



Application

Narrative

Cash Transmittal

Development Standards

Arizona Conference Corporation of Seventh- day Adventists Development Plan Project Narrative

Non-Major General Plan Amendment to the 2001 General Plan Land Use Element (five acres of Employment to Mixed-Use) and a non-major amendment to the Greater Airpark Character Area Plan (modification of existing Airpark Mixed-Use, Airpark Mixed-Use – Residential & Aviation land use designation boundaries and an addition of a five acre Employment land use designation)

And

Rezoning from Single Family Residential (R1-35) zoning and Industrial Park (I-1) zoning district

To

Planned Airpark Core Development (PCP)

With

Airpark Mixed Use Residential (AMU-R), Airpark Mixed Use (AMU), Aviation (AV) & Employment (EMP) Land Use Designations per the Greater Airpark Character Area Plan

Case 393-PA-2019

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Second Submittal: November 26, 2019

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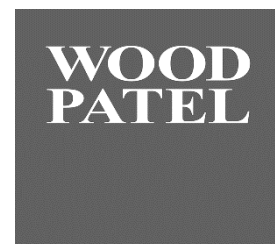


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TABLE OF CONTENTS

I.	Request	4
II.	Background/History	4
III.	Surrounding Context	5
IV.	2001 General Plan.....	5
V.	Greater Airpark Character Area Plan (GACAP)	13
	i. Land Use Policies.....	14
	ii. Neighborhood & Housing	20
	iii. Airport	22
	iv. Community Mobility	23
	v. Economic Vitality	25
VI.	Request & Planned Airpark Core (PCP) ...	26
VII.	Summary & Conclusion	29

Request

The Arizona Conference Corporation of Seventh-day Adventists (the "Property Owner") is seeking to redevelop portions and retain the existing campus of the approximately 75 acres located at the northeast corner of Scottsdale Road and Sutton Drive ("Property"). The Greater Airpark Character Area Plan ("GACAP") Land use Plan designates the Property with three (3) future land use designations, including Airpark Mixed Use – Residential (AMU-R), Aviation (AV) and Airpark Mixed Use (AMU). The request seeks to realign the land use designations to the Property Owner's redevelopment plan and the Property's unique location at the end of the Scottsdale Airport runway. The rezoning will then match the revised GACAP land use map, with the minor addition of a two (2) Employment ("EMP") designations, and rezone the Property with the matching corresponding zoning districts within the City of Scottsdale's ("City") Planned Airpark Core Development ("PCP") zoning districts. The revised GACAP land use designations and rezoning will allow the Property Owner to redevelop the northern portions and the western most portion of the Property. The goal is to create an educational endowment and a revenue stream to assist in the mission of providing strong Christian Education for the Constituents of the Arizona Conference.

Background/History

In 1942, the airfield, dormitories, classrooms and nearby hangars were built to train pilots for World War II service. After the war, the airfield, buildings and uses were turned over to the Arizona State College for a technical trade school. In 1953, the Arizona State College returned the airfield, classrooms and dormitories back to the federal government who then turned it over to the Arizona Conference Corporation of Seventh-day Adventists ("AZCCSDA") for their Thunderbird Adventist Academy boarding school. In the early 1960's, the City annexed the land with the airfield and AZCCSDA campus property. During the mid-1960's, Elder Daniel Butherus and the Seventh-day Adventists offered the runway and approximately 200 acres to the City. In 1967, the City opened Scottsdale Airport and to honor Elder Butherus, the roadway entrance to the airport was named after him.

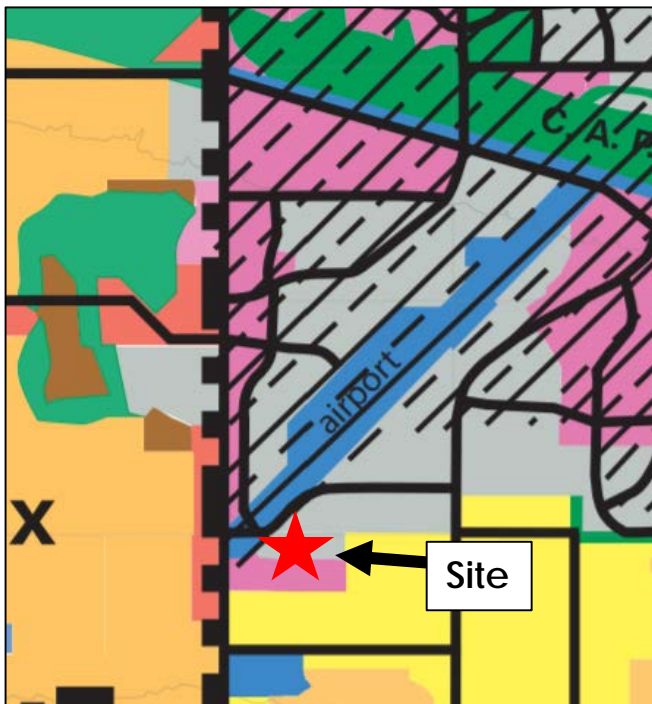
The AZCCSDA retained approximately 75 acres and has been operating their religious school and boarding since the Property was granted from the federal government. Approximately 300 students reside on campus within dormitories, while teachers, support staff and members of the Seventh-day Adventist also live on the Property. Along with their religious boarding school, AZCCSDA used their taxiway access to the runway to continue aviation education since the property was granted. The AZCCSDA headquarters and book store, Thunderbird Adventist Academy, Thunderbird Christian Elementary, Thunderbird-Scottsdale Seventh-day Adventist Church and dormitories, faculty housing, ballfields and other open spaces makes up the majority of the campus. The AZCCSDA currently leases property to industrial and airpark type uses along the northern portion of the Property.

Surrounding Context

The Property is adjacent to Scottsdale Road on the west. Across Scottsdale Road, within the City of Phoenix, are commercial uses along the arterial roadway with large lot single-family developments further to the west. To the northwest is the City's park & ride facility located at the southeast corner of Scottsdale Road and Thunderbird Road. North of the Property's industrial uses are private properties along the south side of Thunderbird Road, including a City water campus facility. A taxiway provides access across Thunderbird Road at the northeast portion of the Property. The airport runway is directly north of the campus, across Thunderbird Road. To the east and south, across Miller Road and Sutton Drive are large lot single-family residential neighborhoods. Sutton Drive has no sidewalks while Miller Road has not been constructed or improved along the west side, which is the east side of the campus.

2001 General Plan

As it relates to the General Plan, *the request is for a non-major General Plan amendment to the City of Scottsdale General Plan 2001 to change the land use designation from Employment to Mixed-Use Neighborhoods on +/- 5 acres of a +/- 75 acre site. The Greater Airpark Character Area Plan ("GACAP") Future Land Use Map designates the 75+/- acre site as 12 +/- acres of AMU, 47 +/- AMU-R, and 15 +/- AV. The request would also include a non-major General Plan amendment to change the GACAP land use map to +/- 23 acres of Airpark Mixed Use-Residential (AMU-R), +/- 24-acres of Airpark Mixed Use (AMU), +/- 13 acres of EMP and leaving the +/- 15 acres of AV on the same +/- 75-acre site.* The 2001 General Plan designates the Property with the Mixed-Use and the Employment land use designations. The



2001 General Plan Land Use

Mixed-Use designation encompasses the southern two-thirds of the Property, with the Employment designation on the northern third. The proposed land plan intends to rezone utilizing the City's zoning districts intended to implement the Greater Airpark Character Area Plan ("GACAP") land use designations. The existing Mixed-Use land use designation recognizes the long standing existence of the AZCCSDA religious and educational campus. The Employment land use designation is oriented towards the airport and runway and surrounding industrial park. The AZCCSDA have been leasing portions of their Property in the Employment area for industrial-type uses.

The proposed land plan for the Property is consistent with the City's General Plan land use plan except for a small portion of the educational campus that is designated with the underlying Employment land use designation. In order to preserve and continue to operate the campus as part of the overall land use proposal, a minor amendment to the General Plan is requested to include the portion of the campus within the Employment designation into the Mixed-Use land use designation. This minor amendment affects no adjacent property owners nor does it affect the airport operations. In essence, the minor change preserves the campus and creates no land use conflicts internal and external to the Property.

The proposed development also requires a non-major amendment to the GACAP to modify the land use designation boundaries for the AMU-R, AMU and AV land use designations on the GACAP land use map. The proposed minor land use boundary designations is consistent with the land use map and adds two (2) separate Employment ("EMP") land use designations at approximately thirteen (13) acres to allow for land uses compatible with the airport. The requested GPA is a non-major amendment based on the criteria established in the 2001 General Plan, which are:

1) Change in Land Use Category. Response: The Property is currently designated within the General Plan as a mixture of Mixed-Use Neighborhoods, Employment and the Regional Use Overlay. Our request adjusts the boundary between the two (2) land use designations by approximately five (5) acres in the center of the site.

2) Area of Change Criteria. Response: The change to the Property is greater than ten (10) acres within Planning Zone B, but the change decreases the residential land use category of units planned by the land use element. We intend to extend the Mixed-Use land use category (approx. 5 acres) over the northern most portion of the educational campus to preserve the land use as part of the remaining campus that encompasses the southeastern portion of the Property.

3) Character Area Criteria: The site is located within the GACAP and is currently designated for all three (AMU-R, AMU and AV) of the GACAP land use designations. The request reduces the large AMU-R designations by increasing the AV and AMU land use designations and adds

EMP designations in appropriate areas of the Property. The request adds approximately five (5) acres of Mixed-Use in the central portion of the Property only to preserve the educational use and not allow for residential uses in the future.

4) Water/Wastewater Infrastructure Criteria: Based on the water and wastewater studies provided with the application, the proposed redevelopment of the site will not impact the existing infrastructure systems.

The minor change in land use is to allow the religious and educational campus to remain for years to come. The AZCCSDA will lease the non-campus redevelopment areas to allow the campus to remain on the Property. This minor amendment lessens the area where dwelling units can locate on the large site, increases opportunities for employment densities and non-residential development while not impacting public infrastructure and facilities demand; transportation networks and the physical environment.

Six Guiding Principles

The following principles from the CityShape 2020 Comprehensive Report are relevant to the proposed request.

- Preserve Meaningful Open Space
- Enhance Neighborhoods
- Seek Sustainability
- Support Economic Vitality
- Value Scottsdale's Unique Lifestyle & Character
- Advance Transportation

Response: The request meets each of the guiding principles set forth by the City. With regards to preserving meaningful open space, the Property currently has an open feel to its layout. The redevelopment plan intends to preserve a majority of the religious and educational campus as a lower scale buffer to the existing single-family residential neighborhoods. Setbacks, buffers and screening are planned for the redeveloped area of the Property. The overall plan intends to enhance the neighborhood by redeveloping only portions of the Property in order to provide the necessary income to preserve the religious and educational campus. Access limitations, site design and buffers also intend to enhance the surrounding residential neighborhood. By providing for zoning that is consistent with General Plan land use element and the GACAP land use designations, the overall plan is to provide a sustainable situation for the AZCCSDA to remain on the Property. The proposed office, commercial, industrial, and aviation uses align with both the supporting Scottsdale's economic vitality value the City's unique lifestyle and character. The redevelopment plan allows for the preservation of an iconic educational and religious facility with roots back to the original airport development. Finally, the redevelopment plan intends to utilize access to

the west and north to minimize traffic impacts on the adjacent single family residential neighborhoods. The adjacent park and ride facility, airport, bike lanes and transit routes makes the proposal advance transportation for the City.

General Plan Regional Context Goals & Policies:

The City's General Plan Land Use Element designates the Property with Employment, Mixed-Use Neighborhoods and Regional Use District designations. The requested non-major amendment and rezoning will implement all three of these land use designations. The following statements that respond to the General Plan goals and policies.

- Recognize Scottsdale's role as a major regional economic and cultural center, featuring business, tourism, and cultural activities.
- Strengthen the identity of Scottsdale by encouraging land uses that contribute to the character of the community and sustain a viable economic base.
- Encourage land uses that preserve a high quality of life and define Scottsdale's sense of place within the region.

Response: The goal of the rezoning case and non-major amendment to the General Plan is to redevelop the long-standing AZCCSDA property at Sutton and Scottsdale Roads. For fifty years, the Property has operated as a religious and school facility with dormitories, homes, schools and associated land uses. The redevelopment plan intends to meet the General Plans GACAP land use designations. Minor modifications (non-major request) to the GACAP land use designations intends to align the existing and future land uses with the airports noise contour lines. By placing office and commercial uses along Scottsdale Road and aviation and industrial uses along the northern portions of the Property, the overall plan encourages land uses that contribute to the character of the community and sustain a viable economic base. In turn, the redevelopment of the northern and western portions of the Property preserves a high quality of life land uses that has defined Scottsdale's sense of place in this neighborhood for over fifty years.

- Coordinate land uses affecting regional networks (mobility, economic, and open space) with adjacent jurisdictions to maintain the integrity and efficiency of each network.
- Work with adjacent jurisdictions to understand the dynamics of the emerging and redeveloping areas on the borders of Scottsdale.
- Support the location of regional land uses, such as major employment centers along regional mobility networks.
- Relate regional transportation corridors to regional land use intensities.

Response: The Property lies along the City's border with Phoenix. The west side of Scottsdale Road, within Phoenix, has seen a resurgence of redevelopment and economic development. By redeveloping major portions of the Property consistent with the General Plan supports the location of regional land uses, such as major employment centers, along regional mobility networks. The concentration of redevelopment of the Property is along

Scottsdale Road and Redfield Road. We are seeking innovative methods to utilize the non-residential roadways for the main access and egress points to the redeveloped portions of the Property.



2001 General Plan Land Use Map Comparison

Citywide Land Use Policies:

- Encourage the transition of land uses from more intense regional and citywide activity areas to less intense activity areas within local neighborhoods.
- Ensure that neighborhood edges transition to one another by considering appropriate land uses, development patterns, character elements and access to various mobility networks.
- Encourage the location of more intense mixed-use centers and regional employment cores along regional networks while incorporating appropriate transitions to adjoining land uses.
- Locate employment uses where impacts on residential neighborhoods are limited and access is available at citywide and regional levels.
- Guide growth to locations contiguous to existing development to provide city services in a cost effective and efficient manner.
- Encourage transitions between different land uses and intensities through the use of gradual land use changes, particularly where natural or manmade buffers are not available.

Response: The main goal of the proposed redevelopment of the Property is to preserve the existing, long-standing transition of the religious and school facility from the large lot single-family residential neighborhoods to the east and south from the impacts of the airport and heavily traveled roadways. By limiting access to the redevelopment areas to the west and north, the proposal does not impact surrounding residential streets. The location of the AMU, AV and EMP land use designations have minimal to no impacts to the residential neighborhoods to the east and south. The preservation of the religious and educational

campus includes the open ball fields along the southeastern portions of the Property. The requested land use plan, use locations and buffers meets this General Plan goal.

- Maintain a balance of land uses that support a high quality of life, a diverse mixture of housing and leisure opportunities and the economic base needed to secure resources to support the community.
- Allow for a diversity of residential uses and supporting services that provide for the needs of the community.
- Support jobs/housing balance by integrating housing, employment, and supporting infrastructure in mixed-use centers located at appropriate locations.
- Maintain a citywide balance of land uses that support changes in community vision/dynamics (established by future community visioning processes) over time.

Response: The overall request is to set forth zoning and land use entitlements consistent with the General Plan's GACAP land use mix. The Property is designated a mixture of AV, AMU and AMU-R land use designations. This mixture of uses, per the proposed development plan, will create a balance of land uses that supports a high quality of life, a diverse mixture of land use opportunities and the economic base needed to secure resources to support the community. The addition of the office/commercial uses and the aviation/industrial uses provides for that balance of uses and supports the changes sought in the GACAP for the Greater Airpark area. Finally, the reduction of the AMU-R land use designation removes the potential for residential uses in higher noise contour lines.

- Develop land use patterns that are compatible with and support a variety of mobility opportunities/ choices and service provisions.
- Integrate the pattern of land uses and mobility systems in ways that allow for shorter and fewer automobile trips and greater choices for mobility.
- Encourage non-motorized (pedestrian and bicycle) access/circulation within and to mixed-use centers to reduce reliance on the automobile.
- Provide a balance of live, work, and play land uses and development intensities that enable convenient non-automotive trips (pedestrian and cycling and transit) where environmentally and physically feasible.
- Ensure Scottsdale's transportation choices respond to the land use patterns and local neighborhood lifestyles.
- Encourage that land uses with the highest intensity be located in areas conducive to alternative modes of transportation.

Response: The initial redevelopment plan for the Property included cross-access through the City's park & ride facility to access the traffic signal on Thunderbird Road/Redfield Road. This would have allowed safe ingress into and out of the Property for employees to the proposed office, industrial and aviation uses. As we work through access issues, the intent is to direct any non-religious and educational use traffic to Scottsdale Road, Thunderbird Road and Redfield Road. The access to these main thoroughfares allows for access to transit, the airport and bike lanes. The placement of the office/commercial uses along Scottsdale Road and

industrial/aviation uses along the northern portion of the property with access to the airpark, airport and taxiway meets this goal of the General Plan.

- Promote land use patterns that conserve resources, such as land, clean air, water, and energy, and serve all people, within the community.
- Encourage a variety of compatible mixed-use land uses throughout the city in appropriate locations allowing people to live, work, play and shop in the same general area.
- Concentrate future development in “growth areas” and other centers of activity, thereby discouraging sprawl, conserving energy, and promoting community identity.
- Integrate land use and transportation policies to promote a decrease in vehicle miles traveled to reduce air pollution and resource consumption, increase interaction among citizens and provide a stronger sense of community.
- Protect and revitalize established areas/neighborhoods by promoting new development and the adaptive reuse of existing community resources that re-energize an area.

Response: The proposed zoning case intends to develop a compatible mix of land uses in an appropriate location within the airpark allowing people to live, work, and play in the same general area. The GACAP designated the Property with AMU, AMU-R and AV land use designations because of its strategic location at the southwestern end of the airpark. The placement of an employment core and industrial/aviation uses concentrates the future development in a growth area of the City. The 75 acres, although one of the initial developed properties adjacent to the airport, has watched the City and Phoenix grow around it for over fifty years. The Property Owner started leasing industrial users along the northern portion of the Property. However, this proposal seeks to entitle the Property per the City’s General Plan and GACAP. The plan intends to revitalize and established area with new development while preserving the long-standing religious and educational campus. The proposed redevelopment plan is not sprawl, will re-energize and protect the area’s neighborhood.

Local Land Use Relationships:

- Sensitively integrate land uses into the surrounding physical and natural environments, the neighborhood setting, and the neighborhood itself.
- Incorporate appropriate land use transitions to help integrate into surrounding neighborhoods.
- Focus intense land uses along major transportation networks (such as the Pima Freeway and major arterial streets) and in urban centers (such as Old Town and the Airpark). Less intense land uses should be located within more environmentally sensitive lands.
- Sensitively integrate neighborhood services, schools, parks, and other civic amenities into the local physical and natural environments by establishing reasonable buffers and preserving the integrity of the natural terrain and open space networks.

Response: The proposal intends to satisfy several goals and policies of the General Plan. By allowing the AZCCSDA to redevelop and maintain ownership of the Property, the existing religious and educational campus will remain and continue to sensitively buffer the

surrounding physical (airport/airpark) from the adjacent single family neighborhood to the east and south. The campus will maintain a series of buffers including open ball fields, walls, landscaping and limited access along Sutton Drive and Miller Road. The proposed development plan and development standards of the proposed zoning districts incorporates appropriate land use transitions to assist in integrating with the adjacent neighborhoods.

- Encourage land uses that create a sense of community among those who work, live, and play within local neighborhoods.
- Promote public land uses, such as parks, schools and other civic uses that act as the nucleus of neighborhoods and promote community interaction.
- Develop and reinforce links (i.e. trails, paths, open space, transit, and streets) within and between residential, retail, employment, recreational and other public land uses.
- Promote development patterns and standards that are consistent with the surrounding uses and reinforce an area's character.

Response: The proposed redevelopment and development plan intends to preserve a significant religious and educational campus that has been a part of Scottsdale's history for fifty plus years. By allowing the remainder of the Property (southwest and northern portions) to redevelop consistent with the General Plan and GACAP, the proposal meets the intent of this policy. Pedestrian connections to transit, bike lanes and the park and ride facility will meet the intent of this policy.

- Provide a broad variety of land uses that create a high level of synergy within mixed-use neighborhoods.
- Incorporate a diverse range of residential and non-residential uses and densities within mixed-use neighborhoods.
- Promote residential uses that support the scale and function of retail, commercial and employment uses within these neighborhoods, including the use of mixed-use structures (retail or office on lower level and residential uses on upper levels).
- Encourage redevelopment that invigorates an area while also respecting the character of adjacent neighborhoods.

Response: This Property is unique as the City's GACAP future land use plan has a majority of the property designated for AMU-R. This allows for residential uses from Thunderbird Road on the northwest portion to the southeast corner of the Property. The proposal intends to limit the ability of potential residential uses to outside the 60-noise contour line from the airport. The rezoning land use designations provides for a mixture of employment, industrial, commercial, aviation, schools and residential uses in appropriate areas of the Property. The synergy between the proposed land uses of the AMU and AV will allow for the preservation of the religious and educational campus, which in turn respects the character of the adjacent neighborhood.

Greater Airpark Character Area Plan

Goals and Policies

Character-based General Planning is a result of CityShape 2020 recommendations. The Character-based General Plan consists of the Six Guiding Principles and a structure that contains three distinct and interrelated levels. The Land Use Element and all the Elements of the General Plan apply to the citywide level of planning. Citywide planning incorporates all policies that apply to the city as a whole. More detailed planning is found at the Character Area and Neighborhood planning levels. Character area and Neighborhood planning will ensure that quality of development and consistency of character drive Scottsdale's General Plan at the Character Plan and Neighborhood levels, within the context of community-wide goals and the citywide General Plan. The Land Use Element gives broad goals, and general direction for the city's land use distribution and relationships.

While the General Plan designates the Property with a Mixed-Use Neighborhoods and Employment land use designations with portion of the Property with the Regional Use Overlay, the GACAP provides for more specificity with land use designations that correspond to the City's zoning ordinance and the Planned Airpark Core Development zoning sub-districts. The following is an analysis of the proposal and GACAP's goals and policies.

The Greater Airpark Community Values

- The positive image and unique cachet of the Greater Scottsdale Airpark
- Opportunities for business diversity and technological innovation
- Aviation as a defining characteristic and economic engine of the area
- Accessibility and efficient circulation supportive of a mixed-use, regional employment center
- Quality architecture and design reflective of a diverse, creative, and innovative environment
- Stewardship and enhancement of adjacent residential neighborhoods
- Special events and a range of high quality cultural amenities
- Partnerships between the public sector and private entities to achieve community goals
- The Sonoran Desert climate, meaningful open spaces, and unique setting of the Greater Scottsdale Airpark
- A sense of community and overall sustainability.

Response: The redevelopment of the AZCCSDA Property implements each one of the above values. One could say not redeveloping the property would be inconsistent with the Greater Airpark Community values. Our intent is to put class 'A' office and commercial complex on the Property's Scottsdale Road 'front door.' This stretch of Scottsdale Road is redeveloping

within Scottsdale and Phoenix as prime real estate frontage and corporate address. The redevelopment plan provide for business diversity and enhances the aviation component of the Airpark. The redevelopment plan and the preservation of the educational and religious campus provides for a wide range of uses that supports the above values.

GOAL LU 1

Maintain and expand the Greater Airpark's role as a national and international economic destination through appropriate land uses, development, and revitalization.

Response: The redevelopment plan includes the potential for a national or regional office campus along Scottsdale Road. The provision of more industrial and aviation uses strengthens the south end of the airpark with appropriate land uses. This revitalization also preserves the longstanding AZCCSDA campus, which has been a mainstay for fifty plus years and a part of the residential neighborhood.

- Policy LU 1.1
Maintain and expand the diversity of land uses in the Greater Airpark.
- Response: The current Property zoning is limited for redevelopment purposes with the older I-1 (Industrial Park) and R1-35 (Single Family Residential) zoning categories. The request allows for business diversity expansion utilizing the PCP zoning meant for the Greater Airpark parcels, while maintaining the educational and religious campus.
- Policy LU 1.3
Promote development intensities supportive of existing and future market needs.

Response: The AZCCSDA has contracted with the Ryan Companies to redevelop the Property. As a national leader in commercial real estate development, Ryan has a reputation of developing high quality projects nationwide and locally in the valley. Ryan will guide the AZCCSDA through the redevelopment of the site for office, commercial, industrial and aviation development.

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

Response: The AZCCSDA Property is a highly underutilized property that has witnessed record growth all around the campus. The proposed redevelopment plan intends to utilize the PCP zoning to implement the goals and policies of the GACAP. The redevelopment of the Property will remove the current AMU-R land use designation within the 60 DNL contour line and place compatible land uses on the southwestern and northern portions of the Property. The redevelopment of the Property for industrial and flex space, along with new hangars, are consistent with the airport operations and supports the continued success of the Greater Airpark area. In addition, adding

commercial and office uses to the southwest portion of the Property provides for optimal redevelopment of underutilized property.

- Policy LU 1.8
Prevent erosion of Greater Airpark Employment land uses through land use regulations, such as limiting retail and restaurants in areas designated for employment.

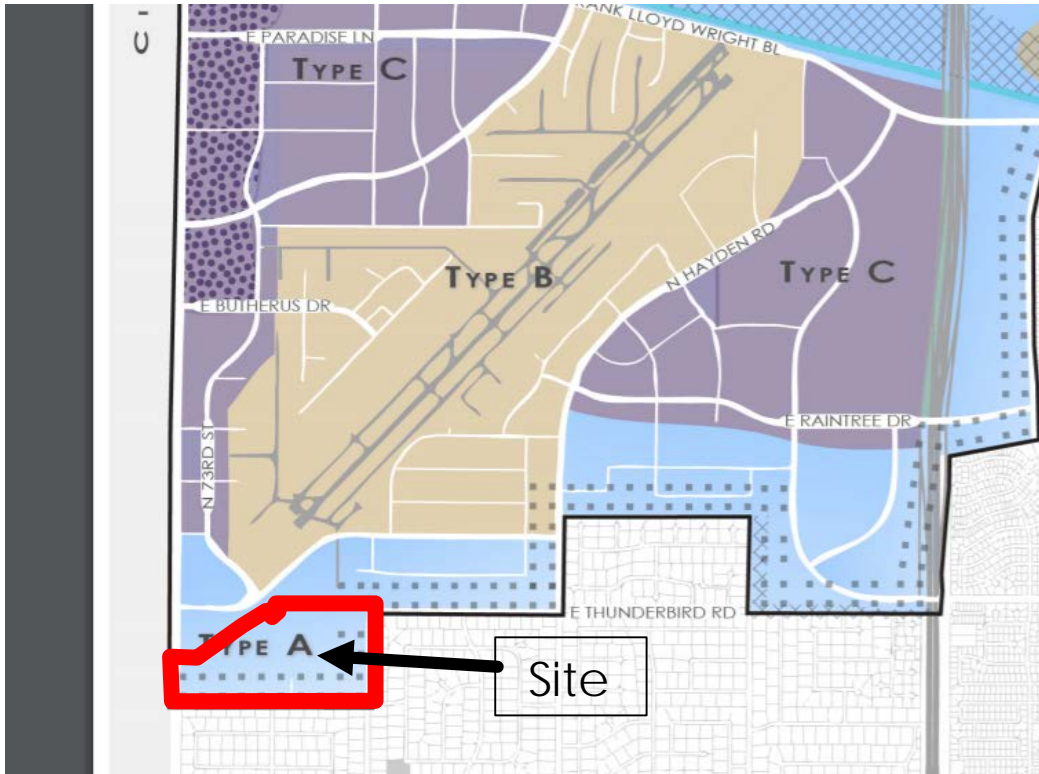
Response: Our proposal seeks only minor boundary changes to the GACAP land use designations and plans to incorporate a majority of the GACAP goals by providing for an employment core around the existing religious and educational campus. This does not erode the potential for significant employment opportunities with Scottsdale Road frontage and airport taxi-way access.

GOAL LU 3

Sensitively transition land use, scale, and intensity at the Greater Airpark boundary in areas adjacent to lower-scale residential neighborhoods.

- Policy LU 3.1
The scale of existing residential development should be acknowledged and respected through a sensitive edge buffer, which may include transitional development standards, landscape buffers, and sensitive architectural design solutions.

Response: Our redevelopment proposal takes this policy into serious consideration with regards to our single family neighborhoods to the south and east of the Property. The request does not request the maximum height allowed by the PCP zoning (84' allowed because of the size of the Property; 60' max. requested) anywhere on the Property. The request does not seek to amend any development standard that would impact the neighborhood as it relates to setbacks, set-backs or buffers. By maintaining the existing AZCCSDA campus, significant setbacks, open spaces and lower building heights will remain on the Property.



Conceptual Development Types Plan

GOAL LU 4

Utilize development types to guide the physical and built form of the Greater Airpark.

Response: The redevelopment of the western and northern portions of the Property will meet the GACAP's 'development types' maps and not affect the airport and runway operations. The Property is designated with a Type A and Sensitive Edge designation on the development types map. By requesting only 60 feet in height, 42 feet in height within 300 feet of the single family zoning district to the south and east, the proposal meets this GACAP goal and policy. This transition buffers the single family residential neighborhood from the proposed higher scale development as well as the preservation of the openness of the campus.

- Policy LU 4.7
Encourage greater visual variety between employment/commercial land uses and residential neighborhoods, and avoid continuous building shapes and mass adjacent to residential neighborhoods.
Response: The proposed conceptual site plan does not propose any large or long building expanses along the adjacent single family residential neighborhoods. The setbacks and stepbacks proposed provides for greater visual variety and does not create massing to the existing single family homes. The further preservation of the campus provides for the continuous openness of the Property on a majority of the street frontage along the single family homes.

GOAL LU 5

Encourage Greater Airpark development flexibility.

- Policy LU 5.1

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

Response: The proposal is to utilize the City's PCP zoning to provide additional flexibility to the AZCCSDA to revitalize their Property. In order to avoid residential uses in the 60 DNL contour lines and allow the preservation of the campus, the revitalization of the western and northern portions of the 75 acre property, minor modifications are necessary to the City's General plan and GACAP to accomplish these goals.

- Policy LU 5.4

Modify development standards to support properties with direct access to taxilanes to support revitalization of aeronautical-use buildings, such as hangars.

Response: The Property has had direct access to the taxilane and has used it over the years. The only amended development standard requested related to the taxilane access is building height (60' vs 52' currently allowed with the I-1 zoning. The development plan intends to capitalize on the taxilane and market the property for potential aeronautical uses.

- Policy LU 5.5

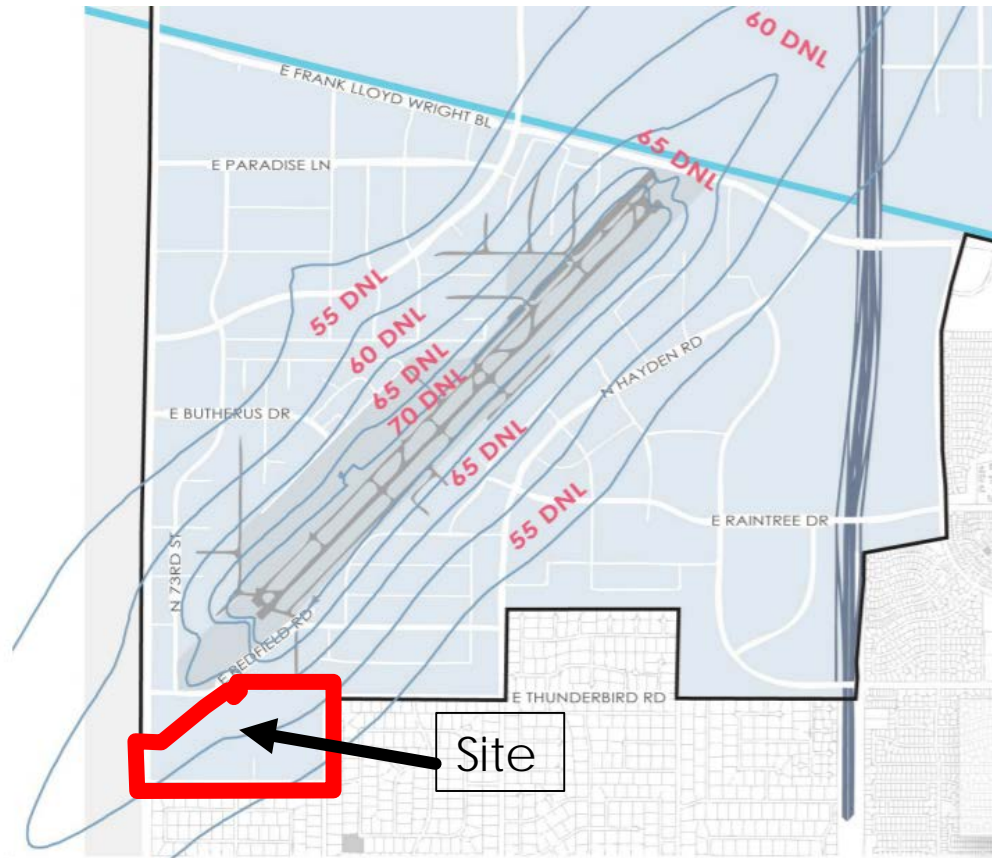
Promote flexibility of land uses when it can be demonstrated that new land uses are viable in serving a regional market, such as corporate headquarters, tourism, and educational campuses.

Response: The request meets these two (2) policies by providing for aeronautical-use buildings, such as hangars, creating a potential corporate office campus and maintaining a long-standing educational campus within Scottsdale.

- Policy LU 6.1

Prioritize employment uses over residential uses in the Greater Airpark.

Response: The proposed development plan does prioritize employment uses for the redevelopment of the Property. With the approval of the requested land use entitlements, the office, commercial, industrial and aeronautical uses will be developed with the intent of maintaining the AZCCSDA campus on a smaller footprint. The creation of employment uses, and the income from leasing the uses, will enable the campus to continue to operate and remain a mainstay for the neighborhood.



GACAP Airport Noise Contour Map Plan

- Policy LU 6.4
Enforce and modify development standards and building codes to enhance compatibility of residential uses with aviation and employment, and buffer existing industrial and aviation uses from new and existing residential development. Examples include, but are not limited to:
 - Sound attenuation measures in the building code;
 - Maximum heights in certain areas;
 - Required notification of Airport proximity;
 - Noise disclosures and avigation easements for properties within the Greater Airpark;
 - Compliance with lighting standards set forth by the Federal Aviation Administration (FAA) and in the Scottsdale Design Standards and Policies Manual; and
 - Discouragement of residential development in certain areas (see Land Use Plan, pg. 10 and Policy NH 3.2, pg. 25).

Response: The proposed development plan intends to allow for residential to remain on the AZCCSDA campus for their student, teachers and administrators. These residential uses have been on the Property since the airport was developed in the

1940's. Although the goal of the development plan is to preserve the educational campus with the prosperity generated by the proposed office, commercial, industrial and aviation uses, a comparable residential land use is present in the land use budget for any redevelopment of the campus in a far off date. If and when that were to happen, AZCCSDA is amenable to complying with a majority of the bullet points mentioned above in this policy.

- Policy LU 6.5

In accordance with the Airport's Part 150 Noise Compatibility Study, require aviation easements and fair disclosure statements for all new and redevelopment projects in the Greater Airpark.

Response: AZCCSDA will incorporate aviation easements and fair disclosure statements for the redevelopment of their Property.

- Policy LU 7.1

Encourage growth along corridors with the greatest potential for activity, new development, revitalization, tourist attractions and enhanced multi-modal connections.

Response: The intent is to utilize the Scottsdale Road frontage to attract international, national and regional corporate tenants seeking the signature roadway address and proximity to the airpark.

- Policy 7.4

Integrate entertainment, education uses, cultural uses, and tourist attractions along Signature Corridors.

Response: The preservation of the AZCCSDA educational campus meets this policy. The continued cooperation with the City throughout the years will continue with this mixed-use plan.

Goal LU 8

Create an interconnected network of meaningful open spaces within the Greater Airpark.

- Policy LU 8.1

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

Response: The preservation of the AZCCSDA campus provides large open spaces to be preserved and minimize the impact of the redevelopment of the remainder of the Property.

Goal NH 1

Maintain existing residential neighborhoods within and surrounding the Greater Airpark.

- Policy NH 1.2
Ensure adequate residential and commercial property maintenance practices are implemented to maintain the quality of existing neighborhoods.

Response: With the preservation of a majority of the educational campus and existing buffers, the proposal is to minimize and maintain the same streetscape along Sutton and Miller Roads.

- Policy NH 1.4
Buffer existing residential neighborhoods from the spillover of industrial and commercial land uses.

Response: The redevelopment portion of the Property provides for significant setbacks, building stepback provisions required of the zoning ordinance and buffers.

Goal NH 2

Create complete neighborhoods within the Greater Airpark, through the development of urban dwelling types and mixed-use developments, while being respectful of the Greater Airpark as an aviation-based employment center.

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

Response: The intent of the AMU-R portion of the request is to maintain and continue operating the AZCCSDA school. The existing boarding rooms, teachers and administrators housing will remain on campus. The teachers and administrators housing will be relocated to the center of the campus outside of the 60 DNL noise contour line and the older fifty plus year old homes on the Property will be removed.

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

Response: The development plan includes leaving the open spaces and ball fields of the educational campus and providing for courtyards and pedestrian connections throughout the mixed-use development.

Goal NH 3

Encourage residential development that supports the local and regional employment-based land uses in the Greater Airpark.

- Policy NH 3.1
Encourage thoughtful and creative residential development that enhances, supports, and is sensitive to Airport operation and the Greater Airpark's identity as an employment center.

Response: The development plan includes additional industrial and aeronautical uses that supports both Greater Airpark's identity and Airport operation. The use of the existing taxiway allows for the potential for hangar development along the north side of the Property.

- Policy NH 3.2
Incorporate residential into Airpark Mixed Use- Residential Future Land Use Areas to reduce traffic congestion, improve air quality, and provide opportunities for workforce housing where:
 - Dwellings will not be adjacent to industrial uses that could be in conflict with residential uses;
 - Dwellings will not lie within the 55 day-night average noise level (DNL) or higher areas established by the FAA; and
 - Multi-modal transportation options will be incorporated into residential design.

Response: The development plan proposes to limit industrial development where existing industrial uses are currently located on the Property (north and northeast portions). The placement of a small Employment designation along the northeast side of the Property, along Miller Road, removes the potential for aviation uses. The development plan anchors the south end of the airport and airpark within industrial type uses without impacting residential uses.

The development plan removes outdated residential buildings (approx. 30) from the area of the Property within the 60 DNL contour line. Newer, built to current building codes and sound attenuation standards will be placed in the south central portion of the Property to be located as far south as possible, but remain a part of the educational campus. Approximately 330 boarding rooms, beds, and new teacher and administrator housing will remain within the 55 DNL contour line. The City's Airport Part 150 Study allows for residential uses within the 55 and 60 DNL contour lines with sound attenuation standards and aviation easement requirements. The development plan intends to adhere to these required standards. The development plan includes building office, commercial, industrial and aeronautical uses within the 60 DNL and higher contour lines. By doing so, the development plan limits any future

housing being built to just the area designated with the 55 DNL lines and allows for AZCCSDA to lease property to appropriate uses near the runway. These leases will enable the AZCCSDA to maintain and preserve the campus for many years to come. The school is successful and wants to remain at this location. The redevelopment of the remainder of the Property within the Development Plan will allow for this to continue. The land use budget requests that future redevelopment of the AMU-R portion of the Property within the 55 DNL line can include a commensurate density.

Finally, the Property's location on Scottsdale Road and at the south end of the runway allows for transit, bike lanes, park & ride, pedestrian connections and airplane multi-modal transportation.

- Policy NH 3.3.2
Develop a variety of urban dwelling types, including condominiums, apartments, townhomes, lofts, time-shares, patio homes, and work-live and/or live-work units.

Response: The development plan removes fifty plus year old teacher and administration single family homes and replaces them with new, current building code compliant residential units with sound attenuation standards incorporated into the design.

- Policy NH 3.3.3
Encourage live-work units in Airpark Mixed Use-Residential and Regional Tourism Future Land Use Areas in the Greater Airpark.

Response: The provision of boarding rooms, teacher and administrative housing on campus meets this policy.

Goal A1

Sustain and enhance the Scottsdale Airport as the preeminent, upscale aviation facility in the Metropolitan Area and a major economic component of the Greater Airpark.

- Policy A 1.2
Promote the Greater Airpark to national and international corporations as an ideal central locale for corporate headquarters with Airport and through-the-fence taxilane access amenities.

Response: The main goal of the AZCCSDA is to develop corporate offices along the Scottsdale Road frontage. The combined industrial and aeronautical uses proposed along the Property's taxiway access allow the development plan to meet this policy.

Goal A2

Foster safe, efficient, and environmentally responsible operation of the Scottsdale Airport to accommodate various aviation needs and employment/commercial services.

- Policy A 2.3 - Develop height limitations for development that are consistent with Federal Aviation Regulations Part 77 and the Airport's Runway Protection Zones (RPZ), and prohibit hazardous structures from encroaching upon any airspace surfaces defined by these regulations.

Response: Because of the Property's location near the end of the runway and RPZ, the development plan does not seek the higher building heights allowed by the zoning district and restricts maximum building heights to sixty (60) feet.

Goal A3

Maintain and enhance aviation uses in the Aviation Future Land Use Area.

- Policy A 3.1 - Encourage aviation-supporting businesses to locate within the Aviation Future Land Use Area and along taxi lanes.

Response: The development plan implements this policy by rezoning to the PCP-AV along the north side of the Property to take advantage of the existing taxi lane. The conceptual site plan proposes a large airplane staging area and hangars. Employment and industrial uses flank the hangars to take advantage of the Greater Airpark's success.

Goal A4

Promote aviation as a unique, identifiable characteristic of the area.

- Policy A 4.3 - Promote Airport and aviation heritage through aviation-related street naming, special monuments, and other unique features to enhance the Greater Airpark's identity.
- *Response: As stated earlier in this narrative, Butheras Drive, the Airport's main entrance road, is named after the AZCCSDA elder at the time (1960's) that donated the airport to the City.*

Goal CM 1

Strengthen transit in the Greater Airpark as the primary means of reducing vehicular traffic congestion, minimizing parking constraints, promoting environmental stewardship, and, as a result, improving regional air quality.

- Policy CM 1.1
Enhance Greater Airpark connections to local and regional public transportation systems.

Response: *The development plan places a major office and employment core along Scottsdale Road, which has a major transit line. The location to the City's park & ride facility and the access to the airport demonstrates that the proposed development plan meets this policy.*

Goal CM 3

Improve vehicular traffic circulation in the Greater Airpark.

- Policy CM 3.1 - Encourage capacity and operational improvements on streets to improve circulation, where needed, per the Transportation Master Plan policies for capacity improvements.

Response: *The design of the development plan is to ensure traffic does not impact the adjacent single-family residential streets of Sutton and Miller Roads. The proposal for a traffic signal on Scottsdale Road will control traffic movement on the roadway and adequately disperse traffic to the network of major roadways and highways in the general vicinity.*

- Policy CM 3.2
Improve vehicular accessibility from the Loop 101 to the Greater Airpark.

Response: *The driveway onto Redfield Road (existing) will be used to allow traffic to access the Loop 101 to the east. Scottsdale Road, Cactus and Thunderbird Roads provide direct access to the Loop 101 and nearby State Route 51.*

Goal CM 4

Minimize the impacts of Greater Airpark vehicular traffic on adjacent residential neighborhoods.

- Policy CM 4.1
Design Greater Airpark streets that discourage cut-through traffic into neighboring residential areas.

Response: *The preservation of the AZCCSDA religious and educational campus will not alter the traffic along Sutton Road. The existing driveway on Sutton Road, closest to Scottsdale Road, will be redesigned to allow left-in's and right-out only to not impact Sutton to the east.*

- Policy CM 4.3
Preserve Thunderbird Road, west of Loop 101, and other neighborhood streets immediately south of the Greater Airpark, as neighborhood-serving streets.

Response: As described above in Policy CM 4.1, the design of the circulation of the development plan is minimize traffic on neighborhood serving streets and focus redevelopment traffic to Scottsdale Road and Redfield Road.

Goal EV 1

Sustain the long-term economic prosperity of the Greater Airpark.

- Policy EV 1.5 - Develop existing and attract new high value businesses to the Greater Airpark.
- Policy EV 1.8 - Attract a diversified business base to help insulate the city during economic downturns.
- Policy EV 2.4 - Support the growth and development of the Greater Airpark's office industries and corporate headquarters.
- Policy EV 2.3 - Support the growth and development of light industrial, research and development, and manufacturing companies in the Greater Airpark that are compatible with mixed land uses and Scottsdale's environmental values.
- Policy EV 5.1 - Encourage partnerships and/or development incentives to renovate underutilized or vacant parcels in the Greater Airpark.

Response: The goal of the development plan is to attract new high value businesses to the western and northern portions of the Property. The proposed development plan provides for a variety of office, industrial, flex-space and aeronautical uses to help the Property adjust during economic cycles. The proposed office design along Scottsdale Road is intended to take advantage of the City's signature address and attract office industries and corporate headquarters. The long standing AZCCSDA will redevelop underutilized property and partner with corporate and employment users to redevelop the Property.

The economic impact report analyzed the proposed development plan and found that tenants in this development could directly and indirectly support over 4,000 jobs and \$282.6 million in annual payroll at build out. This includes an estimated 2,200 jobs and \$174.9 million in estimated payroll at businesses within the development. With the anticipated annual economic impacts of \$657.7 million, the project could directly and indirectly generate close to \$7.5 million in local tax revenues each year, including \$1.4 million to the City. This represents a significant increase in taxes on land that is currently vacant and tax exempt.

The project would also generate non-recurring construction impacts over a multi-year period. With construction costs estimated at \$114.1 million, this construction activity Associated with this project could generate a one-time economic impact of \$161.3 million in Scottsdale, supporting over 1,100 jobs and \$68.0 million in payroll over approximately five to seven years. Finally, the direct and employee taxes to the city are estimated at \$1.4 million per year. In addition, an estimated \$1.1 million in one-

time construction sales taxes to the City with additional revenues to the county and school district estimated at \$6.1 million per year.

Goal CD1

Policy CD 1.1

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

- *Airpark Mixed Use - AMU & AMU-R); Employment and Aviation (AV) Future Land Use Areas*

Policy CD 1.2

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

- *Policy CD 1.3*

Encourage a variety of building shapes and heights that are appropriate in each Future Land Use Area in order to promote visual interest in the Greater Airpark and to promote the overall character of the specific Future Land Use Area within which they are located.

- *Policy CD 1.4*

Buffer residential neighborhoods from lighting, noise, and activities associated with employment and commercial land uses by utilizing vegetation, walls or screens, and other appropriate technologies in site design.

The proposed four (4) subdistricts will work as a cohesive set of land uses that ring the AZCCSDA campus. The office campus within the western and northwestern portions of the development plan places a high activity use along the major thoroughfare, Scottsdale Road, and the transit along that road. Internal pedestrian plaza's and walkways will connect to the surrounding residential and non-residential uses. The future land uses will create a visual non-residential buffer along the north and western portions of the Property to promote the visual continuation of the Scottsdale Airport employment core and Greater Airpark. This 'ring' of development will protect and preserve the remainder of the existing AZCCSDA campus as an open non-intrusive campus neighbor to the adjacent large lot single-family neighborhoods. Although the land uses are bifurcated by zoning districts, the uses are compatible for vehicular, pedestrian and transit purposes. The array of uses supports the character of the Greater Airpark and buffers the remaining AZCCSDA campus and surrounding neighborhoods. The requirements to finish sidewalks and trails within the area benefits the adjacent neighborhoods for connectivity while buffering the future activity through setbacks, walls and landscaping.

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

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

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

- *Policy CD 2.4 Incorporate multi-modal access along Signature Corridors.*

- *Policy CD 2.5 Frame designated Landmark Intersections with prominent buildings, community landmarks, high quality architecture, and enhanced streetscape treatments to enhance Greater Airpark identity and assist with wayfinding.*
- *Policy CD 2.6 Where Signature Corridors intersect, and particularly at designated Landmark Intersections, incorporate distinct, landmark architecture, which incorporates elements of the intersecting design themes.*
- *Policy CD 2.7 Maintain the scenic corridor designation on Scottsdale Road, north of Frank Lloyd Wright Boulevard, and the buffered roadway designations on Frank Lloyd Wright Boulevard and Bell and Hayden Roads, within the Greater Airpark.*

Currently, the streetscape for the Property is a single story office and conference center building for the AZCCSDA community. The Greater Airpark along the east side of Scottsdale Road from Sutton Dr. on the south to the Butherus Drive has had a non-existent streetscape with outdated and non-active uses. North of Butherus has seen a renaissance of sort with Scottsdale Quarter, Promenade, and the newer developments north of Frank Lloyd Wright Blvd. around the Loop 101 corridor. This project has an opportunity to provide a signature office development corner at the south end of the Greater Airpark. The proposed office core within the AMU zoned portion of the Property provides for the potential of a site design that could rival the newer office developments along the Phoenix side of Scottsdale Road around the Kierland Corridor. Scottsdale has an opportunity to provide a significant economic benefit to the City by allowing the proposal to move forward as planned. Also, although the Property does not have direct Thunderbird/Raintree frontage, the proposed office, industrial and aviation uses will provide for consistent character of development along the south end of the airport.

GOAL CD 3 Promote and enhance the character and identity of the Greater Airpark using Gateways along the Greater Airpark boundary.

Policy CD 3.1 Each Greater Airpark Gateway should reflect the diverse identity and character of the area using public art, signage, site and building design, or other entrance features in order to promote awareness when entering a distinct area within the Greater Airpark.

Policy CD 3.2 Promote aviation and its Greater Airpark history by incorporating aviation into the public art, signage, and site designs in Gateways.

Policy CD 3.3 Encourage private and public partnerships to develop unique Gateways within the Greater Airpark.

Policy CD 3.4 Incorporate wayfinding signage and area branding elements in Gateways.

The proposal is to develop a significant economic development project on a Property that has been under-performing as the rest of the Greater Airpark develops around it. The AZCCSDA seeks to develop its western and northern portions with airport and Greater Airpark appropriate uses. The first phase intends to be an office campus along the Scottsdale Road frontage. We look forward to developing the office core with signature building design, signage and branding to land top rated local, state, national and/or international office tenants.

Proposal

The goal of the minor plan amendments and rezoning is to develop the western and northern portions of the Property in accordance with the City's planning efforts for the Greater Airpark. The airport and the AZCCSDA campus have coincided together before there was an airpark. The two parties have cooperated with the transferring of the airport runway and surrounding land, the park & ride property and the water treatment facility parcel. The educational and religious campus has operated for over fifty years with boarding facilities, teacher and administration housing, the conference center and offices. The operation of the school and supporting activities and infrastructure are a costly effort. In order to financially support the continuing operation of the campus, AZCCSDA intends to redevelop portions of their 75 acre property and lease to office, commercial, industrial and aviation uses. By maintaining ownership of the Property, the proceeds from the land leases will allow AZCCSDA to continue to operate the religious and educational campus on a smaller portion of the Property.

Planned Airpark Core Development Zoning

The proposed zoning districts to accomplish the goals of the proposal is to rezone the Property to the Planned Core Airpark Development ("PCP") zoning districts. Through the use of the Aviation ("AV"), Airpark Mixed-Use ("AMU"), Employment ("Emp") and Airpark Mixed-Use – Residential ("AMU-R") subdistricts, the AZCCSDA proposes to create a development plan that redevelops underutilized portions of their Property to create an employment hub of office, industrial and aeronautical uses consistent with the uses within the Greater Airpark. The zoning provides for flexibility with development standards while protecting the nearby single family residential neighborhoods and the operations of the airport. The current zoning for the site is Single family Residential ("R1-35") and Industrial Park District ("I-1").

Because of the size of the Property, the proposed zoning (PCP) allows for buildings up to 84 feet in height. The development plan requests only a maximum of 60 feet in height because of the proximity to residential and the airport runway. The PCP zoning district requires a building stepback provision from single-family residential zoning districts, which exist south of Sutton and east of Miller Road. This stepback provision, maximum 42 feet in height, actually lowers the height allowance of the I-1 zoning along the southwest portion of the Property that allows for 52 feet in height.

Finally, the rezoning modifies the GACAP land use map by reducing the AMU-R designation which reaches further west and north than the proposed development plan. The AMU-R lies only within the southeast quadrant of the Property and lies all within the 55 DNL noise contour line or less. This revision attempts to place any existing and future residential uses in the least impactful noise contour. The campus has existed with boarding rooms, teacher and administrative staff housing since the airport was built. For the last fifty years, the AZCCSDA has operated with approximately 300 boarding residents and approximately 30 residences for teacher and administrators. Most of the residences and boarding rooms fall within the 60

DNL contour line. The intent of the development plan is to remove the homes from the 60 DNL area and replace them with residential units built with today's building code requirements and noise attenuation standards. The zoning will only allow for a commensurate number of future residential units that would be constrained to the southeast quadrant of the Property. No redevelopment of new residential units will be allowed to occur under the proposed development plan within the 60 DNL lines. Therefore, if the boarding room buildings were to be removed, any future residential units would only be allowed in the AMU-R zoning designation proposed on the zoning plan.

Site Plan

The proposed site plan is oriented into three (3) phases. The first phase is the proposed office campus along Scottsdale Road in the southwest portion of the Property. The site plan depicts a cluster of office buildings to create a corporate campus with access off of Scottsdale Road, limited access from Sutton and alternative access through the industrial uses to the northeast off Redfield Road. Any of the office buildings proposed along the south side of the Property within 300 feet of the centerline of Sutton Drive will be required to a maximum of 42 feet in height. A majority of the parking for the office users is oriented away from the residential districts to the south and/or behind office buildings. AZCCSDA looks forward to working with the City in designing a restrictive driveway configuration on Sutton Drive to restrict office users from using the primarily residential portion of the road. Finally, the traffic study provided with this zoning case proposes a future traffic signal at the Property's northern most driveway on Scottsdale Road to provide safe and efficient access to the future office and industrial campus.

The second phase will be a combination of industrial and aeronautical uses along the northern portion of the Property. The site plan is designed to provide several types and sizes of flex-building for industrial users. The Property has had long standing taxiway access to the airport. The site plan depicts a row of hangars and staging area. This submittal is a modified design of the hangars shown at our initial open house. Residents and stakeholders at the open house in June 2019 did not like an earlier site plan version that had the hangars positioned along a small portion of the Miller Road alignment. This revised site plan intends to address that concern and focus any and all airplane operations to the north including the staging area.

The last phase of the development plan is to preserve and continue to operate the AZCCSDA religious and educational campus. It is AZCCSDA's goal of leasing the above phases to create an endowment to preserve and continue utilizing approximately thirty (30) acres for the campus. The implementation of this development plan will enable the AZCCSDA to remain on the Property within minimal changes to the existing site plan. As described above, the existing homes will be removed and replaced with residential units on the campus portion

of the Property, just west of their existing main driveway off of Sutton Drive. The access to the existing campus will remain off Sutton Drive approximately ¼ mile east of Scottsdale Road. The preservation of the campus is dependent on the success of the redevelopment plan of the remainder of the Property as described above in the two first phases. Any redevelopment over time of the proposed development plan will enable the religious and educational campus to remain and provide for a long standing buffer to the single family neighborhoods to the south and east.

Economic Impact

An economic impact study has been commissioned to analyze the positive economic impact the development plan will have for the City. The creation of a potential corporate office campus along Scottsdale Road, as well as industrial, flex-space and aviation uses along the northern portion of the Property will have significant and positive economic impact. The development plan will create construction, temporary and permanent jobs on a parcel that has minimal employees outside the religious and educational campus. Any new development will create primary and secondary tax revenues as well permitting and construction sales tax revenues. The ripple effects for the surrounding area for secondary job creation as well as the construction, part-time and full-time employees and wages added to the surrounding economy will be a substantial impact to the Greater Airpark area. Finally, the success of the development plan will also stabilize the surrounding residential neighborhood by continuing to operate the AZCCSDA educational campus. This campus has been a beneficial steward of the land for both the airport and residential neighborhood. By allowing the campus to continue its religious and educational mission, the AZCCSDA will continue to educate and send out mature, educated young adults into the community, valley and state. The economic benefit from an educated society, although hard to quantify in numbers, benefits all of Scottsdale and wherever the graduates of the AZCCSDA campus migrate to.

Circulation

As described above, the two (2) driveways on Sutton Drive intend to remain. The first driveway on Sutton, just east of Scottsdale Road will provide direct access into and out of the proposed office campus. AZCCSDA intends to work with City transportation staff and the neighbors to restrict access to this driveway and create some sort of traffic calming design to discourage non-residential traffic further east on Sutton Drive.

Two (2) driveways are proposed along the Scottsdale Road frontage. The southernmost driveway will be limited to right-in/right-out access. The northernmost driveway is proposed to be the main access to the redeveloped portion of the Property with a loop road connecting to the Property's northeast access driveway off Redfield Road. The traffic study

submitted with this application intends to demonstrate that a traffic signal can be designed at this driveway at a certain threshold of redevelopment of the Property. This signalized access point will be the focal point of access to the Property and minimize any traffic to Sutton Drive or Miller Roads thereby minimizing any impacts to the single family residential neighborhoods. This was the number one concern of the neighbors during our open house and outreach.

Neighborhood Outreach

We have submitted a comprehensive citizen participation plan as part of this submittal. We have met with stakeholders for over four (4) months on this project. Our open house was held on June 5, 2019 and was well attended. Since the open house, our neighborhood consultants have been in constant contact with neighbors and stakeholders on the progress of our submittal. Please refer to the comprehensive citizen participation plan for additional information. At the time of submitting the application, we have many neighbors, businesses and other stakeholders supporting the proposal. We will continue to work with all stakeholders as we move through the submittal and public hearing process.

Summary & Conclusion

Over the past fifty plus years, the City has been given an airport and acreage surrounding the airport to create one of the most successful economic engines in the City, the valley and Arizona. The City has used AZCCSDA land to build a park and ride facility and used land for a water treatment facility along the south side of Thunderbird and Redfield Roads. This cooperative partnership has allowed both the airport and the religious and educational campus to exist together without issue. As the AZCCSDA charts a plan forward to keep the campus operational, they have taken a measured approach in creating and request for proposal ("RFP") for redevelopment of portions of their Property. The successful candidate for the RFP was Ryan Companies. Ryan is a national leader in commercial real estate development with a reputation of developing high quality projects nationwide and locally in the valley. Ryan will guide the AZCCSDA through the redevelopment of the site for office, commercial, industrial and aviation development.

The requested minor amendments to the City's General Plan and GACAP are part of an effort to address airport related impacts, but also address residential neighbor impacts. The amendments create logical land use decisions for future development of the Property. The zoning request implements the City's General Plan and GACAP by providing for airport compatible uses along the north and west portions of the Property and provides for preservation of the campus in the southeast portion of the site. The access restrictions and traffic study allows the proposed development plan to move forward with logical circulation

movements while preserving the existing school traffic to the majority of the Property's Sutton Drive and Miller Road frontages.

The educational campus is somewhat dependent upon the approval of the proposed development plan. AZCCSDA has been stable and helpful partner in the success of the City and its airport, park and ride and water treatment in the area. This thorough and comprehensive application demonstrates that the Property will continue to be a good neighbor to both the airport and the surrounding neighborhood. We respectfully request your approval of the request.



Long Range Planning Services

City of Scottsdale
7447 E. Indian School Rd.

Project Narrative – Non-Major General Plan Amendment Non-Major Amendment to City of Scottsdale General Plan 2001 Case 5-GP-2019 / 665-PA-2019

Non-major amendment request to the Scottsdale General Plan 2001 to add State Statute required content.

INTRODUCTION

The General Plan is a legal document that establishes Scottsdale’s vision and goals for growth, development, design character, economic vitality, tourism, mobility and a variety of other aspects important to the community. The goals and policies are implemented through private sector actions, city boards and commissions recommendations, and decisions made by City Council. The current Scottsdale General Plan was adopted in 2001 and ratified by the voters in 2002. Per State Statute, the city is required to update and ratify the General Plan every ten (10) years. Previous efforts to update the Plan in Scottsdale have either failed to be ratified by public vote (2011 effort) or were not considered for adoption by City Council (2035 effort); thus, the 2001 General Plan remains in effect until the city adopts and ratifies a new General Plan.

STATE STATUTE CONTINUED COMPLIANCE

Since the 2001 General Plan adoption, there have been two state statute changes regarding the requirements municipalities must have as part of their adopted General Plan. These requirements include:

- Two new elements – an Energy Element and a Neighborhood Preservation and Revitalization Element; and,
- Information regarding the identification of known sources of mining aggregates (e.g. sand, gravel) and how to locate them.

Staff reviewed the entire Scottsdale General Plan 2001 to determine all content updates that would need to be made, to bring the Scottsdale General Plan up to existing community conditions and state statute requirements. During this review, staff decided that it would be less confusing and more direct to make the following changes so as to comply with state statutes:

- Delete the existing Neighborhoods Element and add the Draft General Plan 2035 Task Force created Conservation, Rehabilitation, and Redevelopment, and the Neighborhood Preservation and Revitalization Elements;
- Add the Draft General Plan 2035 Task Force created Energy Element;
- Add the Draft General Plan 2035 Task Force created Bicycling Element;
- Add the state required aggregates information; and,
- Update all maps, graphics, demographics, and other such information to bring the City of Scottsdale General Plan 2001 up to existing community conditions.

This application (Case 5-GP-2019) is intended to ensure Scottsdale’s 2001 General Plan is compliant with state statutes, specific to the items outlined above. A future initiative to provide a more comprehensive update will be done by separate process and application.