develop at One Scottsdale. Since 2021, additional properties have developed including the Home-to-Suites Hotel, construction of the Streetlights residential project, the Portico Condominiums and the retail shops and the Ryan medical office building. Additional properties have been sold with buildings in various stages of the permitting and approval process.

Planning Unit III

One Scottsdale, north of the Loop 101 freeway, is divided into two (2) separate planning units, Planning Unit II and Planning Unit III. Planning Unit III within One Scottsdale is bounded by Thompson Peak Parkway on the north, Scottsdale Road on the west, Legacy Boulevard on the south and the western boundary of the Grayhawk community on the east. The One North Scottsdale/Avion residential projects have utilized approximately 710 of the 750 residential dwelling units allocated within Planning Unit III.

The Home-to-Suites hotel was constructed and opened in 2023 in the middle portion of PU III and is a 4-story, 130-room extended stay hotel. The Ryan Company recently opened a medical focused, two-story, 101,000 square foot office building. The office building is home to the City of Hope Cancer Center and Exalt Health. Also, a 10,700 square foot retail building with multiple retail uses and restaurants has also been completed. Additional projects that have received approval by the Development Review Board ("DRB") and within PU III include the Quick Trip gas facility (under construction), and a 17,000 square foot, 2-story medical office building. Approximately, 12 acres of property exist to be developed in PU III.

Planning Unit II

Planning Unit II is bounded by Legacy Boulevard on the north, Scottsdale Road on the west, Arizona State Land Department (“ASLD”) property (“**Crossroads East**”) to the east and the Loop 101 to the south.

Since 2016, several parcels have been sold and are currently under construction. The Beverly residential project (constructed by Streetlights and formerly referred to as “Streetlights”) consists of 314-residences located at the northeast portion of PU II just south of Legacy Boulevard and east of 73rd Way. Immediately south of the Beverly, Belgravia has completed the Portico condominium project that includes 112 for-sale residences consisting of 1, 2, and 3 bedroom condominiums. Immediately south of Portico, is the Grand Peaks residential project, which has received approvals from the DRB. This project consists of 280 residences. Another parcel within PU II includes the Talos project with a maximum of 352 residences. Belgravia again invested in One Scottsdale and is currently constructing a second for-sale community of 88 condominiums that are designed with individual exterior entrances facing the internal private streets within One Scottsdale and the (4) interior buildings have entrances facing an interior common open space. The property has private streets on all sides of the development with access to public sidewalks for 360-degree pedestrian activity around the project. Approximately, 38 acres of land is remaining to be developed in PU II.



Surrounding Uses

To the north of Planning Unit III is the Discount Tire headquarters and HonorHealth Thompson Peak hospital. To the west, across Scottsdale Road is the City of Phoenix that is planned for dense and intense mixture of land uses with significant building heights (190 feet). To the south of Planning Unit II is the Loop 101 Freeway with the recently approved Optima project south of the freeway. To the east (of Planning Unit II) is the Crossroads East ASLD future mixed-use development with the ability to develop

60-foot high buildings adjacent to Planning Unit II. The Cavasson mixed-use project has been developed further east at the northwest corner of Hayden and the Loop 101. The closest off-site residential uses are the Villages at Grayhawk condominium development and Vi independent and assisted living facility that are located immediately adjacent to the Jefferson residences within Planning Unit III.

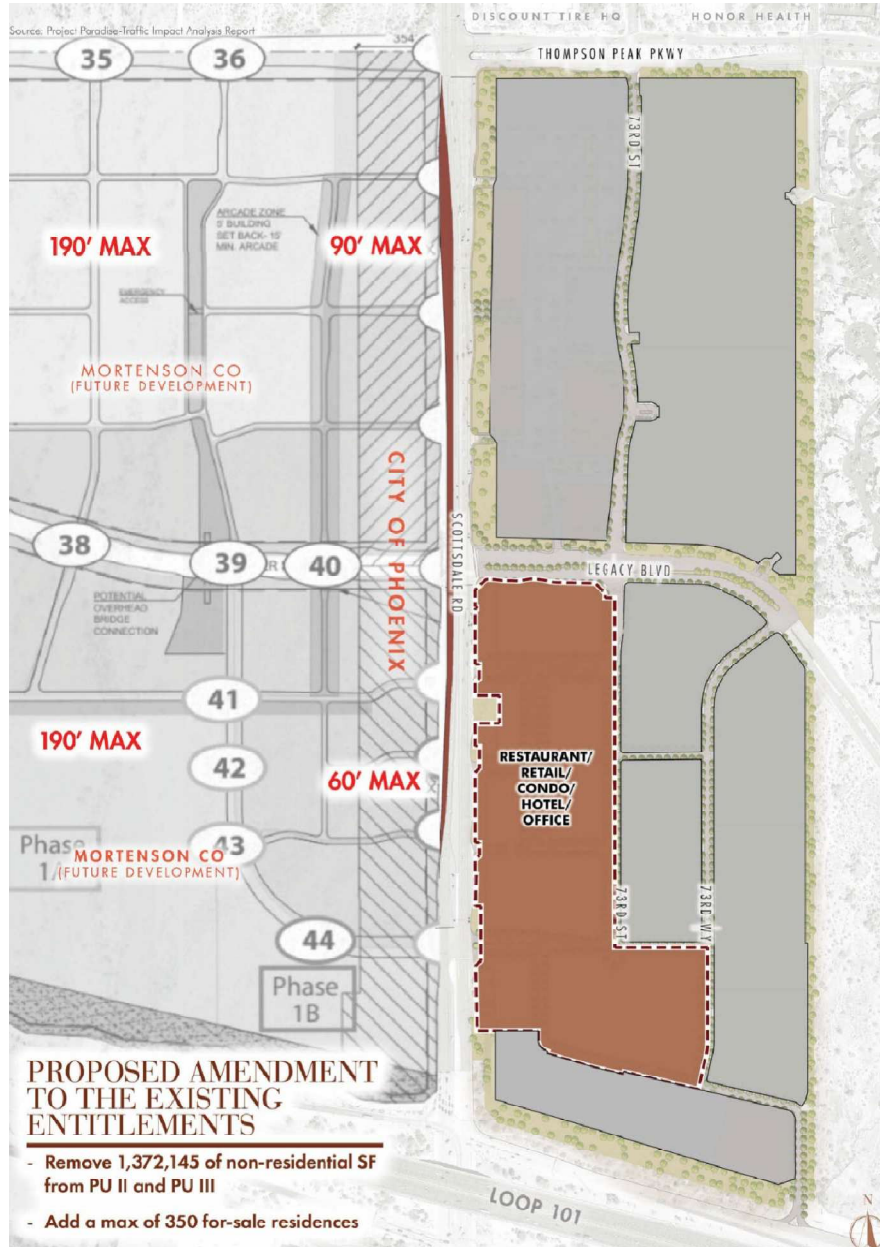
REQUEST

Amendment to Zoning

The existing PCD-PRC zoning was originally granted in 2002 and amended in 2016 by the City. The existing entitlements created a specific set of development standards, land use mix and off-site requirements, which are utilized to guide development on the site.

The current request is to update the Project's existing zoning district (PCD-PRC) to significantly reduce the intensity of use allowed on the property and infrastructure impacts. The request continues to comply with the City's latest General Plan updates and Character Area planning efforts, including the GACAP. Due to its location at the freeway, the Character Area Plan designates One Scottsdale as a higher scale development and regional core, which allows for the greatest intensity and density.

Our request is to update the existing approved entitlements to better implement the City's current General Plan and Character Area planning efforts. In doing so, we intend to request an overall reduction in intensity resulting in a more sustainable, compatible and appropriate development for this area. The requested additional residential and reduction in commercial/office square footage within the core of Planning Unit II is also supported by the City's Character Area planning efforts and will result in less impact on City infrastructure. This includes a 31% reduction in water use, 20% reduction in wastewater use, and a 92% reduction in weekday vehicle trips and 93% reduction in am and pm peak traffic times to and from the Property

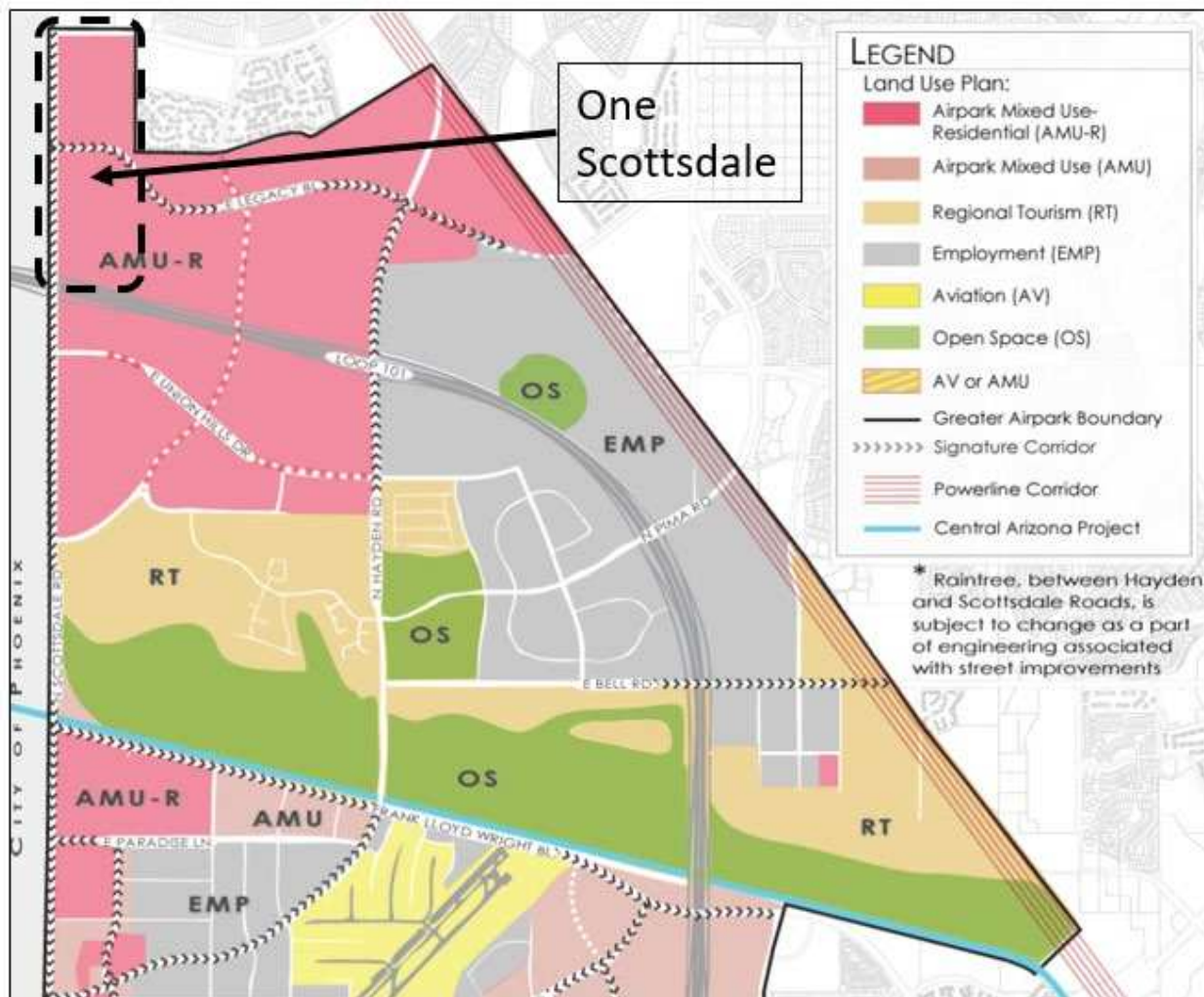


City of Scottsdale General Plan Analysis

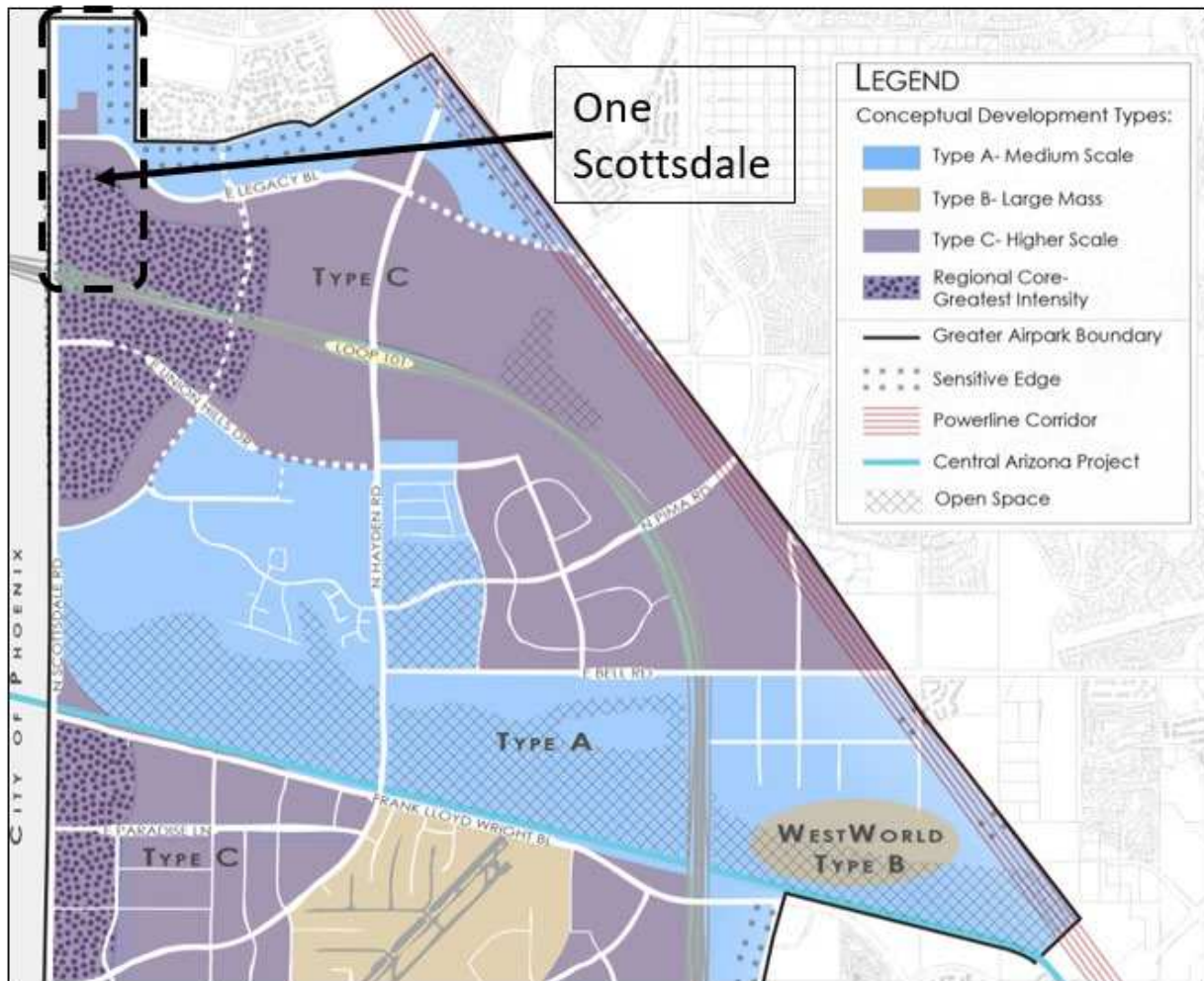
Since the 2002 Entitlements for One Scottsdale and in compliance with the state statutes, the City has continuously reviewed and updated their General Plan and Zoning Ordinance. The General Plan 2035 states:

The General Plan is designed to be a broad, flexible document. Over time the General Plan is a living document that is legally amendable and manifested by many specific decisions and events that cause it to respond to the changing conditions, needs, and desires of the community.

One Scottsdale and the requested changes comply with the City's existing 2035 General Plan. The Property is designated as Mixed-Use Neighborhoods with a Regional Use District overlay on the City's Conceptual Land Use Map. The request is to update the Project's zoning district (PCD-PRC) to comply with the City's latest General Plan updates and Character Area planning efforts. The Project lies within the City's GACAP. The Project's existing and proposed entitlements conform to the Airpark Mixed-Use Residential (AMU-R) land use designation. See GACAP Land Use Plan below. The Character Area Plan designates One Scottsdale as a higher scale development and regional core, which allows for greater intensity and density. This request meets market demand and implements the General Plan & GACAP.



GACAP Conceptual Development Types Map



Greater Airpark Character Area Plan Analysis

From the **General Purpose** provision of the City's General Plan, it states that there are three (3) levels of planning in the City: citywide, character area, and neighborhood. Character area planning description includes the following:

Level 2 - Character Area Planning: Develops Character Plans on a priority basis over a period of time and speaks specifically to the goals and special attributes of an identifiable and functional area; i.e., its land uses, infrastructure, broadly defined urban architectural design philosophy, and transitions. Character Plans will ensure that quality of development and consistency of character drive Scottsdale's General Plan at the Character Plan level, all within the context of community-wide goals.

The City Council, in 2007, embarked on creating a character area plan to address the changing conditions in the real estate market for one of the City's largest and most important employment cores. The goals of the GACAP included:

- Enhance mobility and wayfinding;
- Sustain existing neighborhoods;
- Encourage a variety of land uses and activities;
- Support and expand business diversity;
- Encourage recreation and open space;
- Promote sustainability and “green” design;
- Enhance identity and architecture; and
- Maintain and enhance the area’s regional economic role.

The Request for One Scottsdale will implement the GACAP’s purpose statement. As part of the 2002 Entitlements, significant transportation infrastructure was constructed and completed to address regional linkages and capacity for development at One Scottsdale and the surrounding ASLD properties within Scottsdale. In doing so, these roadway improvements enhanced mobility in this area of the Greater Airpark, sustained existing neighborhoods by reducing regional traffic on neighborhood streets, and enhanced the area’s regional economic role.

The GACAP was approved with specific focused chapters intended to provide detail to guide decisions which fulfill the plans goals. The plan is divided into various topics including land use, neighborhoods and housing, aviation, community mobility, economic vitality, environmental planning, character and design, and public services and facilities. The GACAP is an update to the Greater Airpark area and General Plan that provides greater direction and development expectations for properties within this area of the City. The Request is an update to the 2002 Entitlements to further the recommendations set forth in the GACAP update.

GACAP Land Use

The Land Use chapter of the GACAP conceptualizes the Greater Airpark as a multi-faceted hub of commerce, employment, aviation, tourism, and recreation, as well as a center for growth in Scottsdale.

The Land Use chapter further states that characteristics of successful employment centers often include clusters of mutually supportive businesses, areas to relax and recreate, nearby access to a well-educated workforce, and transportation systems. The vision for the Greater Airpark includes a mix of uses and development types, standards to accommodate new types of development, and land uses flexible enough to accommodate new technologies, innovative business enterprises, and market pressures without interfering with Airport operations.

In order to achieve the above GACAP direction, the GACAP Land Use Plan designates where certain land uses should be located within the Greater Airpark area. One Scottsdale is designated as an Airpark Mixed Use-Residential (AMU-R) land use designation. The AMU-R designations are appropriate for the greatest variety of uses that may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Developments in 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.

One Scottsdale's existing zoning is PCD-PRC, which allows for a mixed-use development plan and complies with the General Plan's Regional Use Overlay. One Scottsdale's existing zoning also complies with the GACAP's new AMU-R land use designation. Furthermore, the Request, to amend the land use budget within the existing zoning district is consistent with the GACAP Land Use Plan and the vision articulated by the City. One Scottsdale exemplifies the characteristics of the AMU-R. The 2002 and 2016 Entitlements proposed a mixed-use destination of retail, employment, hotel, and residential uses. The Request is to further enhance this goal and provide a dynamic campus with support retail, restaurants, and corporate and employee housing options, all in accordance with City goals and policies.

Scottsdale Road and Legacy Boulevard are designated as 'signature corridors' on the GACAP Land Use Plan. One Scottsdale has an existing requirement to dedicate a significant scenic corridor along its Scottsdale Road frontage. The scenic setback from the roadway provides a natural, vegetated buffer to what is proposed to be a built environment consistent with the purpose, goals and vision of the GACAP. Scottsdale Road and Legacy Boulevard were widened and built by DMB for the purpose of providing the City with significant transportation infrastructure.

The Land Use chapter further lays out the character of development in each of the areas within the Greater Airpark. The GACAP Character Area Plan identifies three (3) conceptual development types on a map. Refer above to the GACAP Conceptual Development Types Map. The three development types are medium scale, larger mass and higher scales. Within the higher scale development areas, there are two (2) main 'Regional Core – Greatest Intensity' areas. One is along Scottsdale Road from Frank Lloyd Wright Boulevard south to Butherus Road. The other is One Scottsdale (south of Legacy Boulevard) from Scottsdale Road on the west into the ASLD lands to the east on the north side of the Loop 101 Freeway.

As recognized by the City's goals and policies, the goal of the Request is to create a core south of Legacy Boulevard. The GACAP designates the land south of Legacy Boulevard as a Higher Scale, Regional Core-Greatest Intensity designation. The GACAP states that development within the Higher Scale designated areas should be encouraged in areas with access to multiple modes of transportation, served by regional transportation networks (i.e. freeways), and where the scale will complement the area's character. Type C development is appropriate in areas next to both Types A and B development. Type C is not recommended immediately adjacent to the Scottsdale Airport. The Regional Core designation (Land Use, Conceptual Development Types Map, land use description page 16) means 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.

Furthermore, One Scottsdale's existing and proposed entitlements meet all of the criteria and descriptions of the both the GACAP's Land Use Plan and the Conceptual Development Types Map. The northern portions of One Scottsdale are entitled for lower building intensity and heights to buffer and transition to nearby adjacent development within Grayhawk. An additional 'not to exceed' height is also incorporated into the One Scottsdale entitlement that matches the existing height of 1710 feet of the Discount Tire

headquarters roof line at the northeast corner of Scottsdale Road and Thompson Peak Parkway. These restrictions are in accordance with the GACAP Conceptual Development Types Map, which allows for a mixture of higher scale development adjacent to Legacy Boulevard (north of Legacy Boulevard) while providing for Medium Scale and Sensitive Edge conditions adjacent to the Grayhawk community.

In addition, the Higher Scales designation on the Conceptual Development Types Map is also labeled with a 'Type C' designation. Refer to Development Types Map above. Type C development represents more intensity with taller buildings with varying mass and a pedestrian orientation. The proposed development plan will implement the strategies outlined in the GACAP with the intention of building a pedestrian oriented project that creates open space plazas within a higher scale development. One Scottsdale is seeking to further implement the GACAP by modifying existing entitlements to better implement the purpose, goals, and vision of the Greater Airpark area.



GENERAL PLAN

The General Plan (Scottsdale General Plan 2035) was adopted by City Council on June 8, 2021 and ratified by the Scottsdale voters in November 2021. Building upon decades of planning and thousands of hours of community involvement, General Plan 2035 guides the physical development of Scottsdale and acts as a blueprint to enhance our community aspirations—Exceptional Experience, Outstanding Livability, Community Prosperity, and Distinctive Character. The General Plan is a broad, flexible document that changes as community needs, conditions, and direction change.

Scottsdale's General Plan promotes the community's vision by establishing goals and policies for each of its 24 elements. The following is an analysis of the requested update to the One Scottsdale development

plan and its conformance with the General Plan 2035. The following are excerpts from the applicable 24 elements of the City's General Plan.

CHARACTER & DESIGN ELEMENT

Introductory Excerpt: Scottsdale residents and visitors place extraordinary value on the diverse character and unique design qualities of our Sonoran Desert community. Each neighborhood setting holds an important image that, when grouped together, completes the Scottsdale mosaic. Whether in urban, suburban, rural, or native desert settings, the community provides a broad palette of experiences, visual expressions, and quality design. Scottsdale's rich design heritage is a product of proactive, creative, and inspired solutions to community design opportunities and issues. Examples include strong signage and landscaping standards, the Development Review Board, the Environmentally Sensitive Lands Ordinance (ESLO), the Indian Bend Wash Greenbelt, Scenic Corridors, and Scottsdale Sensitive Design Principles. Good design sensitively responds to and strikes a balance among the character of the surrounding natural and built settings and the community's historical, cultural, and environmental resources. The beauty of our natural features, including the Sonoran Desert, mountains, and desert washes, provides a unique backdrop to the community. Our well-designed neighborhoods, businesses, recreational and cultural facilities, and public spaces combine to further make Scottsdale a desirable and memorable community. The goals and policies of the Character & Design Element focus on the important aspects, connections, transitions, and blending of characters that ensure our community evolves as an integrated mosaic.

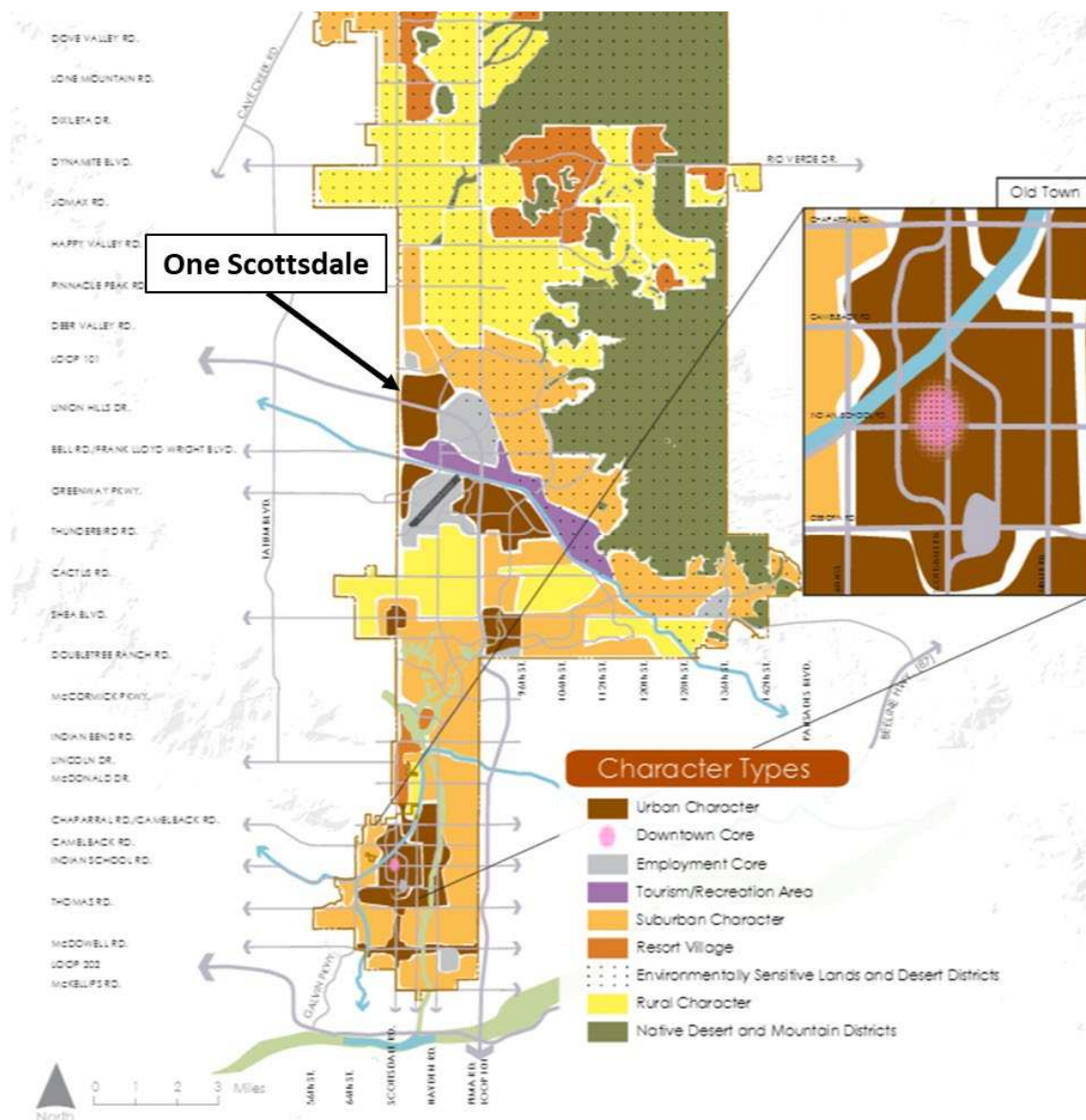
Response: One Scottsdale is located at Scottsdale's signature roadway and the Loop 101 Freeway. The Greater Airpark Character Area Plan ("GACAP") and General Plan designate the Property as urban. Since, 2002, One Scottsdale has been approved as an urban, mixed-use project. The Request enhances One Scottsdale status as a mixed-use project that will continue to create a broad palette of experiences, visual expressions, and quality design. The Project is at the gateway of the City's scenic corridor along the east side of Scottsdale Road. The proposal maintains a balance between the natural and built environments on the City's signature roadway.

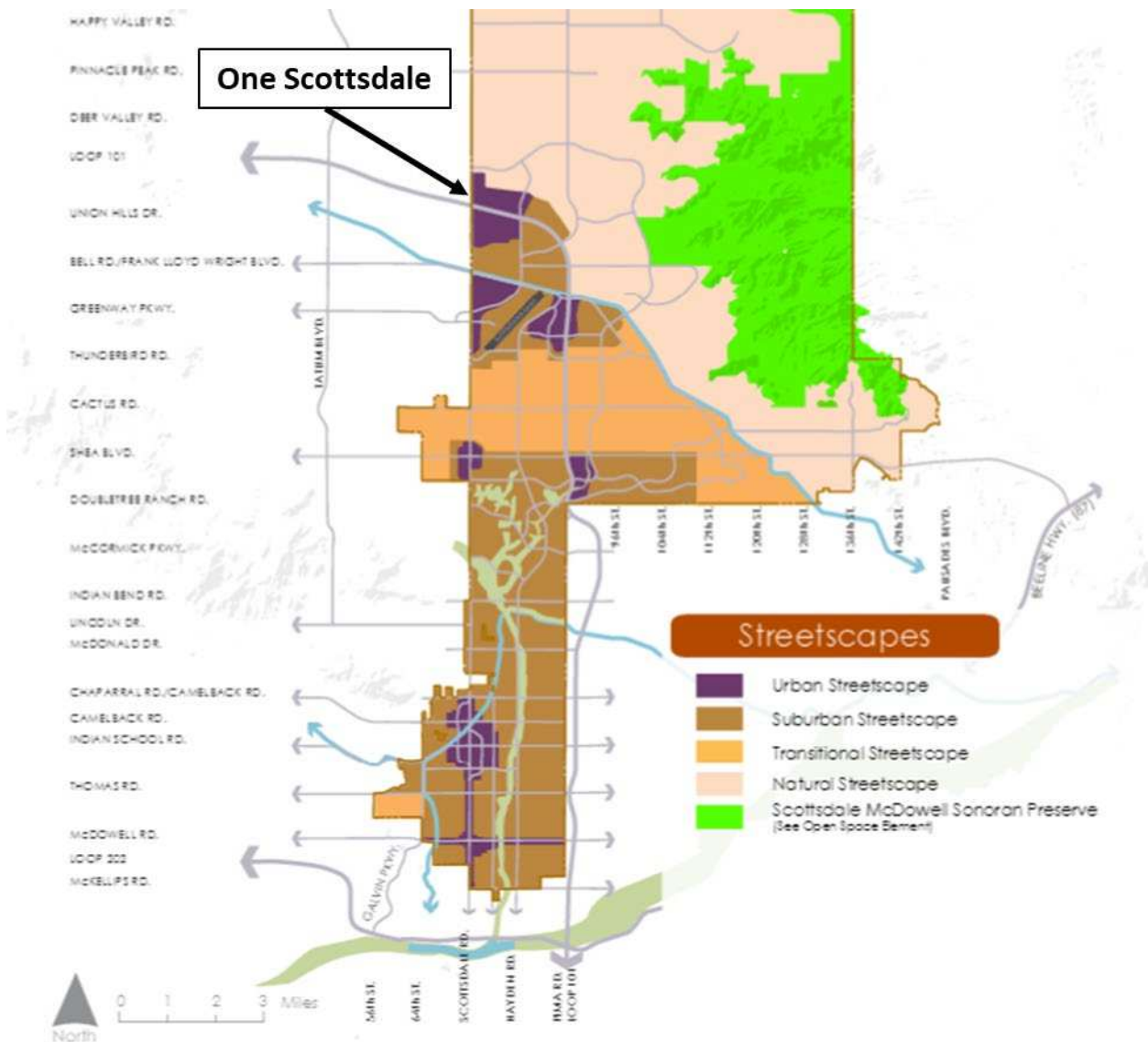
Character Types Excerpt: Character Types describe the general pattern, form, and intensity of development. Character Types are distinct from zoning districts and land use categories. The Zoning Ordinance will govern specific development standards, such as building height, by zoning district. Per State Statute, Scottsdale must designate and maintain a broad variety of land uses and include density standards pertaining to land use categories that have such. Please reference the Land Use Element for that information.

■ Urban Character Types consist of higher-density residential, non-residential, and mixed-use neighborhoods, including apartments, high-density townhouses, business and employment centers, and resorts. Development in Urban Character Types should have pedestrian orientation, shade, activity nodes, and useable open spaces that encourage interaction among people. Building form and heights typically transition to adjacent Rural and Suburban Character Types. Taller buildings may be appropriate in Growth Areas, depending on context (see Growth Areas Element). Examples include Old Town Scottsdale, a mixed-use center of distinct urban districts; mixed-use portions of the Greater Airpark,

particularly along Scottsdale Road; areas within the Scottsdale Road and Shea Boulevard Couplet; and the HonorHealth hospital/medical campus near Shea Boulevard and 90th Street.

Response: One Scottsdale's existing approved entitlements are designed to create an urbanesque, mixed-use core within Planning Unit II. With the Property's designation as an urban character type, the proposal seeks to 'right-size' the mix of residential units within the Project. Creating the appropriate 'critical mass' of residential and non-residential uses will, by adding for sale residences, enable One Scottsdale to fulfill the character type designed for this area of the City. The development will create a building form that creates a mixed-use neighborhood, including multi-family, townhouses, condominiums, business and employment uses, and hospitality. One Scottsdale will have pedestrian orientation, shade, activity nodes, and useable open spaces that encourage interaction among people as envisioned in this Character Type.





Employment Core Excerpt: Employment Cores are primary employment centers for the city. These areas are predominately concentrated in the Greater Airpark Character Area, a mixed-use employment core with primary freeway access, as well as around other major employment campuses, such as the Mayo Clinic and General Dynamics. Employment Cores support a wide range of activities, such as aviation, light-industrial, and regional- and community-level employment uses. These areas consist of multi-functional buildings with an emphasis on technology and corporate character. Taller building heights are found within the core, and low-scale building heights are typically found within the transition areas adjacent to Rural and Suburban Character Types. The Greater Airpark Character Area Plan denotes appropriate locations for height and intensity in the Airpark area. (See also: Growth Areas Element).

Response: The Employment Core within the GACAP is described as a mixed-use employment core with primary freeway access. The Property's location within the GACAP supports the nearby employment cores of the airport, Cure Corridor, and nearby Cavasson project. One Scottsdale will continue to provide the mixture of uses that supports the employment core with residential, service, restaurant, and retail uses.

Goal CD 1 Determine the appropriateness of all development in terms of community goals, surrounding area character, and context.

CD 1.2 Consider the effects of building height, overall development density, and building orientation on adjacent neighborhood character, privacy, and viewsheds

Response: One Scottsdale is strategically positioned at a major arterial and freeway, an area long designated for more intense development. Adjacent lands to the west in the City of Phoenix and east are planned for more intense uses and the areas to the north is built with low scale office and medical use. Sensitivity to uses to the east in Grayhawk resulted in compatible residential uses in Grayhawk. The Request does not seek to increase building height and concentrates the increase in for-sale housing away from adjacent neighborhoods while reducing non-residential building massing and intensity.

CD 1.3 Ensure that all development is a part of and contributes to established Character Types.

Response: The Property is within the urban character type and when completed, One Scottsdale will be a part of and contribute to the established Character Type in a manner that complements and is consistent with other uses north of the Loop 101.

CD 3.1 Strengthen Scottsdale's economic and environmental attributes, distinctive character, and attractiveness through collaborative site planning and design.

Response: One Scottsdale has developed over time with a distinctive character transitioning from a more suburban character on the north to a more urban character on the south as you get closer to the Loop 101. The adjustment in residential units and non-residential square footage for the Project provides for an environmental attribute with lower for-sale water usage than the existing approved land use entitlements. With a major corporate headquarters building to the south, an acute care facility to strengthen Scottsdale's Cure Corridor on the north, and quality mixed-uses in between, the Project will strengthen Scottsdale's economic stature. One Scottsdale's approved architectural styles and support of diversity of architecture will also create an even more attractive mixed-use development.

Goal CD 4 Enhance the design of streets and public spaces to improve Scottsdale's visual quality, experience, Sonoran Desert context, and social life.

Response: One Scottsdale's private streets are designed to celebrate the pedestrian with an urban, pedestrian feel. With the scenic corridor and paths and trails throughout the Project, One Scottsdale provides public and open spaces to improve Scottsdale's visual quality. These features, including the significant Scenic Corridor along Scottsdale Road provide a gateway to north Scottsdale, announcing the importance of the desert openness of this area. Additionally, within the site, comfortable walkways and

paths offer opportunities for people to traverse the area and provide for social gathering spots. Additionally, the scale of the project and structures provides for a sense of intimacy and creating an environment that feels safe and inviting.

CD 4.3 Establish new, and maintain existing, guidelines and policies for the design and maintenance of Visually Significant Roadways and major city streets, including Scenic Corridors, Buffered Roadways, Desert Scenic Roadways (in ESLO districts), and streets with themed streetscape designs.

Response: One Scottsdale is the first development north of the Loop 101 Freeway on Scottsdale's signature road. Since 2002, the Project has provide a substantial scenic corridor along the east side of Scottsdale Road. The significant Scenic Corridor along Scottsdale Road provides a gateway to north Scottsdale, announcing the importance of the desert habitat of this area.

LAND USE ELEMENT

Goal LU 1 Enhance Scottsdale's economic viability by encouraging land uses that reinforce the City's reputation as the premier international tourist destination in the Southwest and sustain the City's role as a regional cultural center and economic hub. Land uses should be compatible with Scottsdale's character and physical appearance.

Response: One Scottsdale is located at northeast corner of Scottsdale Road and the Loop 101. The Property's approved entitlements include a substantial scenic corridor, building height transitions from Scottsdale Road to the nearby Grayhawk development, master planned access points, trails and paths around the Project and a unique mixed-use land plan. The Request enhances these Project attributes.

LU 1.1 Encourage land uses that preserve a high quality of life and further define Scottsdale's sense of place within the region.

Response: One Scottsdale has been planned for a mixture of land uses at the City's signature road and the City's only freeway. 'Right sizing' the for-sale residential component and non-residential component of the Project will further refine Scottsdale's sense of place within the region while providing additional housing intended to serve existing and future employment in the area. The addition of condominium use will provide additional opportunities for residents seeking an ownership lifestyle in north Scottsdale but at a smaller scale than the abundant and high scale traditional single family residential, allowing for residents to stay in the area.

LU 1.2 Celebrate Scottsdale's desert city image by preserving natural open space and natural ecosystems.

Response: The Project's scenic corridor and provision of internal and perimeter open spaces accentuates Scottsdale's desert city image. The significant Scenic Corridor along Scottsdale Road provides a gateway to north Scottsdale, announcing the importance of the desert habitat of this area.

LU 1.4 Collaborate with adjacent jurisdictions to understand the dynamics of, and coordinate on, emerging and redeveloping areas adjacent to the City boundary.

Response: The community goals for One Scottsdale and the surrounding area have been revised with the City's update to the General Plan and the adoption of the GACAP. This area, from Scottsdale Road east along both sides of the Loop 101 Freeway corridor to Bell Road allows for 'Higher Scale' development. The area inclusive of a majority of One Scottsdale south of Legacy Boulevard east to Miller Road within the Crossroads East land area on both sides of the Loop 101 Freeway is designated as a Regional Core designation. This 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. The request does not include any additional building height for the Project. The request for additional for-sale housing and reduction in commercial square footage continues to meet the goals set forth in the GACAP Regional Core designation. The amendment request respects the natural environment, site conditions and unique character of the area. Furthermore, the amendment is consistent with the land plan for the Crossroads East development to the east. Finally, the amendment respects the heights, residential density, and intensity adjacent to the multi-family areas east of One Scottsdale within Grayhawk.

LU 2.1 Ensure neighborhood "edges" transition to one another through compatible land uses and development patterns.

Response: The proposal does not impact any of the edges of One Scottsdale. A majority of the eastern boundary of One Scottsdale is either developed, under development, or approved for development. The proposed additional for-sale housing and reduction in non-residential square footage only impacts internal areas of the Project.

LU 3.1 Allow for the diversity and innovative development patterns of residential uses and supporting services to provide for the needs of the community.

Response: One Scottsdale's existing approved entitlements provides for a diversity of land uses within a master planned community. The request seeks additional for-sale residential uses at a location in Scottsdale along a major thoroughfare (Scottsdale Road) and the City's Loop 101 freeway. One Scottsdale will continue to provide for a mixture of land uses that will allow for residents to live, work, and play in the area. The provision of additional condominium use in this area will provide opportunity for such use within the north Scottsdale area, which has relatively very little of this housing option for those residents who would like to downsize and simplify.

LU 3.2 Integrate housing, employment, and supporting infrastructure, primarily in mixed-use neighborhoods and Growth and Activity Areas, to support a jobs/housing balance.

Response: One Scottsdale meets this policy by integrating housing, employment, and supporting infrastructure within the limits of the development. One Scottsdale is located just to the south of Grayhawk and west of the Cavasson master planned developments. Together, they create a connected network of land uses that support each other and connects needed infrastructure. The mixture of uses will support the City's jobs/housing balance.

LU 4.1 Integrate land uses and transportation systems to allow for a variety of mobility choices.

Response: One Scottsdale built its significant transportation infrastructure upfront in the early 2000's. As a result, the surrounding Grayhawk and north Scottsdale traffic has been able to utilize wider lanes on Scottsdale Road and a Legacy Boulevard connection from Scottsdale Road east to Hayden Road for approximately twenty (20) years. Growth in the area has utilized One Scottsdale's investment in the benefits of the improved roadway system in and around the Project. One Scottsdale's compact design will include sidewalks internal to the Project with a pedestrian system throughout, around, and within the Project. Bus stops and electric vehicle charging stations are now developed or proposed as part of the evolving Project and future mobility enhancements will be included in the Project.

LU 4.2 Provide opportunities for pedestrian-oriented development, reduced parking demand, and context appropriate mobility choices.

Response: One Scottsdale's master pedestrian circulation plan, sidewalks, paths, and trails provide for various internal and external pedestrian access opportunities. The continued and refined mix of land use will also result in reduced parking demand and greater use of multi-modal travel options.

LU 4.3 Locate regional land uses and intensities in Growth and Activity Areas to provide the greatest access to various modes of transportation.

Response: One Scottsdale's prime location at Scottsdale Road and the Loop 101 Freeway allows for the greatest access to various modes of transportation and in keeping with city plans, concentrates intensity at the major transportation corridors. The request ultimately reduces the overall vehicular traffic impacts to the area by eliminating a significant amount of development intensity.

LU 5.1 Encourage a variety of compatible mixed-use land uses within or next to Growth and Activity Areas, along major streets, and within particular Character Areas to reduce automobile use and improve air quality.

LU 5.2 Concentrate greater development intensities in Growth and Activity Areas, thereby reducing development pressures in low-density areas and conserving energy.

Response: One Scottsdale includes corporate office, medical office, hospitality, retail, restaurants, and residential within a soon to be built mixed-use core. The Request concentrates within Planning Unit II, south of Legacy Boulevard. The additional for-sale residential units will provide for employer and employee housing for the surrounding Growth and Activity Centers, much of which will be developed in the future on ASLD lands. The pedestrian trails, paths, and numerous internal sidewalks within the Project will reduce automobile use and improve air quality.

Goal LU 6 Attract and retain diverse employment, business, and retail land uses to improve the economic well-being of Scottsdale's residents.

LU 6.1 Promote opportunities for the expansion and revitalization of employment and commercial uses within the city.

LU 6.2 Support well-planned, clustered employment centers of related or similar uses such as Healthcare and Research and Development land uses.

LU 6.3 Encourage commercial land uses of similar scale and character in proximity to or within medium- to high-density residential areas to promote walkable connections.

Response: One Scottsdale will be 'book-ended by two (2) major office buildings on the north and south sides of the Property. With one building at 475,000 square feet and the other at 115,700 square feet, the initial stages of the Project is prioritizing employment uses within the Greater Airpark area. Additional hospitality and retail uses are being developed within Planning Unit III. Additional land availability within Planning Unit III (north of Legacy Blvd.) will provide for additional office, retail and service uses. The majority of the eastern side of the Property is composed of quality residential uses. The Request, although to decrease the non-residential square footage, still provides for over 975,000 square feet of potential 'class A' office or retail, hospitality, restaurant, service uses to the overall mixed-use community. The mixed-use, walkable design is unchanged by the Request. An allowance for 1.5+ million square feet of non-residential square footage entitlements on approx. 100 acres including significant residential mixed-use is ample square footage to implement quality employment as envisioned by the General Plan and Greater Airpark Character Area Plan. With the proposed additional for-sale housing, a significant core of medium- to high-density residential development within the Project will provide substantial walkable connections to the surrounding commercial and employment core.

ARTS, CULTURE & CREATIVE COMMUNITY ELEMENT

Goal ACC 3 Promote creative place-making to revitalize neighborhoods, enhance sense of place, celebrate cultural heritage, and strengthen community character.

ACC 3.1 Integrate art into public programs, natural features, civic buildings, infrastructure, and other community assets to strengthen sense of place.

ACC 3.4 Integrate public art at various scales into the built environment citywide.

Response: One Scottsdale has an approved Master Environmental Design Concept Plan ("MEDCP") that will continue to guide place-making opportunities within the Project. For example, a recent Development Review Board approval of a residential project within Planning Unit II has four (4) locations for the placement of public art.

SUSTAINABILITY & ENVIRONMENT

OS 1.3 Continuous Open Spaces. Develop a system of continuous open spaces that connect citywide and regionally. Such open spaces include washes (inclusive of Vista Corridors), streetscapes, wildlife corridors, trails, and canals.

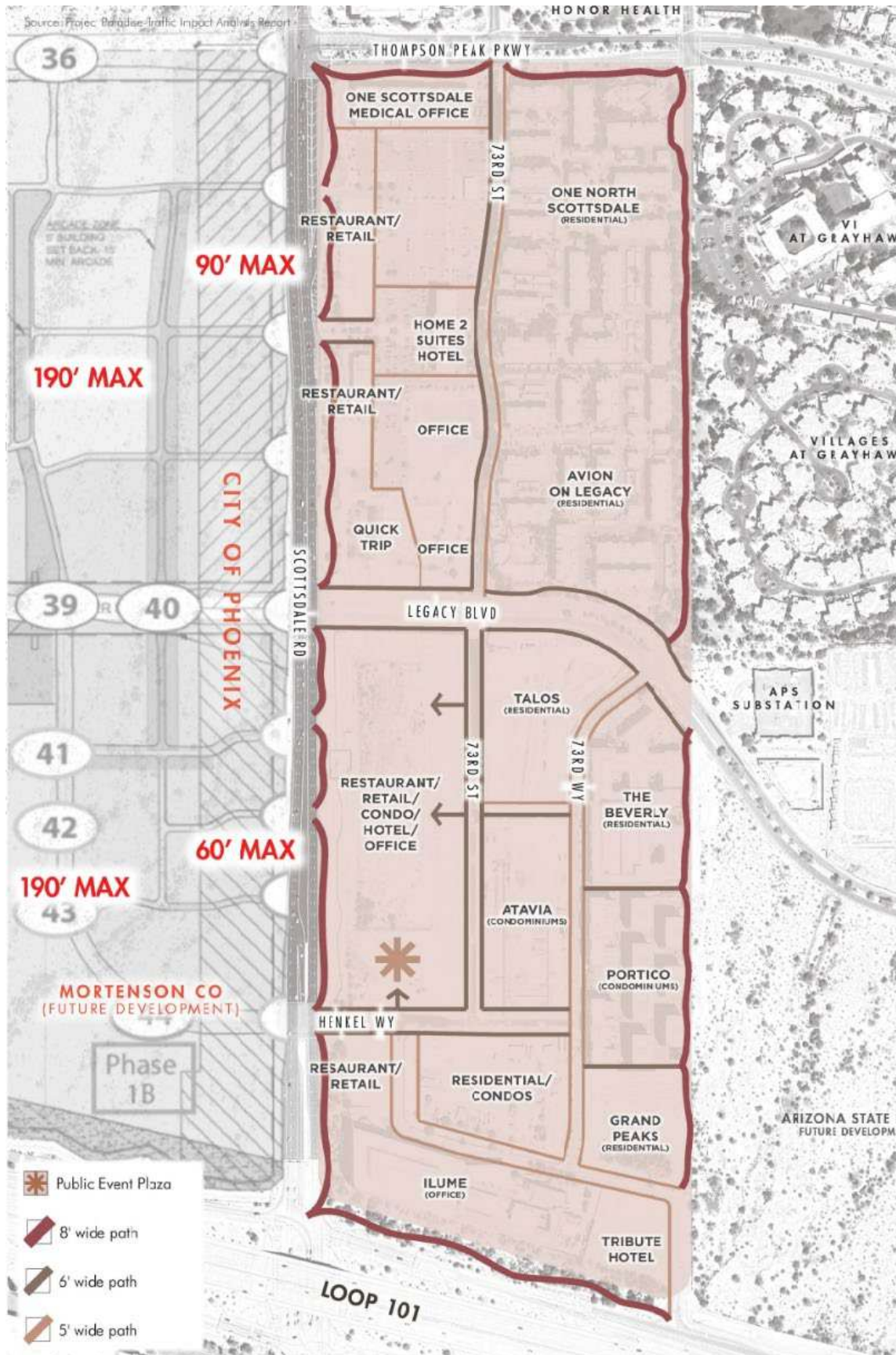
OS 1.4 Developed Open Space. Offer public and private parks and open spaces to accommodate both active and passive recreation.



Response: One Scottsdale is implementing a scenic corridor along the Scottsdale Road frontage. Within that scenic corridor and other open space areas, the Project will provide trails, passive recreation, and seating areas for residents, employees, and visitors.

OS 4.1 Develop a public trail and path system that links to other City and regional systems.

Response: One Scottsdale has developed a path and trail system through the scenic corridor and along the east side open space area to allow for public access around the entire Property. Numerous internal sidewalks and paths provide for direct access throughout the Project. The paths, trails, and sidewalks all connect to the north and east for the use of neighborhoods



OS 4.3 As development and redevelopment occurs along transportation corridors, ensure the preservation of mountain viewsheds, the Sonoran Desert, natural features, and landmarks that enhance the unique image and aesthetics of major streets through open space buffering. The following Visually Significant Roadway designations should be applied:

■ Scenic Corridors should be designated along major streets where a significant landscaped buffer is needed between streets and adjacent land uses, where an enhanced streetscape appearance is desired, and where views to mountains and natural or man-made features will be maximized. Scenic Corridors may provide enhanced opportunities for open space, scenic viewing, trails, and pathways in the community.

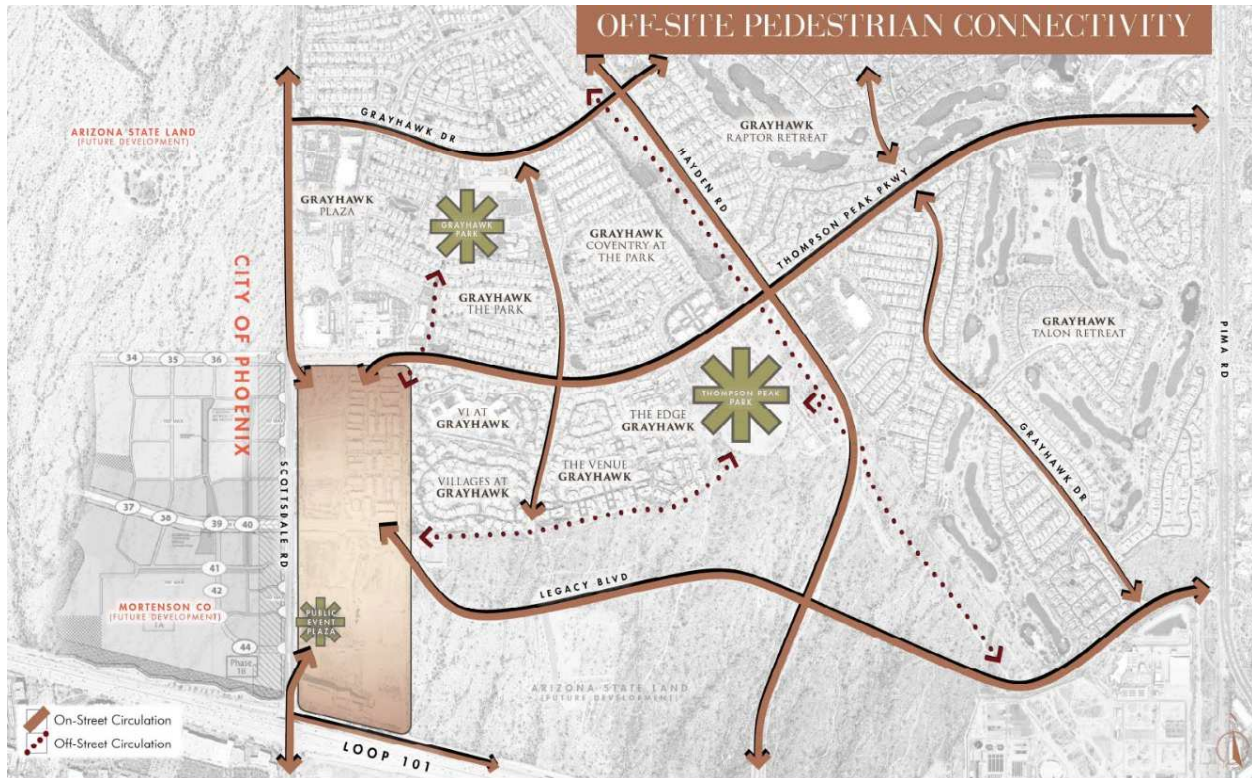
Response: One Scottsdale provides for a significant scenic corridor along the City's signature roadway. The provision of a scenic corridor directly north of the City's lone freeway creates a constant scenic corridor along the east side of the road consistent with this policy. In addition, building heights/elevations are stepped back from the scenic corridor along Scottsdale Road.

OS 4.4 Encourage the use of drainage areas, Vista Corridors, and transmission line corridors as open space opportunities.

Response: To better utilize drainage areas on the site, the Property owner undergrounded some of the drainage to create a more walkable open space and pedestrian corridor along the entire east side of the Project. Some drainage is contained in the northern portion of the path.

OS 5.2 Locate publicly accessible and useable open spaces within Growth and Activity Areas and established neighborhoods.

Response: All paths, trails, and sidewalks along the internal streets are accessible to the public.



OS 8.5 Create usable open spaces from existing rights-of-way, sidewalk widening, street realignment, development of trails, and other creative solutions.

Response: One Scottsdale is designed with internal private streets and enhanced sidewalks with public access.

ENVIRONMENTAL PLANNING

EP 3.1 Reduce automobile emissions through traffic management; transportation improvements; promotion of a wide variety of mobility options; travel demand reduction strategies; expansion of regional connectivity; and use of electric and alternative fuel vehicles.

Response: The Request seeks to add housing and reduce non-residential intensity, and thereby decrease traffic to and from the site. With the transportation infrastructure in place, this 'down-zoning', as it relates to traffic, will reduce automobile emissions through strong pedestrian and bike connectivity within and to and from adjacent development. Electric vehicle charging stations will continue to be provided.

EP 5.5 Expand Green Building construction standards to include all new and remodeled residential and commercial buildings

Response: New construction at One Scottsdale will comply with the City's green building construction standards.

Goal EP 7 Identify and reduce heat islands.

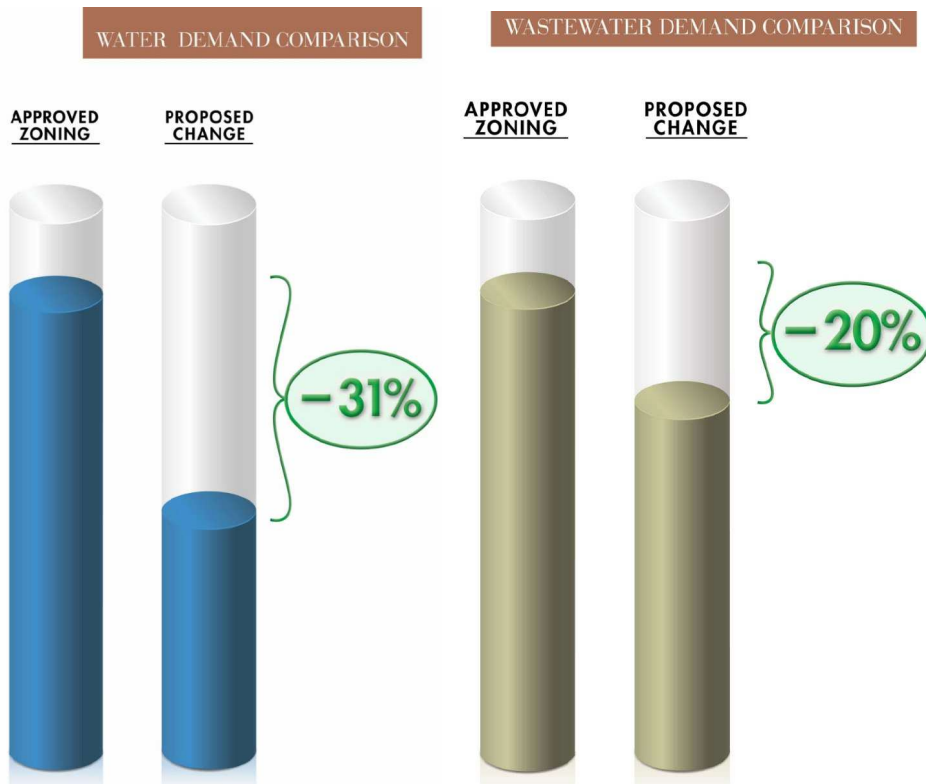
Response: One Scottsdale is designed with private tree-lined streets and driveways and surrounded by scenic corridors and landscaped walking paths. The reduction in large, paved parking lots within Planning Unit II as part of this Request will help reduce the urban heat island effect.

CONSERVATION ELEMENT

Goal Consv 4 Conserve water and encourage the reuse of wastewater.

Response: The adjustment of the land use budget, reduction of significant non-residential square footage and the addition of for-sale housing, will result in an approximately thirty-one percent (31%) reduction in water use compared to the existing and approved land use entitlements, as calculated using the criteria noted in the City Council approved development agreement. More specifically, the reduction of approximately 1.2 million square feet of office use, and 190,000 square feet of retail space results in a reduction of approximately 2,100 gallons per minute at the peak hour. The addition of 350 for-sale residences and 15,500 square feet of restaurant results in approximately 240 peak hour gallons per minute of additional water demand. The resulting net demand is a reduction of approximately 1,860 gallons per day at the peak hour.

Using the design criteria in the City Council approved development agreement, the changes to land use result in a slight decrease in the total wastewater demand. Coordination with the City of Scottsdale Water Resources department is ongoing to determine the final design criteria. Using the design criteria noted in the 2018 Design Standards and Policy manual, the proposed land uses were calculated to reduce the overall water demand by 31% and reduce the overall wastewater demand by 20%.



COMMUNITY INVOLVEMENT

Goal CI 1 Seek early and ongoing community involvement through broad public input in project and policy-making discussions.

CI 1.1 Maximize opportunities for early notification of proposed projects using a variety of methods.

Response: Our outreach started with our most direct residential neighbors/community, Grayhawk. We contacted their homeowners association (“HOA”) board of directors and had an initial meeting to kick-off our community involvement. The HOA board of directors recommended an initial Grayhawk resident open house and informational meeting prior to the required City open house. We conducted an open house in the Grayhawk board offices as our initial outreach meeting. There were approximately twenty-five (25) attendees to discuss our proposal. As was done when One Scottsdale was initially entitled in 2002, the Grayhawk community was our initial outreach. Community outreach has continued since that initial meeting. Since this application has taken some time to proceed through the City’s review process, we intend to hold another open house for the Grayhawk community, which is the most impacted community to our request.

CI 4.3 Seek to involve community groups, HOAs, and other organizations in the sharing of both City and project information.

Response: We engaged with the Grayhawk community and their HOA on our land use proposal before our required City open house. We will continue to communicate with Grayhawk and other community groups through the entire process.

HOUSING ELEMENT

Goal H1 Support diverse, safe, resource-efficient, and high-quality housing options.

Policy H1.4 Support the creation of mixed-use projects, primarily in Growth and Activity Areas, to increase housing supply within walking distance of employment, transportation options, and services.

Response: One Scottsdale is located within a designated Growth and Activity Area. The mixed-use core of the Project is generally south of Legacy Boulevard. It is within this area of the Project (Planning Unit II) that additional for-sale housing is proposed which will be within walking distance of employment, transportation options, and services.

H 1.5 Encourage a variety of housing densities in context-appropriate locations throughout Scottsdale to accommodate projected population growth.

Response: One Scottsdale has many different residential projects built, under construction and planned. All have unique and differing qualities and characteristics and densities that are in context appropriate locations and which provide opportunities for those wishing to downsize and those who work in the area.

Goal H2 Provide a variety of housing options that meet the socioeconomic needs of people who live and work in Scottsdale.

H 2.7 Encourage the development of workforce housing with the new development and/or expansion of hotels, resorts, and other generators of service-level employment.

Response: The addition of additional housing options at varying densities and residence size will help accommodate the need for more attainable housing for teachers, first responders, health care workers, and others critical to our economy. Additionally, the provision of condominiums also provide another opportunity for north Scottsdale residents to perhaps downsize or just relocate to a “lock and leave” home.

Goal H 3 Provide housing options that allow for all generations of Scottsdale residents to continue to live here, regardless of life stage or ability.

Response: Senior living options are being actively pursued. The amenities, walkable environment, services, and nearby medical facilities support the goal of allowing all generations to live within the community.

CIRCULATION ELEMENT

C 1.2 Coordinate transportation and land use planning to enhance an integrated, sustainable transportation system that promotes livable neighborhoods, economic vitality, safety, efficiency, mode choice, and adequate parking.

Response: One Scottsdale is ideally situated along major transportation corridors (Scottsdale Road and Loop 101 Freeway) and is planned for a live/work/play environment. This combination promotes livable neighborhoods, economic vitality, safety, efficiency, and mode choice that enhances parking availability.

C 1.10 Control access to and from arterial streets and regional transportation corridors to protect their abilities to move multimodal traffic efficiently.

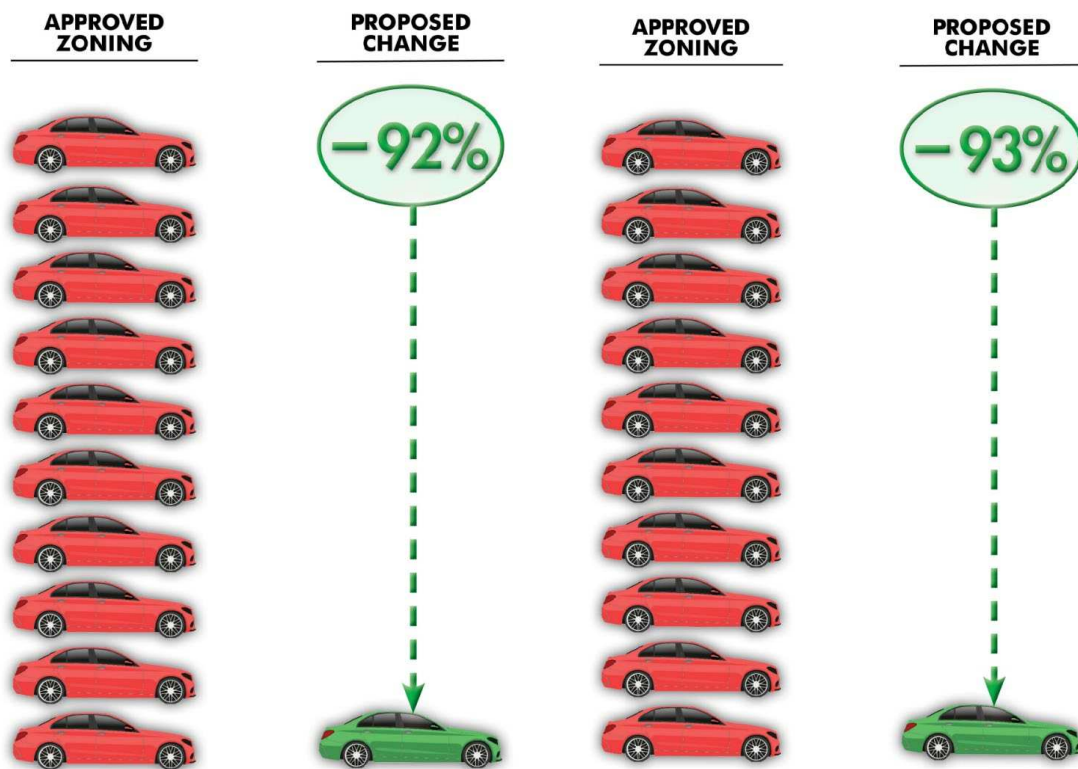
Response: One Scottsdale’s access points were established with the Project’s approval in 2002. A central street, Legacy Boulevard, was constructed in the early 2000’s to provide an east/west connection from Scottsdale Road to Hayden Road. Internal streets within the Project allow for north/south traffic, excellent bicycle and pedestrian movement within the community is established as well. Finally, the Project has direct access to the freeway frontage road.

C 2.1 Encourage a mix of land uses that will reduce the distance and frequency of automobile trips and support mobility choices.

Response: One Scottsdale has always been planned for, and built with, a mix of land uses. The request for a reduction in non-residential square footage and additional residential provides for an approximate ninety-two percent (92%) reduction in weekday trips and ninety-three percent (93%) reduction in peak hour trips.

TRAFFIC IMPACT | WEEKDAY TOTAL TRIPS

TRAFFIC IMPACT | AM & PM PEAK HOUR TRIPS



C 3.2 Create a diversity of mobility choices in Growth and Activity Areas, which have the greatest intensity of development.

Response: One Scottsdale utilizes numerous pedestrian and bicycle mobility options to and from and within the Project.

C 4.1 Provide and maintain expansion and modification options for existing and future transportation networks to efficiently serve future mobility needs.

Response: Although One Scottsdale has constructed all of the required public infrastructure required by their 2002 entitlements, the developer was asked to provide interim street improvements on the west side of Scottsdale Road with the 2016 case so that by the city there were three (3) lanes of traffic across the Property frontage in both directions. Prior to these improvements by One Scottsdale, Scottsdale Road transitioned from three (3) lanes at the freeway to two (2) lanes in each direction. One Scottsdale has also recently updated it's Scottsdale Road frontage by creating a 6-lane configuration from the freeway north to Thompson Peak Parkway.

C 4.5 Advance partnerships and privatization to provide additional choices for addressing gaps in the mobility system.

Response: In 2002, One Scottsdale agreed to financially participate in the construction of Miller Road to the east. Miller Road is approximately one-quarter (¼) mile east of One Scottsdale. That financial contribution has been made to the City.

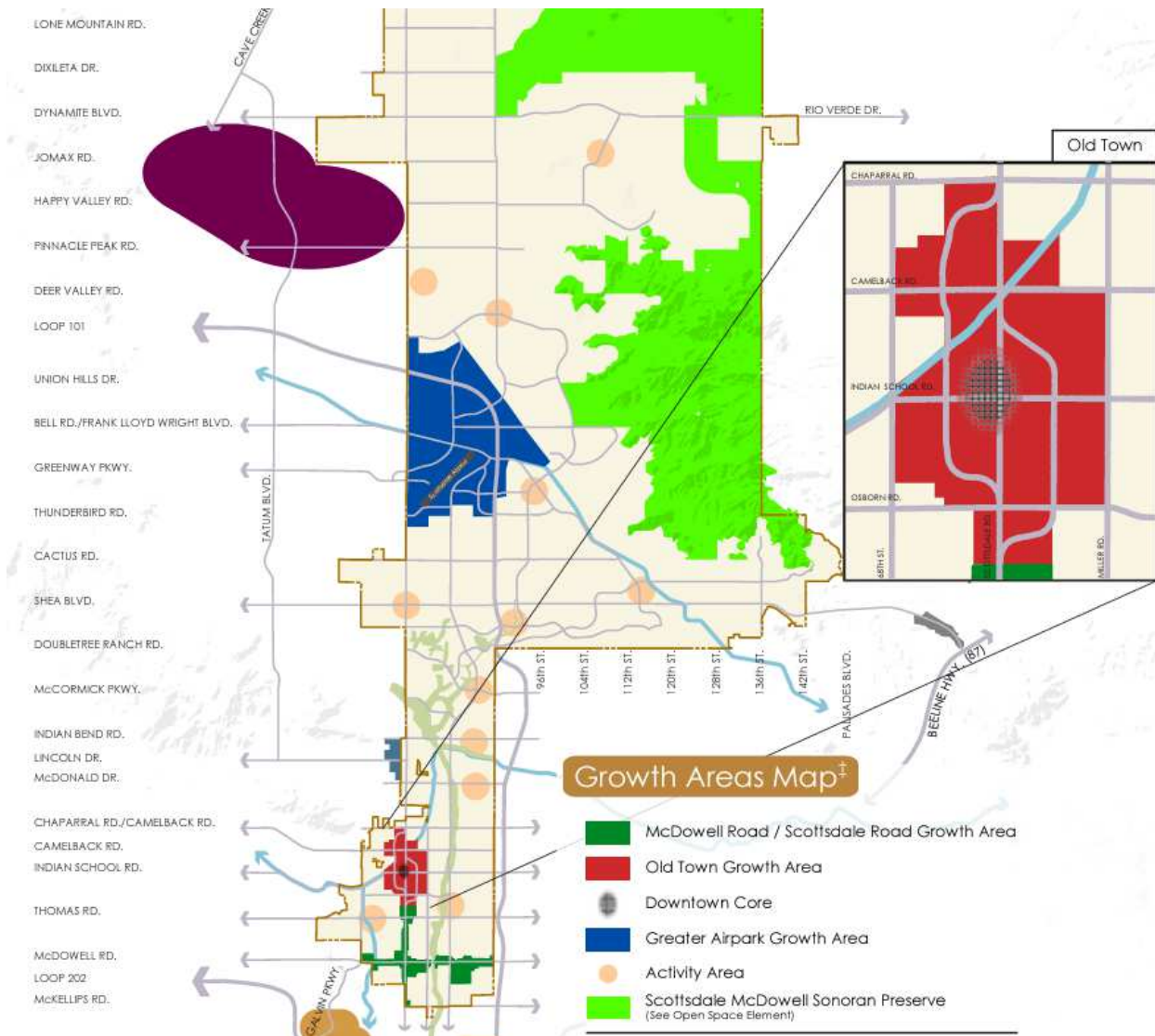
C 6.1 Coordinate regional transportation planning and implementation strategies in partnership with neighboring jurisdictions and regional, State, and Federal governmental agencies.

Response: One Scottsdale coordinated with the Arizona Department of Transportation in constructing the north side freeway frontage road from Hayden Road on the east to Scottsdale Road. This connection demonstrated the developer's continuing commitment to coordinating and partnering with other jurisdictions for the betterment of the regional transportation system.

GROWTH AREAS

GA 1.4 Accommodate the highest intensity of development in designated Growth Areas. In some cases, Character Area Plans may be more specific on appropriate locations for higher intensity development within both Growth and Activity Areas.

Response: One Scottsdale is located in the Greater Airpark Growth Area. With higher intensity and density adjacent to One Scottsdale to the east (multi-family dwellings in Grayhawk and Crossroads East state land entitlements), and to the west in the City of Phoenix, the requested changes to the land use budget is an appropriate location for additional density and restructuring of non-residential square footage.



GA 1.5 Identify Growth and Activity Area “edges,” and incorporate context-appropriate transitions between these “edges” and adjacent neighborhoods to minimize the impacts of higher-intensity development.

GA 5.1 Support land use compatibility with nearby neighborhoods through context appropriate development within Growth and Activity Areas.

Response: One Scottsdale’s original 2002 entitlements, provide for height, density, and intensity transitions from the Grayhawk community north and east of the Project. The proposal maintains these already approved transitions. In addition, the majority of the eastern edge of Planning Unit II is allowed for building heights of up to ninety (90) feet. Current Development Review Board approvals and construction are only utilizing a maximum of sixty (60) feet in height for an even better transition to the Grayhawk community.

GA 3.1 Provide useable public open space as an integral part of Growth and Activity Areas to encourage public gathering, enhance aesthetics, preserve viewsheds, and serve as buffers between differing land uses and intensities.

Response: One Scottsdale is committed to a scenic corridor along its Scottsdale Road frontage. There are trails and paths that encircle the 134+-acre Project. Future public open space will be provided within Planning Unit II at full build-out.



COST OF DEVELOPMENT ELEMENT

COD 1.2 Public infrastructure provided by development should be reasonable, fair, and mutually beneficial to the City.

COD 2.1 Plan and promote the orderly building of infrastructure, such as water, sewer, drainage, streets, and transit shelters.

Response: One Scottsdale was originally approved in 2002. A few years later, Scottsdale Road and Legacy Boulevard were constructed at One Scottsdale's expense. These roadways and improvements have been in place for approximately twenty (20) years. Regional drainage was also constructed for the area by One Scottsdale in the early 2000's.

COD 2.4 Promote private-sector participation in the development of needed public facilities and amenities through required fees, dedication of land, and construction of facilities.

Response: One Scottsdale has demonstrated its commitment to to provide facilities as required by law and has contributed to the development of significant infrastructure in the area to support the development.

PUBLIC SERVICES & FACILITIES ELEMENT

PSF 2.3 Encourage the undergrounding of all new and existing electrical distribution lines carrying voltages of 69kV and lower.

Response: One Scottsdale had 69 KV power lines in front of the Project along the east side of Scottsdale Road. One of the initial public improvements was to underground that power line at a substantial cost to One Scottsdale. With the scenic corridor taking shape along portions of the Project's frontage, the undergrounding of the power lines has benefitted the aesthetics to the users of this roadway.

ECONOMIC VITALITY ELEMENT

EV 1.2 Support retention and expansion of established businesses, and provide resources for businesses to adapt to changing market conditions.

Response: The additional for-sale housing and their household spending will assist local businesses.

EV 3.8 Promote orderly, planned growth to reduce service costs, maximize use of existing and proposed public facilities, and enhance available revenues.

Response: One Scottsdale can now be considered "infill" development with all of the recognized benefits of such development patterns on infrastructure.

PCD Findings

One Scottsdale is within a PCD zoning district with comparable PRC zoning. With the 2002 Entitlements, we provided justification and findings that allowed the PCD to be applied to the property. With the Request to update the development standards for One Scottsdale, we offer the following findings required by the Zoning Ordinance:

Before approval or modified approval of an application for a proposed P-C District, the Planning Commission and the City Council must find:

A. That the development proposed is in substantial harmony with the General Plan, and can be coordinated with existing and planned development of surrounding areas.

Response: As described fully above in the GACAP analysis and zoning update, the Request intends to fulfill the goals, policies and vision of the General Plan, the associated character area plan and utilize development standards present PCD-PRC zoning district. To the west, Phoenix has designated the area as

a 'core' within their general plan. This means that proposals for underlying zoning districts in the future for this land may request building heights up to 190 feet and still be in conformance with their general plan. The ASLD property to the east (Crossroads East within the City) is zoned for 60 feet in height and mixed-use land uses. The Cavasson project has building heights above 100 feet and significant office square footage. The Request seeks to 'right-size' the non-residential square footage and residential units south of Legacy Drive away from the Grayhawk community and consistent with future development within the ASLD properties. The request is in substantial harmony the General Plan and existing and future development in the surrounding areas.

B. That the streets and thoroughfares proposed are suitable and adequate to serve the proposed uses and the anticipated traffic which will be generated thereby.

Response: The 2002 and 2016 Entitlements provided for significant regional and local transportation infrastructure improvements. The required roadway widening (Scottsdale Road), new roadways (Legacy Boulevard from Scottsdale Road to Hayden Road and the freeway frontage road from the Hayden Road interchange to the Scottsdale Road interchange), traffic signals, and internal roadways have all been developed to handle the proposed traffic for the Request. The 2002 Entitlements also require assistance in funding the study on how Miller Road is built and developed across the freeway corridor. In addition, the proposed employment and for-sale residential use for the Request provides for more internal capture thereby reducing overall daily trips. The forethought and implementation of the required transportation infrastructure provides for streets and thoroughfares that are suitable to handle the anticipated traffic by the Request. One Scottsdale has widened Scottsdale Road along the entire Property's frontage for 3-lanes of travel in each direction. The traffic generated by the Request is substantially less than that associated with the existing allowed development.

C. The Planning Commission and City Council shall further find that the facts submitted with the application and presented at the hearing establish beyond reasonable doubt that:

1. In the case of proposed residential development, that such development will constitute a residential environment of sustained desirability and stability; that it will be in harmony with the character of the surrounding area; and that the sites proposed for public facilities, such as schools, playgrounds and parks, are adequate to serve the anticipated population. The Planning Commission and City Council shall be presented written acknowledgment of this from the appropriate school district, the Scottsdale Parks and Recreation Commission and any other responsible agency.

The Request seeks to add 350 for-sale residences to Project south of Legacy Boulevard. The additional for-sale residential units create a core of housing to support the proposed employment core and retail south of Legacy Boulevard and provide for condominium use for the north Scottsdale area. The scale and density of the Request are in harmony with residential communities in Grayhawk. The existing and proposed infrastructure will be able to handle the additional residential units. The Request includes sidewalks, plazas, gathering places, and social interaction. One Scottsdale will have a looped trail system along its perimeter with access to other surrounding areas. Nearby parks, schools and other facilities are available to the north and east. Internal pocket parks and amenities will also be provided. We have received

acknowledgement by the Superintendent of the Paradise Valley Unified School District that the Request will not impact the existing and future school enrollment.

2. In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.

The Request may attract a research type user or an office user with a research component. Illume is one such use that provides for an office headquarters with an associated research facility in one building. Any research uses will be designed in the core area south of Legacy Boulevard and be designed to operate in harmony with the other planned mixture of uses within One Scottsdale

3. In the case of proposed commercial, educational, cultural, recreational and other nonresidential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding areas.

As stated throughout this Project narrative, the intent of the Request is to create an urban, pedestrian friendly core of residential, employment, hospitality and support commercial retail and restaurant uses south of Legacy Drive. With the development of Scottsdale 101, Promenade, Scottsdale Quarter, Kierland, City North, the Mortensen project in Phoenix and other commercial centers in this area of the City, One Scottsdale can no longer be planned as a major retail destination. With the planned intense and dense land uses on adjacent ASLD properties in Phoenix and Scottsdale, the reused non-residential square footage will be in harmony with the character of the surrounding areas.

Neighborhood Outreach

As with our 2002 and 2016 Entitlements, we continue to strive to ensure all affected stakeholders are made aware of our proposed Request. Prior to our official submittal, we reached out to the Grayhawk Community Association (“Grayhawk Board”) to preview our request to amend our development plan. From that meeting, we coordinated with the Grayhawk Board, a Grayhawk only neighborhood outreach meeting at the Grayhawk Board offices. The Grayhawk Board sent notices to approximately 3,800 residences within Grayhawk. This community meeting was conducted on November 15th, 2023, in the evening. There were approximately 25 attendees at this open house. On November 29th, 2023, we also conducted the City required neighborhood open house at the Grayhawk Boys & Girls Club. Again, there were approximately 25-30 attendees at this open house. Post submittal, our outreach will include updates to the Grayhawk Board, adjacent property owners including Discount Tire, Stockdale – the owner of the Illume building, Honor Health, the Vi, ASLD, Paradise Valley Unified School District, Coalition of Greater Scottsdale (“COG’s”) and many others. Please refer to the Citizen Involvement Plan and Report submitted with this application. We will also hold another neighborhood meeting in early 2026 with the Grayhawk community prior to public hearings.

Summary

The Request is to update One Scottsdale's existing PRC zoning district to substantially reduce the intensity of One Scottsdale by approximately 1.3M square feet of non-residential intensity and increase the amount of housing by 350 for-sale residences. These for-sale residences can only be developed in PU II. The intent of the Request is to remove overall intensity while at the same time reducing impacts to the City's infrastructure including traffic, water use and sewer use. The changes continue to be consistent with and implement the City's current General Plan and Character Area Plan goals, policies and vision.

The modifications to increase for-sale residential and reduce non-residential square footage will be reflected in a revised Land Use Budget. Refer to the attached revised Land Use Budget within this application.



BUILDING LEGACIES SINCE 1984

One Scottsdale
Development Plan Amendment
Proposed Public Benefit Narrative
December 8, 2023

The Proposed Development Plan Amendment (“Request”) is to amend the One Scottsdale development plan to ‘right-size’ the number of residential units and non-residential square footage for the One Scottsdale project (“Project”). The Project was initially approved in 2002 and was envisioned as mixed-use retail, office, hotel and residential core at the intersection of the freeway and the City of Scottsdale (“City”) signature roadway. The following document provides a description of the extensive public benefits the Project has provided to this area of the City over the two (2) decades since the original entitlements were approved.

One Scottsdale initially built the major transportation network adjacent to and within the Project. These major and costly improvements, as well as the others listed below, demonstrate the developer’s commitment to improving the City’s infrastructure and roadway network and other significant public benefits. These public benefits are as follows:

- Dedication of right-of-way for Scottsdale Road, Thompson Peak Parkway, Legacy Boulevard, and the Loop 101 Frontage Road which have been completed since 2009.
- Reimbursed the City for the costs to improve Scottsdale Road from the Loop 101 north to Thompson Peak Parkway. These half street improvements provide for six-lanes of travel just north of the freeway transitioning to a four-lane road section along the Project’s frontage to align with the four lanes of travel north of Thompson Peak Parkway. These improvements have been constructed since 2008.
- Legacy Boulevard – Constructed full street improvements for a half mile east/west minor arterial street from Scottsdale Road east to Hayden Road. These improvements have been constructed since 2008.
- Mayo Boulevard – Reimbursed half street improved along Project’s frontage even though no development has occurred on what was Planning Unit I from the original 2002 entitlements. These improvements have been constructed since 2008.
- Pima Freeway (Loop 101) frontage road – In lieu payment occurred in 2007 which accelerated the frontage roads construction from Hayden Road to Scottsdale Road along the north side of the freeway. These improvements have been completed since 2008.
- The above roadway improvements equate to approximately \$6.8 million of public improvements including the necessary public utility easements.
- Since the west side of Scottsdale Road is within the City of Phoenix and owned by the Arizona State Land Department (“ASLD”), there have been minimal to no Scottsdale Road improvements along the west side of the road north of the freeway. One Scottsdale has processed and received approval for plans to improve Scottsdale Road along the west side of the road to create six (6) full



BUILDING LEGACIES SINCE 1984

lanes of travel along the entire projects Scottsdale Road frontage of the project. Improvements set to begin in 2024 to further improve traffic flow through the area.

- A significant area along Scottsdale Road is required to dedicate a scenic corridor with a minimum width of 60' with an average width of 100' for the entire length of the property. This equates to approximately seven (7) acres of land along Scottsdale Road. The scenic corridor dedications have occurred along Scottsdale Road where development has or is occurring. Within the scenic corridor, there are public paved and unpaved trails and paths. These paths connect the entire perimeter of the Project providing a walking/biking loop fully accessible and open to the public.
- Along the east side of the Project open space and public paths along with some drainage improvements totaling over 3 acres have been provided. One Scottsdale also provided drainage improvements for some off-site regional flows and created a public access amenity along the entire east side of the Project. This east side open space area provides an important part of the pedestrian trail system for the site and the general area. The majority of these improvements will be completed in 2024.
- Regional Drainage Improvements south of the freeway. One Scottsdale design, permitted and funded \$500,000 towards the construction of the drainage improvements south of the 101 as part of the regional drainage solution for this part of Scottsdale. These improvements have been completed since 2010.
- Miller Road Street/Underpass— One Scottsdale is providing approximately \$468,000 to the City to assist with Miller Road construction so as to accelerate another north/south street to the street grid in this area which will ultimately connect Miller Road from Thompson Peak Parkway on the north to Mayo Boulevard on the south with an underpass under the Loop 101 freeway.
- Funded the undergrounding of 69kv power lines – Under-grounded 69kv power lines along the east side of Scottsdale Road and into and out of the APS substation east of the project along the north side of Legacy Blvd. allowing for scenic corridor and unfettered views to the east. These improvement have been completed since 2009.
- Transit Facilities along Scottsdale Road (constructed bus stop facilities just north of Legacy Blvd.)
- Traffic Signal construction – Legacy Blvd. & Scottsdale Rd. and at Henkel Way and Scottsdale Rd.
- Landscape Buffer along the south side of Thompson Peak Parkway for additional building and natural setback along the roadway.
- City Services Space – the provision of a future 2,400 square foot office space for an emergency services center and a citizen services center is required within the core area of Planning Unit II.
- Public Events Space - A designated open area will be provided for the City to be utilized for public events. This space shall be made available to the City for up to five (5) special events each year. The location, size and design of this space shall be determined through a collaborative process including the developer and the City.
- Twenty (20) Percent Open Space – Project will provide a greater amount of open space than the minimum PCD-PRC standard of fifteen (15) percent.
- Requested Development Plan Amendment – Such changes would result in the reduction of impact to City services including an approximate 42% reduction in water use (even using updated DSPM criteria) and 28% reduction in total weekday traffic counts with additional reductions during peak hour impact to traffic in the area of Scottsdale Road and the Loop 101.

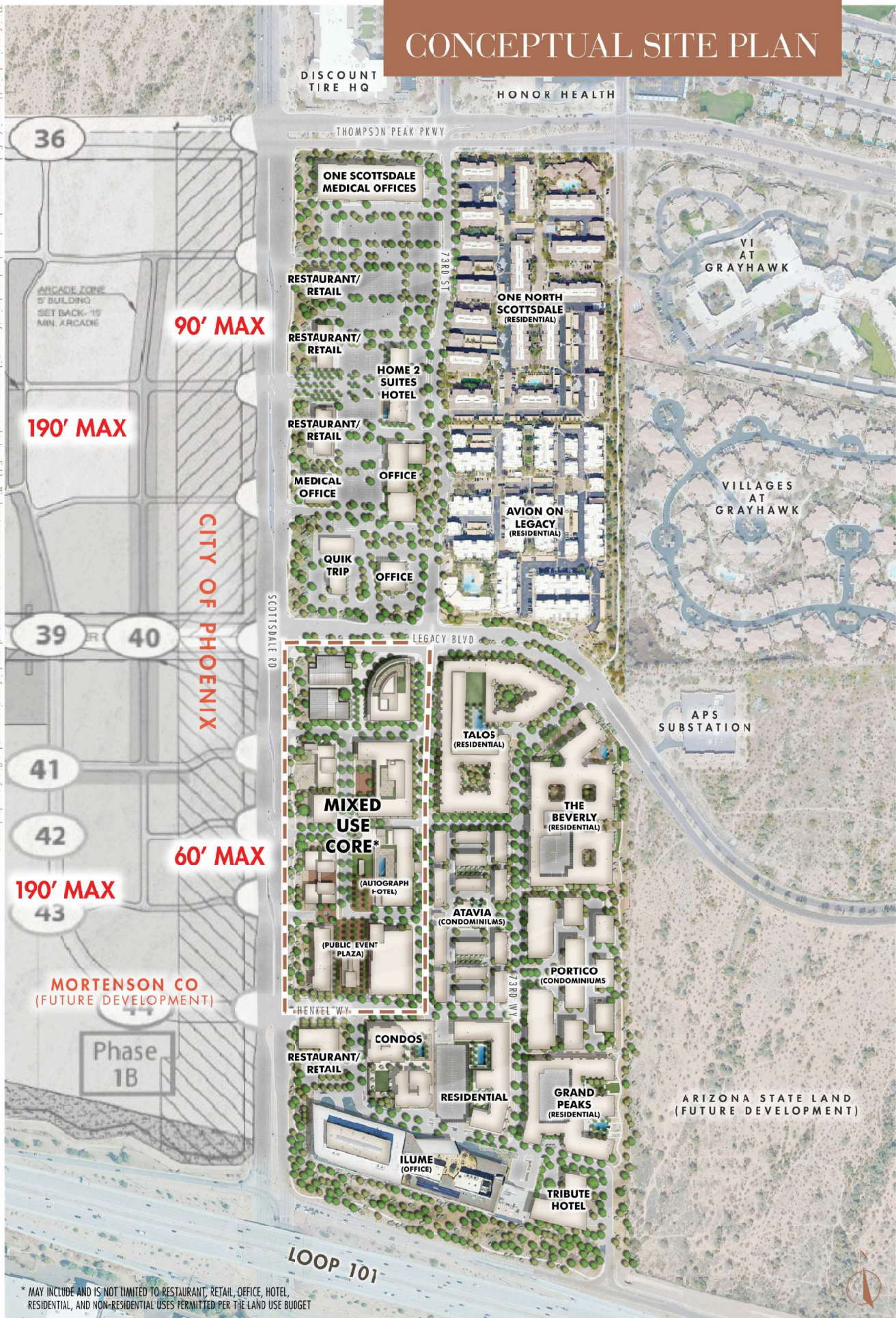


BUILDING LEGACIES SINCE 1984

One Scottsdale has developed in a methodically responsible way providing public benefits beyond the boundary of the Project and prior to the need or demand based on the existing uses to date. One Scottsdale's first development, the Dial/Henkel office building was developed in 2008-2009 and the first residential project occurred in 2012 over four (4) years after a majority of these public improvements had been constructed. Now ten (10) plus years later, other commercial and residential projects are developing within the Project. The requested Development Plan Amendment will allow One Scottsdale to continue develop in a responsible manner while continuing to provide the existing and required public benefits.

CONCEPTUAL SITE PLAN

The information depicted herein is for display purposes only and may have been obtained from outside sources assumed to be reliable. We do not represent, warrant, or guarantee that such information accurately reflects future development.



Resolution No. 10409
Exhibit A
Page 85 of 87



Areas outside the Amendment Boundary
have been updated to reflect existing
approved and built conditions

USES AS SHOWN
(" " EQUALS "AND, OR")
OFFICE

RESIDENTIAL
AUTO DEALERSHIP / MIXED USE

OUTDOOR ACTIVITY AREA
MIXED USE PEDESTRIAN
CORE DISTRICT
AMENDMENT BOUNDARY

NOTE:
Block dimensions, roadway,
ality and pedestrian
alignments and locations are
conceptual in nature. Final
site plan subject to approval
by Development Review
Board.

FOR REFERENCE

STACKED 40S **LAND USE AND CIRCULATION** SCHEDULE A1



Stipulations for the Zoning Application: One Scottsdale Case 20-ZN-2002 (FOR REFERENCE)

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

NOTE: #20-ZN-2002#5 DELETED STANDARDS ARE SHOWN IN DOUBLE STRIKE-THROUGH AND ADDED STANDARDS ARE SHOWN IN ITALIC, AND BOLD FONT

~~Section 1.0 Applicability~~

~~This application is to rezone the overall site to Planned Community (PC) District. In addition, the Master Developer has proposed a development plan with two options. The first development option proposes uses and densities that are comparable to the zoning district of Planned Regional Center (PRC) for all Planning Units (the "PRC Development Option"). (See below for Planning Unit layout.) The second development option proposes uses and densities that are comparable to the zoning districts of Planned Regional Center (PRC) for Planning Units II and III, and General Commercial (C-4) for Planning Unit I (the "C-4 Development Option"). Collectively, the PRC Development Option and the C-4 Development Option are referred to as the "Development Options."~~

~~Section 2.0 PRC Development Option (COMPARABLE ZONING DISTRICT - PRC)~~

~~These stipulations apply to the area with uses and densities that are determined to be comparable with the zoning district of Planned Regional Center (PRC).~~

~~2.1 Comparable Districts~~

~~2.2 Conformance to Character~~

~~2.3 Conformance to Amended Development Standards~~

~~2.4 Development standards~~

~~2.5 Sequence of Stipulation Performance~~

~~2.6 Master Plans~~

~~2.7 Development Site Stipulations (Planning Unit I)~~

~~2.8 Development Site Stipulations (Planning Units II and III)~~

~~Section 3.0 C-4 Development Option (Comparable Zoning District - C-4)~~

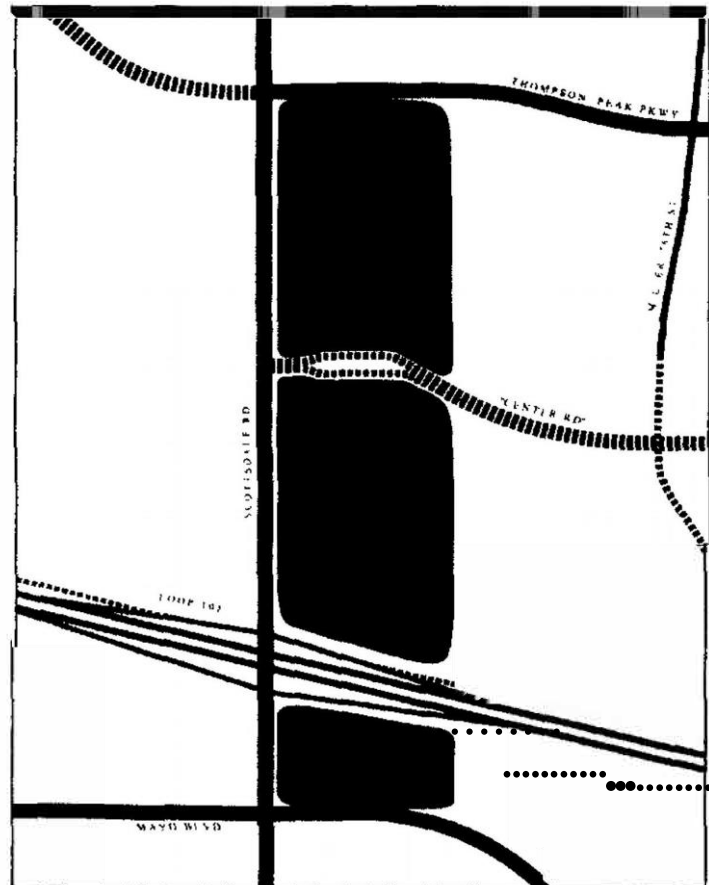
~~These stipulations apply to the area with uses and densities that are determined to be comparable with the zoning district of C-4 (General Commercial). The C-4 Development Option shall be permitted in Planning Unit I only.~~

~~3.1 Comparable District~~

~~3.2 Conformance to Amended Development Standards~~

~~3.3 Development Standards~~

~~3.4 Development Site Stipulations~~



~~1.0 APPLICABILITY~~

~~1.1 REZONING OF THE PROPERTY~~

~~The specific zoning district for the property described in City of Scottsdale (the "City") Case No. 20-ZN-2002 (the "Property") is Planned Community (PC) District as depicted on the Zoning Map set forth at Schedule B. The zoning is described in proceedings designated Case No. 20-ZN-2002 (the "Rezoning"). The Rezoning includes an amendment of the development standards described in Schedule I (the "PRC Amended Development Standards") and Schedule J (the "C-4 Amended Development Standards") (collectively, the "Amended Development Standards"). To the extent the Amended Development Standards limit or expand development otherwise permitted by the regulations for a particular zoning district classification as set forth in City Ordinance No. 455, as amended (the "Zoning Ordinance"), these Stipulations and the Amended Development Standards shall govern. The Rezoning is intended to implement and facilitate the development of the Property depicted on the Land Use and Circulation Map set forth at Schedule A. Schedule A.1 depicts development of an automobile dealership in Planning Unit I (the "C-4 Development Option") and PRC uses in Planning Units II and III. Schedule A.2 depicts development of commercial, hotel and residential uses in Planning Units I, II and III (the "PRC Development Option"). The approximate location of Planning Unit boundaries is shown on the Planning Unit Plan set forth at Schedule D. The numbering of the Planning Units depicted on the Planning Unit Plan is for reference only and does not require any particular sequence of development~~

~~1.2 C-4 DEVELOPMENT OPTION~~

~~An election to develop Planning Unit I pursuant to the C-4 Development Option shall be made within eighteen (18) months from the date of City Council approval of the Rezoning. Such election shall be triggered upon the submission of improvement plans to the City for the development of an automobile dealership in Planning Unit I (the "Trigger Event") by the then-current owner of Planning Unit I. Upon the occurrence of the Trigger Event, development of Planning Unit I shall be governed by the C-4 Development Option, the C-4 Amended Development Standards and the Stipulations set forth in Section 3.0, and the stipulations set forth in Section 2.0 shall be of no further force or effect for Planning Unit I.~~

~~1.3 PRC DEVELOPMENT OPTION~~

~~In the event the Trigger Event does not occur within eighteen (18) months from the date of CITY COUNCIL APPROVAL OF the Rezoning, the C-4 Development Option, including the C-4 Amended Development Standards and the stipulations set forth in Section 3.0 shall be of no further force or effect and the PRC Development Option set forth in Section 2.0 shall be the only development option for Planning Unit I. Development within Planning Units II and III shall be governed by the PRC Development Option only.~~

~~1.4 DEVELOPMENT OPTION NOTICE TO DEVELOPMENT REVIEW BOARD~~

~~In the event a Development Review Board application is filed BY THE THEN CURRENT OWNER OF PLANNING UNIT I within eighteen (18) months from the date of CITY COUNCIL APPROVAL OF THE Rezoning and before the occurrence of the Trigger Event as~~

~~Event as described in Section 1.2, the applicant shall specify in its application, which OF THE Development Options is being pursued.~~

1.5 **AMENDMENTS**

Any proposed significant changes to the Land Use and Circulation Map, Amended Development Standards or character, as determined by the Planning and Development Services General Manager (or equivalent), or designee, shall be subject to the rezoning processes in place at the time of application, including any applicable citizen review processes and subsequent public hearings before the Planning Commission and City Council.

1.6 **CITY CODE REFERENCES**

References made in these stipulations to specific sections of the Zoning Ordinance of the City of Scottsdale and City Code shall be deemed to mean the City Zoning Ordinance or City Code in *effect* on the date of approval of the Rezoning and to any subsequent renumbering or reordering of those provisions.

~~1.7 **DEVELOPMENT PLAN**~~

~~Documents comprising the development plan for the property are on file in the planning and development services department. Included within this development plan are the following schedules that are attached to these stipulations and incorporated by this reference:~~

~~Schedule A.1 land use and circulation map (C-4 development option)~~
~~Schedule A.2 land use and circulation map (PRC development option)~~
Schedule B- Zoning Map
Schedule C- Land Use Budget
Schedule D- Planning Unit Plan
Schedule E- Allowable Building Heights
Schedule F- Circulation Plan and Street Cross-Sections
Schedule G- Open Space Plan
~~Schedule H- Amended Sign Standards~~
Schedule I- PRC amended development standards
~~Schedule J- C-4 amended development standards~~

2.0 PRC DEVELOPMENT OPTION

2.1 COMPARABLE DISTRICTS

~~COMPARABLE DISTRICTS. The Property shall be zoned to Planned Community (PC) District. The Master Developer has proposed a development plan and graphics with uses and densities comparable to the zoning districts of Planned Regional Center (PRC), per Schedule A.2 "Land Use and Circulation Map". The Planning and Development Services General Manager (or equivalent), or designee, shall determine the comparable zoning category based on the type and intensity of land uses, at the time of Development Review Board application. Where there is a conflict, these stipulations take precedence over the above referenced development plan and graphics.~~

2.2 CONFORMANCE TO CHARACTER

~~CONFORMANCE TO CHARACTER. The overall character of the development shall generally conform to the project narrative, dated 8/16/2002. Development of the Property shall be generally consistent with the site plan as set forth in Schedule A.2 "Land Use and Circulation map", dated 8/16/2002 10/17/02, which achieves the following objectives:~~

- ~~A. Integrated mix of land uses.~~
- ~~B. Provisions that encourage pedestrian activity.~~
- ~~C. Minimal setbacks along internal streets to minimize the distance between entry doors and pedestrian walkways.~~
- ~~D. Provide sidewalks that facilitate pedestrian movement.~~
- ~~E. Provide short block lengths to accommodate quick pedestrian access to and from adjacent blocks.~~
- ~~F. Provide shaded walkways where appropriate using trellis, canopies, trees and other elements that provide protection from the desert environment.~~
- ~~G. Encourage pedestrian friendly structured parking, where it is appropriate.~~

2.3 CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS

~~CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Development shall conform to the amended development standards of Planned Regional Center (PRC) set forth in Schedule I (the "PRC Amended Development Standards"). Where there is a conflict between the City's development standards of the PRC Zoning District and the PRC Amended Development Standards, the PRC Amended Development Standards shall control.~~

2.4 DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS. The development of the Property shall be consistent with the following schedules, ~~dated 10/17/2002:~~

- Schedule A Land Use and Circulation Map ~~Schedule~~
- ~~A.1 C-4 Development Option~~
- ~~Schedule A.2 LAND USE AND CIRCULATION MAP (PRC Development Option)~~
- Schedule B- Zoning Map
- Schedule C- Land Use Budget
- Schedule D- Planning Unit Plan
- Schedule E- Allowable Building Heights

Schedule F- Circulation Plan and Street Cross-Sections Schedule
G- Open Space Plan
~~Schedule H- Allowed Signage / AMENDED SIGN STANDARDS~~
Schedule I- PRC Amended Development Standards

The exact location of boundaries, distances and improvements depicted in the above referenced schedules shall be determined during the master plan process or development site review process. Any proposed significant change in location of boundaries, distances or improvements shall be subject to approval by the Planning and Development services General Manager (or equivalent), or designee.

2.5 **SEQUENCE OF STIPULATION PERFORMANCE**

Stipulations included in the Rezoning concern the planning required for the design and construction of the infrastructure necessary to serve the Property as it is developed. The sequence and content of this required planning is more fully described in Sections 2.6 - 2.8 below, but the generally hierarchy of planning is as follows:

A. **MASTER PLANS.**

Master Plans for individual Planning Units II AND III must be completed by the Master Developer prior to the City approval of subdivision plats, site plans requiring Development Review Board approval and building permits within the Planning Unit. Master Plans may address one or more than one Planning Unit. ~~The foregoing notwithstanding, the Master Developer may, but shall not be required to, submit Master Plans for Planning Unit I.~~

B. **DEVELOPMENT SITE PLANNING.**

The developer shall complete a detailed site plan for individual development sites, as required by the City's zoning and development regulations, prior to the City approval of subdivision plats, site plans requiring Development Review Board approval and building permits for individual development sites.

C. **TIMING OF DEDICATION AND INFRASTRUCTURE IMPROVEMENTS.**

Generally, the dedication of public rights-of-way, easements for water, wastewater, drainage improvements and public utilities infrastructure, and the construction of public improvements and infrastructure will occur contemporaneously with the development OF THE site such improvements are intended to serve. However, the alignment and right-of-way for certain roadway improvements must be identified, and in some cases dedicated and improved, earlier in the development sequence. Such improvements are identified in these Stipulations, or as set forth in a development agreement between the City and the Master Developer.

2.6 **MASTER PLANS**

MASTER PLANS GENERALLY. The Master Developer shall have each master plan specified below prepared by a registered practitioner in Arizona. Each of these master plans shall be subject to Planning and Development Services General Manager (or equivalent), or designee, approval before any Development Review Board application, except where specifically addressed below.

~~A. Master Environmental Design Concept Plan~~

- B. Master Transportation Plans
 - 1. Circulation Plan
 - 2. Parking Plan
 - 3. Bicycle Circulation Plan
 - 4. Pedestrian and Trails Circulation Plan
 - ~~5. Transit and Trip Reduction Plan~~
 - ~~6. Intelligent Transportation Systems Applications Plan~~
- C. Master Drainage Plan
- D. Master Water Plan
- E. Master Wastewater Plan

~~**A. MASTER ENVIRONMENTAL DESIGN CONCEPT PLAN**~~

- ~~1. MASTER ENVIRONMENTAL DESIGN CONCEPT PLAN. The Master Environmental Design Concept Plan shall address the following:~~
 - ~~a. Open space design concepts for open space areas, including location, plant and landscape character, open space corridors, trails and bikeways, and integration of drainage plans.~~
 - ~~b. Overall streetscape concepts, which incorporate streetside and median landscape design concepts, plant and landscape materials, and perimeter and screen wall designs and locations.~~
 - ~~c. Typical outdoor lighting plan for streetlights and concepts and general specifications for parking lot lighting. Lighting levels shall be transitioned to provide the greatest intensity within the main pedestrian corridor, and a lower intensity along the perimeter of the site.~~
 - ~~d. General design and architectural themes assuring overall design compatibility of all buildings and structures within the Planning Unit.~~
 - ~~e. General signage/graphic concepts for development signs, including locations and typical design concepts.~~
 - ~~f. Responsible parties for the construction and maintenance of specified open space, paths and trails, walls, signs and drainage facilities.~~
 - ~~g. Multi-use trail design and use, including trail design standards and alignment, design and location of trail amenities, management and controls on trail use and implementation of plan recommendations through City ordinances and policies.~~

B. MASTER TRANSPORTATION PLAN

- 1. CIRCULATION PLAN. A Circulation Plan (**Chapter 5-1.1100 of DSPM 20118**) **shall** be prepared by a registered **professional** engineer (**civil**) who is licensed in the State of Arizona. The Circulation Plan shall be in accordance with the City's design procedures and criteria, as amended by the Circulation Plan and Street Cross-Sections set forth in Schedule F. The Circulation Plan shall include at a minimum the following components:
 - a. Roadway plans showing existing and proposed regional and local roadway network and any existing daily and peak hour traffic volumes.
 - b. Trip generation, distribution and assignment of proposed project trips to the roadway system.
 - c. Access considerations including driveway locations, proposed median break locations, vehicle storage lengths, any required

auxiliary lanes to accommodate site generated trips. Appropriate Signing, **streetlighting** and striping for safe egress and ingress movements shall be included for major intersections.

- d. Traffic signal warrant analysis at any location where a traffic signal is proposed ***before or immediately after construction.***
- e. Conceptual intersection lane configurations based on total PM and AM peak hour volumes with the proposed development.
- f. Plans for phasing the improvements or plans for interim improvements necessary to accommodate the site development and ties into other planned construction improvements within or adjacent to the Planning Unit(s) included in the Master Transportation Plan.
- g. Proposed street cross-sections and associated right-of-way dedications for any streets that do not conform to the Street Cross-Sections set forth in Schedule F.
- h. Access consideration to adjacent property.

2 PARKING PLAN (**Chapter 5-1.1100 of DSPM 2018**). A Parking Plan shall be prepared in accordance with Article IX of the Zoning Ordinance, which shall be subject to City staff approval. This plan shall indicate the location and number of all parking spaces with respect to each phase of development. The plan shall also provide details regarding any proposed parking restrictions or validation programs, as well as analyses to substantiate mixed-use sharing and any other considerations for reduced parking needs. With each Development Review ~~Board~~ application, the developer shall update this plan.

3 BICYCLE CIRCULATION PLAN. A Bicycle Circulation Plan shall be prepared in accordance with the City's design procedures and criteria. The developer shall provide the improvements identified in the accepted plan including, but not limited to, bicycle parking, sections of pathway, curb ramps at intersections, and signing. These improvements shall generally conform to the details and standards found in ~~Section 3.4~~ **Chapter 5-1.1100 of DSPM 2018** of the City of Scottsdale Design Standards and Policies Manual (1999), to the satisfaction of the Transportation Department. The Bicycle Circulation Plan shall include, at a minimum, the following components:

- a. On-Street Bikeways
- b. Off-Street Bike Path Connections
- c. Appropriate Provisions for Bicycle Parking - The number and locations will be determined in coordination with the Zoning Ordinance & the Transportation Department.

4 PEDESTRIAN AND TRAILS CIRCULATION PLAN (**Chapter 5-1.1100 of DSPM 2018**). The Pedestrian and Trails Circulation Plan shall provide general locations and dimensions for and types of pedestrian amenities including, but not limited to, shaded walkways and seating. This plan shall provide for pedestrian connectivity within and adjacent to the site.

~~2 TRANSIT AND TRIP REDUCTION PLAN. A Transit and Trip Reduction Plan shall be prepared in accordance with the City's Transit Plan. The developer shall provide the improvements identified in the accepted plan, which may include, but shall not be limited to, proposed location(s) of potential transit nodes, bus stops, pull-outs, etc., that support on-site and off-site shuttle transit systems.~~

~~3 INTELLIGENT TRANSPORTATIONS SYSTEMS (ITS) APPLICATIONS PLAN. An ITS Applications Plan shall be prepared that is consistent and compatible with existing city ITS systems. This plan shall indicate ITS~~

~~applications planned for, but not necessarily be limited to, the following intersections: Scottsdale Road at Thompson Peak Parkway and Center Drive; and Miller Road and the Loop 101 Frontage Road FREEWAY ACCESS ROADS.~~

C. MASTER DRAINAGE PLAN

1. MASTER DRAINAGE PLAN. A Master Drainage Plan shall be prepared in accordance with the City's design procedures and criteria by a registered engineer who is licensed in the State of Arizona. The Master Drainage Plan shall include:
 - a. Maps showing watersheds draining onto and through the Planning Unit, with estimates of peak flows for 10, 50, and 100-year flood events at concentration points entering the Planning Unit
 - b. Estimated peak flows and volumes of on-site runoff at concentration points exiting the Planning Unit for both developed and undeveloped conditions for the 10, 50, and 100-year flood events
 - c. Maps showing current FEMA special flood hazard areas and flood insurance zones, including depths and velocities
 - d. Location and estimated size of all proposed drainage facilities, including culverts, detention basins, channels, etc.
 - e. A map that delineates the drainage area that will be served by each detention basin
 - f. Estimated peak flow from all drainage basins upstream of the proposed development, which may flow through the onsite system, shall be assessed for impacts to the entire system.
2. MASTER DRAINAGE REPORT APPROVAL. Before the improvement plan submittal to the Plan Review and Permit Services Division, the Master Developer shall have obtained approval of the Master Drainage Plan.

D. MASTER WATER PLAN

1. MASTER WATER PLAN. A Master Water Plan shall be prepared in accordance with the City's design procedures and criteria by a registered engineer who is licensed in the State of Arizona. The report and plan shall conform to the **latest version of City of Scottsdale's Design Standards and Policies Manual (DSPM) Chapter 6** ~~draft Water and Wastewater Report Guidelines available through the City Water Resources Department.~~ The Master Water Plan shall ~~include~~ **incorporate**:
 - a. A description of water system requirements for the Planning Units and the phasing of such requirements.
 - b. A discussion of the timing of and parties responsible for construction of all water facilities.
 - c. The conceptual location and size of all necessary water system components, including both on and off-site lines, pump stations and storage facilities needed to serve the development, and an analysis of the impact of the proposed development on the existing system with water demand generation factors based upon land use.
 - d. A flow and pressure analysis of the proposed system **with concurrent fire hydrant flow tests** that includes a simulation of the system operation for each pressure zone within the development using a computer model with average day demands, maximum day

demands with estimated required fire flow and any requirements to meet the then current City standards, maximum day demands with reservoir tanks closed, and peak hour demands.

- e. Compliance with the adopted City's Integrated Water **Resources** Master Plan.
- f. A preliminary plan of the Planning Unit showing development sites and right-of-ways, contours and benchmarks, existing utilities and fire hydrants within 400 feet of the proposed development, any features such as watercourses and drainage facilities that may influence the location of underground utilities, a general layout of the proposed water mains, and any required water facilities.

2. MASTER WATER PLAN APPROVAL. Before the application of any basis of design reports to the Plan Review and Permit Services Division, the Master Developer shall have obtained approval from the City Water Resources Department of the Master Water Plan.

E. MASTER WASTEWATER PLAN

1. MASTER WASTEWATER PLAN. The Master Wastewater Plan shall conform to the latest version of City of Scottsdale's **Design Standards and Policies Manual** (DSPM) Chapter 7- ~~draft Water and Wastewater Report Guidelines available through the City Water Resources Department~~ and shall include:
 - a. A description of the wastewater system requirements for the Planning Unit and the phasing of such requirements.
 - b. A discussion of the timing of and parties responsible for construction of all wastewater facilities.
 - c. The conceptual location, size, type and capacity of the necessary wastewater collection, transmission, and treatment system components needed to *serve* the Planning Units, and ~~an~~ preliminary analysis of the impact of the proposed development on the existing **on-site and off-site sewer** system with wastewater demand generation factors based upon land use.
 - d. The calculations necessary to substantiate the selection of the size, type, and capacity of the wastewater transmission and treatment facilities.
 - e. Compliance with the adopted City's City's **Integrated Water Resources Master Plan-Wastewater System Master Plan** for the respective area.
 - f. Estimated peak flow from all contributions upstream of the proposed development that may flow through the on-site system shall be assessed for impacts to the entire system.
2. MASTER WASTEWATER PLAN APPROVAL. Before the submittal of any basis of design reports to the Plan Review and Permit Services Division, the Master Developer shall have obtained approval from the City Water Resources Department of the Master Wastewater Plan.

2.7 DEVELOPMENT SITE STIPULATIONS (PLANNING UNIT I) **(Development as PRC comparable zoning district)**

A. PLANNING I DEVELOPMENT

1. LAND USE BUDGET

- a. ~~The Master Developer shall approve each developer's distribution request before the developer may submit an application to the Development Review Board.~~
- b. ~~The developer shall provide a copy of the Master Developer~~

~~approved distribution request with any application to the Development Review Board. The distribution request shall indicate the number of dwelling units, hotel rooms and/or gross floor area included in the Development Review Board application.~~

~~c. Maximum land use density and intensity shall be consistent with the Land Use Budget set forth in Schedule C.~~

~~d. With each Development Review Board application, the developer shall include a revised Land Use Budget Accounting Table indicating the number of dwelling units, hotel rooms and/or gross floor area for the subject Development Review Board application as well as the total number of dwelling units, hotel rooms and/or gross floor area remaining for the overall site. The updated Land Use Budget Accounting Table shall be kept in the City's files for Case No. 20-ZN-2002.~~

~~2. DEVELOPMENT CONTINGENCIES. The approved development program, including intensity, may be changed due to drainage issues, topography, and other site planning concerns which will need to be resolved at the time of preliminary plat or site plan approval.~~

~~3. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:~~

~~a. Wall design;~~

~~b. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with adjacent uses;~~

~~c. Scenic corridors and buffered parkways;~~

~~d. Improvement plans for common open space, common buildings and/or walls, and amenities such as landscape buffers on public and/or private property;~~

~~e. Signage;~~

~~f. SCOTTSDALE ROAD DESIGN CHARRETTE IDEAS.~~

~~4. NOTICE TO PROSPECTIVE BUYERS. The developer shall record a notice to prospective residential owners that the property is located within the Airport Influence Area. Also, BEFORE EXECUTION OF ANY CONTRACT TO SELL ALL OR ANY PORTION OF THE SITE, the developer shall give the following information in writing to all prospective buyers of all or any portion of the site:~~

~~a. The property, Sn within the Airport Influence Area;~~

~~b. The closest distance from the lot to the midpoint of the Scottsdale Airport runway;~~

~~c. The City shall not maintain the development's private streets;~~

~~d. The City shall not accept any common areas on the site for ownership or maintenance;~~

~~e. Requirements for trip reduction measures as prepared by the Master Developer.~~

~~5. SCENIC CORRIDORS. The scenic corridor width along Scottsdale Road shall be a minimum of forty (40) feet, an average of fifty (50) feet, as measured from the back of curb. The Development Review Board shall approve The landscape palette, the planting density, and other design elements within the scenic corridor SHALL BE SUBJECT TO THE APPROVAL OF THE DEVELOPMENT REVIEW BOARD. The scenic corridor easement shall be shown on the final plat, or site plan, and shall be dedicated to the City before final plan approval.~~

~~6 LANDSCAPE BUFFERS. The landscape buffer along the north side of Union Hills shall be a minimum of thirty (30) feet, and an average of forty (40) feet, as measured from back of curb.~~

~~B. CIRCULATION~~

~~1 STREET CONSTRUCTION. Before issuance of a certificate of occupancy for any development within Planning Unit I, the developer shall dedicate the following rights-of-way and construct the following street improvements, in conformance with the City's Design Standards and Policies Manual. The obligations below shall be limited to right-of-way dedications and improvements adjacent to the development site such right-of-way and improvements are intended to serve. In the event Planning Unit I is included in a Master Transportation Plan, the timing of required right-of-way dedications and street improvements may be modified. Any proposed changes to the timing of right-of-way dedication or street improvements are subject to the approval of the Transportation General Manager (or equivalent), or designee.~~

Street Name/Type	Dedications	Improvements	Notes
Scottsdale Road Major Arterial	75' half (AS- MEASURED FROM MONUMENT LINE) 	Half street, 56' CL BC, Figure 3.1-3	a, b, c, d
Union Hills Drive Minor Arterial Internal Streets	55' half See Schedule F	Full street, 80' BC BC, Figure 3.1-3	a, b, c, e

~~2 IN LIEU PAYMENTS. At the direction of City staff, before issuance of a building permit for any development within Planning Unit I, the developer shall not construct the Scottsdale Road street improvements specified by the Notes in the stipulation above, but shall make an in-lieu payment to the City for the parcel street frontage. Before any final plan approval for any development within Planning Unit I, the developer shall submit an engineer's estimate for plan preparation, design and construction costs of a major arterial half street, including two lanes of pavement with curb and gutter, half median improvements (curb, gutter and landscaping), and any required drainage structures. The in-lieu payment shall be based on this estimate, plus five percent (5%) contingency cost and other incidental items, as determined by City staff.~~

~~3 TRAFFIC IMPACT STUDY. A traffic impact analysis prepared by Korve Engineering, dated NOVEMBER 1, 2002 has been completed for the site and approved by the City (the "Korve Analysis"). In the event proposed development on the site significantly increases the total amount of peak hour traffic projected by the Korve Analysis, an updated traffic analysis may be required by City staff.~~

~~4 ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the right of way specified in Stipulation 2.7(8)(1) or as modified by the approved Master Transportation Plan, if any, for Planning Unit I, and shall construct the following access to the site. Access to the site shall conform to the following restrictions unless otherwise approved by the City's Transportation General Manager (or equivalent). Distances are measured to the driveway or street centerlines unless otherwise noted:~~

- ~~a Scottsdale Road and Union Hills Drive. The developer shall dedicate a one-foot wide vehicular non-access easement on these streets except at the approved street entrances and driveway locations, as noted below.~~
- ~~b Scottsdale Road. There shall be a maximum of one site driveway from Scottsdale Road. There shall be no median breaks on Scottsdale Road between Union Hills Drive and the 101 Freeway.~~
- ~~c Union Hills Drive. There shall be a maximum of two site driveways from Union Hills Drive located at approximately 450-foot intervals from Scottsdale Road. Full access shall be provided at the eastern location subject to approval of a median design that provides adequate left turn storage without conflicting with the left turn storage for the turn lane at Scottsdale Road, AS DETERMINED BY CITY STAFF. The western access shall be restricted to right-in, right-out only.~~

~~5 MEDIAN RECONSTRUCTION. If not sooner constructed as part of a City improvement project then before issuance of any certificate of occupancy for the site, the developer shall reconstruct the existing median on Scottsdale Road adjacent to the site to provide left turn access into the site at Union Hills Drive, to the satisfaction of City staff, and shall relocate any existing landscaping within the median that will be displaced, as determined by City staff.~~

~~6 AUXILIARY LANE CONSTRUCTION. If not sooner constructed as part of a City improvement project then before issuance of any certificate of~~

~~occupancy for the site, the developer shall dedicate the necessary right of way, as determined by City staff, and construct right turn deceleration lanes at all site entrances on Scottsdale Road and Union Hills Drive, in conformance with the City's Design Standards and Policies Manual.~~

~~7. TRANSIT FACILITIES. Before issuance of any certificate of occupancy for the site, the developer shall construct a bus bay and stop facilities (landscaping, bench, shelter, trash can, etc.) on Scottsdale Road north of Union Hills Drive. The design and location of these facilities shall be subject to City staff approval before any final plan approval.~~

~~8. TRAFFIC SIGNAL PARTICIPATION. Before issuance of any building permit for the site, the developer shall be responsible for 100% of the design and construction costs, as determined by City staff, for the modification of the traffic signal at the following intersection:~~

<u>Intersection</u>	<u>Improvements</u>
Scottsdale Road & Union Hills Drive	Modifications to existing signal

~~Modifications to the existing signal noted above shall include the addition of any signal equipment, any relocation of existing signal equipment, the addition or reconstruction of loop detectors, any modifications to the underground conduits and pull boxes, or other changes necessary as determined by City staff due to improvements to the intersections to accommodate site traffic.~~

~~9. MULTI USE TRAIL AND SIDEWALKS. Before any certificate of occupancy is issued for the site, the developer shall construct a minimum 8-foot wide multi-use trail along Scottsdale Road. The trail shall be located within a 15-foot wide public trail easement, which can be located anywhere within the scenic corridor easement. The location and alignment of the trail shall be subject to approval by the City's Community Services Division prior to dedication. The trail shall be designed in conformance with the Design Standards and Policies Manual Landscaping and Parks. The developer shall dedicate the public trail easement to the City within twelve (12) months of City Council approval of the Rezoning.~~

~~6. DRAINAGE AND FLOOD CONTROL~~

~~1. CONCEPTUAL DRAINAGE REPORT. With each Development Review Board application, the developer shall submit a conceptual drainage report and plan subject to City staff approval. The conceptual report and plan shall conform to the approved Master Drainage Plan for Planning Unit I, if any, and the City's Design Standards and Policies Manual Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:~~

- ~~a. Identify all wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre versus post-development discharge comparison of all washes that exit the property.~~
- ~~b. Determine easement dimensions necessary to accommodate design discharges.~~
- ~~c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.~~
- ~~d. Include flood zone information to establish the basis for~~

~~determining finish floor elevations in conformance with the Scottsdale Revised Code.~~

- ~~a. Include a complete description of requirements relating to project phasing.~~
- ~~f. Identify the timing of and parties responsible for construction of all storm water management facilities.~~
- ~~g. For each on-site drainage area, discuss the amount of stormwater storage that will be provided (full storage, pre-versus-post storage, regional storage, etc.)~~

~~2. STORM WATER STORAGE REQUIREMENT. On-site storm water storage is required for the full 100 year, 2-hour storm event, unless City staff approves a developer Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.~~

- ~~a. If applicable, the developer shall submit to the Current Planning Division a Request for Waiver Review form, which shall:
 - ~~(i) Include a supportive argument that demonstrates historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.~~
 - ~~(ii) Include an estimate for payment in lieu of on-site storm water storage, subject to City staff approval.~~~~
- ~~b. Before the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall have obtained the waiver approval.~~

~~D. WATER~~

~~1. BASIS OF DESIGN REPORT (WATER). With each Development Review Board application for development within Planning Unit I, the developer shall submit to the Plan Review and Permit Services Division a Water Basis of Design Report. The report shall conform to the Master Water Plan for Planning Unit I, if any, and the draft Water and Wastewater Report Guidelines available from the City Water Resources Department. Generally, the basis of design report and plan shall:~~

- ~~a. Identify the location, size, condition, and availability of existing water lines and water related facilities such as valves, service lines, fire hydrants, etc.~~
- ~~b. Evaluate the project's water demands and their impact on the existing water system.~~

- ~~c Determine the need for any additional water lines and water related facilities to support the proposed development.~~
- ~~d Conform to the City's Integrated Water Master Plan.~~
- ~~e Identify the timing of and parties responsible for construction of all water facilities.~~

~~2 APPROVED BASIS OF DESIGN REPORT. Before improvement plan submittal to the Plan Review and Permit Services Division, the developer shall have obtained approval of the Water Basis of Design Report from the City Water Resources Department.~~

~~3 NEW WATER FACILITIES. Before the issuance of letters of acceptance by the Inspection Services Division for a development site, the developer shall construct all water lines and related facilities necessary to serve such development site.~~

~~4 WATERLINE EASEMENTS. Before the issuance of a building permit for any development site within Planning Unit I, the developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all water easements necessary to serve such development site.~~

~~E WASTEWATER~~

~~1 BASIS OF DESIGN REPORT (WASTEWATER). With each Development Review Board application for development within Planning Unit I, the developer shall submit to the Plan Review and Permit Services Division a Wastewater Basis of Design Report. The report shall conform to the Master Wastewater Plan for Planning Unit I, if any, and the draft Water and Wastewater Report Guidelines available from the City Water Resources Department. Generally, the basis of design report and plan shall:~~

- ~~a Identify the location of, size, condition, and availability of existing sanitary sewer lines and wastewater related facilities.~~
- ~~b Evaluate the project's wastewater demands and their impact on the existing wastewater system.~~
- ~~c Determine the need for any additional wastewater lines and related facilities to support the proposed development.~~
- ~~d Conform to the City's Wastewater System Master Plan.~~
- ~~e Identify the timing of and parties responsible for construction of all wastewater facilities.~~

~~2 APPROVED BASIS OF DESIGN REPORT. Before improvement plan submittal to the Plan Review and Permit Services Division, the developer shall have obtained approval of the Wastewater Basis of Design Report from the City Water Resources Department.~~

~~3 NEW WASTEWATER FACILITIES. Before the issuance of letters of acceptance by the Inspection Services Division for a development site within Planning Unit I, the developer shall provide all sanitary sewer lines and wastewater related~~

~~facilities necessary to serve such development site.~~

- ~~4 SANITARY SEWER EASEMENTS. Before the issuance of any building permit for a development site within Planning Unit I, the developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve such development site.~~

~~**F. OTHER REQUIREMENTS**~~

- ~~1 ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100.
Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>].
The developer shall:~~
- ~~a. Submit a completed Notice of Intent (NOI) to the EPA.~~
- ~~b. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit a copy of the NOI and a completed Storm Water Pollution Prevention Plan.~~
- ~~2 SECTION 404 PERMITS. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]~~
- ~~3 DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving permit) from Maricopa County Division of Air Pollution Control. Call the County 602-506-6700 for fees and application information.~~
- ~~4 UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit a signed No Conflict form (not required for City owned utilities) from every affected utility company.~~
- ~~5 ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and applicable chapters of the Arizona Administrative Code, Title 18, Environmental Quality. In addition:~~

- ~~a. Before approval of final improvement plans by the Plan Review and Permit Services Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).~~
- ~~b. Before commencing construction, the contractor or developer shall provide evidence to City staff that a Certificate of Approval to Construct and/or Provisional Verification of General Permit Conformance has been approved by MCESD.~~
- ~~c. Before building permits are issued, the developer shall submit to the City a Certificate of Approval of Construction and/or Verification of General Permit Conformance signed by the MCESD and a copy of the as-built drawings.~~
- ~~d. Before issuance of Letters of Acceptance by the City Inspection Services Division, the developer shall provide to the City a final set of as-built mylars of the improvements.~~

2.8 DEVELOPMENT SITE STIPULATIONS (PLANNING UNITS II AND III)

A. PLANNING / DEVELOPMENT

1. LAND USE BUDGET

- a. The Master Developer shall approve each developer's distribution request before the developer may submit an application *for* ~~to the~~ Development Review ~~Board~~.
- b. The developer shall provide a copy of the Master Developer approved distribution request with any application *for* ~~to the~~ Development Review ~~Board~~. The distribution request shall indicate the number of dwelling units, hotel rooms and/or gross floor area included in the Development Review ~~Board~~ application.
- c. Maximum land use density and intensity shall be consistent with the Land Use Budget. ~~set forth in Schedule C.~~
- ~~d.~~ With each Development Review ~~Board~~ application, the developer shall include a revised Land Use Budget Accounting Table indicating the number of dwelling units, hotel rooms and/or gross floor area for the subject Development Review ~~Board~~ application as well as the total number of dwelling units, hotel rooms and/or gross floor area remaining for the overall site. The updated Land Use Budget Accounting Table shall be kept in the City's files. ~~for Case No. 20 ZN-2002.~~

~~2. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:~~

- ~~a. Master Environmental Design Concept Plan.~~
- ~~b. Wall design,~~
- ~~c. Scenic corridors and buffered parkways,~~
- ~~d. Improvement plans for common open space, common buildings and/or walls, and amenities such as landscape buffers on public and/or private property.~~

- ~~e. Signage,~~
- ~~f. SCOTTSDALE ROAD DESIGN CHARRETTE IDEAS.~~

- ~~3. NOTICE TO PROSPECTIVE BUYERS. The developer shall record a notice to prospective residential owners that the property is located within the Airport Influence Area. Also, before the execution of any contract to sell all or any portion of the site, the developer shall give the following information in writing to all prospective buyers of all or any portion of the site:~~
 - ~~a. The property is within the Airport Influence Area.~~
 - ~~b. The closest distance from the lot to the midpoint of the Scottsdale Airport runway.~~
 - ~~c. The City shall not maintain the development's private streets.~~
 - ~~d. The City shall not accept any common areas on the site for ownership or maintenance.~~
 - ~~e. Requirements for trip reduction measures as prepared by the Master Developer.~~
4. MASTER DEVELOPMENT PLAN. Before any Development Review Board application within either Planning Unit II or III, the developer shall submit a Master Development Plan which includes site plan(s), general dimensions of setbacks, cross sections, and standard details for the following items:
 - a. Open Space and Buffering
 - b. Building Height
 - c. Setbacks
 - d. Lighting
 - e. Landscaping
 - f. Drive-thrus, Loading and Refuse Areas
 - g. Walls
5. SCENIC CORRIDORS. The scenic corridor width along Scottsdale Road shall be a minimum of sixty (60) feet, and an average of one hundred (100) feet, as measured from the back of curb. the landscape palette, the planting density, and other design elements within the scenic corridor shall be subject to the approval of the development review board. The scenic corridor easement shall be shown on the final plat, or site plan, and be dedicated to the City before final plan approval.
6. LANDSCAPE BUFFERS. The landscape buffer along the south side of Thompson Peak Parkway shall be a minimum of thirty (30) feet, and an average of forty (40) feet, as measured from back of curb.
7. CITY SERVICES. The developer shall provide office space **with designated parking for a public safety** ~~an emergency services center and a citizen services center~~. The total gross floor area of the space shall not be larger than **one two thousand two hundred (1,200)** ~~(2,400)~~ square feet. ~~and may be distributed within one or more locations. This space(s) shall be located with pedestrian access from the "Main Street" retail area as shown on Land Use and Circulation Map set forth at Schedule A. The final location and size of this these spaces shall be determined through a~~

collaborative process involving the developer and the respective City departments ~~that would operate the center(s)~~ and shall be identified in the Master Development Plan for Planning Unit II.

~~8. PUBLIC EVENTS. The developer shall provide a designated open area to be utilized for public events. This space shall be made available to the City for up to five (5) special events each year. The location, size and design of this space shall be determined through a collaborative process including the developer and the City and shall be included in the Master Development Plan for Planning Unit II. A management agreement shall be reached between the developer and the City that covers such items as, but not limited to, selection of dates for events, responsibilities and costs for set-up, INSURANCE, clean up and repair and marketing regarding events in this space prior to the final landscape inspection and clearance for the construction of this space.~~

9. BUILDING HEIGHT. Building height for the Property shall conform to the building heights shown on the Allowable Building Heights graphic set forth at Schedule E. Additionally, and in order to provide consistency in the height of Buildings constructed on the north and south sides of Thompson Peak Parkway, structures within the cross hatched areas of Zones B and C on the Allowable Building Heights graphic shall not penetrate an elevation of 1710. 8'. in addition, within that portion of area a north a north of center drive as depicted on Schedule E, structures shall not penetrate and elevation of 1715' maximum elevations referenced in this stipulation shall be based on city of Scottsdale datum.

B. CIRCULATION

1. STREET CONSTRUCTION. ~~Before any certificate of occupancy is issued for the site.~~ **At time of final plans,** the developer, at its expense, shall dedicate the following rights-of-way and construct the following street improvements, in conformance with the Design Standards and Policies Manual and the Master Transportation Plan. The obligations below shall be limited to right-of-way dedications and improvements adjacent to the development site such right-of-way and improvements are intended to serve. Any proposed changes to the timing of street construction are subject to the approval of the Transportation General Manager (or equivalent), or designee.

Street Name/Type	Dedications	Improvements	Notes
Scottsdale Road Major Arterial	75' half (AS MEASURED FROM MONUMENT LINE)	Half street, 56' CL BC, Figure 3.1-3	a, b, d
Thompson Peak Parkway Major Arterial	75' half (10' additional, 65' existing)	Half street, 56' CL BC, Figure 3.1-3	a, b, e
"Center Drive" Major Collector	90' full	Full street, 70' BC BC (min.) Fig. 700-1	a, b, c, f

Internal Commercial Streets	See Schedule F		a, b, c
Internal Residential Streets	See Schedule F		a, b, c
Freeway access roads	40' full	Full street, 28' BC-BC	a, b, c, g-d

- a. The required right-of-way shall be a dedicated tract that provides emergency and service vehicle access and provides for the installation of public utilities.
- b. Right-of-way dedications shall include appropriate easements for all applicable drainage ways, trails, bike paths and natural area buffers. Statements identifying the responsibility for maintenance shall be included as part of the dedication.
- c. For locations where the proposed raised medians are wider than City standards, the developer shall enter into an agreement with the City to identify the maintenance responsibilities for both the developer and City. Unless otherwise agreed to in these agreements, the developer shall be responsible for any landscape maintenance for the extra median width. The City shall not be responsible for any maintenance of medians on private streets.
- ~~d. The developer shall be responsible for half street improvements consisting of two lanes and the associated curb, gutter, sidewalk, and drainage structures as outlined in Circulation Stipulation #2 below.~~
- ~~e. The street improvements noted for Thompson Peak Parkway shall only be those that have been identified as necessary to serve the proposed development in the approved circulation plans and traffic impact studies, as determined by city staff.~~
- ~~f. The developer shall be responsible for constructing the full street cross section for Center Drive within the project boundary. Design speed for Center Drive shall be 30 mph. The cross section within the project shall be consistent with that proposed for Center Drive in Schedule F. At the east boundary of the site the cross section shall transition to the City's major collector cross section, or an alternative cross section subject to approval by the City's Transportation General Manager or designee.~~
- ~~g.~~ **d.** The design of the 101 freeway access roads shall where proposed within ADOT right-of-way. The right-of-way and street cross section shall generally match ADOT standards or the minimum necessary to provide two travel lanes as determined by City staff.

- ~~2. IN LIEU PAYMENTS. At the direction of City staff, before issuance of a building permit for any development within Planning Units II and III, the developer shall not construct the Scottsdale Road street improvements specified by the Notes in the stipulation above, but shall make an in lieu payment to the City. Before final plan approval for any development within Planning Units II and III, the developer shall submit an engineer's estimate for plan preparation, design and construction costs of a major arterial half street, including two lanes of pavement with curb and gutter, half median improvements (curb, gutter and landscaping), and any required drainage structures. The in lieu payment shall be based on this estimate, plus five percent (5%) contingency cost and other incidental items, as determined by City staff.~~
- ~~3. TRAFFIC IMPACT STUDY. A traffic impact analysis prepared by Kolve Engineering, dated September 12 NOVEMBER 1, 2002 has been completed for the site and approved by the City (the "Kolve AnalysisTM"). In the event proposed development on the site significantly increases the total amount of peak hour traffic projected by the Kolve Analysis, an updated traffic analysis may be required by City staff.~~
4. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for a development site, **At time of final plans**, the developer, at its expense, shall dedicate the necessary right-of-way, as determined by City staff, and shall improve the following access to the development site if such dedication and improvement is necessary to serve such development site, as determined by city staff. Access to the site shall conform to the following restrictions unless otherwise approved by the City's Transportation General Manager (or equivalent). Distances are measured to the driveway or street centerlines unless otherwise noted:
- a. Scottsdale Road - There shall be a maximum of seven (7) site driveways (including street entrances) from Scottsdale Road, with a minimum of 330 feet between the driveways and/or street intersections. Median openings shall be limited to approximate spacing of 660 feet. Full access median openings shall only be allowed at locations that are identified as future signalized intersections or where the geometric design of the median opening discourages requests for traffic signal control. The developer shall dedicate a one-foot-wide vehicular non-access easement on Scottsdale Road except at the approved street intersections and site driveways.
 - b. Thompson Peak Parkway - There shall be a maximum of two (2) site driveways (including street entrances) from Thompson Peak Parkway, aligning with the existing median openings. The developer shall dedicate a one-foot-wide vehicular non-access easement on this street except at the approved site entrances.
 - c. Access locations, median openings, and minimum distances between driveways and street intersections on Center Drive, internal commercial streets, and internal residential streets shall be determined in the Master Transportation Plan process.
- ~~5. MEDIAN RECONSTRUCTION. If not sooner constructed as part of a City improvement project then before issuance of any certificate of occupancy for the site, the developer, at its expense, shall reconstruct the existing~~

~~medians on Thompson Peak Parkway to provide left turn access into and out of the site per the approved site plan and Master Transportation Plan, to the satisfaction of City staff. The developer shall relocate any existing landscaping and associated irrigation systems that will be displaced, as determined by City staff.~~

~~6. AUXILIARY LANE CONSTRUCTION. The developer, at its expense, shall dedicate the necessary right-of-way (where appropriate), as determined by City staff, and construct auxiliary lanes at all driveway and street intersection locations on Scottsdale Road and Thompson Peak Parkway in conformance with the Master Transportation Plan and the City's Design Standards and Policies Manual. The lengths of the auxiliary lanes shall be as recommended in the approved Master Transportation Plan for the proposed development unless otherwise directed by City staff.~~

7. PEDESTRIAN ACCESS. With each Development Review Board application, the developer shall submit a plan that shows pedestrian access to the commercial and recreational areas on and adjacent to the site. The plan shall be consistent with the approved Pedestrian and Trails Circulation Plan, which is a component of the Master Transportation Plans.

8. TRAFFIC SIGNAL PARTICIPATION. Before issuance of any building permit for the site, the developer shall be responsible for 100% of the design and construction costs, as determined by City staff, for the installation or modification of the traffic signal at the following intersections consistent with the approved Master Transportation Plans:

<u>Intersection</u>	<u>Improvements</u>
Scottsdale Road & Center Drive*	100% of new
Scottsdale Road & Thompson Peak PARKWAY	construction
	Modifications to
	existing signal

~~Modifications to the existing signal noted above shall include the addition of any signal equipment, any relocation of existing signal equipment, the addition or reconstruction of loop detectors, any modifications to the underground conduits and pull boxes, or other changes necessary as determined by City staff due to improvements to the intersection to accommodate site traffic.~~

The developer shall be responsible for 100% of the costs associated with any additional internal intersections that require signalization as determined by the Master Transportation Plan. No traffic signal shall be activated without a traffic engineering study that demonstrates that the traffic signal is warranted per the guidelines contained in the Manual on Traffic Control Devices and is approved by the City's Transportation Department.

~~The City's Transportation General Manager (or equivalent) may approve an additional traffic signal on Scottsdale Road between "Center Drive" and the 101 Freeway if the proposed freeway frontage ACCESS road is not constructed.~~

~~*For the new traffic signal at the intersection of Scottsdale Road and Center Drive, the City of Scottsdale will coordinate with the City of Phoenix to determine the allocation of costs between the developer and the City of Phoenix or developer of the property on the west side~~

~~of Scottsdale Road at the Center Drive alignment.~~

9. PRIVATE STREETS. All private streets shall be improved to full public street standards, except as modified by the Street cross-sections set forth at Schedule F. In addition, all private streets shall conform to the following requirements:
 - a. No internal private streets shall be incorporated into the City's public street system at a future date unless they are constructed, inspected, maintained and approved in conformance with the City's public street standards. Before any lot is sold, the developer shall record a notice satisfactory to City staff indicating that the private streets shall not be maintained by the City.
 - b. Before any issuance of certificate of occupancy for the site, the developer shall post access points to private streets to identify that vehicles are entering a private street system.
 - c. Secured access shall be provided on private streets only. The developer shall locate security gates a minimum of 75 feet from the back of curb to the intersecting street. The developer shall provide a vehicular turnaround between the public street and the security gate.

The developer shall dedicate a public access easement over all commercial streets that are approved by city staff to be private. Public commercial streets shall not be closed to vehicular traffic without approval from the City's Transportation General Manager (or equivalent) or designee.

~~10. TRANSPORTATION MANAGEMENT ORGANIZATION (TMO). The master developer shall establish a Transportation Management Organization (TMO) in order to provide and guide transportation programs and services for properties within the project, SUBJECT TO CITY STAFF APPROVAL. This organization shall have some form of assessment of the properties in order to achieve the programs and services as determined through a Transportation Demand Management Plan (TDMP). Through the TDMP, the TMO shall perform the following types of services and functions:~~

- ~~• Conduct an annual ridematching campaign among the tenants~~
- ~~• Furnish tenants with transportation information~~
- ~~• Create "commuter information centers"~~
- ~~• Create a preferential parking program for carpools and vanpools~~
- ~~• Stage annual events to promote transportation choices for residents and employees~~
- ~~• Conduct an annual travel survey of employees~~
- ~~• Sell mass transit tickets on-site~~
- ~~• Operate an on-site shuttle service~~
- ~~• Delivery schedules that avoid peak-hour traffic~~

~~Furthermore, the TMO shall be responsible for the design and location criteria, maintenance and use of the following transportation amenities, SUBJECT TO CITY STAFF APPROVAL:~~

- ~~• Carpool and vanpool designated parking spaces~~

- ~~• Secure bicycle storage facilities~~
- ~~• Shuttle stops and signs~~
- ~~• Informational kiosks and stations~~

~~The TMO shall provide an annual report to the City of Scottsdale regarding the status of the above mentioned items (may be the same as required by Maricopa County). Failure to comply with this reporting requirement may lead to a hold on building and tenant improvement permits until the report has been submitted.~~

~~11. INTERNAL SHUTTLE SYSTEM. The Master Developer shall provide an internal shuttle system that connects various land uses and parking facilities in order to minimize the need for local traffic to use adjacent public streets. The internal shuttle system shall be required upon the completion of 500,000 square feet of total commercial uses in Planning Unit II and the completion of 150 residential units or 200 hotel rooms in either Planning Unit II or Planning Unit III. The City shall not be obligated to fund this service but may participate in the design and operations plan for this service, as requested by the Master Developer.~~

~~12. PLANNING UNIT II AND III STREET COMPLETION TIMING. THE DEVELOPER SHALL CONSTRUCT THE FOLLOWING IMPROVEMENTS IN CONFORMANCE WITH THE TIME SCHEDULE BELOW~~

Planning Unit #	Roadway	Construction	Section	Timing
II	Scottsdale Road	Half	Along site frontage	A
	Street "Center Drive"	Full Street	Scottsdale Road to the eastern property line	A, B
	101 Frontage Road	Full Street	Along site frontage	A
	FREEWAY ACCESS ROAD			
III	Thompson Peak	Complete Street	Along site frontage	A, BC
		ADJACENT IMPROVEMENTS		
	Scottsdale Road	Half Street	Along site frontage	A

~~Notes:~~

- ~~A. Concurrent with the development and construction of more than 200,000 square feet within the adjacent planning unit.~~
- ~~B. PRIOR TO CONSTRUCTION OF BOTH THE SCOTTSDALE ROAD IMPROVEMENTS AND A MINIMUM OF TWO LANES OF CENTER DRIVE FROM SCOTTSDALE ROAD TO HAYDEN ROAD, DEVELOPMENT WILL~~

~~BE SUBJECT TO A REDUCTION IN DENSITY OR INTENSITY AS NECESSARY, AS DETERMINED BY THE GENERAL MANAGER OF THE TRANSPORTATION DEPARTMENT, TO MAINTAIN PROJECTED LEVELS OF SERVICE, AS DEFINED BY THE HIGHWAY CAPACITY MANUAL, NOT WORSE THAN CONTEMPLATED IN THE KORVE ANALYSIS.~~

~~C. If Scottsdale Road is fully dedicated and improved and Center Drive is dedicated and improved to the east boundary of the site but not to Hayden Road, DEVELOPMENT WILL BE SUBJECT TO A REDUCTION IN DENSITY OR INTENSITY AS NECESSARY, AS DETERMINED BY THE GENERAL MANAGER OF THE TRANSPORTATION DEPARTMENT, TO MAINTAIN PROJECTED LEVELS OF SERVICE, AS DEFINED BY THE HIGHWAY CAPACITY MANUAL, NOT WORSE THAN CONTEMPLATED IN THE KORVE ANALYSIS. certificates of occupancy may be issued for development within Planning Unit II subject to~~

The following is applicable if Scottsdale Road is not fully dedicated and improved:

- (1.) Planning Unit II—A certificate of occupancy may be issued for any building, if the primary access to the building is from "Center Drive," the right-of-way for "Center Drive" is fully dedicated, and a minimum of two lanes are constructed for "Center Drive" from Scottsdale Road to Hayden Road
- (2.) Planning Unit III—A certificate of occupancy may be issued for any building, if the primary access to the building is from Thompson Peak Parkway, and Thompson Peak Parkway is fully dedicated and constructed.

~~D. IF SCOTTSDALE ROAD IS NOT FULLY DEDICATED AND IMPROVED A CERTIFICATE OF OCCUPANCY MAY BE ISSUED FOR ANY BUILDING IN PLANNING UNIT III ONLY IF THE PRIMARY ACCESS TO THE BUILDING IS FROM THOMPSON PEAK PARKWAY, AND THOMPSON PEAK PARKWAY IS FULLY DEDICATED AND ADJACENT IMPROVEMENTS CONSTRUCTED PER THE APPROVED MASTER CIRCULATION PLAN FOR PLANNING UNIT III TO THE SATISFACTION OF CITY STAFF.~~

C. DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With each Development Review Board application, the developer shall submit a conceptual drainage report and plan subject to City staff approval. The conceptual report and plan shall conform to the approved Master Drainage Plan for Planning Units II and III, as applicable, and the City's Design Standards and Policies Manual - Drainage Report Preparation. ***Analysis and mitigation shall be provided for any increase in runoff or identified impacts. All proposed engineering solutions shall comply with city minimum requirements and are submit to approval by city.*** In addition, the conceptual drainage report and plan shall:
 - a. Identify all wash corridors entering and exiting the site,

and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of all washes that exit the property.

- b. Identify the timing of and parties responsible for construction of all storm water management facilities.
- c. For each on-site drainage area, ***compare the historical drainage pattern and*** discuss the amount of stormwater storage that will be provided (full storage, pre-versus-post storage, regional storage, etc.).
- d. Determine easement dimensions necessary to accommodate design discharges.
- e. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage. ***Ensure no adverse impacts to downstream properties***
- f. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
- g. Include a complete description of requirements relating to project phasing.

2. STORMWATER STORAGE REQUIREMENTS. On-site storm water storage is required for the full 100-year, 2-hour storm event, unless City staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.

- a. If applicable, the developer shall ~~submit to the Current Planning Division~~ a Request for Waiver Review form, which shall:
 - (i) Include a supportive argument that demonstrates historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
 - (ii) Include an estimate for payment in-lieu of on-site storm water storage, subject to City staff approval.
- b. Before the improvement plan ~~submittal to the Plan Review and Permit Services Division~~, the developer shall have obtained the waiver approval.

D. WATER

1. BASIS OF DESIGN REPORT (WATER). With each Development Review ~~Board~~ application for development within Planning Unit II or III, the developer shall submit ~~to the Plan Review and Permit Services Division~~ a Water Basis of Design Report. The report shall conform to the Master Water Plan for Planning Units II and III, as applicable, and ***the latest version of City of Scottsdale's Design Standards and Policies Manual (DSPM) Chapter 6*** ~~the draft Water and Wastewater Report Guidelines available from the City Water Resources Department.~~ Generally, the basis of design report and plan shall ***incorporate:***

- a. Identify the location, size, condition, and availability of existing water lines and water related facilities such as valves, service lines, fire hydrants, etc.
 - b. Evaluate the project's water demands, **including fire demands**, and their impact on the existing water system.
 - c. Determine the need for any **upgrade and/or** additional water lines and water related facilities to support the proposed development.
 - d. Conform to the City's Integrated Water **Resources** Master Plan.
 - e. Identify the timing of and parties responsible for construction of all water facilities.
2. **APPROVED BASIS OF DESIGN REPORT.** Before improvement plan submittal, ~~to the Plan Review and Permit Services Division,~~ the developer shall have obtained approval of the Water Basis of Design Report from the City Water Resources Department.
 3. **NEW WATER FACILITIES.** Before the issuance of letters of acceptance by the Inspection Services Division for a development site, the developer shall construct all water lines and related facilities necessary to serve such development site.
 4. **WATERLINE EASEMENTS.** Before the issuance of a building permit for any development site within Planning Units II or III, the developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all water easements necessary to serve such development site. Construct all water lines and related facilities necessary to serve such development site.

E. WASTEWATER

1. **WASTEWATER LINE.** To **accommodate** the increased flow of wastewater to the Scottsdale Road trunk line, due to proposed changes in land use, ***the frontage 15-inch sewer line along Scottsdale Road at Loop-101 (MH#9 to MH#7 - 1,165 LF) requires upsizing it to 18-inch sewer line minimum.*** ~~The developer shall be required to design, construct, and upgrade this sewer infrastructure necessary to provide services to the site. the developer shall divert a wastewater line located in Deer Valley Road. The existing wastewater line in Deer Valley Road east of the power line corridor shall be designed and constructed by the developer to redirect flow into the wastewater line running parallel to the power line corridor. THE DEVELOPER SHALL CONSTRUCT A terminal manhole shall be constructed on the Deer Valley wastewater line just west of the power line corridor.~~
2. **BASIS OF DESIGN REPORT (WASTEWATER).** With each Development Review Board application for development within Planning Units II or III, the developer shall submit ~~to the Plan Review and Permit Services Division~~ a Wastewater Basis of Design Report. The report shall conform to the Master Wastewater Plan for Planning Units II and III, as applicable, and the ~~draft~~ ***the latest version of City of Scottsdale's Design Standards and Policies Manual Water and Wastewater Report Guidelines*** available from the City Water Resources Department. Generally, the basis of design report and plan shall **incorporate**:

- a. Identify the location of, size, condition, **capacity** and availability of existing sanitary sewer lines and wastewater-related facilities.
 - b. Evaluate the project's wastewater demands and their impact on the existing **on-site and off-site** wastewater system.
 - c. Determine the need for any additional wastewater lines **upsizing/upgrades** and related facilities to support the proposed development.
 - c. Conform to the City's **Integrated Water Resources Master Plan**.
~~Wastewater System Master Plan.~~
 - d. Identify the timing of and parties responsible for construction of all wastewater facilities.
3. APPROVED BASIS OF DESIGN REPORT. Before improvement plan submittal to the Plan Review and Permit Services Division, the developer shall have obtained approval of the Wastewater Basis of Design Report from the City Water Resources Department.
 4. NEW WASTEWATER FACILITIES. Before the issuance of letters of acceptance by the Inspection Services Division for a development site within Planning Units II ~~or~~ **and/or** III, the developer shall provide all sanitary sewer lines and wastewater-related facilities necessary to serve such development site.
 5. SANITARY SEWER EASEMENTS. Before the issuance of any building permit for a development site within Planning Units II ~~or~~ **and/or** III, the developer shall dedicate to the City, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve such development site.

F. OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>. The developer shall:
 - a. Submit a completed Notice of Intent (NOI) to the EPA.
 - b. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit a copy of the NOI and a completed Storm Water Pollution Prevention Plan.
2. SECTION 404 PERMITS. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry

lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.

3. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving permit) from Maricopa County Division of Air Pollution Control. Call the county 602-506-6700 for fees and application information.
4. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Plan Review and Permit Services Division, the developer shall submit a signed No Conflict form (not required for City-owned utilities) from every affected utility company.
5. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and applicable chapters of the Arizona Administrative Code, Title 18, Environmental Quality. In addition:
 - a. Before approval of final improvement plans by the Plan Review and Permit Services Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
 - b. Before commencing construction, the contractor or developer shall provide evidence to City staff that a Certificate of Approval to Construct and/or Provisional Verification of General Permit Conformance has been approved by MCESD.
 - c. Before building permits are issued, the developer shall submit to the City a Certificate of Approval of Construction and/or Verification of General Permit Conformance signed by the MCESD and a copy of the as-built drawings.
 - d. Before issuance of Letters of Acceptance by the City Inspection Services Division, the developer shall provide to the City a final set of as-built mylars of the improvements.

Stipulations for the Zoning Application:
One Scottsdale
Case Number: 20-ZN-2002#3
(FOR REFERENCE)

These stipulations are in order to protect the public health, safety, welfare, and the City of Scottsdale.

**DELETED STANDARDS ARE SHOWN IN STRIKETHROUGH AND ADDED STANDARDS ARE
UPPERCASE AND BOLD.**

GOVERNANCE

- ~~1. GOVERNANCE. Stipulations from case 20-ZN-2002, not modified herein, shall remain in effect.~~

SITE DESIGN

- ~~2. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, entitled "One Scottsdale Amended Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 10400 and incorporated into these stipulations and ordinance by reference as if fully set forth herein.~~
- ~~3. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Development shall conform with the amended development standards that are included as part of the Development Plan.~~
- ~~4. CONFORMANCE TO DEVELOPMENT AGREEMENT. Development shall conform with Resolution number 10408, Development Agreement contract number 2002-142-COS-AI. Any change to the development agreement shall be subject to City Council approval.~~
5. BUILDING HEIGHT LIMITATIONS. No building on the site shall exceed ninety (90) feet in height, forty-five (45) feet in height and thirty-six (36) feet in height, respectively, as measured from the finished floor elevation and as set forth on the Allowable Building Heights Map attached as part of the "**ONE SCOTTSDALE** Amended Development Plan". Chimneys, cooling towers, elevator bulkheads and necessary mechanical appurtenances and the screening required for said appurtenances provided that both the appurtenances and the screening therefore do not cover more than fifty (50) percent of the roof area, may be erected to a height not exceeding one hundred (100) feet above finished floor.
6. OPEN SPACE: A minimum of twenty (20) percent of the net P.R.C. site of Planning Unit II shall be provided as open space. The open space master plan shall be updated and provided ~~to the Development Review Board~~ with **EACH** the first development application for Planning Unit II.
- ~~7.~~ PARKING STRUCTURES. All above ground parking structures within Planning Unit II shall be architecturally compatible with surrounding buildings to obscure the garage function. ~~as~~

~~determined by the Development Review Board.~~

8. OPEN SPACE AND PUBLIC ACCESS EASEMENTS. Prior to any final plan approval for developments within 350 feet of the eastern property line in Planning Unit II, the owner shall do the following:

a. North-South Easement:

- i. Provide dedication of a 30-foot-wide open space easement including landscaping over the existing 30-foot-wide drainage easement along the east property line of Planning Unit II, running north-south to connect E. Legacy Boulevard (Center Drive) with the Loop 101 frontage road.
- ii. Provide a public access easement over a minimum six-foot-wide concrete path within the above-mentioned 30-foot-wide open space and drainage easements running north-south to connect E. Legacy Boulevard (Center Drive) sidewalk with the Loop 101 frontage road sidewalk.

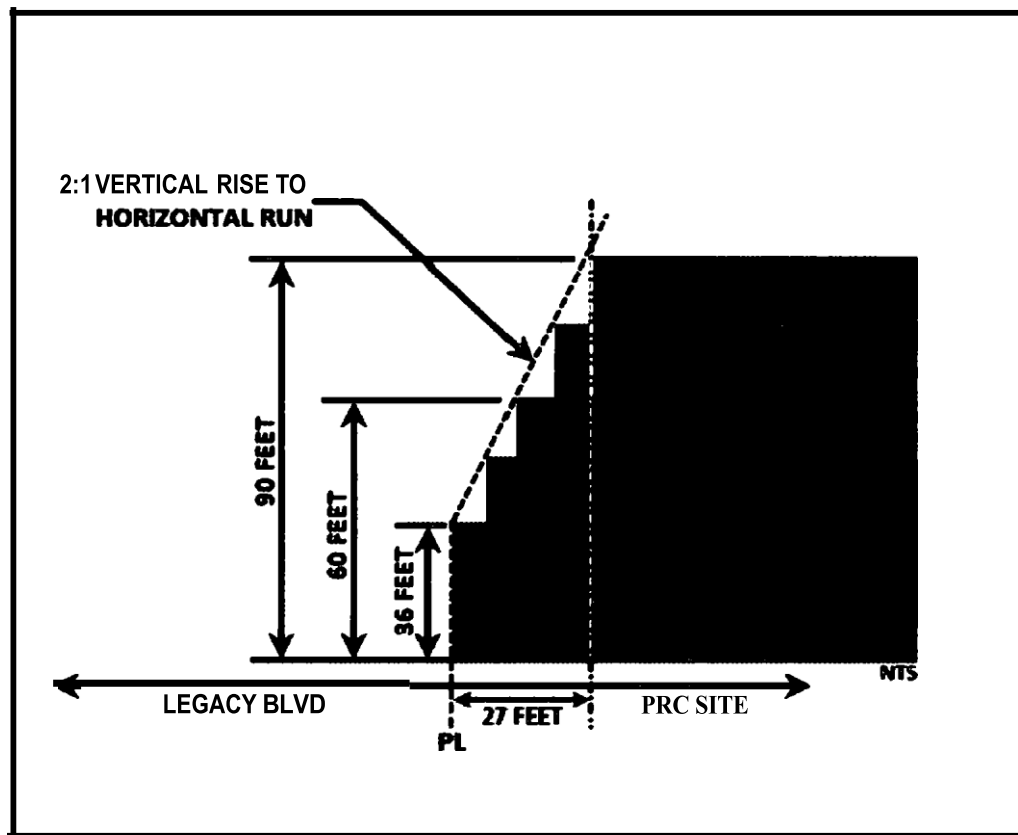
b. East-West Easement:

- i. Provide dedication of two 30 foot wide open space easements with landscaping or alternative vehicular and pedestrian public access easements running east-west connecting the east property line of Planning Unit II with the easternmost internal north-south street of Planning Unit II, one a minimum of 300 feet south of Legacy Boulevard (Center Drive) and one a minimum of 600 feet north of the Loop 101 frontage road or in locations as otherwise approved by City staff.
- ii. Provide a public access easement over a minimum six-foot-wide concrete path within each of the above-mentioned 30-foot open space easements running east-west to connect with the minimum six-foot wide concrete path located within the above-mentioned 30-foot north-south drainage and open space easement.

~~9. For the first building having a height greater than sixty (60) feet in Planning Unit II, the owner shall comply with one of the following:~~

- ~~a. Construct a minimum of 100,000 square feet of Class A office building in Planning Unit II;~~
- ~~or~~
- ~~b. Construct a minimum 100-room hotel in Planning Unit II; or~~
- ~~c. Construct a minimum of 60,000 square feet of office or retail/restaurant space and a minimum of 250 residential units within the mixed-use pedestrian core as designated on the Development Plan.~~

9. All buildings having a height greater than sixty (60) feet located along the south side of the E. Legacy Boulevard (Center Drive) frontage within Planning Unit II shall comply with setback and stepback requirements identified in the following diagram:



- 10.** A majority of the parking for buildings having a height greater than sixty (60) feet located within Planning Unit II shall incorporate underground or structured parking.

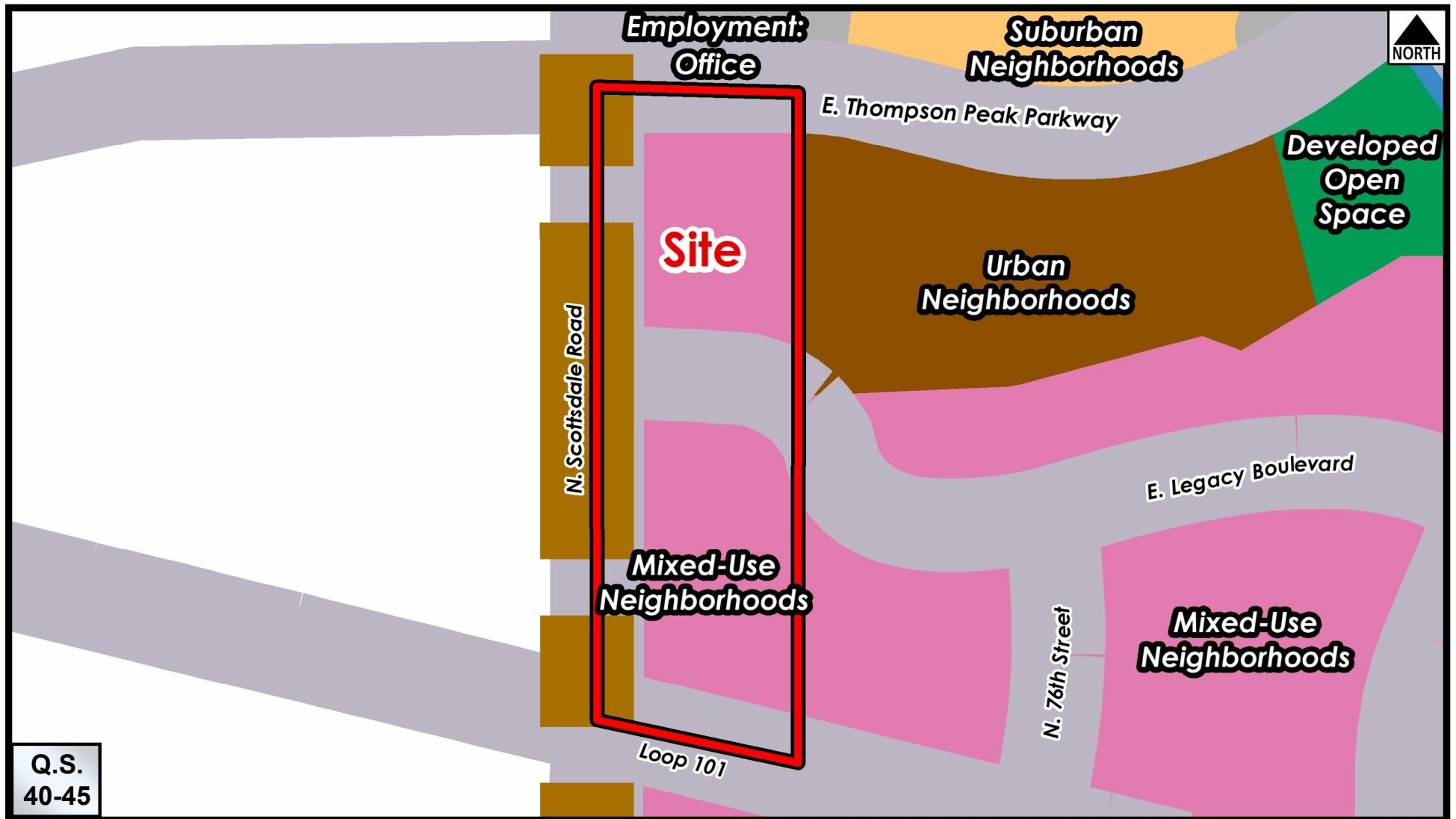
~~AIRPORT~~

- ~~11. FAA DETERMINATION. With the Development Review Board Application, the developer shall submit a copy of the FAA Determination letter on the FAA FORM 7460-1 for any proposed structures and/or appurtenances that penetrate the 100:1 slope. The elevation of the highest point of these structures, including the appurtenances, must be detailed in the FAA form 7460-1 submittal.~~
- ~~12. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. Prior to permit issuance, the developer shall provide noise disclosure notice to occupants, potential homeowners, employees and/or students in a form acceptable to the Scottsdale Aviation Director.~~
- ~~13. AVIGATION EASEMENT. Prior to permit issuance, the owner shall provide a signed and completed Avigation Easement in a form acceptable to the City for recording.~~
- ~~14. SOUND ATTENUATION MEASURES. Residential buildings having a height greater than sixty (60) feet located within Planning Unit II shall be constructed with noise attenuation measures to reduce interior to exterior noise by at least 25 decibels, per the noise attenuation measures set forth in section in section 4.00 of appendix f of the FAA part 150 noise compatibility study. with the~~

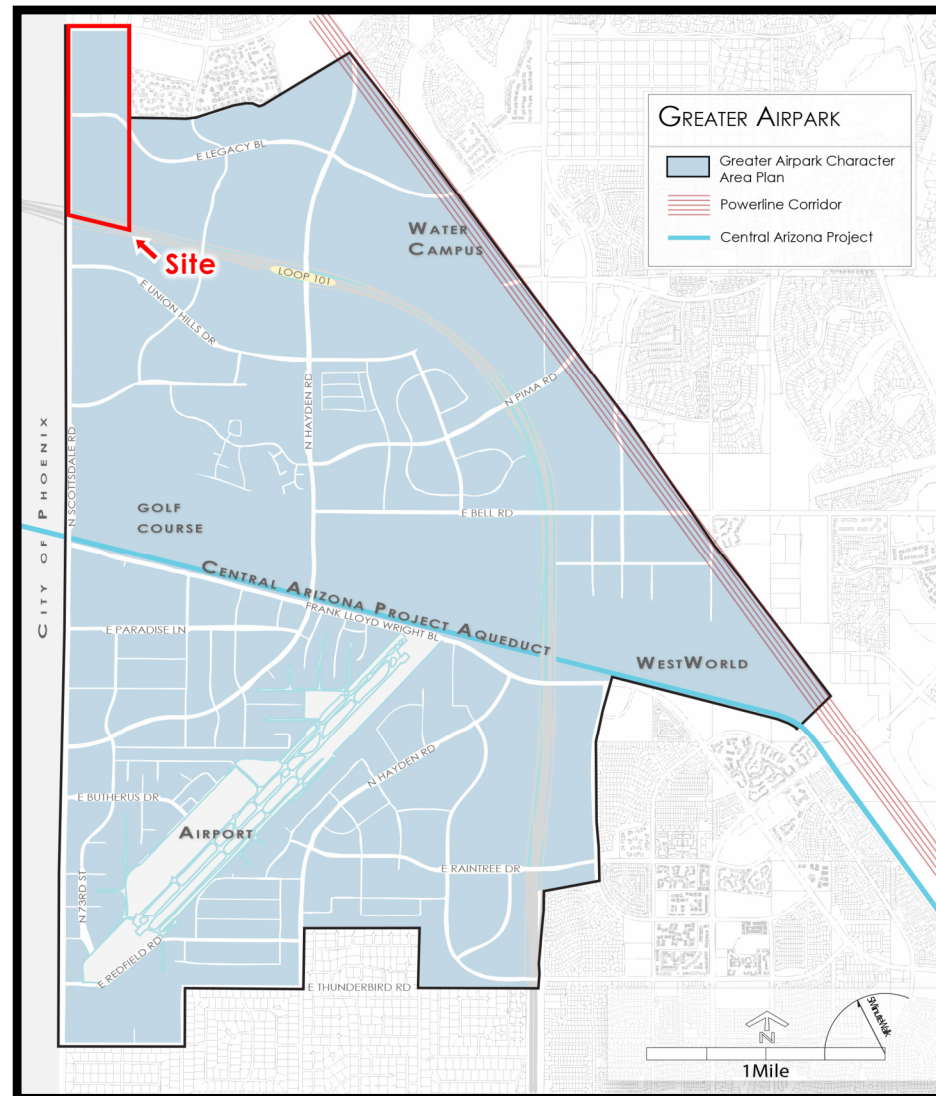
~~final plans submittal, the developer shall submit plans and documentation showing conformance with the noise attenuation measures.~~

STREETS

~~15. TIMING OF SCOTTSDALE ROAD STREET IMPROVEMENTS. No certificate of occupancy shall be granted for any new site building once 937 residential units in Planning Unit II have been permitted, or once 1,793,358 square feet of commercial/retail/office space have been permitted, unless N. Scottsdale Road has been completed to a full six-lane cross-section or equivalent capacity is achieved by interim improvements, to the satisfaction of the City's Transportation Director.~~



Existing General Plan 2035 Future Land Use Map
+/- 1.3 million square feet of Mixed-Use Neighborhoods



**Greater Airport
Character Area**

20-ZN-2002#5

TRAFFIC IMPACT ANALYSIS SUMMARY

One Scottsdale
NEC SR 101L and Scottsdale Road
20-ZN-2002#5

Summary Prepared by John Hoang, COS Traffic Engineering

Summary Prepared on 02/23/2026

Traffic Impact Study Prepared by Kristen Stevens, Lokahi, Dated: 02/10/2026

Traffic Impact Study Status: Accepted

Existing Conditions

Site Location

- The site (PU II and PU III) is located on the east side of Scottsdale Road between SR 101L and Thompson Peak Parkway.

Existing Development

- The existing PU II consists of a 325,156 square office and vacant land. The existing PU III consist of a 130 room hotel and vacant land.

Study Area Intersections

- Scottsdale Road and Thompson Peak Parkway
- Scottsdale Road and Legacy Boulevard
- Scottsdale Road and Henkel Way
- SR 101L WB Ramps
- SR 101L EB Ramps
- Thompson Peak Parkway and 73rd Street
- Legacy Boulevard and 73rd Street
- Henkel Way and Loop 101 WB Frontage Road

Proposed Development:

Description

- The proposed development plan in comparison with previously proposed and approved.

The overall land uses proposed for the One Scottsdale development under the 2025 Proposal, as compared to the 2023 Proposal and 2016 Approved Zoning, are summarized below:

<u>One Scottsdale</u>	<u>2025 Proposal</u>	<u>2023 Proposal</u>	<u>2016 Approved Zoning</u>
• Retail	80,500 SF	80,500 SF	269,900 SF
• Office	1,298,000 SF	1,298,000 SF	2,496,245 SF
• Restaurant	115,500 SF	115,500 SF	100,000 SF
• Hotel	400 rooms	400 rooms	400 rooms
• Residential	2,350 DU	2,500 DU	2,000 DU

Site Access and Study Intersections

- The existing site access intersections to remain are as follows:
 - Scottsdale Road and Driveway A (approx. 490' south of Thompson Peak Parkway)
 - Scottsdale Road and Driveway B (approx. 965' south of Thompson Peak Parkway)
 - Scottsdale Road and Driveway C (approx. 1,280' south of Thompson Peak Parkway)
 - Scottsdale Road and Henkel Way (approx. 700' north of the SR 101L WB Ramps)
 - Thompson Peak Parkway and 73rd Street (approx. 670' east of Scottsdale Road)
 - Legacy Boulevard and 73rd Street (approx. 565' east of Scottsdale Road)
 - Legacy Boulevard and Driveway D (approx. 1,240' east of Scottsdale Road) .
- The proposed site access intersections are as follows:

- Scottsdale Road and Driveway F (approx. 360' south of Legacy Boulevard)
- Scottsdale Road and Driveway G (approx. 645' south of Legacy Boulevard)
- Scottsdale Road and Driveway H (approx. 1,015' south of Legacy Boulevard)
- Legacy Boulevard and Driveway E (approx. 300' east of Scottsdale Road)
- Legacy Boulevard and Driveway I (approx. 900' east of Scottsdale Road)

Trip Generation

- The trip generation as shown in the study for the proposed One Scottsdale development is shown in the tables below:

Table 3 –Trip Generation (150 Residential Units)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	150	Dwelling Units	665	55	13	42	57	36	21

Table 4 –Trip Generation (2025 Proposal)

	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2025 Proposal	29,321	2,283	1,520	763	2,609	967	1,642

- City of Scottsdale transportation staff agrees with the methodology and reductions using the Institute of Transportation Engineers (ITE) publication entitled Trip Generation 11th Edition, National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, and Trip Generation Manual: Pass-By Data and Rate Tables/2021 Pass-By Tables.
- The projected trip generation trip difference between the previously proposed and current proposed One Scottsdale development is approximately 1226 fewer weekday trips, 1,628 fewer AM peak hour trips, and 1,300 fewer PM peak hour trips.

Table 5 –Trip Generation (2025 Proposal vs. 2016 Approved Zoning)

	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2016 Approved Zoning (Approved TI&MA)	30,547	3,911	2,754	1,157	3,909	1,288	2,621
2025 Proposal	29,321	2,283	1,520	763	2,609	967	1,642
Difference	-1,226	-1,628	-1,234	-394	-1,300	-321	-979
% Difference	-4%	-42%	-45%	-34%	-33%	-25%	-37%

The 2025 Proposal for One Scottsdale is expected to generate 1,226 fewer weekday trips than the 2016 Approved Zoning, including 1,628 fewer AM peak hour trips and 1,300 fewer PM peak hour trips.

2025 Proposal vs. 2023 Proposal

The comparison of trip generation between the 2025 Proposal and the 2023 Proposal, reflecting the reduction of 150 multifamily dwelling units is shown in **Table 6**.

Table 6 –Trip Generation (2025 Proposal vs. 2023 Proposal)

	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
2023 Proposal (Approved TI&MA)	29,986	2,338	1,533	805	2,666	1,003	1,663
2025 Proposal	29,321	2,283	1,520	763	2,609	967	1,642
Difference	-665	-55	-13	-42	-57	-36	-21
% Difference	-2%	-2%	-1%	-5%	-2%	-4%	-1%

Traffic Analysis:

Intersection Level of Service and Recommended Improvements

- The intersection levels of service were reported for horizon year 2029 with traffic generated by the buildout of the proposed development.
- Study intersections with acceptable levels of service in all movements include the following:
 - Scottsdale Road and Driveway A
 - Scottsdale Road and Driveway C
 - Thompson Peak Parkway and 73rd Street
 - Legacy Boulevard and Driveway D
 - Henkel Way and Loop 101 WB Frontage Road
 - Scottsdale Road and Driveway F
 - Recommended Improvements:
 - Construct a one-way stop-controlled driveway, which allows for RIRO movements
 - Install westbound right turn lane
 - Scottsdale Road and Driveway G
 - Recommended Improvements:
 - Construct a one-way stop-controlled driveway, which allows for right-in/right-out/left-in movements
 - Install westbound right turn lane
 - Legacy Boulevard and Driveway E
 - Recommended Improvements:
 - Construct a two-way stop-controlled driveway, which allows for RIRO movements
 - Install westbound right turn lane
 - Legacy Boulevard and Driveway I
 - Recommended Improvements:
 - Construct a one-way stop-controlled driveway, which allows for RIRO movements
 - Install westbound right turn lane
- Study intersections with delay in one or more movements include the following:
 - Scottsdale Road and Thompson Peak Parkway
 - LOS F in the NB thru movement during the PM peak hour
 - Scottsdale Road and Driveway B
 - LOS E or worse in the SB left turn movement during the AM and PM peak hours
 - Scottsdale Road and Legacy Boulevard
 - LOS E in the SB left turn movement during the PM peak hour
 - LOS E in the WB left turn movement during the PM peak hour
 - Scottsdale Road and Henkel Way
 - LOS E in the WB left turn movement during the AM peak hour
 - Recommended Improvements:
 - Improve southbound signal head to include permitted – protected left turn phasing
 - Loop 101 WB Ramps
 - LOS E in the NB thru movement during the PM peak hour
 - LOS E in the SB right turn movement during the PM peak hour
 - LOS F in the SB thru movement during the AM and PM peak hours
 - Loop 101 EB Ramps
 - LOS F in the NB thru movement during the AM and PM peak hours
 - LOS E in the EB thru/right movement during the AM peak hour
 - Legacy Boulevard and 73rd Street
 - LOS D or worse in the NB/SB left turn movements during the AM and PM peak hours
 - Recommended Improvements:
 - Modify striping to include a through lane on the north and south approaches
 - Although a traffic signal is warranted, the signal control is not incorporated in the build capacity analysis as adequate storage is provided for the queued vehicles in the AM and

PM peak hours. It is recommended that additional traffic signal warrant analyses be conducted in the future as surrounding development progresses and forecasted traffic volumes are realized to determine the appropriate timing for signal control.

- Scottsdale Road and Driveway H
 - LOS F in the SB left turn movement during the AM and PM peak hours

Summary:

A Traffic Impact and Mitigation Analysis ("TIMA") was submitted for the project. The TIMA dated February 2026 has been accepted. The proposed development will result in an estimated 29,321 trips generated per day, 2,283 trips (1,520 in/763 out) generated in the AM peak hour, and 2,609 trips (967 in/1,642 out) generated in the PM peak hour. This represents a decrease of 665 daily trips over the previously approved development.

With the addition of the proposed site generated traffic by horizon year 2029, operations at the intersections within the vicinity of the site will continue to operate at acceptable levels (LOS C or better), with the exception of certain movements at the following intersections:

- Scottsdale Road and Thompson Peak Parkway
- Scottsdale Road and Driveway B
- Scottsdale Road and Legacy Boulevard
- Scottsdale Road and Henkel Way
- Loop 101 WB Ramps
- Loop 101 EB Ramps
- Legacy Boulevard and 73rd Street
- Scottsdale Road and Driveway H

The developer is responsible for constructing two new traffic signals as indicated in the stipulations and some traffic signal modifications at Scottsdale and Henkel at build out as indicated in the approved TIMA February 2026.



CITIZEN REVIEW & NEIGHBORHOOD INVOLVEMENT REPORT

DMB- One Scottsdale

February 20, 2026

Overview

This Citizen Review Report is being performed in association with a request to modify the Land Use Budget of the existing PCD-PRC zoning on the property located at the northeast corner of the Loop 101 freeway and Scottsdale Road. The proposed request would decrease the allowable non-residential square footage by approximately 1,372,145+/- square feet in exchange for an additional 350 residential units. Additionally, some outdated stipulations will be modified as part of this request. This proposal is in conformance with the City of Scottsdale's General Plan and Greater Airpark Character Area Plan. This Citizen Review Report will be updated throughout the process.

The entire project team is sensitive to the importance of neighborhood involvement and creating a positive relationship with property owners, residents, business owners, homeowners associations, and other interested parties. Communication with these parties will be ongoing throughout the process. Work on compiling a list of impacted and interested stakeholders and neighborhood outreach began prior to the application filing and will also continue throughout the process. Communication with impacted and interested parties has taken place with verbal, written, and electronic contact.

Community Involvement

The outreach team has been communicating with neighboring property owners, businesses, and community members by telephone, and one-on-one meetings since May 2023, which included an open house with the development team for residents of Grayhawk on November 15, 2023 hosted by the Grayhawk Community Association. 17 interested Grayhawk residents attended this open house.

Surrounding property owners, HOAs and other interested parties were noticed via first class mail regarding the project. The distribution of this notification adhered to the City's new **1,250' radius** mailing requirements

as specified in the Citizen Review Checklist. This notification contained information about the project, as well as contact information for the development team. This contact person will continue to provide, as needed, additional information and the opportunity to give feedback. The notification also contained information regarding a neighborhood Open House that was held on November 29, 2023 for those who wished to learn more about the project. The site and time were posted with the Early Notification Sign prior to the Open House.

18 interested people attended the Open House. Attendees were generally supportive of the project. Questions and comments arose regarding potential retail tenants (specifically restaurants), the type of housing product, and traffic. These questions were all answered by the development team to the best of their ability.

The development team has continued to be accessible by phone and email subsequent to the Open House to ensure that surrounding property owners and neighbors have ongoing opportunities to comment and ask questions. Specifically, the development team has kept the Grayhawk Community Association updated and has had multiple meetings with the Association's Development Committee. In addition, neighboring commercial property owners have been contacted to make sure that any questions they might have about the proposal have been answered.

A vital part of the outreach process is to allow people to express their concerns and understand issues and attempt to address them in a professional and timely manner. Again, the entire team realizes the importance of the neighborhood involvement process and is committed to communication and outreach for the project.

Attachments:

Notification Letter
Notification List
Affidavit of Posting
Sign-in Sheets
Comment Cards



BUILDING LEGACIES SINCE 1984

November 17, 2023

RE: Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

Dear neighbor:

We are pleased to inform you about an upcoming request from DMB Associates, Inc. (DMB) regarding their One Scottsdale development located at the northeast corner of the Loop 101 Freeway and Scottsdale Road (see attached map of site location). We are holding an open house to share with property owners and other stakeholders in the area our request to amend the existing zoning. We are holding a come-and-go open house on Wednesday, November 29, 2023, from 5:30 pm - 6:30 pm at the Boys & Girls Club located at 20199 N. 78th Place (map of open house location also attached) within the Grayhawk community.

We are proposing to modify the Land Use Budget of the existing PCD-PRC (Planned Community District with comparable Planned Regional Center) zoning on the property. We are requesting to decrease the non-residential square footage allowed and increase the number of residential units allowed on the property. The current PCD-PRC zoning allows for a pedestrian friendly, mixed-use project of residential, office, commercial and restaurant uses. The requested amendment intends to decrease the non-residential square footage by over 1,000,000 square feet in exchange for an additional 500 residential units. The existing PCD-PRC zoning is not changing as part of this request. The requested amendments will apply mainly to the undeveloped portion of the property south of Legacy Boulevard. Finally, we seek to modify outdated stipulations applicable to the property.

To find out more about our request, please plan on attending our come-and-go open house and speak to our development team. If you cannot make the open house, please feel free to contact our outreach team, Technical Solutions, at (602) 957-3434 or info@technicalsolutionsaz.com. The City of Scottsdale Project Coordinator for the project is Meredith Tessier, who can be reached at 480-312-4211 or MTessier@ScottsdaleAZ.gov.

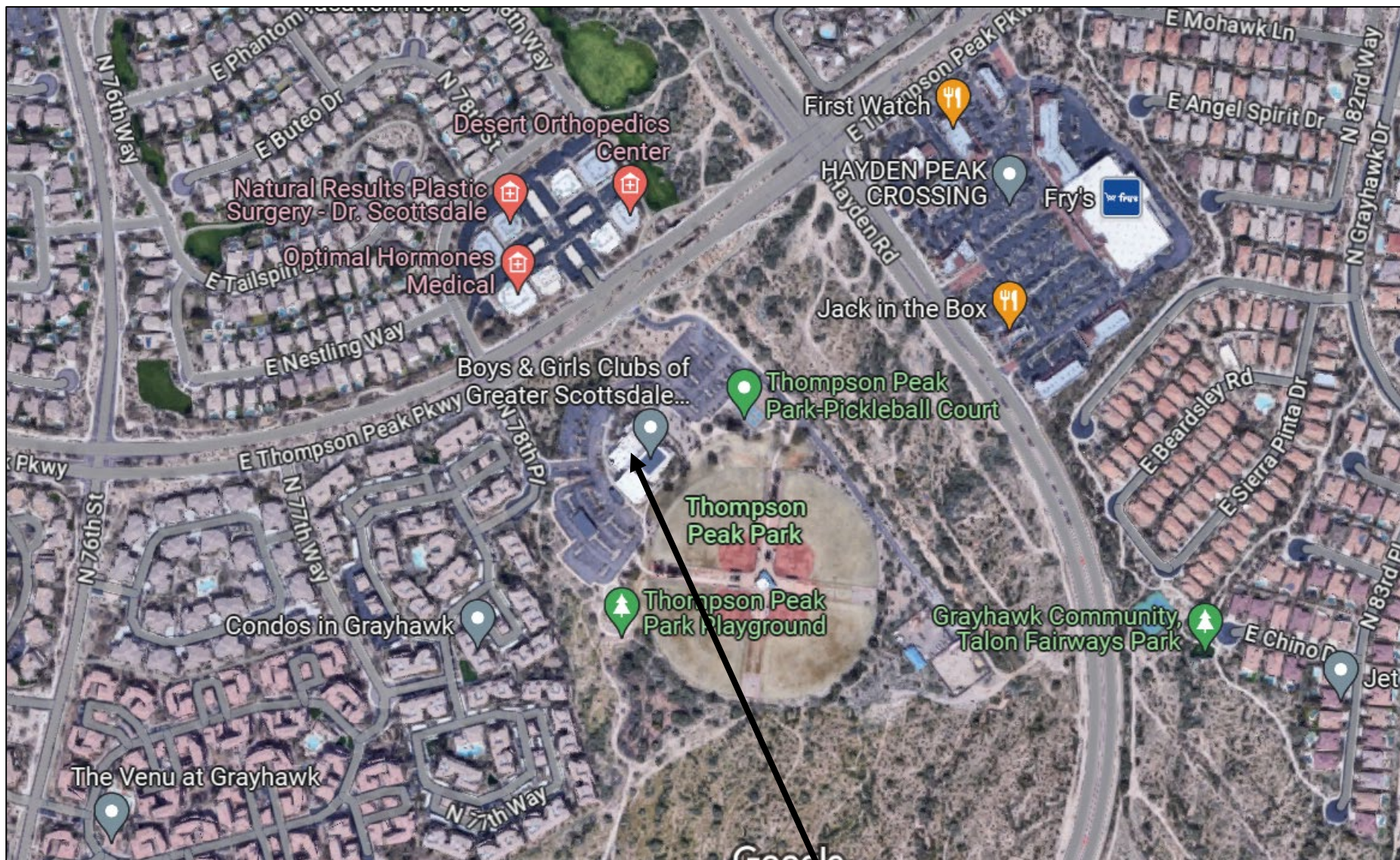
Sincerely,
Michael F. Burke

DMB Associates, Inc.



One Scottsdale Located in foreground Outlined in white with PU-II and PU-III

(PU stands for Planning Unit. One Scottsdale is divided into 2 planning units)



Boys & Girls Club in Grayhawk
Look for open House signs to enter on north side of Building
20199 N 78th Pl, Scottsdale, AZ 85255



Affidavit of Posting

Required: Signed, Notarized originals.

Recommended: E-mail copy to your project coordinator.

☐ Project Under Consideration Sign (White)

☐ Public Hearing Notice Sign (Red)

Case Number: 721-PA-2023

Project Name: _____

Location: NEC Loop 101 & Scottsdale Rd

Site Posting Date: 11/16/23

Applicant Name: Tiffany & Bosco

Sign Company Name: Dynamite Signs

Phone Number: 480-585-3031

I confirm that the site has been posted as indicated by the Project Manager for the case as listed above.

[Signature]
Applicant Signature

11/16/23
Date

Return completed original notarized affidavit AND pictures to the Current Planning Office no later than 14 days after your application submittal.

Acknowledged before me on 11/16/2023



[Signature]
Notary Public
My commission expires: 5/31/27

City of Scottsdale -- Current Planning Division

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

Early Notification of Project Under Consideration

Nighborhood Open House Meeting:

Date: Wednesday, November 29th, 2023

Time: 5:30 P.M. - 7:00 P.M.

Location: Boys & Girls Club of Greater Scottsdale
20199 N. 78th Place

Location: NEC of the Loop 101 Freeway and Scottsdale Road
Project Overview:

- Request: Modification of the Land Use Budget of the existing PCD-PRC (Planned Community District with comparable Planned Regional Center) zoning on the property.
- Description of Project and Proposed Use: The requested amendment intends to decrease the non-residential square footage by over 1,000,000 square feet and add 500 residential units for the area mainly in the undeveloped portion of the property south of Legacy Boulevard, as well as proposing modifications to outdated stipulations applicable to the property.
- Site Acreage: 134 Gross Acres
- Site Zoning: Current Zoning is PCD-PRC

Applicant Contact:

Kurt Jones
602-452-2729
kajones@tblaw.com

City Contact:

Meredith Tessier
480-312-4211
Mtessier@scottsdaleaz.gov

Pre-Application#: 721-PA-2023

Posting Date: 11/16/2023

-Penalty for removing or defacing sign prior to date of last hearing -Applicant Responsible for Sign Removal

November 16, 2023 at 4:07 PM
E Thompson Peak Pkwy
Scottsdale AZ 85255

Early Notification of Project Under Consideration

Neighborhood Open House Meeting:

Date: Wednesday, November 29th, 2023

Time: 5:30 P.M. - 7:00 P.M.

Location: Boys & Girls Club of Greater Scottsdale
20199 N. 78th Place

Location: NEC of the Loop 101 Freeway and Scottsdale Road
Project Overview:

- Request: Modification of the Land Use Budget of the existing PCD-PRC (Planned Community District with comparable Planned Regional Center) zoning on the property.
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- Site Zoning: Current Zoning is PCD-PRC

Applicant Contact:

Kurt Jones
602-452-2729
kajones@tblaw.com

Pre-Application#: 721-PA-2023

City Contact:

Meredith Tessier
480-312-4211
Mtessier@scottsdaleaz.gov

Posting Date: 11/16/2023

- -Penalty for removing or defacing sign prior to date of last hearing -Applicant Responsible for Sign Removal *

November 16, 2023 at 3:43 PM
19641 N Scottsdale Rd
Scottsdale AZ 85255



Early Notification of Project Under Consideration

Nighborhood Open House Meeting:

Date: Wednesday, November 29th, 2023
Time: 5:30 P.M. - 7:00 P.M.
Location: Boys & Girls Club of Greater Scottsdale
20199 N. 78th Place

Location: NEC of the Loop 101 Freeway and Scottsdale Road
Project Overview:

- Request: Modification of the Land Use Budget of the existing PCD-PRC (Planned Community District with comparable Planned Regional Center) zoning on the property.
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Kurt Jones
602-452-2729
kajones@tblaw.com

City Contact:

Meredith Tessier
480-312-4211
Mtessier@scottsdaleaz.gov

Pre-Application#: 721-PA-2023

Posting Date: 11/16/2023

-Penalty for removing or defacing sign prior to date of last hearing -Applicant Responsible for Sign Removal



November 16, 2023 at 3:32 PM
N Scottsdale Rd
Scottsdale AZ 85255

One Scottsdale

Neighborhood Meeting Sign-In Sheet

Wednesday, November 15, 2023

[illegible]

Wednesday, November 15, 2023

[illegible]

One Scottsdale
Neighborhood Meeting Sign-In Sheet
Wednesday, November 15, 2023

[illegible]

One Scottsdale

Wednesday, November 29, 2023

Wednesday, November 29, 2023

[illegible]

One Scottsdale

Neighborhood Meeting Sign-In Sheet

Wednesday, November 29, 2023

[illegible]

One Scottsdale

Wednesday, November 29, 2023

[illegible]

One Scottsdale

Wednesday, November 29, 2023

[illegible]

One Scottsdale
Community Input Card

PRINT NAME Rogen Mann
ADDRESS 8299 E. SIENNA PATA CITY Scottsdale ZIP 85755
PHONE 480-290-4454 EMAIL ROGENMANN@COX.NET

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

New Dump. Like CHANOSONS, FISH, FRA

One Scottsdale
Community Input Card

PRINT NAME BEVERLY BOND
ADDRESS 19700 N. 76TH ST CITY SCOTTSDALE ZIP 85255
PHONE 480 248-7076 EMAIL _____

PLEASE TELL US YOUR THOUGHTS & SUGGESTIONS REGARDING THE PROPOSED PROJECT:

PLEASE SEE MY COMMENTS GIVEN TO MICHELLE
HAMMOND OF THE DEVELOPMENT TEAM ON A
SEPARATE SHEET OF PAPER

November 29, 2023

Notes for meeting with DMB Associates, Inc. at Boys & Girls Club

We understand that DMB acts in concert with the economics of its project. However, the current residents see that the enormity of the tremendous influx of housing that is about to inundate us will totally change the character of this Grayhawk neighborhood; bringing many more people, cars and visitors to an area that already does not meet the needs of its current population. For example, we have only two grocery stores (Hayden and Mayo), to serve current and future residents; and while there are medical offices in the vicinity, an appointment to begin a relationship with my new GP was not available for 6 months. One can but wonder how all of this will affect our neighborhood schools. And, you can forget about a parking space when you go to use the facilities that are here to serve you.

Your letter did not mention how many residential units DMB included in their plans originally, without the amendment.

With all the currently planned residential projects, from where does the additional water needed for 500 more residential units come? Those units would easily bring at least 1,500 more residents to your project and our neighborhood.

Are you doing away with the non-residential uses altogether or virtually altogether, to replace them with housing? Then, you are not really offering a truly mixed-use project anymore.

If you were allowed to do what you are asking for, and add 500 more units, what would stop the many other projects and developers in our area from asking for the same kind of amendment to their plans?

With the coming of the many residential projects approved for this area and the scheduled transformation of the dead-end at 76th Street into an active Miller Road, this neighborhood is on the verge of losing its unique character and becoming just another chaotic area with too few services and too many people.

The bottom line is that this amendment should not be viewed in a vacuum as one residential project but instead, as one of many, along with all of the numerous consequences that flow therefrom.

Beverly Bond

Tessier, Meredith

From: Tessier, Meredith
Sent: Wednesday, November 29, 2023 10:12 AM
To: Falk, Scott
Cc: info@technicalolutionsaz.com; sbsmith@technicalolutionsaz.com
Subject: RE: Nov 17 letter regarding Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

Good Morning Scott-

Please see my response e-mail to you sent on 11/27/2023. At this time, the applicant can assist you with your questions regarding the type of residential units as a formal case application has not been submitted to the City. I have copied the applicant contact Susan Bitter-Smith to this e-mail to address your questions.

Thank you,

Meredith Tessier, Senior Planner
Planning & Development Services



From: Falk, Scott <SFalk@rwbaird.com>
Sent: Wednesday, November 29, 2023 9:05 AM
To: info@technicalolutionsaz.com; Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: RE: Nov 17 letter regarding Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

⚠ External Email: Please use caution if opening links or attachments!

Thoughts?

Scott

From: Falk, Scott <SFalk@rwbaird.com>
Sent: Sunday, November 26, 2023 1:46 PM
To: info@technicalolutionsaz.com; MTessier@ScottsdaleAZ.gov
Subject: Nov 17 letter regarding Open House for Proposed Development Plan Amendments to Existing Zoning at One Scottsdale

I am unable to make the Open House on 11/29, but am questioning what type of "residential units" you are calling out here?

- Single family homes (lot sizes)?
- Townhouse/Condos (density)?
- Apartments (density)?
- Some of all of the above?

Is there a plat or plan that shows what would be developed where?

I am very concerned by what I see as the continual quest to over develop properrties in North Scottsdale.

I would appreciate a prompt response (prior to 11/29).

Thank you,

Scott Falk

Robert W. Baird & Co. Incorporated does not accept buy, sell or other transaction orders by e-mail, or any instructions by e-mail that require a signature. This e-mail message, and any attachment(s), is not an offer, or solicitation of an offer, to buy or sell any security or other product. Unless otherwise specifically indicated, information contained in this communication is not an official confirmation of any transaction or an official statement of Baird. The information provided is subject to change without notice. This e-mail may contain privileged or confidential information or may otherwise be protected by law, rule or regulation. Any use, copying or distribution of the information contained in this e-mail by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender, and delete the material from any computer on which it exists. Baird, in accordance with applicable law, reserves the right to monitor, review and retain all electronic communications, including e-mails, traveling through its networks and systems. E-mail transmissions cannot be guaranteed to be secure, timely or error-free. Baird therefore recommends that you do not send any sensitive information such as account or personal identification numbers by e-mail.

Please click here <<https://www.bairdwealth.com/globalassets/pdfs/help/consolidated-report-disclosure.pdf>> for important information about any client reports you receive.

From: Tessier, Meredith
Sent: Monday, November 27, 2023 9:27 AM
To: Derek Ostensen
Subject: RE: One Scottsdale - Land Use Modification

Derek-

Thank you for contacting the City of Scottsdale regarding the applicant rezone request reference #721-PA-2023. The applicant is currently in the public outreach process which is prior to their formal application submittal. As such, the applicant and/or developer (DMB) can better assist you with your questions below. Once the applicant has submitted their application to the City, their submittal can be viewed through the [Case Information Sheet](#) and/or [Planning Records Department](#).

Thank you,

Meredith Tessier, Senior Planner
Planning & Development Services



From: Derek Ostensen <dostensen@olen.com>
Sent: Tuesday, November 21, 2023 3:03 PM
To: Tessier, Meredith <MTessier@ScottsdaleAz.Gov>
Subject: One Scottsdale - Land Use Modification

⚠ External Email: Please use caution if opening links or attachments!

Hi Meredith,

Just left you a voicemail. I'd like to request the following regarding DMB's proposed land use change please:

- Map of the area where the 500 units would be added.
- Information on the type of units intended - apartment, condo, townhome, single family?
- Update on when the City expects the other intended retail, hotels and office to be built on the other vacant DMB land.
- Any details you have on what is planned for DMB's vacant land north of Legacy Blvd. and when that would be built.
- The Public Review schedule and venues for the City process.

Thank you,

Derek Ostensen
Senior Vice President

Olen Properties
Seven Corporate Plaza
Newport Beach, CA 92660
949-683-4683 (Direct)
www.olenproperties.com

From: Palmer, Don L <Don.PalmerJr@gd-ms.com>
Sent: Monday, November 27, 2023 8:34 AM
To: Tessier, Meredith
Cc: don1998otl@cox.net
Subject: One Scottsdale zoning amendment

⚠ External Email: Please use caution if opening links or attachments!

Good morning Meredith,

I am reaching out to you with concern over the amended rezoning request at One Scottsdale. Amending zoning plans seems to be pretty easy to get the Developers what they want. What's the purpose of a zoning plan in the first place? I've lived in Grayhawk for 27 years, and seen the incredible drive to pack as many people as feasibly possible into this area. I just can't wait to see what Phoenix does on the other side of Scottsdale Road with single and multifamily housing (between Loop 101 and Pinnacle Peak Rd). I feel that this area is going to be gridlock when that large parcel gets developed, as it is already nerve wracking trying to use Scottsdale Road at 60 MPH+ and constant heavy traffic. I don't know what happened to "The West's Most Western Town", but I don't see it anymore!

I always thought I would spend my entire life here, but I have really questioned that lately. I don't enjoy living here the way I used to. Scottsdale is slowly changing and doesn't have that unique, western feel anymore. In my opinion it is being ruined and there is no going back!

Don Palmer, C.S.P.

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today to show my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to be "M. D. B.", written over a horizontal line.

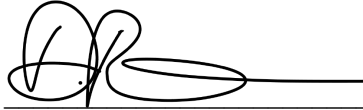
Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

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This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to be 'DR', followed by a horizontal line.

03/05/2026

David Rutledge
9760 E. Monument Drive
Scottsdale, AZ 85262

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today to show my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in blue ink, consisting of a large, loopy initial 'S' followed by a long, horizontal, wavy line that tapers off to the right. The signature is written over a thin horizontal line.

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,



Joe Courtney

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lee Courtney', written over a horizontal line.

Lee Courtney

March 4, 2026

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Bertram", with a stylized flourish at the end.

Brian Bertram
7730 E Vaquero Dr
Scottsdale, AZ 85258

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

I am writing today to show my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

Ryan D'Agostino

Mayor and City Council Members
City of Scottsdale
3939 N. Drinkwater Blvd.
Scottsdale, Arizona 85251

Dear Mayor and Council Members:

As a neighboring property owner, I would like to express my support for the proposed modifications to the One Scottsdale development located on the northeast corner of Scottsdale Road and Loop 101. I believe reducing the intensity of uses at this location and bringing in luxury for-sale housing is great for the area. These modifications will result in less traffic, less water use, and a more contextually appropriate project overall.

This is exactly the kind of proposal that we should be supporting in Scottsdale. Please vote yes for One Scottsdale.

Sincerely,

A handwritten signature in blue ink that reads "Steve Mardian". The signature is written in a cursive style and is positioned above a horizontal line.

From: MICHAEL D'Andrea <mfdandrea@msn.com>

Sent: Monday, March 9, 2026 7:27 PM

To: Borowsky, Lisa <lborowsky@scottsdaleaz.gov>; City Council <citycouncil@scottsdaleaz.gov>

Cc: City Manager Mailbox <citymanager@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>

Subject: 20-ZN-2002#5 - ONE SCOTTSDALE

 **External Email: Please use caution if opening links or attachments!**

Mayor Borowsky & Members of the Scottsdale City Council:

My name is Mike D'Andrea, I am an architect, real estate developer, and builder in our community and have been for almost 30 years! I know some of you personally and have formerly served this Council and our great City as both your Planning Commission Chairman and Development Review Board Member for (12) years (2002 – 2014), thank you for your service.

I'm writing to you as a follow up to my March 18, 2024, e-mail correspondence in regard to this very property/project. For clarity, my original note as referenced (and its disdain) had everything to do with the aesthetics and quality of the projects that have been approved and built on this site vs. fundamental land use objections.

Given the current economic landscape, the timing since last modifications as well as the recently acquired adjacent property to the immediate west purchased by the AZ Cardinals, I think we (as a city) need to be nimble on this parcel. I am quite concerned with the traffic impacts in the area, as I drive past this site daily in route to my North Scottsdale home and expect the situation to continue to worsen if we do not properly address. This application (and proposed uses) seems to greatly reduce peak hour traffic, as well significantly reduce both water demand and usage. Further, the request of 'for sale' is an added benefit for the overall quality of this community.

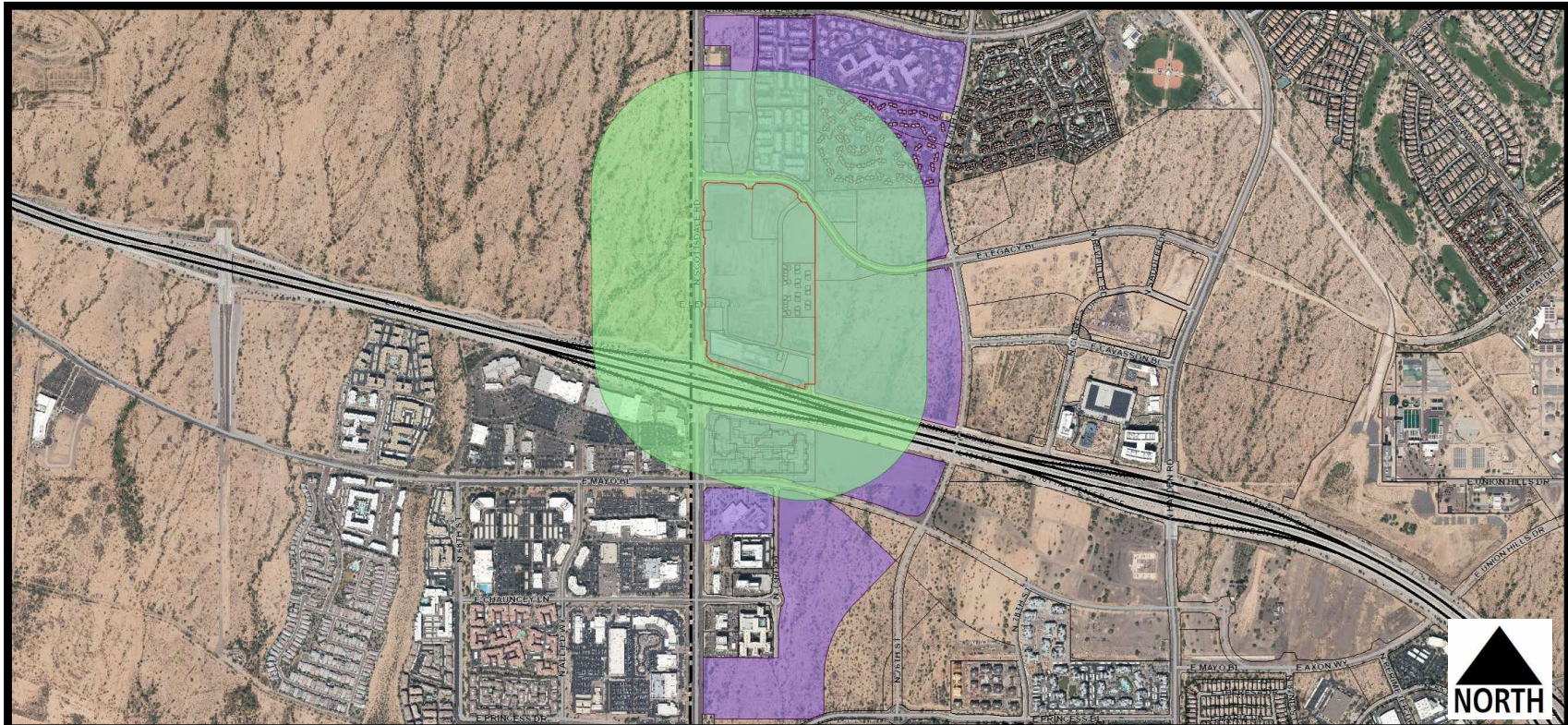
Therefore, I am in support of this request with one distinct notation (below):

I'd like to challenge the DRB (or now City Staff), Planning Commission and this Council to ensure that the balance of the projects that get designed, developed and/or approved/built at this location are subject to the 'Uniquely Scottsdale' strict standards of high design quality and community aesthetics that we've always been so very good about upholding and demanding.

Sincerely,
Michael F. D'Andrea
602-999-7759

City Notifications – Mailing List Selection Map

One Scottsdale



Labels Pulled
January 11, 2024

Additional Notifications:

Interested Parties List
Adjacent HOA's
P&Z E-Newsletter
Facebook
Nextdoor.com
City Website-Projects in the hearing process

Map Legend:

- Site Boundary
- Properties within 1,250-feet

Postcards: 271

20-ZN-2002#5