

CITY COUNCIL REPORT



Meeting Date: July 1, 2026
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION

Scottsdale North East Quadrant (NEQ) Parking Structure
ZN-0004-2026

Request to consider the following:

1. Adopt Ordinance No. 4717 for a Zoning District Map Amendment from Parking District Downtown Overlay (P-2 DO) to Downtown/Multiple Use, Type 3 with Planned Block Development Overlay, Downtown Overlay (D/DMU-3 PBD DO) zoning with a development plan for a municipal use for a parking structure, including amended development standards for setbacks, stepbacks, and building location on a +/- 1.05-acre site located at 7375 E. Stetson Drive.
2. Adopt Resolution No. 13704 for a Development Plan and amended development standards for setbacks, stepbacks, and building location on a +/- 1.05-acre site located at 7375 E. Stetson Drive.

Goal/Purpose of Request

The applicant’s request is to amend the zoning and related development standards of an existing public surface parking lot to accommodate construction of a four-floor parking garage, with “municipal use” as the designated land use.

Key Items for Consideration

- Planned Block Development (PBD) Overlay District Criteria.
- Urban Design & Architectural Guidelines (downtown); Old Town Scottsdale Character Area Plan.
- Amended Development Standards related to setbacks, stepbacks, and building location requirements.
- Staff received no public comments at the time of this report.
- Planning Commission heard this case 6/10/2026 and recommended approval with a vote of 6-0

OWNER

Action Taken _____

City of Scottsdale

APPLICANT CONTACT

De Alva, Carlos
Arrington Watkins Architects
3003 N Central Ave, Suite 2400 Phoenix, AZ 85012

LOCATION

7375 E. Stetson Drive

BACKGROUND

General Plan

The General Plan Land Use Element designates the property as mixed-use neighborhoods. This category includes higher density residential combined with complementary office or retail uses, generally located in areas having access to multiple modes of transportation. Additionally, the property is located within a General Plan designated Growth Area - specific locations within the community that are most appropriate for development focus, and will best accommodate future growth, new development, and redevelopment.

Character Area Plan

The subject property is located within the boundary of the Old Town Scottsdale Character Area Plan (OTSCAP), a policy document that guides growth and development decisions for Scottsdale's downtown area. The property is designated as Downtown Multiple Use within the Type 3 development area, located within the OTSCAP designated Entertainment District. Multiple Use areas provide a mix of activities through the development of mutually supportive land uses. Type 3 development is suited for the most intensive, highest scale development in Old Town. The Entertainment District has a mix of residences, hotels, nightclubs, restaurants and bars. A grocery and other service-oriented businesses are located along the eastern edge of the district.

Zoning

The site was annexed into the City in 1951 (Ord. #1) and zoned to the Central Business (C-2) zoning designation, and was subsequently zoned Parking P-2. In 2003 the City Council adopted Ord. 3521 applying the Downtown Overlay (DO) over the downtown area, including the subject site. The P-2 district is intended to provide off-street parking. Although the existing zoning designation already allows off-street parking, the proposed Downtown District with the PBD Overlay allows additional flexibility to development standards for structures.

Context

The subject property is located on Stetson Drive between Civic Center Plaza and Wells Fargo Avenue, surrounded by Downtown-zoned low-intensity commercial properties. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Mixed-use Apartments, zoned Downtown Downtown Overlay (D/DO)

- South: Public Parking, zoned Parking Downtown Overlay (P-2/DO)
- East: Office, zoned Downtown Downtown Overlay (D/DO)
- West: Office, zoned Downtown PBD Downtown Overlay (D/PBD/DO)

Other Related Policies, References:

Scottsdale General Plan 2035, as amended
Old Town Scottsdale Character Area Plan
Zoning Ordinance

APPLICANT’S PROPOSAL

Development Information

The applicant is seeking approval of a zoning district map amendment from P-2 DO to D/DMU-3 PBD DO. The goal of the applicant’s request is to redevelop the property with a multi-story public parking garage to support existing and future downtown development. The Development Plan includes development standards using the Downtown (D) district as the baseline set of requirements but with a few deviations (see attachments).

The proposal includes several improvements to public facilities, including widened sidewalks, repaved alleys, and contemporary street pole lighting. The new structure will be mostly setback twenty (20) feet from the street curb on the north and south sides, while directly abutting each sixteen-foot alley on the east and west sides. The improved sidewalks will feature tree wells and planters.

The design intends to reduce the visual impact of the structure and contribute to the area by considering architectural screening elements, enhanced streetscaping and landscaping, and open stairways in response to input received during public outreach. Ultimately, the chief consideration is the ability to improve the accessibility, functionality, and economic vitality in general for residents, visitors, and employees of the downtown area.

- Existing Use: Surface Parking
- Proposed Use: Parking Structure
- Parcel Size: 45,703 sf / 1.05 ac (gross)
28,455 sf / 0.65 ac (net)
- Building Height Allowed: 84 feet (inclusive of rooftop appurtenances)
- Building Height Proposed: 46 feet (exclusive of rooftop appurtenances)

IMPACT ANALYSIS

Land Use and development standards

The existing zoning already allows both surface and garage parking by right, but due to the new structure and principals of efficient parking structure layouts and circulation needs, rezoning to the Downtown (D) district allows more flexibility. Moreover, the PBD overlay will amend the

setbacks, building location, and stepback requirements to accommodate the secondary structural elements of the garage (e.g., stairways and parapet screening).

The development plan proposes development standards that largely align with the requirements of the Downtown (D) district standards, with the exception of a few proposed modifications. The Downtown (D) district allows eighty-four (84) feet of height by right in Type-3 areas. The proposed structure is forty-six (46) feet. However, the maximum height for the existing P-2 zoning is only thirty-six (36) feet. The encroachments to the stepback plane are relatively minor. The portions of the proposed development standards that vary from the Downtown requirements are detailed in the legislative draft of Property Development Standards presented as part of the Development Plan.

PBD Criteria

In accordance with Section 6.1304.B of the Zoning Ordinance, the Planning Commission shall make a recommendation to City Council, based on the following PBD criteria:

1. Standard Criteria

a. The proposed development supports the land use elements of the General Plan and the Old Town Plan.

- Old Town Plan Goal LU 2 encourages the development of Old Town as a collection of mixed land uses and districts. General Plan 2035 and the Old Town Scottsdale Character Area Plan recognize Old Town as a Mixed-Use Neighborhood and Growth Area, and the Old Town Plan describes Old Town as a year-round, seven-day-a-week, 24-hour Mixed-Use Neighborhood. The Old Town Plan also identifies the Entertainment District as an area with a mix of residences, hotels, nightclubs, restaurants, bars, and service-oriented businesses. The proposed parking garage would provide structured parking within the Entertainment District to serve surrounding land uses. In this context, the request supports the planned mixed-use downtown activity by providing parking infrastructure.
- General Plan Land Use Goal LU 1 encourages land uses that support Scottsdale's role as a regional cultural center and economic hub, and Policy LU 1.3 promotes development patterns that integrate with and reinforce the character of an area. The proposed development would locate a public parking garage within an established downtown district. By providing parking infrastructure in proximity to existing entertainment, hospitality, commercial, and residential uses, the request supports the existing land use pattern and reinforces Old Town's function as a mixed-use destination.
- General Plan Land Use Goal LU 3 promotes maintaining a balance of land uses to support a high quality of life, and Policy LU 3.2 supports the integration of housing, employment, and supporting infrastructure, primarily in mixed-use neighborhoods and Growth and Activity Areas. The proposed parking garage would provide supporting infrastructure within Old Town, which is identified as both a Mixed-Use Neighborhood and Growth Area. The request implements

this policy by supporting access to the surrounding mix of land uses in a location planned for downtown growth and activity.

2. Criteria to add land uses

- a. Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.**
- b. Each proposed land use is compatible with the adjacent development, and strengthens the mix of land uses and activities in the Downtown Area.**
- c. Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.**

The proposed development will utilize the land uses permitted within the Downtown (D) district and is not requesting any additional land uses. This criterion is not applicable

3. Criteria to achieve bonuses

- a. The proposed Development Plan reflects noteworthy investments to provide public benefits, improve the quality of life for the community, and assist in achieving the goals and policies of the General Plan, Downtown Plan and City objectives, in the vicinity where the development will be located.**

This criterion does not apply; there is no request for bonuses.

Fire/Police

The City's public safety divisions have reviewed the application and determined that existing facilities are sufficient to provide service for the proposed use, and no impacts to existing service levels are anticipated. The nearest fire station is located less than half a mile to the southeast at 7522 E. Indian School Road, and the nearest police station is located to the southeast at 3700 N. 75th Street.

Cultural Improvement Program

Scottsdale Public Art will commission a public art installation to be integrated into the structure itself. The artwork will be reflective of Old Town character and further strengthen the area's cultural identity.

Housing Cost

In conjunction with state law, staff considered the scope of the zoning district map amendment, as well as aspects which would affect the cost of construction of housing for sale or rent. Staff has not identified any factors that would substantially impact the cost to construct housing for sale or rent.

Community Involvement

Staff notified all property owners within 1,250 feet of the site. In addition, the applicant has been in communication with the community. The applicant team has had continuing conversations with tourism, hospitality, and events stakeholders. Feedback from the community along with various city departments have continued to refine the final product.

Other Boards and Commissions

Planning Commission:

Planning Commission heard this case on June 10, 2026 and recommended approval with a 6-0 vote.

Recommended Approach:

Staff recommended that the Planning Commission find that the Planned Block Development Overlay criteria have been met, and determine that the proposed zoning district map amendment, development plan, and development standards are consistent and conform with the adopted General Plan and make a recommendation to City Council for approval of the proposal, per the attached stipulations.

Policy Implications

The proposal will provide a central location for off-street public parking in an area concentrated with active streets, nightlife, and tourism. Because the site is already zoned and used for public parking, there is no risk of negatively impacting the mix of daytime and nighttime uses, nor displace any existing office, retail, or hospitality uses.

STAFF RECOMMENDATION

Recommended Approach:

1. Adopt Ordinance No. 4717 for a Zoning District Map Amendment from Parking District Downtown Overlay (P-2 DO) to Downtown/Multiple Use, Type 3 with Planned Block Development Overlay, Downtown Overlay (D/DMU-3 PBD DO) zoning with a development plan for a municipal use for a parking structure, including amended development standards for setbacks, stepbacks, and building location on a +/- 1.05-acre site located at 7375 E. Stetson Drive.
2. Adopt Resolution No. 13704 for a Development Plan and amended development standards for setbacks, stepbacks, and building location on a +/- 1.05-acre site located at 7375 E. Stetson Drive.

RESPONSIBLE DEPARTMENTS

Planning and Development Services

Current Planning Services

Long Range Planning Services

STAFF CONTACT

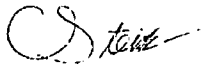
Casey Steinke

Senior Planner

480-312-2611

E-mail: csteinke@ScottsdaleAZ.gov


Approved By



Casey Steinke, Report Author

6/16/2026

Date



Tim Curtis, AICP, Current Planning Director

Planning Commission Liaison

Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

6/14/2026

Date



Erin Perreault, AICP, Senior Director

Planning and Development Services

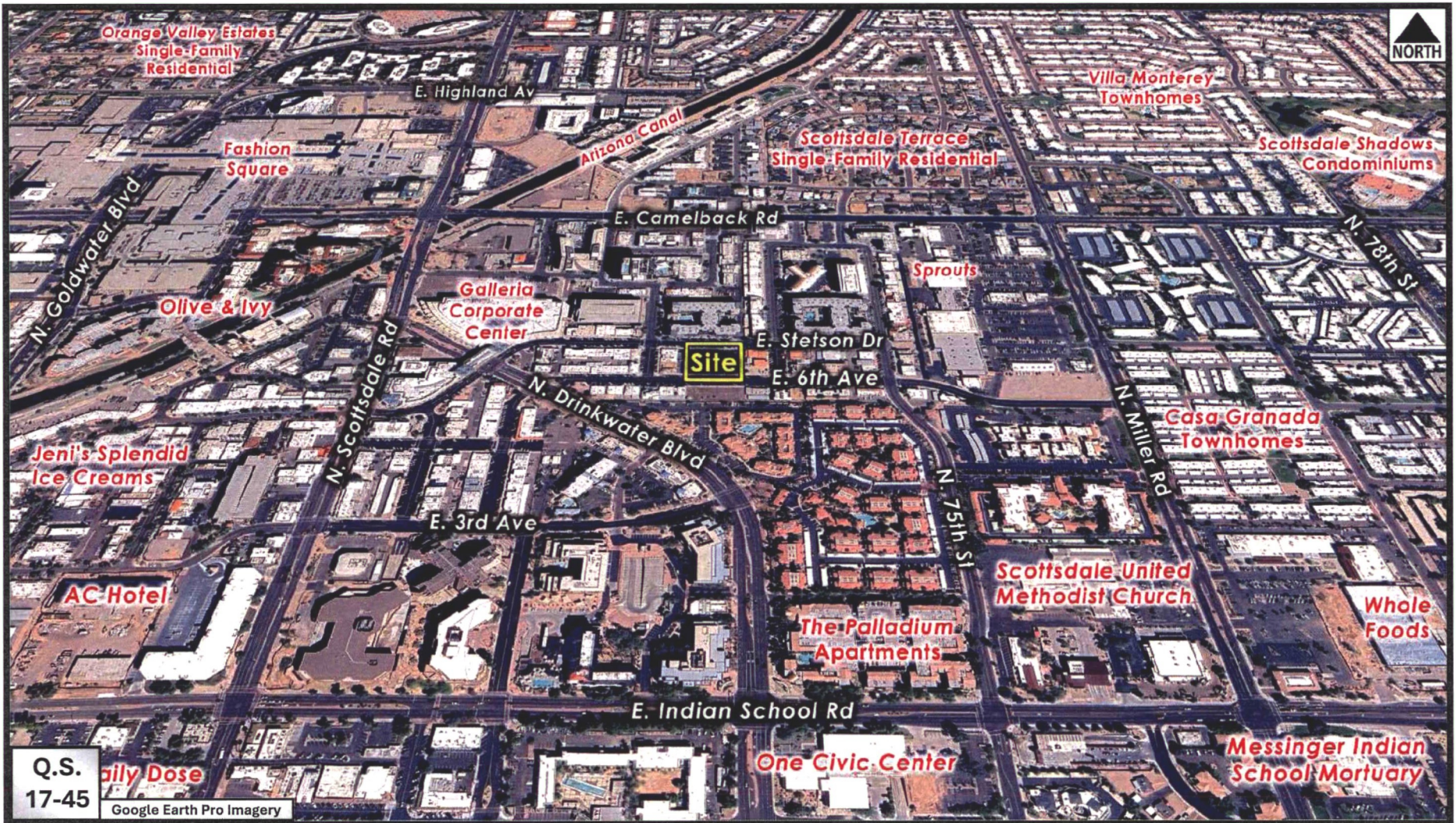
Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

06/11/2026

Date

ATTACHMENTS

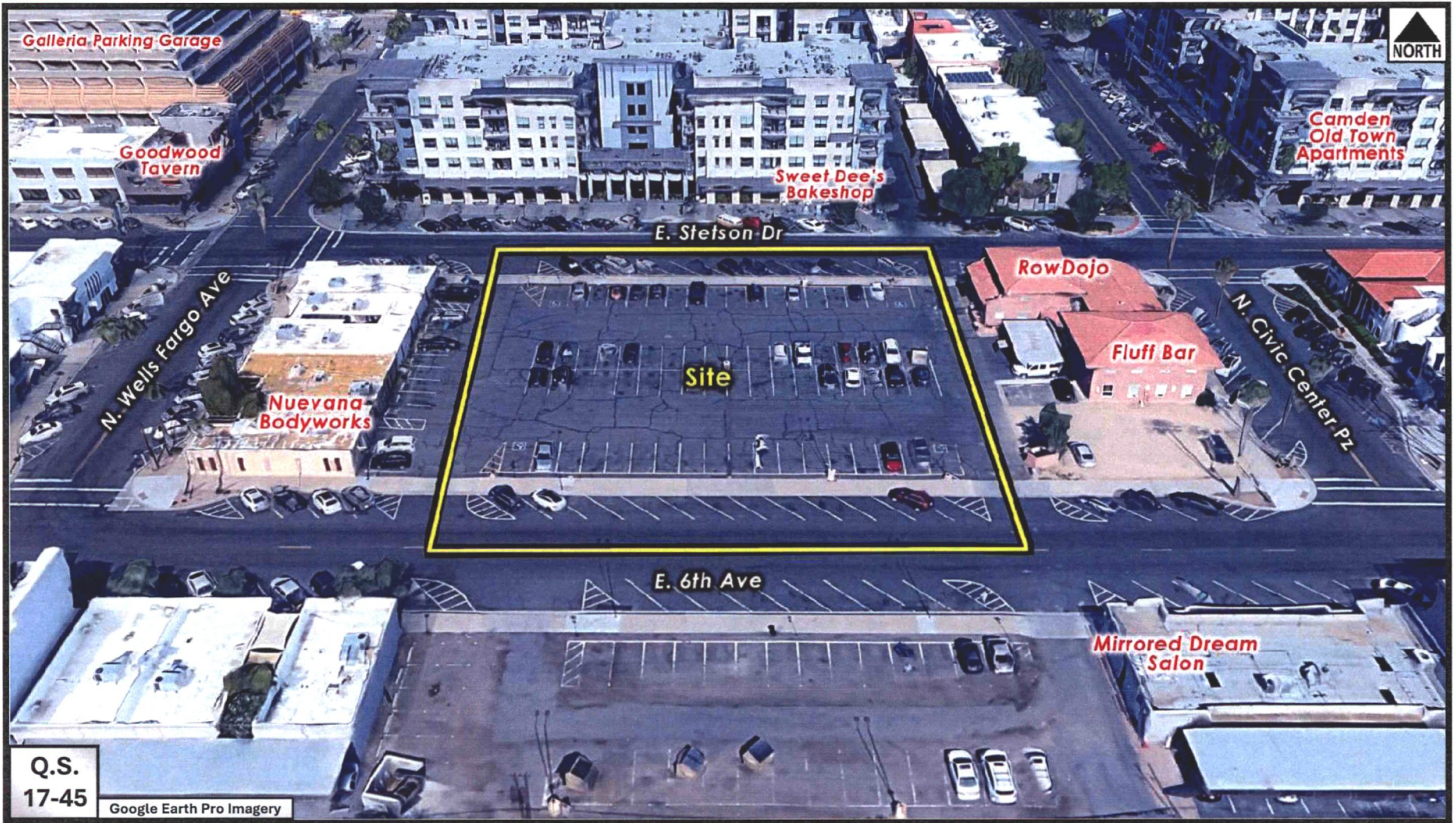
1. Context Aerial
- 1A. Aerial Close-Up
2. Ordinance No. 4717
 - Exhibit 1: Zoning Map
 - Exhibit 2: Stipulations
3. Resolution No. 13704
 - Exhibit 1: The Scottsdale North East Quadrant (NEQ) Parking Structure Development Plan
4. Existing General Plan Land Use Map
5. Old Town Character Area Plan (Land Use Map)
6. Old Town Character Area Plan (Development Types Map)
7. Existing Zoning Map
8. Traffic Impact Summary
9. Community Involvement
10. City Notification Map
11. Planning Commission Draft Meeting Minutes June 10, 2026



Context Aerial

ZN-0004-2026

ATTACHMENT 1



Close-up Aerial

ZN-0004-2026

ORDINANCE NO. 4717

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. ZN-0004-2026 FROM PARKING P-2 DISTRICT, DOWNTOWN OVERLAY (P-2 DO), ZONING TO DOWNTOWN/MULTIPLE USE, TYPE 3 WITH PLANNED BLOCK DEVELOPMENT OVERLAY, DOWNTOWN OVERLAY (D/DMU-3 PBD DO) ZONING, WITH A DEVELOPMENT PLAN INCLUDING AMENDED DEVELOPMENT STANDARDS ON AN OVERALL +/- 1.05-ACRE SITE LOCATED AT 7375 E. STETSON DRIVE.

WHEREAS, the Planning Commission held a hearing on June 10, 2026; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance (4717) on the cost to construct housing for sale or rent; and

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, the City Council finds that the following Planned Block Development criteria have been met:

- a. The proposed development supports the land use elements of the General Plan and the Downtown Plan.
- b. Each proposed land use helps maintain a balance of land uses in the Downtown Area in accordance with the Downtown Plan.
- c. Each proposed land use is compatible with the adjacent development, and strengthens the mix of land uses and activities in the Downtown Area.
- d. Each proposed land use substantially implements the pedestrian oriented, twenty-four (24) hour downtown community goals of the Downtown Plan.

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. ZN-0004-2026.

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 rezoning a +/- 1.05-acre site located at 7375 E. Stetson Drive and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from Parking P-2 District, Downtown Overlay (P-2 DO), zoning to Downtown/Multiple Use, Type 3 with Planned Block Development Overlay, Downtown Overlay (D/DMU-3 PBD DO) zoning, with a development plan including amended

development standards, and by adopting that certain document entitled "The Scottsdale North East Quadrant (NEQ) Parking Structure Development Plan" declared as public record by Resolution No. 13704 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 incorporated herein by reference.

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


ATTEST:

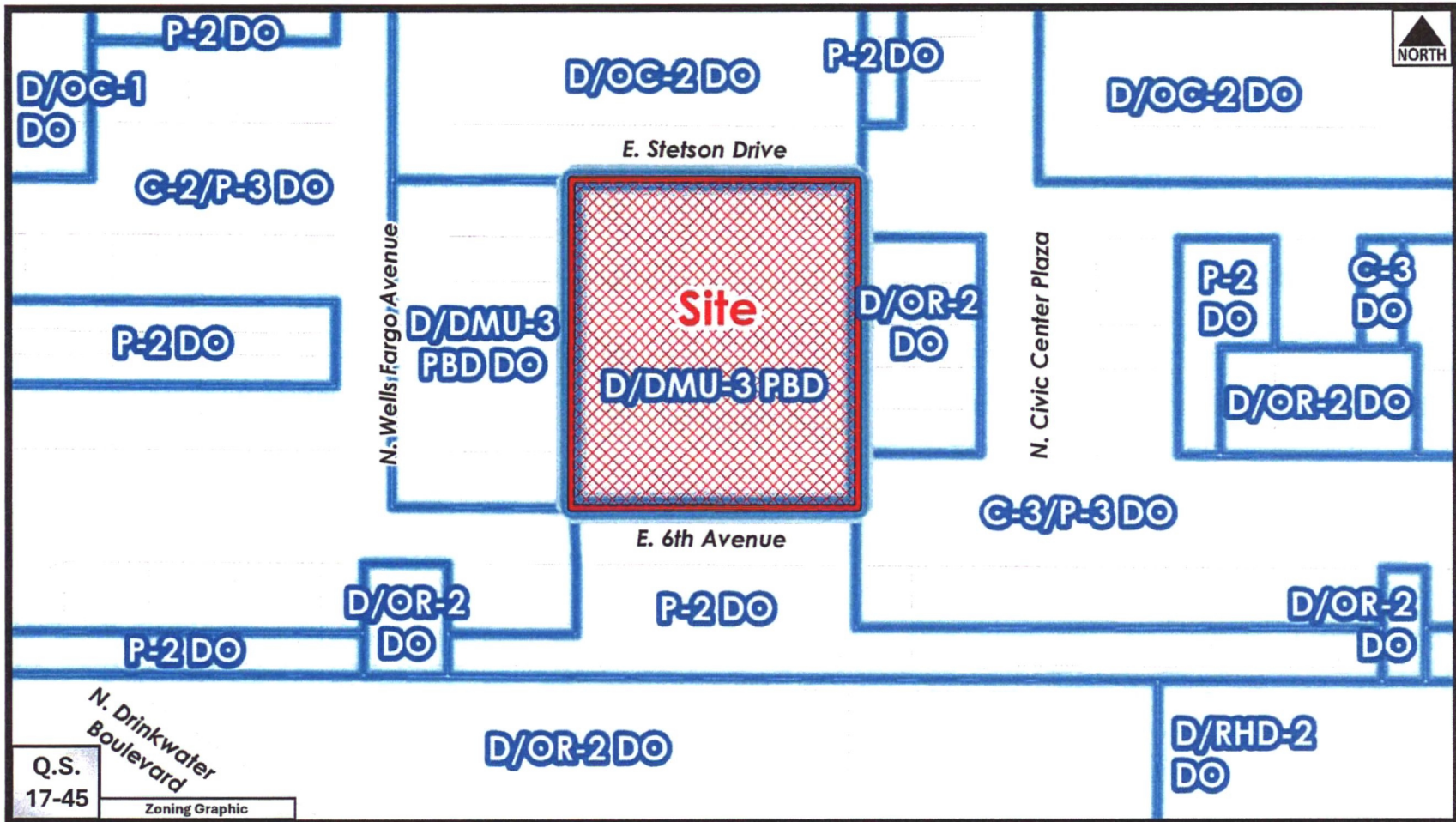
CITY OF SCOTTSDALE, an Arizona
municipal corporation

By: _____
Ben Lane
City Clerk

By: _____
Lisa Borowsky
Mayor

APPROVED AS TO FORM:

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



Q.S.
17-45

N. Drinkwater
Boulevard
Zoning Graphic

Zoning

ZN-0004-2026

Stipulations for the Zoning Application:
Scottsdale North East Quadrant (NEQ) Parking Structure
Application Number: ZN-0004-2026

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

SITE DESIGN

1. **CONFORMANCE TO DEVELOPMENT PLAN.** Development shall conform with the Development Plan, entitled "The Scottsdale North East Quadrant (NEQ) Parking Structure Development Plan," which is on file with the City Clerk and made a public record by Resolution No. 13704 and incorporated into these stipulations and ordinance by reference as if fully set forth herein. 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.
2. **CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS.** Development shall conform with the amended development standards that are included as part of the Development Plan. Any change to the development standards shall be subject to additional public hearings before the Planning Commission and City Council.
3. **STREETLIGHTS.** The final site plan and civil improvement plans shall clearly indicate the location of two new streetlights along both E Stetson Drive and E 6th Avenue. Pedestrian streetlight poles shall also be provided along both E Stetson Drive and E 6th Avenue. In addition, a minimum of two wall-mounting lighting fixtures shall be provided along both the west and east elevations of the garage structure to illuminate the alley. Lighting cutsheets shall be included for all proposed lighting.
4. **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.

INFRASTRUCTURE

5. **CONSTRUCTION COMPLETED.** Prior to issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first, for the development project, the property owner shall complete all the infrastructure and improvements required by the Scottsdale Revised Code and these stipulations.
6. **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

Ordinance No. 4717

Exhibit 2

Page 1 of 2

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.

7. **CIRCULATION IMPROVEMENTS.** Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct the following improvements:
 - a. **E. STETSON DRIVE**
 1. Construct ADA compliant driveways for the two alley entrances on the east and west sides of the property.
 - b. **E. 6th AVENUE**
 1. Construct ADA compliant driveways for the two alley entrances on the east and west sides of the property.

RESOLUTION NO. 13704

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 "THE SCOTTSDALE NORTH EAST QUADRANT (NEQ) PARKING STRUCTURE 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 "The Scottsdale North East Quadrant (NEQ) Parking Structure 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.

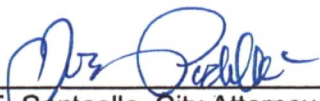
CITY OF SCOTTSDALE, an
Arizona municipal corporation

ATTEST:

By: _____
Ben Lane, City Clerk

By: _____
Lisa Borowsky, Mayor

APPROVED AS TO FORM:



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

The Scottsdale North East Quadrant (NEQ) Parking Structure Development Plan



SCOTTSDALE NEQ PARKING STRUCTURE DEVELOPMENT PLAN APPLICATION NARRATIVE - REV

APPLICATION NARRATIVE – REV 5.6.2026

Existing Zoning: Parking P-2 District; Vehicle Parking Downtown Overlay (P-2 DO)

The subject property is currently zoned P-2 (Public Parking District) with the Downtown Overlay (DO). The P-2 District is intended to accommodate parking facilities and related uses that support adjacent land uses and contribute to the orderly development and functioning of urban areas. Development within the P-2 district is regulated by the underlying zoning standards as well as the additional requirements of the Downtown Overlay, which establishes supplemental development criteria intended to guide urban form, pedestrian orientation, and compatibility with the downtown environment.

The Downtown Overlay (DO) establishes development standards that promote cohesive urban form, pedestrian-scaled streetscapes, and compatibility with the surrounding Old Town context. The DO zoning district modifies the base zoning to ensure that building placement, height, and massing contribute to the character and function of downtown Scottsdale. The overlay regulates key elements such as setbacks, stepbacks, and urban design relationships between buildings and the public realm.

Under the current P-2 DO zoning designation, the following development regulations apply:

Building Height

The maximum building height permitted under the P-2 zoning district is thirty-six (36) feet, as measured in accordance with the City's zoning ordinance definition of building height. This limitation reflects the intended scale and intensity of development permitted under the P-2 district, which is primarily intended to accommodate parking structures and similar uses that serve adjacent development.

Building Setbacks

The Downtown Overlay establishes minimum setbacks designed to reinforce consistent urban street edges and pedestrian-friendly development patterns. Specifically:

- A minimum setback of twenty (20) feet is required from the curb line along Stetson Drive and 6th Avenue.
- A zero (0) foot setback is permitted along alley frontages, reflecting the intent to allow service-oriented edges and efficient site utilization.

These setback provisions are intended to create predictable street relationships, maintain pedestrian circulation, and ensure compatibility with adjacent development patterns.

Stepback Requirements

The Downtown Overlay also establishes stepback requirements intended to reduce the perceived bulk and mass of taller buildings and preserve pedestrian-scale proportions at street level. Under the DO regulations, a stepback is required beginning at forty-five (45) feet above grade. This stepback ensures that upper portions of buildings are visually recessed from the street frontage, preserving access to light, air, and pedestrian comfort.

Collectively, these provisions regulate building height, massing, and placement to maintain consistency with the Downtown Overlay's urban design objectives, including pedestrian orientation,

compatibility with surrounding development, and preservation of the established character of downtown Scottsdale.

JUSTIFICATION FOR MODIFICATIONS TO EXISTING P-2 DO REGULATIONS

Need for Modification to Accommodate Proposed Parking Garage Structure

The proposed parking garage is intended to serve existing and future development within the downtown area, supporting the City's goals for increased density, walkability, and mixed-use development. Due to functional and operational requirements inherent to structured parking facilities, strict compliance with certain provisions of the existing P-2 DO zoning district is not feasible.

Building Height Modification

Under the current P-2 zoning designation, the maximum building height is limited to thirty-six (36) feet. This height limitation does not adequately accommodate the vertical clearance requirements, structural systems, ramp geometry, and circulation needed for an efficient multi-level parking structure.

Parking garages require sufficient floor-to-floor heights to accommodate vehicular clearance, structural depth, mechanical systems, and circulation ramps. Limiting the structure to thirty-six feet would substantially reduce the number of parking levels that could be accommodated, thereby limiting the garage's ability to provide sufficient parking capacity to support surrounding downtown uses. This would undermine the City's broader planning objectives to consolidate parking into structured facilities and support compact, pedestrian-oriented development.

Accordingly, a modification to the building height requirement is necessary to allow a functional parking structure that efficiently meets the operational needs of the downtown area.

Setback Modification Along Stetson Drive and 6th Avenue

The Downtown Overlay requires a minimum setback of twenty (20) feet from the curb line along Stetson Drive and 6th Avenue. While this setback is appropriate for many building types, strict adherence to this requirement would significantly reduce the developable area of the site and impair the functional layout of the parking structure.

Parking structures require efficient structural grids, circulation ramps, and vehicular access points. Increasing the setback beyond what is operationally feasible would result in inefficient parking layouts, reduced parking capacity, and compromised vehicular circulation.

Furthermore, structured parking facilities benefit from being located closer to street frontages to facilitate convenient access, minimize internal circulation conflicts, and support efficient ingress and egress. Reducing or modifying the setback requirement will allow the structure to function efficiently while still maintaining compatibility with the surrounding urban environment.

Stepback Requirement Modification

The Downtown Overlay requires stepbacks beginning at forty-five (45) feet above grade. While stepbacks are appropriate for occupied buildings intended for residential, office, or commercial use, strict application of stepback requirements to a parking structure presents functional challenges.

Parking structures rely on repetitive structural grids and efficient floor plates to maximize capacity and maintain operational efficiency. Introducing setbacks would disrupt the structural system, reduce parking efficiency, increase construction complexity, and reduce the overall number of parking spaces provided.

Given the utilitarian nature of structured parking and its essential role in supporting downtown development, modification of the setback requirement is justified to allow a continuous structural system and maximize operational functionality.

Summary of Modification Justification

The requested modifications are necessary to:

- Allow sufficient building height to accommodate multiple parking levels
- Provide efficient parking layouts and vehicular circulation
- Support the parking needs of downtown development
- Maintain structural efficiency and cost effectiveness
- Support the City's goals for downtown density, mobility, and economic vitality

These modifications are not intended to circumvent the intent of the zoning ordinance but rather to allow a functional parking facility that supports the City's broader planning and development objectives.

NARRATIVE OF CONFORMANCE WITH PROPOSED REZONING

Downtown / Multiple Use, Type 3 with Planned Block Development (PBD) Overlay Conformance with Old Town Scottsdale Urban Design & Architectural Guidelines

The proposed rezoning to Downtown / Multiple Use, Type 3 (DMU-3) with a Planned Block Development (PBD) Overlay is consistent with and supports the goals, policies, and intent of the Scottsdale General Plan 2035, the Old Town Scottsdale Character Area Plan (OTSCAP), and the Planned Block Development Overlay criteria established by the City of Scottsdale.

The proposed public parking structure is intended to support the continued economic vitality, walkability, accessibility, and long-term functionality of Downtown Scottsdale and the Entertainment District by providing strategically located public parking infrastructure that serves residents, visitors, employees, and surrounding businesses. The project has been designed to respond to the urban context of Old Town Scottsdale while balancing the operational and functional requirements inherent to a public parking facility.

As part of the design and rezoning process, the project has incorporated architectural screening elements, pedestrian-oriented improvements, enhanced streetscape and landscape features, integrated lighting concepts, and open stair tower elements intended to reduce the visual scale of the structure and contribute positively to the surrounding urban environment. The proposed open stair concepts and architectural approach were presented during the public outreach process and were supported by City staff, the City Manager, and members of the public as part of the project's design evolution responding to both urban design and public safety considerations.

The requested PBD Overlay provides flexibility from certain development standards necessary to accommodate the operational requirements, structural systems, circulation, and parking capacity objectives of the project while still achieving the broader planning and urban design goals established by the City. The project demonstrates a context-sensitive approach that supports efficient land use,

pedestrian connectivity, downtown activity, and implementation of the City's long-term planning objectives for the Old Town area.

The following narrative outlines how the proposed rezoning and development conform to the applicable goals, policies, and design criteria of the Scottsdale General Plan 2035, the Old Town Scottsdale Character Area Plan, and the Planned Block Development Overlay criteria.

CHARACTER & DESIGN ELEMENT

GOAL CD 1

Promote quality development that enhances Scottsdale's character, identity, and sense of place while contributing positively to the surrounding urban environment.

Policy CD 1.1

Promote development that is responsive to the character and context of its surrounding environment.

Project Response:

The proposed Scottsdale NEQ Parking Structure is designed to support the character and functionality of the Downtown Scottsdale and Entertainment District area by providing centralized public parking infrastructure that enhances accessibility and supports surrounding commercial, entertainment, hospitality, and civic uses. The project responds to the urban context through the use of architectural screening, integrated lighting features, enhanced pedestrian streetscape improvements, and landscape elements intended to complement the active downtown environment while maintaining compatibility with adjacent development patterns and public spaces.

Policy CD 1.2

Encourage development that contributes to Scottsdale's unique identity and creates a strong sense of place.

Project Response:

The project design incorporates architectural elements intended to establish a distinctive identity appropriate for the Downtown Scottsdale area. The use of perforated metal screening panels, integrated architectural lighting, vertical stair tower elements, and coordinated landscape enhancements are intended to create a visually identifiable public parking structure that contributes to the character of the Entertainment District. The project also incorporates pedestrian-oriented improvements along adjacent streets to support the overall urban experience and reinforce the sense of place within the downtown core.

Policy CD 1.3

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

Project Response:

The proposed development is intended to support and reinforce the established Downtown Scottsdale Character Type by providing essential public parking infrastructure necessary to sustain existing and future commercial, entertainment, dining, and civic activities within the area. The project contributes to the downtown urban environment through pedestrian-oriented streetscape improvements, architectural screening, enhanced lighting, and the incorporation of landscape features intended to soften the scale of the structure and improve the pedestrian experience. The design acknowledges the dense urban nature of the surrounding district while balancing the operational requirements associated with a public parking facility.

Policy CD 1.4

Encourage development that enhances the visual quality of the built environment.

Project Response:

The project incorporates multiple architectural and site design features intended to enhance the visual quality of the built environment, including decorative perforated metal screening panels, integrated LED accent lighting, articulated stair tower elements, enhanced landscape areas, and coordinated material selections. The proposed screening system is intended to reduce the visual impact typically associated with open parking structures while contributing to a more cohesive and visually engaging streetscape along adjacent public rights-of-way.

GOAL CD 2

Promote development that reflects high-quality design principles and creates attractive, pedestrian-oriented environments.

Policy CD 2.1

Promote high-quality architectural design and site planning.

Project Response:

The proposed parking structure has been designed to incorporate high-quality architectural elements appropriate for a prominent downtown location. The project includes coordinated façade treatments, architectural screening systems, integrated lighting features, enhanced pedestrian interfaces, and landscape improvements intended to elevate the overall appearance of the structure beyond a conventional parking facility. Site planning efforts also focus on maintaining safe and efficient vehicular circulation while improving pedestrian connectivity throughout the surrounding area.

Policy CD 2.2

Encourage development that creates attractive and functional pedestrian environments.

Project Response:

The project includes pedestrian-oriented design elements intended to improve the overall streetscape experience and support walkability within Downtown Scottsdale. Proposed improvements include enhanced sidewalks, landscape areas, pedestrian lighting, clearly defined access points, and visual transparency at stair tower elements to promote visibility and user comfort. The project supports pedestrian activity by consolidating parking resources in proximity to surrounding destinations, reducing the need for dispersed surface parking within the downtown area.

Policy CD 2.3

Promote site and building design that considers functionality, aesthetics, and long-term community benefit.

Project Response:

The design of the parking structure balances operational functionality with architectural character and long-term public benefit. The facility is intended to provide critical public parking capacity necessary to support the continued economic vitality and redevelopment of the Downtown Scottsdale and Entertainment District area. While the functional requirements of a parking structure impose limitations on traditional building articulation and massing strategies, the project incorporates alternative design responses including articulated stair towers, integrated landscaping, decorative screening systems, and architectural lighting features to enhance the visual character of the structure and contribute positively to the surrounding urban environment.

Goal CD 4

Promote development that is visually cohesive, pedestrian-oriented, and compatible with surrounding development through high-quality urban design principles.

Policy CD 4.1

Promote development that contributes positively to the public realm and streetscape environment.

Project Response:

The proposed project incorporates streetscape improvements including enhanced sidewalks, landscape areas, pedestrian lighting, and architectural screening elements intended to improve the overall public realm experience adjacent to the site. The project is intended to support pedestrian activity and connectivity within the downtown area while contributing to a more active and visually cohesive urban streetscape.

Policy CD 4.2

Encourage building design that enhances pedestrian comfort and visual interest.

Project Response:

The project incorporates architectural screening panels, vertical stair tower elements, landscape features, and integrated lighting intended to provide visual interest and improve the pedestrian experience along adjacent public streets. The design seeks to reduce the perceived scale and visual impact of the structure through material variation, lighting integration, and coordinated architectural elements.

Policy CD 4.3

Promote development that incorporates high-quality materials and architectural detailing.

Project Response:

The parking structure incorporates durable and high-quality exterior materials including perforated metal screening systems, architectural concrete finishes, integrated lighting components, and coordinated landscape elements intended to create a cohesive and visually appealing design appropriate for the Downtown Scottsdale environment.

Policy CD 4.4

Encourage development that minimizes negative visual impacts associated with parking and service functions.

Project Response:

The project incorporates decorative architectural screening panels intended to partially conceal parked vehicles and reduce the visual impact commonly associated with open parking structures. In addition, the design integrates landscape enhancements, articulated stair tower features, and lighting elements intended to soften the appearance of the structure and improve compatibility with the surrounding urban environment.

Policy CD 4.5

Promote development that incorporates landscaping as an integral component of site design.

Project Response:

Landscape improvements are integrated throughout the project to enhance the pedestrian environment and soften the visual character of the structure. Proposed landscaping along adjacent streets and within key architectural elements is intended to contribute to shade, visual relief, and overall streetscape enhancement consistent with Downtown Scottsdale urban design objectives.

Policy CD 4.6

Encourage development that supports walkability and connectivity.

Project Response:

The project supports walkability within the Downtown Scottsdale area by providing centralized public parking infrastructure that serves surrounding commercial, entertainment, hospitality, and civic destinations within walking distance of the site. Streetscape enhancements, pedestrian access improvements, and clear circulation paths are intended to reinforce pedestrian connectivity and improve accessibility throughout the district.

Policy CD 4.7

Promote development that balances functionality with high-quality urban design.

Project Response:

The proposed parking structure is designed to balance the operational requirements necessary to provide efficient public parking capacity with architectural and urban design features intended to enhance the overall appearance of the development. While the functional nature of the structure limits the extent of traditional building articulation achievable without significantly reducing parking capacity and increasing project costs, the design incorporates alternative architectural strategies including screening systems, stair tower articulation, integrated lighting, and landscape enhancements to achieve a visually cohesive and context-sensitive design appropriate for Downtown Scottsdale.

LAND USE ELEMENT

Goal LU 4

Promote land use patterns that support a vibrant, mixed-use, pedestrian-oriented environment while reinforcing the character and economic vitality of Scottsdale’s activity centers and downtown areas.

Policy LU 4.1

Encourage development patterns that support mixed-use activity centers and pedestrian-oriented environments.

Project Response:

The proposed Scottsdale NEQ Parking Structure is intended to support the continued growth and functionality of the Downtown Scottsdale and Entertainment District area by providing centralized public parking infrastructure that serves surrounding commercial, retail, restaurant, hospitality, entertainment, and civic uses. By consolidating parking resources within a structured facility, the project supports a more pedestrian-oriented urban environment and reduces the need for dispersed surface parking throughout the downtown area. The project also includes pedestrian-oriented streetscape improvements intended to enhance walkability and connectivity within the district.

Policy LU 4.2

Promote development that reinforces the economic vitality and long-term sustainability of activity centers and downtown areas.

Project Response:

The proposed parking structure provides critical public infrastructure necessary to support the long-term economic vitality of Downtown Scottsdale and the surrounding Entertainment District. The project is intended to improve parking availability and accessibility for visitors, employees, residents, and patrons of surrounding businesses and venues, thereby supporting continued economic activity,

redevelopment opportunities, and investment within the downtown core. The centralized parking facility is also intended to improve operational efficiency and support future growth within the area.

Policy LU 4.3

Encourage development that supports compact, efficient land use patterns.

Project Response:

The project promotes efficient land use patterns by consolidating a significant amount of public parking capacity within a structured parking facility rather than relying on multiple dispersed surface parking lots. The structured parking approach allows the surrounding downtown area to support a more compact and active urban development pattern while maximizing the efficient use of limited land resources within the downtown core.

Policy LU 4.4

Promote land use and development patterns that enhance connectivity and accessibility.

Project Response:

The proposed project supports connectivity and accessibility by providing centrally located public parking within walking distance of surrounding destinations throughout Downtown Scottsdale and the Entertainment District. The project also incorporates enhanced pedestrian circulation improvements, sidewalks, landscape features, and clearly defined access points intended to improve the overall pedestrian experience and reinforce connections between the parking structure and adjacent commercial, entertainment, and civic uses.

Policy LU 4.5

Encourage development that is compatible with the character and function of surrounding areas.

Project Response:

The proposed parking structure has been designed to be compatible with the urban character and operational needs of the surrounding Downtown Scottsdale area. Architectural screening systems, integrated lighting, landscape enhancements, and articulated stair tower elements are intended to reduce the visual impact commonly associated with parking structures while contributing positively to the surrounding built environment. The project supports the existing mix of downtown uses by providing essential public parking infrastructure necessary for the continued success and operation of the district.

Policy LU 4.6

Promote development that supports multimodal transportation and pedestrian activity.

Project Response:

The project supports pedestrian activity by concentrating parking resources within a centralized downtown location that encourages walking between surrounding destinations. The design incorporates pedestrian-oriented improvements including enhanced sidewalks, landscape elements, lighting, and clear circulation paths intended to improve the overall walkability and user experience within the area. The project also supports broader transportation objectives by improving access and circulation within the downtown core.

Policy LU 4.7

Encourage development that contributes to an attractive and cohesive urban environment.

Project Response:

The project incorporates architectural and site design elements intended to contribute positively to the visual quality of the downtown environment, including perforated metal screening systems, integrated

architectural lighting, coordinated material selections, articulated stair tower elements, and landscape improvements. These features are intended to create a visually cohesive parking structure that complements the surrounding urban context while supporting the functional requirements of a public parking facility.

OLD TOWN CHARACTER AREA PLAN LAND USE ELEMENT

Goal LU 1

Promote land use patterns that support a vibrant, mixed-use, pedestrian-oriented Downtown and Old Town environment.

Applicable Policies

Support development patterns that reinforce the Downtown and Old Town area as an active mixed-use destination with a strong pedestrian orientation, compatible urban form, and supporting public infrastructure.

Project Response:

The proposed Scottsdale NEQ Parking Structure is intended to support the continued vitality and functionality of the Downtown Scottsdale and Old Town Entertainment District area by providing centralized public parking infrastructure serving surrounding commercial, retail, restaurant, hospitality, entertainment, office, and civic uses. The project supports a pedestrian-oriented urban environment by concentrating parking resources within a structured facility that allows visitors and patrons to access multiple destinations on foot throughout the district.

The proposed development supports the long-term viability of Downtown Scottsdale by improving parking availability and accessibility within a highly active urban area while reducing the need for dispersed surface parking lots that can interrupt pedestrian continuity and urban character. The project also incorporates pedestrian-oriented streetscape improvements, landscape enhancements, and clearly defined pedestrian access points intended to reinforce walkability and connectivity throughout the surrounding area.

CHARACTER & DESIGN ELEMENT

Goal CD 1

Promote development that reinforces the unique character, identity, and visual quality of Old Town Scottsdale.

Applicable Policies

Encourage development that contributes positively to the established character of Old Town Scottsdale through high-quality design, pedestrian-oriented features, and context-sensitive architectural responses.

Project Response:

The proposed parking structure is designed to support and reinforce the urban character of Downtown Scottsdale and the Old Town Entertainment District through the incorporation of architectural screening systems, integrated lighting features, articulated stair tower elements, coordinated materials, and landscape enhancements intended to improve the visual quality of the structure and surrounding streetscape.

The project acknowledges the prominent location within Old Town Scottsdale and seeks to create a parking structure that functions not only as public infrastructure, but also as a visually integrated component of the surrounding urban environment. Architectural screening and lighting elements are intended to reduce the visual impact typically associated with open parking structures while contributing to the overall identity and character of the district.

The project also incorporates pedestrian-oriented improvements intended to support the active public realm and enhance the experience along adjacent streets and sidewalks.

Goal CD 4

Promote development that enhances the pedestrian environment and contributes positively to the public realm.

Applicable Policies

Encourage development that supports walkability, enhances streetscapes, improves pedestrian comfort, and creates visually engaging urban environments.

Project Response:

The proposed project incorporates multiple design features intended to improve the pedestrian experience and contribute positively to the public realm within Downtown Scottsdale. Enhanced sidewalks, landscape improvements, pedestrian lighting, architectural screening, and visible stair tower elements are intended to create a more visually engaging and pedestrian-friendly streetscape environment adjacent to the structure.

The centralized location of the parking structure supports walkability by allowing visitors to park once and access surrounding destinations throughout Old Town Scottsdale on foot. The project also supports broader pedestrian circulation and connectivity goals by reinforcing the relationship between public parking infrastructure and surrounding commercial, entertainment, and civic uses within the downtown core.

Goal CD 9

Promote development that incorporates high-quality architecture, site planning, and urban design appropriate to the Downtown and Old Town context.

Applicable Policies

Encourage development that balances functional requirements with high-quality architectural and urban design responses while minimizing adverse visual impacts.

Project Response:

The proposed parking structure has been designed to balance the operational and functional requirements necessary for an efficient public parking facility with architectural and urban design strategies intended to enhance the visual quality of the development and improve compatibility with the surrounding urban environment.

The design incorporates decorative perforated metal screening panels, integrated architectural lighting, articulated stair tower elements, and coordinated landscape enhancements intended to soften the scale and appearance of the structure while contributing to the visual character of the district.

Due to the functional nature of a parking structure, traditional building articulation strategies commonly associated with occupied mixed-use buildings are limited without significantly reducing parking capacity, affecting circulation efficiency, and increasing project costs associated with a publicly funded parking facility. In response, the project utilizes alternative architectural strategies

intended to create visual interest, improve façade variation, and enhance the pedestrian experience while maintaining the operational functionality required to support Downtown Scottsdale parking demands.

The project design and associated operational constraints have been reviewed with City staff, Planning staff, and through public outreach efforts as part of the ongoing rezoning and design review process.

MOBILITY ELEMENT

Goal M 3

Promote mobility systems that support walkability, accessibility, connectivity, and safe circulation within Downtown and Old Town Scottsdale.

Applicable Policies

Encourage development that supports pedestrian connectivity, enhances circulation, and improves access to destinations within Downtown Scottsdale.

Project Response:

The proposed parking structure supports mobility and connectivity within Downtown Scottsdale by providing centrally located public parking infrastructure that serves surrounding destinations within walking distance of the site. The project encourages pedestrian movement throughout the district by consolidating parking resources in a location that supports “park once” functionality and reduces dependence on multiple dispersed parking areas.

The project also incorporates pedestrian-oriented circulation improvements, enhanced sidewalks, landscape elements, and clearly defined pedestrian access points intended to improve accessibility, safety, and the overall pedestrian experience adjacent to the site.

Vehicular circulation associated with the project has been coordinated with City staff to maintain safe and efficient traffic flow while supporting the operational needs of the surrounding downtown area.

Goal M 5

Promote transportation and parking strategies that support the continued vitality and functionality of Downtown Scottsdale and Old Town.

Applicable Policies

Encourage parking and circulation solutions that support economic activity, pedestrian-oriented development, and efficient urban land use patterns.

Project Response:

The proposed parking structure is intended to provide critical public parking infrastructure necessary to support the continued economic vitality, accessibility, and functionality of Downtown Scottsdale and the Old Town Entertainment District. The project supports surrounding businesses, entertainment venues, restaurants, hospitality uses, and civic destinations by improving parking availability within a centralized and efficient structured parking facility.

The structured parking approach promotes more efficient urban land use patterns by reducing reliance on dispersed surface parking areas and supporting a more compact, walkable downtown environment. The project also supports broader mobility and circulation objectives by improving access to parking resources while reinforcing pedestrian activity and connectivity throughout the district.

The parking structure is intended to serve as long-term public infrastructure supporting future growth, redevelopment, and continued investment within Downtown Scottsdale and Old Town.

OLD TOWN SCOTTSDALE CHARACTER AREA PLAN (OTSCAP) – GOAL M 4

The parking located directly south of the parcel along E. 6th Avenue will be modified to provide access to the proposed parking structure and improve vehicular circulation into and out of the facility. The existing condition currently includes thirteen (13) diagonal on-street parking spaces along this frontage. As part of the proposed restriping and circulation improvements, nine (9) on-street parking spaces will remain, resulting in a net reduction of four (4) spaces along E. 6th Avenue.

Although a limited number of on-street parking spaces will be removed to accommodate the proposed access drive and improve circulation and operational functionality of the parking structure, the project overall will provide a significant increase in convenient public parking through the development of the new structured parking facility. The project is specifically intended to support the parking demands generated by Old Town Scottsdale businesses, visitors, events, employees, and the surrounding Entertainment District.

The proposed parking structure is centrally located within the downtown area and is designed to maintain convenient pedestrian access to surrounding businesses, sidewalks, public spaces, and activity areas. In addition to increasing overall parking supply, the project incorporates improved pedestrian circulation, upgraded sidewalks, streetscape enhancements, landscaping, lighting, and wayfinding elements intended to support accessibility, walkability, and convenient user access throughout the area.

OLD TOWN SCOTTSDALE CHARACTER AREA PLAN (OTSCAP) – GOAL LU 4

Planned Block Development (PBD) Overlay District Narrative Response
Zoning Ordinance Section 6.1304 Criteria

OTSCAP Goal LU 4

Promote development patterns that reinforce Downtown Scottsdale and Old Town as vibrant, pedestrian-oriented activity centers through efficient land use, supportive infrastructure, enhanced connectivity, and high-quality urban design.

Project Narrative:

The proposed Scottsdale NEQ Parking Structure supports the intent of OTSCAP Goal LU 4 by providing centralized public parking infrastructure necessary to sustain the continued economic vitality, accessibility, and functionality of Downtown Scottsdale and the Old Town Entertainment District. The project promotes efficient land use by consolidating parking demand within a structured facility, reducing the need for dispersed surface parking areas and supporting a more compact and walkable urban environment.

The project is intended to improve accessibility and circulation within the downtown core while reinforcing pedestrian connectivity between surrounding commercial, hospitality, entertainment, civic, and mixed-use destinations. Streetscape enhancements, pedestrian-oriented design elements, landscape improvements, architectural screening systems, and integrated lighting features are incorporated throughout the project to improve the public realm and support the urban character of the surrounding area.

The proposed parking structure is intended to function as essential public infrastructure supporting existing and future development within Downtown Scottsdale while balancing operational functionality with context-sensitive urban design strategies appropriate for the Old Town environment.

**ZONING ORDINANCE SECTION 6.1304
PBD OVERLAY DISTRICT CRITERIA RESPONSE**

Criterion 1

The proposed development demonstrates superior site planning, architectural design, and compatibility with the surrounding area.

Project Response:

The proposed parking structure incorporates multiple architectural and site planning features intended to enhance compatibility with the Downtown Scottsdale and Old Town context while supporting the operational requirements of a public parking facility. The design includes decorative perforated metal screening systems, integrated architectural lighting, articulated stair tower elements, coordinated materials, and landscape enhancements intended to improve the visual quality of the structure and surrounding streetscape.

The project has been planned to support pedestrian activity, improve circulation, and reinforce connectivity between surrounding destinations throughout the Entertainment District and Downtown Scottsdale area. Streetscape improvements and pedestrian-oriented design elements are incorporated to enhance the public realm and improve compatibility with adjacent urban development patterns.

The proposed development also supports the long-term functionality and economic vitality of the downtown area by providing centralized public parking infrastructure necessary to serve surrounding commercial, entertainment, hospitality, and civic uses.

Criterion 2

The proposed development provides public benefits that would not otherwise be achieved through conventional zoning standards.

Project Response:

The project provides substantial public benefits through the development of centralized structured public parking intended to support Downtown Scottsdale, the Old Town Entertainment District, and surrounding commercial and civic activity centers. The project improves parking availability and accessibility within a highly active urban area while supporting broader economic development and redevelopment objectives.

Additional public benefits include enhanced pedestrian connectivity, streetscape improvements, landscape enhancements, integrated architectural screening systems, pedestrian lighting improvements, and urban design features intended to improve the visual quality of the public realm.

The structured parking approach also promotes more efficient land use patterns by reducing reliance on dispersed surface parking lots and supporting a more compact and walkable downtown environment consistent with the goals of the Old Town Scottsdale Character Area Plan and General Plan 2035.

Criterion 3

The proposed development demonstrates sensitivity to surrounding properties and the existing urban context.

Project Response:

The project has been designed with consideration for the surrounding Downtown Scottsdale urban environment through the incorporation of architectural screening systems, integrated lighting, coordinated materials, landscape enhancements, and pedestrian-oriented design elements intended to reduce visual impacts and improve compatibility with adjacent development.

The project responds to the character and scale of the surrounding district through the use of vertical architectural elements, façade screening systems, enhanced streetscape treatments, and pedestrian improvements intended to create a visually cohesive and context-sensitive public parking structure appropriate for the Old Town area.

The project team has coordinated with City staff, Planning staff, Traffic Engineering, and members of the public throughout the rezoning and design review process to ensure the proposed development responds appropriately to operational, urban design, and circulation objectives for the area.

Criterion 4

The proposed development promotes pedestrian activity, connectivity, and an enhanced public realm.

Project Response:

The proposed parking structure supports pedestrian-oriented development patterns by consolidating parking resources within a centralized location that allows visitors to access surrounding destinations throughout Downtown Scottsdale and Old Town on foot. The project supports a “park once” environment that reinforces walkability and reduces the need for dispersed parking facilities.

Pedestrian-oriented improvements incorporated into the project include enhanced sidewalks, pedestrian access points, landscape enhancements, integrated lighting features, and architectural screening elements intended to improve the visual quality and overall pedestrian experience adjacent to the site.

The project also supports broader connectivity objectives by reinforcing pedestrian linkages between surrounding entertainment, retail, hospitality, dining, and civic destinations throughout the downtown core.

Criterion 5

The proposed development demonstrates high-quality architectural character and urban design appropriate to the Old Town environment.

Project Response:

The project incorporates architectural and urban design features intended to create a visually cohesive and context-sensitive parking structure appropriate for the Downtown Scottsdale and Old Town environment. The proposed perforated metal screening systems, integrated architectural lighting, stair tower articulation, coordinated material selections, and landscape enhancements are intended to improve the appearance of the structure and contribute positively to the surrounding urban character.

While the operational requirements of a public parking structure impose limitations on traditional building articulation strategies commonly associated with occupied mixed-use buildings, the project incorporates alternative architectural responses intended to create visual interest, improve façade variation, and enhance the pedestrian experience without significantly reducing parking capacity or operational efficiency.

The project balances the functional requirements associated with public parking infrastructure with high-quality urban design strategies intended to support the visual character, economic vitality, and pedestrian-oriented environment of Downtown Scottsdale and Old Town.

General Plan Character & Design Element (Policy CD 4.1) and Old Town Scottsdale Urban Design & Architectural Guidelines (UDAG) – Parking Structures, Streetscape Design, Shading, and Stair Integration

Project Response:

The proposed Scottsdale NEQ Parking Structure has been designed to respond to the intent of General Plan Character & Design Element Policy CD 4.1 and the Old Town Scottsdale Urban Design & Architectural Guidelines (UDAG) by incorporating pedestrian-oriented streetscape improvements, architectural shading elements, integrated landscape features, and articulated architectural components intended to enhance the urban environment and improve the pedestrian experience adjacent to the project.

The project provides shaded sidewalks in conformance with the requirements of Zoning Ordinance Section 5.3006.J and the Old Town Scottsdale Urban Design & Architectural Guidelines (UDAG) through a combination of landscape and architectural shading elements integrated throughout the site design.

Trees with large canopy coverage at full maturity, consistent with the approved landscape palette, are proposed along both E. 6th Avenue and Stetson Drive to enhance pedestrian comfort and provide shaded sidewalk areas. These landscape improvements are intended to reinforce the pedestrian-oriented character of the downtown streetscape while contributing to shade coverage, visual enhancement, and overall streetscape continuity.

Due to the orientation of the building, additional shading opportunities are provided along the south-facing elevation adjacent to E. 6th Avenue through architectural shade projections and canopy elements designed in response to the Urban Design & Architectural Guidelines. These architectural features contribute additional pedestrian shading opportunities while also reinforcing the architectural character, scale, and visual articulation of the parking structure.

Along Stetson Drive, which faces north, architectural shade projections would not significantly improve or increase sidewalk shading due to the orientation of the building and solar exposure conditions. In this area, the proposed canopy trees, integrated landscape planters, and streetscape enhancements provide pedestrian comfort, visual buffering, and a human-scaled streetscape environment along the sidewalk corridor.

The project also incorporates stair tower elements as integrated architectural features of the building design. The stairways are intentionally designed as open stair elements in response to public comments, City staff input, Urban Design & Architectural Guideline recommendations, and security considerations associated with public parking structures. The open stair concept improves visibility, passive surveillance, and user comfort while contributing to a more transparent and visually integrated architectural expression.

The open stair tower design was presented during the public outreach process together with the original enclosed stair concept as part of alternative design options evaluated by the public and City representatives. The open stair concept received favorable public feedback and was supported by the City Manager and City staff as a preferred approach that better responds to the urban design goals, pedestrian experience objectives, and safety considerations associated with the project.

The stair towers are further articulated through architectural screening systems, integrated lighting features, vertical design elements, and landscape integration intended to create visual interest, reduce the perceived scale of the structure, and contribute positively to the overall urban character of Downtown Scottsdale and the Old Town Entertainment District.

General Plan Character & Culture Element (Goal ACC 3) and the OTSCAP Arts and Culture Chapter

The proposed project supports the intent of the Scottsdale General Plan Character & Culture Element Goal ACC 3, the Old Town Scottsdale Character Area Plan Arts and Culture Chapter Goal AC 2, and the Cultural Improvements requirements of Zoning Ordinance Section 6.1309 by incorporating integrated public art elements as part of the overall parking structure design and placemaking strategy.

The project includes the incorporation of public art elements integrated into the parking structure architecture, intended to contribute to the visual identity and pedestrian experience of Downtown Scottsdale and the Entertainment District. At this stage of the design process, the artwork program is anticipated to consist of exterior-mounted artwork integrated into portions of the building envelope and/or architectural screening panel systems. Potential artwork locations are being evaluated along prominent street-facing elevations and pedestrian-oriented areas where the installation can enhance the urban environment and contribute to the project's architectural character.

The specific artwork design, artist selection, scale, and final installation concepts are currently under development through the project's public art selection process. The project advisory board has approved finalist artists, and the artist selection process is ongoing. Once an artist is selected, the art team will coordinate with the project design team to integrate the artwork into the structure in a manner consistent with the project architecture, lighting design, and overall urban context.

As part of the Design Review process, the project is identifying potential artwork locations and integrated lighting opportunities where applicable. The artwork is anticipated to be incorporated as a permanent feature of the project and will contribute to the overall placemaking, pedestrian experience, and architectural identity of the structure. Final artwork design, content, and approval are anticipated to continue through the established public art review and advisory process coordinated separately from the rezoning entitlement review.

Summary of Project Response to Applicable General Plan, OTSCAP, and PBD Overlay Criteria

The proposed Scottsdale NEQ Parking Structure has been designed to support the goals, policies, and design objectives established within the Scottsdale General Plan 2035, the Old Town Scottsdale Character Area Plan (OTSCAP), the Old Town Scottsdale Urban Design & Architectural Guidelines (UDAG), and the Planned Block Development (PBD) Overlay District criteria.

The project responds to the cited goals and policies through the following key planning, urban design, mobility, and placemaking strategies:

- Provides centralized structured public parking supporting Downtown Scottsdale and the Old Town Entertainment District.
- Supports the continued economic vitality of surrounding businesses, restaurants, entertainment venues, hospitality uses, and civic destinations.
- Reinforces a walkable "park once" environment consistent with Downtown and Old Town mobility objectives.

- Promotes efficient urban land use by consolidating parking demand within a structured facility rather than dispersed surface parking lots.
- Enhances pedestrian connectivity and accessibility between surrounding destinations within the downtown core.
- Incorporates pedestrian-oriented streetscape improvements including enhanced sidewalks, landscape planters, pedestrian access points, and integrated lighting features.
- Provides shaded sidewalks in conformance with Zoning Ordinance Section 5.3006.J and the Old Town Scottsdale Urban Design & Architectural Guidelines through a combination of:
 - Large canopy shade trees
 - Integrated landscape elements
 - Architectural shade projections and canopies along south-facing frontages
- Incorporates architectural screening systems intended to reduce the visual impact commonly associated with open parking structures.
- Utilizes integrated architectural lighting, articulated vertical elements, and coordinated material selections to improve the visual quality and identity of the structure.
- Incorporates open stair tower elements designed in response to:
 - Public outreach comments
 - City staff and City Manager input
 - UDAG design recommendations
 - Public safety and passive surveillance considerations
- Supports the public realm and urban character of Downtown Scottsdale through context sensitive architectural and streetscape design strategies.
- Balances the operational and functional requirements of a public parking structure with high-quality urban design and pedestrian-oriented architectural responses.
- Recognizes that traditional building articulation approaches associated with occupied mixed-use buildings are limited due to parking structure operational requirements, while implementing alternative architectural strategies to create visual interest and façade variation.
- Supports OTSCAP Goal LU 4 and PBD Overlay District objectives by providing public infrastructure that enhances mobility, accessibility, connectivity, and long-term downtown functionality.
- Supports General Plan Character & Culture Element Goal ACC 3 and OTSCAP Arts & Culture Goal AC 2 through the integration of a public art component coordinated through the City of Scottsdale public art selection process.
- Identifies potential public art integration locations including stair towers and elevator shaft elements to reinforce placemaking and contribute to the cultural identity of Old Town Scottsdale.
- Continues to support community involvement and public communication efforts through ongoing City coordination, stakeholder meetings, and publicly accessible project information resources.

Overall, the project is intended to function as both critical public parking infrastructure and an integrated urban design component that supports the long-term vitality, accessibility, walkability, placemaking objectives, and character of Downtown Scottsdale and the Old Town Entertainment District.

NEQ PARKING STRUCTURE

Property Development Standards

A. Lot area.

1. Each lot within the Development Plan shall have a minimum lot area of not less than thirteen thousand (13,000) square feet.

B. Lot dimensions.

1. Each lot within the Development Plan shall have a minimum lot width of thirty (30) feet.

C. Density.

1. Density of the Development Plan shall not exceed fifty (50) dwellings units per gross acre.

D. Gross floor area ratio (GFAR).

1. GFAR of the Development Plan shall not exceed 1.4. without an approved bonus.

E. Open space.

1. Minimum. None required.

F. Private outdoor living space.

1. All dwelling units shall include private outdoor living space adjoining the dwelling unit.
2. Each private outdoor living space shall be at least six (6) feet deep and sixty (60) square feet in area.

G. Building height.

1. Building height(s) shall not exceed eighty-four (84) feet.
2. Rooftop appurtenances and the screening thereof may extend above the maximum building height allowed herein, subject to the following requirements:
 - a. Rooftop appurtenances and the screening thereof shall not exceed the maximum building height allowed herein by more than six (6) feet.
 - b. Rooftop appurtenances and the screening thereof shall not cover more than twenty (20) percent of the rooftop area.
 - c. Rooftop appurtenances and the screening thereof shall be set back a minimum of fifteen (15) feet from all sides of the building.
3. The additional height regulations and exceptions of Article VII of the Scottsdale Zoning Ordinance shall not apply.

H. Building setbacks.

1. All buildings of the Development Plan shall be set back from E. Stetson Drive a minimum of twenty (20) feet. All buildings of the Development Plan shall be set back from E. 6th Avenue a minimum of twenty (20) feet. Exception: No building setback shall be required

from E. 6th Avenue at such time that the parking structure is expanded to span over the 6th Avenue right-of-way. The minimum setback is measured from the back of curb.

2. No building setback is required from common property lines or property lines adjoining alleys.
3. The additional setback (yard) provisions of Article VII of the Scottsdale Zoning Ordinance shall not apply.

I. *Building location.*

1. There shall be no building location requirements.
2. There shall be no prevailing setback requirements.

J. *Building setbacks.*

1. The building setback plane shall incline at a ratio of 2:1 beginning forty-five (45) feet above the minimum setback from a public street (except alleys) and all other property lines.

K. *Exceptions to building setback and building setback standards.*

1. Exceptions are permitted to the building setback and building setback standards for:
 - a. A maximum of five (5) feet for cornices, eaves, parapets, and fireplaces.
 - b. A maximum of seven (7) feet for canopies and other covers over windows, balconies, patios, and terraces.
 - c. Balcony walls and railings with a maximum inside height of forty-five (45) inches.
 - d. Uncovered terraces and patios at or below grade.
 - e. Covers directly above sidewalks, including galleries, arcades, uncovered balconies, uncovered patios, and uncovered terraces.
2. A maximum fifteen (15) feet exception to the building setback and building setback standards above the first floor are allowed for projections that:
 - a. Are less than fifty (50) percent of the length of the segment of the building façade where the projections occur; and
 - b. Are less than thirty-three (33) percent of the surface area of the segment of the building façade where the projections occur.
3. The following are exempt from the building setback and building setback standards:
 - a. Stairways, stairwells, and elevator shafts.
 - b. Architectural features associated with stairways, stairwells, and elevator shafts.
 - c. Mechanical equipment associated with stairways, stairwells, and elevator shafts, and the screening of mechanical equipment for stairways, stairwells, and elevator shafts.
4. Exceptions to building setback and building setback standards are not allowed:
 - a. To cross a property line; however, exceptions that encroach into a public street may be allowed, subject to the Scottsdale Revised Code.

- b. To increase the building height maximum.

L. *Shaded sidewalks.*

- 1. The property owner shall provide shaded sidewalks that conform to the Old Town Scottsdale Urban Design & Architectural Guidelines.

M. *Signs.*

- 1. The provisions of Article VIII of the Scottsdale Zoning Ordinance shall apply.

N. *Parking.*

- 1. The provisions of Article IX of the Scottsdale Zoning Ordinance shall apply, except as provided below.
- 2. Vehicle parking is prohibited within the building setbacks specified herein.
- 3. The underground portion of a parking structure may be built to the property line.
- 4. A development with dwelling units that is required to provide:
 - a. Fifty (50) to two hundred (200) parking spaces for the dwelling units shall provide at least ninety (90) percent of those parking spaces in a parking structure, podium parking, or tuck-under parking.
 - b. Two hundred one (201) or more parking spaces for the dwelling units shall provide at least ninety (90) percent of those parking spaces in a parking structure, excluding podium parking and tuck-under parking.

O. *Landscaping.*

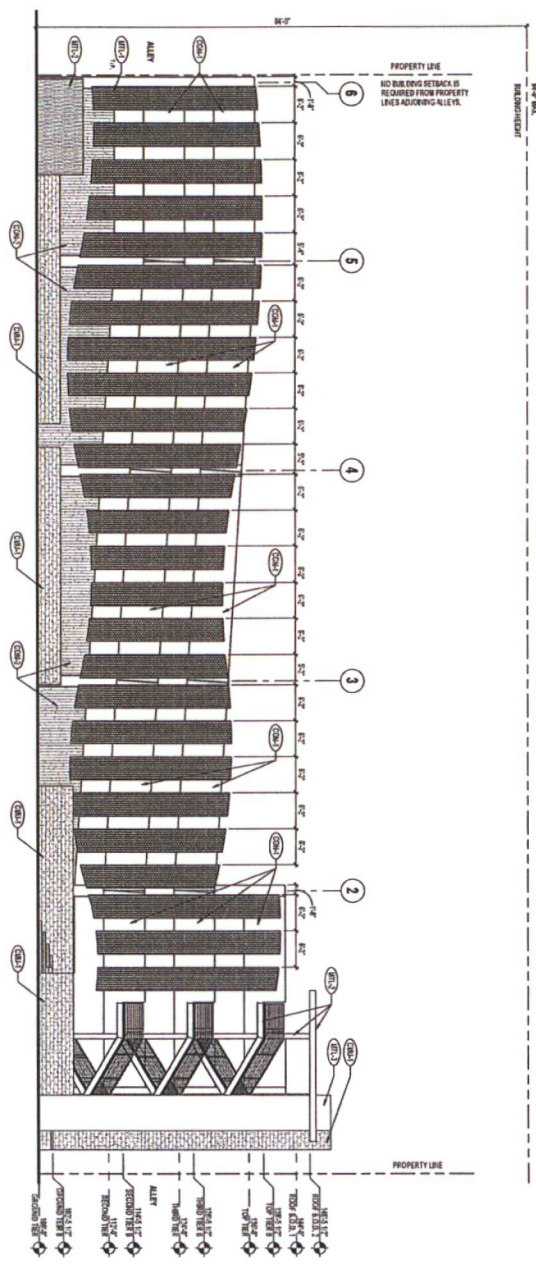
- 1. The provisions of Article X of the Scottsdale Zoning Ordinance shall apply.

P. *Screening.*

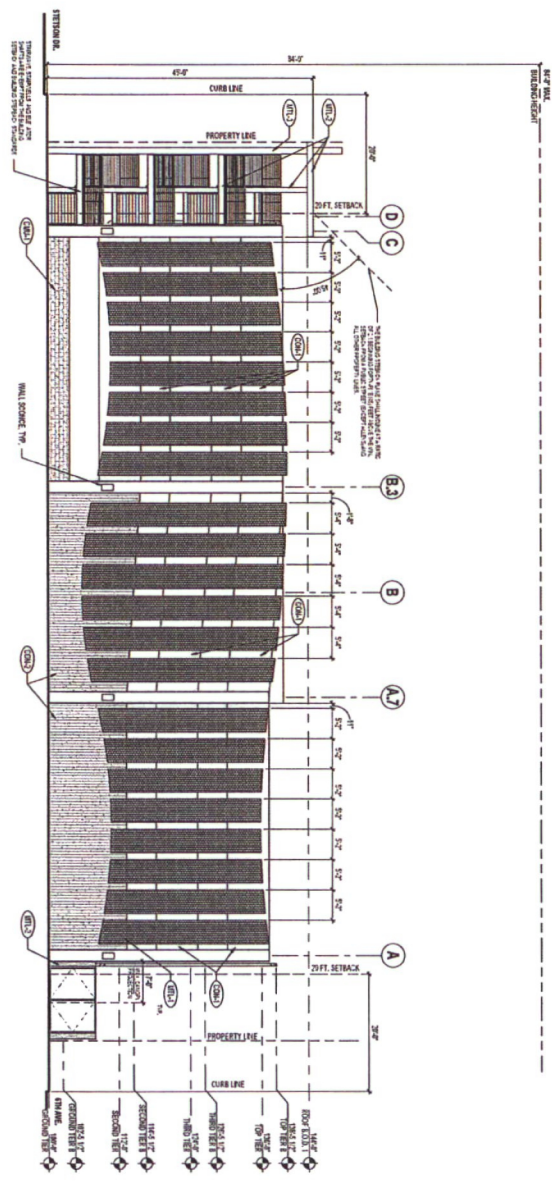
- 1. All operations, storage, and refuse areas shall be within a completely enclosed building or within an area contained by a wall or fence at least six (6) feet in height.
- 2. Other requirements and exceptions are as specified in Article VII and Article X of the Scottsdale Zoning Ordinance.

Q. *Walls, fences, and hedges.*

- 1. Within the setback adjacent to a public street (except alleys), walls, fences, and hedges shall not exceed a height of six (6) feet.



1 EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"



2 EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

Resolution No. 13704
Exhibit 1

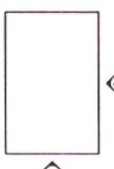
GENERAL NOTES (ELEVATIONS):

1. ALL DIMENSIONS ARE SHOWN UNLESS OTHERWISE NOTED.
2. FINISH GRADE SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
3. ALL MATERIALS SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
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FINISH SCHEDULE - EXTERIOR

NO.	DESCRIPTION	FINISH
001	CONCRETE	100
002	PAVING	100
003	WALL	100
004	CEILING	100
005	FLOOR	100
006	ROOF	100
007	MECHANICAL	100
008	ELECTRICAL	100
009	PLUMBING	100
010	MECHANICAL	100
011	ELECTRICAL	100
012	PLUMBING	100
013	MECHANICAL	100
014	ELECTRICAL	100
015	PLUMBING	100

KEY PLAN



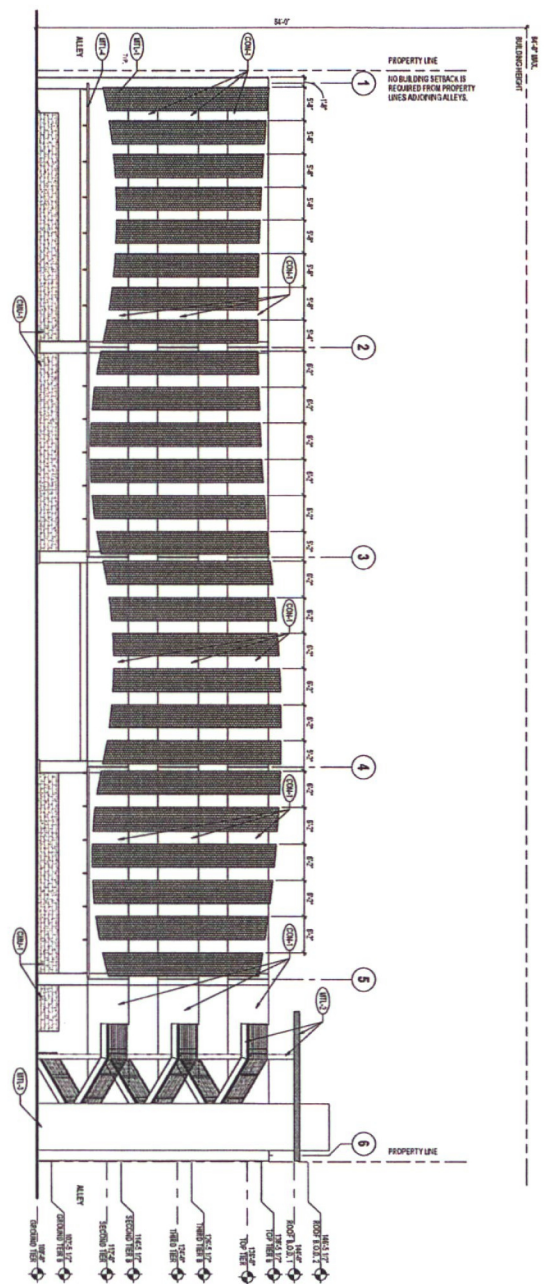
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7375 EAST STETSON DRIVE
SCOTTSDALE, ARIZONA 85251

PRELIMINARY NOT FOR CONSTRUCTION

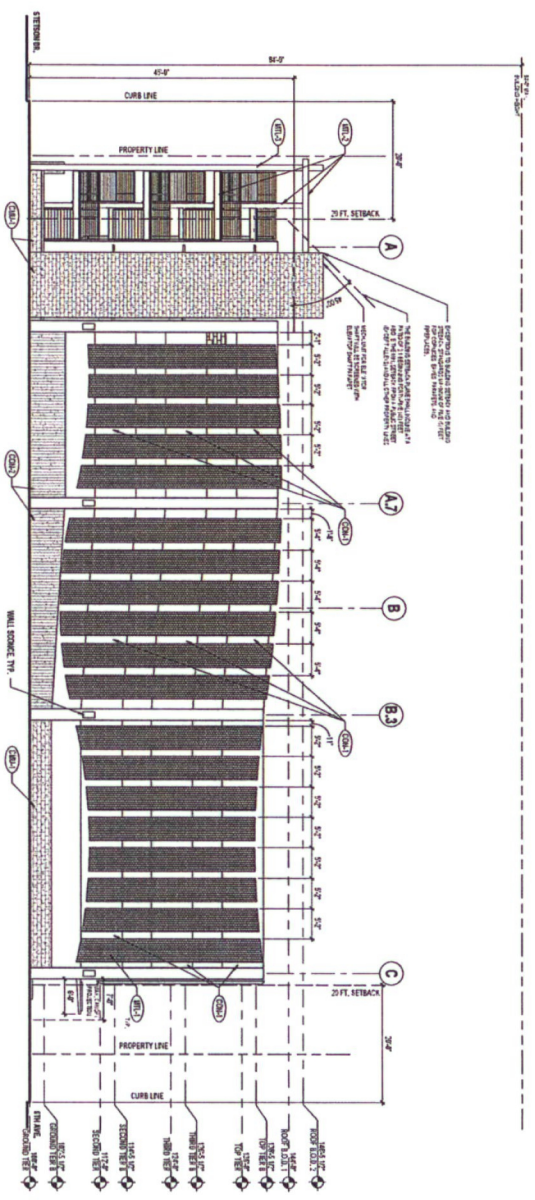
Arizona Valley Architects
1000 North Central Expressway
Suite 100
Scottsdale, AZ 85261
Tel: 480.344.1111
Fax: 480.344.1112

PROJECT NO.: 2024.101
DESIGNED BY: SCOTTSDALE NEQ
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 10/20/24

SHEET NUMBER: **AA.1**



1 EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"



2 EXTERIOR ELEVATION - WEST
1/8" = 1'-0"

Resolution No. 13704
Exhibit 1
Page 24 of 31



KEY PLAN

GENERAL NOTES (ELEVATIONS):

- A. VISUAL IMPACT OF HAZARDOUS WEATHERS AND DAMAGE TO THE OVERALL APPEARANCE OF THE BUILDING SHALL BE MAINTAINED.
- B. ALL MATERIALS AND FINISHES SHALL BE APPROVED BY THE ARCHITECT AND SHALL BE IDENTIFIED IN THE FINISH SCHEDULE AND SPECIFICATIONS TO THE CONTRACT DOCUMENTS.
- C. ALL MATERIALS AND FINISHES SHALL BE IDENTIFIED IN THE FINISH SCHEDULE AND SPECIFICATIONS TO THE CONTRACT DOCUMENTS.
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FINISH SCHEDULE - EXTERIOR

NO.	DESCRIPTION	FINISH	PRODUCT
001	CONCRETE	180	CONCRETE
002	ROOF FLASHING	180	ROOF FLASHING
003	ROOF TEXTURE	180	ROOF TEXTURE
004	ROOF FLASHING	180	ROOF FLASHING
005	ROOF FLASHING	180	ROOF FLASHING
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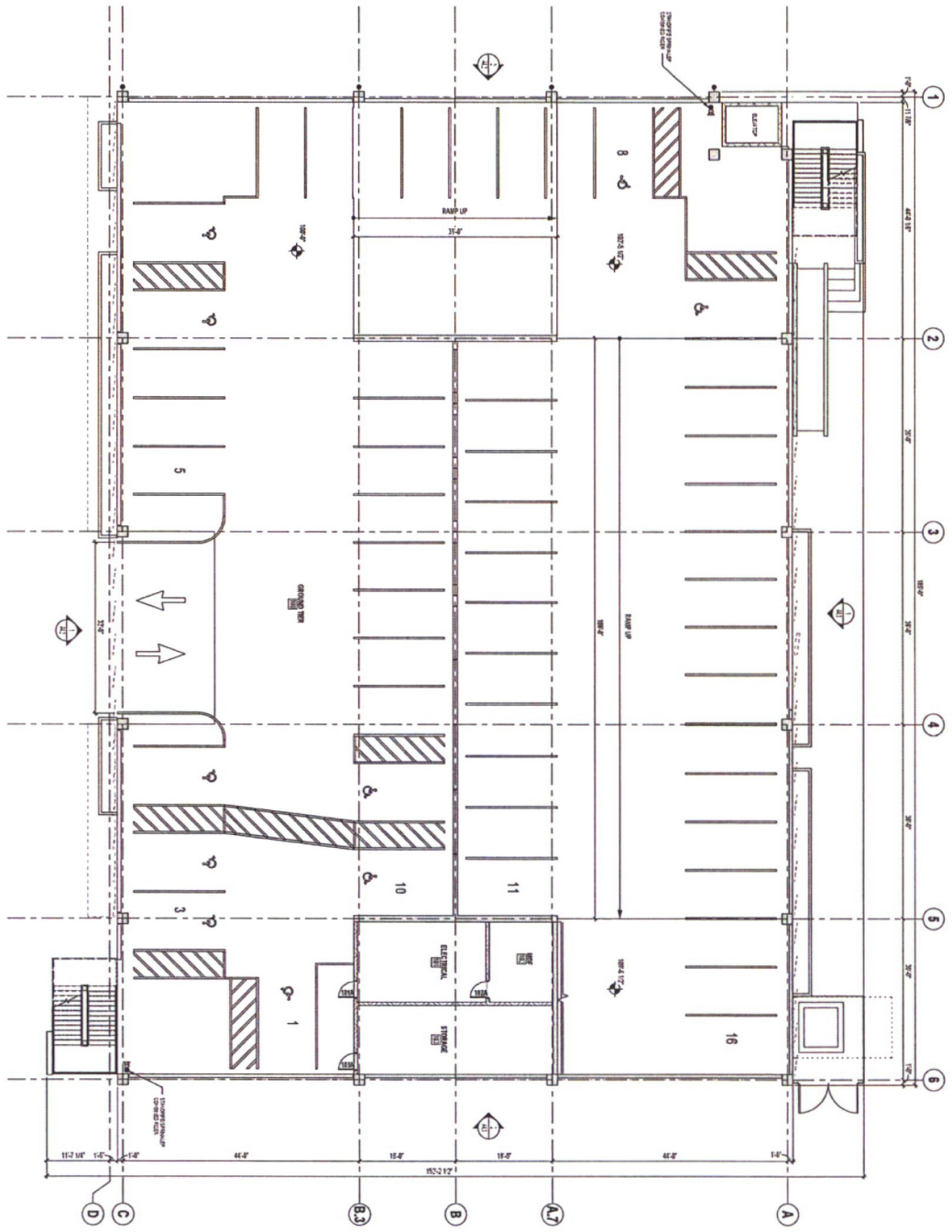
SCOTTSDALE NEQ PARKING STRUCTURE
7375 EAST STETSON DRIVE
SCOTTSDALE, ARIZONA 85251

PRELIMINARY NOT FOR CONSTRUCTION



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2	ISSUED FOR CONSTRUCTION	11/15/18
3	ISSUED FOR AS-BUILT	12/15/18

PROJECT NO. _____
DATE _____
DRAWN BY _____
CHECKED BY _____
APPROVED BY _____
SHEET TITLE: SCOTTSDALE NEQ PARKING STRUCTURE ARCHITECTURAL FINISHES EXTERIOR ELEVATIONS
SHEET NUMBER: A4.2
REVISIONS



Resolution No. 13704
Exhibit 1
Page 28 of 31

1 OVERALL PLAN - GROUND TIER
1/8" = 1'-0"

GENERAL NOTES (FLOOR PLAN):
 A. THE OWNER HAS REVIEWED THIS DRAWING AND APPROVES THE CONSTRUCTION OF THE PROJECT.
 B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.
 C. REFER TO THE PROJECT MANUAL FOR INFORMATION ON MATERIALS, METHODS, AND CONSTRUCTION.
 D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES.

LEGEND (FLOOR PLAN):
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SCOTTSDALE NEQ PARKING STRUCTURE
7375 EAST STETSON DRIVE
SCOTTSDALE, ARIZONA 85251

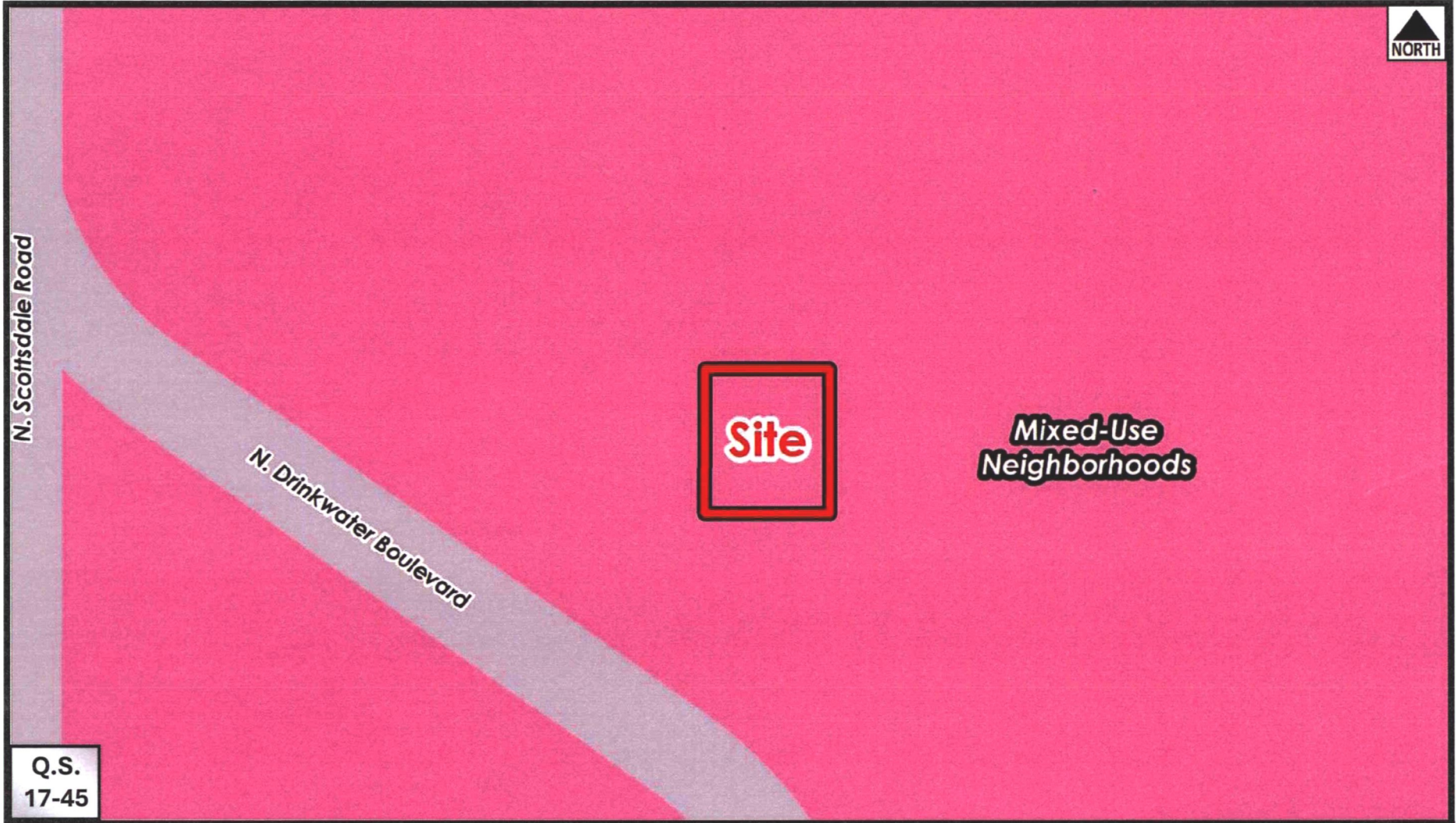
PRELIMINARY NOT FOR CONSTRUCTION

Architect: [Name]
1234 Main Street
Phoenix, AZ 85001
Phone: (602) 123-4567
Fax: (602) 123-4568
A National License Holder

REVISIONS

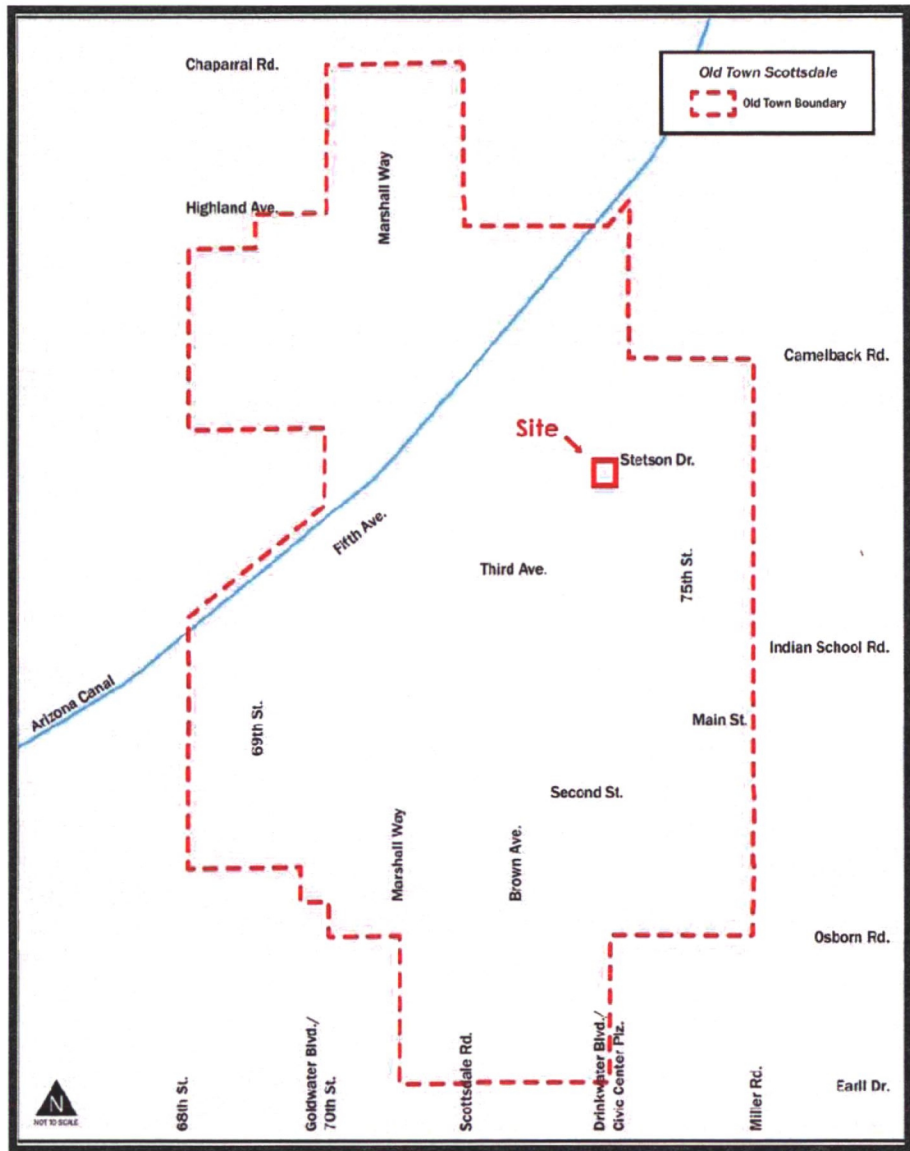
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DATE: 02/15/18
DESIGNED BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]
SHEET TITLE: SCOTTSDALE NEQ ARCHITECTURAL GROUND TIER
SHEET NUMBER: A2.4



Existing General Plan 2035 Future Land Use Map
+/- 1.05-acres of Mixed-Use Neighborhoods

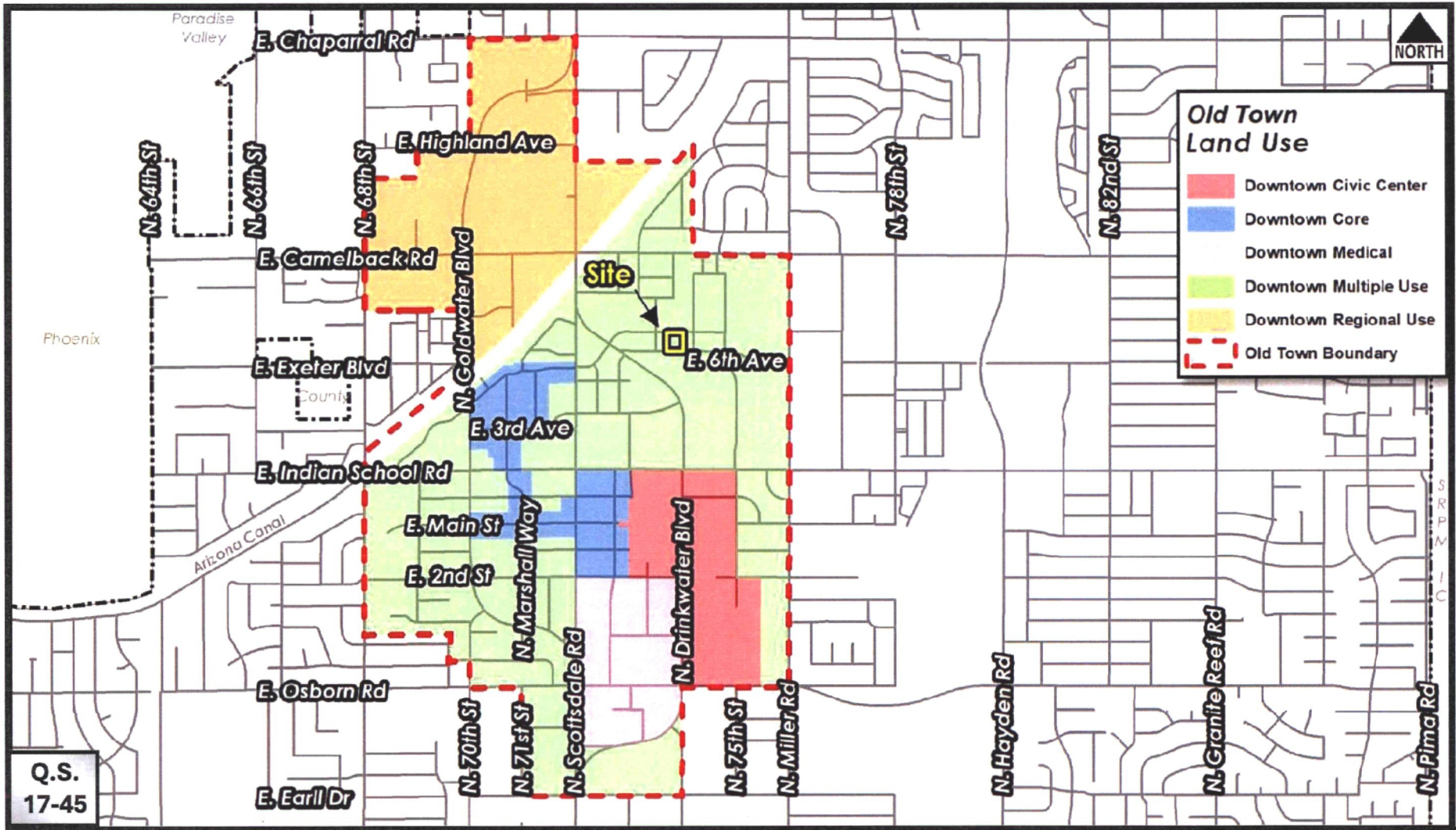
ZN-0004-2026



Old Town Character Area

ZN-0004-2026

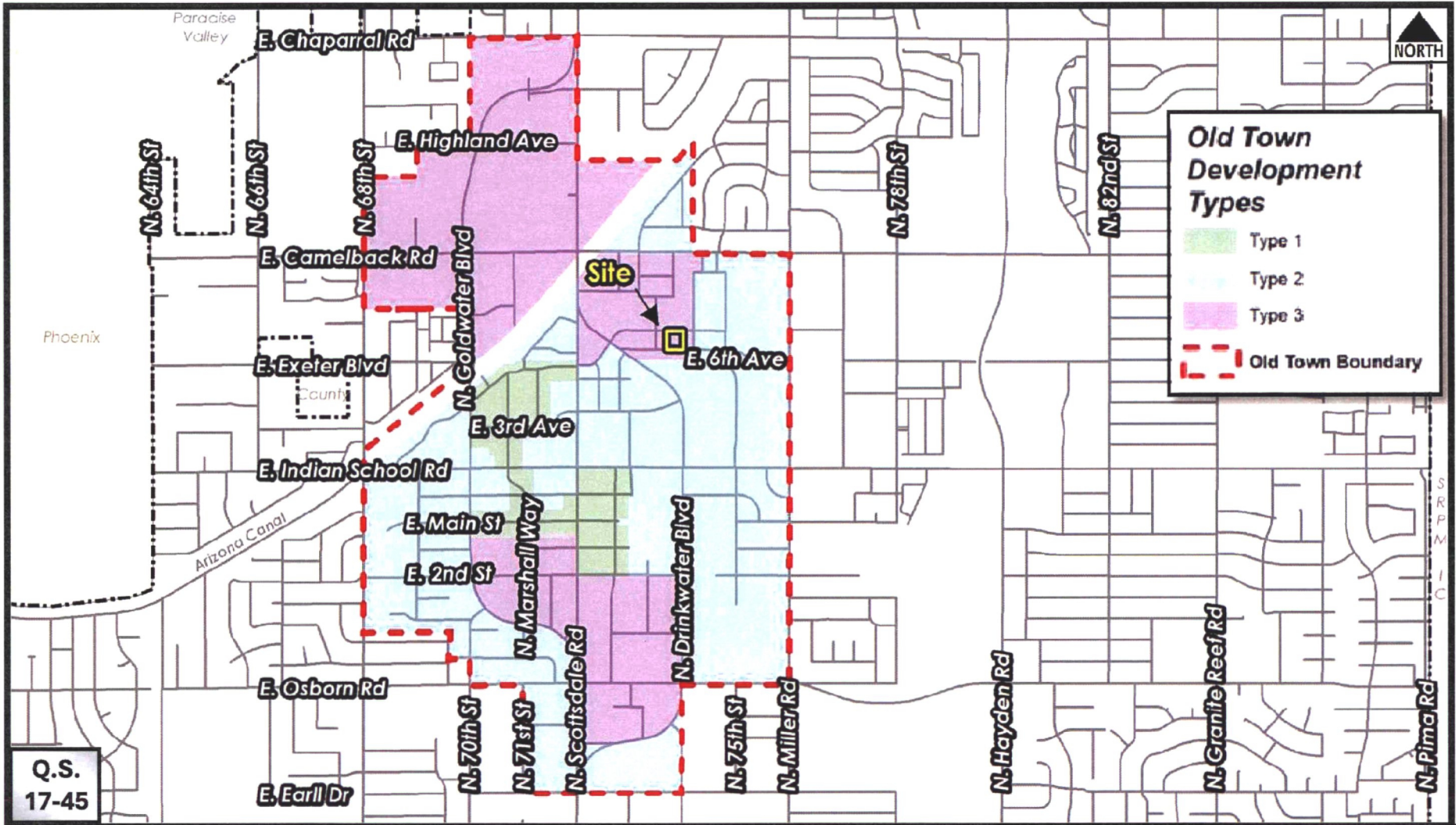
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Q.S.
17-45

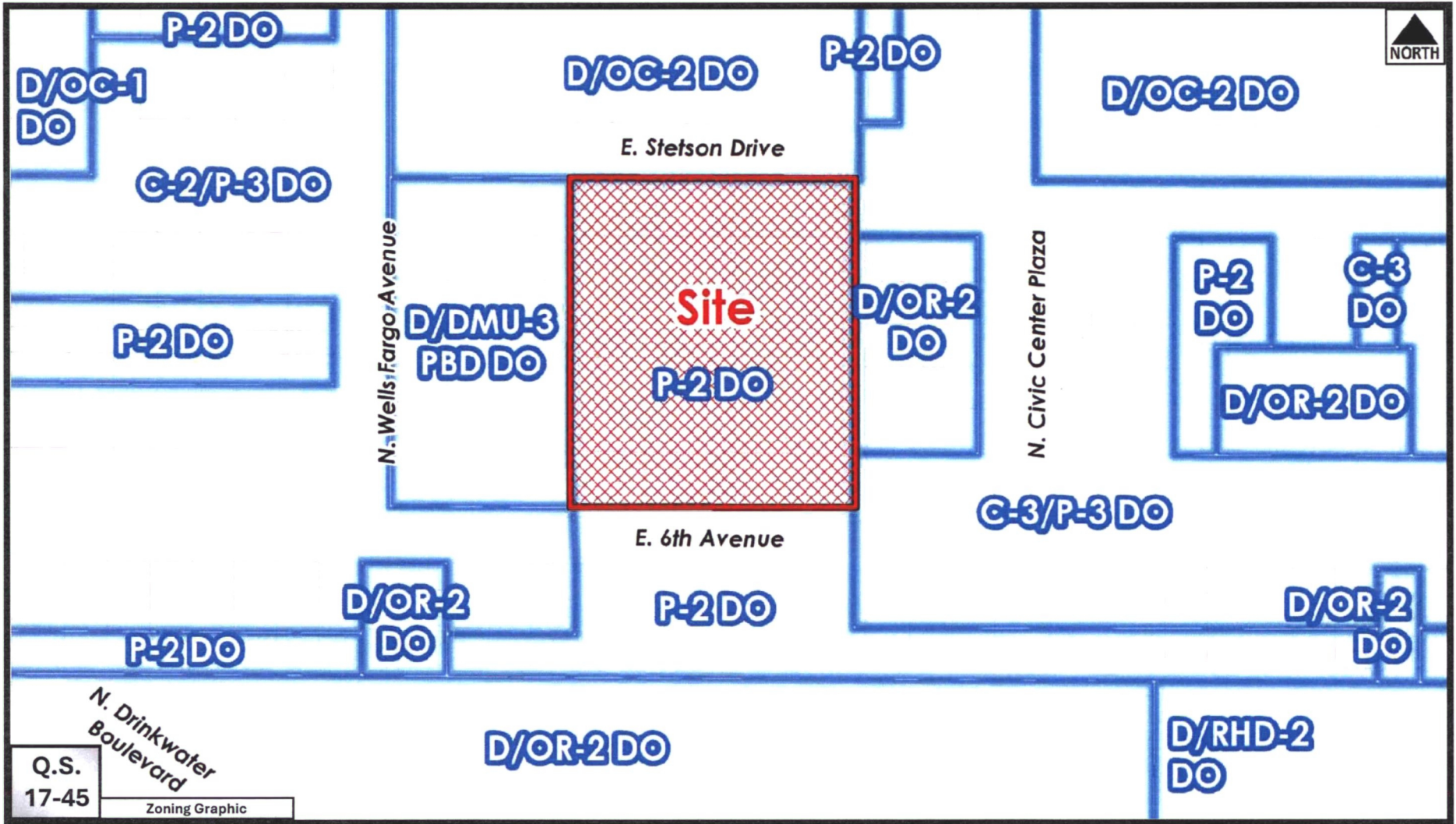
Old Town Land Use

ZN-0004-2026



Old Town Future Development Types

ZN-0004-2026



Existing Zoning

ZN-0004-2026

SCOTTSDALE NE QUADRANT PARKING GARAGE

Preliminary Traffic Impact and Mitigation Analysis

Prepared For: City of Scottsdale

May 5, 2026

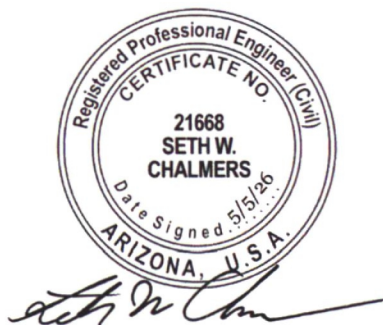


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I. EXECUTIVE SUMMARY AND INTRODUCTION

A. Purpose of Report

This report focuses on the preliminary traffic analysis for a new proposed northeast quadrant parking garage and surface lot in Scottsdale, Arizona. For the purposes of this report, it is assumed the completion year is 2027. The driveway allowing access to garage as well as four adjacent intersections are analyzed as a part of this report based on coordination with the City of Scottsdale's (City) traffic team. This study evaluates the capacity for each intersection and the parking garage access.

B. Executive Summary

Site Location and Study Area

The project site is located on the south side of Stetson Drive between Wells Fargo Avenue and Civic Center Plaza with a small portion located in the existing parking lot south of 6th Avenue. The study area includes the following intersections:

- Stetson Drive & Wells Fargo Avenue
- Stetson Drive & Civic Center Plaza
- 6th Avenue & Wells Fargo Avenue
- 6th Avenue & Civic Center Plaza

Additionally, per discussion with the City's traffic team, there are existing concerns related to traffic along Stetson Drive between Wells Fargo Avenue and Civic Center Plaza due to rideshare pick-up and drop-offs as well as general traffic for the clubs and bars north and east of the project area late at night and early in the morning. The traffic data was therefore collected from 8:00pm to 10:00pm and again from 1:00am to 3:00am on a Saturday evening. The City also indicated concern regarding potential for traffic back-ups along Stetson that traditional traffic data collection methods would not pick up during these peak times. Therefore, video footage was collected along Stetson for review to determine if traffic is at a standstill during peak times for general traffic as well as pick-up and drop-off traffic from the bars and clubs in the area.

Development Description

The proposed project includes a multi-story parking garage to be located over the existing lot between Stetson Drive and 6th Avenue with the addition of surface level parking in the existing parking lot south of 6th Avenue as well as changes to the on-street parking along 6th Avenue. Based on several findings, notably findings from the existing traffic data collection and video footage along Stetson, the decision was made to provide access to the garage from 6th Avenue to reduce interaction with the significant number of pedestrians crossing Stetson along the site frontage and within the vicinity of the project.

With access to the garage from 6th Avenue, the street parking will be reduced to about 17 parking spaces on either side of 6th Avenue along the project frontage. The lot south of 6th Avenue will continue to provide 33 parking spaces. The parking garage will provide about 232 parking spaces. Compared to the current number of parking spaces available, the new proposed parking will increase by about 155 parking spaces. The proposed site plan can be found in **Appendix A**.

Principal Findings

The proposed site access for the new parking garage operates at an acceptable level of service during both peak hours analyzed with the egress traffic stop controlled and 6th Avenue traffic remaining free flowing. Per the parameters of this study it appears that the parking garage project does not have a significant impact for traffic for the intersections studied as a part of this traffic study. The delays may increase during the

1:45am peak hour for Civic Center Plaza and 6th Avenue as well as 9:00pm for Wells Fargo Avenue and 6th Avenue.

Recommendations

The pedestrian crossing observations along Stetson Drive indicate that another pedestrian crossing that increases visibility of pedestrians would be desirable - adjacent to the alleyway connection to Stetson Drive. The parking garage will likely increase the demand of pedestrians crossings at this location in addition to the demand of pedestrians crossing at Civic Center Plaza and Wells Fargo Avenue intersections with Stetson Drive.

The increase in traffic anticipated at 6th Avenue and Wells Fargo Avenue as well as 6th Avenue and Civic Center Plaza will likely increase the delay enough to cross the threshold for a level of Service E for the southbound approach for the two intersections. Converting the intersections to all-way stop control would help mitigate this undesirable level of service for each intersection. It is recommended that the City consider conducting a daytime evaluation of the potential impacts to daytime traffic prior to making the decision to implement this traffic control change.

There is also significant pedestrian crossing demand at Stetson Drive & Civic Center Parkway and vehicle turning movements are currently experiencing significant delays at the intersection for the northbound and southbound approaches. This is anticipated to continue with the new parking garage. It is therefore recommended to provide all-way stop control at this intersection as well. This will benefit both the pedestrians by providing north/south crosswalks at the intersection and it will also benefit vehicular delay at the intersection. This study focuses on the “nightlife” traffic in the area when heavy pedestrian traffic occurs, therefore it is recommended that the City consider conducting a daytime analysis to confirm all-way stop control will not have a significant impact on daytime traffic in the area. It is notable that there is already an all-way stop at Stetson and Well Fargo intersection. So, with that in mind it might be time to consider a network of all-way stops at all of these intersections and throughout downtown that has similar traffic characteristics, especially when it comes to high pedestrian crossing demand, especially at night.

For vehicular circulation in and around the parking garage, it is recommended to provide signage and pavement markings to indicate the direction of travel to vehicular traffic. It might also be desirable to evaluate traffic calming features in and round the garage entrances and exits and anywhere pedestrians may be crossing or interacting with vehicle traffic. It is recommended to provide signage for the alleyways that indicate the alleyways are one-way at the entry points and provide “wrong way” signage at the exit points. It is also recommended to provide stop signs at the alleyway exit points as well as the garage exit.

It is also recommended for wayfinding options be evaluated as a part of the signing and marking plans to indicate the location of the parking garage to vehicles looking for traffic and pedestrians returning to their vehicle in the parking garage. It is also recommended that the City, sometime in the future, consider evaluating the feasibility of implementing additional traffic calming features in the entire downtown that might include raised crosswalks (both at intersections and midblock), raised intersections, and other speed limiting physical features that will help reinforce and maintain pedestrian or vulnerable road user (VRU) friendly environment.

II. PROPOSED DEVELOPMENT

A. Description of on-site Development

Land Use and Intensity

The proposed project includes a multi-story parking garage with the addition of surface level parking in the existing parking lot south of 6th Avenue as well as changes to the on-street parking along 6th Avenue. Based on several findings, notably findings from the existing traffic data collection and video footage along

Stetson, the decision was made to provide access to the garage from 6th Avenue to reduce interaction with the significant number of pedestrians crossing Stetson along the site frontage and within the vicinity of the project.

With access to the garage from 6th Avenue, the street parking will be reduced to about 15 parking spaces on either side of 6th Avenue along the project frontage. The lot south of 6th Avenue will continue to provide 33 parking spaces. The parking garage will provide up to 232 parking spaces. Compared to the current number of parking spaces available, the new proposed parking will increase by about 155 parking spaces. The alleyway west of the parking garage will be reconfigured to provide 11 angled parking spaces and the alleyway east of the parking garage will continue to provide access to the parking spaces available in the west alleyway.

Location

The study area is located in Scottsdale, Arizona. The site is located on the existing parking lot between Stetson Drive and 6th Avenue as well as the existing parking lot south of 6th Avenue between Wells Fargo Avenue and Civic Center Plaza. This location is shown in **Figure 1**.

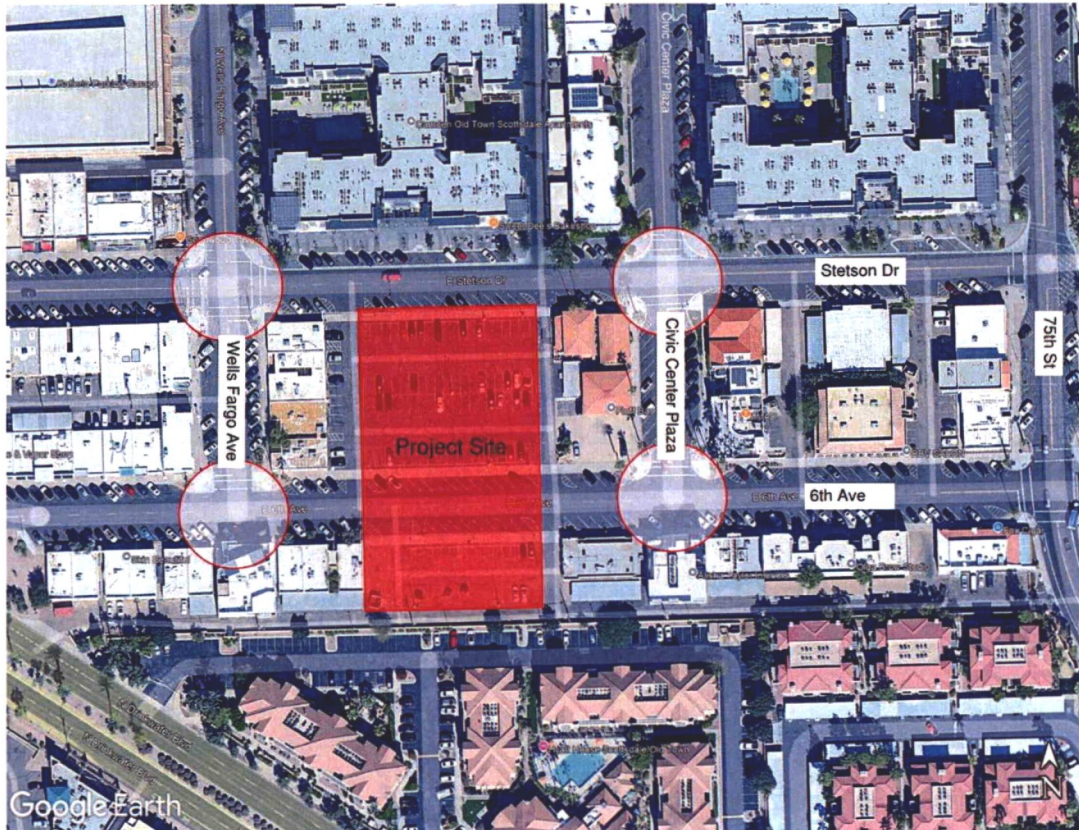


Figure 1 – Vicinity Map

Zoning

The study area is currently zoned as P-2 DO for vehicle parking within the downtown area.

Phasing and Timing

The proposed project is currently anticipated to be built as a single phase. The assumed opening year for the purposes of this report is 2027, however, this is subject to change.

Refer to **Appendix D** for site plan.

III. AREA CONDITIONS

A. Study Area

Area of Influence and Area of Significant Traffic Impact

The study area is located in Scottsdale, Arizona and this study focuses on the driveways allowing access to the site and the surrounding intersections as shown in **Figure 1**.

B. Study Area Land Use

Existing Land Uses and Zoning

The study area is currently used as a surface parking lot and is currently zoned P-2 DO. The parking usage will remain for the lot with an increased number of parking spaces due to the conversion to a parking garage.

Trip Generation for Existing Land Use (if applicable)

It is anticipated that the current parking lot generates about 72 ingress trips and 72-egress trips within a peak hour based on the higher turnover rate and existing number of parking spaces during the peak times.

Anticipated Future Development

There is some construction in the area for new development, however, at the time of this report, additional future developments are unknown.

C. Site Accessibility

Existing and Future Area Roadway System

Roadway Segments

Stetson Drive is a local street within the vicinity of the project with a single vehicle travel lane in each direction with a posted speed limit of 25 mph. There is curb, gutter, sidewalk and angled street parking along both sides of Stetson within the project vicinity.

6th Avenue is a local street within the vicinity of the project with a single vehicle travel lane in each direction. There is curb, gutter, sidewalk and angled street parking along both sides of 6th Avenue within the project vicinity.

Wells Fargo Avenue is a local street within the vicinity of the project with a single vehicle travel lane in each direction. There is curb, gutter, sidewalk and angled street parking along both sides of the road within the project vicinity.

Civic Center Plaza is a local street within the vicinity of the project with a single vehicle travel lane in each direction. There is curb, gutter, sidewalk and angled street parking along both sides of the road within the project vicinity.

Intersections

Stetson Drive & Wells Fargo Avenue is a four-leg all-way stop intersection with a single lane stop control for all four approaches. Crosswalks are provided for crossing all four legs of the intersection.

Stetson Drive & Civic Center Plaza is a four-leg intersection with a single approach lane for all four approaches. The northbound and southbound approaches are stop controlled while the eastbound and westbound traffic is free flowing. Crosswalks are provided for the north and south legs of the intersection.

6th Street & Wells Fargo is a three-leg intersection with a single approach lane for all three approaches. The southbound approach is stop-controlled while the eastbound and westbound traffic is free flowing. A crosswalk is provided for the north leg of the intersection.

6th Street & Civic Center Plaza is a three-leg intersection with a single approach lane for all three approaches. The southbound approach is stop-controlled while the eastbound and westbound traffic is free flowing. A crosswalk is provided for the north leg of the intersection.

Traffic Volumes and Conditions

Existing traffic counts were collected on May 24th, 2025, that included peak hour intersection turning movement counts. As previously noted in the report, the peak hour data collected in this area is reflective of the peak traffic during the late evening and early mornings on a Saturday evening (8:00pm-10:00pm and 1:00am-3:00am) due to the proximity of the local bars and clubs. In this particular case, the data was collected on a holiday weekend when traffic is anticipated to be higher in this area during those times.

The turning movement counts were collected at the following locations:

- Stetson Drive & Wells Fargo Avenue
- Stetson Drive & Civic Center Plaza
- 6th Avenue & Wells Fargo Avenue
- 6th Avenue & Civic Center Plaza

The average peak hours between the two data collection time frames at the intersection was 9:00pm to 10:00pm and 1:45am to 2:45am. The vehicle and pedestrian traffic counts for these peak hours were used in the analysis within this report and are shown in **Figure 2**.

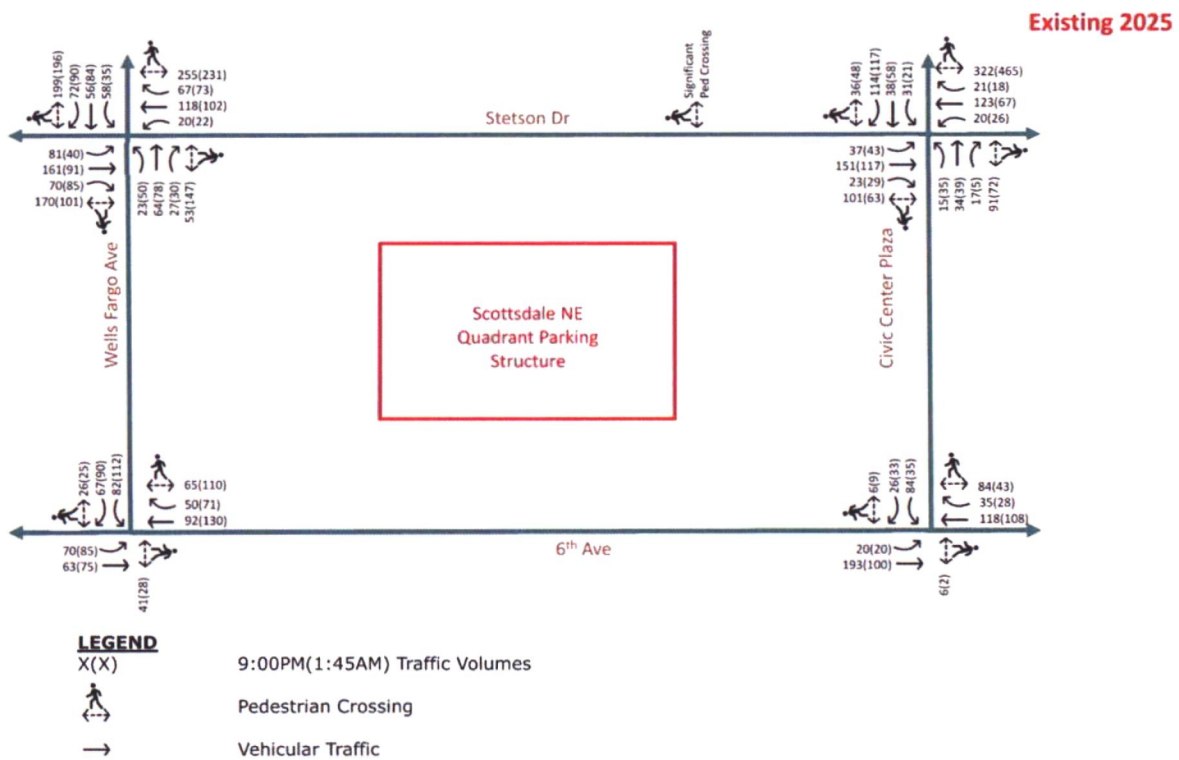


Figure 2 – Existing Traffic Counts

Video footage was also collected at each intersection as well as Stetson Drive directed towards the alleyway between Wells Fargo Avenue and Civic Center Plaza to provide additional insight into the behavior of vehicular traffic as well as pedestrians. The concern for this area is that traffic might be sitting at a standstill during the hours data was collected, which would simply show less traffic traveling through the intersection with traditional data collection methods. The video footage allowed for observations of potential traffic slowdowns. The video footage revealed that traffic does continually move through the area with a few vehicles queuing at times. It also revealed the significant number of pedestrians crossing Stetson Drive at the Alleyway location from the north to the existing parking lot on the south side of Stetson Drive where the new garage is proposed. Additionally, many pedestrians were not only observed crossing the streets at Stetson Drive & Wells Fargo Avenue as well as Stetson Drive & Civic Center Plaza, but pedestrians were also observed crossing diagonally through the intersections.

Review of Crash History

It is notable that in the past five years (2020-2024) there have been a number of pedestrian related crashes on Stetson Drive at or near the Well Fargo intersection all of which happened at night. Four crashes at the intersection, one of which was pedestrian related. Thankfully they were only possible injury or suspected minor injury. However, that does provide an indication of what the crash risks are, especially for pedestrians and other VRUs not only at this intersection, but all similar intersections in this area of downtown Scottsdale. At Stetson Drive and Civic Center there has been a total of five crashes in the last five years. One was a pedestrian-related crash and was reported as a possible injury at sunset. Crash data was obtained from Arizona Department of Transportation (ADOT) Arizona Crash Information System (ACIS).

Transit Service

There are currently no transit stops adjacent to the project site.

Existing Relevant Transportation System Management

It is important to note that both Stetson Drive provides full access to Drinkwater Boulevard west of the project site and ends at 75th Street east of the site. 6th Avenue provides right-in/right-out only access from/to Drinkwater Boulevard west of the project site, full access to 75th Street and ends at Miller Road to the east.

IV. PROJECTED TRAFFIC

A. Site Traffic

Trip Generation

The trip generation for this project was calculated based on the number of planned parking spaces in addition to observations made from the video footage as well as conversations with the City police department regarding the observed usage of the existing parking lot. The video footage revealed a consistent turnover of vehicles in the area for street parking and at the access points to the existing parking lot. Additionally, the City indicated that the existing parking lot is often used by rideshare drivers waiting to pick up passengers in the area. With this in mind and to be conservative with the trip generation, it was assumed that about 85% of the parking with the completion of the parking garage project would arrive and depart during a peak hour with an even distribution of ingress and egress traffic across the hour. This resulted in about 259 ingress and 259 egress trips for a total of 480 peak hour trips for the parking garage, alleyway parking, and surface lot.

Trip Distribution

The trip distribution was assessed based on the distribution of traffic to/from the current parking lot at the four intersections. This was calculated based on each peak hour. It is assumed that the general distribution of traffic in this area will remain the same with modifications to the turning movements at the intersections due to the access location change for parking.

Trip Assignment

The trip assignment was calculated for both the removal of assumed trip arrivals to the current parking lot as well as the anticipated trip assignment for the traffic traveling to the new parking garage access point from 6th Avenue. The existing trips needed to be accounted for to help remove duplicate traffic in the area that would now be traveling to the garage entrance. The removal of existing trips was estimated based on the existing distribution of traffic and was subtracted from the four intersections. The trip assignment was then calculated for the 240 ingress and 240 egress trips. The resulting trip assignment calculations are summarized in **Table 1**.

Table 1 – Trip Assignment

Intersection	Peak Hour	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Wells Fargo Ave & Stetson Dr	9:00 PM	0	-8	49	-1	-7	-4	20	24	-1	-3	19	0
	1:45 AM	0	-8	50	-1	-8	-6	32	31	-2	-3	25	0
Civic Center Plaza & Stetson Dr	9:00 PM	-4	-14	-2	36	-9	0	-1	15	28	0	34	-9
	1:45 AM	-4	-10	-2	29	-6	0	-3	17	26	0	40	-10
Wells Fargo Ave & 6th Ave	9:00 PM	0	20	0	0	36	45	0	0	0	68	0	0
	1:45 AM	0	22	0	0	53	63	0	0	0	75	0	0
Civic Center Plaza & 6th Ave	9:00 PM	43	76	0	0	39	0	0	0	0	0	0	68
	1:45 AM	43	47	0	0	35	0	0	0	0	0	0	68
Parking Garage Entrance & 6th Ave	9:00 PM	89	-20	0	0	-20	104	0	0	0	94	0	63
	1:45 AM	98	-23	0	0	-17	98	0	0	0	71	0	91

B. Background Traffic

Method of Projections

The existing traffic counts collected on May 24th, 2025 were increased by applying a 1% annual growth rate to account for slight growth or increased density within the surrounding area over a two year period. These values were used as the background data for this analysis.

Estimated Volumes

Figure 3 shows the calculated background traffic volumes used for the Opening Day (2027) analysis.

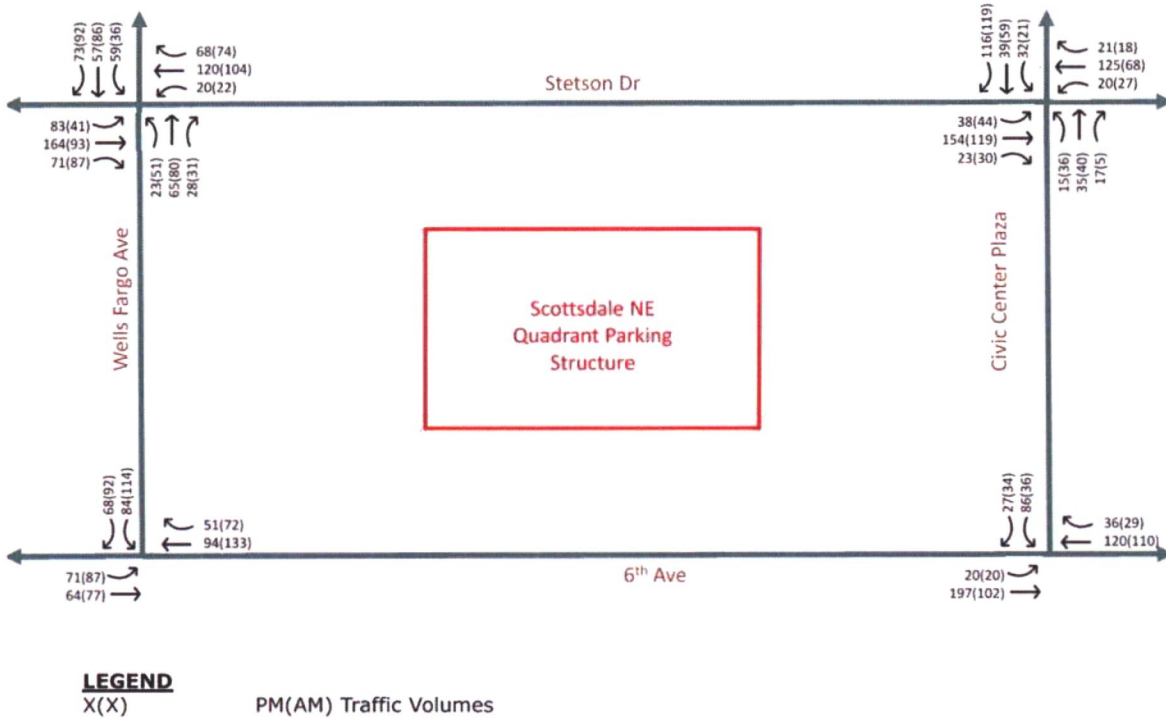
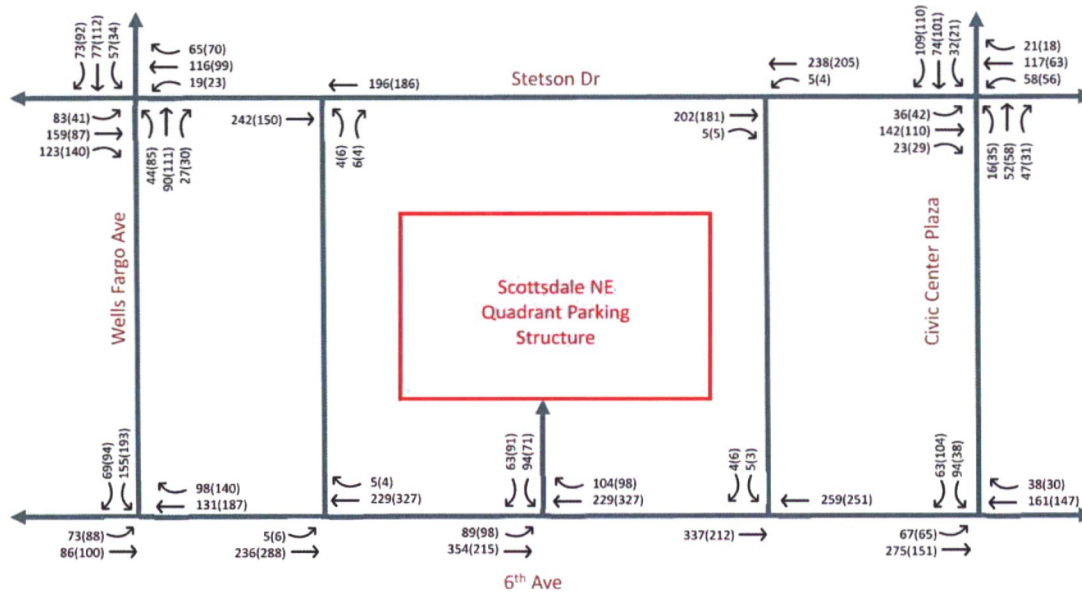


Figure 3 – Opening Day Background Traffic (2027)

C. Total Traffic (each horizon year)

The background traffic and anticipated site traffic for each horizon year were combined to calculate the total anticipated traffic for each year. Constructing the parking garage will keep the current alleys along the east and west side. The west alley will be a one-way northbound lane, while the east alley is a one-way southbound lane. **Figure 4** shows the anticipated total traffic for the Opening Day.



LEGEND
X(X)

9:00PM(1:45AM) Traffic Volumes

Figure 4 – Opening Day Total Traffic (2027)

V. TRAFFIC ANALYSIS

A. Site Access

The project site access for the parking garage and the surface lot will be from 6th Avenue. The alleyways on either side of the parking structure are anticipated to remain, however, they are not anticipated to be heavily used by parking garage traffic. The site plan provided in **Appendix A** shows the proposed access points for the parking garage and parking lot.

The site visibility was evaluated at the parking garage entry point. The sight triangles are included in **Appendix E**.

B. Capacity and Level of Service

The capacity analysis was conducted using Synchro 11 software. **Table 2** through **Table 4** summarize the level of service (LOS) results for the analyzed turning movements for existing traffic, background 2027 traffic and opening day traffic in 2027. Note that a level of service “E” or “F” is typically considered an undesirable level of service and require mitigations to bring the level of service back to a “D” or better.

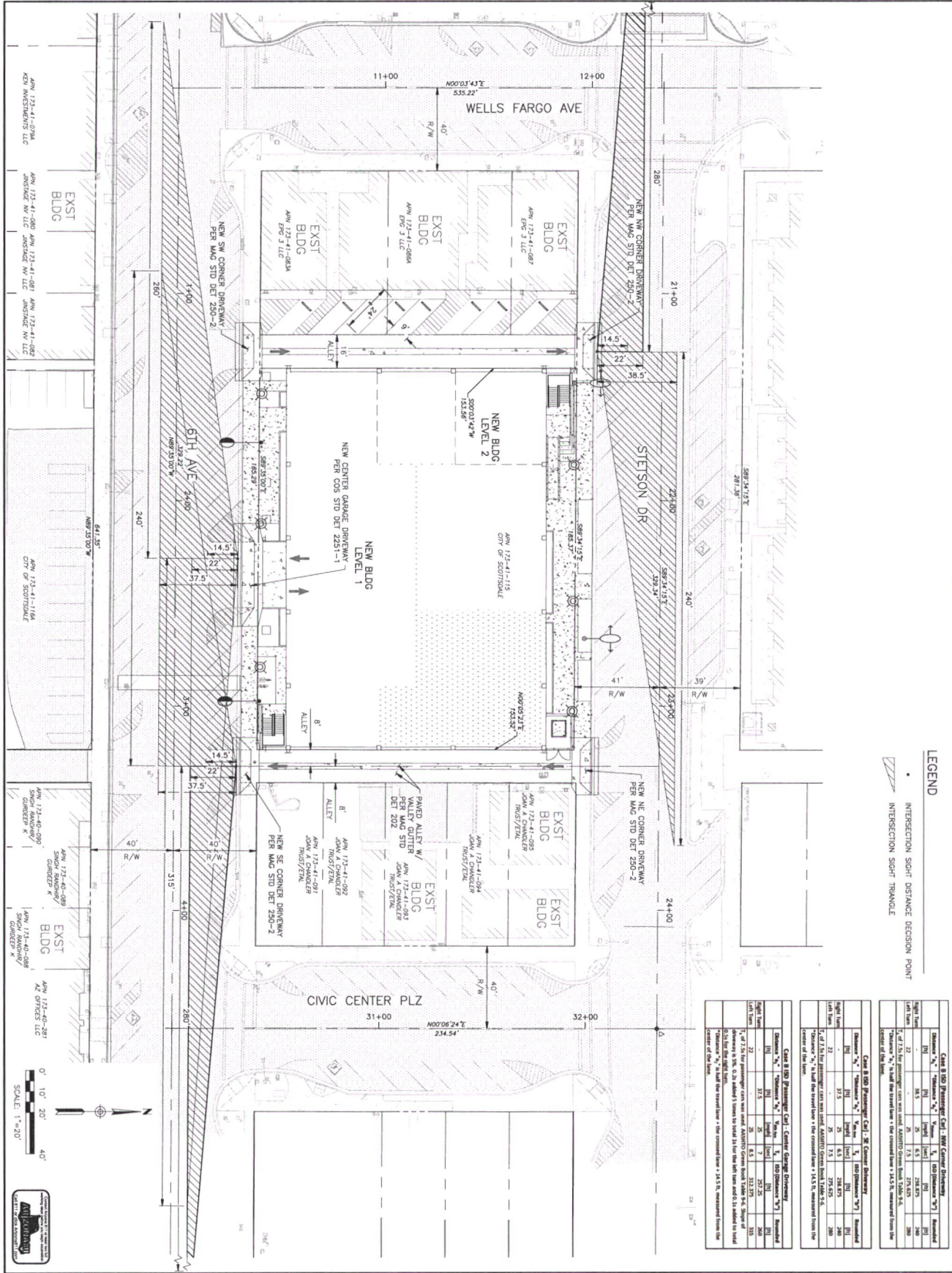
VI. IMPROVEMENT ANALYSIS

A. Additional Improvements to Accommodate Site Traffic

In addition to vehicular traffic, pedestrian traffic is also associated with this project site. There are sidewalks available to connect pedestrians to the surrounding businesses as well as intersections with sidewalks. Based on the footage collected, pedestrians are crossing midblock or at the intersections where crosswalks do not exist. Most notably, pedestrians are exiting the alleyway directly north of the project site to access Stetson Drive and are crossing Stetson at the alleyway location. Given the proximity to the parking garage that will likely generate more pedestrians crossing at this location, it is recommended to provide improvements to increase pedestrian crossing visibility or install infrastructure that will push pedestrians to existing crosswalk locations. In addition to a significant number of pedestrian crossings at the intersection of Stetson Drive and Civic Center Plaza, some of the vehicle approaches experience a poor level

of service. Making the intersection an all-way stop control significantly improves vehicle delay and level of service at the intersection. It is therefore recommended to provide all way stop control to provide north/south pedestrian crosswalks at the intersection to provide some safety mitigation and improve the level of service and delay for vehicular traffic at the intersection as well.

In addition to accounting for existing pedestrians as well as anticipated increases in pedestrian traffic due to the additional parking, the rerouting of traffic to 6th Avenue does increase delays for the southbound approaches at 6th Avenue and Civic Center Plaza as well as 6th Avenue and Wells Fargo Avenue. The southbound approaches each experience an undesirable level of service E during one of the peak hours, the approach is just over the threshold for a level of service E from a level of service D. One mitigation option is to convert the two intersections to all-way stop-controlled intersections. **Table 5** shows that this change results in desirable level of service and delay for all approaches. It is recommended, however, to evaluate the impacts to daytime traffic in the area before implementing this improvement.



LEGEND

INTERSECTION SIGHT TRIANGLE

INTERSECTION SIGHT TRIANGLE

Case 8-500 (Proposed) - Civil - New Center Driveway

Station	Station	Station	Station	Station	Station	Station	Station
11+00	11+00	11+00	11+00	11+00	11+00	11+00	11+00
11+00	11+00	11+00	11+00	11+00	11+00	11+00	11+00

Case 8-500 (Proposed) - Civil - St. Center Driveway

Station	Station	Station	Station	Station	Station	Station	Station
11+00	11+00	11+00	11+00	11+00	11+00	11+00	11+00
11+00	11+00	11+00	11+00	11+00	11+00	11+00	11+00

Case 8-500 (Proposed) - Civil - Center Garage Driveway

Station	Station	Station	Station	Station	Station	Station	Station
11+00	11+00	11+00	11+00	11+00	11+00	11+00	11+00
11+00	11+00	11+00	11+00	11+00	11+00	11+00	11+00



**PRELIMINARY
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CONSTRUCTION
OR RECORDING**



3023 N. Central Expressway, Suite 2000
Phoenix, AZ 85018
Tel: (602) 794-8110
Fax: (602) 794-8115
A United Lithium Company

**CITY OF SCOTTSDALE
NORTHEAST QUADRANT PARKING GARAGE
7350 E 6TH AVE, SCOTTSDALE, AZ 85250**

NO.	REVISION	DATE

PROJECT NO.: 02720208
 DESIGNED BY: ZNK
 DRAWN BY: CAN
 APPROVED BY: AAS
 SHEET TITLE: SHORT VISIBILITY
 SHEET NUMBER: CS1.1
 60% DESIGN DEVELOPMENT



943-PA-2025 SCOTTSDALE NEQ PARKING STRUCTURE PUBLIC PRESENTATION SUMMARY & UPDATE 5.6.2026

PUBLIC OUTREARCH UPDATE – 5.6.2026

Since the original submittal, no additional formal public presentations have been conducted for the Scottsdale NEQ Parking Structure project. However, the City of Scottsdale continues to maintain open communication and ongoing coordination with community stakeholders regarding the project and related downtown operational considerations. This ongoing outreach includes coordination meetings and discussions with representatives from the tourism, hospitality, and events community, as well as continued communication through the City's public project website and related public information channels.

The project has also continued to evolve through collaboration with City staff, including Traffic Engineering and the City Manager's office, with discussions focused on circulation, pedestrian connectivity, operational functionality, public safety, and architectural character. Feedback received during the original public outreach process and subsequent coordination efforts has helped inform refinements to the project design, including the development of the open stair tower concept, enhanced landscape integration, improved pedestrian experience along the public streets, and the incorporation of architectural screening and lighting features intended to contribute positively to the Downtown Scottsdale and Entertainment District environment.

The revised design continues to support the goals of the Downtown Scottsdale area by providing needed public parking infrastructure while emphasizing walkability, context-sensitive urban design, enhanced streetscape character, and improved connectivity to surrounding businesses, events, and public destinations. The project remains consistent with the City's ongoing efforts to support downtown vitality, tourism, and economic activity through infrastructure improvements that balance operational needs with thoughtful urban design considerations.



943-PA-2025 SCOTTSDALE NEQ PARKING STRUCTURE PUBLIC PRESENTATION SUMMARY & UPDATE 5.6.2026

Date: November 6, 2025

Time: 5:30 PM

Location: City of Scottsdale Community Design Studio

Presenters:

- Erin Walsh, City of Scottsdale
- Matt Gorman, Arrington Watkins Architects Principal
- Mandel McDonald, Willmeng Construction

The public presentation was held on November 6, 2025, at 5:30 p.m. at the City of Scottsdale Community Design Studio, located at 7506 E. Indian School Road.

- The presentation provided an overview of the project, including the project location and scope, existing site conditions, vehicular and pedestrian circulation patterns, the project background, a comparison of existing on-site parking versus the proposed parking structure, and an evaluation of the project's visual and scale impacts on the surrounding neighborhood.
- The public was informed that a rezoning of the parcel is required to move the project forward. The proposed zoning is consistent with the zoning of the adjacent parcel to the west and is compatible with the Scottsdale Entertainment District.
- Parking structure images used as design reference were presented together with conceptual material palette and finishes images that meet the Town design guidelines.
- Parking structure precedent images were presented as design references, along with a conceptual material palette and finish selections that align with the Town's adopted design guidelines. These materials were intended to illustrate the proposed architectural character, massing, and level of quality, while demonstrating how the project could integrate with the surrounding context and meet applicable aesthetic standards.
- During the presentation it was informed that Public Art will be incorporated into the project and the design team will work with the City during the process to identify areas for the incorporation of it, and the public will be kept informed.

THREE DESIGN OPTIONS WERE PRESENTED:

- **Option 1 – Waveform:** This concept features a concrete parking structure clad with perforated metal panels that are offset from the building, providing both screening and a controlled level of transparency for security. Two stair enclosures—one along 6th Avenue and another along Stetson Drive—combine solid concrete walls with perforated metal panels, creating a secure environment while maintaining visibility for safety. The design also integrates landscaped planters on the first level, which serve to screen parked vehicles, enhance the visual experience, and provide shade for pedestrians. In addition, metal canopies along the south elevation extend shading for pedestrian areas, further improving comfort and usability. Overall, this concept blends security, functionality, and visual interest through the combination of materials, architectural features, and landscape elements.

- **Option 2 – Aperture:** This concept presents a more open architectural approach, with accent panels used to create framed compositions along the 6th Avenue and Stetson Drive elevations. The design emphasizes the concrete parking structure itself, complemented by concrete canopies that define the entry points and provide shade for pedestrians. The stair enclosures in this option feature an open design, incorporating protective railings and concrete elements that offer both structural interest and sun protection. Overall, this concept balances openness and transparency with functional shading and pedestrian comfort, while maintaining a clear, cohesive visual language along the street frontages.
- **Option 3 – District:** This concept presents a modern contemporary design that combines elements from both the Waveform and Aperture options. It features the use of perforated panels, vertical aluminum celosia, and concrete canopies at the first level, complemented by landscaped planters. These planters provide visual screening for parked vehicles, enhance the pedestrian experience, and contribute to shading and comfort. The design balances openness and transparency with security and functional screening, creating a cohesive architectural response that aligns with the character of the Entertainment District. Stair enclosures in this concept also employ a semi-open design with integrated screening, maintaining safety while allowing visibility and architectural interest. Overall, Option 3 merges functional security, pedestrian comfort, and aesthetic appeal to create a contemporary parking structure that responds to its urban context.
- The presentation included conceptual nighttime renderings to illustrate how the proposed design responds to its surrounding context. These visuals demonstrated the project's integration with the neighborhood character and the broader Entertainment District's evening environment. Additionally, the renderings highlighted safety considerations, including visibility, lighting, and pedestrian circulation, helping the public understand how the design balances aesthetics, functionality, and security during nighttime hours.

PUBLIC COMMENTS AND FEEDBACK

- The project was received positively by attendees, who recognized the importance of additional parking in the area, particularly during weekends. Community members expressed that the new parking structure would provide significant benefits to adjacent businesses and support activity throughout the district. Attendees also acknowledged that improving parking availability would enhance the overall accessibility of the district.
- All members of the public in attendance indicated that **Option 1 – Waveform** was their preferred design choice. Among the key design elements that received positive feedback were:
 - Architecture and materials: Attendees felt that the proposed architectural style and material palette were well-suited to the character of the district and complemented the surrounding area.
 - Screening with transparency: The perforated metal panels and screening elements were appreciated for providing visual separation from parked vehicles while maintaining transparency for safety and visibility.
 - Enclosed stairwells: The fully enclosed stair enclosures were noted as a valuable safety feature, providing secure vertical circulation while maintaining controlled visibility.
 - Overall, the public expressed strong support for the Waveform concept, highlighting its successful balance of aesthetics, security, and integration with the district context.

- **Concerns / Considerations:**
 - The inclusion of public restrooms was discussed. Some attendees supported their inclusion to address issues such as public urination, while others expressed concerns related to safety. After consideration of safety, maintenance, and potential nuisance issues, it was determined that public restrooms will not be incorporated into the design.
 - Suggestions were raised to provide additional screening to prevent parking garage users from having direct sightlines into adjacent buildings, particularly those along the east alley.
 - It was emphasized that the stair enclosures design prioritize safety by incorporating controlled transparency/ openness, ensuring the space is well-illuminated, and minimizing blind spots. These measures are intended to enhance visibility and deter potential security concerns.
 - The design team noted that the staircases in the Waveform option could incorporate design elements from the other concepts to address public concerns. This approach allows the project to maintain the preferred Waveform aesthetic while enhancing transparency, safety, and user comfort based on community feedback. The team emphasized that these adjustments could provide a balanced solution that responds to both functional requirements and public input.

CLOSING REMARKS

Erin Walsh informed attendees that the presentation materials would be uploaded to the City's website and made available to the public within one day. She encouraged those in attendance to share this information with other members of the community, inviting them to review the presentation and submit additional comments or feedback. This approach was intended to broaden community participation beyond those present at the meeting and ensure that all interested parties have an opportunity to provide input.



943-PA-2025 SCOTTSDALE NEQ PARKING STRUCTURE INCORPORATION OF PUBLIC COMMENTS

Response to Public Comments and Feedback

The design team appreciates the time and participation of community members who attended the public meeting and provided thoughtful input regarding the proposed parking structure. The overall positive reception of the project, and recognition of its importance in supporting parking demand, particularly during weekends, reinforces the project's role in enhancing accessibility and supporting local businesses and district activity. This feedback confirms that the project aligns with broader community needs and contributes to the long-term vitality of the area.

The strong public preference for Option 1 – Waveform is acknowledged and the design team has been continue to advance the Waveform concept, maintaining its architectural character while ensuring that the final design reflects both functional requirements and community expectations. The perforated metal screening was particularly well received for its ability to provide visual separation while maintaining transparency for safety and visibility.

Several important considerations were also raised, and the design team has evaluated each item carefully.

- The enclosed stairwells were recognized as an important safety feature; however, concerns were raised regarding the potential for blind corners and areas with limited visibility that could diminish the sense of safety or allow concealment. Safety within the stair enclosures was therefore a key topic of discussion. In response to this feedback, the revised design incorporates a more open stair concept that enhances visibility, promotes clear and intuitive circulation, minimizes blind spots, and discourages loitering or unauthorized use. The design team is committed to applying best practices in safety and visibility, including well-illuminated spaces and controlled transparency. Additionally, the Waveform stair enclosures may incorporate refinements inspired by elements from the alternate concepts, ensuring the project maintains its preferred architectural identity while further strengthening safety, visibility, and overall user comfort. These refinements will be thoughtfully integrated to remain consistent with the overall design intent.
- Regarding the inclusion of public restrooms, while their potential benefits were acknowledged, concerns related to safety, maintenance, and long-term operational challenges were also identified. After careful evaluation in coordination with the project stakeholders, it was determined that public restrooms will not be included as part of the project scope, in order to ensure a safe, maintainable, and operationally efficient facility.
- Community members also suggested enhancing screening in areas where direct sightlines into adjacent buildings may occur, particularly along the east alley. In response, the design team has incorporated additional screening along the alley-facing elevations to provide increased privacy for adjacent businesses while maintaining appropriate ventilation, visibility, and safety. These enhancements have been carefully integrated into the Waveform design through adjustments to perforation patterns, panel density, and placement, ensuring the project preserves its architectural integrity while responding to community concerns.



943-PA-2025 SCOTTSDALE NEQ PARKING STRUCTURE **INCORPORATION OF PUBLIC COMMENTS**

Overall, the public feedback has been instrumental in validating the preferred design direction and identifying opportunities for refinement. The design team will continue to advance the Waveform concept while incorporating appropriate adjustments that respond to community input, ensuring the project achieves a balanced outcome that supports aesthetics, safety, functionality, and integration with the surrounding district.



Northeast Quadrant Parking Structure

Public Meeting
November 6, 2025

Sign-In Sheet

NAME	ADDRESS	E-MAIL
Lorraine Kirtley	on file	^{INFO} XXXX @ scottsdale.gov
Allan Henderson	7320 E CAMARON RD	



Northeast Quadrant Parking Structure

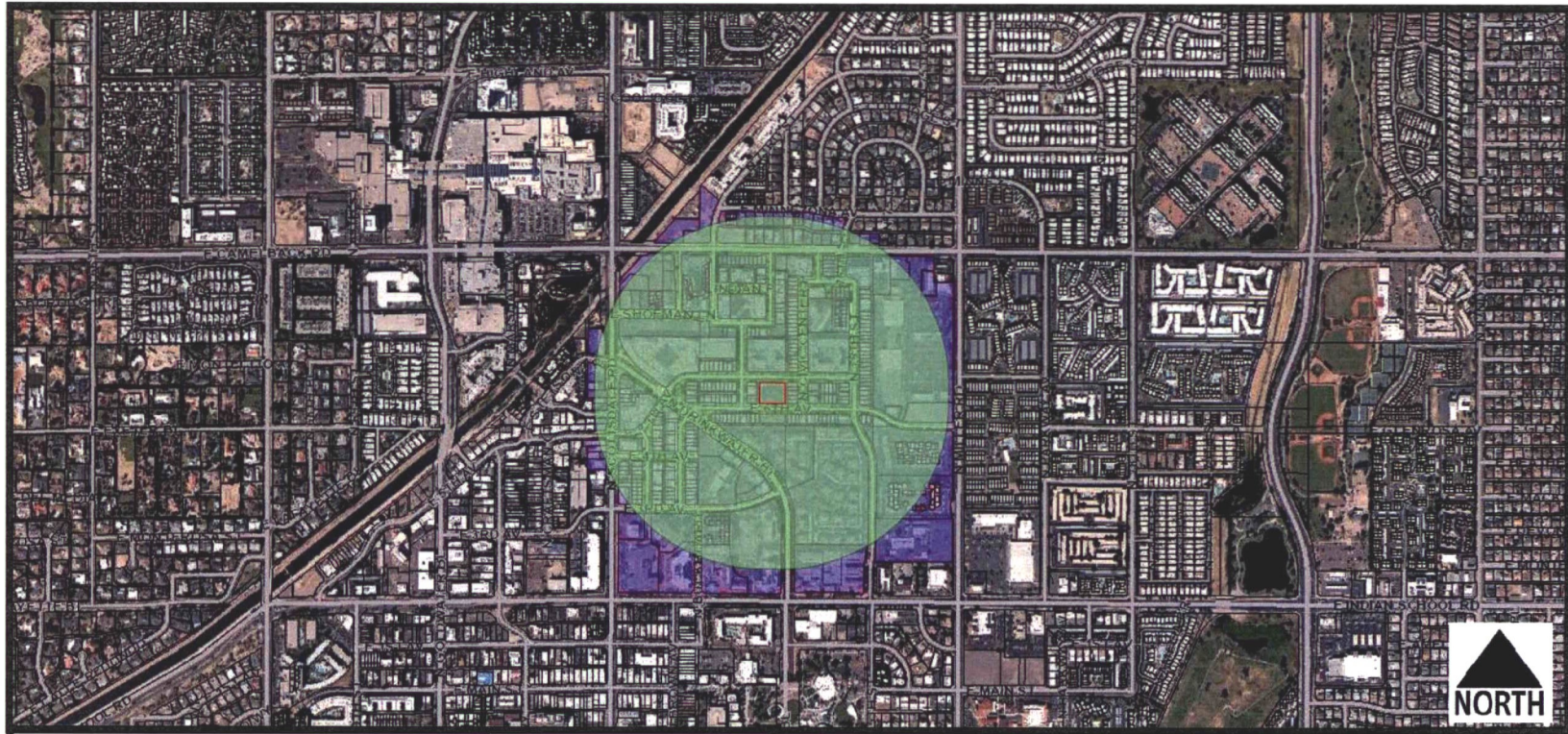
Public Meeting
November 6, 2025

Sign-In Sheet

NAME	ADDRESS	E-MAIL
Steve Sutton	6637 N 81 st Street	alazrity1958@aol.com
Donald A. Bandy	8628 E. Palm Lane	city of Scottsdale P AZ BANDY IN US TOWNS. <small>Eden</small>
Benjamin Funke	4001 E Kern Dr	benjamin.funke@gmail.com
Jon ROSENBERG	4414 N Civic Center Pl	jrosenberg@levrok.com
Cathy McKeever	8620 E. San Alfredo Dr	comckeever@gmail.com
ANDY DUNCAN	4834 N. MILNER RD	andyroduncan@iala
MARK TOMECAK	4368 N CIVIC CENTER	MARK@TOMECAKDESIGN.CO

City Notifications – Mailing List Selection Map

Scottsdale NEQ (North East Quadrant) Parking Structure


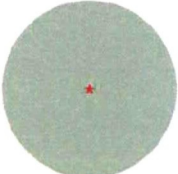


Labels Pulled
March 23rd, 2026

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 1250-foot

Postcards: 443

ZN-0004-2026



**SCOTTSDALE PLANNING COMMISSION
KIVA-CITY HALL
3939 DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA**

WEDNESDAY, JUNE 10, 2026

***DRAFT SUMMARIZED MEETING MINUTES ***

PRESENT: Joe Young, Chair
William Scarbrough, Vice Chair
George Ertel, Commissioner
Michal Ann Joyner, Commissioner
Doug Drake, Commissioner
Barney Gonzales, Commissioner
David Reid, Commissioner

ABSENT: William Scarbrough, Vice Chair

STAFF: Tim Curtis
Joe Padilla
Dustin Robertson
Casey Steinke
Chris Zimmer
Jack Kelly
Jason McWilliams

CALL TO ORDER

Chair Young called the regular session of the Scottsdale Planning Commission to order at 5:01 p.m.

ROLL CALL

A formal roll call was conducted confirming members present as stated above.

MINUTES REVIEW AND APPROVAL

1. Approval of the May 27, 2026 Regular Meeting Minutes.
Commissioner Reid made a motion to approve the May 27, 2026 Regular Meeting Minutes. Second by Commissioner Joyner, the motion unanimously by a vote of six (6) to zero (0).

* Note: These are summary action minutes only. A complete copy of the meeting audio is available on the Planning Commission page on ScottsdaleAZ.gov, search "Planning Commission"

CONSENT AGENDA

2. **ZN-0001-2026 (Rivian Service and Delivery Center)**

Request by owner for approval of a zoning district map amendment from Industrial Park, Planned Community District (I-1 PCD) to General Commercial, Planned Community District (C-4 PCD) and a request to amend development standards including Floor Area Ratio, Open Space, Building Height, and Setbacks, on a +/-5.4 acre portion of a +/-57.5 acre site located at 17771 N. Pima Road and 215-04-471 and 215-04-470. Staff contact person is Chris Zimmer, 480-312-2347. **Applicant contact person is George Pasquel III, 602-230-0600.**

3. **ZN-0004-2026 (Scottsdale NEQ (North East Quadrant) Parking Structure)**

Request by owner for a Zoning District Map Amendment from Parking District Downtown Overlay (P-2 DO) to Downtown/Multiple Use, Type 3 with Planned Block Development Overlay, Downtown Overlay (D/DMU-3 PBD DO) zoning with a development plan for a municipal use for a parking structure, including amended development standards for setbacks, stepbacks, and building location on a +/- 1.05-acre site located at 7375 E. Stetson Drive. Staff contact person is Casey Steinke, 480-312-2611. **Applicant contact person is Carlos De Alva, 520-519-9335.**

Items No. 2 & 3; Commissioner Ertel made a motion for recommendation of approval to City Council for cases ZN-0001-2026 and ZN-0004-2026 after finding that the proposed PCD and PBD criteria have been met and that the proposed Zoning District Map Amendments are consistent and conform with the adopted General Plan, per the attached stipulations. Second by Commissioner Reid, the motion unanimously by a vote of six (6) to zero (0).

ADJOURNMENT

With no further business to discuss, the regular session of the Planning Commission adjourned at 5:07 p.m.