Memorandum

To: Honorable Mayor and Members of the City Council

From: City Attorney's Office

Date: November 19, 2024

Re: November 19, 2024, Agenda item No. 4, Axon – Proposed Revised Ordinance/Stiplulations

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Honorable Mayor and Members of the City Council,

It is the City's understanding that Axon has agreed to decrease its number of apartment/condo units by 70 to a maximum of 1895 units and has further agreed to the following enhanced landscaping stipulation:

> **ENHANCED LANDSCAPING. The property owner shall coordinate with the Stonebrook community to the south on the design and landscaping of a berm, between the Axon campus and the Stonebrook community, with final design, location and dimensions subject to Development Review Board approval.**

These changes are bolded in the attached revised Ordinance No. 4658. Should the Council wish to pass the ordinance as revised, your motion must indicate that you move to approve Ordinance No. 4658, **as revised**.

Thank you

ORDINANCE NO. 4658

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. 13-ZN-2020#2 FROM PLANNED COMMUNITY DISTRICT, WITH P-C COMPARABLE INDUSTRIAL PARK (P-C I-1) ZONING TO PLANNED COMMUNITY DISTRICT WITH P-C COMPARABLE PLANNED AIRPARK CORE, AIRPARK MIXED-USE - RESIDENTIAL (P-C PCP AMU-R) ZONING TO ACCOMMODATE AN AMENDMENT TO THE ORIGINAL DEVELOPMENT PLAN AND LAND USE BUDGET (13-ZN-2020 AND 19-ZN-2002#6) TO ALLOW FOR **1,895** MULTI-FAMILY RESIDENTIAL UNITS, A HOTEL, AND +/- 47,000 SQUARE FEET OF COMMERCIAL IN FIVE BUILDINGS, RANGING FROM FOUR TO FIVE STORIES, UP TO 68 FEET IN HEIGHT, ON A +/- 44.7-ACRE PORTION OF A +/- 69.7-ACRE SITE, LOCATED AT 8300 E. AXON WAY.

WHEREAS, the Planning Commission held hearings on January 24, 2024 and November 13, 2024; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance (4658) on the cost to construct housing for sale or rent; and

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

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

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

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

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

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

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

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 13-ZN-2020#2.

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 +/- 44.7-acre portion of a +/- 69.7 acre site located at 8300 E. Axon Way, and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from Planned Community District, with P-C comparable Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning, and by adopting that certain document entitled "Axon Development Plan" declared as public record by Resolution No. 13273 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**, incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2024.

ATTEST:

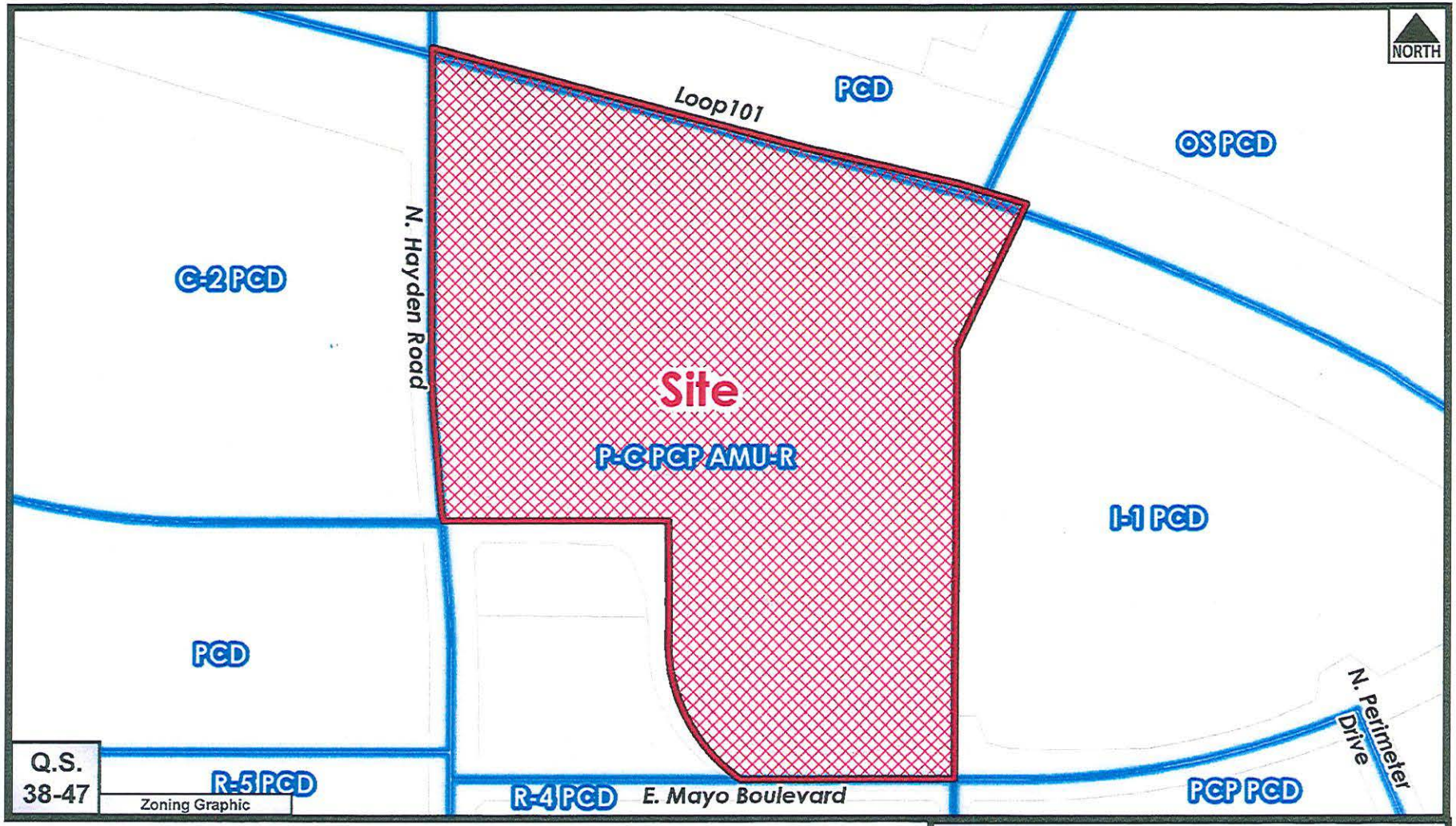
By:_____
Ben Lane
City Clerk

CITY OF SCOTTSDALE, an Arizona municipal corporation

By:_____
David D. Ortega
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney



Zoning

Ordinance 4658
Exhibit 1
Page 1 of 1

3-GP-2023 & 13-ZN-2020#2

Stipulations for the Zoning Application:
Axon
Case Number: 13-ZN-2020#2

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

Stipulation text in bold and strikethrough represents changes made after Planning Commission.

SITE DESIGN

1. GOVERNANCE. The adopted conditions and parameters of case 13-ZN-2020 at this location shall continue to apply except as amended below.
2. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, titled "Axon Development Plan" which is on file with the City Clerk and made a public record by Resolution No. 13273 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.
3. 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.
4. CONFORMANCE TO SECOND AMENDMENT TO THE THIRD AMENDED AND RESTATED DEVELOPMENT AGREEMENT. Development shall conform with the amended Land Use Budget in the associated Development Agreement, Contract No. 2002-143-COS-A5 (approved by Resolution No. 13275). Any change to the Development Agreement shall be subject to City Council approval.
5. CONFORMANCE TO THE FIRST AMENDED AND RESTATED PUBLIC INFRASTRUCTURE REIMBURSEMENT DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement, Contract No. 2020-138-COS-A1 (approved by Resolution No. 13274). Any change to the Development Agreement shall be subject to City Council approval.
6. MAXIMUM DWELLING UNITS/NON-RESIDENTIAL FLOOR AREA. Maximum dwelling units and Minimum non-residential floor area shall be as indicated on the Land Use Budget Table on the following page.

Parcel	Gross Acres	Zoning	Max DU/AC	Max # of Units
215-07-407	+/- 44 acres of an overall +/- 69-acre	P-C PCP AMU-R	**44 +/- 42.3** du/ac	~~**1,965**~~ **1,895**

	parcel			
Non-Residential Floor Area				
			Minimum Commercial Floor Area (Retail, Restaurant, etc.)	Minimum # of hotel rooms
			47,000 square feet	425

7. **ENHANCED LANDSCAPING. The property owner shall coordinate with the Stonebrook community to the south on the design and landscaping of a berm, between the Axon campus and the Stonebrook community, with final design, location and dimensions subject to Development Review Board approval.**
8. FLOOR AREA RATIO (FAR). The maximum FAR for the PCP AMU-R portion of the Axon campus (+/- 44.7 acres) shall not exceed 0.8 of the development plan area, including the multi-family residential.
9. OPEN SPACE. Open space for the PCP AMU-R portion of the of the Axon campus (+/- 44.7 acres) shall be consistent with the open space plan included as part of the development plan (+/- 20 acres).
10. BUILDING HEIGHT. No building on the PCP AMU-R portion of the Axon campus (+/- 44.7 acres) shall exceed five stories or 68 feet in height (exclusive of rooftop appurtenances). The building identified as Building E on the site plan shall not exceed four stories or 47 feet in height (exclusive of rooftop appurtenances) measured as provided in the applicable section of the Zoning Ordinance. Height for Building E shall step down to a maximum of three stories or 40 feet in height (exclusive of rooftop appurtenances) as indicated on the site plan dated 10/24/2024.
11. SETBACKS. The building identified as Building E on the site plan shall setback a minimum distance of 300 feet from the property line.
12. SIGNATURE CORRIDOR. A minimum landscape buffer/setback of 40 feet (average 50 feet) shall be provided along the Hayden Road frontage.
13. PEDESTRIAN CIRCULATION. Pedestrian circulation for the project shall include a minimum six-foot-wide trail along the entire perimeter of the Axon campus (+/- one mile in length).
14. STREETLIGHTS. The final site plan and civil improvement plans for the project shall include the property owner's construction of new Transportation Department compliant streetlights along N. Hayden Road, east side, from Loop 101 to the Mayo Boulevard alignment (along the south property line) and E. Axon Way, both sides, from Hayden to N Perimeter Drive.
15. FIBER OPTIC CONDUIT. The final site plan and civil improvement plans for the project shall include the property owner's construction of new IT Department compliant fiber optic conduit along N. Hayden Road, east side, from Loop 101 to the Mayo Boulevard alignment (along the south property line) and E. Axon Way from Hayden to N Perimeter Drive.
16. FUTURE SUBDIVIDING. Any proposed modification to parcel boundaries shall only be considered in accordance with Scottsdale Revised Code. Future parcels created to recognize separate ownership shall "stand alone" with regard to the applicable PCP AMU-R zoning development standards. Any plat that creates parcels that cannot stand alone, or parcels that rely on other parcels for shared facilities, such as drainage, open space, etc. shall require a separate zoning application to add the

Planned Shared Development (PSD) Overlay to the entire project site. The PSD application must be approved prior to submittal of any preliminary plat or minor subdivision application.

17. ACCESS RESTRICTIONS. Access to the development project shall conform to a Transportation Department approved Traffic Impact and Mitigation Analysis recommendation including modifications to proposed project to accommodate.

18. REFUSE. Each building shall be provided its own refuse infrastructure in conformance with the DSPM and the refuse plan provided by ORB with a date of 10/24/2024.

19. 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.

AIRPORT

20. FAA DETERMINATION. With the final construction plan submittal, the property owner shall submit a copy of the FAA Determination Letter on the FAA Form 7460-1 for any building that penetrates the 100:1 slope. The highest point of the tallest building(s), including rooftop appurtenances, shall be detailed in the FAA Form 7460-1 submittal.

21. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. Prior to issuance of any permits for the development project, the owner shall provide noise disclosure notice to occupants, potential residents, employees and/or students in a form acceptable to the Scottsdale Aviation Director.

22. SOUND ATTENUATION MEASURES. With the construction document submittal, the property owner shall submit plans and documentation demonstrating that the buildings of the development project have been designed and shall be constructed to reduce interior to exterior noise by at least 25 decibels, in accordance with the most recent the noise attenuation measures at the time of the construction document submittal, and set forth in Section 4.00 of Appendix F of the FAA part 150 noise Compatibility Study, as amended.

23. AVIGATION EASEMENT. Prior to the issuance of any permit for the development project, the property owner shall dedicate an Avigation Easement to the City of Scottsdale, in a form acceptable to the City Attorney, or designee.

DEDICATIONS

24. RIGHT-OF-WAY DEDICATIONS. Prior to issuance of any permit or with the recordation of any final plat for the development project, the property owner shall make a Transportation Department's approved Traffic Impact and Mitigation Analysis' recommended dedications or the following fee-simple right-of-way dedications to the City of Scottsdale:

    a. E AXON WAY. Dedicate right-of-way required to accommodate a realignment of the Major Collector corridor so that its and N Hayden Roads level of service is above a Level F.

    b. N HAYDEN ROAD. Dedicate required right-of-way to accommodate additional through lanes and turn lanes from ADOT's 101 to Old Mayo Blvd. alignment so that its, and its intersections, level of service is above a Level F.

25. SHARED DRIVE AISLES. Any shared access ways, drive aisles or the like across existing or proposed parcel boundaries shall be contained within a private association's tract and dedicated as such via a final plat recordation and in conformance with Scottsdale Revised Code.

26. SHARED PRIVATE INFRASTRUCTURE MAINTENANCE, AND LIABLITY. A property owners association consisting of shared private infrastructure benefiting property owners shall own and be responsible for all maintenance and liabilities of their required platted tracts containing said shared infrastructure like but not limited to shared drive aisles, access ways, trails, sewer systems etc.

27. PUBLIC NON-MOTORIZED ACCESS EASEMENT. Prior to issuance of any permit or with any final plat recordation for the development project, the property owner shall dedicate a continuous Public Non-Motorized Access Easement to the City of Scottsdale to contain the public sidewalk, paths or trails in locations where public access infrastructure crosses onto private property of the development project.

INFRASTRUCTURE

28. 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.

29. STANDARDS OF IMPROVEMENTS. All improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, water, wastewater, etc.) shall be constructed in accordance with the applicable City of Scottsdale Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, the Design Standards and Policies Manual (DSPM), and all other applicable city codes and policies.

30. CIRCULATION IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct Transportation Department approved Traffic Impact and Mitigation Analysis recommended infrastructure, and any of the following infrastructure that are not under construction or physically existing prior to project request of any permit issuance or recordation of a final plat:

    a. E AXON WAY. From N. Hayden Road to N Perimeter Drive:

        1. Construct full street improvements to include curb, gutter, pavement, bike lanes, eight feet (8') wide minimum, separate from back of curb sidewalks (both sides) etc. and in accordance with the Major Collector– Suburban Character roadway classification as specified in the DSPM.

        2. Construct one (1) roundabout at N. Perimeter Drive, in accordance with the Major Collector Round-About design criteria as specified in the DSPM.

        3. Widen and improve intersections so that their Level of Service is above an F.

        4. Construct a Rectangular Rapid Flashing Beacon (RRFB) with high visibility marked crosswalk approximately 900 feet east of N. Hayden Road.

    b. E AXON WAY. From N Perimeter Drive to ADOT's 101 ROW:

        1. Demolish existing pavement and restore to native vegetative landscaping.

        2. Construct a minimum six foot (6') wide trail.

    c. N HAYDEN ROAD. From Old E Mayo Blvd Alignment to ADOT's 101.

1. Construct additional lanes, east half, to include curb gutter, pavement, bike lanes and minimum eight-foot-wide (8') sidewalk separated from back of curb, etc. and in conformance with the Major Arterial Suburban Character roadway classification as specified in the DSPM.
2. Widen and improve intersections so that their Level of Service is above an F.

d. E. MAYO BOULEVARD ALIGNMENT (along south property line). From N Hayden Road to E Axon Way.

1. Construct median "pork chop" island at the N. Hayden Road intersection to prohibit westbound left turn movements but allow southbound left turn movement.

31. PEDESTRIAN HAWK SIGNALIZED CROSSING. Prior to recordation of a land division or issuance of any building permit for the development project, the property owner shall execute an in-lieu agreement and make a payment of $50,000 for the proportionate share of a future HAWK pedestrian crossing on Hayden Road, south of the project development, to the sports fields on the east side of Hayden.

32. TRAFFIC SIGNAL CONSTRUCTION. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct a traffic signal and associated improvements at the intersection of N. Hayden Road and E. Mayo Blvd. Traffic signal and associated improvements shall be constructed prior to the issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first.

33. PUBLIC WATER AND WASTEWATER IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct all public water infrastructure improvements necessary to serve the development and public systems, including any new mains or pipelines, valves, manholes, service lines, hydrants, odor control facilities, pumping or conveyance facilities, and any other infrastructure deemed necessary by the city's Water Resources Department.

34. PRIVATE WATER AND WASTEWATER IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct public water infrastructure improvements necessary to serve the development and public systems, including any new mains or pipelines, valves, manholes, service lines, hydrants, odor control facilities, pumping or conveyance facilities, and any other infrastructure deemed necessary by the city's Water Resources Department.

35. WATER AND WASTEWATER DEVELOPMENT PHASING COORDINATION. Specific water and sewer infrastructure requirements associated with "Phase 1" shall be required to consider, be coordinated with, and subject to the following "Phase II" stipulations:

a. REQUIRED COORDINATION WITH THE NEW 16-INCH DIAMETER WATER MAIN ALONG THE SOUTHERN FRONTAGE.

1. All "Phase 1" and "Phase 2" connections to the public water system along the southern development frontage on E. Mayo Blvd/Union Hills Drive shall be to the new planned 16-inch diameter water main installed by the property owner. The new 16-inch diameter water main shall be installed in an alignment north of the existing 66-inch diameter water transmission main alignment.

2. The new 16-inch water main installed by the developer along the southern development frontage on E. Mayo Blvd./Union Hills Drive under "Phase 1" shall connect to the existing 16-inch diameter water main in N. Hayden Road north of the existing 66-inch diameter water transmission main alignment. Under "Phase 1", a new 16-inch diameter water transmission main shall also be provided with a 16-inch diameter tee and associated 16-inch diameter pipe stub and valve, to be connected to the future 24-inch diameter water main to be installed in N. Hayden Road under "Phase 2".
3. The new 16-inch diameter water main installed by the property owner along the southern development frontage on E. Mayo Blvd./Union Hills Drive under "Phase 1" shall connect to the existing 16-inch diameter water main in E. Mayo Blvd./Union Hills Drive on the west side of and adjacent to the Loop 101 Freeway.
4. Under "Phase 2", the property owner shall connect the 16-inch diameter "Phase 1" water line installed in E. Mayo Blvd/Union Hills Drive along the parcels southern frontage to the new 24-inch diameter transmission main installed in N. Hayden Road by the property owner under "Phase 2".

b. PROHIBITIONS.

1. Only wastewater flows from "Phase 1" shall be permitted to discharge to a sanitary sewer that ultimately discharges to the N. Hayden Road public sewer. The maximum "Phase 1" sewer discharge volume to the existing N. Hayden Road sewer shall not exceed 479 gallons per minute (GPM) peak hour flow. All wastewater flows from additional development on the site shall be pumped via sewer lift station and sewer force mains north of the Loop 101 Freeway to the existing public sewer system. A redundant sewer force main shall be required.
2. Only water demand up to the limits of "Phase 1" shall be permitted with limited additional water infrastructure required. If the peak water demand of 595 GPM is exceeded by the proposed development, all applicable "Phase 2" infrastructure stipulations and requirements as described herein shall be triggered and come into full effect.
3. Public gravity sewer shall <u>not</u> be designated/utilized within the development where the sewer is located outside a public right-of-way and/or private sewer can be accommodated and fulfill the needs of the development. Wastewater conveyed from city parcel #215-07-409 shall be considered public and shall be conveyed within a minimum 20-foot-wide Water & Sewer Facilities Easement or right-of-way by Axon to the sewer in E. Mayo Blvd./Union Hills Drive.
4. No stormwater flows may be discharged into any sanitary sewer system, public or private.

c. WATER PLANNING AND INFASTRUCTURE IMPROVEMENTS. Prior to issuance of any permit or recordation of the final plat for the development project, the property owner shall submit and obtain approval of construction documents and secure a permit to construct all infrastructure described in the preliminary and final Basis of Design reports, accepted by Water Resources, covering all phases of development, including all required onsite and offsite infrastructure, and including the following:

1. Approval from Water Resources of coordinated "Phase 1" and "Phase 2" water system basis of design reports that include any/all applicable onsite/offsite coordination and required offsite infrastructure.

2. Construction of offsite water infrastructure improvements including one of the following options:

   Option 1

   a. Install approximately 1,000 linear feet of 30-inch diameter water pipeline in the N. Hayden Road right-of-way north underneath the Loop 101 Freeway to a connection point with a planned 36-inch diameter pipeline north of the freeway.

   b. Install approximately 730 linear feet of 24-inch diameter water pipeline in N. Hayden Road south from the E. Mayo Blvd./Union Hills Drive alignment.

   c. Install approximately 2,700 linear feet of 16-inch diameter water pipeline in the E. Axon Way/Mayo Blvd./Union Hills Drive alignment east from a new 24-inch diameter and existing 16-inch diameter water pipeline in N. Hayden Road to connect to the existing 16-inch pipeline in E. Mayo Blvd./Union Hills Drive west of and adjacent to the Loop 101 Freeway (Connection to 16-inch diameter pipeline is required as part of "Phase 1". Refer to Phasing Coordination Stipulations section.)

   Option 2

   a. Install approximately 750 linear feet of 30-inch diameter water pipeline north underneath the Loop 101 Freeway.

   b. Install approximately 1,050 linear feet of 24-inch diameter water pipeline along the south frontage of the Loop 101 Freeway west connecting to the 16-inch and 24-inch diameter pipelines in N. Hayden Road.

   c. Install approximately 730 linear feet of 24-inch diameter water pipeline in N. Hayden Road south from E. Mayo Blvd. to the E. Mayo Blvd./Union Hills Drive alignment.

   d. Install approximately 2,700 linear feet of 16-inch diameter water pipeline in the E. Mayo Blvd./Union Hills Drive alignment east from a new 24-inch diameter and existing 16-inch diameter water pipeline in N. Hayden Road to connect to the existing 16-inch pipeline in the E. Mayo Blvd./Union Hills alignment west of and adjacent to the Loop 101 freeway (Connection to 16-inch diameter pipeline is required as part of "Phase 1". Refer to Phasing Coordination Stipulations section.)

3. Prior to issuance of any Certificate of Occupancy for this development project, the offsite infrastructure improvements associated with all phases of the development project must be completed and accepted by the City of Scottsdale and the Maricopa County Environmental Services Department.

d. WATER INFRASTRUCTURE IMPROVEMENTS BY OTHERS. Prior to Certificate of Occupancy for any phase of this development project, the following offsite improvements constructed by others must be completed, accepted by the City of Scottsdale and the Maricopa County Environmental Services Department, and operational:

1. The 36-inch diameter water transmission main between city Booster Pump Station 55A (Water Campus) and N. Hayden Road.

2. The city Booster Pump Station 55A capacity upgrades.

e. WASTEWATER PLANNING AND INFRASTRUCTURE IMPROVEMENTS. Prior to issuance of any permit or recordation of the final plat for the development project, the property owner shall submit and obtain approval of construction documents and secure permit issuance to construct all infrastructure described in the preliminary and final Basis of Design reports, accepted by Water Resources, covering all phases of development, including all required onsite and offsite infrastructure, and including the following:

1. Approval from Water Resources of coordinated "Phase 1" and "Phase 2" wastewater system Basis of Design reports that include any/all applicable onsite/offsite coordination and required offsite infrastructure.
2. The property owner shall design and construct a sanitary sewer collection system, wastewater lift station, and dual force mains conforming to the applicable standards that capture all the "Phase 2" project flows and pump said flows into the city's Crossroads East lift station or associated city public collection system located on the north side of the Loop 101 Freeway. All public sewer manholes shall be polymer concrete material.
3. In collaboration with Water Resources, the property owner shall analyze the "Phase 2" capacity impacts on the public collection system, Crossroads East lift station, and discharge force main piping conveying wastewater to the city water campus. Water Resources shall review, and if acceptable, approved the analysis. The property owner shall design and construct any/all necessary infrastructure improvements resulting from the city approved analysis.

f. WATER AND WASTEWATER AREA, UTILITY CORRIDOR, EASEMENT, AND ACCESS REQUIREMENTS.

1. Provide a minimum 20-foot-wide dedicated Water & Sewer Facilities Easement for public water or wastewater pipelines and/or sewer pump station facilities. Additional easement width may be required. Ensure that wastewater pretreatment and monitoring valves have dedicated public access easements and are designed to provide safe and easy access at all times to Water Resources personnel and/or their contractors.
2. Where a lift station is required, provide a minimum 6,400 square foot area for the new sewer lift station with a maximum length to width ratio of two. Adequate area and access for all purposes shall be provided for the lift station and shall be evaluated and approved solely by Water Resources, e.g. area for maintenance, repair, replacement, emergency, expansion, odor control, support utilities, offsets, etc.

g. WASTEWATER PRETREATMENT AND/OR MONITORING REQUIREMENTS.

1. Coordinate with the Water Resources Industrial Pretreatment Department and Water Resources Planning and Engineering Department regarding all requirements associated with wastewater pretreatment and monitoring vaults. Design and infrastructure related to pretreatment or monitoring shall be included with the water and sewer Basis of Design reports and plan review documents and shall be approved by Water Resources.

36. FIRE HYDRANT. The property owner shall provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.

REPORTS AND STUDIES

37. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a final drainage report, in compliance with the preliminary drainage report accepted with

this case, and in accordance with the Design Standards and Policies Manual for the development project.

38. TRAFFIC IMPACT AND MITIGATION ANALYSIS. Prior to Development Review Board consideration, the property owner shall submit and obtain Transportation Department approval of a Traffic Impact and Mitigation Analysis and their recommended infrastructure plans for any of the following that are not under construction or physically existing at time of Development Review Board consideration:

    a. E AXON WAY. From N. Hayden Road to N Perimeter Drive:

        1. Construct full street improvements to include curb, gutter, pavement, bike lanes, eight-foot -wide minimum, separate from back of curb sidewalks (both sides) etc. and in accordance with the Major Collector – Suburban Character roadway classification as specified in the DSPM.

        2. Construct one roundabout at N. Perimeter Drive in accordance with the Major Collector roundabout design criteria as specified in the DSPM.

        3. Widen and improve intersections so that their Level of Service is above an F.

        4. Construct a Rectangular Rapid Flashing Beacon (RRFB) with high visibility marked crosswalk approximately 900 feet east of N. Hayden Road.

    b. E AXON WAY. From N Perimeter Drive to ADOT's 101 ROW:

        1. Demolish existing pavement and restore to native vegetative landscaping.

        2. Construct a six foot (6') wide minimum trail per the Pedestrian and Vehicular Circulation Plan.

    c. N HAYDEN ROAD. From Mayo Blvd Alignment along south property line to ADOT's 101.

        1. Construct additional lanes, east half, to include curb gutter, pavement, bike lanes and minimum eight-foot-wide (8') sidewalk separated from back of curb, etc. and in conformance with the Major Arterial Suburban Character roadway classification as specified in the DSPM.

        2. Widen and improve intersections so that their Level of Service is above an F.

    d. E. MAYO BOULEVARD ALIGNMENT (along south property line). From N Hayden Road to E Axon Way.

        1. Construct median "pork chop" island at the N. Hayden Road intersection that will prohibit westbound left turn movements but allow for southbound left turn movements.

        2. Demolish existing pavement and restore to native vegetative landscaping.

        3. Construct an eight foot (8') wide minimum trail.

CITY OF SCOTTSDALE

Community & Economic Development Division
Planning and Development Services

7447 East Indian School Road, Suite 105
Scottsdale, Arizona 85251

To: Honorable Mayor and City Council

From: Greg Bloemberg, Principal Planner

Through: Erin Perreault, AICP, Planning and Development Services Director

Date: 11/14/2024

Re: Item #4 on the 11/19/2024 Agenda: 3-GP-2023 and 13-ZN-2020#2 (Axon)

Honorable Mayor and City Council,

The City Council report was submitted to the Clerk's Office prior to the 11/13/2024 Planning Commission hearing. Below is a summary of the 11/13/2024 hearing.

The staff presentation was broken up into three parts, starting with an introduction from Economic Development, followed by a summation of the General Plan and Greater Airpark Area Plan amendments by Long Range Planning Services, and ending with a description of the proposed zoning district map amendment by Current Planning. The staff presentation was followed by a presentation by the Axon team. The hearing was well attended, necessitating overflow seating to be provided in the One Civic Center Atrium (six attendees utilized the overflow seating). The majority of attendees were either affiliated with or employed by Axon. Also in attendance were several residents from the Stonebrook II community to the south. A total of 18 requests to speak were submitted, along with three written comment cards (see Attachment #1). Most speakers supported the proposal, citing a desire to be closer to work, being part of a community, and the lifestyle of Scottsdale in general. Most of the residents from Stonebrook II who spoke indicated their support for Axon as a business however, also expressed concerns regarding traffic, project intensity, residential density, building height and property values.

After public comment, Commissioners commented and posed several questions to the applicant team. Questions were also posed to staff from Transportation and Water Resources. Transportation staff indicated that the proposed mitigation measures to be implemented by the applicant to address traffic impacts sufficiently satisfied the majority of issues identified by the Transportation Department. Because of the site's proximity to the Loop 101 Freeway, it was also noted that city staff and the applicant team coordinated with ADOT to address circulation to and from the Loop 101 Freeway. Water Resources staff indicated that specific

water and sewer infrastructure requirements associated with “Phase I” of the development will need to consider, be coordinated with, and be subject to all “Phase II” stipulations.

After discussion, a motion to recommend approval of the minor General Plan Amendment, minor Greater Airpark Character Area Plan, and zoning district map amendment passed with a unanimous vote of 5-0 (Chair Higgins absent, Commissioner Kaminski recused).

Also attached to this memo is a pdf of the staff presentation for the 11/19/2024 City Council hearing.

Regards,

Greg Bloemberg
Principal Planner

Attachment 1: **Additional correspondence and public comment after City Council report was finalized**

Attachment 2: **Staff presentation for 11/19/2024 City Council hearing**

Attachment 3: **Axon Economic Analysis**

Attachment 4: **Draft 11/13 Planning Commission meeting minutes**

CITY COUNCIL REPORT

Meeting Date: November 19, 2024
General Plan Element: *Land Use*
General Plan Goal: *Create a sense of community through land uses*

ACTION:

Axon
3-GP-2023 and 13-ZN-2020#2

Request to consider the following:

1. Adopt Resolution No. 13277 approving a minor amendment to the City of Scottsdale General Plan 2035 to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor amendment to the Greater Airpark Character Area Plan to change the land use designation from Employment (EMP) to Airpark Mixed-Use - Residential (AMU-R), on a +/- 44.70-acre portion of a +/- 69.71-acre site, located at 8300 E. Axon Way, and

2. Adopt Ordinance No. 4658 approving a zoning district map amendment from Planned Community District, Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning to accommodate an amendment to the original development plan (13-ZN-2020) and an amendment to the land use budget for Crossroads (19-ZN-2002#6) to allow for 1,965 multi-family residential units, a hotel, and +/- 47,000 square feet of commercial in five buildings ranging from four to five-stories, up to 68 feet in height, on a +/- 44.70-acre portion of a +/- 69.71-acre site, located at 8300 E Axon way, and

3. Adopt Resolution No. 13273 declaring the "Axon Development Plan" as a public record, and

4. Adopt Resolution No. 13275 authorizing an amendment to Development Agreement 2002-141-COS-A5, and

5. Adopt Resolution No. 13274 authorizing the First Amended and Restated Public Infrastructure Reimbursement Agreement 2020-138-COS-A1.

Goal/Purpose of Request

The applicant seeks approval to rezone a portion of the subject site to P-C PCP AMU-R to allow for development of a mixed-use project. The east portion of the site has already been approved for a new corporate headquarters building for Axon (13-ZN-2020 and 28-DR-2020). If successful, this request on the western portion of the site would create a campus setting with regional-serving commercial, hotel, and residential uses that would also be a direct benefit to the corporate headquarters.

Action Taken _____

The 2020 Public Infrastructure Reimbursement Agreement has been amended and restated to reflect the negotiated items that address the new conditions related to this proposal. Additionally, an amendment to the City's Development Agreement with Arizona State Lands Department has been negotiated to reflect the changes needed to allow this change of use, should the Council choose to approve this proposal.

Key Items for Consideration

- PCD Findings
- Conformance to the General Plan 2035 goals and policies, including the definition of a Regional Use by enhancing the employment core and complementing the established character for the area through a regional-serving, campus setting.
- Conformance to the 2010 Greater Airpark Character Area Plan goals and policies, including the implementation of land uses – such as corporate headquarters, tourism, and campuses – that serve a regional market.
- Property owner to provide 3,000 acre feet of water (+/-840 million gallons) via water credits to offset impacts on the city's water infrastructure
- Includes proposal to allow land uses and zoning other than I-1 in the Hayden Core Transition Area (north of the Stonebrook community). This will be accomplished via amendment to the development agreement with the State.
- Previous zoning approval (13-ZN-2020) included building heights up to 82 feet (exclusive of rooftop appurtenances). Proposed is 68 feet (exclusive of rooftop appurtenances).
- Building heights within 300 feet of single-family residential remain limited to 30 feet.
- Request for Amended Development Standards specific to residential on first floor and building height (refer to Page 10 of this report).
- No bonus development standards proposed.
- Phase 1 of the development to include completion of the corporate headquarters building and Axon Way (including roundabout at Perimeter Drive). Construction on Phase 1 must meet certain construction milestones before the start of construction for Phase II buildings.
- Development Plan includes +/- 47,000 square feet of commercial floor area (retail, restaurant).
- The 1,965 units proposed calculates to +/- 44 du/ac residential density (PCP portion of site only), with +/- 300 units proposed to be fee-title condominiums.
- Introduces residential, through the Planned Airpark Core Development (PCP) district, a use and zoning district that is prohibited by the current Crossroads East Development Plan (Case 19-ZN-2002#6). Accompanying amendment to the Crossroads Development Agreement (2002-141-COS-A5) required for City Council consideration.
- Proposal would decrease available I-1 acreage in the Land Use Budget from 210 acres to 166 acres and increase available PRC & PCP acreage from 407 acres to 451 acres.
- The Airport Advisory Commission considered this case on 1/17/2024 and recommended denial by a unanimous vote of 7-0.
- Planning Commission considered this case on 1/24/2024 and continued the case to the 2/14/2024 hearing with a vote of 6-1 (Commissioner Serena dissenting).

- Prior to the 2/14/2024 hearing, the applicant requested a continuance to a date to be determined, which was approved with a vote of 5-2 (Commissioners Serena and Kaminski dissenting).
- As of the date of this report, the case has not returned to Planning Commission. It will be considered at the 11/13/2024 hearing with a recommendation provided to City Council via supplemental packet.

OWNER

Axon

APPLICANT CONTACT

Charles Huellmantel
Huellmantel & Affiliates
480-921-2800

LOCATION

8300 E Axon Wy

BACKGROUND

General Plan

City of Scottsdale General Plan 2035 designates the property as Employment: Light Industrial/Office within the Regional Use Overlay. The Employment: Light Industrial/Office land use category provides a variety of employment opportunities, business enterprises, aviation uses, light manufacturing, warehousing, and other light industrial and heavy commercial type activities. While this category should be located and designed to limit impacts on and access to residential neighborhoods, these areas should also have excellent access to labor pools and transportation networks. The Regional Use Overlay Category provides flexibility for land uses when it can be shown that new land uses are viable in serving a regional market. Regional uses include, but are not limited to, corporate office, region-serving retail, major medical, educational campus, community service facilities, tourism, and destination attractions. In determining whether proposed land uses are regional in nature, the City considers whether such a use has a regional draw, fulfills current economic development policies, enhances the employment core and the city's attractiveness to regional markets, benefits from good freeway access, and complements the established character for the area.

The subject site is located within the General Plan designated Greater Airpark Growth Area – an identified location within the community that is most appropriate for development focus, and will best accommodate future growth, new development, revitalization, and redevelopment. Scottsdale's Growth Areas focus on higher intensity development, a planned concentration of land uses, and enhanced transportation and infrastructure in designated areas.

Character Area Plan

The Greater Airpark Character Area Plan (GACAP) designates the property as Employment (EMP) land use within the Type C Development Type. This land use category includes an array of office, commercial, warehousing, and light industrial land uses that provide opportunities for business enterprises, as well as regional and local jobs. Within the Greater Airpark, Development Types help define the size and scale of development. Type C development represents medium to higher scale development, which supports pedestrian activity in the Greater Airpark. The subject site also has frontage to North Hayden Road, a designated Signature Corridor in the Greater Airpark Character Area Plan.

Zoning

The Crossroads East Master Plan is zoned Planned Community District (P-C). Case 19-ZN-2002, which established the master plan for the Crossroads East project, included a Land Use Budget Table that identified the allowable zoning districts for the entire 1,000-acre project; including maximum acreage and maximum residential densities for those districts that allow residential. A subsequent amendment processed under case 19-ZN-2002#6 added the Highway Commercial District (C-3) to the Land Use Budget Table and increased the total maximum number of multi-family dwelling units for the entire Crossroads East project from 4,596 to 6,969. In 2020, the applicant received approval of a request to rezone approximately 69.71 acres from P-C to P-C I-1 for the corporate headquarters (13-ZN-2020).

Prior to development of any parcel in Crossroads East, the applicant must select a zoning district from the Land Use Budget Table. Once a comparable zoning district has been selected, the Arizona State Land Department (ASLD), which oversees the master plan for Crossroads East, must agree to the location, acreage and, if residential is proposed, the allowable density and total number of units for the proposed zoning. The developer then coordinates with the City to adopt the P-C comparable zoning district for the site.

Context

The subject property is located at the southeast corner of N. Hayden Road and Loop 101 and is presently vacant. Directly south of the site is another vacant site that will eventually be occupied by a new municipal fire station and well site, and further south is a single-family neighborhood. To the west is more vacant land owned by the State and a multi-family residential community. Please refer to context graphics attached.

Adjacent Uses and Zoning

- North: Loop 101 Freeway
- South: Single-family Residential, zoned R-4
- East: Future Axon Corporate Headquarters site, zoned P-C I-1
- West: Vacant State-owned land, zoned P-C

Other Related Policies, References:

- Scottsdale General Plan 2035, as amended
- Greater Airpark Character Area Plan (2010), as amended
- Zoning Ordinance
- 2021 City of Scottsdale Economic Development Five-Year Strategic Plan

- 19-ZN-2002: Approved the original Crossroads East Development Plan, including a Land Use Budget for future development.
- 19-ZN-2002#6: Approved amendment to Crossroads East, including addition of Planned Airpark Core (PCP) to available P-C comparable districts and increase in total number of multi-family dwelling units.
- 13-ZN-2020: Approved a rezone from P-C to P-C I-1, including a development plan and amended development standards
- 28-DR-2020: Approved design plans for a new corporate headquarters building

Public Infrastructure Reimbursement Agreement

A summary of the amended and restated agreement is as follows:

- Axon anticipates consolidating its operations in Scottsdale and expanding into its over 330,000 square foot Axon World Headquarters Campus over the next five years.
- Axon has dedicated to the City of Scottsdale 200,816 square feet for a civic use, which will be used for constructing any facilities it may require. If Axon meets all performance requirements, the city will pay Axon for the civic use site, at a per acre cost determined by the final auction price of $3,076,501.
- Five years from the confirmation of this agreement, Axon must have constructed a minimum of 250,000 square feet of commercial and/or manufacturing space and achieved a payroll of $130,000,000 over any continuous twelve (12) month period.
- If all performance requirements are met, the maximum reimbursement to Axon for public infrastructure costs is capped at $9,408,716 and includes:
  - Mayo Blvd: $6,442,332
  - ASLD Hayden Road payback: $2,183,536 (already paid by Axon)
  - Hayden Road widening: $782,848
- If the minimum requirements are met but the milestone requirements are not met within the specified timeline, the payments of no more than $9,408,716 will be reduced by 50%. If Axon achieves the milestone within 36 months of the milestone date, Axon will receive the remainder of the reimbursement payment, and if Axon does not achieve the milestone within the above timeframes, nor further reimbursement will be made. The Civic Use Site Reimbursement is not subject to reductions.
- Axon is required to begin building its headquarters facility (Phase I) before they can build subsequent facilities (Phase II).
- Axon will secure and transfer to the city of total of 3,000 acre-feet of renewable water supplies to support the project, and Axon has agreed to secure the requested Water Credits and transfer them to the city within thirty (30) days following the effective date.
- Water/Wastewater Infrastructure Improvements: As the Phase II design is further developed, additional infrastructure may be needed to support the water and

wastewater systems. For those elements determined to be public in nature, a future infrastructure reimbursement agreement may be brought forward for Council consideration.

APPLICANT'S PROPOSAL

Development Information

The applicant seeks approval to rezone +/- 44.7-acres of an overall +/- 69.71-acre site to allow for a mixed-use component that will ultimately be part of a campus for the Axon headquarters building. The proposal calls for a total of five buildings, four of which would be primarily multi-family residential, with commercial uses on the first floor. The fifth building, a hotel, is proposed to be located at the northeast corner of the site, furthest away from and at the behest of the single-family community to the south. This hotel is intended to be an amenity for the headquarters building to host public safety representatives that travel to Axon for trainings and other Axon employees from out of state, as well as it will also be available to the general public. There will be one main point of access off N. Hayden Road at E. Axon Way to the mixed-use portion of the campus. Another access point (primarily for the Axon headquarters building) is proposed at a roundabout to be located at the intersection of N. Perimeter Drive and E. Axon Way. Phase one of the project will include completion of the E. Axon Way improvements, including the roundabout. Site design includes strong pedestrian connectivity between the headquarters building and the mixed-use component and a publicly accessible multi-use path that will run along the entire perimeter of the site.

Zoning District Map Amendment area only (+/- 44.7 acres)

- Existing Use: Vacant undeveloped land
- Proposed Use: Mixed-Use
- Buildings/Description: Five buildings, varying in height from four to five stories (a portion of one of the buildings is three stories)
- Parcel Size: +/- 44.7 acres (gross) of an overall +/- 69.71-acre site
- Building Height Allowed: 82 feet exclusive of rooftop appurtenances (13-ZN-2020)
- Building Height Proposed: 68 feet exclusive of rooftop appurtenances
- Parking Required: 3,487 spaces (2,568 for residential, 455 for hotel, 330 for guest parking, 134 for commercial)
- Parking Provided: 3,489 spaces
- Open Space Required: 375,121 square feet (8.6 acres; 25% of net site area)
- Open Space Provided: 816,844 square feet (18.7 acres)
- Floor Area Ratio Allowed: 0.8 of the Development Plan area, including residential (1,531,156 square feet)
- Floor Area Ratio Proposed: 0.79 (1,526,870 square feet)

IMPACT ANALYSIS

Economic Development

Axon Enterprises, a Scottsdale-based success story founded in 1993, has grown from a small startup into a global leader in public safety technology. Axon employs over 3,000 people across multiple offices worldwide, with plans to grow to over 5,000 employees.

Currently, Axon's Scottsdale headquarters occupies approximately 100,000 square feet of office and manufacturing space and leases an additional 120,000 square feet in the region. This plan consolidates operations into a new, state-of-the-art World Headquarters Campus in the Airpark area, which is developing a reputation for innovative companies. This campus style development will help Axon expand to meet increasing demand from Axon customers, primarily public safety and military organizations looking for more modern tools like non-lethal options and sophisticated drone technologies. This expansion would solidify the company's presence in Scottsdale while supporting over 1,500 high-wage jobs with an estimated $130 million in annual payroll. While the total economic impact of this project is being finished, we expect it to be significant and the data will be presented as part of the council presentation.

This modern technology campus aligns with Scottsdale's vision for exceptional experiences, livability, and community prosperity. Modeled after successful tech hubs in Silicon Valley, Austin, and Seattle, Axon's new world headquarters will offer a mix of office, residential, retail, restaurants, and hotel accommodations, creating a vibrant live/work environment. This development will not only attract top talent by providing convenient housing and amenities but also bolster the city's reputation as a hub for innovation. By consolidating operations locally and investing in new infrastructure, Axon will further contribute to Scottsdale's economic vitality and strengthen its position as a destination for cutting-edge industries.

Corporate headquarters and technology are two of the target industries identified in the Council approved Economic Development Strategic Plan. Retaining a globally recognized leader with a world-wide headquarter location in this sector would demonstrate Scottsdale's focus on being a hub for technology and innovation. Additionally, the retention of these high-wage jobs ($116,500 average wage) helps meet the City's performance metric of exceeding the County's average wage by over 180% ($83,396). While Scottsdale has had recent success bringing in high-wage jobs, these type of corporate headquarter projects are extremely rare in the current office market.

Minor General Plan Amendment Request

As discussed above, the General Plan designates the subject site as Employment: Light Industrial/Office and the Greater Airpark Character Area Plan (GACAP) designates this site as Employment (EMP). The previous zoning district map amendment (Case 13-ZN-2020) was consistent with the Employment designation, as it only proposed office and manufacturing with no residential.

With this request, the applicant seeks to add residential and commercial uses to the site. Consequently, the applicant is requesting minor amendments to the Scottsdale General Plan 2035 to change the land use designation from Employment: Light Industrial/Office to Mixed-Use Neighborhoods, and to amend the Greater Airpark Character Area Plan to change the land use designation from Employment (EMP) to Airpark Mixed-Use - Residential (AMU-R), on +/- 44.7 acres of a +/- 69.71-acre site.

A request from Employment (Group G) to Mixed-Use Neighborhoods (Group G) is defined as a minor General Plan amendment based upon the Scottsdale General Plan 2035 Amendment Criteria (Criterion 1). However, the applicant's request to amend +/- 44.7-acres of a General Plan Land Use Category is more than the 15-acre threshold as defined by Criterion 2, Area of Change Criteria. Typically, such a request would constitute a major amendment – a process outlined within Scottsdale General Plan 2035 and pursuant to Arizona state law (ARS 9-461.06). The applicant, however, contends that such a request meets the intent of Criterion 8, Exceptions to the General Plan Amendment Criteria. Within this section, certain exceptions to the General Plan Amendment Criteria are considered in the best interest of the general public and in keeping with the vision, values, and goals of the community. Bullet 2 identifies that attracting regional land uses is appropriate for this area of the community and will be processed as a minor amendment.

In determining whether proposed land uses are regional in nature, the General Plan expects the City to consider whether the use has a regional draw, fulfills current economic development policies, enhances the employment core and the city's attractiveness to regional markets, benefits from good freeway access, and complements the established character for the area.

- Regional Draw and Enhancing the Employment Core – Within the narrative, the applicant states that this request implements the Regional Use definition, ensuring an integrated campus environment as part of the overall Axon corporate campus. As opposed to a singular manufacturing building, the General Plan amendment, and implementing zoning district map amendment, would allow for supporting uses – including regional-serving hotel, retail, and residential – to be located in a campus setting that would establish such as a world headquarters facility for Axon. As such, the employment core would be further supported as a result of the consolidation of all of their Valley-wide facilities into this singular location within Scottsdale, commensurate with supportive regional uses for both the corporate headquarters and their employees (hotel, retail, and residential).
- Economic Development Policies – The 2021 City of Scottsdale Economic Development Five-Year Strategic Plan provides leadership with a long term strategy for business expansion, startup and enterprise development, talent attraction/retention, and destination development. Consequently, the plan supports growing Scottsdale's existing industries (Goal 1 and supporting Objectives), attracting new investment (Goal 2 and supporting Objectives), and attracting and building talent (Goal 5 and supporting Objectives).
- Freeway access – the subject site is located adjacent to the Loop 101 Freeway and has existing access from Hayden Road.
- Established Character of the Area – the subject site is located within Crossroads East (in 19-ZN-2002#6), which includes a Development Plan and stipulations set forth to ensure future development builds upon the existing, established character found throughout the +/- 1,000-acre project.

As a means to implement the General Plan and GACAP land use designations sought by this request, the applicant's proposal would introduce residential, through the Planned Airpark Core Development (PCP) District, a land use and zoning district that was restricted by the previous zoning action for this area of Crossroads East (Case 19-ZN-2002#6). Such restrictions of uses, along with the use of "Transition Areas" were included in previous approvals to accommodate and protect residential

communities that border the Crossroads East project – including Scottsdale Stonebrook II, located south of the subject site.

Land Use Impact Model

In June 2024, Long Range Planning Services contracted with Applied Economics to produce a land use impact model to estimate the socioeconomic, development, and fiscal impacts associated with a change from one General Plan land use designation to another over a 20-year time period (in this instance, 2024-2044). From a fiscal standpoint, the model assesses both revenues generated from development (initial construction expenditures, yearly sales tax generation, etc.) as well as City expenditures (public safety, infrastructure maintenance, etc.), as a means to estimate how fiscally sustainable a project is (or is not) over time – also referred to as Net Present Value (NPV).

In this instance, the model provided a general assessment of the Axon Campus (+/- 69.71-acres), comparing the 20-year outlook of existing +/- 69.71-acres of "Light Industrial" with the proposed +/- 44.7-acres of "Mixed Use" and remaining +/- 25-acres of "Light Industrial" in the Central Sub-Area of the City. The model shows a positive NPV for both the existing and proposed uses over a 20-year time period, with the model noting a $434,962 NPV for the existing +/- 69.71-acres of "Light Industrial" and a $3,068,035 NPV for the proposed +/- 44.7-acres of "Mixed Use" and remaining +/- 25-acres of "Light Industrial". The model results in a net gain of $2,633,073 over a 20-year time period. Such an increase is expected as a result of an increased tax base that includes transaction collection from non-residential floor area and the integration of new residential use on the site, contributing to increased property tax. Further, the proposed development will bring additional residents into the area which will support area sales and property tax.

The full results of the Land Use Impact Model assessment are located in the case file.

Land Use Budget – Crossroads

The request to change the land use designation from Employment to Mixed-Use Neighborhoods and EMP to AMU-R will reduce the Employment land use by +/- 44.7 acres, a 1% reduction, at the General Plan level. However, Crossroads is unique in that it includes a Land Use Budget from which developers select their zoning districts. For this site, the +/- 44.7 acres proposed to be changed to P-C PCP AMU-R would be returned to the Land Use Budget, rather than being eliminated, so there is no net loss in employment zoned land (I-1) as a result of this request.

Since employment zoning (I-1) would remain available to assign to development sites within the +/- 1,000-acre Crossroads East development, the General Plan Employment land use category would need to be designated in conjunction with such zoning relocation. In terms of policy, both the General Plan 2035 (Land Use Element Goal LU 6) and Greater Airpark Character Area Plan (Land Use Chapter Policy LU 6.1) discuss the importance of prioritizing employment uses within this area of the city.

Airport Vicinity

The entire Crossroads PCD falls under the Airport Influence Area; as designated by the Part 150 Noise Compatibility Study. Most of the PCD falls under the AC-1 Influence Area (no land use restrictions) and a small portion (+/- 40 acres) near the southeast corner of the project falls under the AC-2 Influence Area (noise-sensitive uses require noise abatement and disclosure). This request would

introduce a noise-sensitive land use to the Airport Influence Area (multi-family residential). As such, FAA height determination, fair disclosure and sound attenuation is required.

This case was considered by the Airport Advisory Commission on 1/17/2024. The Commission voted unanimously to recommend denial of the original proposed development plan, citing the following:

- Increased residential units could result in additional noise complaints because of the location of the site and corresponding flight path, and
- Height impact penetrating the airspace could result in possibly requiring obstruction lighting on top of all five buildings

The revised development plan lowers a building and shifts the development slightly north. Based on Airport staff's analysis, it appears the new development plan would reduce the number of obstruction lights on top of the buildings down to a single light on one building. Per code, the applicant must complete the FAA airspace analysis for all buildings and receive an official FAA Determination prior to issuance of permits.

In addition, the original development plan called for more multi-family residential units (apartments), while the new design proposes to change some of the units to fee-title condominiums. Apartments typically do not generate noise complaints while single-family residential homes and condos tend to trigger additional noise complaints. In addition to the FAA airspace analysis, the applicant is required to provide fair disclosure notice to potential buyers/residents, dedicate an Avigation Easement, and provide sound attenuation to help reduce impacts from aircraft operations.

PCD Findings

Per Section 5.2104 of the Zoning Ordinance, before approval or modified approval of an application for a proposed P-C District, the Planning Commission and City Council must find:

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

- The subject site is located within the General Plan 2035 designated Greater Airpark Growth Area. Growth Areas are locations within the community that best accommodate future growth, allowing increased focus on creating or enhancing transportation systems and infrastructure coordinated with development activity. Within designated Growth Areas, applications typically yield a maximum density nearing 50 dwelling units per acre. The applicant's proposal for 1,965 dwelling units over the +/- 44.7-acre development plan calculates to 44 dwelling units per acre. The Greater Airpark Character Area Plan (GACAP) provides more specific policy direction for this area of the community, consistent with the goals and policies of the General Plan. As such, the plan utilizes Development Types to guide the physical and built form of the area (Goal LU 4), noting that medium- to higher-scale development may be located within Type C areas – where the subject site is located. The applicant does not propose to increase building heights with this request. Consequently, the density that is proposed is supported by the definition of a Growth Area expected by Scottsdale General Plan 2035 and further defined by its designation within the Type C Development Type of the Greater Airpark Character Area.
- The General Plan 2035 Open Space Element designates Hayden Road, north of Frank Lloyd Wright Boulevard, as a Buffered Roadway – streets that provide an aesthetic or environmental buffer,

enhance the unique image of the streetscape, and reduce the impacts that major streets may have on adjacent land uses (Policy OS 4.3). Further, the GACAP designates Hayden Road as a Signature Corridor, where this street segment expects design that reflects "urban characteristics that celebrate transitions from the urban environment to the native desert and residential areas" (CD2.1, CD2.1.5 and CD2.2). As such, the applicant is proposing a minimum forty (40) foot wide buffered setback along N. Hayden Road, measured from the edge of the right-of-way. This proposal provides the transition expected by Scottsdale's Signature Corridor from the urban environment experienced south of the Loop 101 Freeway to the native desert environment experienced north of the Loop 101 Freeway.

- The General Plan 2035 Growth Areas Element (Goal GA 3) and the GACAP Land Use Chapter (Policy LU 5.2) encourage open space areas as public amenities that benefit the community. Further, the General Plan 2035 Connectivity Element (Goal C 3 and corresponding policies) and GACAP Character & Design (Goal CD 2 and corresponding policies) and Community Mobility Chapters (Goal CM 6 and corresponding policies) encourage accessible and engaging bicycle and pedestrian connections. As such, the applicant proposes a development plan that includes +/- 18 acres of open space (not inclusive of private, courtyard open space) as well as +/-1.5 miles of circulating trails along the perimeter of the campus.

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

- A Transportation Master Plan (MP) was created as part of the original entitlement for Crossroads, and identified the alignments for all future major streets, including N. Hayden Road. As each new development proposal is presented to the City, staff analyzes the MP to determine if existing streets need to be extended, or if new local streets are needed to accommodate proposed development intensity. N. Hayden Road has been completed and was recently widened to three lanes each way north of the Loop 101 Freeway as part of the Nationwide development. This proposal also includes widening of N. Hayden Road south of the Loop 101 Freeway to accommodate demand generated by the proposed development. Additionally, E. Mayo Blvd. will be extended east of N. Hayden Road as part of Phase 1 of this development, eventually connecting with N. Perimeter Drive and the Perimeter Center industrial park south of the subject site. This extension will provide a much-needed additional north/south connection from E. Bell Road to the freeway and should help with traffic flows generated by events at the TPC Scottsdale and Westworld.

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

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

   The proposed residential component is designed to encourage walkability, both within the development and to adjacent streets. A series of six-foot internal sidewalks connect the

buildings and connect the mixed-use component to the Axon Corporate Headquarters. Also proposed is a multi-use path that will run along the entire perimeter of the Axon campus that will be publicly accessible (approximately a one-mile loop). In addition to the residential, +/- 47,000 square feet of commercial is proposed that is integrated into the first floor of the residential buildings that could include small retail, restaurants or personal service uses easily accessible to residents. All combine to create an environment of sustained desirability and stability.

The single-family community to the south is aware of the proposal and relayed some concerns/requests to the applicant. The community requested that building height be reduced as buildings get closer to the south property line. In response, the applicant has reduced building heights for the southernmost buildings to three stories instead of five stories. Additionally, the community requested the hotel be moved to the northeast corner of the rezoning area, which the applicant has done. The original location was at the southeast corner of the site, closer to the community. These changes help the proposal to be in harmony with the character of the surrounding area.

The applicant states that the housing component is compatible to the surrounding area which features other multi-family developments with similar densities. This is an ideal area to provide critically needed housing within close proximity, and easy access to outdoor recreational opportunities, including the Scottsdale Sports Complex, McDowell Sonoran Preserve and TPC Scottsdale.

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

   No new industrial or research uses are proposed as part of this request.

3. **In the case of proposed commercial, institutional, recreational and other non-residential uses, that such development will be appropriate in area, location and overall planning to the purpose intended; and that such development will be in harmony with the character of the surrounding area.**

   Though ultimately market driven, commercial uses for the project are intended to lend themselves to the overall campus concept the applicant is seeking to create. Uses such as restaurants, personal service and retail are all possibilities; providing for a true-mixed use environment where residents will have easy access to on-site commercial uses. Future uses on the site will help to support the corporate headquarters and surrounding community; and will be in harmony with the character of the surrounding area.

Amended Development Standards

As part of a Planned Community District application, or subsequent amendment, an applicant may propose amendments to certain site development standards in an effort to accommodate flexibility in design of a project. The only amendment proposed as part of this application is to the floor area

restriction for residential on the first floor in the P-C comparable Planned Airpark Core (PCP) zoning district, as indicated below:

- Building Height ~~(including~~ **excluding** all rooftop appurtenances)

- Use Limitations (for dwellings in the PCP):
  (4) Limited to a maximum of ~~50~~ **58** percent of the ground floor building area of the Development Plan.

Transportation

The site is located on the southeast corner of the Loop 101 Freeway and Hayden Road. The eastern portion is planned to be occupied by the Axon headquarters. The site access and internal street system was first established with the previous zoning case, 13-ZN-2020, and the subsequent Development Review Board case, 28-DR-2020. Axon Way is an extension of Mayo Boulevard to the west, and it traverses through the site connecting Hayden Road to Perimeter Drive. Site access is provided by internal driveways and two intersections along Axon Way – Hayden Road and Axon Way, and Perimeter Drive and Axon Way. The Hayden Road and Axon Way intersection will be signalized as was previously proposed. The new Axon Way alignment will not connect to 82nd Street or the Old Mayo Blvd. to the south. The new alignment still proposes a roundabout at the intersection of Axon Way and Perimeter Drive.

The development plan includes 1,965 multi-family dwelling units, a 435 key hotel, and 47,180 square feet of commercial space. This development plan is estimated to generate 14,082 trips, with reductions for internal capture lowing the external trips to 11,794. The a.m. peak hour trips are 950 and p.m. trips are 897 after the reductions.

The street system in this area was developed in response to a request from Axon to be consistent with their plan to develop the entire parcel as a campus for their corporate headquarters. Instead of a more direct four-lane roadway connection through the center of the parcel a horizontal curve with a design speed of 30 MPH was incorporated on Axon Way to change the horizontal alignment further south to travel along the perimeter of the site, which will slow traffic that is traveling through the site. Poor levels of service are anticipated at several intersections in the vicinity of the site, including Hayden Road and Axon Way/Mayo Boulevard, Hayden Road and Princess Drive, Perimeter Drive and Princess Drive, Hayden Road and the Loop 101 interchange, and the Princess Drive/Pima Road and the Loop 101 interchange. The developer's traffic impact study proposes mitigation measures, including signal timing changes and additional lane capacity at intersections, which are under review for feasibility. According to modeling presented in the traffic impact study these measures, when implemented, will mitigate traffic delays at these intersections, in most cases reducing delays below levels that would occur if the project were not built. Mitigation proposed at the freeway interchanges requires review and acceptance from the Arizona Department of Transportation (ADOT). Based on preliminary discussions with ADOT, staff anticipates receiving this approval.

The applicant is stipulated to submit an updated traffic impact study to Transportation staff prior to any Development Review Board applications. Any street or traffic control improvements that are

recommended in the accepted study will become requirements for the developer. Additional right-of-way may be required to accommodate these improvements. If some of the mitigation measures are not feasible, the applicant may be required to alter the development plan to reduce trip generation.

Water/Sewer

Abbreviated water and sewer Basis of Design (BOD) reports were provided by the applicant. In response to the information provided, stipulations have been crafted that identify what infrastructure upgrades must be achieved as part of the proposed development.

A Water Demand Exhibit is required and must be completed for any project that generates 100,000 gallons per day or more in total average daily use, excluding fire flow (Resolution 12539, Scottsdale Sustainable Water Management Principles). The total water demand for this project exceeds 100,000 gallons per day, as indicated in the abbreviated BOD, and 3,000 acre feet of water will be provided by Axon to address this. This project may need to provide alternative conservation measures or additional water resources in advancing the City's water conservation efforts. Property owner has committed to provide 3,000 acre feet of water (+/-840 million gallons) via water credits to offset impacts on the city's water infrastructure. Water and sewer system upgrades, designed and constructed as part of this project, are required to handle project demands. In the project narrative, the applicant states that storm water flows will be discharged into sanitary sewer system. This will be resolved with the stipulations.

The City of Scottsdale is an Arizona Department of Water Resources designated provider with a 100-year Assured Water Supply, and will supply water in accordance with City codes, ordinances, and the City's Drought Management Plan. All infrastructure upgrades necessary to serve this project will be completed by the applicant.

Fire/Police

The nearest fire station is located at 20700 N. Pima Road, approximately 1.5 miles northeast of the project site, and the site is served by Police District 3, Beat 19. As with any project that contributes to growth, the fire department and police department continually anticipate and evaluate resource needs for the city's budget process. There is also a municipal fire station proposed to be constructed on site at a future date.

Open Space

The proposed development plan includes over twice as much open space as required by the PCP zoning district (+/- 51% of net lot area vs. 25% of net lot area). Open space is evenly distributed and includes common areas for each residential building, a common area for the proposed hotel, and a dog park. N. Hayden Road is identified as a Signature Corridor by the GACAP. As such, a minimum 50-foot landscape buffer and setback is recommended. The applicant proposes a minimum 40-foot landscape buffer and setback with an average depth of 50 feet, similar to what was approved for the Cavasson site north of the Loop 101 Freeway. Included as part of the open space is a publicly accessible multi-use path that circles the entire campus along the perimeter (+/- one mile).

School District Comments/Review

The Scottsdale Unified School District and Paradise Valley Unified School District have been notified of the proposed residential density and have indicated existing facilities are adequate to serve the increased population.

Housing Cost

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

Community Involvement

The City of Scottsdale promotes public participation in the development of the built environment. Generally, the applicant complied with the city's suggested best practices for public outreach. The applicant held an Open House on 6/21/2023 at the Axon building on 17800 N. 85th Street. Per the applicant's Public Participation Report, there were 47 attendees. Questions/comments received at the Open House include the following:

- Some attendees expressed enthusiasm about the proposal, specifically the new retail.
- Several attendees expressed concerns about building height, residential density and traffic.
- Some attendees asked questions related to circulation, pedestrian safety and ingress/egress into the neighborhood and campus.
- Several attendees expressed support for the realignment of Axon Way (aka Mayo Blvd.), believing it would help with traffic.
- Some attendees were opposed to any residential on the site.

Staff also received comments, primarily from the Stonebrook residential community to the south. Refer to Attachment 13 for additional information.

Significant Updates to Development Proposal Since Initial Submittal

- Number of proposed residential units reduced from 2,552 (all rental) to 1,965 (23% reduction).
- Of the 1,965 multi-family residential units proposed, +/- 365 are now proposed to be fee-title condominiums, leaving 1,600 rental units.
- Maximum building height for all buildings on the site proposed to be exclusive of rooftop appurtenances (previously inclusive).
- In response to resident concerns, E. Axon Way is now proposed to be realigned so that it bypasses N. 82nd Street to the north and directs traffic away from the residential community to the south. Realignment would also prevent traffic generated by the Axon campus from accessing N. 82nd Street.
- The existing E. Mayo Blvd. (aka E. Union Hills Dr.) that abuts the residential community to the south, originally proposed to be abandoned, will instead be preserved and improved to provide a more direct connection to N. Hayden Road for the residents to the south. This section of road would also be used as an ingress point for the fire station presently under construction.

- In response to resident concerns, the hotel has been relocated from the southeast corner of the site to the northeast corner of the site, closer to the Loop 101 Freeway, and further away from the residential community to the south.
- The building closest to the single-family residential to the south was reduced from five stories in height (+/- 67 feet) to three stories in height (+/- 45 feet), stepping up to four stories along the EA. Mayo Blvd. frontage.
- Pedestrian circulation includes a publicly accessible multi-use path that runs along the perimeter of the entire campus, (+/- one mile).

Community Impact

- Proposal includes widening of N. Hayden Road (including a deceleration lane) and extension of E. Axon Blvd. (aka Mayo Blvd.) east to Perimeter Center Drive.
- Proposed realignment of E. Axon Way will eliminate potential impacts on the residential community to the south from traffic and vehicle headlights.
- Preservation of existing E. Mayo Blvd. (aka E. Union Hills Dr.) will provide a direct connection from residential community to the south to N. Hayden Road.
- Developer to construct significant transportation and water/sewer infrastructure upgrades to accommodate project intensity.
- Proposal includes a publicly accessible multi-use path along the perimeter of the entire campus (+/- one mile).
- Retention, expansion and significant investment by a major local employer in Scottsdale.

Policy Implications

- Proposal will increase residential density for the Crossroads East PCD (6,969 units to 8,944 units).

OTHER BOARDS & COMMISSIONS

Airport Advisory Commission (AAC)

The AAC considered this case on 1/17/2024. Commissioners expressed concerns about the number of units and proximity to the airport. This site experiences a high volume of overflight activity (arrivals and departures) which will likely generate complaints. Citing the proposed number of residential units and incompatibility with airport operations, the Commission recommended denial with a unanimous vote of 7-0.

Note: The applicant was given the option to return to Airport Advisory Commission for further consideration of the revised development plan but declined, instead opting to go forward with the original recommendation of denial due to the fact that the land uses in the revised development plan remain unchanged.

Planning Commission (1/24/2024)

After presentations by both staff and the applicant, the Commission heard a great deal of public comment in support and opposition to the proposal. Much of the support came from both members of the business community and Axon employees. Comments in opposition centered primarily on

traffic, project density and intensity, and building height. Staff from Water Resources and Transportation were on hand to answer questions regarding water, sewer and traffic capacity. When queried by Commissioners, both Transportation and Water Resources staff indicated they did not have enough information to analyze impacts and determine infrastructure needs. After discussion, a motion was made to continue the case to the 2/14/2024 agenda to allow time for the applicant to coordinate with city staff and provide information needed to respond to Commissioner and citizen questions/concerns. Motion passed with a vote of 6-1 with Commissioner Serena dissenting.

Planning Commission (2/14/2024)

Prior to the hearing, the applicant requested a continuance to a date to be determined to allow additional time to address staff and resident concerns. There was no presentation or public comment. A motion to continue the case to a date to be determined passed with a vote of 5-2, with Commissioners Kaminski and Serena dissenting.

Staff Recommendation to Planning Commission

Staff recommended the Planning Commission make a recommendation of approval to City Council for a request by owner for a minor amendment to the City of Scottsdale General Plan 2035 to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor amendment to the Greater Airpark Character Area Plan to change the land use designation from Employment (EMP) to Airpark Mixed-Use – Residential (AMU-R), on a +/- 44.70-acre portion of a +/- 69.71-acre site, located at 8300 E. Axon Way, near Hayden & Loop 101 Freeway, and

Staff recommended the Planning Commission make a recommendation of approval to City Council for a request by owner for a zoning district map amendment from Planned Community District with P-C compatible Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use – Residential (P-C PCP AMU-R) zoning to accommodate an amendment to the original development plan (13-ZN-2020) to allow for 1,965 multi-family residential dwelling units, a hotel and +/- 47,000 square feet of commercial floor area in five buildings, varying in height from four to five stories (up to 67 feet), on a +/- 44.70-acre portion of a +/- 69.71-acre site, located at 8300 E. Axon Way near Hayden & Loop 101 Freeway.

STAFF RECOMMENDATION

Recommended Approach:

1. Adopt Resolution No. 13277 approving a minor amendment to the City of Scottsdale General Plan 2035 to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor amendment to the Greater Airpark Character Area Plan to change the land use designation from Employment (EMP) to Airpark Mixed-Use - Residential (AMU-R), on a +/- 44.70-acre portion of a +/- 69.71-acre site, located at 8300 E. Axon Way, and

2. Adopt Ordinance No. 4658 approving a zoning district map amendment from Planned Community District, Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning to accommodate an amendment to the original development plan (13-ZN-2020) and an amendment to the land use budget for Crossroads (19-ZN-2002#6) to allow for 1,965 multi-family residential units, a hotel, and +/- 47,000 square feet of commercial in five buildings ranging from four to five-stories, up to

68 feet in height, on a +/- 44.70-acre portion of a +/- 69.71-acre site, located at 8300 E Axon way, and

3. Adopt Resolution No. 13273 declaring the "Axon Development Plan" as a public record, and
4. Adopt Resolution No. 13275 authorizing Development Agreement 2002-141-COS-A5, and
5. Adopt Resolution No. 13274 authorizing the First Amended and Restated Infrastructure Reimbursement Agreement 2020-138-COS-A1.

RESPONSIBLE DEPARTMENTS

Planning and Development Services
Current Planning Services
Long Range Planning Services

STAFF CONTACTS

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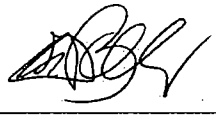
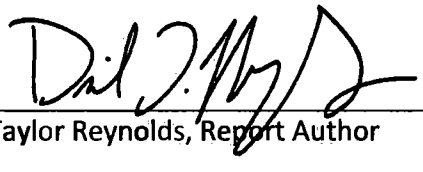
tkillgore@scottsdaleaz.gov

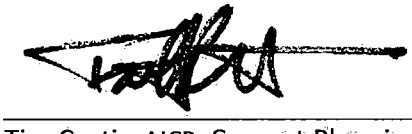
APPROVED BY



Greg Bloemberg, Report Author — 11/4/2024 Date



Taylor Reynolds, Report Author — 11/5/2024



Tim Curtis, AICP, Current Planning Director — 11/6/2024 Date
Planning Commission Liaison
Phone: 480-312-4210 Email: tcurtis@scottsdaleaz.gov

Teri P. Killgore

11/7/24

Teri Killgore, Economic Development Director
Planning, Economic Development, and Tourism
Phone: 480-312-2533 Email: tkillgore@scottsdaleaz.gov

Date

Erin Perreault

11/06/2024

Erin Perreault, AICP, Executive Director
Planning, Economic Development, and Tourism
Phone: 480-312-7093 Email: eperreault@scottsdaleaz.gov

Date

ATTACHMENTS

1. Context Aerial
1A. Aerial Close-Up
2. Resolution No. 13277
   Exhibit 1: Proposed General Plan Land Use Map
   Exhibit 2: Proposed Greater Airpark Character Area Plan Land Use Map
3. Ordinance No. 4658
   Exhibit 1: Zoning Map
   Exhibit 2: Stipulations
4. Resolution No. 13273
   Exhibit 1: Axon Development Plan
5. Resolution No. 13275
6. Contract No. 2002-141-COS-A5
7. Resolution No. 13274
8. Contract No. 2020-138-COS-A1
9. Additional Information
10. Existing General Plan Land Use Map
11. Existing Greater Airpark Character Area Plan Land Use Map
12. Existing Zoning Map
13. Traffic Impact Summary
14. Community Involvement
15. Correspondence
16. 1/17/2024 Airport Advisory Commission Meeting Minutes
17. 1/24/2024 Planning Commission Meeting Minutes
18. 2/14/2024 Planning Commission Meeting Minutes
19. City Notification Map



Context Aerial

3-GP-2023 & 13-ZN-2020#2

ATTACHMENT 1



Close-up Aerial

3-GP-2023 & 13-ZN-2020#2

ATTACHMENT 1A

RESOLUTION NO. 13277

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTSDALE, MARICOPA COUNTY, ARIZONA, ADOPTING MINOR GENERAL PLAN AMENDMENTS TO THE CITY OF SCOTTSDALE GENERAL PLAN 2035 FUTURE LAND USE MAP FROM EMPLOYMENT TO MIXED-USE NEIGHBORHOODS LAND USE DESIGNATION, AND A MINOR GENERAL PLAN AMENDMENT TO CHANGE THE GREATER AIRPARK CHARACTER AREA PLAN FUTURE LAND USE MAP FROM EMPLOYMENT (EMP) TO AIRPARK MIXED-USE-RESIDENTIAL (AMU-R) LAND USE DESIGNATION ON +/- 44.70 GROSS (+/-36.32 NET) ACRE PORTION OF A +/- 69.71 GROSS ACRE SITE, LOCATED AT 8300 E. AXON WAY.

WHEREAS, in consideration of the minor General Plan amendments, the City Council, Planning Commission and City staff have held public hearings and meetings with residents and property owners of Scottsdale and other interest parties, and have considered, wherever possible, the concern or alternatives expressed by those persons regarding the proposed amendment; and

WHEREAS, the Planning Commission held recommendation hearings on January 24, 2024 and November 13, 2024 concerning the minor General Plan and Greater Airpark Character Area Plan amendments; and

WHEREAS, the City Council has incorporated, whenever possible, the concerns and alternatives expressed by all interested parties concerning the minor General Plan amendments.

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

Section 1. That the City Council hereby amends the City of Scottsdale General Plan 2035 Future Land Use Map for a +/- 44.70 gross (+/- 36.32 net) acre portion of a +/- 69.71 gross acre site, located at 8300 E. Axon Way from Employment to Mixed-Use Neighborhoods land use designation.

Section 2. That the City Council hereby amends the City of Scottsdale Greater Airpark Character Area Plan Future Land Use Map, for+/- 44.70 gross (+/- 36.32 net) acre portion of a +/- 69.71 gross acre site, located at 8300 E. Axon Way from Employment (EMP) to Airpark Mixed-Use Residential (AMU-R) land use designation.

Section 3. That the above amendments are described in Case No. 3-GP-2023 (relating to zoning case 13-ZN-2020#2) and depicted on Exhibits "1" and "2", attached hereto and incorporated by this reference.

Section 4. That copies of the General Plan and Greater Airpark Character Area Plan amendments shall be on file in the Office of the City Clerk, located at 3939 N. Drinkwater Boulevard, Scottsdale, Arizona.

ATTACHMENT 2

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____day of _____, 2024.

ATTEST:

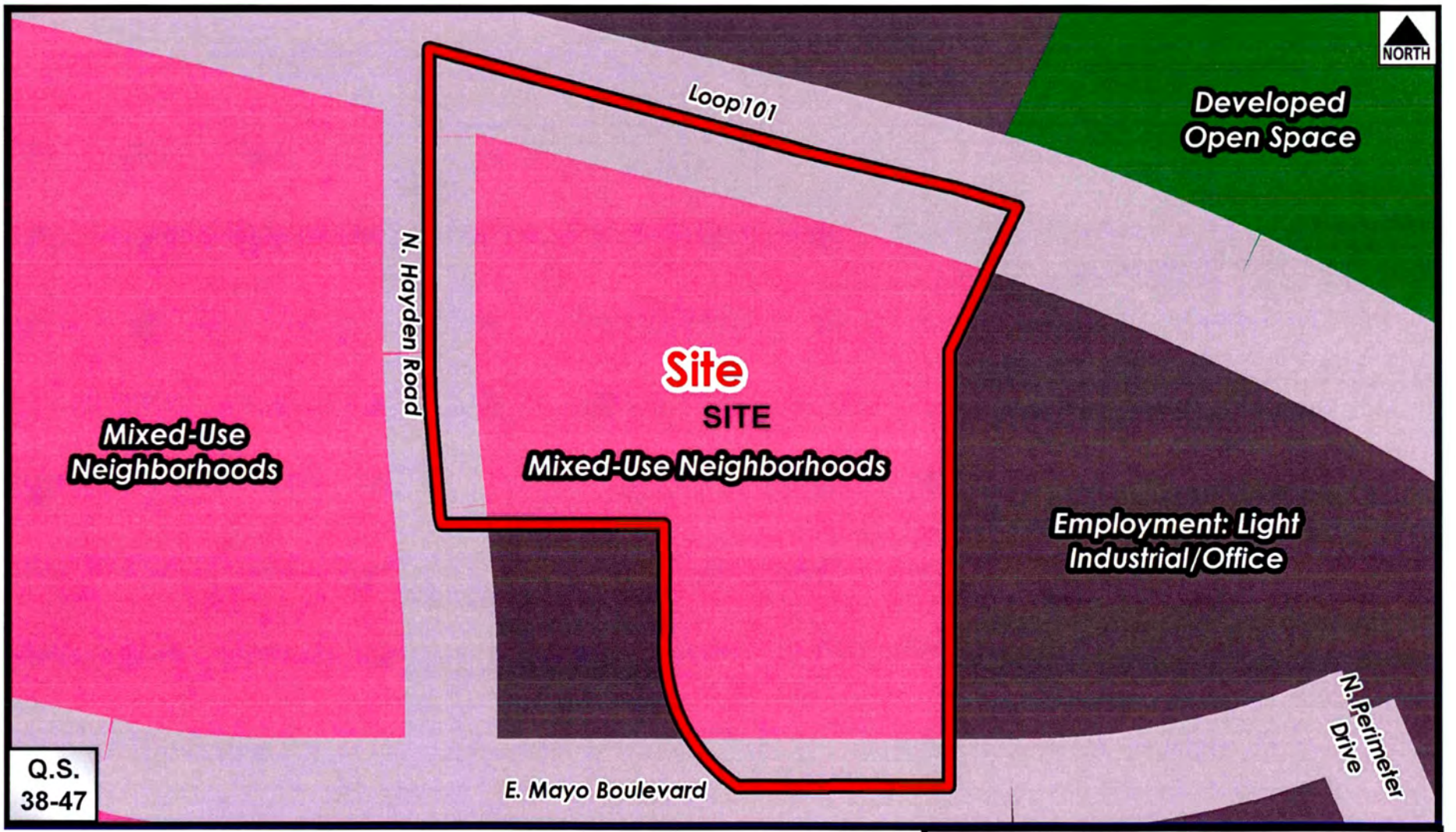
By:_____
Ben Lane
City Clerk

CITY OF SCOTTSDALE, an Arizona Municipal Corporation

By:_____
David D. Ortega
Mayor

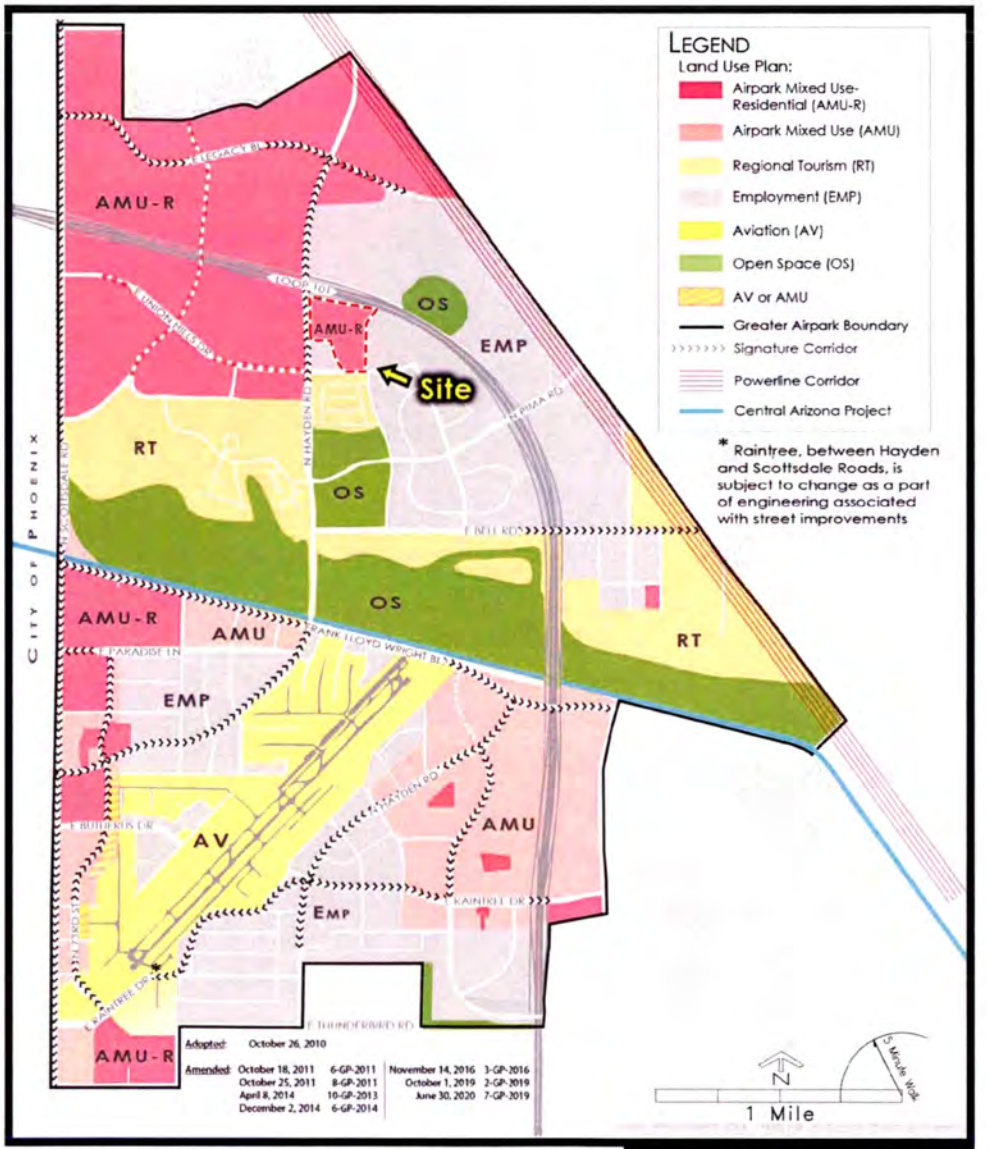
APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney



General Plan 2035 Future Land Use Map
+/- 44.7-acres of Mixed-Use Neighborhoods

3-GP-2023 & 13-ZN-2020#2



Greater Airpark Character Area Land Use Plan
+/- 44.7 acres Airpark Mixed Use – Residential

3-GP-2023 & 13-ZN-2020#2

ORDINANCE NO. 4658

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. 13-ZN-2020#2 FROM PLANNED COMMUNITY DISTRICT, WITH P-C COMPARABLE INDUSTRIAL PARK (P-C I-1) ZONING TO PLANNED COMMUNITY DISTRICT WITH P-C COMPARABLE PLANNED AIRPARK CORE, AIRPARK MIXED-USE - RESIDENTIAL (P-C PCP AMU-R) ZONING TO ACCOMMODATE AN AMENDMENT TO THE ORIGINAL DEVELOPMENT PLAN AND LAND USE BUDGET (13-ZN-2020 AND 19-ZN-2002#6) TO ALLOW FOR 1,965 MULTI-FAMILY RESIDENTIAL UNITS, A HOTEL, AND +/- 47,000 SQUARE FEET OF COMMERCIAL IN FIVE BUILDINGS, RANGING FROM FOUR TO FIVE STORIES, UP TO 68 FEET IN HEIGHT, ON A +/- 44.7-ACRE PORTION OF A +/- 69.7-ACRE SITE, LOCATED AT 8300 E. AXON WAY.

WHEREAS, the Planning Commission held hearings on January 24, 2024 and November 13, 2024; and

WHEREAS, the City Council has considered the probable impact of Zoning Ordinance (4658) on the cost to construct housing for sale or rent; and

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

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

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

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

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

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

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

WHEREAS, it is now necessary that the comprehensive zoning map of the City of Scottsdale ("District Map") be amended to conform with the decision of the Scottsdale City Council in Case No. 13-ZN-2020#2.

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 +/- 44.7-acre portion of a +/- 69.7 acre site located at 8300 E. Axon Way, and marked as "Site" (the Property) on the map attached as **Exhibit 1**, incorporated herein by reference, from Planned Community District, with P-C comparable Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning, and by adopting that certain document entitled "Axon Development Plan" declared as public record by Resolution No. 13273 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**, incorporated herein by reference.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Maricopa County, Arizona this _____ day of _____, 2024.

ATTEST:

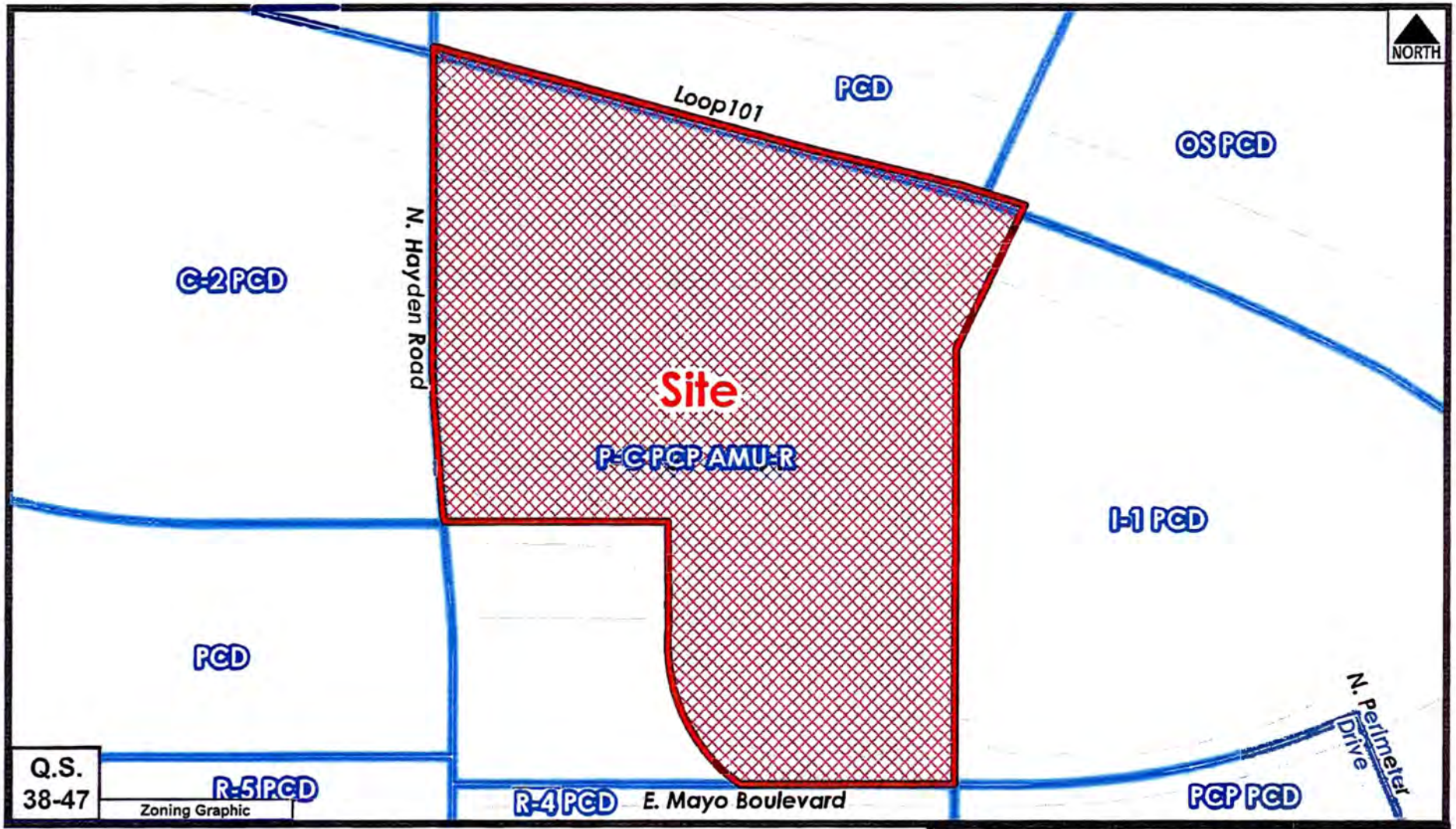
By:_____
Ben Lane
City Clerk

CITY OF SCOTTSDALE, an Arizona municipal corporation

By:_____
David D. Ortega
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney



Zoning

3-GP-2023 & 13-ZN-2020#2

Stipulations for the Zoning Application:

Axon

Case Number: 13-ZN-2020#2

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

SITE DESIGN

1. GOVERNANCE. The adopted conditions and parameters of case 13-ZN-2020 at this location shall continue to apply except as amended below.
2. CONFORMANCE TO DEVELOPMENT PLAN. Development shall conform with the Development Plan, titled "Axon Development Plan" which is on file with the City Clerk and made a public record by Resolution No. 13273 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.
3. 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.
4. CONFORMANCE TO SECOND AMENDMENT TO THE THIRD AMENDED AND RESTATED DEVELOPMENT AGREEMENT. Development shall conform with the amended Land Use Budget in the associated Development Agreement, Contract No. 2002-143-COS-A5 (approved by Resolution No. 13275). Any change to the Development Agreement shall be subject to City Council approval.
5. CONFORMANCE TO THE FIRST AMENDED AND RESTATED PUBLIC INFRASTRUCTURE REIMBURSEMENT DEVELOPMENT AGREEMENT. Development shall conform with the associated Development Agreement, Contract No. 2020-138-COS-A1 (approved by Resolution No. 13274). Any change to the Development Agreement shall be subject to City Council approval.
6. MAXIMUM DWELLING UNITS/NON-RESIDENTIAL FLOOR AREA. Maximum dwelling units and Minimum non-residential floor area shall be as indicated on the Land Use Budget Table on the following page.

Parcel	Gross Acres	Zoning	Max DU/AC	Max # of Units
215-07-407	+/- 44 acres of an overall +/- 69-acre parcel	P-C PCP AMU-R	44 du/ac	1,965
Non-Residential Floor Area				

			Minimum Commercial Floor Area (Retail, Restaurant, etc.)	Minimum # of hotel rooms
			47,000 square feet	425

7. FLOOR AREA RATIO (FAR). The maximum FAR for the PCP AMU-R portion of the Axon campus (+/- 44.7 acres) shall not exceed 0.8 of the development plan area, including the multi-family residential.
8. OPEN SPACE. Open space for the PCP AMU-R portion of the of the Axon campus (+/- 44.7 acres) shall be consistent with the open space plan included as part of the development plan (+/- 20 acres).
9. BUILDING HEIGHT. No building on the PCP AMU-R portion of the Axon campus (+/- 44.7 acres) shall exceed five stories or 68 feet in height (exclusive of rooftop appurtenances). The building identified as Building E on the site plan shall not exceed four stories or 47 feet in height (exclusive of rooftop appurtenances) measured as provided in the applicable section of the Zoning Ordinance. Height for Building E shall step down to a maximum of three stories or 40 feet in height (exclusive of rooftop appurtenances) as indicated on the site plan dated 10/24/2024.
10. SETBACKS. The building identified as Building E on the site plan shall setback a minimum distance of 300 feet from the property line.
11. SIGNATURE CORRIDOR. A minimum landscape buffer/setback of 40 feet (average 50 feet) shall be provided along the Hayden Road frontage.
12. PEDESTRIAN CIRCULATION. Pedestrian circulation for the project shall include a minimum six-foot-wide trail along the entire perimeter of the Axon campus (+/- one mile in length).
13. STREETLIGHTS. The final site plan and civil improvement plans for the project shall include the property owner's construction of new Transportation Department compliant streetlights along N. Hayden Road, east side, from Loop 101 to the Mayo Boulevard alignment (along the south property line) and E. Axon Way, both sides, from Hayden to N Perimeter Drive.
14. FIBER OPTIC CONDUIT. The final site plan and civil improvement plans for the project shall include the property owner's construction of new IT Department compliant fiber optic conduit along N. Hayden Road, east side, from Loop 101 to the Mayo Boulevard alignment (along the south property line) and E. Axon Way from Hayden to N Perimeter Drive.
15. FUTURE SUBDIVIDING. Any proposed modification to parcel boundaries shall only be considered in accordance with Scottsdale Revised Code. Future parcels created to recognize separate ownership shall "stand alone" with regard to the applicable PCP AMU-R zoning development standards. Any plat that creates parcels that cannot stand alone, or parcels that rely on other parcels for shared facilities, such as drainage, open space, etc. shall require a separate zoning application to add the Planned Shared Development (PSD) Overlay to the entire project site. The PSD application must be approved prior to submittal of any preliminary plat or minor subdivision application.
16. ACCESS RESTRICTIONS. Access to the development project shall conform to a Transportation Department approved Traffic Impact and Mitigation Analysis recommendation including modifications to proposed project to accommodate.

17. REFUSE. Each building shall be provided its own refuse infrastructure in conformance with the DSPM and the refuse plan provided by ORB with a date of 10/24/2024.

18. 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.

AIRPORT

19. FAA DETERMINATION. With the final construction plan submittal, the property owner shall submit a copy of the FAA Determination Letter on the FAA Form 7460-1 for any building that penetrates the 100:1 slope. The highest point of the tallest building(s), including rooftop appurtenances, shall be detailed in the FAA Form 7460-1 submittal.

20. AIRCRAFT NOISE AND OVERFLIGHT DISCLOSURE. Prior to issuance of any permits for the development project, the owner shall provide noise disclosure notice to occupants, potential residents, employees and/or students in a form acceptable to the Scottsdale Aviation Director.

21. SOUND ATTENUATION MEASURES. With the construction document submittal, the property owner shall submit plans and documentation demonstrating that the buildings of the development project have been designed and shall be constructed to reduce interior to exterior noise by at least 25 decibels, in accordance with the most recent the noise attenuation measures at the time of the construction document submittal, and set forth in Section 4.00 of Appendix F of the FAA part 150 noise Compatibility Study, as amended.

22. AVIGATION EASEMENT. Prior to the issuance of any permit for the development project, the property owner shall dedicate an Avigation Easement to the City of Scottsdale, in a form acceptable to the City Attorney, or designee.

DEDICATIONS

23. RIGHT-OF-WAY DEDICATIONS. Prior to issuance of any permit or with the recordation of any final plat for the development project, the property owner shall make a Transportation Department's approved Traffic Impact and Mitigation Analysis' recommended dedications or the following fee-simple right-of-way dedications to the City of Scottsdale:

    a. E AXON WAY. Dedicate right-of-way required to accommodate a realignment of the Major Collector corridor so that its and N Hayden Roads level of service is above a Level F.

    b. N HAYDEN ROAD. Dedicate required right-of-way to accommodate additional through lanes and turn lanes from ADOT's 101 to Old Mayo Blvd. alignment so that its, and its intersections, level of service is above a Level F.

24. SHARED DRIVE AISLES. Any shared access ways, drive aisles or the like across existing or proposed parcel boundaries shall be contained within a private association's tract and dedicated as such via a final plat recordation and in conformance with Scottsdale Revised Code.

25. SHARED PRIVATE INFRASTRUCTURE MAINTENANCE, AND LIABLITY. A property owners association consisting of shared private infrastructure benefiting property owners shall own and be responsible for all maintenance and liabilities of their required platted tracts containing said shared infrastructure like but not limited to shared drive aisles, access ways, trails, sewer systems etc.

26. PUBLIC NON-MOTORIZED ACCESS EASEMENT. Prior to issuance of any permit or with any final plat recordation for the development project, the property owner shall dedicate a continuous Public Non-Motorized Access Easement to the City of Scottsdale to contain the public sidewalk, paths or trails in locations where public access infrastructure crosses onto private property of the development project.

INFRASTRUCTURE

27. 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.

28. STANDARDS OF IMPROVEMENTS. All improvements (curb, gutter, sidewalk, curb ramps, driveways, pavement, concrete, water, wastewater, etc.) shall be constructed in accordance with the applicable City of Scottsdale Supplements to the Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, Maricopa Association of Governments (MAG) Uniform Standard Specifications and Details for Public Works Construction, the Design Standards and Policies Manual (DSPM), and all other applicable city codes and policies.

29. CIRCULATION IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct Transportation Department approved Traffic Impact and Mitigation Analysis recommended infrastructure, and any of the following infrastructure that are not under construction or physically existing prior to project request of any permit issuance or recordation of a final plat:

    a. E AXON WAY. From N. Hayden Road to N Perimeter Drive:

        1. Construct full street improvements to include curb, gutter, pavement, bike lanes, eight feet (8') wide minimum, separate from back of curb sidewalks (both sides) etc. and in accordance with the Major Collector– Suburban Character roadway classification as specified in the DSPM.

        2. Construct one (1) roundabout at N. Perimeter Drive, in accordance with the Major Collector Round-About design criteria as specified in the DSPM.

        3. Widen and improve intersections so that their Level of Service is above an F.

        4. Construct a Rectangular Rapid Flashing Beacon (RRFB) with high visibility marked crosswalk approximately 900 feet east of N. Hayden Road.

    b. E AXON WAY. From N Perimeter Drive to ADOT's 101 ROW:

        1. Demolish existing pavement and restore to native vegetative landscaping.

        2. Construct a minimum six foot (6') wide trail.

    c. N HAYDEN ROAD. From Old E Mayo Blvd Alignment to ADOT's 101.

        1. Construct additional lanes, east half, to include curb gutter, pavement, bike lanes and minimum eight-foot-wide (8') sidewalk separated from back of curb, etc. and in

conformance with the Major Arterial Suburban Character roadway classification as specified in the DSPM.

2. Widen and improve intersections so that their Level of Service is above an F.

d. E. MAYO BOULEVARD ALIGNMENT (along south property line). From N Hayden Road to E Axon Way.

1. Construct median "pork chop" island at the N. Hayden Road intersection to prohibit westbound left turn movements but allow southbound left turn movement.

30. PEDESTRIAN HAWK SIGNALIZED CROSSING. Prior to recordation of a land division or issuance of any building permit for the development project, the property owner shall execute an in-lieu agreement and make a payment of $50,000 for the proportionate share of a future HAWK pedestrian crossing on Hayden Road, south of the project development, to the sports fields on the east side of Hayden.

31. TRAFFIC SIGNAL CONSTRUCTION. Prior to issuance of any permit for the development project, the property owner shall submit and obtain approval of construction documents to construct a traffic signal and associated improvements at the intersection of N. Hayden Road and E. Mayo Blvd. Traffic signal and associated improvements shall be constructed prior to the issuance of any Certificate of Occupancy or Certification of Shell Building, whichever is first.

32. PUBLIC WATER AND WASTEWATER IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct all public water infrastructure improvements necessary to serve the development and public systems, including any new mains or pipelines, valves, manholes, service lines, hydrants, odor control facilities, pumping or conveyance facilities, and any other infrastructure deemed necessary by the city's Water Resources Department.

33. PRIVATE WATER AND WASTEWATER IMPROVEMENTS. Prior to issuance of any permit or recordation of a final plat for the development project, the property owner shall submit, obtain approval, and secure permit issuance of construction documents to construct public water infrastructure improvements necessary to serve the development and public systems, including any new mains or pipelines, valves, manholes, service lines, hydrants, odor control facilities, pumping or conveyance facilities, and any other infrastructure deemed necessary by the city's Water Resources Department.

34. WATER AND WASTEWATER DEVELOPMENT PHASING COORDINATION. Specific water and sewer infrastructure requirements associated with "Phase 1" shall be required to consider, be coordinated with, and subject to the following "Phase II" stipulations:

a. REQUIRED COORDINATION WITH THE NEW 16-INCH DIAMETER WATER MAIN ALONG THE SOUTHERN FRONTAGE.

1. All "Phase 1" and "Phase 2" connections to the public water system along the southern development frontage on E. Mayo Blvd/Union Hills Drive shall be to the new planned 16-inch diameter water main installed by the property owner. The new 16-inch diameter water main shall be installed in an alignment north of the existing 66-inch diameter water transmission main alignment.

2. The new 16-inch water main installed by the developer along the southern development frontage on E. Mayo Blvd./Union Hills Drive under "Phase 1" shall connect to the existing 16-

inch diameter water main in N. Hayden Road north of the existing 66-inch diameter water transmission main alignment. Under "Phase 1", a new 16-inch diameter water transmission main shall also be provided with a 16-inch diameter tee and associated 16-inch diameter pipe stub and valve, to be connected to the future 24-inch diameter water main to be installed in N. Hayden Road under "Phase 2".

3. The new 16-inch diameter water main installed by the property owner along the southern development frontage on E. Mayo Blvd./Union Hills Drive under "Phase 1" shall connect to the existing 16-inch diameter water main in E. Mayo Blvd./Union Hills Drive on the west side of and adjacent to the Loop 101 Freeway.
4. Under "Phase 2", the property owner shall connect the 16-inch diameter "Phase 1" water line installed in E. Mayo Blvd/Union Hills Drive along the parcels southern frontage to the new 24-inch diameter transmission main installed in N. Hayden Road by the property owner under "Phase 2".

b. PROHIBITIONS.

1. Only wastewater flows from "Phase 1" shall be permitted to discharge to a sanitary sewer that ultimately discharges to the N. Hayden Road public sewer. The maximum "Phase 1" sewer discharge volume to the existing N. Hayden Road sewer shall not exceed 479 gallons per minute (GPM) peak hour flow. All wastewater flows from additional development on the site shall be pumped via sewer lift station and sewer force mains north of the Loop 101 Freeway to the existing public sewer system. A redundant sewer force main shall be required.
2. Only water demand up to the limits of "Phase 1" shall be permitted with limited additional water infrastructure required. If the peak water demand of 595 GPM is exceeded by the proposed development, all applicable "Phase 2" infrastructure stipulations and requirements as described herein shall be triggered and come into full effect.
3. Public gravity sewer shall not be designated/utilized within the development where the sewer is located outside a public right-of-way and/or private sewer can be accommodated and fulfill the needs of the development. Wastewater conveyed from city parcel #215-07-409 shall be considered public and shall be conveyed within a minimum 20-foot-wide Water & Sewer Facilities Easement or right-of-way by Axon to the sewer in E. Mayo Blvd./Union Hills Drive.
4. No stormwater flows may be discharged into any sanitary sewer system, public or private.

c. WATER PLANNING AND INFASTRUCTURE IMPROVEMENTS. Prior to issuance of any permit or recordation of the final plat for the development project, the property owner shall submit and obtain approval of construction documents and secure a permit to construct all infrastructure described in the preliminary and final Basis of Design reports, accepted by Water Resources, covering all phases of development, including all required onsite and offsite infrastructure, and including the following:

1. Approval from Water Resources of coordinated "Phase 1" and "Phase 2" water system basis of design reports that include any/all applicable onsite/offsite coordination and required offsite infrastructure.

2. Construction of offsite water infrastructure improvements including one of the following options:

   Option 1

   a. Install approximately 1,000 linear feet of 30-inch diameter water pipeline in the N. Hayden Road right-of-way north underneath the Loop 101 Freeway to a connection point with a planned 36-inch diameter pipeline north of the freeway.

   b. Install approximately 730 linear feet of 24-inch diameter water pipeline in N. Hayden Road south from the E. Mayo Blvd./Union Hills Drive alignment.

   c. Install approximately 2,700 linear feet of 16-inch diameter water pipeline in the E. Axon Way/Mayo Blvd./Union Hills Drive alignment east from a new 24-inch diameter and existing 16-inch diameter water pipeline in N. Hayden Road to connect to the existing 16-inch pipeline in E. Mayo Blvd./Union Hills Drive west of and adjacent to the Loop 101 Freeway (Connection to 16-inch diameter pipeline is required as part of "Phase 1". Refer to Phasing Coordination Stipulations section.)

   Option 2

   a. Install approximately 750 linear feet of 30-inch diameter water pipeline north underneath the Loop 101 Freeway.

   b. Install approximately 1,050 linear feet of 24-inch diameter water pipeline along the south frontage of the Loop 101 Freeway west connecting to the 16-inch and 24-inch diameter pipelines in N. Hayden Road.

   c. Install approximately 730 linear feet of 24-inch diameter water pipeline in N. Hayden Road south from E. Mayo Blvd. to the E. Mayo Blvd./Union Hills Drive alignment.

   d. Install approximately 2,700 linear feet of 16-inch diameter water pipeline in the E. Mayo Blvd./Union Hills Drive alignment east from a new 24-inch diameter and existing 16-inch diameter water pipeline in N. Hayden Road to connect to the existing 16-inch pipeline in the E. Mayo Blvd./Union Hills alignment west of and adjacent to the Loop 101 freeway (Connection to 16-inch diameter pipeline is required as part of "Phase 1". Refer to Phasing Coordination Stipulations section.)

3. Prior to issuance of any Certificate of Occupancy for this development project, the offsite infrastructure improvements associated with all phases of the development project must be completed and accepted by the City of Scottsdale and the Maricopa County Environmental Services Department.

d. WATER INFRASTRUCTURE IMPROVEMENTS BY OTHERS. Prior to Certificate of Occupancy for any phase of this development project, the following offsite improvements constructed by others must be completed, accepted by the City of Scottsdale and the Maricopa County Environmental Services Department, and operational:

1. The 36-inch diameter water transmission main between city Booster Pump Station 55A (Water Campus) and N. Hayden Road.

2. The city Booster Pump Station 55A capacity upgrades.

e. WASTEWATER PLANNING AND INFRASTRUCTURE IMPROVEMENTS. Prior to issuance of any permit or recordation of the final plat for the development project, the property owner shall submit and obtain approval of construction documents and secure permit issuance to construct all infrastructure described in the preliminary and final Basis of Design reports, accepted by Water Resources, covering all phases of development, including all required onsite and offsite infrastructure, and including the following:

1. Approval from Water Resources of coordinated "Phase 1" and "Phase 2" wastewater system Basis of Design reports that include any/all applicable onsite/offsite coordination and required offsite infrastructure.

2. The property owner shall design and construct a sanitary sewer collection system, wastewater lift station, and dual force mains conforming to the applicable standards that capture all the "Phase 2" project flows and pump said flows into the city's Crossroads East lift station or associated city public collection system located on the north side of the Loop 101 Freeway. All public sewer manholes shall be polymer concrete material.

3. In collaboration with Water Resources, the property owner shall analyze the "Phase 2" capacity impacts on the public collection system, Crossroads East lift station, and discharge force main piping conveying wastewater to the city water campus. Water Resources shall review, and if acceptable, approved the analysis. The property owner shall design and construct any/all necessary infrastructure improvements resulting from the city approved analysis.

f. WATER AND WASTEWATER AREA, UTILITY CORRIDOR, EASEMENT, AND ACCESS REQUIREMENTS.

1. Provide a minimum 20-foot-wide dedicated Water & Sewer Facilities Easement for public water or wastewater pipelines and/or sewer pump station facilities. Additional easement width may be required. Ensure that wastewater pretreatment and monitoring valves have dedicated public access easements and are designed to provide safe and easy access at all times to Water Resources personnel and/or their contractors.

2. Where a lift station is required, provide a minimum 6,400 square foot area for the new sewer lift station with a maximum length to width ratio of two. Adequate area and access for all purposes shall be provided for the lift station and shall be evaluated and approved solely by Water Resources, e.g. area for maintenance, repair, replacement, emergency, expansion, odor control, support utilities, offsets, etc.

g. WASTEWATER PRETREATMENT AND/OR MONITORING REQUIREMENTS.

1. Coordinate with the Water Resources Industrial Pretreatment Department and Water Resources Planning and Engineering Department regarding all requirements associated with wastewater pretreatment and monitoring vaults. Design and infrastructure related to pretreatment or monitoring shall be included with the water and sewer Basis of Design reports and plan review documents and shall be approved by Water Resources.

35. FIRE HYDRANT. The property owner shall provide fire hydrant(s) and related water infrastructure adjacent to lot, in the locations determined by the Fire Department Chief, or designee.

REPORTS AND STUDIES

36. DRAINAGE REPORT. With the Development Review Board submittal, the property owner shall submit a final drainage report, in compliance with the preliminary drainage report accepted with this case, and in accordance with the Design Standards and Policies Manual for the development project.

37. TRAFFIC IMPACT AND MITIGATION ANALYSIS. Prior to Development Review Board consideration, the property owner shall submit and obtain Transportation Department approval of a Traffic Impact and Mitigation Analysis and their recommended infrastructure plans for any of the following that are not under construction or physically existing at time of Development Review Board consideration:

    a. E AXON WAY. From N. Hayden Road to N Perimeter Drive:

        1. Construct full street improvements to include curb, gutter, pavement, bike lanes, eight-foot -wide minimum, separate from back of curb sidewalks (both sides) etc. and in accordance with the Major Collector – Suburban Character roadway classification as specified in the DSPM.

        2. Construct one roundabout at N. Perimeter Drive in accordance with the Major Collector roundabout design criteria as specified in the DSPM.

        3. Widen and improve intersections so that their Level of Service is above an F.

        4. Construct a Rectangular Rapid Flashing Beacon (RRFB) with high visibility marked crosswalk approximately 900 feet east of N. Hayden Road.

    b. E AXON WAY. From N Perimeter Drive to ADOT's 101 ROW:

        1. Demolish existing pavement and restore to native vegetative landscaping.

        2. Construct a six foot (6') wide minimum trail per the Pedestrian and Vehicular Circulation Plan.

    c. N HAYDEN ROAD. From Mayo Blvd Alignment along south property line to ADOT's 101.

        1. Construct additional lanes, east half, to include curb gutter, pavement, bike lanes and minimum eight-foot-wide (8') sidewalk separated from back of curb, etc. and in conformance with the Major Arterial Suburban Character roadway classification as specified in the DSPM.

        2. Widen and improve intersections so that their Level of Service is above an F.

    d. E. MAYO BOULEVARD ALIGNMENT (along south property line). From N Hayden Road to E Axon Way.

        1. Construct median "pork chop" island at the N. Hayden Road intersection that will prohibit westbound left turn movements but allow for southbound left turn movements.

        2. Demolish existing pavement and restore to native vegetative landscaping.

        3. Construct an eight foot (8') wide minimum trail.

RESOLUTION NO. 13273

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 "AXON 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 "Axon 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 _____, 2024.

CITY OF SCOTTSDALE, an
Arizona municipal corporation

ATTEST:

By:_____
Ben Lane, City Clerk

By:_____
David D. Ortega, Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

ATTACHMENT 4

Axon Development Plan

13-ZN-2020#2

Axon World Headquarters Campus

REZONING, GENERAL PLAN FUTURE LAND USE AMENDMENT, GREATER AIRPARK AREA PLAN AMENDMENT, AND AMENDED DEVELOPMENT STANDARDS

Revision Date:
October 24, 2024

REPRESENTATIVE:

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A!! "#" $ %&' (

Charles Huellmantel
P.O. Box 1833
Tempe, Arizona 85280
(480) 921-2800
charles@huellmantel.com

APPLICANT:

Axon Enterprise, Inc.
17800 N 85th Street
Scottsdale, Arizona 85255

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EXECUTIVE SUMMARY OF CHANGES

At Axon, our goal continues to be to build our World Headquarters Campus in Scottsdale, Arizona. We are proud that Scottsdale has been our home base for over 30 years, and we think Scottsdale has been proud to have us as well. To that end, we have continued to refine our proposed Axon World Headquarters Campus. Our goal has been to create an innovation campus that people are excited to work, live, invent and entertain at.

We are proposing walkable shaded paths, treelined streets and sidewalks, a running path, a dog park and 64% additional open space than what is required by the Zoning Ordinance. We did these things to create quality spaces for our employees, residents, visitors and neighbors. We are working to create an inspiring, walkable place to live, work and play. In revising our campus design, we worked hard to consider and respond to comments from our neighbors and from the City of Scottsdale. As a result, the plan has evolved in important and impactful ways as the application has progressed, and again since our most recent hearing.

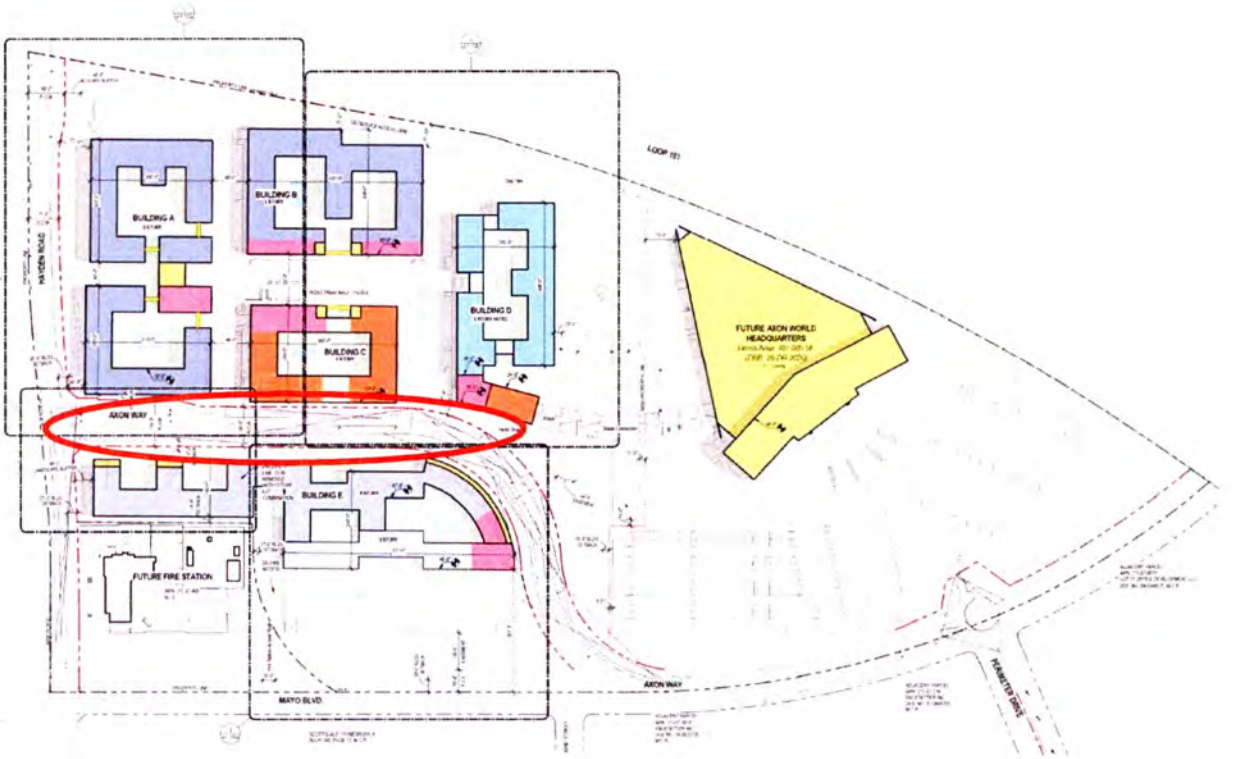
We have made a number of significant modifications including realigning roads, rerouting the existing traffic away from neighbors, relocating some of the proposed uses, moving buildings further from neighbors, reducing height near neighbors, enhancing the pedestrian experience for people who work or live in the building, adding landscaped areas and shade for those coming to stay in one of the buildings, and those in the neighborhood. Below is a list of some of the important changes and impacts contained in the most up to date submittal.

Traffic and Roadway Improvements

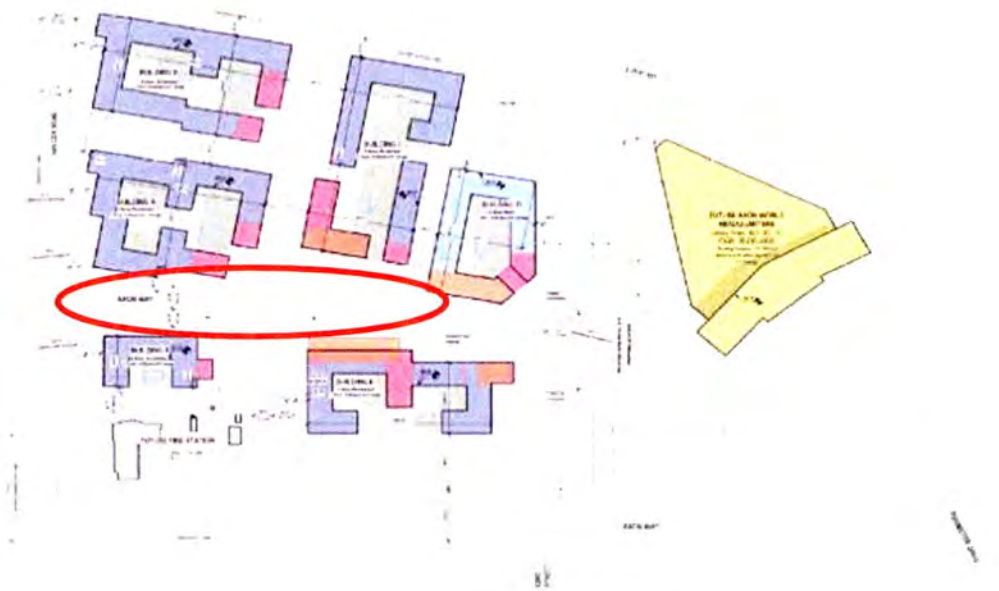
- We have realigned the streets within and around the entire campus to remove the vast majority of the industrial vehicular traffic that exists today from the neighborhood, and we realigned the traffic generated on the campus so that vehicles cannot go from the campus directly to the adjacent neighborhood (at the request of the neighbors).

- We redesigned traffic circulation and flow to improve traffic conditions from its current anticipated levels of service. These changes include relocating Axon Way, which now separates the vehicular traffic of the campus from the adjacent neighborhood, reactivated the original Mayo Boulevard to provide exclusive access for the neighborhood and removed the roundabout for better traffic flow.

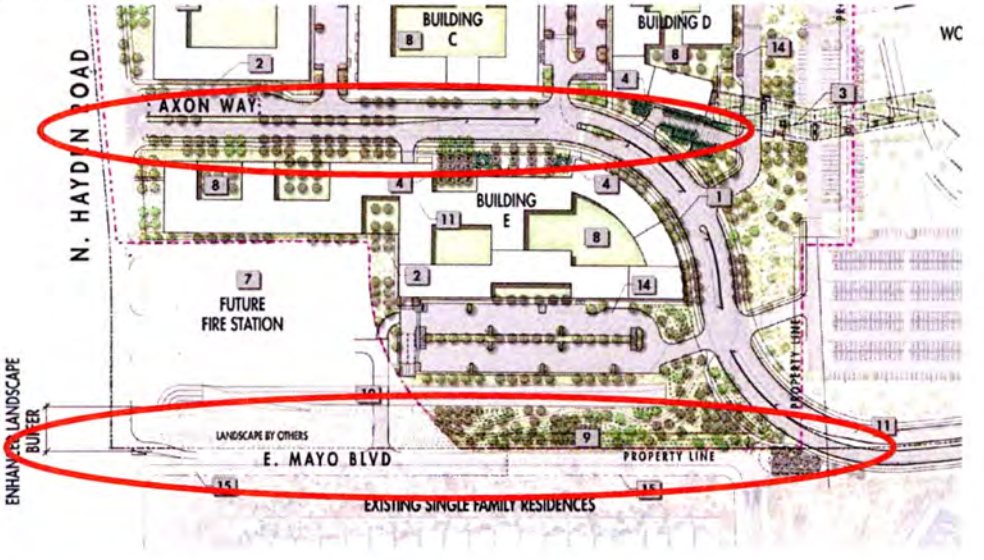
New Alignment



Old Alignment



- We realigned Axon Way so that the original Mayo Boulevard provides exclusive access for the neighborhood to Hayden (at the request of the neighbors).



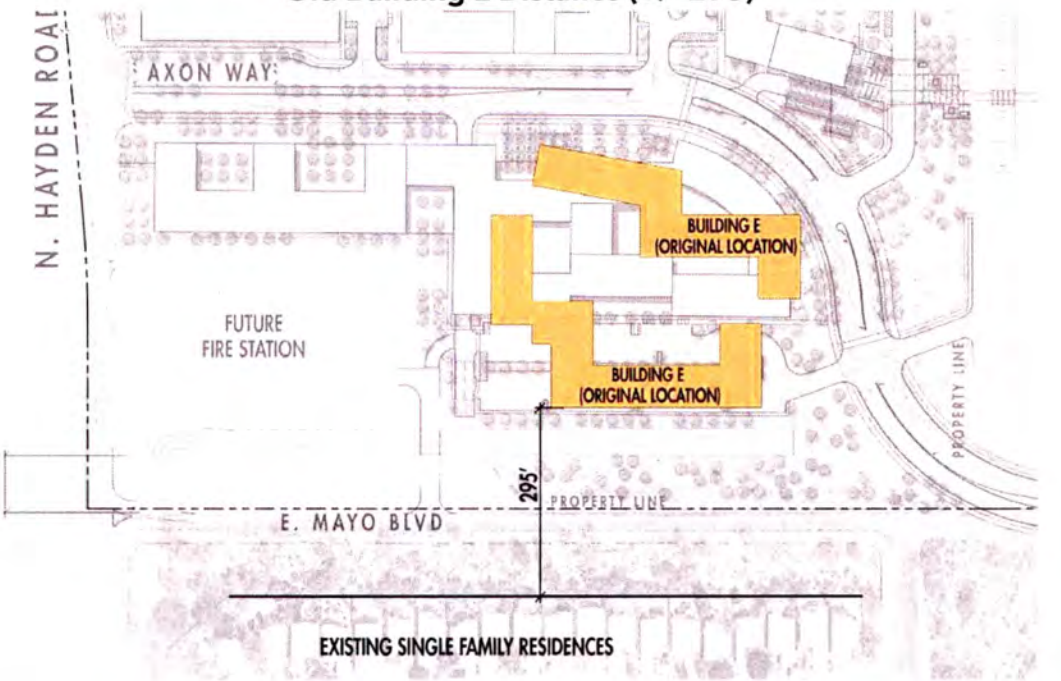
Building and Site Layout Adjustments

- We Increased the setback of our closest building to the neighbors back wall from 295' to 420'; Building E is setback 301' from the property line and the minimum building setback is 30'. The proposed setback is over 270' beyond the required setback (or approximately 10 times the setback requirement).

New Building E Distance (+/- 420')

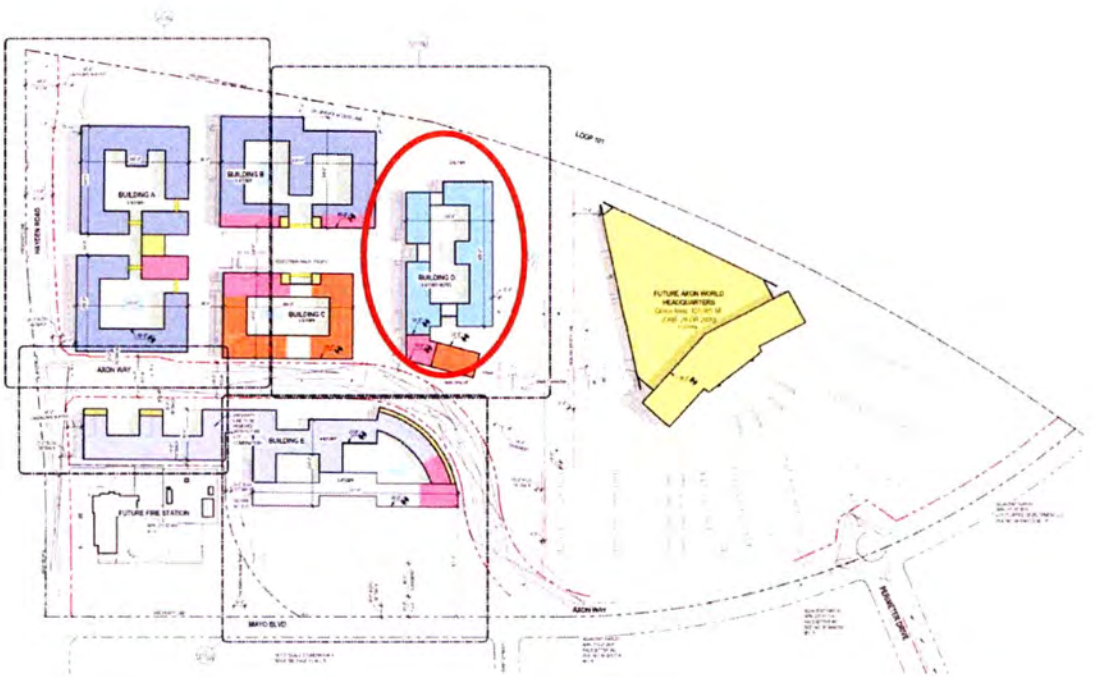


Old Building E Distance (+/- 295)

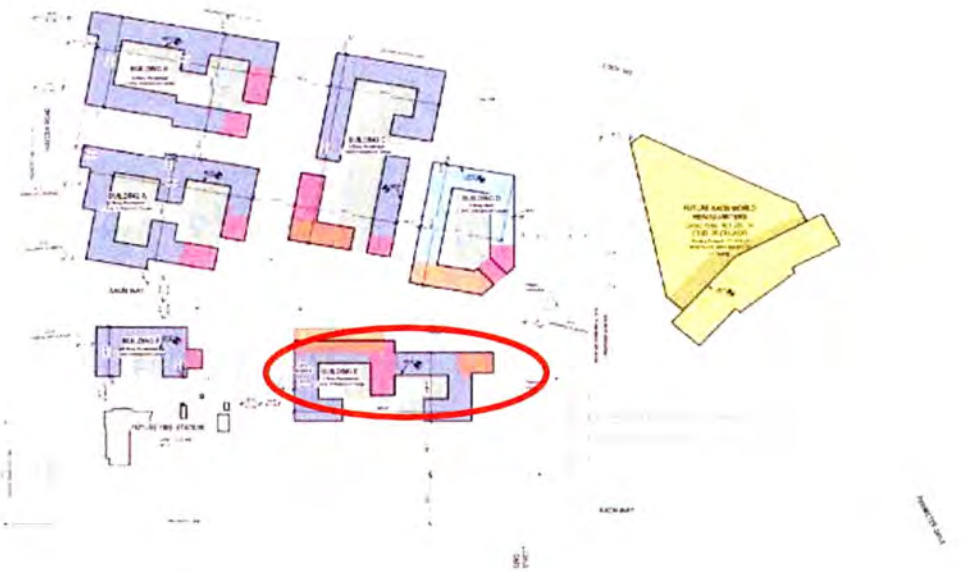


- We relocated the Hotel location from Building E (closest to neighbors) to Building D (at the request of the neighbors).

New Hotel Location



Old Hotel Location

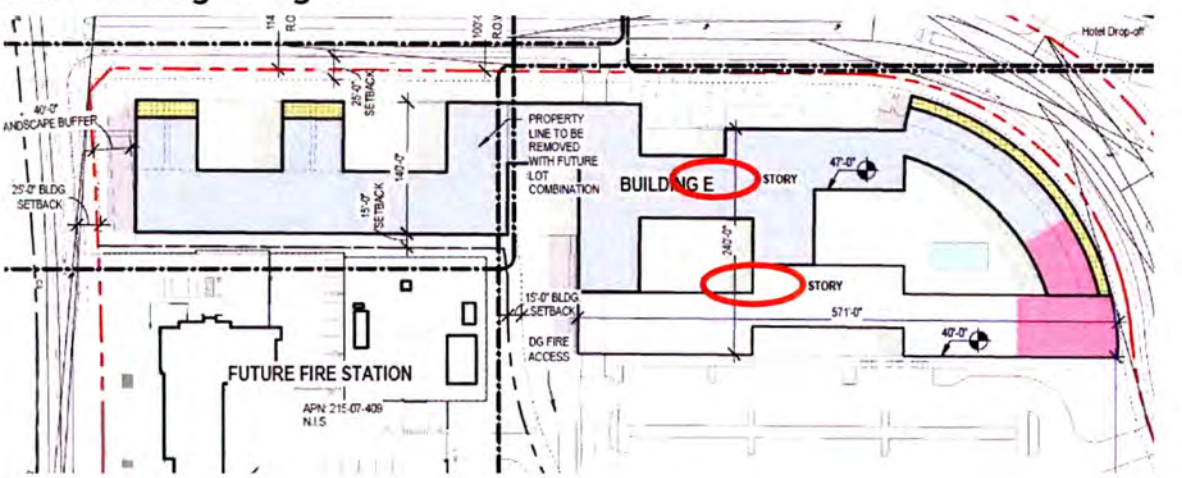


- We reduced the building closest to our neighbors from the proposed height of 5 stories as originally planned to the current proposal of 3 stories at its closest point and stepping up to 4 stores as it moves to the north), which is now approximately 420' further away from the back walls of the adjacent neighborhood.

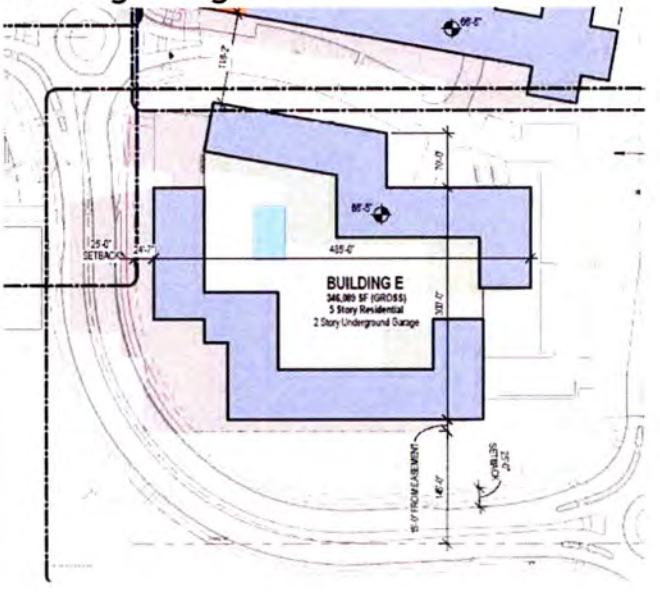
- Additionally, Building E now proposes approximately 365 owner occupied condos.

- Building E is approximately 420' feet away from the back wall of the neighbors to the south. The closest 5 story building to the neighbors to the south is approximately 841' away.

Reduced Building E Height



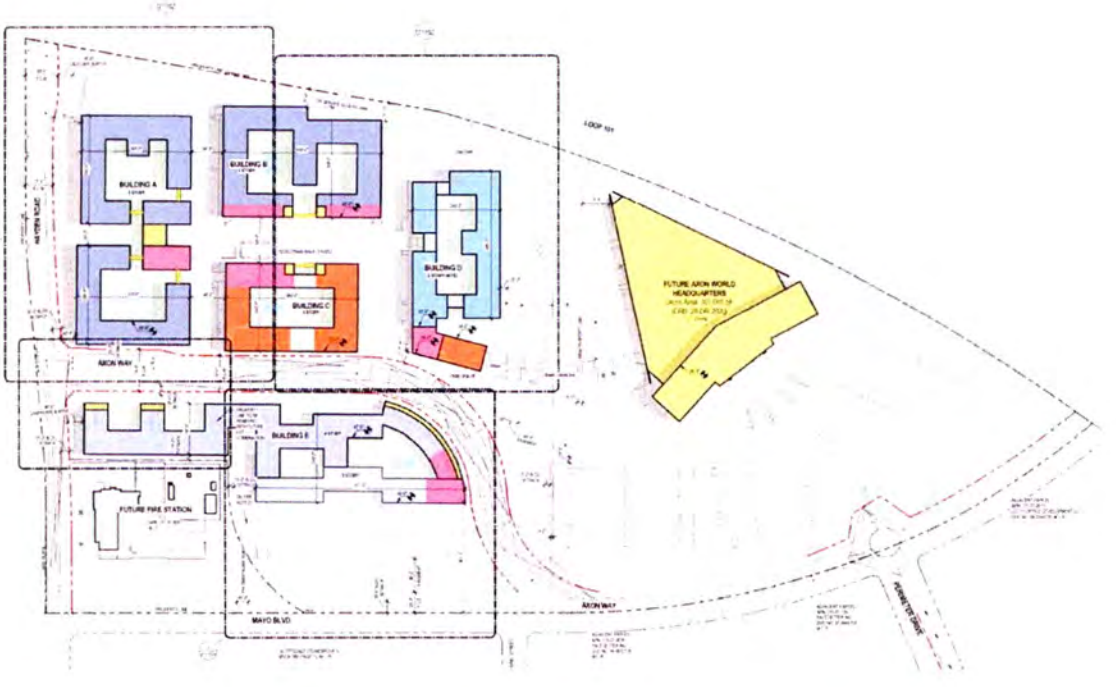
Old Building E Height



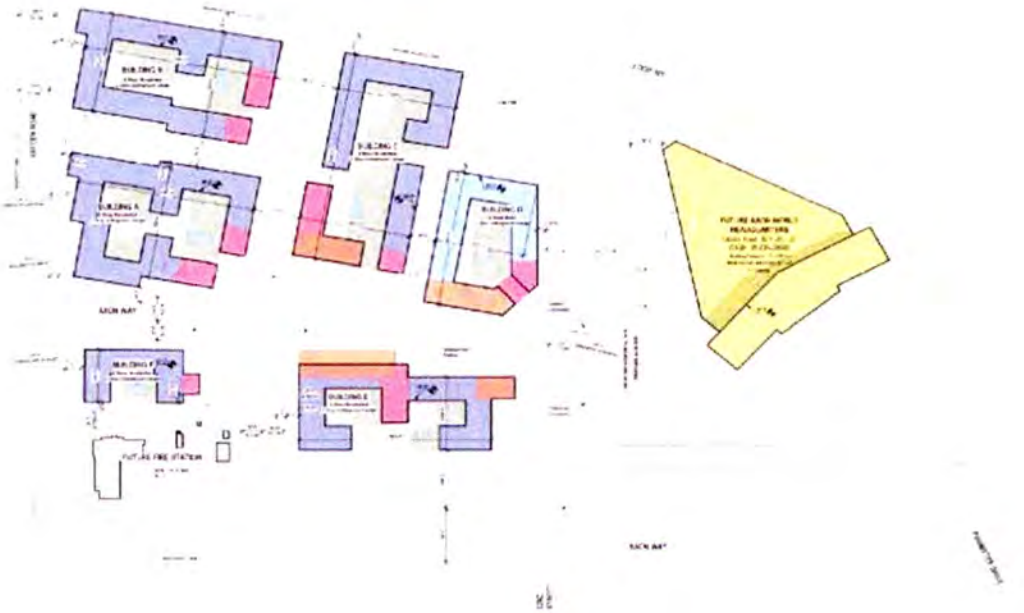
- The current plan has a reduced number of residential units from the original 2,552 units to 1,965 units – a 23 % reduction.

- Reorientated the buildings.

New Building Orientation

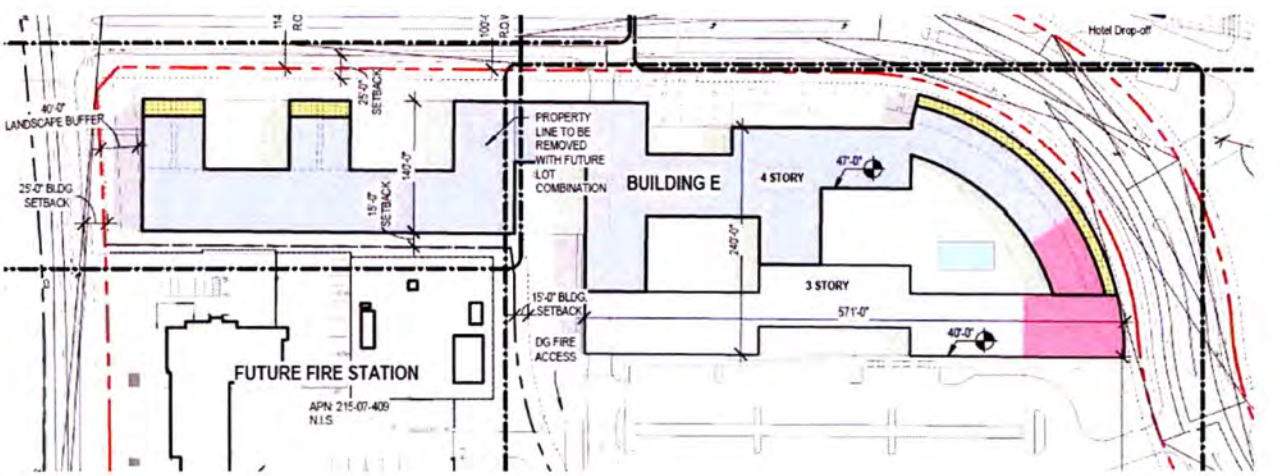


Old Building Orientation



- The current design removed Building F and redesigned Building E to move further away from the neighborhood. Building E is now approximately 420' feet to the nearest neighbors back wall. Building E was originally proposed to be the hotel and at the direction of the neighbors its use is now residential and is being proposed to contain over 50% condos.

Redesigned Building E



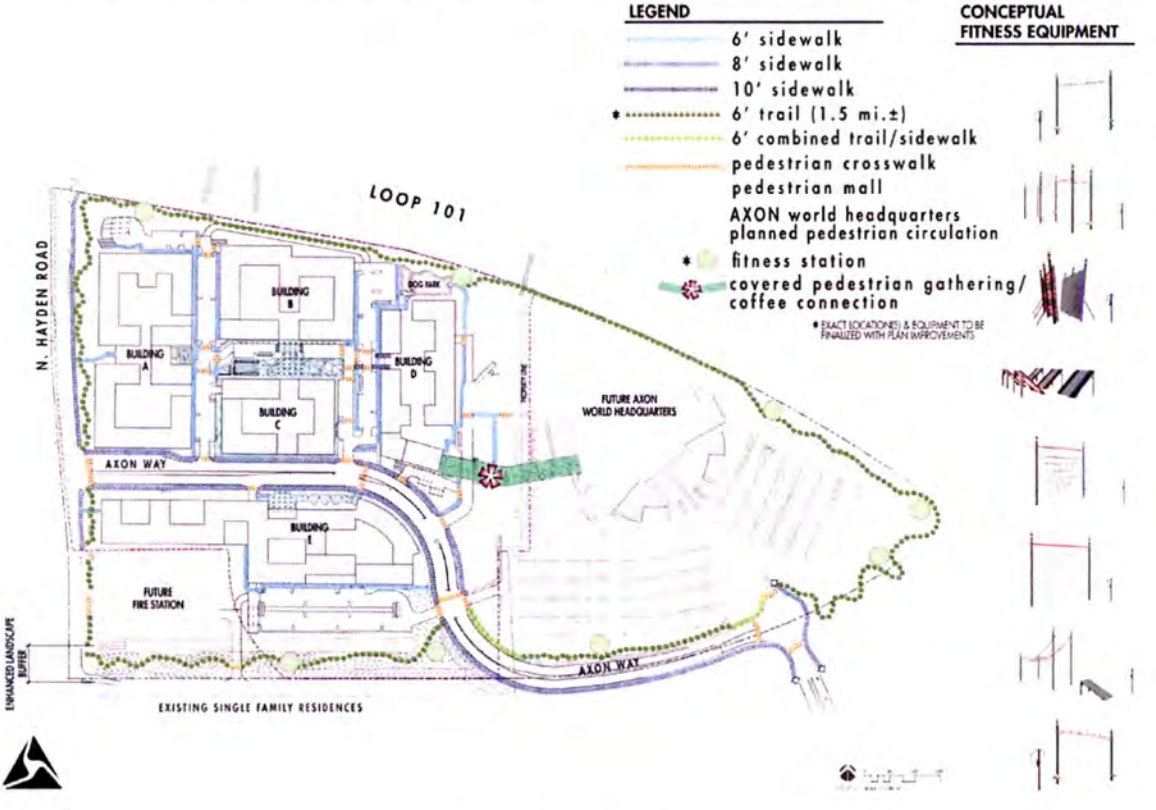
Old Location of Buildings E and F



Community and Environmental Enhancements

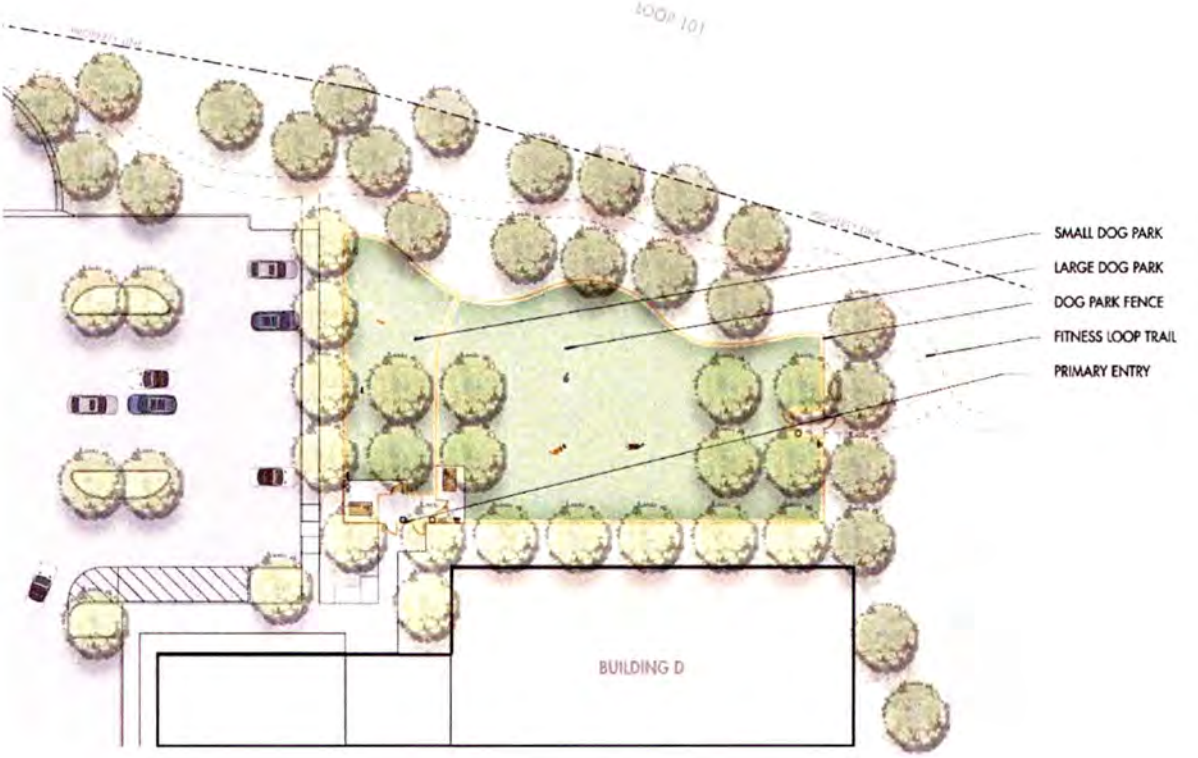
- The current design has been modified to increase the amenities to serve the surrounding neighborhoods such as increasing the commercial space including restaurant and retail from 44,800 square feet to 49,486 square feet, a 13,000 square foot dog park, a +/- 1.5 mile running track and shaded connections.

- Added 1.5 mile running trail with fitness equipment/fitness stations along the path.



- The proposed design now includes increased retail and restaurants offerings. Our goal is to have five to seven high-quality restaurants. Axon's vision for the World Headquarters Campus is a comprehensive environment in which budding tech employees can benefit from having a variety of activation in close proximity. This includes a hotel and conference center which will be a hub of activity for business operations as well as the supportive commercial opportunities to include restaurants and retail. Like a university environment, educational and professional growth and development are enhanced when they occur as part of a more vibrant ecosystem.

- We are proposing to provide a 13,000 square foot dog park that will be open to residents, employees and neighbors.



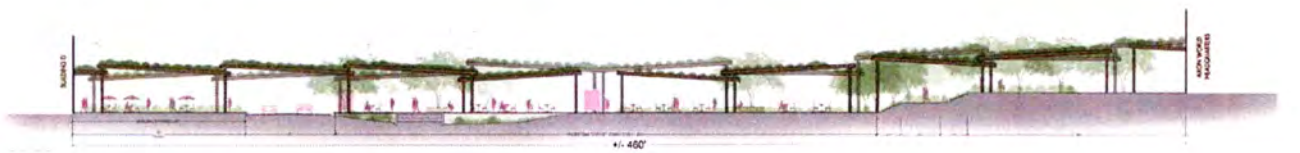
- We added enhanced shade offerings in a variety of configurations through the site to promote pedestrian connectivity between the various components of the Campus.

Redesigned Shade Connection





GREEN ROOF CHARACTER IMAGE



Previous Shade Connection



AXON

PEDESTRIAN BRIDGE/CONNECTION

- The current plan shows a significantly increased landscape area from the original submittal, which had 488,800 square feet, to now 656,328 square feet (34% increase). The entire Axon World Headquarters Campus is providing 1,346,371 square feet of open space when 819,446 square feet is required, approximately 64% beyond the Zoning Ordinance requirement.

New Landscape Area



Old Landscape Area



PROJECT OVERVIEW

In 2020, Axon Enterprise, Inc. ("Axon") acquired from the Arizona State Land Department (ASLD) approximately 73.57 acres on the south side of the Loop 101 freeway at Hayden Road to expand its campus within the area shown below:



On October 15, 2020, the Development Review Board approved the design documents for Axon's headquarters building, and on November 10, 2020, in the midst of Covid-related challenges, the Scottsdale City Council approved Axon's requests for a Zoning District Map Amendment from Planned Community (P-C) to Planned Community District - Industrial Park (PCD I-1), and amended development standards for the new Axon headquarters building.

The site is subject to the large-scale Crossroads East PCD consisting of approximately 1,000 acres of land that was at one point owned entirely by ASLD but has since been partially sold in pieces to private property owners.

In keeping with the "Axon World Headquarters Campus" concept, and in addition to the already approved headquarters building, we are proposing to add a number of walkable and complementary uses to support the Axon World Headquarters Campus. These include: new residences, which - while not exclusive to Axon employees - are critical to serve our employees on an expanded campus; significant commercial experiences as part of a new mixed-use development that will include high end pedestrian oriented outdoor spaces; and a hotel for conference use related to the new Headquarters training component.

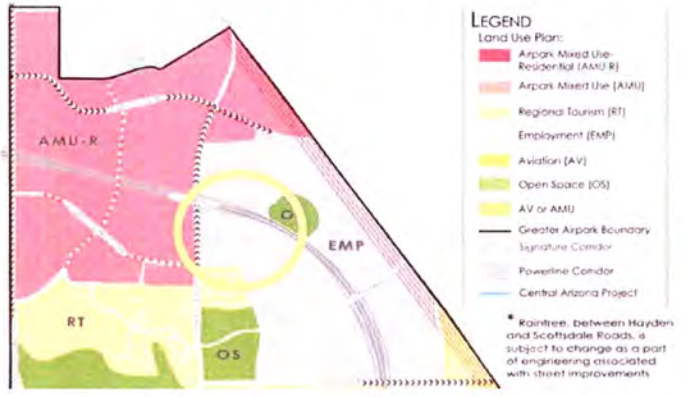
All of these uses together on one site create a true mixed-use campus. The previously approved office building will be Phase I of the Axon World Headquarters Campus and the supporting housing and commercial will be additional phases of the Axon World Headquarters Campus build out. As much as Axon wants to remain in Scottsdale, it is not feasible without a full campus, which includes residential, hotel, and commercial components to support the approved office building.

In order to create our World Headquarters Campus, we are requesting the following:

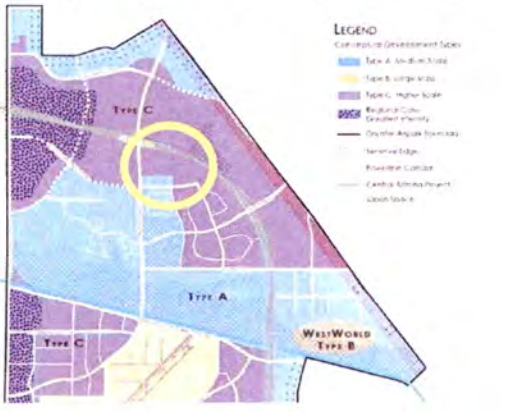
- An Amendment to the Greater Airpark Character Area Plan from Employment to Airpark Mixed-Use Residential
- A Minor General Plan Amendment from Employment: Light Industrial/Office to Mixed-Use Neighborhoods
- Rezoning of a portion of the site from the Planned Community District - Industrial Park (PCD I-1) to Planned Community District - Planned Airpark Core Development/Airpark Mixed-Use Residential (PCD - PCP/AMU-R)
- Amended Development standards for the amount of ground floor retail percentages and to clarify that maximum heights are exclusive of rooftop appurtenances (for example, mechanical equipment and screening)

The site's overall 2035 General Plan designation is Employment: Light Industrial/Office with a Regional Use District overlay and the Greater Airpark Growth Area. The Axon campus is located within the Greater Airpark Area Plan with an Employment designation projected to be mostly Type C - Higher Scale Development type with a small portion of the site designed as Type A - Medium Scale as shown on the maps below:

Land Use Plan



Conceptual Development Types

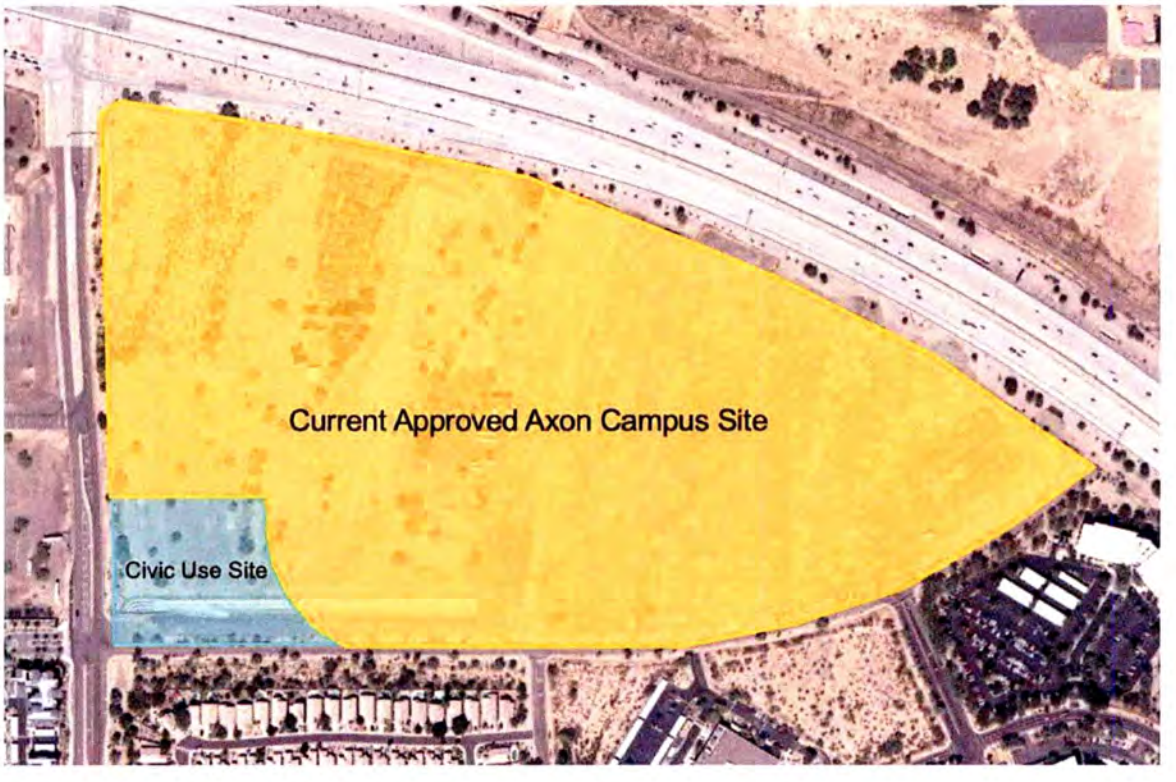


The approved Axon office/manufacturing building is an Industrial use at a scale designed to fit well with land use plans for this area. Rezoning the remaining portion of the site will allow this project to move forward as a true campus feel with the well-designed outdoor spaces, residential, hotel, commercial and industrial uses working cohesively with the adjacent municipal uses to create a genuinely mixed-use environment.

HISTORY

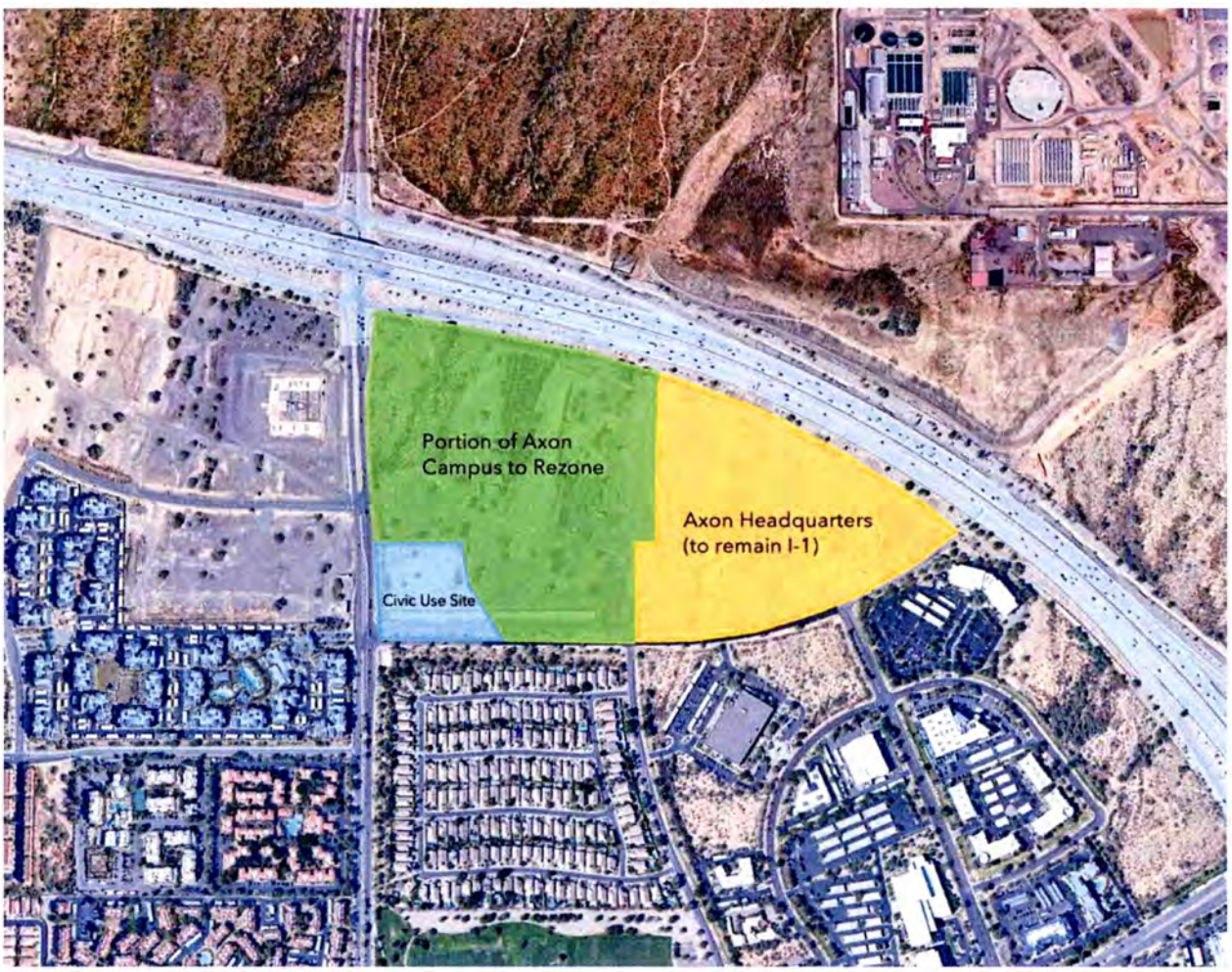
In 2020, Axon requested and received approval to rezone the approximately 74-acre site from PCD (Planned Community) to I-1 (Industrial Park) PCD, an amendment to the Development Standards for I-1 to accommodate an increased building height, and a Development Review (Major) for the proposed building design.

As part of an agreement with the City of Scottsdale, Axon dedicated an approximately 4.5-acre Civic Use Site to the City of Scottsdale highlighted in blue below. With the Civic Use Site dedicated to the City of Scottsdale and nearly 10 acres of land utilized for right-of-way improvements totaling nearly 15 acres, the remaining already approved Axon Campus site is approximately 58.9 net acres, as shown highlighted in yellow below:



We have been working with the City for several years now to coordinate infrastructure improvement and installation of new infrastructure where necessary to not only support the proposed Axon World Headquarters Campus but also future development in the area. Part of the updated design includes moving Axon Way further away from the neighborhood which will create a much wider buffer from the Axon Campus and the nearby residential than originally planned and allow the Campus to be far more walkable. Large amounts of open space and abundant landscape plantings have been designed into the project to transition from the nearby residential use in addition to a landscape berm which provides an additional physical barrier.

In 2023, Axon requested to rezone approximately 44.7 gross acres (37.1 net acres) of the site to PCP PCD with an amendment to the Greater Airpark Area Plan to AMU-R to create a mixed-use site with an approximately equal amount of industrial and residential land. Below is an image that shows the City of Scottsdale's Civic Use Site (in blue), the Axon headquarters to remain I-1 PCD (in yellow), and the portion of the site that is included in this rezoning request (in green).

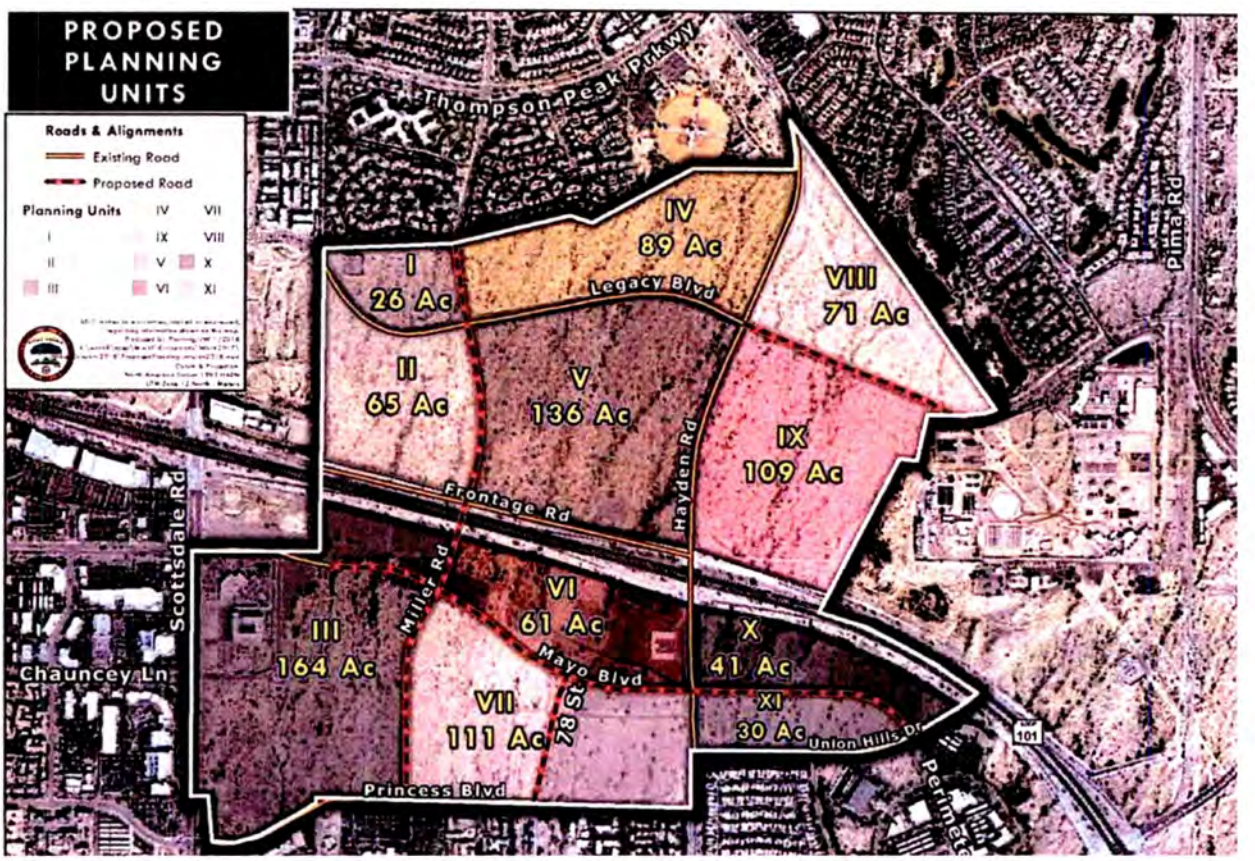


This request went before the City of Scottsdale Planning Commission on January 24, 2024, and was continued. Axon has taken the time since that hearing to refine the campus plans with the comments we heard along the way in mind.

The site is located within a larger planning area within the City of Scottsdale known as Crossroads East that has been subject to various Development Agreements, rezonings, and other entitlement cases over many years. The Crossroads East area is depicted below in the image below that was created by the City:



Crossroads East is divided into Planning Units, which have been broken up over time. The future Axon Campus is located in Planning Units X and XI as shown in the map below created by rezoning case 19-ZN-2002#6:



All of the land contained within the Crossroads East area was previously rezoned by the City to Planned Community (PCD) with a zoning bank allowance for various zoning categories to be permitted in the Planning Units as well as dictating the amount of land that could utilize each zoning category and placing restrictions on the number of residential units permitted.

Part of our request requires a modification to the Permitted Zoning Districts in Planning Units X and XI as well as a modification to the Land Use Budget to adjust the amount of acreage zoned I-1, PCP and to update the allowed dwelling units. These modifications are part of a case that will occur concurrently with this request but by a different applicant. Each of the various requests are detailed below in their respective sections.

The requested rezoning allows the Axon Campus and adjacent municipal fire station and water treatment facility to function in a true mixed-use environment with office, manufacturing, housing, hotels, and commercial on what was once a single vacant parcel.

REZONING NARRATIVE

Axon seeks to rezone a portion of the current I-1 (Industrial Park) PCD to PCP PCD to accommodate the mixed-use Phase II portion of the Axon World Headquarters Campus. In conjunction with this rezoning request, an amendment to the Crossroads East PCD is necessary to update the Zoning Allowances and Land Use Budget.

These modifications allow Axon to proceed with creating a mixed-use campus that blends well with the adjacent municipal fire station and water treatment facility.

Crossroads East PCD

The subject site is located within Planning Units X and XI (created by 19-ZN-2002#6) with the following zoning allowances:

Current Crossroads East Permitted Zoning Districts

Category	Zoning	Permitted Zoning Districts										
		I	II	III	IV	V	VI	VII	VIII	IX	X	XI
Employment	I-1		•	•	•	•	•	•	•	•	•	•
Employment	C-O	•	•	•	•	•	•	•	•	•	•	•
Mixed Use	PRC & PCP		•	•		•	•	•		•		
Commercial	C-2/C-3		•	•	•	•	•	•	•	•	•	•
Residential	R-5	•	•	•	•	•	•	•	•			

Our request will require a modification to these allowances to add PRC & PCP (Mixed Use Zoning Districts) to the Permitted Zoning Districts for Planning Units X & XI as shown in the proposed updated chart below:

Proposed Crossroads East Permitted Zoning Districts

Category	Zoning	Permitted Zoning Districts										
		I	II	III	IV	V	VI	VII	VIII	IX	X	XI
Employment	I-1		•	•	•	•	•	•	•	•	•	•
Employment	C-O	•	•	•	•	•	•	•	•	•	•	•
Mixed Use	PRC & PCP		•	•		•	•	•		•	•	•
Commercial	C-2/C-3		•	•	•	•	•	•	•	•	•	•
Residential	R-5	•	•	•	•	•	•	•	•			

In addition to the Permitted Zoning District modification requested, we are working with the State and the City to process a separate but related modification to various components of the Land Use Budget in the Crossroads East development agreement. The Land Use Budget provides for specific amounts of acreage to be zoned into a number of categories and also assigns a maximum number of dwelling units that is permitted in each zoning category.

The subject site is currently within the 210-acre allotment of I-1 zoning, which does not allow dwelling units, as shown in the chart below:

Current Crossroads East Land Use Budget approved with case 19-ZN-2002#6

Category	Zoning	Gross Acreage by Zoning	Maximum Dwelling Unit per Gross Acre (DU/AC)	Maximum Allowable Dwelling Units
Employment	I-1	210	NP	NP
Employment	C-O	81	NP	NP
Mixed Use	PRC & PCP	407	See Schedule C	4,163
Commercial	C-2/C-3	170	NP	NP
Residential	R-5	132	23	2,806
Total		1,000		6,969

We are proposing to add 44 acres to the PRC & PCP allocation and increase the overall acreage accordingly while also increasing the maximum allowable dwelling units to accommodate the proposed 1,965 additional units for the Axon World Headquarters Campus.

Proposed Crossroads East Land Use Budget

Category	Zoning	Gross Acreage by Zoning	Maximum Dwelling Unit per Gross Acre (DU/AC)	Maximum Allowable Dwelling Units
Employment	I-1	~~210~~**166**	NP	NP
Employment	C-O	81	NP	NP
Mixed Use	PRC & PCP	~~407~~**451**	See Schedule C	~~4,163~~**6,128**
Commercial	C-2/C-3	170	NP	NP
Residential	R-5	132	23	2,806
Total		1,000		~~6,969~~**8,934**

Axon will continue to utilize approximately 30 net acres of the I-1 allotment in the Land Use Budget for the rezoning of Planning Units X and XI in Crossroads East. The 44 acres that Axon is proposing to add into the PRC & PCP allotment returns 44 acres of I-1 allotment into the land use bank, which is accounted for utilizing the land use budget.

Findings Required for Crossroads East Planned Community

Modifications to an approved P-C district require an applicant to demonstrate various findings, and Axon's proposed World Headquarters Campus development satisfies these findings as detailed below:

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

Axon's proposed World Headquarters Campus meets both the City's changing needs and Axon's changing needs. The requested modifications help further the goals set forth in the General Plan as well as the City's other vision documents including the Economic Development Five-Year Strategic Plan and Greater Airpark Character Area Plan. A detailed analysis of how the proposed development furthers the goals and objectives of the General Plan begins on page 25 of this narrative.

Additionally, the development is in harmony with the existing and planned development of the surrounding areas - both within and outside of the Crossroads East Planned Community - by providing high-quality tech jobs and supportive commercial and residential in this rapidly growing part of Scottsdale. Lastly, providing housing is a critical component of the job growth. It is not feasible to bring jobs without adequate housing and amenities to support them and the housing crisis in Arizona has been well documented in recent years.

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

Our redesign of the roadways and modifications to the buildings and uses were driven by feedback received from the adjacent neighborhood. Our revised proposal keeps Mayo Boulevard as a local access point for the neighbors but does not allow access onto Axon Way. This new configuration is designed to keep traffic from the Axon World Headquarters Campus separate from the streets the neighbors utilize. We have heard feedback from the neighbors that they currently have traffic from nearby industrial users. By reconfiguring the roadways, we will eliminate almost all industrial traffic through the neighborhood.

The improvements proposed and approved as part of Phase I, if built, would increase the capacity on Hayden Road to the City's desired standards and would an additional lane of travel and bicycle lanes. In the current proposal, and after working with Scottsdale and ADOT staff, Axon Way will be entirely reconfigured with two lanes of traffic in each direction plus the additional of bicycle lanes and a roundabout. Both roadways include substantial landscape additions, sidewalks that vary form 8' to 10', and a 6' trail/running path that spans the entire campus to create a 1.5-mile track.

The various improvements to the adjacent roadways are not only adequate to support the proposed uses and traffic for both vehicular and pedestrian needs but will be an improvement over the existing conditions for some of the problematic intersections nearby. A comprehensive TIMA is also included with this resubmittal.

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

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

   The proposed Axon World Headquarters Campus is a mixed-use development that includes thoughtfully designed outdoor spaces, office, hotel, and commercial components, and as well as multi-family housing. The housing component will support Axon's World Headquarters growth, as well as the retail, and it will help fulfill the growing need for housing diversity in the Airpark area. A variety of cohesive uses and well-designed connectivity intends to enhance the desirability of the residential development.

   Our team revised our plan to incorporate feedback related to roadway design from the neighborhood as well as the City's transportation staff. As a result, we have limited access on the existing Mayo Boulevard for residents of the adjacent neighborhood and separated that traffic from the circulation network that serves the Axon World Headquarters Campus. This revised roadway plan results in an improved condition for both the neighborhood and the future Axon World Headquarters Campus. By reconfiguring the roadways, we will eliminate a significant portion of the industrial traffic through the neighborhood.

   The proposed housing component is compatible with the surrounding area which features other multi-family developments. This is an ideal area to provide the critically needed housing within close proximity and easy access to outdoor recreational opportunities like the Scottsdale Sports Complex, nearby McDowell-Mountain Sonoran Preserve, and TPC Scottsdale.

   Adding to the desirability of the area for future residents are the quality public schools which have confirmed its schools have the capacity to accommodate the proposed multi-family development.

2. *In the case of proposed industrial or research uses, that such development will be appropriate in area, location and overall planning to the purpose intended;*

and that the design and development standards are such as to create an industrial environment of sustained desirability and stability.

The proposed industrial (Headquarters) component of Axon's World Headquarters Campus was previously approved and is not subject to further approval as part of this request. Therefore, this provision does not apply.

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

The proposed Axon World Headquarters Campus is a true mixed-use development with cohesive outdoor spaces, civic uses, public safety uses, industrial, office space, hotel accommodations, commercial and multi-family housing that are designed specifically to complement each other. The commercial and office/industrial portions of the campus are supported by the multi-family housing options necessary to bring new jobs.

The commercial space – a well-designed, pedestrian oriented combination of commercial uses – is located at the ground floor of each of the multi-family developments to provide amenities to hotel guests, employees and residents. These amenities include: a dog park, retail, restaurants, shaded connections, and a running path.

Originally, Axon proposed the hotel location much closer to the neighborhood to the south. After feedback from the neighbors, we relocated the hotel between the multi-family housing and the Axon Corporate World Headquarters building. The hotel will support Axon's corporate, conference and training visitors and will also be available to host additional conferences and other events related to Axon's Headquarters building. The nearby recreational amenities geared to support future residents are also amenities that appeal to short term visitors to the area. Much of the surrounding area is multi-family residential (R-4 and R-5), mixed-use (PCP) and industrial (I-1) zoned, and the proposed Axon World Headquarters Campus is compatible with those uses.

Compliance with Goals and Policies of the General Plan

The proposed Axon Campus expansion is consistent with various goals and policies of the General Plan 2035 set forth below.

Character and Design Element

Goal CD1. Determine the appropriateness of all development in terms of community goals, surrounding area character, and context.

CD1.1: New and revitalized developments should respond to the regional, citywide, and neighborhood contexts.

Axon's proposed mixed-use World Headquarters Campus expansion is located on a vacant parcel within the Crossroads East PCD, an area geared at attracting regional headquarters for businesses as well as providing the multi-family housing for new residents to live. New residential units are necessary to support the economic growth the City envisions for this area. One of the reasons that this property location is appropriate for the proposed Axon World Headquarters Campus is because of its proximity to the freeway. Additionally, Axon is bringing high-quality jobs, and high-quality housing is an incentive for the type of talent that Axon intends to bring to Scottsdale.

Axon's Campus Expansion integrates well into the plans for this area including expansion of employment and industrial opportunities adjacent to the Loop 101 freeway. The uses and densities in the surrounding area tend to be more intense due to the regional focus of Crossroads East. The addition of a mixed-use campus component to support the employment component is critical and consistent with much of the surrounding development that is a combination of high-density multi-family housing, commercial, Planned Airpark Core (mixed-use) and industrial.

The map below demonstrates the zoning categories of the surrounding land:



The site is located within the Greater Airpark Character Area, which is designated as a growth area in the 2035 General Plan. The intent is to grow the City's crucial employment base and ensure attractive development happens in the area. Part of growing employment cores includes a mixed-use campus environment like those found on the north side of the Loop 101. The addition of the City's fire station and water treatment facility further contribute to the variety of uses present at this location.

In response to feedback we received from the adjacent neighbors and the City's transportation staff, Axon reconfigured its internal roadway system to move traffic away from the neighborhood. Our new design proposes to keep the existing Mayo Boulevard alignment as an access point for the neighborhood. Feedback from the neighbors also included concern over the existing industrial traffic. Reconfiguring the lanes and having the existing industrial traffic on Axon Way, instead of through the neighborhood, will significantly reduce the industrial traffic the neighborhood currently experiences.

Constructing the Axon World Headquarters Campus will have a total economic impact over the first 10 years of $35.6 billion, create more than 18,800 jobs, produce approximately $12.3 billion in labor income and will generate $106.9 million in Scottsdale tax revenue. By constructing the hotel, Axon will be able to host current and future conferences that are typically held in other cities. Nearly 18,200 annual business travelers would now come to Scottsdale to attend Axon's 1- to 5-day conferences. Hosting these conferences at the Campus will boost sales at local

restaurants, retailers, and other local businesses in Scottsdale by nearly $26.4 million per year. In addition to retaining and attracting high-quality jobs, the multi-family housing component will create additional tax revenue for the City.

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

This area is bounded on two sides by the curve of the Loop 101 freeway, with the other portions of the site oriented towards a Major Arterial – Urban Street (Hayden Road) and a Major Collector – Urban Street (Axon Way, formerly Mayo Boulevard).

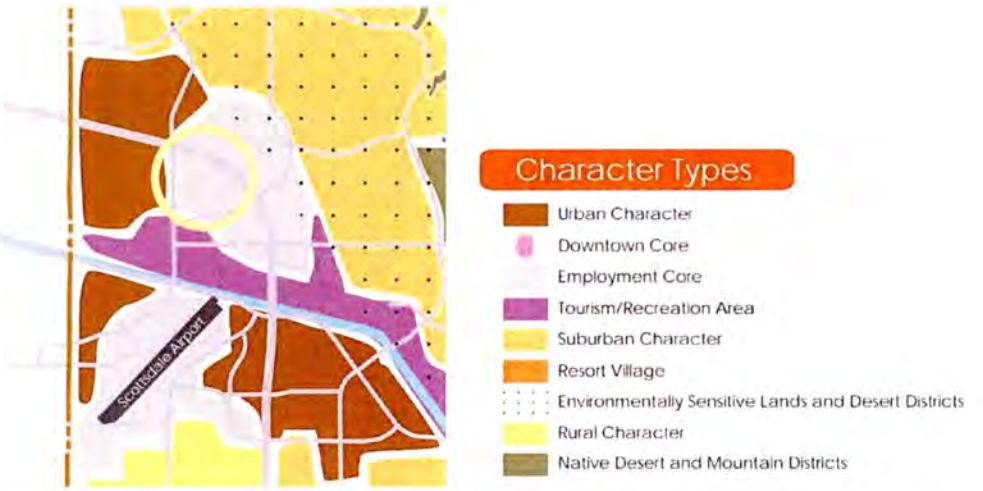
The parcel has been planned as an employment center of larger scale with associated intensity in relationship to its proximity to the Scottsdale Airpark and freeway. Accordingly, Axon designed and was approved for an appropriately scaled industrial building with a unique design that is oriented closer to the Loop 101. The remaining portion of the site that is the subject of this request will create an attractive and compatible development by building a site with an open campus feel.

The previous plans proposed Building E (the closest building to the neighbors) to be a 5-story hotel. Additionally, Building E was 160' from the neighbors. This resubmittal proposes a reconfigured Building E that is a combination of 3- and 4-stories, with the 3-story portion closest to the neighbors. The proposed use of Building E is now residential and has been moved north so that it is now +/- 420' from the neighbors.

The proposed mixed-use development consists of a residential density consistent with the adjacent developments on the west side of Hayden Road. This submittal proposes four 5-story buildings, one stepped back building with a mix of 3- and 4-stories. This resubmittal proposes four 5-story buildings and Building E will be a combination of 3- and 4-stories. The new buildings are proposed to be consistent with the approved height for the Axon building that will occupy the eastern portion of the site. Building E was originally proposed as a 5-story hotel. We have implemented the neighbors feedback and have changed the use and reduced the height of this building. The portion of Building E closest to the adjacent neighborhood will be 3 stories and will step up to 4 stories on the northern portion of the building.

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

As depicted in the image below from the 2035 General Plan, Axon is located within the Employment Core Character Type and much of the surrounding land is Urban and Suburban Character.



Employment Core areas are planned as "primary employment centers for the city" and are "predominately concentrated in the Greater Airpark Character Area, a mixed-use employment core with primary freeway access, as well as around other major employment campuses . . ." and "support a wide range of activities, such as aviation, light-industrial, and regional- and community-level employment uses. These areas consist of multi-functional buildings with an emphasis on technology and corporate character."

Consistent with the vision the City has for this area, Axon is proposing an expansion of its facilities into a true corporate campus including the approved world-class employment center and requested mixed-use component. Its location off of the Hayden Road exit for the Loop 101 freeway creates a regional presence with easy access throughout the Valley that will be home to highly sought-after technology jobs.

Attracting quality candidates for employment includes providing conveniently located housing and commercial amenities like restaurants and retail. By adding the additional uses to the already approved industrial component, Axon will be contributing to the Employment Core Character Type by supporting a wide range of activities with multi-functional buildings that support the headquarters and its emphasis on technology. Axon's goal to create an open campus that supports different types of uses and allows for a cohesive environment of outdoor spaces, office, retail, residential, and hotel in addition to the municipal development consisting of a fire station and water treatment facility on the southwest corner.

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

CD 4.1: Promote contextually compatible streetscapes that correspond with the following classifications: Suburban Streetscapes strive to achieve compatibility and safety between automobile traffic, neighborhood amenities (schools and parks),

pedestrians, bicyclists, and recreational activities through the use of landscape areas, consideration of sidewalk alignment, and incorporation of a broad tree canopy.



The streetscapes have been designed based on the goals of and consistent with the guidelines for Suburban Streetscapes including large landscape buffers and berms, a roundabout to control speed and make the streets safer for pedestrians and cyclists, as well as native landscaping. Additionally, the Mayo Boulevard alignment will remain in place to help mitigate potential traffic through the neighborhood.

The open space requirement for the entire Axon World Headquarters Campus is 819,446 square feet. Axon has designed the site to have 1,346,371 square feet of open space – 64% more than what is required. Below is a table of the proposed and required open space for the site.

Total Open Space for Entire Site		**Total Open Space Required**	
Axon	415,189 s.f.	Axon	415,189 s.f.
Residential	890,101 s.f.	Residential	404,257 s.f.
Total	1,346,371 s.f.	Total	819,446 s.f.

The approved and proposed landscape palettes feature Palo Brea, Blue Palo Verde, Mesquite, Pistache, Desert Willow, Date Palm and Ironwood trees as well as native groundcover including – but not limited to – creosote, jojoba, various species of agave, desert milkweed, ocotillo and various species of yucca. The site includes bike lanes and a running path, all through the Sonoran landscape.

Goal CD 5. Promote the value and visual significance landscaping has on the character of the community.

CD 5.1: Employ appropriate heat island reduction techniques to reduce the effects of reflective heat and glare on buildings and paved surfaces.

Phase II of Axon World Headquarters Campus proposes almost all of the parking to be located in garages to reduce the impact of the heat island effect. Axon is also

proposing a robust landscape plan with plantings that in addition to the parking garages will help reduce the heat island effect.

Land Use Element

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

LU1.1: Encourage land uses that preserve a high quality of life and further define Scottsdale's sense of place within the region.

Axon's campus expansion will further the City's goal to increase its economic base beyond tourism and recreation. The approved Axon Campus office brings high-quality technology jobs including those in programing engineering, and research and development which significantly contribute to the City's desire for economic diversity. The proposed Campus Expansion supports the Axon office and industrial building with the addition of outdoor amenities, retail, residential, and hotel uses on the same site. Additional residential development is necessary for the desired job growth.

The residential component of the campus expansion is vital to creating a balanced and sustainable community that meets the needs of Axon's employees and recruiting efforts. High-paying jobs typically require highly skilled professionals who expect a certain standard of living, which includes quality housing.

By offering suitable housing and a vibrant ecosystem close to the workplace, Axon plans to enhance its employer appeal to relocate and expand high-wage positions in Scottsdale. This will also contribute to a better work-life balance, increasing the overall well-being of the local community.

Furthermore, cities thrive when their residents both live and work within their boundaries. By having more people who work in the city also live in the city, local businesses experience a steady customer base, which bolsters the economy. Residents are more likely to shop local and frequent restaurants and stores in their neighborhood, which helps keep economic benefits within the city.

The Axon Campus Expansion is located with the Greater Airpark Character Area, which seeks to attract and retain desirable regional corporate headquarters within this part of the City of Scottsdale. Keeping Axon in Scottsdale and providing an open campus environment further cements this area's growing reputation as a corporate hub with regional economic significance.

Goal LU 2: Sensitively transition and integrate land uses with the surrounding natural and built environments.

LU 2.3: Locate employment and major non-residential uses along major transportation networks to limit impacts on residential areas and provide citywide and regional access.

The subject site is located along the contours of the Loop 101 freeway with easy access from the Hayden Road exit. This configuration is purposeful and allows for mitigation of the impact of traffic on adjacent residential areas. This site is the right place for the Axon World Headquarters Campus and its associated uses. Companies such as Nationwide and ASM have all chosen the area around this site for their headquarters. The approved Axon office, hotel and commercial components further this goal by locating employment and major non-residential uses along the Loop 101.

Goal LU 3: Maintain a balance of land uses to support a high quality of life.

LU3.1: Allow for the diversity and innovative development patterns of residential uses and supporting services to provide for the needs of the community.

The proposed Axon Campus Expansion proposes a diverse pattern of development by incorporating residential uses along with outdoor space, commercial, hotel, and office/industrial uses as well as the adjacent municipal uses with a fire station and water treatment facility. This diversity of land use serves the needs of the community in several ways. The commercial components of the site will be able to provide supporting services for not just residents of the multi-family housing on site but also for other nearby residents. And the multi-family itself is supportive of the Axon Headquarters Campus building that will serve as the anchor to the Campus Expansion.

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

Axon is proposing an open mixed-use campus that includes a residential component to support the approved office/industrial phase. The residential buildings provide a crucial piece of the overall Campus Expansion that promotes a balance between jobs and housing. Because the Greater Airpark Character Area emphasizes employment in this area, nearby housing is needed to provide an increased harmony between these important needs. Simply put, the desired jobs can't happen without the housing.

LU 3.3: Maintain a citywide balance of land uses, and consider modifications to the land use mix to accommodate changes in community vision, demographic needs, and economic sustainability.

Crossroads East demonstrates a clear change in community vision for this part of Scottsdale, which is rapidly growing and attracting highly sought after major employers and luxury multi-family. Consistent with the Policy LU 3.2, the balance between attracting employers and providing housing for their workforce furthers the City's overall goal for this area as a regional hub.

Axon's proposed Campus Expansion furthers this goal and is requesting a modification to several land use classifications to respond to this changing demand. A challenge that Axon and its workforce faces is a lack of nearby high-quality housing options, which has made it difficult for Axon to recruit highly skilled workers and for current workers to find adequate housing near their workplaces. Axon would like to bring the needed housing for the increase in jobs. To support the housing and jobs, Axon is proposing high quality retail and restaurant space.

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

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

Axon is a homegrown success story with existing offices and manufacturing just across Axon Way from the proposed Campus Expansion. While a larger office and manufacturing facility are approved on the easternmost portion of the site, the current proposal is to develop the remaining +/- 30 acres to serve as a campus for the business operations expansion.

The Axon Campus Expansion proposal allows this Scottsdale-based global company to continue to grow within the City of Scottsdale. The multi-family component will provide Axon the opportunity to expand employment by bringing more high-quality employees to the company and to the City. Additionally, the proposed buildings include a commercial component, which expands commercial uses within the City.

Conservation Element

Goal CONSV 2: Protect and manage Sonoran Desert biodiversity and native ecosystems.

CONSV 2.2: Encourage landscaping that limits the amount of grass and makes optimal use of native desert plants.

Axon is proposing a varied palette of native plantings which were discussed in detail above. However, in addition to those plantings, the Axon Campus Expansion will utilize several iconic Sonoran Desert plant species – some of which are protected by statute due to their importance to the Sonoran Desert – including Saguaro cactus and Golden Barrel cactus. Other native plants include cholla, prickly pear and desert spoon.

Community Involvement Element

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

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

Axon began early outreach with various stakeholders in the community that included phone calls and meetings. This outreach has continued, and we have spoken with several nearby property owners and/or their representatives to notify them of Axon's plans prior to formal notification of the Open House.

In addition to this early outreach, we hosted a Neighborhood Open House for property owners and interested parties the opportunity to provide feedback on the draft plans.

We have continued to welcome any questions, comments or concerns from neighbors and other interested parties.

CI 1.2: Use public involvement plans to identify and engage interested parties, and provide opportunities for information exchange.

When notifying for the Neighborhood Open House, we included an expanded notification area and notified neighbors within 1,250'. In addition to the neighbors, we also notified all interested parties in the list provided by the City. As detailed above, we also engaged in early outreach with interested parties from the Axon Campus original case in 2020.

Housing Element

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

H1.3: Ensure community dialogue during zoning and the development review processes to encourage context-appropriate development designs.

We hosted an early Neighborhood Open House on June 21, 2023, to provide surrounding property owners and interested parties the opportunity to provide feedback on the draft site plan, listen to concerns and feedback, and answer questions they had. As a result, some portions of the project were modified prior to formal submittal to address those comments. Since then, we have received more feedback from neighbors and staff and have continued to make revisions to address those comments.

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

This proposal is for a mixed-use project within the Greater Airpark Growth Area that provides multi-family residential housing within walking distance to various employment opportunities - mainly, the Axon World Headquarters Campus. In addition to housing and employment, this project will provide retail and commercial opportunities for the residents that live on site, as well as the residents that live in the surrounding area and the public.

H1.5: Encourage a variety of housing densities in context-appropriate locations throughout Scottsdale to accommodate projected population growth.

Much of the surrounding residential density is zoned for multi-family and is in densities similar to the proposed Axon Campus Expansion residential portion. In several instances, the surrounding residential density is nearly double what is proposed at the Axon Campus. Scottsdale is continuing to grow and with the current housing shortage, this site provides a context-appropriate location for a denser mixed-use development.

Goal H4: Abide by regulations that prevent housing discrimination practices towards any person, as required by local, State, and Federal laws.

H4.1: Comply with local, State, and Federal laws prohibiting discrimination in housing and support fair and equal access to housing regardless of race, color, sex, creed, familial status, economic level, or ability.

Axon is an equal opportunity employer and values diversity at their company. Axon does not discriminate on the basis of race, religion, color, national origin, gender, sexual orientation, age, marital status, veteran status, or disability status.

Axon is looking forward to providing individuals the same level of equal opportunity to the future residents of this site. All housing within the Axon Campus Expansion will comply with all local, State, and Federal laws to prohibit discrimination in housing.

Circulation Element

Goal C1: Design and improve transportation corridors to safely and efficiently move people and goods.

C1.3: Reduce conflict points between various modes of travel, for example, where the paths of vehicles and bicycles, pedestrians, or equestrians, cross, diverge, or merge.

As shown in the Pedestrian Circulation Plan and Vehicular Circulation Plan, Axon will be providing sidewalks that will assist pedestrians in getting around the site with reduced conflict with vehicles and bicycles. This includes detached sidewalks to buffer residents from the street, bike lanes and a multi-use running trail as well as a roundabout to reduce vehicular speeds at intersections.

Axon has reconfigured the surrounding roadways to mitigate the impact of traffic on the adjacent neighborhood and reduce conflicts related to traffic from the Axon World Headquarters Campus. Axon proposes to maintain the current alignment of Mayo Boulevard as a resident only access point. Based on feedback from the adjacent neighborhood, we have reconfigured the roadways to reroute a significant portion of the industrial traffic onto Axon Way instead of through the neighborhood.

Goal C2: Reduce the number, length, and frequency of automobile trips to improve air quality, reduce traffic congestion, and enhance quality of life and the environment.

C2.1: Encourage a mix of land uses that will reduce the distance and frequency of automobile trips and support mobility choices.

Axon is proposing a mixed-use development that will complement the approved Axon Campus office. The purpose of the Campus Expansion is to provide an environment that promotes walkability and reduces reliance on the automobile for Axon employees. Having employees live and work on the same campus will significantly reduce daily trips in the area.

Growth Area Element

Goal GA1: Direct growth in areas of the city that can support a concentration of development density and intensity, as well as a broad mix of uses.

GA1.5: Identify Growth and Activity Area "edges," and incorporate context-appropriate transitions between these "edges" and adjacent neighborhoods to maximize the impacts of higher-intensity development.

The proposed Axon Campus Expansion is located within the Greater Airpark Growth Area. According to the General Plan, in the Greater Airpark Growth Area, "[b]uilding heights generally range between three and six stories and may exceed six stories in certain areas identified in the Greater Airpark Character Area Plan."

The Axon Campus Expansion is proposed to be in this height range with buildings proposed at three, four and five stories. Our original proposal included all buildings at 5 stories with the hotel closest to the neighbors. Based on feedback from the neighbors, we reduced the building height of the building closest to them, moved the building back an additional 260' and changed the use from a hotel to residential. Additionally, all the proposed building heights are significantly lower than the Axon office building which is approved at 96' to the top of the mechanical screening.

Goal GA5: Recognize and build on the character and diversity of Scottsdale's various Growth and Activity Areas.

GA5.4: Promote new development, revitalization, and redevelopment within Growth and Activity Areas that maintains fiscal sustainability, promotes long-term economic development goals, and enhances quality of life.

Axon is a leader in technology and innovation with its existing global headquarters located in Scottsdale. Providing Axon the opportunity to expand and increase its operations in Scottsdale with this Campus Expansion promotes long-term economic growth within the City and the addition of housing brings new Scottsdale residents to an area experiencing significant growth.

Economic Vitality Element

Goal EV 1: Foster Scottsdale's resiliency to economic change through support of our core industries (e.g., tourism, healthcare, bio/life sciences, advanced business services), assets, regional competitiveness, and economic diversity.

EV1.3: Diversify Scottsdale's businesses, focusing on industries that add value to the existing economic environment.

Axon (formerly Taser International), has been based in Scottsdale for over 30 years and provides diversity of employment in the desirable technology sector. Providing Axon the opportunity to grow its operations in Scottsdale through approval of the Campus Expansion furthers the goal of supporting a diverse economic environment within the City.

Goal EV3: Sensitively manage land uses to provide and enhance economic development, fiscal health and job growth, while simultaneously protecting the integrity and lifestyle of

neighborhoods.

EV3.5: Ensure neighborhoods are adequately protected from major development through design sensitivity, buffering, and traffic management.

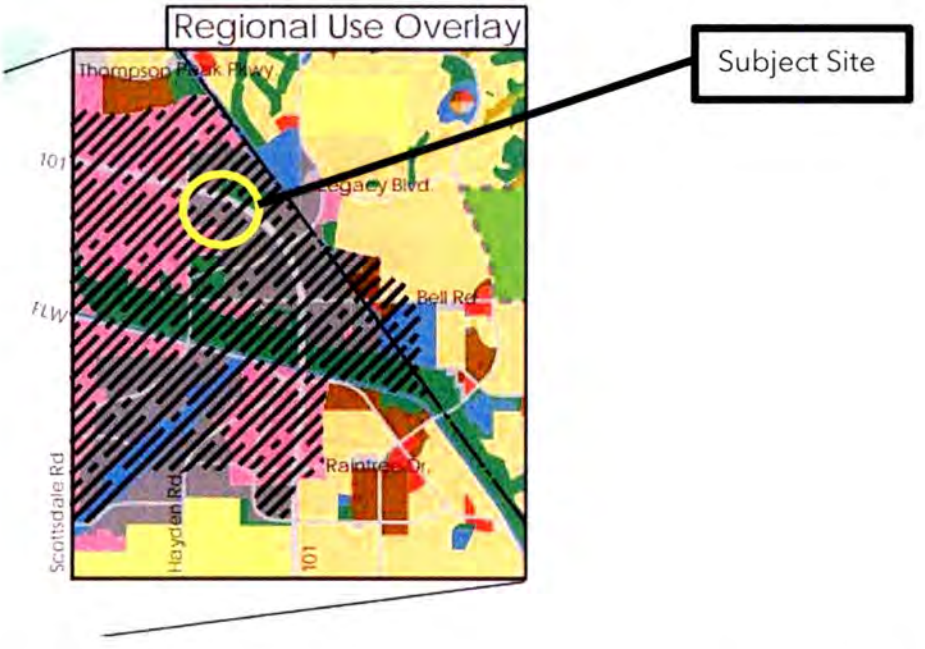
Axon's proposed Campus Expansion provides a number of buffers to reduce the impact of the Campus Expansion on the nearby residential. These include the realignment of Axon Way away from the neighborhood as well as a generous landscape buffer and berm to separate vehicles from the pedestrian circulation. The neighborhood is approximately 440' south of the closest proposed building. We have realigned the roadways to remove a significant amount of industrial traffic that the neighbors get today by routing that traffic on Axon Way and away from the neighborhood.

GENERAL PLAN AND GREATER AIRPARK CHARACTER AREA PLAN AMENDMENT NARRATIVE

General Plan Minor Amendment Justification

This request is to amend an area that consists of approximately 44 acres from Employment to Mixed-Use Neighborhoods. This request is considered a Minor General Plan Amendment due to the Axon Campus's employment significance through application of the Regional Use Overlay under the Exceptions to the General Plan Amendment Criteria set forth in Criterion #8 (*See page 58 of the General Plan 2035*).

The Axon Campus is located within the Regional Use Overlay area of the General Plan Future Land Use Map as shown below:



The exception set forth in Section 8 Exceptions to the General Plan Amendment Criteria:

> "Certain exceptions to the General Plan Amendment Criteria are considered in the best interest of the general public and in keeping with the vision, values, and goals of the community. The following exceptions to the General Plan Amendment Criteria will apply . . . Regional uses [see Regional Use Overlay Category description] within the Regional Use Overlay area on the General Plan Future Land Use Map are determined as already planned land uses for that area and will be processed as a minor amendment."

The Axon Campus is located within a Regional Use Overlay area, which:

> ". . . provides flexibility for land uses when it can be shown that new land uses are viable in serving a regional market. Regional uses include, but are not limited to, corporate office, region-serving retail, major medical, educational

campus, community service facilities, tourism, and destination attractions. In determining whether proposed land uses are regional in nature, the city will consider whether the use has a regional draw, fulfills current economic development policies, enhances the employment core and the city's attractiveness to regional markets, benefits from good freeway access, and complements the established character for the area."

Axon is currently one of the City of Scottsdale's 10 largest employers but has long-since outgrown its existing Scottsdale-based building. As a result, Axon has had to temporarily move various components of its operations and employment outside of the City of Scottsdale into other jurisdictions. Axon fits into the Regional Use definition as a corporate campus - part corporate office, part campus environment. This allows supporting uses - like the hotel to host conventions or residential for its employees - to be located in an environment that helps establish this area as a World Headquarters facility for Axon instead of a new manufacturing building.

In addition to meeting the minor criteria under the Regional Use category, the chart below demonstrates that modification to the Land Use category from Employment to Mixed-Use Neighborhoods is also to be treated as a minor amendment:

CHANGE IN LAND USE CATEGORY

From Category:		To Category: A: Natural Open Space	B: Developed Open Space	C: Rural Neighborhoods	D: Suburban Neighborhoods / Cultural/Institutional or Public Use	E: Urban Neighborhoods	F: Resorts/Tourism	G: Commercial / Employment / Mixed-Use Neighborhoods
A	Natural Open Space	-	**Major**	**Major**	**Major**	**Major**	**Major**	**Major**
B	Developed Open Space	Minor	-	**Major**	**Major**	**Major**	**Major**	**Major**
C	Rural Neighborhoods	Minor	**Major**	-	**Major**	**Major**	**Major**	**Major**
D	Suburban Neighborhoods / Cultural/Institutional or Public Use	Minor	Minor	Minor	Minor	**Major**	**Major**	**Major**
E	Urban Neighborhoods	**Major**	Minor	**Major**	Minor	-	Minor	**Major**
F	Resorts/Tourism	**Major**	Minor	**Major**	Minor	**Major**	-	**Major**
G	Commercial / Employment / Mixed-Use Neighborhoods	**Major**	**Major**	**Major**	**Major**	Minor	Minor	Minor

The Axon Campus consists of Axon's new World Headquarters building with supportive retail, multi-family and hotel uses. In considering whether to apply the Regional Use Overlay, it is important to note that the site is located along Hayden Road directly adjacent to the Loop 101 Freeway. Furthermore, the economic development significance cannot be overstated - by allowing Axon to expand its current nearby facility, which it has long since outgrown, Scottsdale is able to bring Axon's World Headquarters Campus to the City and consolidate functions and uses from other locations outside of Scottsdale.

The new World Headquarters will allow Axon to consolidate its various Valley-wide facilities into the Scottsdale location and Axon will be able to grow its employment base in the City. Employees are increasingly seeking housing and commercial opportunities near their places of employment, and Axon's desire to create an open campus makes it a more attractive employer to bring in specialized talent from all over the country.

The presence of a high-tech hub not only creates a highly skilled talent pool but also catalyzes economic growth across various sectors of the community. Benefits of developing a tech hub include: the development of a concentration of talent, enhanced local branding, fostering a business ecosystem, providing educational opportunities, and creating an innovative culture and community.

It is well documented that corporate expansions have stimulated growth in the surrounding areas and lead to increased property values as the area becomes more desirable and high-wage individuals relocate to the area. For instance, the expansion of Amazon in Long Island City, Hulu in Santa Monica, and Google in Los Angeles have all resulted in an upsurge of real estate prices in their respective regions ("How Big Companies Impact the Value and Dynamics of a Local Housing Market." U.S. News, 4 Mar. 2019, realestate.usnews.com/real-estate/articles/how-big-companies-impact-the-value-and-dynamics-of-a-local-housing-market). The establishment of a local hub serves to effectively attract high-skilled workers and, in turn, supports the development of a robust labor pool and sustainable economy.

One study used the Zillow Home Value Index (ZHVI) and found that property values in all cases increased in the years following the announcements of new tech company campuses, indicating that such developments have a favorable impact on residential home values. In Cupertino (Apple), Menlo Park (Meta) and Redmond (Microsoft), property values grew faster post-announcement than their respective Metropolitan Statistical Areas (MSA), counties and states.

Allowing Axon to expand and operate its Corporate World Headquarters in Scottsdale furthers many of the City's goals in the Economic Development Five-Year Strategic Plan. Axon provides 2 of the 6 target industry goals related to technology and software/IT - both hardware devices (such as the TASER, body worn cameras, etc.) and software solutions (such as Axon Evidence). Scottsdale's goal of growing existing industries is served by providing an environment where Axon can continue to grow within the City. A detailed analysis of the

proposed World Headquarters Campus and how it helps the City implement the Economic Development Five-Year Strategic Plan begins on page 47 of this narrative.

General Plan 2035 Discussion

Axon is proposing to amend the Land Use designation for a portion of the proposed World Headquarters Campus from Light Industrial/Office to Mixed-Use Neighborhoods. Mixed-Use Neighborhoods are defined as having a " . . . focus on human-scale development and are located in areas with strong access to multiple modes of transportation and major regional services. These areas accommodate higher-density housing combined with complementary office or retail uses. . . "

The subject site is located along Hayden Road at the Loop 101, providing for excellent freeway access and major regional services. Additionally, Axon plans to provide enhanced roadways on Hayden Road and Axon Way (formerly Mayo Boulevard) that include additional lanes of travel and dedicated bicycle lanes.

Axon's proposal includes multi-family residential at a density of just under 44 dwelling units per acre consistent with the surrounding residential developments that average approximately 50 dwelling units per acre. The multi-family residential and hotel uses are supportive of the anchor headquarters building with light manufacturing and office space, and the multi-family buildings have supportive commercial space consisting of retail and restaurant uses. Considered together, the various uses act as a mixed-use neighborhood consistent with the proposed amendment to the General Plan Land Use designation.

Greater Airpark Character Area Plan

The Axon Campus Expansion is located within the Employment Land Use in the Greater Airpark Character Area Plan. While the portion of the Campus that was approved for the office/industrial building in 2020 will remain Employment, the Campus Expansion requires an amendment to the Greater Airpark Character Area Plan Land Use from Employment to Airpark Mixed Use - Residential to accommodate the mix of multi-family residential, commercial and hotel proposed.

The Greater Airpark Character Area Plan defines AMU-R as " . . . areas are appropriate for the greatest variety of land uses in the Greater Airpark. Appropriate uses may include a combination of personal and business services, employment, office, institutional, cultural amenities, retail, hotel, and higher density residential. Developments in AMU-R areas should be pedestrian-oriented, have access to multiple modes of transportation, and should be located outside of the Airport's 55 DNL contour." Axon's proposed World Headquarters Campus has been thoughtfully designed to incorporate a variety of compatible uses that include the corporate office and industrial space (approved in 2020) as well as a hotel, multi-family residential, and ground floor commercial space within the multi-family residential buildings.

Axon's proposed World Headquarters Campus is designed with pedestrian connectivity throughout with enhanced open spaces between the hotel and office/industrial portions as well as a multi-use trail that spans the perimeter of the property. As part of its development plans, Axon will reconfigure Axon Way (formerly Mayo Boulevard) and Hayden Road to include additional lanes of traffic and dedicated bicycle lanes to facilitate efficient circulation of transportation in the area. We have also realigned the roadways to divert the industrial traffic currently going through the neighborhood onto Axon Way. This diversion significantly decreases the amount of industrial traffic the neighbors have expressed concerns about. The multi-family residential portions of the site are not located within the Airport's 55 DNL contour.

Additionally, the proposed Axon World Headquarters Campus is located along a Signature Corridor (Hayden Road). Signature Corridors are defined as: " . . . areas with the greatest potential for activity, new development, revitalization, and enhanced multi-modal connections. In employment and aviation areas, this designation provides flexibility for support uses, such as shops, restaurants, and fitness centers. In regional tourism and mixed-use areas, it seeks to encourage active uses, such as restaurants, entertainment, and retail, on the ground floor and/or closer to the street or pedestrian ways." Because the approved portion of the World Headquarters Campus consisting of the office/industrial building will remain as an Employment designation while the supportive multi-family residential, hotel and commercial are proposed as Mixed-Use, both portions are discussed below.

Land Use

Goal LU1: Maintain and expand the Greater Airpark's role as a national and international economic destination through appropriate land uses, development, and revitalization.

Policy LU 1.1: Maintain and expand the diversity of land uses in the Greater Airpark.

When Axon purchased the subject site from ASLD in 2020, the entire 70+ acre parcel was required to be rezoned to I-1 PCD consistent with the Employment designation in the Greater Airpark Character Area Plan. Since that time, the first phase of the Axon Campus consisting of the office/manufacturing building was approved, Axon dedicated a Civic Use Site and significant Right-of-Way. In keeping with Axon's employment growth goals, we seek this Campus expansion to accommodate supporting uses such as commercial, residential, and hotel. In addition to the Axon Campus, the southwest corner of the original parcel will consist of municipal uses including a fire station and water treatment facility.

These supporting uses are necessary for the success of Axon's Campus and to promote the City's goal for employment in this area. However, although these uses

support the Employment Land Use Designation, they require an amendment to the Greater Airpark Character Area Plan Land Use Designation.

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

Axon's proposed Campus seeks to balance the City's desire for additional economic growth in this area with the need for additional housing and supportive commercial, which is necessary to support the additional jobs Axon will bring. The residential component of this proposal intends, first and foremost, to serve Axon's employees, while the hotel provides opportunities for Axon to host events and visitors in close proximately to its office and manufacturing facility.

Policy LU1.4: Encourage the redevelopment of underutilized land to more productive uses.

This site is a prominent vacant piece of land in a critical growth area and sits directly south of the Loop 101 and east of Hayden Road. Axon plans to develop this parcel into its Campus with a variety of uses that will put this land to a more productive use, including the public benefits associated with the new fire station and water treatment facility.

Policy LU1.5: Maintain and continue to foster dialogue between the City of Scottsdale and Arizona State Land Department to facilitate innovative use and development of State-owned land.

The Axon site is part of the Crossroads East PCD, which originally consisted of approximately 1,000 acres of ASLD owned land. Over time portions of Crossroads East have been purchased by private property owners, including the subject Axon Campus Expansion parcel. We continue to have conversations with the City and ASLD regarding the Axon Campus Expansion.

Goal LU4: Utilize development types to guide the physical and built form of the Greater Airpark

Policy LU 4.3: Encourage higher-scale Type C development in areas with access to major transportation corridors and where lower-scale residential areas will be buffered from higher-scale development.

A majority of the Axon site falls within the Type C development designation and accordingly, both the approved office and proposed Expansion place higher intensity development in these areas adjacent to the Loop 101 and along Hayden Road. A

small portion of the site is within the Type A development type. The Type A portion of the site will feature shorter buildings that buffer the neighborhood from the higher scale of the Type C portion of the site. The building on the Type A portion will consist of a 3- and 4-story building. That building, at its furthest closest point, will be approximately 440 feet from the neighbors to the south. Additionally, there will be a significant landscape buffer between the neighbors to the south and Building E.

Goal LU5: Encourage Greater Airpark development flexibility.

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

Axon is requesting a number of development regulation modifications to allow the proposed Campus Expansion in furtherance of the City's goal for growth in this area. This flexibility achieves various City goals including economic development and appropriate residential expansion near employment hubs and allows Axon the opportunity to remain in Scottsdale as it continues to grow.

Policy LU 5.5: Promote flexibility of land uses when it can be demonstrated that new land uses are viable in serving a regional market, such as corporate headquarters, tourism, and educational campuses.

Axon's Campus Expansion proposes a variety of land uses, including the approved office. The proposed land uses aim to promote flexibility on this site by providing a variety of uses that support the office building and create more of a campus environment. The new land uses being proposed are viable and necessary in serving a regional market – the Axon World Headquarters.

Goal LU7: Develop an interconnected network of Signature Corridors (See Land Use Plan Map, pg 11) to support the Greater Airpark as a place for meeting, creating, shopping, learning, as well as working.

Policy LU 7.1: Encourage growth along corridors with the greatest potential for activity, new development, revitalization, tourist attractions, and enhanced multi-modal connections.

Axon's proposed World Headquarters Campus is located along Hayden Road at the Loop 101. The site is located in close proximity to TPC Scottsdale, which attracts hundreds of thousands of visitors each year; however, the site itself is a vacant area with great potential to enhance the surrounding amenities. Axon is proposing to relocate and reconfigure Axon Way (formerly Mayo Boulevard but approved to the currently shown configuration) to include additional lanes of traffic and dedicated

bicycle lanes as well as enhancements to Hayden Road that include an additional lane of travel and dedicated bicycle lanes.

Hayden Road can accommodate the proposed growth and was envisioned for many years by the City and ASLD to be an area of significant expansion. Additionally, the Greater Airpark Character Area Plan envisions this specific site as an area of Higher Intensity development (Type C).

Axon's proposed World Headquarters Campus helps further LU Goal 7 through this policy by locating growth along an area that has tourist attractions, is undergoing and planned for continued development, and includes a plan for enhanced multi-modal connections.

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

Much of the development along Hayden Road, a Signature Corridor in this area, consists of purely residential development. The proposed Axon World Headquarters Campus includes a multi-family residential component complete with ground floor commercial, a hotel and will operate as a gateway to Axon's World Headquarters building. These uses are compatible to the surrounding uses and consistent with the proposed land use designation of Mixed-Use Neighborhoods and Airpark Mixed Use-Residential.

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

The proposed Axon World Headquarters Campus is located on a currently vacant site within the Crossroads East Planned Community, a large area along the north and south sides of the Loop 101 between Scottsdale and Pima/Princess that has long been slated for significant growth. The subject site is located along Hayden Road, a Signature Corridor, that is experiencing a variety of new development along the west side of the street. Axon's World Headquarters Campus proposes to complete the Hayden Road Signature Corridor on the east side of the street to Loop 101.

Axon is requesting this rezoning, minor General Plan amendment, Greater Airpark Character Area Plan amendment and amended development standards and seeks the City's approval.

Neighborhoods and Housing

Goal NH2: Create complete neighborhoods within the Greater Airpark, through the development of urban dwelling types and mixed- use developments, while being respectful of the Greater Airpark as an aviation-based employment center.

> *Policy NH 2.2: Encourage a variety of urban dwelling types and mixed-use development in areas designated Airpark Mixed Use-Residential in the Greater Airpark Character Area Future Land Use Plan that are compatible with and support the aviation and employment uses of the Greater Airpark.*
>
> Axon is requesting to modify its Land Use Designation from Employment to Airpark Mixed Use-Residential in order to offer a mixed-use campus with a residential component. The Airpark Mixed-Use Residential designation is appropriate on this site as it supports the approved office/manufacturing building. Axon's proposal consists of a mixed-use development, while also respecting the Greater Airpark as an aviation-based employment center. The current proposal will contain residential, hotel and commercial uses that will support the approved Axon World Headquarters.

Economic Vitality

Goal EV3: Preserve and enhance tourism and visitor experiences of the Greater Airpark.

> *Policy EV 3.2: Encourage complementary uses, such as specialty retail and hotels, to locate in the Greater Airpark in order to support tourist attractions.*
>
> Axon's Campus Expansion includes a hotel component within the mixed-use portion of the site. Part of Axon's growth plans is to host conferences and training events for its customers within close proximity to the approved office building. While Axon does not plan to host events year-round, there are many high-profile events that occur close to the site that are well served by the addition of more hotel rooms. Additional hotel rooms also prevent proliferation of short-term rentals in nearby single-family neighborhoods.

Environmental Planning

Goal EP1: Reduce energy consumption through environmentally sensitive land use practices and design policies.

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

All of the landscaping proposed for the Axon Campus Expansion are low-water, drought tolerant species, many of which are native Sonoran Desert plants. Using appropriate landscaping will reduce water usage in the large open spaces provided on the site. Axon is also proposing water harvesting on the site. These approaches may include the reuse of condensate water, bio basins and pours pavements.

Economic Development Five-Year Strategic Plan

The Axon World Headquarters Campus helps the City further its goals, values and guiding principles set forth in the Five-Year Strategic Plan as detailed below.

Goals
Goal 1: Grow Scottsdale's existing industries to foster economic vitality. Scottsdale must support existing businesses in an effort to maintain competitiveness and foster prosperity.

- *Objective 1.2: Ready and promote commercial sites to support business expansion.*

  Axon is proud to have originated and grown out of a small space in a Scottsdale garage to a leader in innovative technology and one of Scottsdale's top 10 employers. But in order to remain in Scottsdale, Axon requires a larger headquarters building and a corporate campus with housing options to attract and retain the best talent.

  As the Strategic Plan notes, ". . . most business growth in cities like Scottsdale comes from the expansion of existing businesses...understanding their needs and supporting their growth . . . " The plan is unique in that it was created in 2021 and developed during COVID so it makes specific mention of the challenges that are presented with the way COVID has changed office and employee demands. Axon is proud to have growth that requires additional space, but is not immune to the way COVID has changed its business.

  Axon's plan to create a holistic corporate campus reflects the changing employee desires to live close to work and have a variety of retail/restaurant/commercial amenities located nearby. This proposed Axon World Headquarters Campus is just a few hundred feet from its existing headquarters building and staying in this area is desirable to the company. For us to create the World Headquarters Campus we need to grow, we require the City of Scottsdale to adapt with us to the changing needs of businesses to include a campus environment with a mix of supportive uses, including a residential component.

  Appendix B of the Strategic Plan notes the key items that were important in shaping the plan after receiving feedback including: making development along the 101 Corridor an economic development priority, leveraging the Airpark, establishing a

quality of place to attract headquarters, and revaluating the office in light of the COVID pandemic.

Axon's Campus meets many of the objectives of the Strategic Plan by keeping an existing business in Scottsdale while promoting development within the Airpark and along the Loop 101 Corridor. Creating a corporate headquarters campus makes Axon an attractive employer to future employees who are looking for high quality, flexible jobs in areas that provide a diverse set of activities in close proximity.

Goal 2: Attract investment to diversify Scottsdale's economy. Scottsdale must attract new investment into the local economy to ensure resiliency.

- *Objective 2.1: Execute a site-selector engagement strategy for Scottsdale's core industries.*

  This objective aims to attract businesses with an emphasis on global headquarters and working with the Greater Phoenix Economic Council to bring desirable employers to the City. Axon has been working with GPEC to create a World Headquarters Campus on this site within the City of Scottsdale and Axon's desire is to remain in Scottsdale. Without the corporate campus in Scottsdale, however, Axon will likely turn to locations outside of Arizona to develop.

- *Objective 2.2: Lead, in partnership with Experience Scottsdale, Canada Arizona Business Council, and others, a robust effort to attract high-value regional and national HQs.*

  Axon is a publicly traded S&P 500 company expected to generate $1.88 to $1.94 billion in 2024 - a 20% to 24% annual growth. Axon is a desirable company to have as a local employer and keeping Axon's headquarters in Scottsdale and providing it the opportunity to grow into a world headquarters within a corporate campus environment fulfills this objective and keeps a high-value employer in the City.

Goal 4: Make inclusion and diversity an economic development priority. Scottsdale must ensure that all residences and businesses have the opportunity to thrive.

- *Objective 4.1: Evaluate the needs of Scottsdale's diverse businesses.*

  This objective encourages the City to engage with businesses to understand their needs and what the City can do to help these businesses grow. Axon has let the City know about the challenges in attracting and retaining high-quality employees, and Axon is proposing to create a mixed-use campus to complement its new headquarters to remain competitive in hiring skilled workers. Scottsdale has diverse businesses and Axon is committed to continue contributing to that diversity.

- *Objective 4.2: Advance, in concert with local partners, an initiative to support Scottsdale's diverse businesses.*

  Axon values diversity and strives to create an inclusive environment and is proud to provide a workplace in Arizona that far exceeds industry norms for women in tech. For example, according to Deloitte, women comprise approximately 33% of employees at technology companies whereas more than 41% of Axon's employees in Arizona are female.

Goal 5: Build the premier destination for talent in the Southwest. Scottsdale's economic development success today hinges on talent attraction and retention.

- *Objective 5.3: Develop a remote worker campaign to draw tech-savvy and skilled talent to Scottsdale.*

  While we will continue to allow remote work where we can, much of our work is based in law enforcement or research and design which can't be done from home. Axon's unique needs require a protected office environment. However, we are proposing a residential component to the World Headquarters Campus to help provide for the desire many employees have to work near home.

- *Objective 5.4: Invest in placemaking efforts to enhance Scottsdale as an inviting destination for local talent.*

  This objective most accurately captures the importance of creating a corporate campus environment for Axon. Axon has outgrown its current headquarters and needs a bigger space where it can continue to expand its operations. With the competitive nature of the job market - particularly in the tech industry - potential future employees are increasingly seeking employment opportunities that come with lifestyle amenities nearby.

  By establishing Axon's World Headquarters Campus with a variety of mixed-uses that are located close to many of Scottsdale's most desirable amenities, Axon is able to make itself a more attractive employer and bring new residents to Scottsdale to be a part of its growth. The proposed World Headquarters Campus is a placemaking effort that aims to establish Scottsdale as a destination for local talent and encourage new residents to call Scottsdale home while building up the City's diverse employment base.

Goal 6: Enhance the Scottsdale brand for business, capital and talent. Scottsdale must broaden its reputation as a city to grow a business and launch a career.

- *Objective 6.1: Develop a competitive identity/marketing campaign to support Scottsdale's economic development efforts.*

  Providing an opportunity for Axon to remain in Scottsdale and grow its operations with the World Headquarters Campus creates an opportunity for the City to establish itself as a competitive destination for employers and employees.

- *Objective 6.2: Ensure that community collaborators, and economic development partners utilize consistent messages about investment and talent attraction.*

  Axon worked with the City's Economic Development Department for several years to find opportunities for Axon to remain in Scottsdale while continuing to grow. Axon's ability to attract and retain employees includes the desirability of Scottsdale as a place to live, work and play, and the City's messaging about its flexibility to encourage employers to remain in Scottsdale should include considerations about mixed-use developments given changing employee needs.

Values

***Economic Prosperity for All**. The City will advance economic prosperity for all Scottsdale residents and enterprises, by supporting wealth creation and economic mobility. This can be achieved by supporting a robust business attraction and expansion effort, as well as providing support to Scottsdale entrepreneurs to grow and scale their enterprises.*

Attracting businesses to Scottsdale and ensuring that existing employers can grow in the City requires collaboration between all facets of the City government. To put this value into action, the City must consider the changing needs of employers and employees and remain flexible in its planning efforts. This flexibility demonstrates to Scottsdale entrepreneurs that the City is committed to helping them expand and adapt to changing employment environments. Providing a supportive infrastructure for employers allows for wealth creation and increased economic opportunities for employees.

***Future-Defining Innovation**. Scottsdale will invest in an entrepreneurial ecosystem that solves tomorrow's most pressing challenges. Already a growing center for venture capital investment and startups, Scottsdale's startups and scaleups are helping to ensure the city's traditional industries are relevant for the future.*

We hope the City sees Axon an example of Scottsdale's tech success. Axon has grown from a small startup in a Scottsdale garage to one of the City's top 10 employers being a part of the S&P 500. Our goal is to continue to grow with the City. Axon remains committed to helping solve the challenges facing the world utilizing its state-of-the-art technology, an industry that helps diversify Scottsdale's economy and broaden its workforce.

A Healthy Economy for Tomorrow. *The City will foster resiliency through industry diversification, upskilling, talent attraction and responsible revitalization. A more resilient Scottsdale will ensure a faster economic recovery in the future.*

Axon's technology and manufacturing jobs provide economic diversity to the City that can help soften the effects of economic downturns that impact tourism and service industry jobs which have historically constituted a significant portion of the economy. Axon's highly skilled workforce provides additional diversification and upskilling to the City's employee base consistent with this value.

A Sonoran Desert Way of Life. *Economic development efforts will prioritize Scottsdale's quality of place and promote the City's authenticity, character and values. Scottsdale's high quality of place is a central offering as it looks to attract and retain skilled residents.*

The City has invested significantly in the recreational amenities surrounding Axon's proposed World Headquarters Campus including the McDowell Mountain Sonoran Preserve and the Scottsdale Sports Complex. These demonstrate Scottsdale's commitment to establishing the quality of place and Axon chose this specific site due to its proximity to the many recreational opportunities nearby that are reflective of Scottsdale's desert character. Axon's employees increasingly seek amenities close to work and offering the World Headquarters Campus is designed to attract and retain its highly skilled workforce.

Guiding Principles

Balanced Development. *Consistent with the values in the City's General Plan, Scottsdale will advance economic development initiatives that balance prosperity and livability. Staff across the City's economic development and planning departments will collaborate to develop a framework for evaluating the "highest and best" use of future redevelopment efforts.*

Axon's proposed World Headquarters Campus reflects a balance between light industrial/office uses and residential-focused mixed-use uses. The residential and commercial components of the World Headquarters Campus buffer the more intense industrial and office uses from the nearby residential while creating a harmonious and cohesive development within the campus. A more in-depth discussion of how the Axon World Headquarters Campus furthers the values in the General Plan is located on page 25 of this narrative.

Export Industry-Driven. *Scottsdale will pursue a data-driven export industry approach to drive economic diversification. Research shows that growing sectors that sell goods and services outside of the city accelerate job creation.*

Axon's operations include design, engineering and manufacturing of advanced hardware (such as the TASER and Axon body worn cameras) as well as development and maintenance

of software solutions (such as the Axon Evidence platform). Much of Axon's sales come from outside of the state and country while manufacturing, engineering, and other jobs remain in Scottsdale. However, Axon has far outgrown its current headquarters and needs to create a holistic World Headquarters Campus to remain in the City.

Existing Businesses First. *The City will focus on business expansion and retention to grow Scottsdale's economic base and attract investment. Generally, more than 70% of the new jobs created in a city come from existing businesses.*

Axon is a local success story and proud to be one of the City's top 10 employers after its humble beginnings in a Scottsdale garage over 30 years ago. Axon desires to stay in Scottsdale and continue to grow, but it is constrained by its current facilities. The World Headquarters Campus will allow Axon to remain in the City with a major investment that will provide additional jobs and increase the City's economic base with commercial and hotel components.

If Axon is approved to build its World Headquarters Campus, Axon's impact on the local economy is projected to increase by roughly 600%, as the company expands from 800 to 5,000 employees. This growth is anticipated to result in an annual net-gain of $9,500,000 in additional tax revenue for the City of Scottsdale – 13x more than what the current net-revenues generated by Axon each year. As an international tech leader, Axon pays its employees well above the State's average wage, generating more than $1,000,000,000 in economic activity in 2023 alone – an impact equivalent to hosting a Super Bowl every year.

The Axon World Headquarters Campus would allow Axon to host its conferences, normally held in other cities and states, which would bring in approximately 18,200 business travelers and generating an estimated $26,000,000 in sales at local restaurants, retailers, hotels and other travel-related businesses each year. Construction of the World Headquarters Campus would create 3,500 construction-related jobs, $3,000,000,000 in economic activity and $145,100,000 in state and local tax revenues.

The large labor pool of skilled workers will help attract additional high-tech businesses to Scottsdale, raising local incomes and creating a vibrant business ecosystem. The additional wealth and development of the area will also enhance the desirability of the community, enhancing the value of neighboring property.

The potential economic impact of Axon's planned expansion is significant for the local economy. Once complete and fully operational, Axon's annual day-to-day business activities and employee/business-traveler spending will support:

- 18,800 jobs with $1,200,000,000 in labor income
- $3,600,000,000 in economic output
- $57,200,000 in state tax revenues
- $17,200,000 in county taxes

- $11,500,000 in Scottsdale tax revenues
- $1,600,000 in commercial property tax revenues for local jurisdictions

These combined income, output and tax revenues equal $4.88 billion dollars per year. These tax collections can be used to fund local infrastructure improvements, enhance public safety, improve the quality of education, and contribute to the overall quality of life of residents. If built, the Axon World Headquarters Campus will have an impact equivalent to hosting almost five Super Bowls per year.

***Focus on Entrepreneurship**. Scottsdale will foster an inclusive startup ecosystem as a means of wealth creation for residents. A supportive startup environment is also essential for creating a more resilient, shock-resistant economy.*

While Axon is now an integral and important part of Scottsdale's economy, it was once a small startup. As Axon continues to grow, the City's supportive environment for tech industry jobs will provide additional opportunities for innovation that will diversify Scottsdale's economy to protect against challenging economic conditions.

***Private Sector and Partner Engagement**. To achieve success with this plan, Scottsdale's private sector and economic development partners will be critical to advance the City's economic development priorities.*

The City must remain adaptable in order to achieve success in implementing its Economic Development Five-Year Strategic Plan. The plan was adopted in 2021 when the world was still adapting and changing as a result of the COVID-19 pandemic. A few years later, the long-term impacts of the pandemic are now more apparent - not the least of which is the shifting demands for employees. Axon's proposed World Headquarters Campus is reflective of the changing employment environment and has shared with representatives of the City the importance of flexibility in planning to accommodate continued growth within Scottsdale.

***Equitable Approach**. The City will apply an equity lens to all economic development efforts, ensuring all Scottsdale residents and businesses can thrive. This is essential for attracting and retaining businesses and residents that want to operate and live in more inclusive communities.*

Axon's dedication to inclusivity is a core part of its values and Axon understands that diversity of thought provides the greatest opportunities for innovation. By providing unique mixed-use developments centered around corporate campuses and headquarters, Scottsdale can support Axon's expansion within the City while attracting the type of highly sought after tech employees Axon needs moving forward.

AMENDED DEVELOPMENT STANDARDS

Axon proposes to modify the standards of the PCP zoning district and P-C standards as shown below in legislative edit. Language proposed to be removed is noted in ~~strikethrough~~ and additions are noted in **BOLD UNDERLINED CAPS**.

Section 5.4000 - Planned Airpark Core Development (PCP)

Sec. 5.4001. - Purpose.

The purpose of the PCP District is to promote, encourage, and accommodate innovatively designed and master-planned mixed-use developments within the Greater Airpark Character Area. The PCP District should:

A. Accommodate mixed-use commerce and employment centers.

B. Provide a dynamic complement to employment cores with support retail, service, tourism, cultural, and residential uses.

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

D. Promote architectural excellence and creative design through development standards that create high quality character for structures, site plans, and streetscapes.

E. Protect adjacent neighborhoods through strict development standards while encouraging innovative site planning and environmental sensitivity throughout the PCP District.

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

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

Sec. 5.4002. - Applicability.

The PCP District is only applicable to properties within the Greater Airpark Character Area Plan.

Sec. 5.4003. - Application requirements.

A. Development Plan size requirement. Minimum: 2 acres of gross lot area.

B. Zoning District Map Amendment Applications. An application for PCP zoning shall be accompanied by a Development Plan as required in Article VII.

C. Development Master Plans. Developments within the PCP District that are developed in more than one phase shall submit Development Master Plans, as required in Article VII.

Sec. 5.4004. - Reserved

Sec. 5.4005. - Conformance to approved plans.

A. A PCP District shall be developed in conformance with the approved Development Plan and other required Development Master Plans as provided in Article VII.

Sec. 5.4006. - Use Regulations.

A. The uses allowed in the PCP District are shown in Table 5.4006.A. with additional limitations on uses as listed. The land uses that correspond for each of the land use designations in the Greater Airpark Character Area Plan are as set forth in the sub-districts below in Table 5.4006.A. The land use designations depicted on the Greater Airpark Future Land Use Plan Map are:

1. Airpark Mixed Use Residential (AMU-R)

2. Airpark Mixed Use (AMU)

3. Employment (EMP)

4. Aviation (AV), and

5. Regional Tourism (RT).

B. Drive-through and drive-in services are not allowed in the PCP-AMU-R, PCP-EMP, PCP-AV and PCP-RT sub-districts. Drive-in services are not allowed in the PCP-AMU sub-district. Only drive-through services associated with a restaurant are allowed in the PCP-AMU subdistrict.

Table 5.4006.A. Use Table					
Land Uses	Sub-Districts				
(P is a Permitted use.)	PCP-AMU-R	PCP-AMU	PCP-EMP	PCP-AV	PCP-RT
1. Aeronautical use				P (3)	
2. Bar	P	P			P
3. Civic and social organization	P (2)	P (2)	P (2)		P (2)
4. Cultural institution	P (2)	P (2)	P (2)		P (2)
5. Day care center	P (2, 6)	P (2, 6)			P (2, 6)
6. Dwelling	P (2, 4, 6)				P (2, 6)
7. Educational service, elementary and secondary school	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (1, 2, 6)
8. Educational service, other than elementary and secondary school	P (2, 6)	P (2, 6)	P (2, 6)	P (1, 2, 6)	P (2, 6)
9. Financial institution	P	P	P (1)		P (1)
10. Health and fitness studio	P	P	P		P
11. Internalized Community Storage		P	P	P	
12. Light manufacturing		P	P	P	
13. Live entertainment	P	P			P
14. Medical and diagnostic laboratory	P	P	P		
15. Medical recovery or therapy center	P (2, 4, 6)	P (2, 4, 6)	P (2, 6)		P (1, 2, 6)

Table 5.4006.A. Use Table					
Land Uses	Sub-Districts				
(P is a Permitted use.)	PCP-AMU-R	PCP-AMU	PCP-EMP	PCP-AV	PCP-RT
16. Multimedia production without communication tower	P (4)	P	P		P
17. Municipal use	P	P	P	P	P
18. Office	P (4)	P	P		P
19. Personal care service	P	P	P (1)		P
20. Place of worship	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (1, 2, 6)
21. Recreation facility					P
22. Residential health care facility	P (2, 4, 5, 6)				P (1, 2, 5, 6)
23. Restaurant	P	P	P (1)		P
24. Restaurant, including drive-through restaurant but excluding drive-in restaurant		P (7)			
25. Retail	P	P			P
26. Scientific research and development		P (4)	P	P	
27. Sports arena		P (1, 2)	P (1, 2)		P (2)
28. Theater	P (2, 6)	P (2, 6)			P (2, 6)
29. Travel accommodations	P (2, 6)	P (2, 6)	P (1, 2, 6)		P (2, 6)
30. Vehicle leasing, rental, or sales	P (4)	P (1, 4)	P (1, 4)	P	P (4)

Table 5.4006.A. Use Table					
Land Uses	Sub-Districts				
(P is a Permitted use.)	PCP-AMU-R	PCP-AMU	PCP-EMP	PCP-AV	PCP-RT
31. Veterinary and pet care service	P	P			P
32. Wholesale, warehousing and distribution			P	P	
33. Wireless communications facility, Type 1, 2, and 3.	P	P	P	P	P
34. Wireless communications facility, Type 4.	CU	CU	CU	CU	CU

Use Limitations:

(1) Limited to a site with frontage on a major collector or arterial street.

(2) Limited to areas outside of the AC-3 area as described in the City's procedures for development near the Scottsdale Airport and in the Scottsdale Revised Code, Chapter 5 - Aviation, as amended.

(3) Limited to a site with frontage onto an airport taxilane or taxiway.

(4) Limited to a maximum of ~~50~~**58** percent of the ground floor building area of the Development Plan.

(5) Limited to a maximum density of 40 dwelling units per acre of gross lot area of the Development Plan.

(6) Limited to a sound transmission class of not less than 50 (45 if field tested) as provided in the International Building Code (IBC), and subject to fair disclosure requirements to notify property owners and tenants within the Airport Influence Area.

(7) Restaurant, including drive-through restaurant but excluding drive-in restaurant, are subject to the following standards:

a. Any drive-through lane shall be screened by a minimum four (4) foot tall solid wall or combination of wall and dense landscaping. Any drive-through lane shall have a shade canopy provided over the drive-through at the restaurant pick-up window.

b. Any drive-through lane shall have a minimum setback of 75 feet from the street line along designated Scenic Corridors or Buffered Roadways as defined in the General Plan, or along designated Signature Corridors as defined within the Greater Airpark Character Area Plan, with a minimum 25-foot landscape buffer provided between the drive-through lane and the street line.

c. Any drive-through lane shall have a minimum setback of 150 feet from a single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.

d. Any drive-through lane shall have a minimum 50-foot landscape buffer provided between any property line that abuts a residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.

Sec. 5.4007. - Development standards.

A. Floor area ratio. Maximum: 0.8 for the Development Plan.

B. Building height (~~including~~**EXCLUDING** all rooftop appurtenances).

1. Maximum:

a. 54 feet if the Development Plan area is between 2.00 and 5.00 acres,

b. 62 feet if the Development Plan area is between 5.01 and 10.00 acres, and

c. 84 feet if the Development Plan area is more than 10.00 acres, except as provided below.

2. Maximum near single family residential:

a. 42 feet within 300 feet of any single-family residential districts shown on Table 4.100. A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) District.3.Rooftop appurtenances. These structures including the screening of

them shall not cover more than 35 percent of the roof area of the building(s) in the Development Plan.

C. Required open space.

1. Total open space.

   a. Minimum: 25 percent of net lot area of the Development Plan.

2. Parking areas and parking lot landscaping are not included in the required open space.

D. Building setbacks.

1. Front setback.

   a. Minimum: 25 feet along arterial and major collector streets.

   b. Minimum: 30 feet along minor collector and local streets.

2. Measuring setbacks along streets. All setbacks shall be measured from the curb line along streets.

3. Signature intersections. At the intersection of two streets, when both streets are classified as a major collector or arterial, there shall be a building setback triangle. The two equal sides of the triangle shall be 70 feet, starting from the point of intersection of the extension of the property lines at the corner. Within the triangle at least 50 percent of the area shall be shaded by structural or landscape materials.

4. Side and rear setbacks.

   a. Abutting residential districts (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District). (See Example 5.4007.E.1.)

      i. Minimum: 60 feet from any single-family residential district, and

      ii. Minimum: 30 feet from all other residential districts.

   b. Abutting nonresidential districts. (See Example 5.4007.E.2)

i. Minimum: 15 feet.

E. Stepback plane:

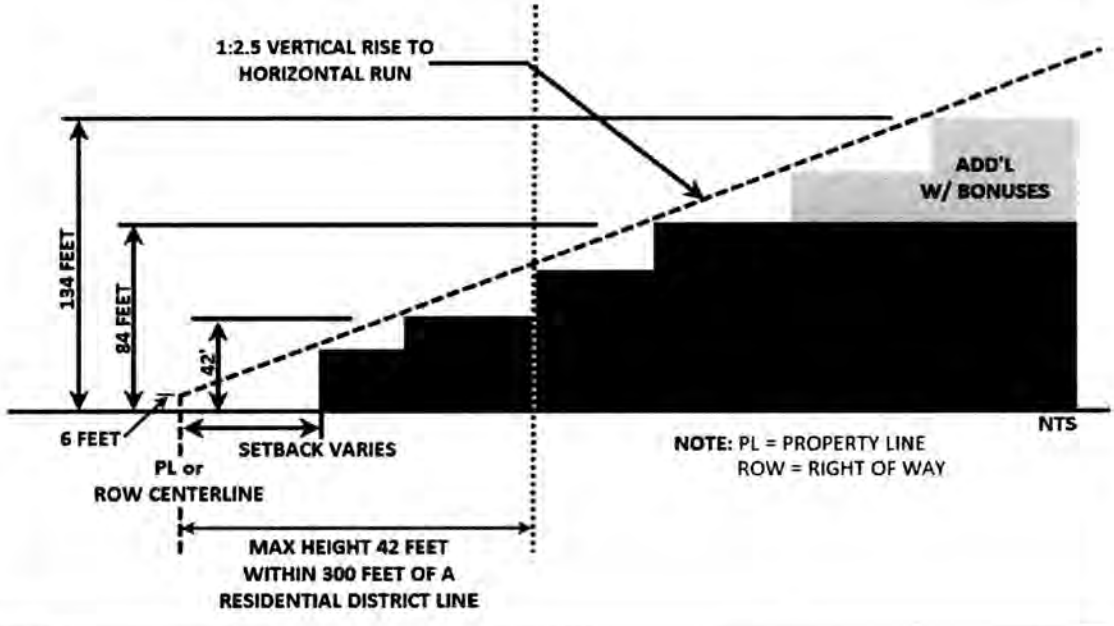
1. Abutting single family districts (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District).

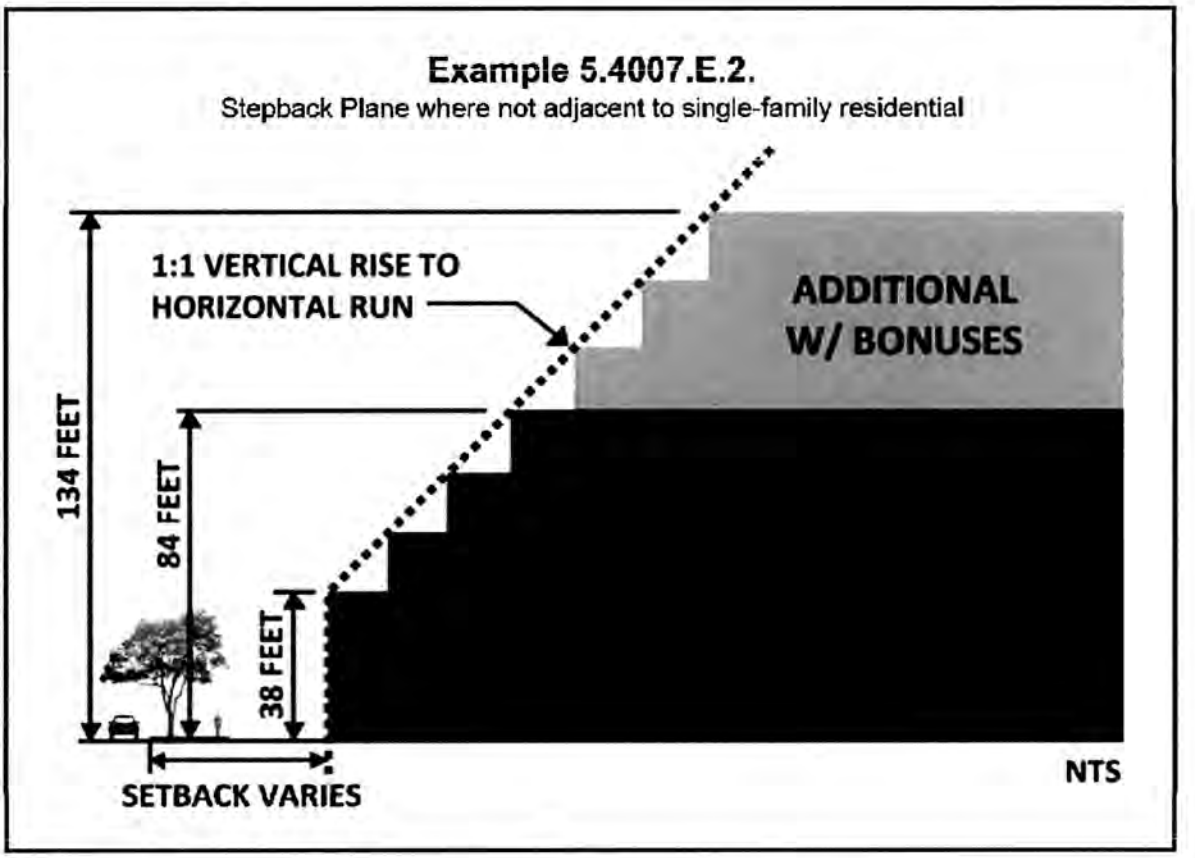
   a. Vertical to horizontal ratio: 1:2.5, beginning 6 feet above the PCP District boundary. (See Example 5.4007.E.1.)

2. Other locations.

   a. Vertical to horizontal ratio: 1:1, beginning 38 feet above the setback line. (See Example 5.4007.E.2.)

Example 5.4007.E.1.
Stepback Plane adjacent to single-family residential





3. Minor amendments to achieve a more suitable Development Plan. Upon demonstration of significant sustainable, high-quality urban design and other features beyond those required by the City, the Zoning Administrator may approve up to a maximum of 10 percent deviation to the stepback plane requirements. Exception: Amendments cannot be applied to the requirements of Section 5.4007.E.1.

F. Screening. All operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review Board approval.

Sec. 5.4008. - Bonus provisions.

A. Applicability. The City Council may approve bonus development standards for property zoned PCP upon demonstration of noteworthy investments in sustainable, high-quality design and other features that provide public benefits, improve the quality of life in the community, and assist in achieving the goals and policies of the General Plan, Greater Airpark Character Area Plan, and City objectives, subject to the following criteria:

1. Minimum Development Plan area: 4.00 acres of gross lot area.

2. Limitations:

    a. Bonus development standards cannot be applied to any portion of a PCP District Development Plan that is less than 300 feet from a single family district (as shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or a Planned Residential Development (PRD) District).

    b. Bonus development standards cannot be applied to any portion of a PCP District Development Plan that is within the AC-3 area shown on Figure 1, Airport Influence Area, in the Scottsdale Revised Code, Chapter 5—Aviation, as amended.

B. Bonus development allowances. Subject to the maximum bonus development standards as provided below, the City Council may approve an increase of the floor area ratio (FAR) and/or an increase of the building height based upon the property owner providing Special Public Improvements as identified below and/or any other community benefit(s) approved by City Council as part of a Development Plan.

C. Maximum bonus development standards:

1. Floor area ratio.

    a. Maximum: 2.0 for the Development Plan.

2. Building height (inclusive of all rooftop appurtenances).

    a. Maximum:

        i. Development Plan area of 4.00 to 5.00 acres of gross lot area: 92 feet.

        ii. Development Plan area of 5.01 to 10.00 acres of gross lot area: 104 feet.

        iii. Development Plan area of 10.01 to 15.99 acres of gross lot area: 116 feet.

        iv. Development Plan area of 16.00 acres or more of gross lot area: 134 feet.

        v. The total floor area(s) of any single floor above building heights greater than 92 feet shall not exceed 20% of the total ground floor building area of the Development Plan.

b. Maximum near single-family residential. Maximum building height shall be 42 feet within 300 feet of any single-family residential district shown on Table 4.100.A., or the portion of a Planned Community (P-C) with an underlying zoning district comparable to the single-family residential districts shown on Table 4.100.A., or any Planned Residential Development (PRD) district.

D. Allocation of bonus development standards. The Development Plan shall identify the specific allocation of bonus development standards and is subject to City Council approval.

E. Special Public Improvements requirements. Development projects utilizing Special Public Improvements and/or other community benefit(s) to achieve bonus development standards shall comply with the Special Public Improvements requirements as outlined in Section 7.1200.

F. Special conditions.

1. Building materials: Reflective materials are limited to 60 percent of the building wall area for portions of a building located above a building height of 104 feet.

2. Open Space. Minimum: 28 percent of the net lot area of the Development Plan receiving a bonus.

G. Bonus development standards procedures.

1. Any application of bonus development standards, or amendment to application of bonus development standards, shall be subject to City Council approval through a zoning district map amendment with a Development Plan. A development agreement is required with the utilization of Special Public Improvements and/or any other proposed community benefit(s).

a. The Development Plan shall include a development project narrative that:

i. Describes, in addition to other project narrative requirements, the bonus development standards sought, specifying the proposed floor area ratio and/or building height, as applicable,

ii. Identifies how the development project will comply with the Special Public Improvements requirements and/or an analysis of any other proposed community benefit(s), as applicable, and

iii. Provides the method and calculations for determining the Total Construction Cost Estimate, as outlined in Section 7.1200, as applicable.

b. The development agreement shall be in a form satisfactory to the City Attorney and include, but not be limited to, the requirements outlined in Section 7.1200.

Sec. 5.4009. - General Provisions.
Except as otherwise provided, the provisions of Article VII apply.

Sec. 5.4010. - Sign Requirements.
The provisions of Article VIII apply. In lieu of using the PCP sign standards of Article VII, the property owner may choose to use signs allowed in the Planned Regional Center (PRC) District in the PCP District.

Sec. 5.4011. - Parking and Loading Requirements.
The provisions of Article IX apply.

Sec. 5.4012. - Landscaping Requirements.
The provisions of Article X apply.

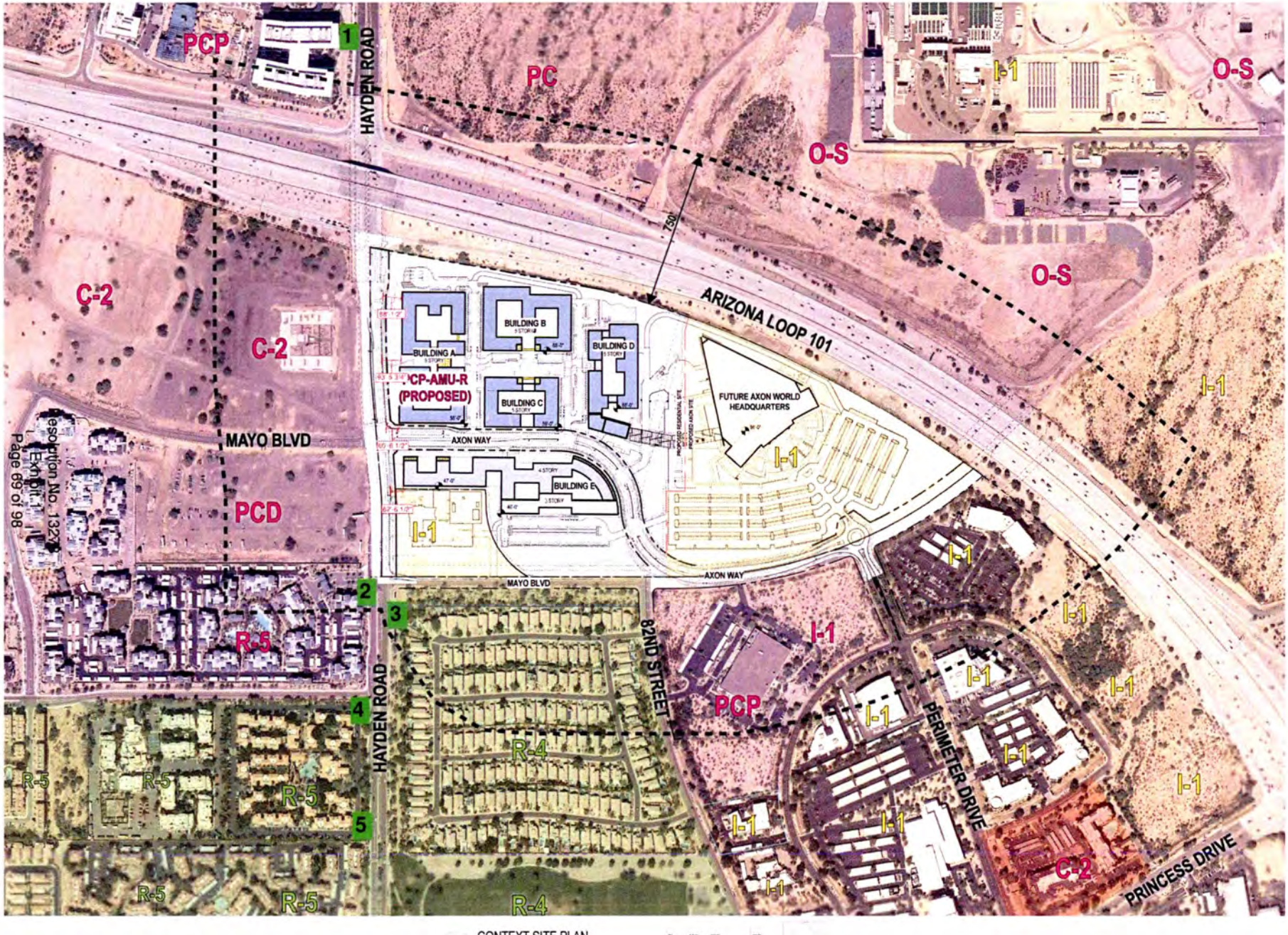
Additionally, we are working with the Arizona State Land Department to modify the Planned Community standard to remove the Hayden Core Transition prohibition on non-industrial uses and propose the following modification:

E. TRANSITIONAL AREAS. Per the Development Plan, all non-residential uses within Grayhawk Transition Area 1, Grayhawk Transition Area 2, Hayden Core Transition Area and Princess Transition Area within three hundred (300) feet of the application boundary shall have a maximum height of (30) feet. ~~The Hayden Core Transition Area shall only allow uses consistent with the comparable Industrial Park (I-1) district.~~

GREATER PHOENIX METRO GREEN INFRASTRUCTURE HANDBOOK COMPLIANCE

Axon shares in the desire to incorporate low impact development into its World Headquarters Campus and has incorporated the principles set forth in the Greater Phoenix Metro Green Infrastructure Handbook.

Specifically, the Axon Campus utilizes materials from the recommended plant palette which are native to the Sonoran Desert and low water use. Additional provisions from the handbook may be incorporated during the design review phase of the project.



1 CONTEXT SITE PLAN

SCALE: 1" = 200'-0"

Resolution No. 13274
Exhibit 1
Page 69 of 98

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

Office of Rich Barber Architecture, LLC
ORB
WorldHQ@ORBArch.com

AXON

REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.00

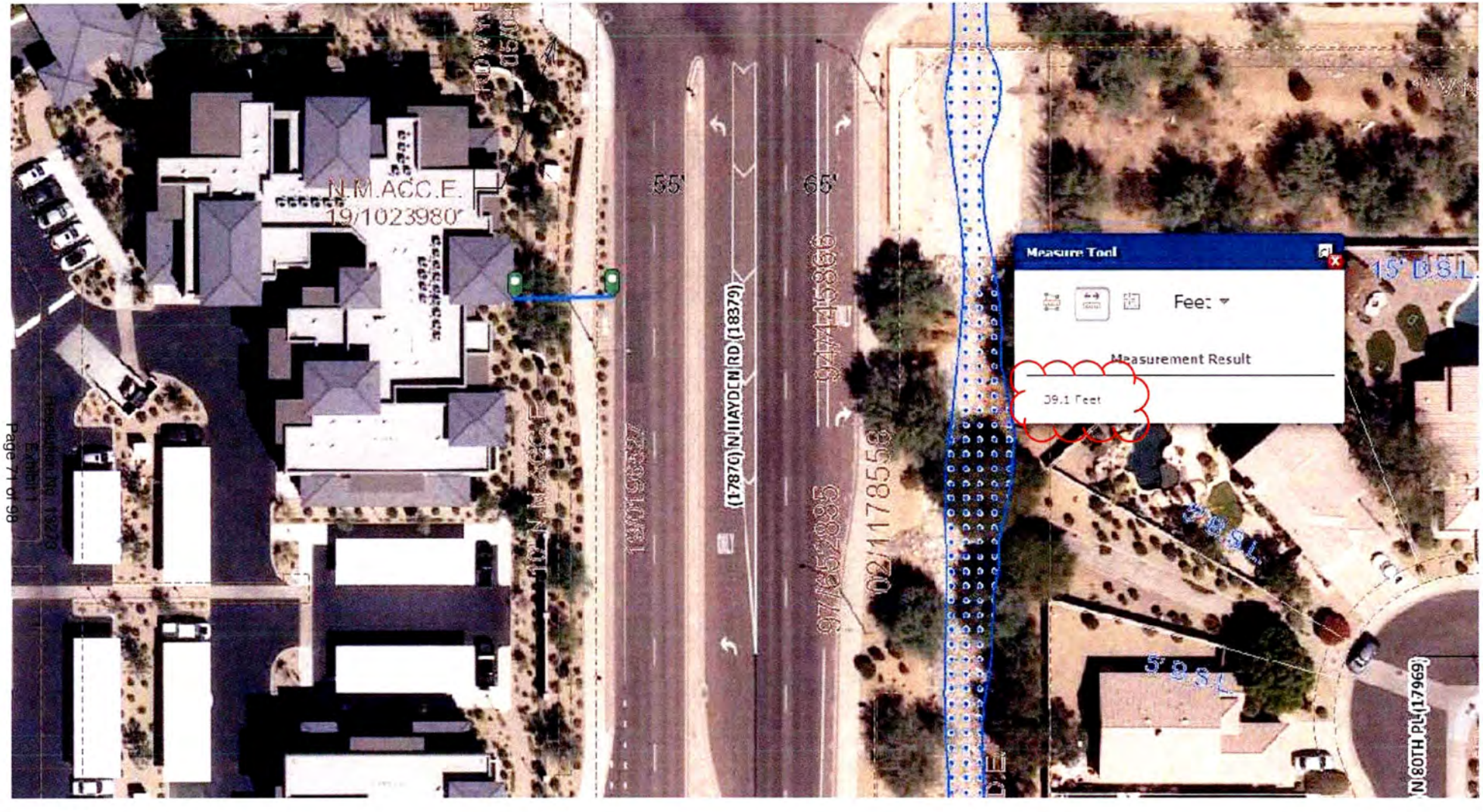
CONTEXT PLAN



1

LOT 1A OF CAVASSON
APN:212-34-959A
18700 N HAYDEN RD

Note: Approximate dimensions taken from Right of Way to building or site perimeter wall. Accuracy is limited to current City of Scottsdale Parcel information.



2

HAYDEN PRINCESS, LLC
APN:215-07-016F
17900 N HAYDEN RD

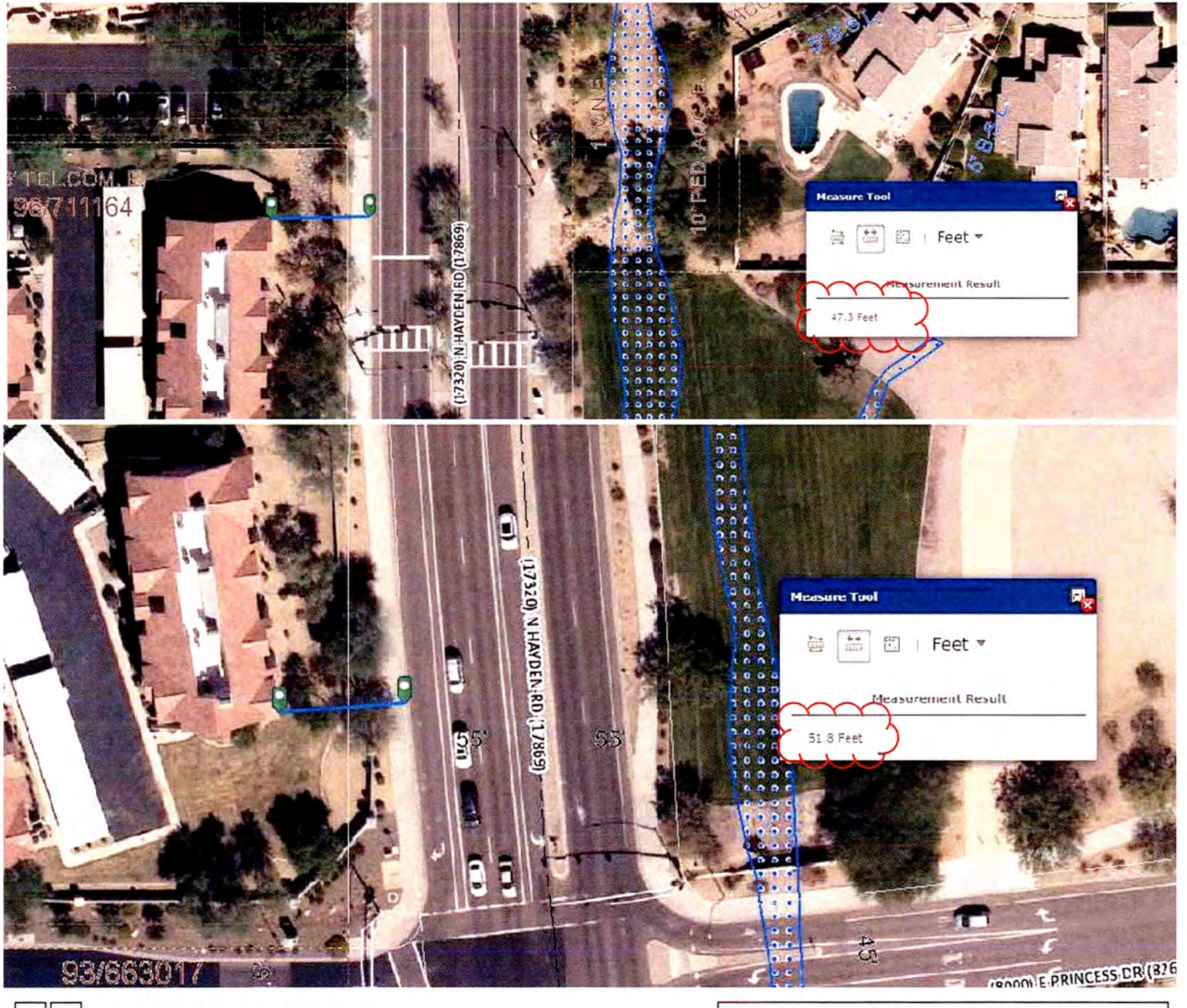
Note: Approximate dimensions taken from Right of Way to building or site perimeter wall. Accuracy is limited to current City of Scottsdale Parcel information.



3

SCOTTSDALE STONEBROOK II
17762 N 80 PL

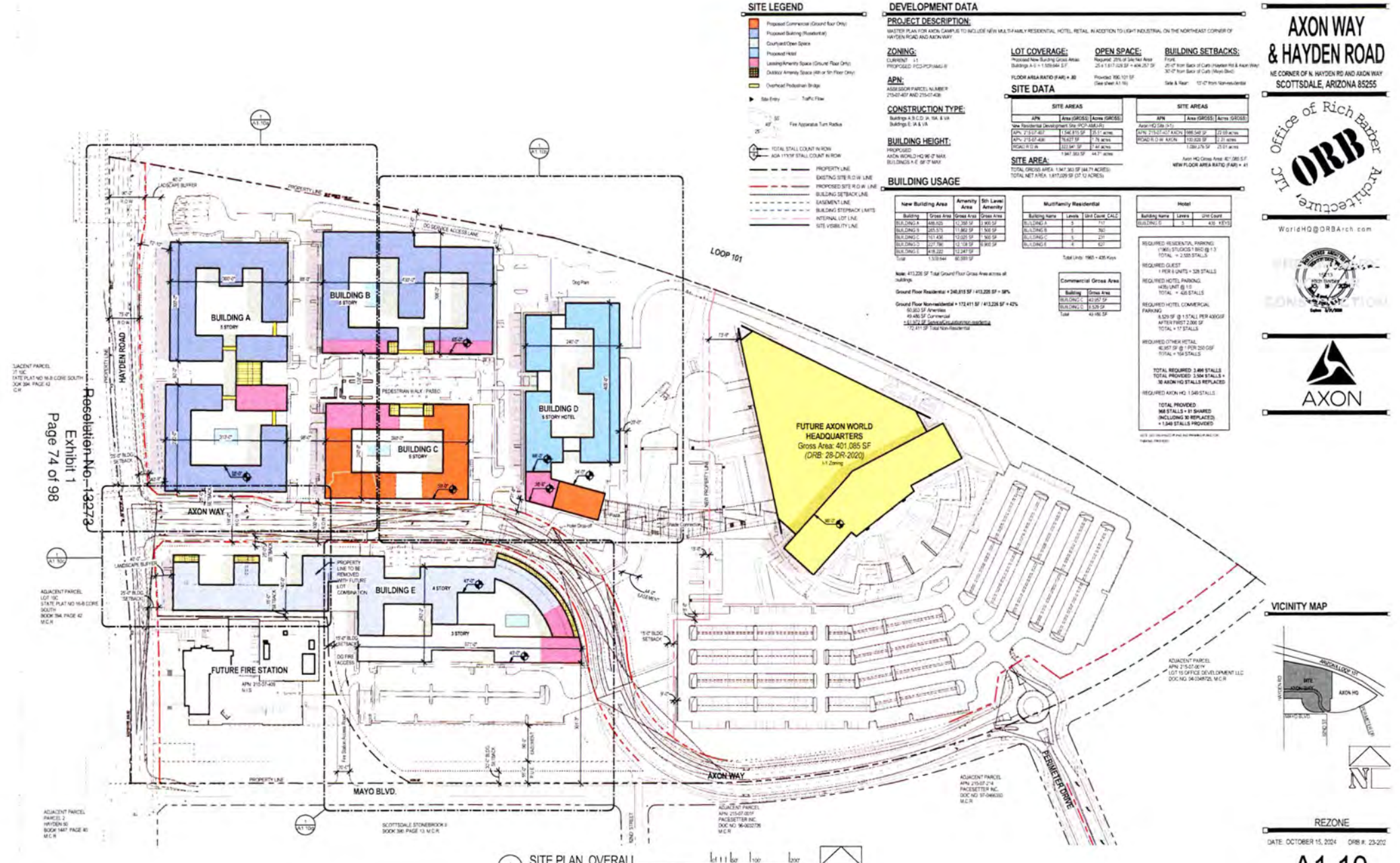
Note: Approximate dimensions taken from Right of Way to building or site perimeter wall. Accuracy is limited to current City of Scottsdale Parcel information.



4 | 5

SCOTTSDALE PINNACLE CONDOMINUM
APN:215-08-759
17700 N HAYDEN RD

Note: Approximate dimensions taken from Right of Way to building or site perimeter wall. Accuracy is limited to current City of Scottsdale Parcel information.



Reception No. 13273
Exhibit 1
Page 74 of 98

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

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AXON

VICINITY MAP

REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.10

SITE PLAN



DEVELOPMENT DATA

PROJECT DESCRIPTION:
MASTER PLAN FOR AXON CAMPUS TO INCLUDE NEW MULTI-FAMILY RESIDENTIAL, HOTEL, RETAIL, IN ADDITION TO LIGHT INDUSTRIAL ON THE NORTHEAST CORNER OF HAYDEN ROAD AND AXON WAY

ZONING:
CURRENT: I-1
PROPOSED: PCD-PCP/AWOD

APN:
ASSESSOR PARCEL NUMBER
215-07-427 AND 215-07-428

CONSTRUCTION TYPE:
BUILDING A, B, C, D, IA, IBA & IVA
BUILDING E: IA & VA

BUILDING HEIGHT:
AXON = Q: 96'-0" MAX
BUILDINGS A-E: 68'-0" MAX

LOT COVERAGE:
Proposed New Building Gross Areas:
Buildings A-F = 1,550,644 S.F.

FLOOR AREA RATIO (FAR) = .80

OPEN SPACE:
Required: 25% of Site Net Area
25 x 1,617,329 SF = 404,257 SF

Provided: 830,101 SF (See sheet A1.16)

BUILDING SETBACKS:
Front:
25'-0" from Back of Curb (Hayden Rd & Axon Way)
30'-0" from Back of Curb (Nixon Blvd)
Side & Rear: 15'-0" from Non-residential

SITE AREA:
TOTAL GROSS AREA: 1,947,393 SQ. FT. / 44.71 ACRES
TOTAL NET AREA: 1,617,329 SQ. FT. / 37.12 ACRES

SITE AREAS		
APN	Area (GROSS)	Acres (GROSS)
New Residential Development Site (PCP AMU-R)		
APN: 215-07-427	1,340,315 SF	30.61 acres
APN: 215-07-428	76,627 SF	1.76 acres
ROAD R.O.W.	530,941 SF	12.44 acres
	1,947,383 SF	44.71 acres
Axon HQ Site (I-1)		
APN: 215-07-427 AXON	958,549 SF	22.09 acres
ROAD R.O.W. AXON	126,626 SF	2.91 acres
	1,085,175 SF	25.01 acres

BUILDING USAGE

New Building Area		Amenity Area
Building	Gross Area	Gross Area
BUILDING A	486,625	12,300 SF
BUILDING B	261,575	11,962 SF
BUILDING C	197,436	12,925 SF
BUILDING D	227,786	13,128 SF
BUILDING E	419,222	12,247 SF
Total	1,550,644	62,563 SF

Multifamily Residential		
Building Name	Levels	Unit Count_CALC
BUILDING A	5	717
BUILDING B	5	396
BUILDING C	2	221
BUILDING E	4	631

Total Units: 1965 + 435 Keys

Hotel		
Building Name	Levels	Unit Count
BUILDING D	5	435 KEYS

Commercial Gross Area	
Building	Gross Area
BUILDING C	40,937 SF
BUILDING D	8,529 SF
Total	49,466 SF

Note: 413,226 SF Total Ground Floor Gross Area across all buildings.

Ground Floor Residential = 240,815 SF / 413,226 SF = 58%

Ground Floor Non-residential = 172,411 SF / 413,226 SF = 42%
60,953 SF Amenities
43,486 SF Commercial
(-) 1,972 SF Service/Circulation non-residential
172,411 SF Total Non-Residential

VEHICLE PARKING ANALYSIS

UNDERGOUND GARAGE PARKING			Site Surface Parking		Total	Ratio to Units	ADA Stalls (4% of Total)	Bicycle (1 per 10 Stalls)
Building	Levels	Parking Total	Parking Location	Count	Count			
BLDG A	2	1021	BUILDING A	42	1,081	1.46	43	106
BLDG B	2	552	BUILDING B	23	575	1.46	23	58
BLDG C	2	331	BUILDING C	11	342	1.48	14	35
BLDG D - HOTEL	2	430	BUILDING D	12	456	1.0	18	45
BLDG E	2	740	BUILDING E	171	900	1.46	37	92
		3,103	COMMERCIAL	191	191		8	19
				431	3,534			355

REQUIRED RESIDENTIAL PARKING:
(1965) STUDIOS/1 BED @ 1.3
TOTAL = 2,555 STALLS

REQUIRED GUEST:
1 PER 6 UNITS = 328 STALLS

REQUIRED HOTEL PARKING:
(435) UNIT @ 1.0
TOTAL = 435 STALLS

REQUIRED HOTEL COMMERCIAL PARKING:
8,529 SF @ 1 STALL PER 400SF AFTER FIRST 2,000 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL:
40,957 SF @ 1 PER 250 DSF
TOTAL = 164 STALLS

TOTAL REQUIRED: 3,499 STALLS
TOTAL PROVIDED: 3,504 STALLS + 30 AXON HQ STALLS REPLACED

REQUIRED AXON HQ: 1,349 STALLS

TOTAL PROVIDED: 968 STALLS + 81 SHARED (INCLUDING 30 REPLACED) = 1,049 STALLS PROVIDED

ACCESSIBILITY NOTES

1. CONTRACTOR SHALL OBTAIN A COPY OF THE FAIR HOUSING ACT DESIGN MANUAL AND ICC/ANSI A117.1-2009 FOR ON SITE REFERENCE.
2. ALL SIDEWALKS PART OF THE ACCESSIBLE ROUTE SHALL BE ACCESSIBLE PER A.N.S.I. SECTION CHAPTER 4. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20 (5%). THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48 (2%). THE CLEAR WIDTH OF ALL SIDEWALKS SHALL BE NO LESS THAN 36". COORDINATE ALL GRADES TO COMPLY WITH SLOPE AND CROSS SLOPE REQUIREMENTS.
3. ALL GROUND FLOOR UNITS TO BE ANSI TYPE 'B' UNITS U.N.O.

SITE LEGEND

- Proposed Commercial (Ground Floor Only)
- Proposed Building (Residential)
- Courtyard/Open Space
- Proposed Hotel
- Leasing/Amenity Space (Ground Floor Only)
- Outdoor Amenity Space (4th or 5th Floor Only)
- Overhead Pedestrian Bridge
- Site Entry / Traffic Flow
- Fire Apparatus Turn Radius
- TOTAL STALL COUNT IN ROW
- ADA 11'X18' STALL COUNT IN ROW
- PROPERTY LINE
- EXISTING SITE R.O.W. LINE
- PROPOSED SITE R.O.W. LINE
- BUILDING SETBACK LINE
- EASEMENT LINE
- BUILDING STEPBACK LIMITS
- INTERNAL LOT LINE
- SITE VISIBILITY LINE

KEYNOTES

1001	TYPICAL PARKING STALL, 9' x 18'
1002	ACCESSIBLE PARKING STALL, MIN. 11' x 18'
1005	LOADING AREA
1011	BICYCLE PARKING
1016	ROLLED CURB FOR SERVICE ACCESS
1101	PROPERTY LINE
1111	SIGHT VISIBILITY TRIANGLE
1207	LANDSCAPE AREA
1307	COMPACTOR EQUIPMENT

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

Office of Rich Baker Architecture, LLC
ORB
WorldHQ@ORBArch.com

AXON

VICINITY MAP

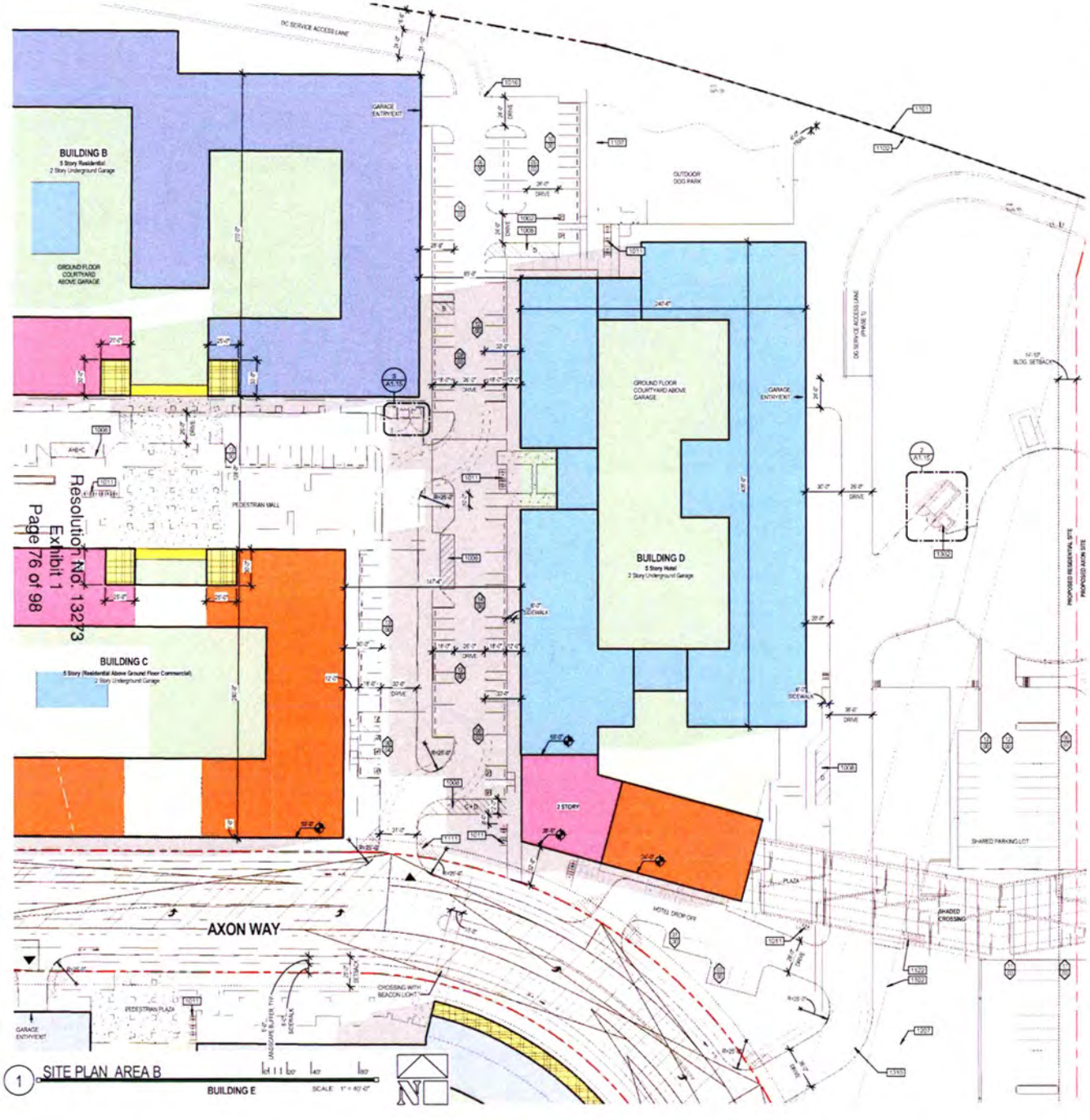


REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.10a

SITE PLAN AREA A



Resolution No. 13273
Exhibit 1
Page 76 of 98

DEVELOPMENT DATA

PROJECT DESCRIPTION:
MASTER PLAN FOR AXON CAMPUS TO INCLUDE NEW MULTI-FAMILY RESIDENTIAL, HOTEL, RETAIL, IN ADDITION TO LIGHT INDUSTRIAL ON THE NORTHEAST CORNER OF HAYDEN ROAD AND AXON WAY

ZONING:
CURRENT: I-1
PROPOSED: PCD-PCP/AMU-R

APN:
ASSESSOR PARCEL NUMBER
215-07-407 AND 215-07-408

CONSTRUCTION TYPE:
BUILDING A, B, C, D, IA, IBA & VA
BUILDING E: IA & VA

BUILDING HEIGHT:
AXON HQ: 96'-0" MAX
BUILDINGS A-E: 68'-0" MAX

LOT COVERAGE:
Proposed New Building Gross Areas:
Buildings A-F = 1,559,644 S.F.

FLOOR AREA RATIO (FAR) = .80

OPEN SPACE:
Required: 25% of Site Net Area
25 x 1,617,329 SF = 404,207 SF

Provided: 896,101 SF (See sheet A1.16)

BUILDING SETBACKS:
Front:
25'-0" from Back of Curb (Hayden Rd & Axon Way)
30'-0" from Back of Curb (Mayo Blvd)
Side & Rear: 15'-0" from Non-residential

SITE AREA:
TOTAL GROSS AREA: 1,947,383 SQ. FT. / 44.71 ACRES
TOTAL NET AREA: 1,617,029 SQ. FT. / 37.12 ACRES

SITE AREAS			
APN	Area (GROSS)	Acres (GROSS)	
New Residential Development Site (PCP-AMU-R)			
APN: 215-07-407	1,345,915 SF	25.21 acres	
APN: 215-07-408	15,627 SF	.76 acres	
ROAD R.O.W.	323,941 SF	7.44 acres	
	1,947,383 SF	44.71 acres	
Axon HQ Site (I-1)			
APN: 215-07-407 AXON	896,545 SF	22.69 acres	
ROAD R.O.W. AXON	90,829 SF	2.31 acres	
	987,375 SF	25.01 acres	

BUILDING USAGE

New Building Area		Amenity Area
Building	Gross Area	Gross Area
BUILDING A	486,625	12,320 SF
BUILDING B	282,175	11,962 SF
BUILDING C	191,436	12,025 SF
BUILDING D	227,786	12,128 SF
BUILDING E	419,222	12,247 SF
Total	1,559,644	60,683 SF

Multifamily Residential		
Building Name	Levels	Unit Count_CALC
BUILDING A	5	717
BUILDING B	5	286
BUILDING C	5	231
BUILDING E	4	627

Total Units: 1965 + 435 Keys

Hotel	
Building Name	Levels	Unit Count
BUILDING D	5	435 KEYS

Commercial Gross Area	
Building	Gross Area
BUILDING C	40,307 SF
BUILDING D	5,529 SF
Total	45,486 SF

Note: 413,226 SF Total Ground Floor Gross Area across all buildings

Ground Floor Residential = 240,815 SF / 413,226 SF = 58%

Ground Floor Non-residential = 172,411 SF / 413,226 SF = 42%
60,953 SF Amenities
45,486 SF Commercial
+ 61,972 SF Service/Circulation/Non-residential
172,411 SF Total Non-Residential

VEHICLE PARKING ANALYSIS

UNDERGOUND GARAGE PARKING			Site Surface Parking		Total	Ratio to Units	ADA Stalls (4% of Total)	Bicycle (1 per 10 Stalls)
Building	Levels	Parking Total	Parking Location	Count	Count			
BLDG A	2	1021	BUILDING A	40	1,061	1.48	43	106
BLDG B	2	552	BUILDING B	23	575	1.48	23	58
BLDG C	2	311	BUILDING C	11	342	1.48	14	35
BLDG D - HOTEL	2	435	BUILDING D	5	485	1.0	18	45
BLDG E	2	1481	BUILDING E	171	920	1.46	37	92
		3,100	COMMERCIAL	191	191		8	19
				421	3,534			355

REQUIRED RESIDENTIAL PARKING
(1965) STUDIOS/1 BED @ 1.3
TOTAL = 2,555 STALLS

REQUIRED GUEST
1 PER 6 UNITS = 328 STALLS

REQUIRED HOTEL PARKING
(435) UNIT @ 1.0
TOTAL = 435 STALLS

REQUIRED HOTEL COMMERCIAL PARKING
5,529 SF @ 1 STALL PER 400SF
AFTER FIRST 2,000 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL
40,957 SF @ 1 PER 250 GSF
TOTAL = 164 STALLS

TOTAL REQUIRED: 3,499 STALLS
TOTAL PROVIDED: 3,504 STALLS +
30 AXON HQ STALLS REPLACED

REQUIRED AXON HQ: 1,549 STALLS

TOTAL PROVIDED :
968 STALLS + 81 SHARED
(INCLUDING 30 REPLACED)
+ 1,549 STALLS PROVIDED

ACCESSIBILITY NOTES

1. CONTRACTOR SHALL OBTAIN A COPY OF THE FAIR HOUSING ACT DESIGN MANUAL AND ICC/A N.S.I. A117.1-2009 FOR ON SITE REFERENCE.
2. ALL SIDEWALKS PART OF THE ACCESSIBLE ROUTE SHALL BE ACCESSIBLE PER A.N.S.I. SECTION CHAPTER 4. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20 (5%). THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48 (2%). THE CLEAR WIDTH OF ALL SIDEWALKS SHALL BE NO LESS THAN 36" COORDINATE ALL GRADES TO COMPLY WITH SLOPE AND CROSS SLOPE REQUIREMENTS.
3. ALL GROUND FLOOR UNITS TO BE ANSI TYPE 'B' UNITS U.N.O.

SITE LEGEND

- Proposed Commercial (Ground Floor Only)
- Proposed Building (Residential)
- Courtyard/Open Space
- Proposed Hotel
- Leasing/Amenity Space (Ground Floor Only)
- Outdoor Amenity Space (4th or 5th Floor Only)
- Overhead Pedestrian Bridge
- Site Entry — Traffic Flow
- 55' / 40' / 25' Fire Apparatus Turn Radius
- TOTAL STALL COUNT IN ROW
- ADA 11'X18' STALL COUNT IN ROW
- PROPERTY LINE
- EXISTING SITE R.O.W. LINE
- PROPOSED SITE R.O.W. LINE
- BUILDING SETBACK LINE
- EASEMENT LINE
- BUILDING STEPBACK LIMITS
- INTERNAL LOT LINE
- SITE VISIBILITY LINE

KEYNOTES

1002	ACCESSIBLE PARKING STALL, MIN. 11' x 18'
1008	LOADING AREA
1011	BICYCLE PARKING
1016	ROLLED CURB FOR SERVICE ACCESS
1101	PROPERTY LINE
1102	EASEMENT
1107	VIEW FENCE
1111	SIGHT VISIBILITY TRIANGLE
1122	NEW PEDESTRIAN BRIDGE
1207	LANDSCAPE AREA
1302	REFUSE ENCLOSURE
1310	FIRE TRUCK TURNING RADIUS

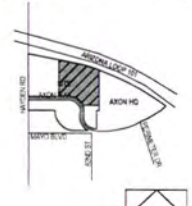
AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

Office of Rich Barber Architecture, LLC
ORB
WorldHQ@ORBArch.com

AXON

VICINITY MAP

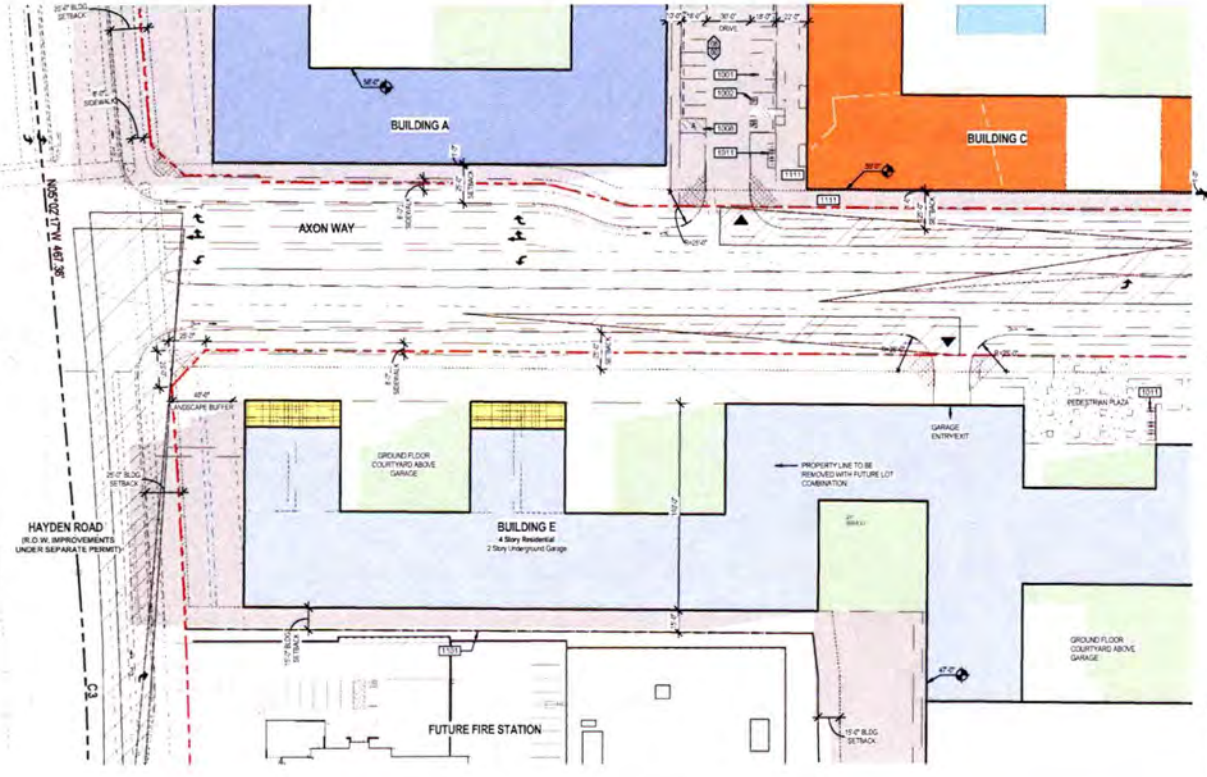


REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.10b

SITE PLAN AREA B



1 SITE PLAN OVERALL
SCALE: 1" = 40'-0"

DEVELOPMENT DATA

PROJECT DESCRIPTION:
MASTER PLAN FOR AXON CAMPUS TO INCLUDE NEW MULTI-FAMILY RESIDENTIAL, HOTEL, RETAIL, IN ADDITION TO LIGHT INDUSTRIAL ON THE NORTHEAST CORNER OF HAYDEN ROAD AND AXON WAY.

ZONING:
CURRENT: I-1
PROPOSED: PCD-PCP-AMU-R

APN:
ASSESSOR PARCEL NUMBER
215-07-407 AND 215-07-409

CONSTRUCTION TYPE:
BUILDING A, B, C, D: IIA, IIIA & I/A
BUILDING E: IIA & I/A

BUILDING HEIGHT:
AXON HQ: 96'-0" MAX.
BUILDINGS A-E: 68'-0" MAX.

LOT COVERAGE:
Proposed New Building Gross Areas:
Buildings, A-F = 1,555,644 S.F.

FLOOR AREA RATIO (FAR) = .83

OPEN SPACE:
Required: 25% of Site Net Area
25 x 1,617,029 SF = 404,257 SF

Provided: 896,101 SF (See sheet A1.10)

BUILDING SETBACKS:
Front
25'-0" from Back of Curb (Hayden Rd & Axon Way)
30'-0" from Back of Curb (Main Blvd)

Side & Rear: 15'-0" from Non-residential

SITE AREA:
TOTAL GROSS AREA: 1,947,363 SQ. FT. / 44.71 ACRES
TOTAL NET AREA: 1,617,029 SQ. FT. / 37.12 ACRES

SITE AREAS

APN	Area (GROSS)	Acres (GROSS)
New Residential Development Site (PCP-AMU-R)		
APN: 215-07-407	1,546,813 SF	35.51 acres
APN: 215-07-409	73,027 SF	1.76 acres
ROAD R.O.W.	323,941 SF	7.44 acres
	1,947,363 SF	44.71 acres
Axon HQ Site (I-1)		
APN: 215-07-407 AXON	958,549 SF	22.69 acres
ROAD R.O.W. AXON	190,826 SF	2.31 acres
	1,089,376 SF	25.01 acres

BUILDING USAGE

New Building Area

Building	Gross Area	Amenity Area Gross Area
BUILDING A	496,625	12,200 SF
BUILDING B	260,175	11,962 SF
BUILDING C	161,436	12,025 SF
BUILDING D	227,788	12,128 SF
BUILDING E	414,223	12,247 SF
Total	1,556,644	60,563 SF

Multifamily Residential

Building Name	Levels	Unit Count_CALC
BUILDING A	5	717
BUILDING B	5	296
BUILDING C	5	231
BUILDING E	4	627

Total Units: 1965 + 435 Keys

Commercial Gross Area

Building	Gross Area
BUILDING C	40,907 SF
BUILDING D	8,529 SF
Total	49,486 SF

Hotel

Building Name	Levels	Unit Count
BUILDING D	5	435 KEYS

Note: 413,226 SF Total Ground Floor Gross Area across all buildings

Ground Floor Residential = 240,815 SF / 413,226 SF = 58%

Ground Floor Non-residential = 172,411 SF / 413,226 SF = 42%
62,953 SF Amenities
43,486 SF Commercial
+ 61,972 SF Service/Circulation/Residential
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VEHICLE PARKING ANALYSIS

UNDERGOUND GARAGE PARKING Building	Levels	Parking Total	Site Surface Parking Parking Location	Count	Total Count	Ratio to Units	ADA Stalls (4% of Total)	Bicycle (1 per 10 Stalls)
BLDG A	2	1021	BUILDING A	40	1,061	1.48	43	106
BLDG B	2	552	BUILDING B	23	575	1.46	23	58
BLDG C	2	331	BUILDING C	11	342	1.48	14	35
BLDG D - HOTEL	2	432	BUILDING D	3	435	1.0	18	43
BLDG E	2	749	BUILDING E	171	920	1.46	37	92
		3,105	COMMERCIAL	181	181		8	19
				431	3,534			353

REQUIRED RESIDENTIAL PARKING
(1965) STUDIOS/1 BED @ 1.3
TOTAL = + 2,555 STALLS

REQUIRED GUEST
1 PER 5 UNITS = 328 STALLS

REQUIRED HOTEL PARKING
435) UNIT @ 1.0
TOTAL = + 435 STALLS

REQUIRED HOTEL COMMERCIAL PARKING
8,529 SF @ 1 STALL PER 400 SF
AFTER FIRST 2,000 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL
40,957 SF @ 1 PER 250 SF
TOTAL = 164 STALLS

TOTAL REQUIRED: 3,499 STALLS
TOTAL PROVIDED: 3,504 STALLS -
30 AXON HQ STALLS REPLACED

REQUIRED AXON HQ: 1,049 STALLS

TOTAL PROVIDED :
968 STALLS + 81 SHARED
(INCLUDING 30 REPLACED)
+ 1,049 STALLS PROVIDED

ACCESSIBILITY NOTES

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3. ALL GROUND FLOOR UNITS TO BE ANSI TYPE 'B' UNITS U.N.O.

SITE LEGEND

- Proposed Commercial (Ground Floor Only)
- Proposed Building (Residential)
- Courtyard/Open Space
- Proposed Hotel
- Leasing/Amenity Space (Ground Floor Only)
- Outdoor Amenity Space (4th or 5th Floor Only)
- Overhead Pedestrian Bridge
- Site Entry — Traffic Flow
- 55' / 45' / 25' Fire Apparatus Turn Radius
- TOTAL STALL COUNT IN ROW
- ADA 11'X18' STALL COUNT IN ROW
- PROPERTY LINE
- EXISTING SITE R.O.W. LINE
- PROPOSED SITE R.O.W. LINE
- BUILDING SETBACK LINE
- EASEMENT LINE
- BUILDING STEPBACK LIMITS
- INTERNAL LOT LINE
- SITE VISIBILITY LINE

KEYNOTES

1001	TYPICAL PARKING STALL, 8'-6" x 18'
1002	ACCESSIBLE PARKING STALL, MIN. 11' x 18'
1006	LOADING AREA
1011	BICYCLE PARKING
1101	PROPERTY LINE
1111	SIGHT VISIBILITY TRIANGLE

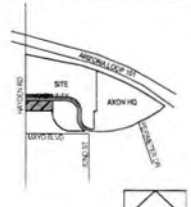
AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD. AND AXON WAY
SCOTTSDALE, ARIZONA 85255

Office of Rich Baker Architecture, LLC
ORB
WorldHQ@ORBArch.com

AXON

VICINITY MAP

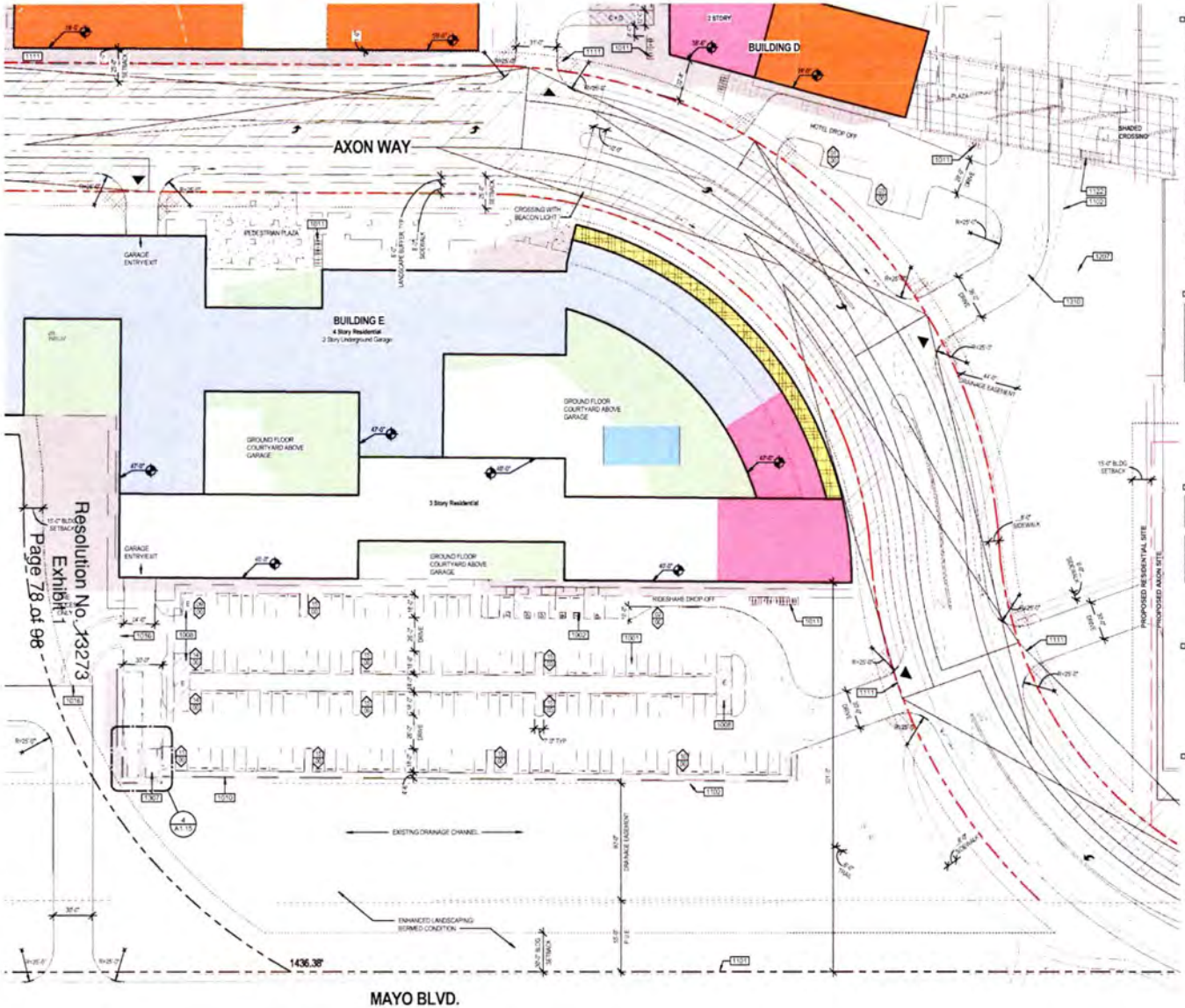


REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.10c

SITE PLAN AREA C



1 SITE PLAN OVERALL

SCALE: 1" = 40'-0"

DEVELOPMENT DATA

PROJECT DESCRIPTION:

MASTER PLAN FOR AXON CAMPUS TO INCLUDE NEW MULTI-FAMILY RESIDENTIAL, HOTEL, RETAIL IN ADDITION TO LIGHT INDUSTRIAL ON THE NORTHEAST CORNER OF HAYDEN ROAD AND AXON WAY

ZONING:

CURRENT: I-1
PROPOSED: PCD-PCP-AMU-HR

APN:

ASSESSOR PARCEL NUMBER
215-07-407 AND 215-07-409

CONSTRUCTION TYPE:

BUILDING A, B, C, D: IIA, IIIA & VA
BUILDING E: IIIA & VA

BUILDING HEIGHT:

AXON HQ: 96'-0" MAX
BUILDINGS A-E: 56'-0" MAX

LOT COVERAGE:

Proposed New Building Gross Areas:
Buildings A-F = 1,559,644 S.F

FLOOR AREA RATIO (FAR) = 89

OPEN SPACE:

Required: 25% of Site Net Area
25 x 1,617,029 SF = 434,257 SF

Provided: 896,101 SF (See sheet A1.10)

BUILDING SETBACKS:

Front:
25'-0" from Back of Curb (Hayden Rd & Axon Way)
30'-0" from Back of Curb (Mayo Blvd)

Side & Rear: 15'-0" from Non-residential

SITE AREA:

TOTAL GROSS AREA: 1,947,393 SQ. FT. / 44.71 ACRES
TOTAL NET AREA: 1,617,029 SQ. FT. / 37.12 ACRES

SITE AREAS

APN	Area (GROSS)	Acres (GROSS)
New Residential Development Site (PCP-AMU-HR)		
APN: 215-07-407	1,346,515 SF	25.51 acres
APN: 215-07-409	75,027 SF	1.76 acres
ROAD R.O.W.	323,941 SF	7.44 acres
	1,947,383 SF	44.71 acres
Axon HQ Site (I-1)		
APN: 215-07-407 AXON	892,549 SF	20.69 acres
ROAD R.O.W. AXON	106,826 SF	2.31 acres
	999,376 SF	25.01 acres

BUILDING USAGE

New Building Area

Building	Gross Area	Amenity Area Gross Area
BUILDING A	496,625	12,300 SF
BUILDING B	260,575	11,962 SF
BUILDING C	761,436	12,025 SF
BUILDING D	227,786	12,128 SF
BUILDING E	478,222	12,247 SF
Total	1,559,644	60,593 SF

Multifamily Residential

Building Name	Levels	Unit Count_CALC
BUILDING A	5	717
BUILDING B	5	296
BUILDING C	5	231
BUILDING E	4	127

Total Units: 1965 + 435 Keys

Hotel

Building Name	Levels	Unit Count
BUILDING D	5	435 KEYS

Commercial Gross Area

Building	Gross Area
BUILDING C	40,307 SF
BUILDING D	9,329 SF
Total	49,486 SF

Note: 413,226 SF Total Ground Floor Gross Area across all buildings

Ground Floor Residential = 240,815 SF / 413,226 SF = 58%

Ground Floor Non-residential = 172,411 SF / 413,226 SF = 42%
60,593 SF Amenities
49,486 SF Commercial
+ 62,472 SF Service/Facilities/non-residential
172,411 SF Total Non-Residential

VEHICLE PARKING ANALYSIS

UNDERGOUND GARAGE PARKING			Site Surface Parking		Total	Ratio to Units	ADA Stalls (4% of Total)	Bicycle (1 per 10 Stalls)
Building	Levels	Parking Total	Parking Location	Count	Count			
BLDG A	2	127	BUILDING A	46	1,081	1.46	43	108
BLDG B	2	152	BUILDING B	23	575	1.46	23	58
BLDG C	2	331	BUILDING C	11	342	1.48	14	35
BLDG D - HOTEL	2	43	BUILDING D	0	455	1.0	18	45
BLDG E	2	146	BUILDING E	171	923	1.46	37	92
		3,103	COMMERCIAL	181	181		8	19
				431	3,534			355

REQUIRED RESIDENTIAL PARKING
(1965) STUDIO/1 BED @ 1.3
TOTAL = 2,555 STALLS

REQUIRED GUEST
1 PER 6 UNITS = 328 STALLS

REQUIRED HOTEL PARKING
(435) UNIT @ 1.0
TOTAL = 435 STALLS

REQUIRED HOTEL COMMERCIAL PARKING
6,329 SF @ 1 STALL PER 400SF
AFTER FIRST 3,390 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL
40,957 SF @ 1 PER 250 GSF
TOTAL = 164 STALLS

TOTAL REQUIRED: 3,499 STALLS
TOTAL PROVIDED: 3,504 STALLS =
-30 AXON HQ STALLS REPLACED

REQUIRED AXON HQ: 1,549 STALLS

TOTAL PROVIDED :
968 STALLS + 81 SHARED
(INCLUDING 30 REPLACED)
+ 1,045 STALLS PROVIDED

ACCESSIBILITY NOTES

1. CONTRACTOR SHALL OBTAIN A COPY OF THE FAIR HOUSING ACT DESIGN MANUAL AND ICC/A.N.S.I. A117.1-2009 FOR ON SITE REFERENCE.
2. ALL SIDEWALKS PART OF THE ACCESSIBLE ROUTE SHALL BE ACCESSIBLE PER A.N.S.I. SECTION CHAPTER 4. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20 (5%). THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48 (2%). THE CLEAR WIDTH OF ALL SIDEWALKS SHALL BE NO LESS THAN 36". COORDINATE ALL GRADES TO COMPLY WITH SLOPE AND CROSS SLOPE REQUIREMENTS.
3. ALL GROUND FLOOR UNITS TO BE ANSI TYPE 'B' UNITS U.N.O

SITE LEGEND

- Proposed Commercial (Ground Floor Only)
- Proposed Building (Residential)
- Courtyard/Open Space
- Proposed Hotel
- Leasing/Amenity Space (Ground Floor Only)
- Outdoor Amenity Space (4th or 5th Floor Only)
- Overhead Pedestrian Bridge
- Site Entry / Traffic Flow
- Fire Apparatus Turn Radius (55' / 40' / 25')
- TOTAL STALL COUNT IN ROW
- ADA (1"X18' STALL COUNT IN ROW
- PROPERTY LINE
- EXISTING SITE R.O.W. LINE
- PROPOSED SITE R.O.W. LINE
- BUILDING SETBACK LINE
- EASEMENT LINE
- BUILDING STEPBACK LIMITS
- INTERNAL LOT LINE
- SITE VISIBILITY LINE

KEYNOTES

1001	TYPICAL PARKING STALL, 9' x 18'
1002	ACCESSIBLE PARKING STALL, MIN. 11' x 18'
1008	LOADING AREA
1010	PARKING SCREEN WALL
1011	BICYCLE PARKING
1016	ROLLED CURB FOR SERVICE ACCESS
1101	PROPERTY LINE
1102	EASEMENT
1111	SIGHT VISIBILITY TRIANGLE
1122	NEW PEDESTRIAN BRIDGE
1207	LANDSCAPE AREA
1307	COMPACTOR EQUIPMENT
1310	FIRE TRUCK TURNING RADIUS

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
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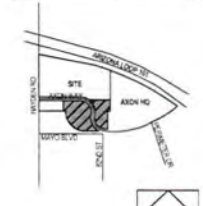
AXON

VICINITY MAP



REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.10d

SITE PLAN AREA D

Resolution No. 13273
Exhibit 1
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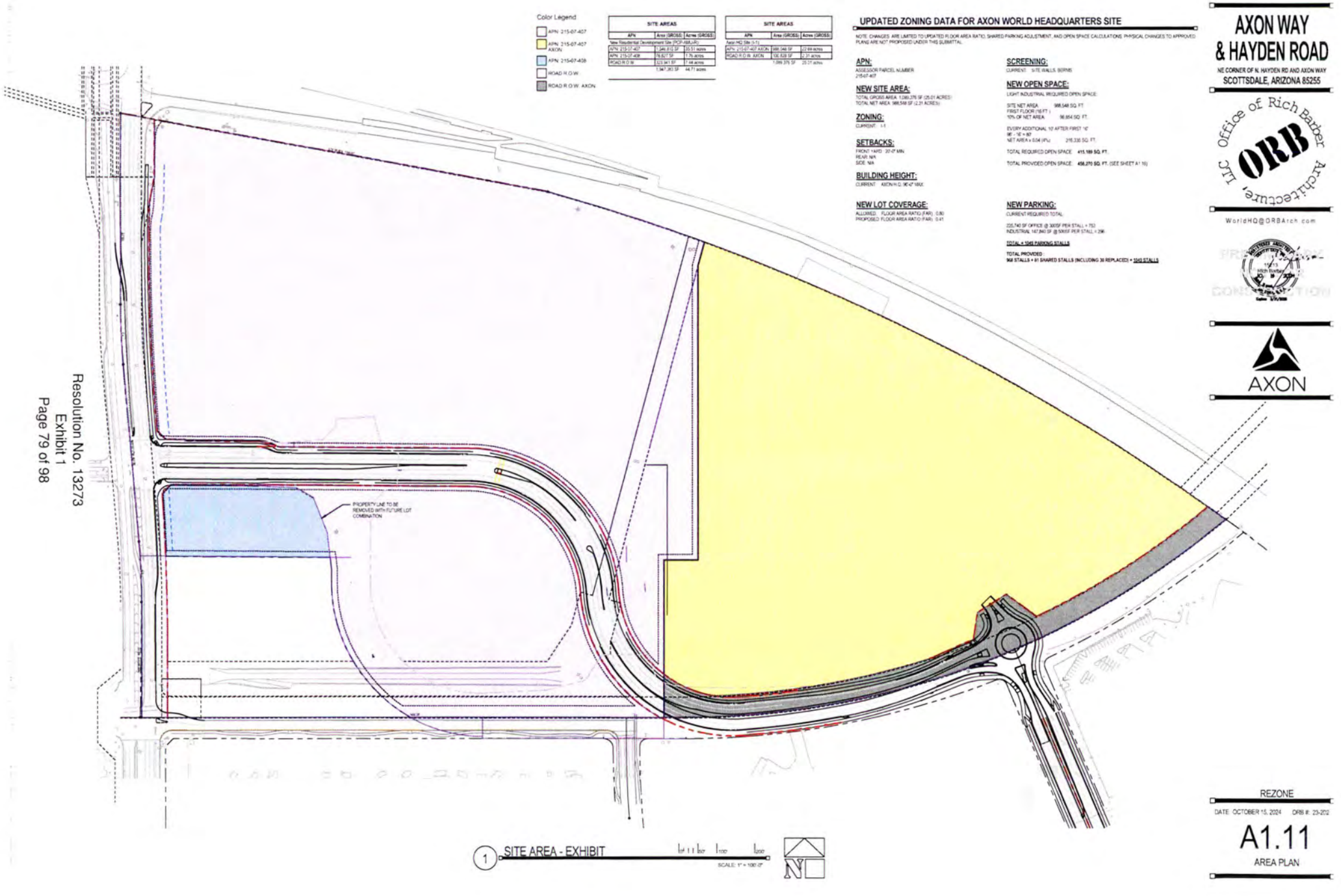

AXON WAY
& HAYDEN ROAD
NE CORNER OF N. HAYDEN RD AND AXON WAY
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REZONE
DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.11
AREA PLAN

LEGEND

- Proposed Compactor Location
- Site Entry
- Truck Route
- PROPERTY LINE
- PROPOSED INTERNAL LOT LINE
- EASEMENT LINE
- 47'-0" MIN. / 28'-0" MIN. — TURNING RADIUS

REFUSE CALCULATIONS

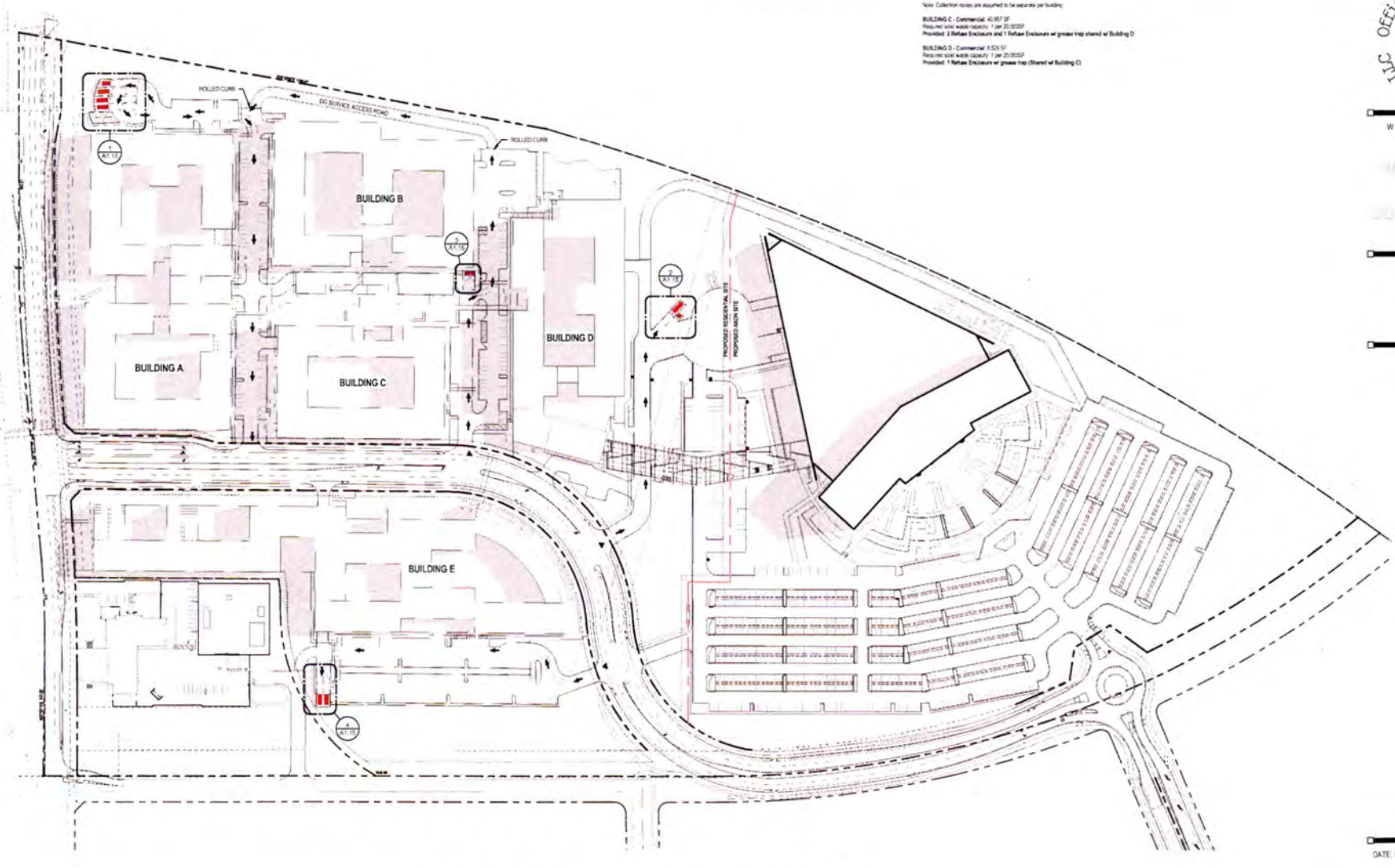
REFUSE REQUIRED								
Location	Dwelling Units (A)	Avg. Garbage per Wave (CY/TB)	Extra Garbage (CY/TB)	Compaction Proposed (E)	Total Garbage per Week (A+B)=C/E = CY	Compactors/Trash Bins Provided	Compactor Trash Bin Type	
BUILDING A	717	0.25	0	3.1	59.8	2	30CY*	
BUILDING B	390	0.25	0	3.1	32.5	1	34CY*	
BUILDING C	231	0.25	0	3.1	19.3	1	20CY*	
BUILDING D	435	0.25	0	3.1	36.3	1	28CY*	
BUILDING E	627	0.25	0	3.1	52.3	2	30CY*	

*CY = Cubic Yards

Note: Collection routes are assumed to be separate per building

BUILDING C - Commercial: 40,957 SF
Required solid waste capacity: 1 per 20,000SF
Provided: 2 Refuse Enclosure and 1 Refuse Enclosure w/ grease trap shared w/ Building D

BUILDING D - Commercial: 8,529 SF
Required solid waste capacity: 1 per 20,000SF
Provided: 1 Refuse Enclosure w/ grease trap (Shared w/ Building C)



1 REFUSE PLAN

SCALE: 1" = 100'-0"

N

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
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A1.14

REFUSE PLAN

AXON WAY & HAYDEN ROAD

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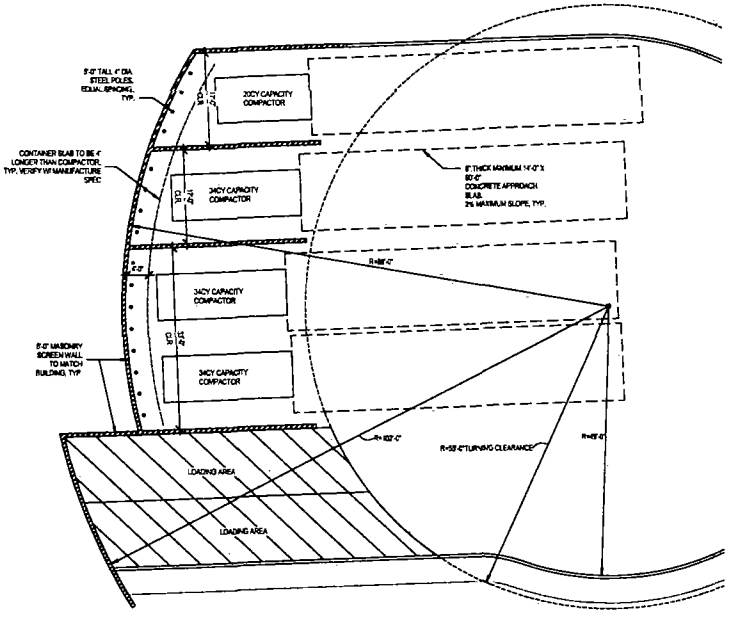
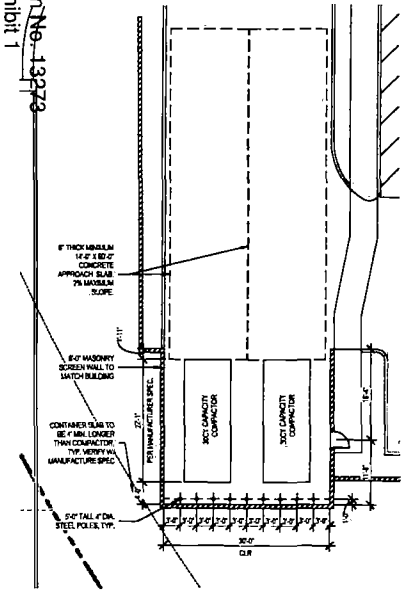
PRELIMINARY NOT FOR CONSTRUCTION

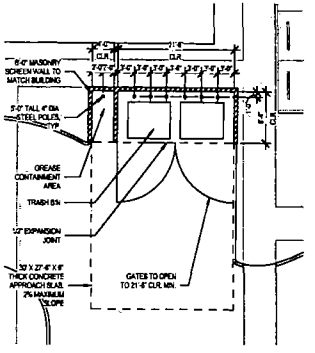
AXON



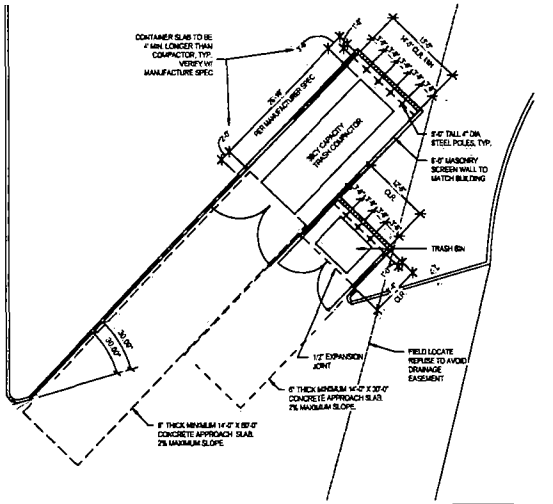
1 BLDG A, B, C - COMPACTORS
SCALE: 3/32" = 1'-0"



4 BLDG E COMPACTORS
SCALE: 3/32" = 1'-0"



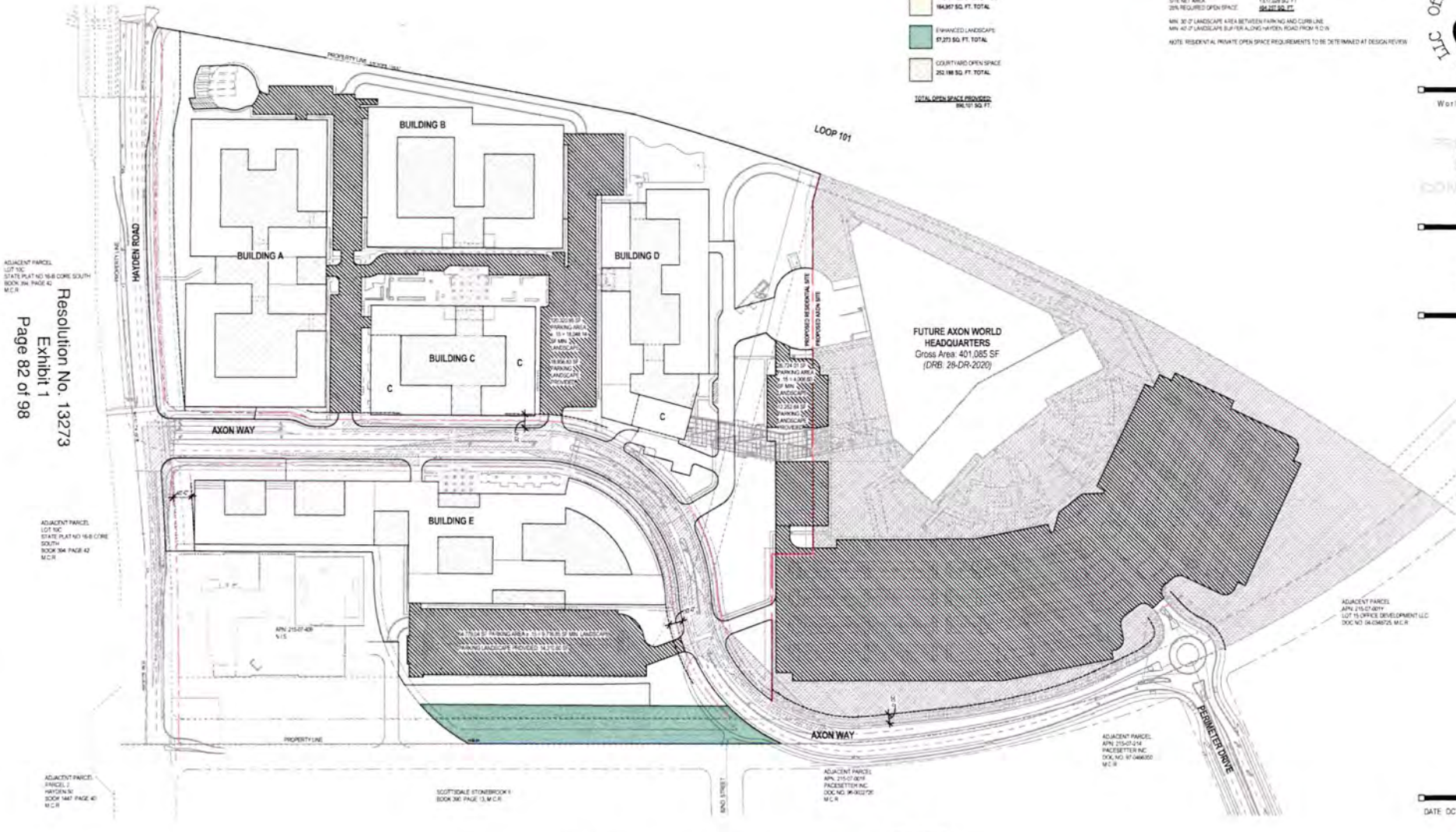
3 BLDG C & D SHARED ENCLOSURE
ENCLOSURE TO COMPLY WITH CITY OF SCOTTSDALE STANDARD DETAIL 2147-2
SCALE: 3/32" = 1'-0"



2 BLDG C & D REFUSE
TRASH ENCLOSURE TO COMPLY WITH CITY OF SCOTTSDALE STANDARD DETAIL 2146-1
SCALE: 3/32" = 1'-0"

REZONE
DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.15
REFUSE DETAILS



CAMPUS AREA & OPEN SPACE PROVIDED

RESIDENTIAL (PCP/AMU-R)

- PARKING LOT + PARKING LOT LANDSCAPE (15% MIN.): 211,624.06 SQ. FT. TOTAL
- C: COMMERCIAL SPACES IN FRONTAL AREAS
- OPEN SPACE OTHER THAN FRONTAGE OPEN SPACE: 415,673 SQ. FT. TOTAL
- FRONTAGE OPEN SPACE: 164,957 SQ. FT. TOTAL
- ENHANCED LANDSCAPE: 57,273 SQ. FT. TOTAL
- COURTYARD OPEN SPACE: 252,198 SQ. FT. TOTAL

TOTAL OPEN SPACE PROVIDED: 890,101 SQ. FT.

AXON HQ SITE (I-1)

- PARKING LOT / PARKING LOT LANDSCAPE: 398,906 SF SQ. FT. TOTAL
- OPEN SPACE: 458,279 SQ. FT. TOTAL PROVIDED

REQUIRED OPEN SPACE CALCULATIONS

REQUIRED OPEN SPACE

AXON HQ (I-1)

LIGHT INDUSTRIAL REQUIRED OPEN SPACE	
SITE NET AREA	988,542 SQ. FT.
FIRST FLOOR (18 FT.)	
10% OF NET AREA	98,854 SQ. FT
EVERY ADDITIONAL 10' AFTER 36' - 10' = 80'	
NET AREA x 0.04 (4%)	316,335 SQ. FT.
TOTAL REQUIRED OPEN SPACE	415,189 SQ. FT.

MIN. 20'-0" LANDSCAPE AREA FROM STREET LINE

RESIDENTIAL (PCP-AMU-R)

SITE NET AREA	1,637,029 SQ. FT
25% REQUIRED OPEN SPACE	664,257 SQ. FT.

MIN. 30'-0" LANDSCAPE AREA BETWEEN PARKING AND CURB LINE
MIN. 40'-0" LANDSCAPE BUFFER ALONG HAYDEN ROAD FROM R.O.W.

NOTE: RESIDENTIAL PRIVATE OPEN SPACE REQUIREMENTS TO BE DETERMINED AT DESIGN REVIEW

1 CONCEPTUAL OPEN SPACE PLAN

SCALE: 1" = 100'-0"

AXON WAY & HAYDEN ROAD

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A1.16

OPEN SPACE PLAN

Resolution No. 13273
Exhibit 1
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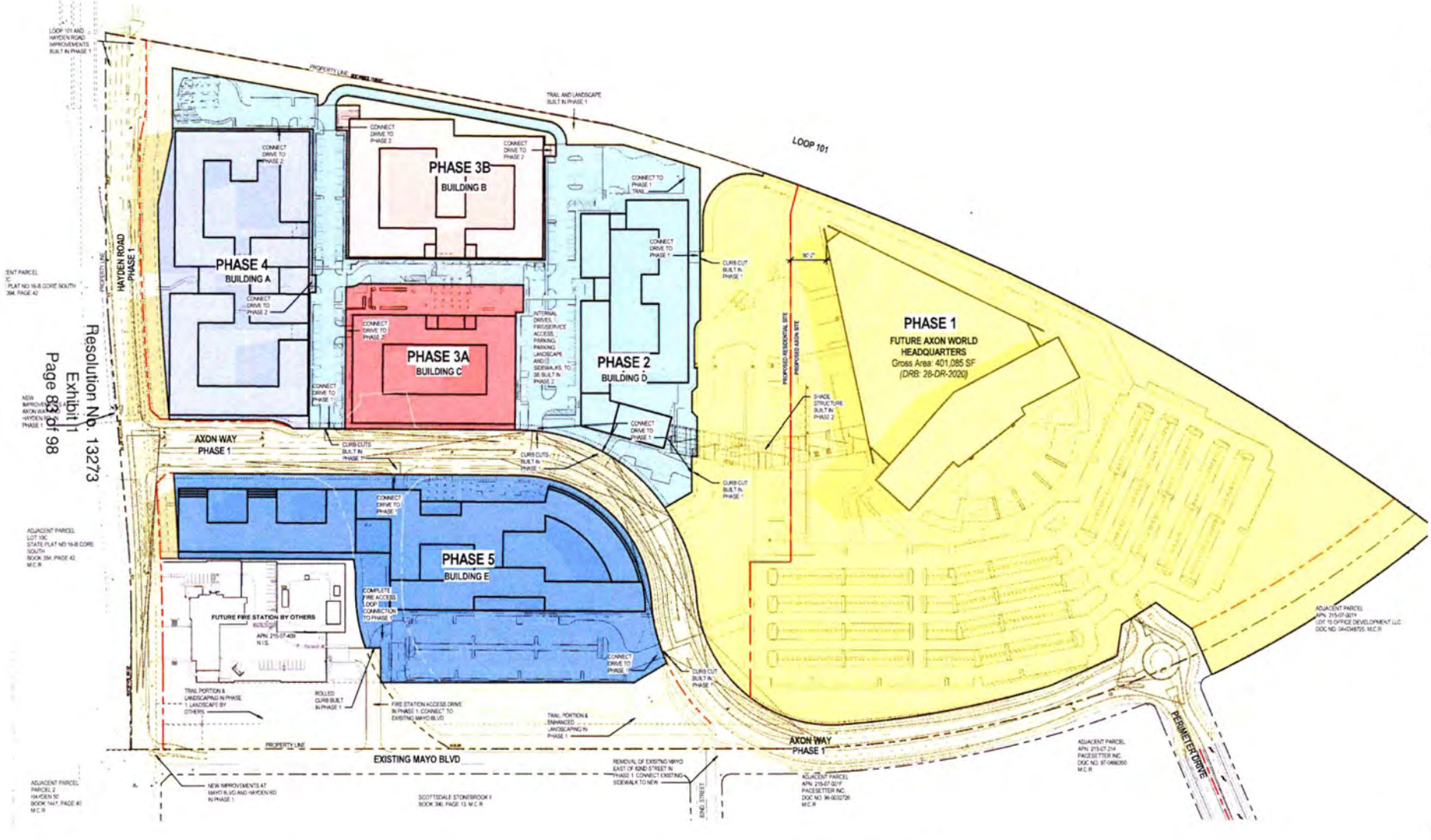

1 CONCEPTUAL PHASING PLAN

SCALE: 1" = 100'-0"

Resolution No. 13273
Exhibit 1
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AXON WAY & HAYDEN ROAD

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DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.12

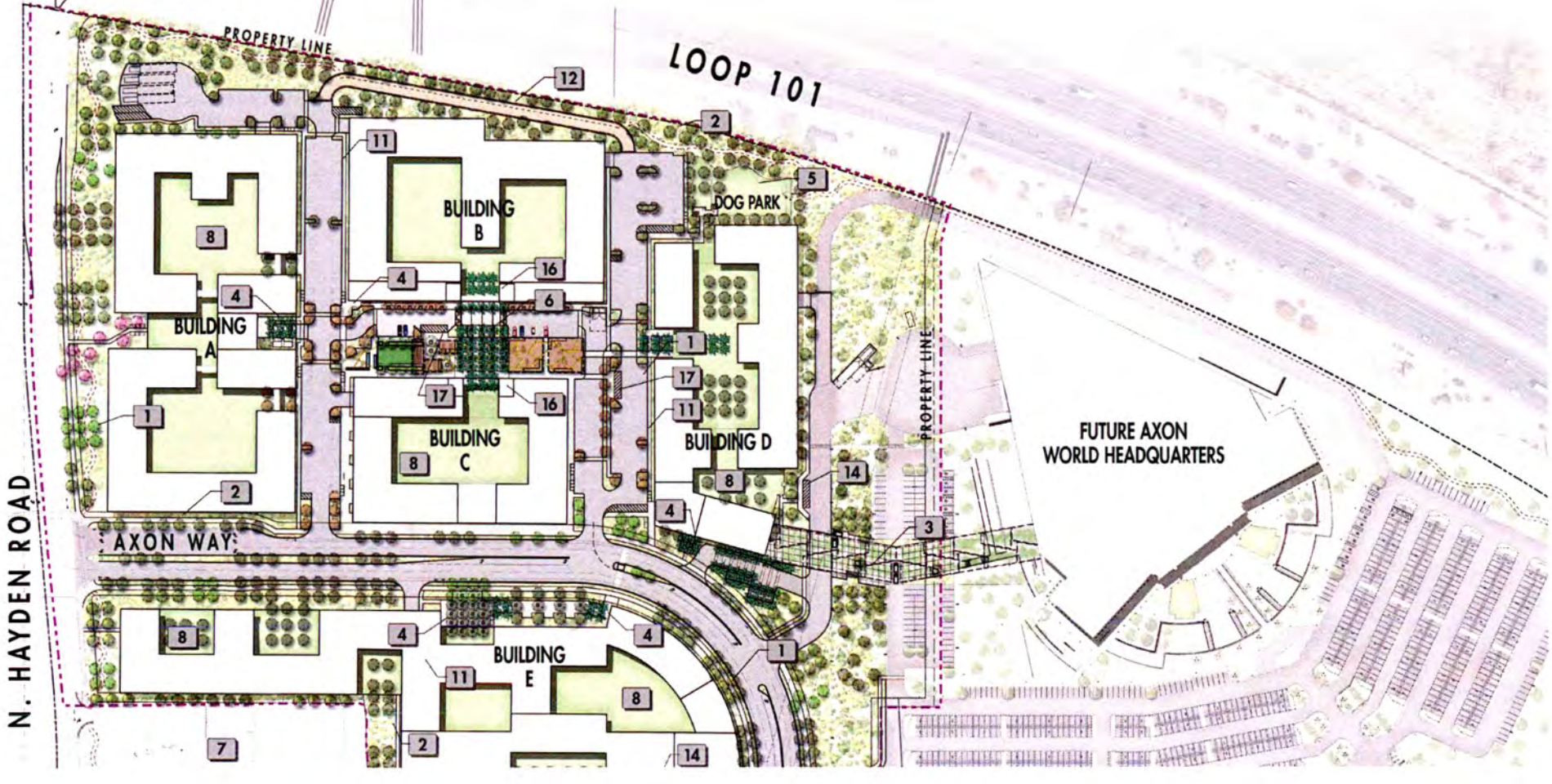
CONCEPTUAL PHASING PLAN

KEYNOTES

1. STRUCTURED TREES IN GRID FORMAT
2. LANDSCAPE AREA
3. GREEN ROOF SHADE STRUCTURE AND CONNECTION TO AXON CAMPUS
4. PRELIMINARY BUILDING ENTRY.
5. DOG PARK.
6. CENTRAL "GREEN" PALM PLAZA WITH ARCHITECTURAL SHADE, SEATING PROGRAMMABLE OUTDOOR GATHERING AREAS, GARDENS AND CONNECTIVITY TO THE ADJACENT COMMERCIAL AND RESIDENTIAL
7. FUTURE FIRE STATION.
8. BUILDING COURTYARDS TO BE DEFINED AT DESIGN REVIEW LEVEL
9. ENHANCED LANDSCAPE.
10. EXISTING DRAINAGE CHANNEL
11. SIDEWALKS THROUGHOUT SITE TO CONNECT COMMERCIAL, RESIDENTIAL, AND INTEGRATE THE AXON CAMPUS.
12. FIRE LANE.
13. NEW FITNESS TRAIL WITH EXERCISE EQUIPMENT- APPROX. 1.5 MILES LONG
14. RIDESHARE PICK UP
15. EXISTING SIDEWALK TO REMAIN. IMPROVMENT BY OTHERS.
16. OUTDOOR GARDEN AMENITY SPACE (5TH FLOOR)
17. LOADING AREA

LANDSCAPE QUANTITIES:

ROW Landscape Areas: +/- 37,189 s.f.
Landscape Areas: +/- 656,328 s.f.



KEYNOTES

1. STRUCTURED TREES IN GRID FORMAT- SEE TREES CHARACTER IMAGES.
2. LANDSCAPE AREA- SEE PLANT LEGEND AND CHARACTER IMAGE.
3. GREEN ROOF SHADE STRUCTURE AND CONNECTION TO AXON CAMPUS
4. PRELIMINARY BUILDING ENTRY.
5. DOG PARK.
6. CENTRAL "GREEN" PALM PLAZA WITH ARCHITECTURAL SHADE, SEATING PROGRAMMABLE OUTDOOR GATHERING AREAS, GARDENS AND CONNECTIVITY TO THE ADJACENT COMMERCIAL AND RESIDENTIAL
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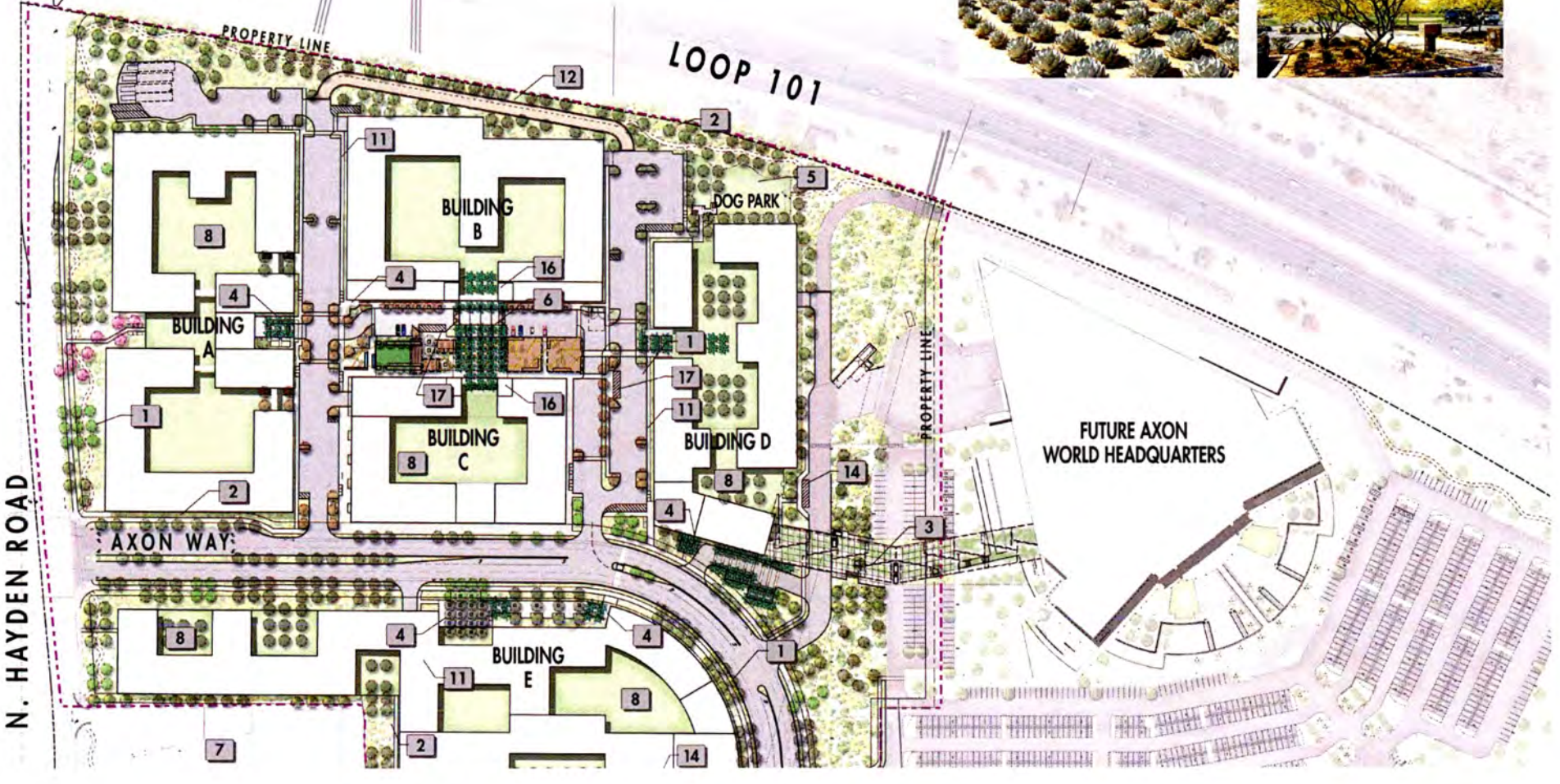
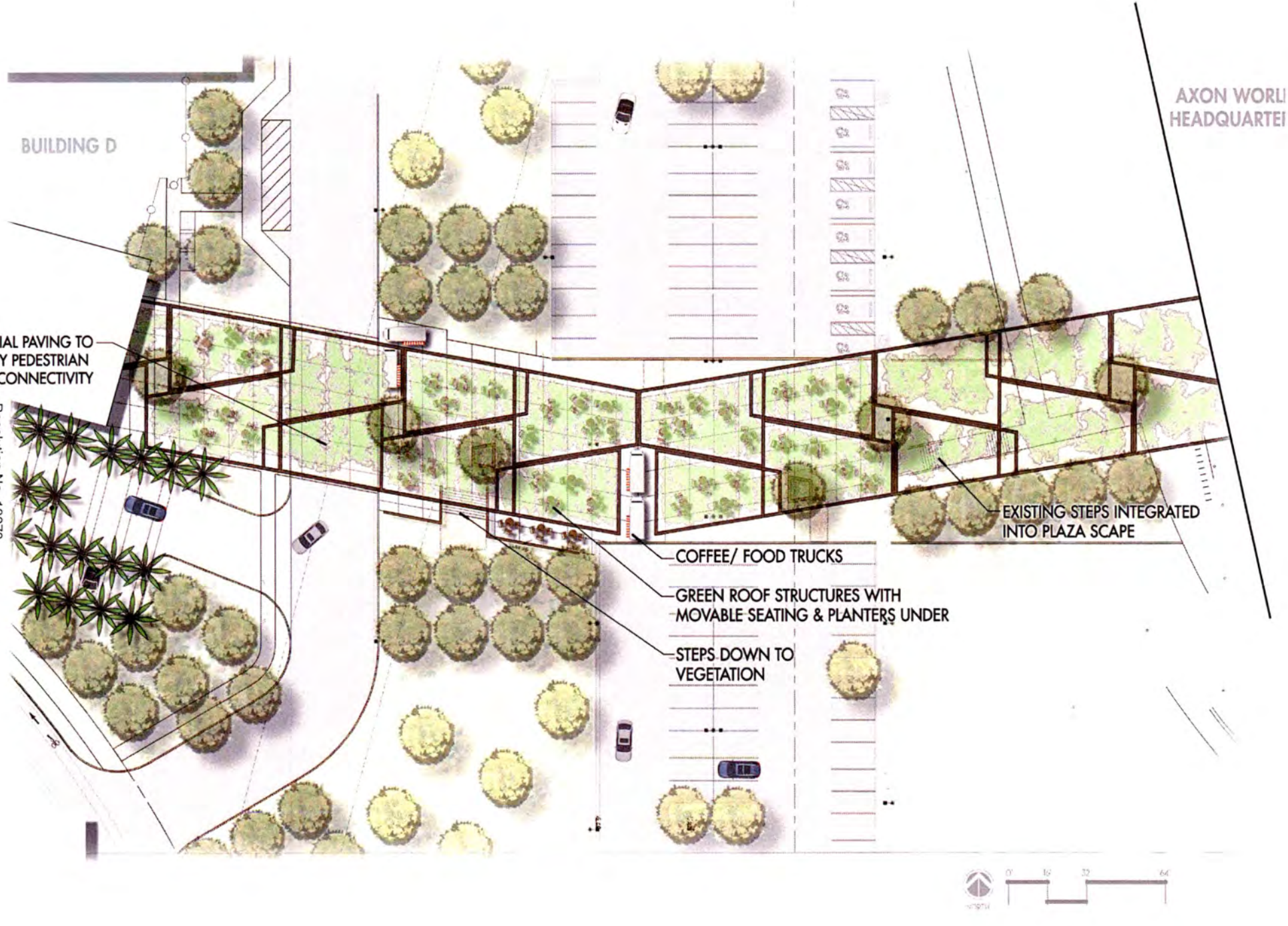
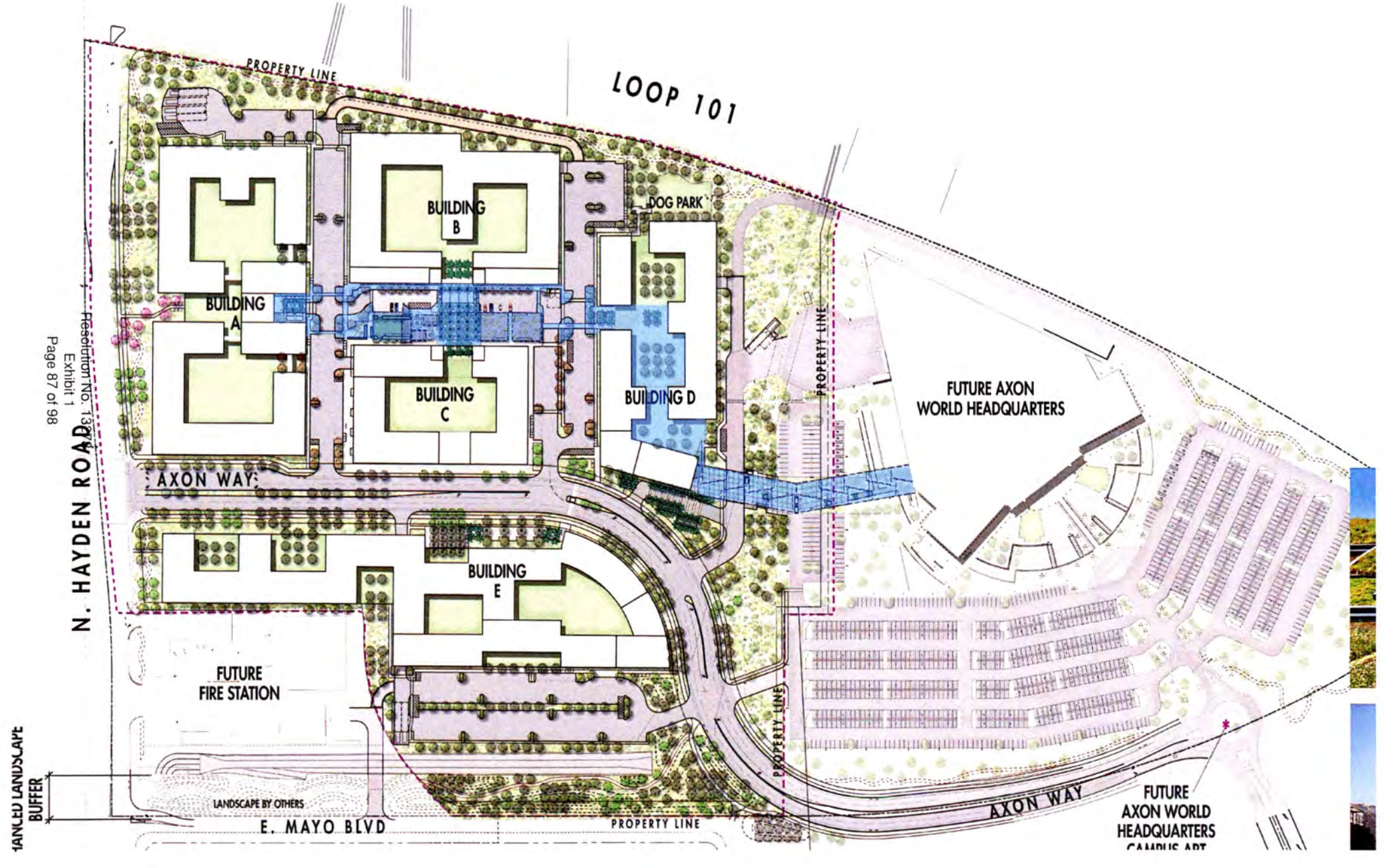
CHARACTER IMAGES

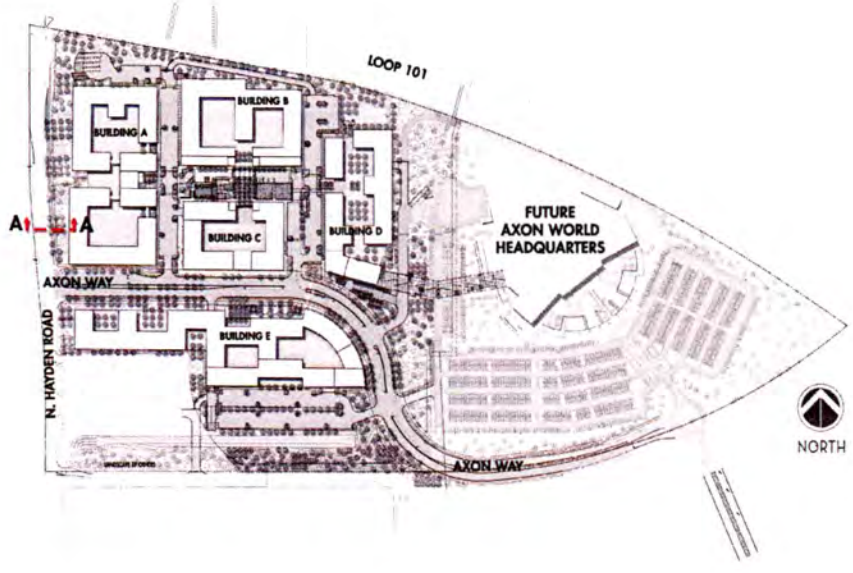


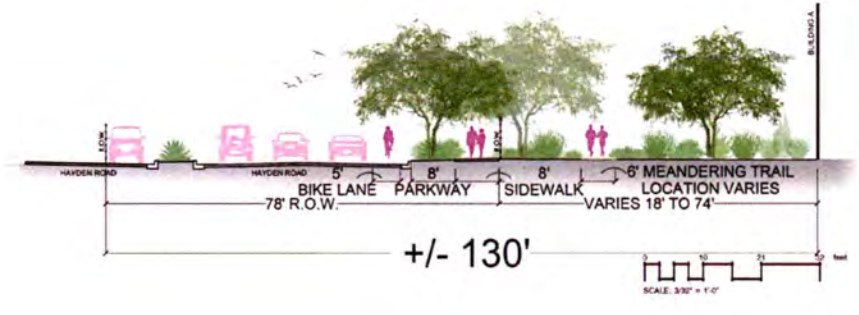



BUILDING D
AXON WORLI
HEADQUARTEI
SPECIAL PAVING TO UNIFY PEDESTRIAN CONNECTIVITY
EXISTING STEPS INTEGRATED INTO PLAZA SCAPE
COFFEE/ FOOD TRUCKS
GREEN ROOF STRUCTURES WITH MOVABLE SEATING & PLANTERS UNDER
STEPS DOWN TO VEGETATION


PROPERTY LINE
LOOP 101
BUILDING B
DOG PARK
BUILDING A
BUILDING C
BUILDING D
PROPERTY LINE
FUTURE AXON WORLD HEADQUARTERS
N. HAYDEN ROAD
AXON WAY
BUILDING E
FUTURE FIRE STATION
PROPERTY LINE
LANDSCAPE BY OTHERS
E. MAYO BLVD
PROPERTY LINE
AXON WAY
FUTURE AXON WORLD HEADQUARTERS CAMPUS ART

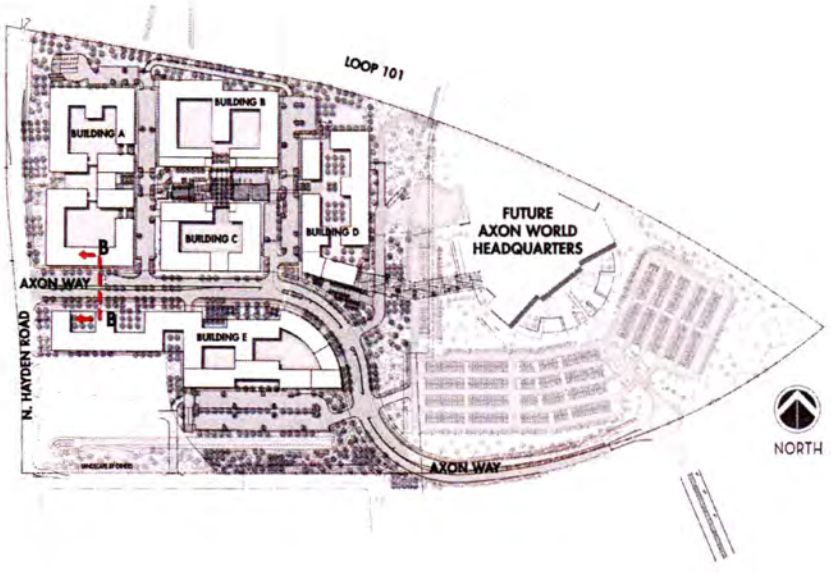


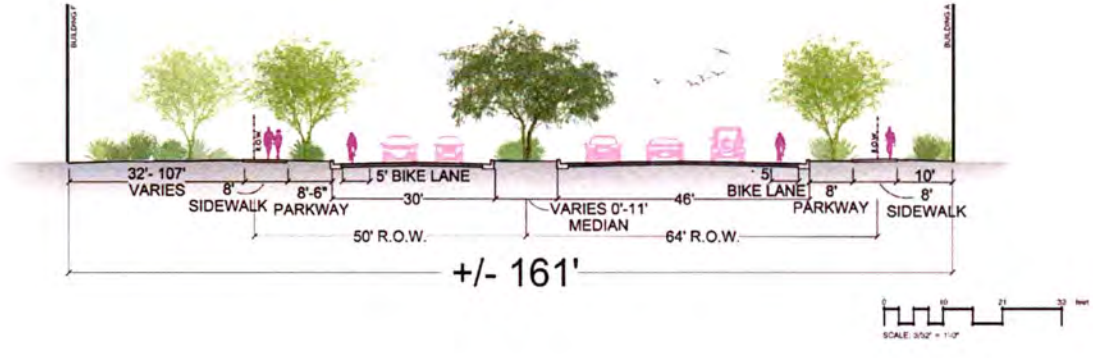


AXON

SITE SECTION - A

collectiV

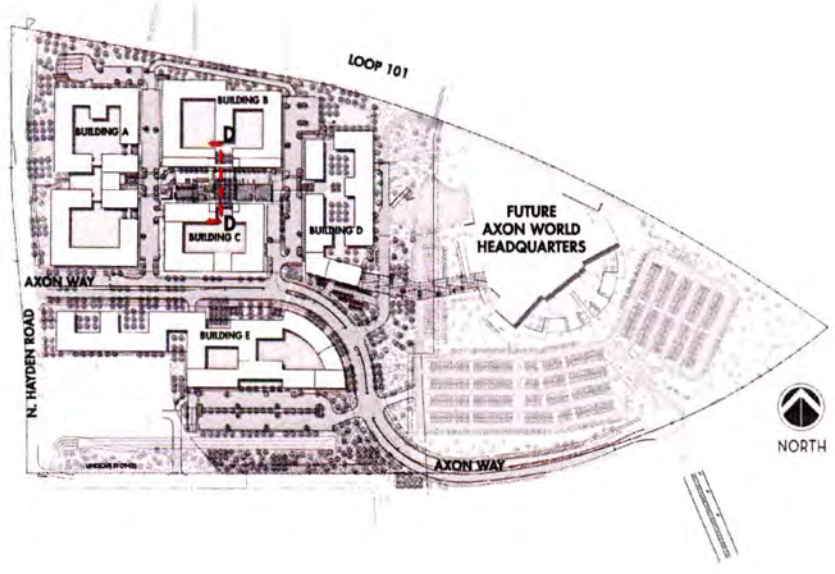


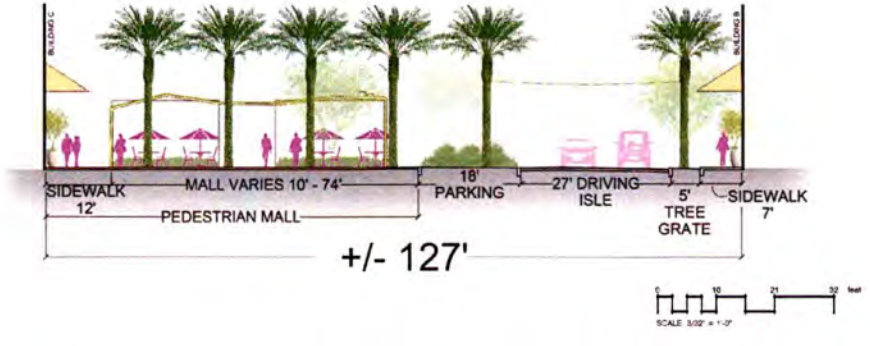


AXON

SITE SECTION - B

collectiV

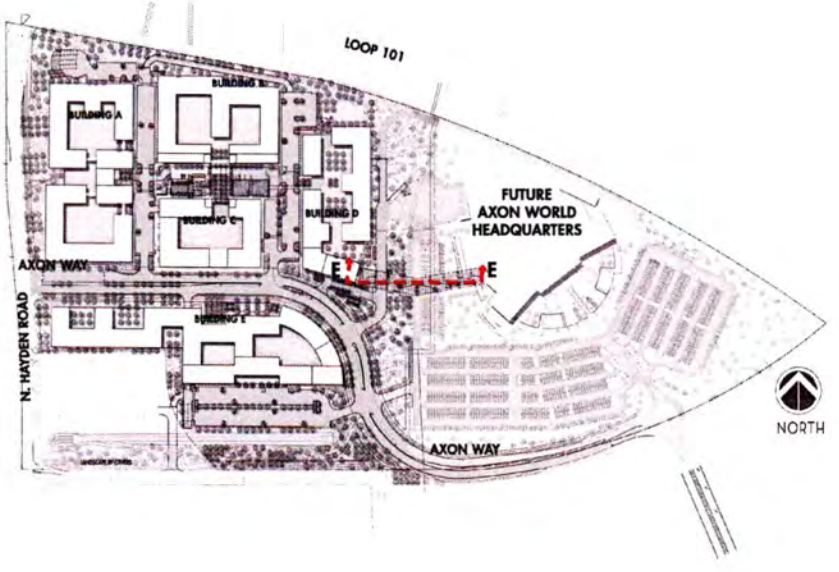




AXON

SITE SECTION - D

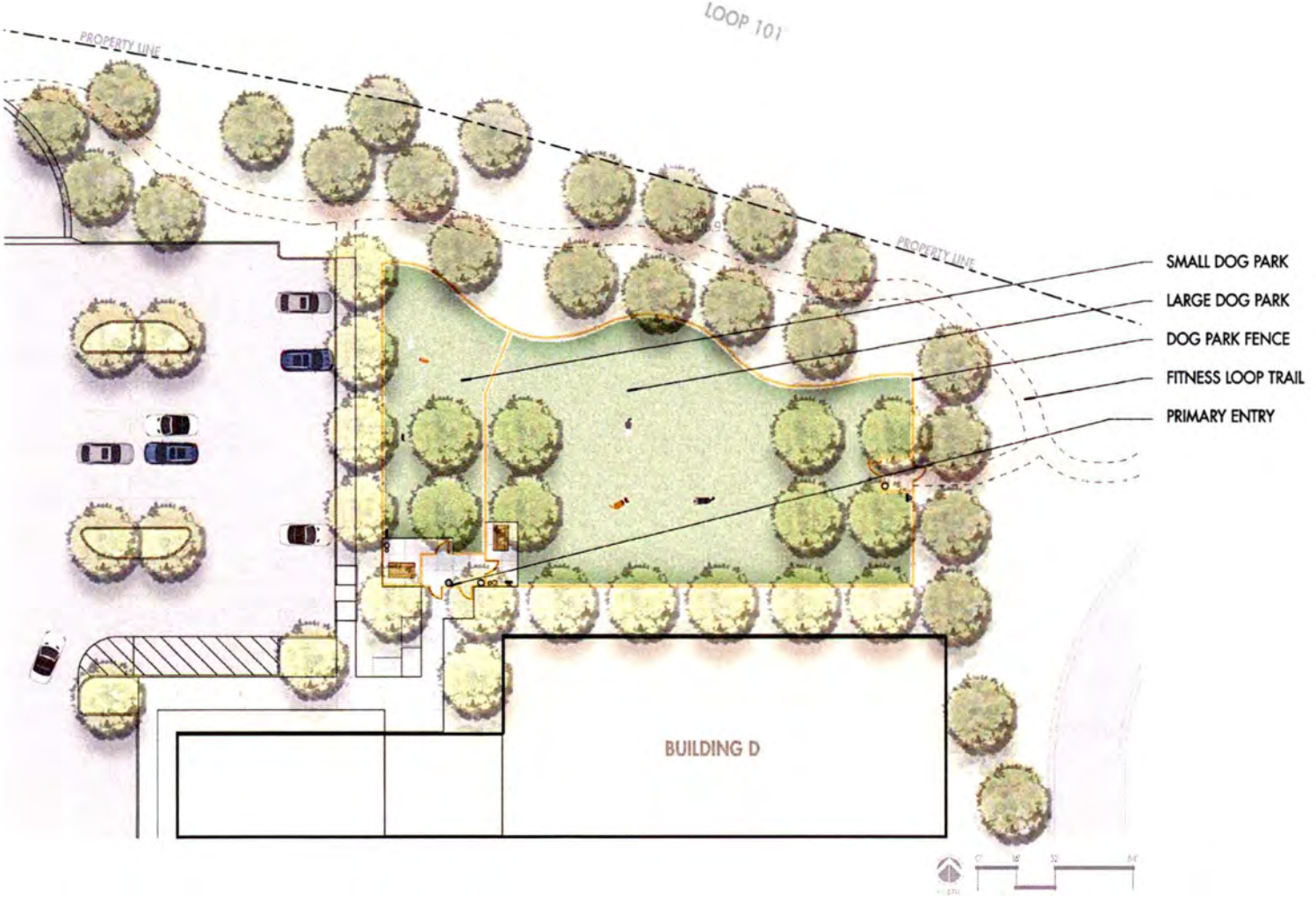
collectiV





AXON

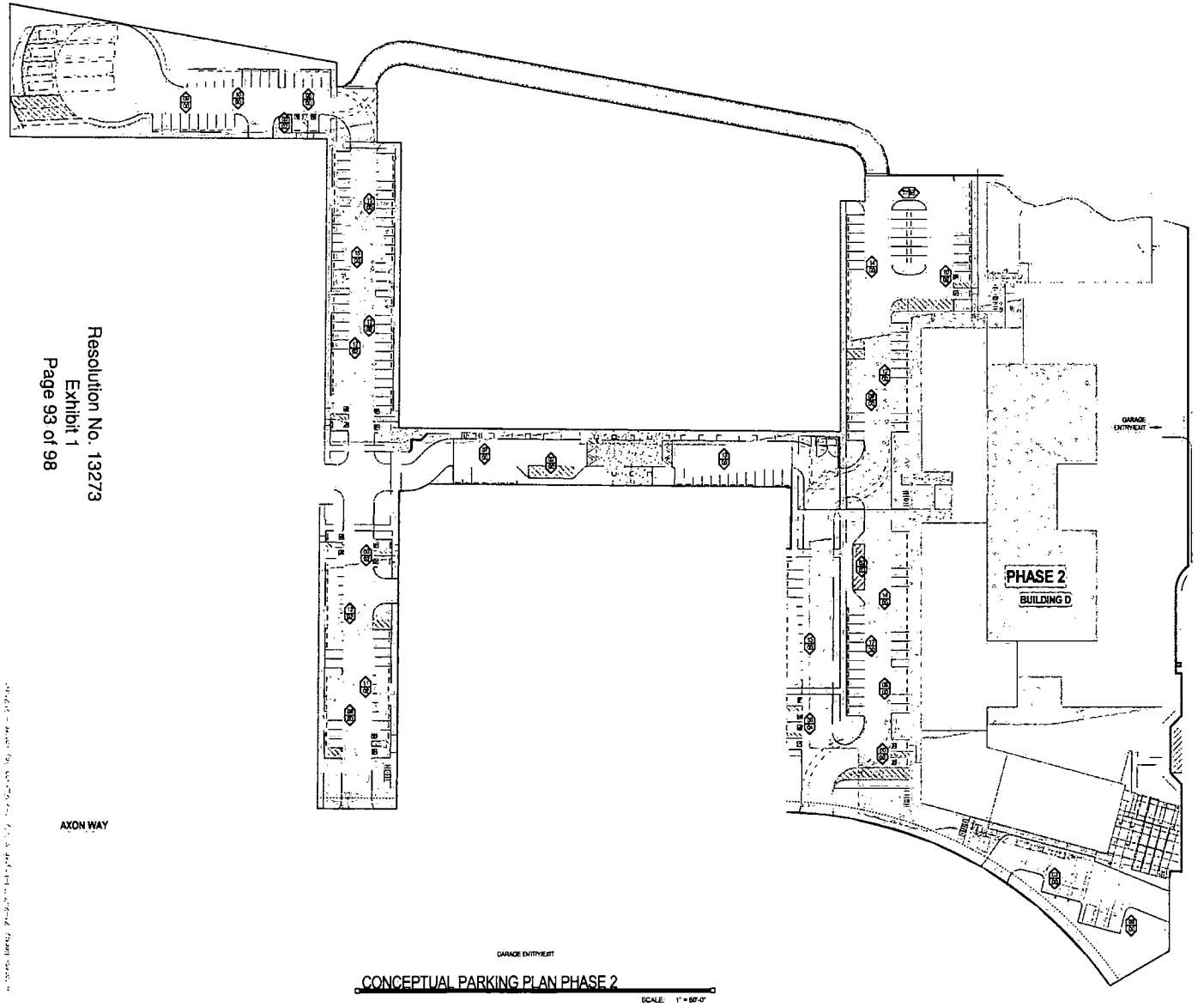
SITE SECTION - E



AXON

DOG PARK

collectiV



CONCEPTUAL PARKING PLAN PHASE 2

SCALE: 1" = 60'-0"

CONCEPTUAL PARKING - PHASE 2

REQUIRED RESIDENTIAL PARKING:
(1852) STUDIOS/1 BED @ 1.3
TOTAL = 2,408 STALLS

REQUIRED GUEST:
1 PER 5 UNITS = 338 STALLS

REQUIRED HOTEL PARKING:
(429) UNIT @ 1.0
TOTAL = 429 STALLS

REQUIRED HOTEL COMMERCIAL PARKING:
8,000 SF @ 1 STALL PER 400GSF
AFTER FIRST 2,000 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL:
40,807 SF @ 1 PER 250 GSF
TOTAL = 164 STALLS

TOTAL REQUIRED: 3,488 STALLS
TOTAL PROVIDED: 3,304 STALLS +
30 AXON HQ REPLACED STALLS

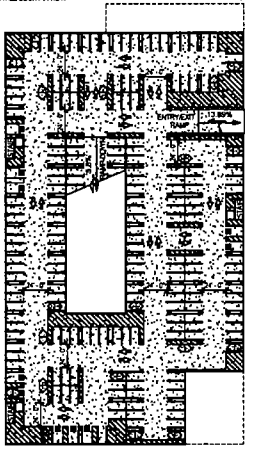
REQUIRED AXON HQ: 1,048 STALLS

TOTAL PROVIDED :
968 STALLS + 81 SHARED
= 1,049 STALLS PROVIDED

9'X18' STALL COUNT IN ROW
ADA 11'X18' STALL COUNT IN ROW

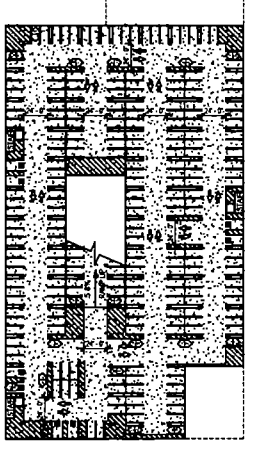
PHASE 2 PARKING		
Parking Location	Count	Type
BUILDING A	36	9' x 18'
BUILDING A	4	11' x 18' (5' Aisle)
BUILDING B	21	9' x 18'
BUILDING B	2	11' x 18' (5' Aisle)
BUILDING C	11	9' x 18'
BUILDING D	4	9' x 18'
BUILDING D	1	9' x 21' Parallel
COMMERCIAL	166	9' x 18'
COMMERCIAL	1	9' x 21' Parallel
COMMERCIAL	14	11' x 18' (5' Aisle)
GARAGE - D'	432	9' x 18'
GARAGE - D'	18	11' x 18' ADA
	710	

*30 REPLACED STALLS LOCATED IN HOTEL GARAGE



BLDG D LEVEL P1 - UNDERGROUND ENTRY LEVEL

SCALE: 1" = 60'-0"



BLDG D LEVEL P2 - UNDERGROUND

SCALE: 1" = 60'-0"

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY

SCOTTSDALE, ARIZONA 85255

Office of Rich Barber Architecture, LLC
ORB
WorldHQ@ORBArch.com

PRELIMINARY NOT FOR CONSTRUCTION

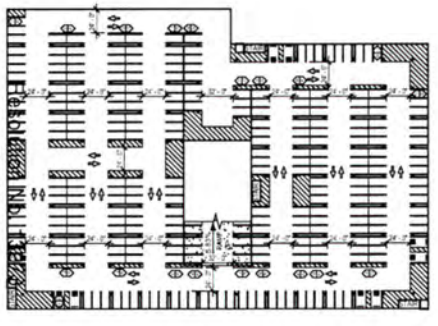
AXON

REZONE

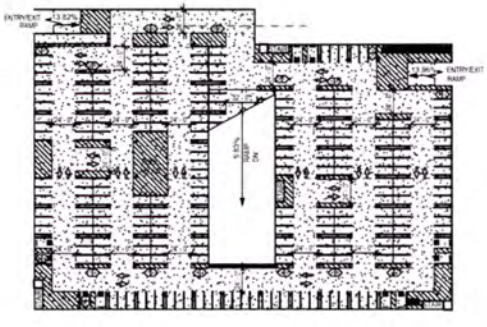
DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.12.2

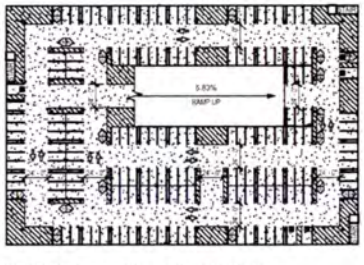
CONCEPTUAL PARKING PLAN PHASE 2



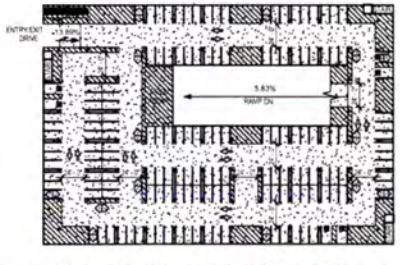
3 BLDG B LEVEL P2 - UNDERGROUND



2 BLDG B LEVEL P1 - UNDERGROUND ENTRY LEVEL



5 BLDG C LEVEL P2 - UNDERGROUND



4 BLDG C LEVEL P1 - UNDERGROUND ENTRY LEVEL

CONCEPTUAL PARKING - PHASE 3

REQUIRED RESIDENTIAL PARKING
(1965) STUDIOS/1 BED @ 1.3
TOTAL = 2,566 STALLS

REQUIRED GUEST
1 PER 6 UNITS = 328 STALLS

REQUIRED HOTEL PARKING
(435) UNIT @ 1.0
TOTAL = 435 STALLS

REQUIRED HOTEL COMMERCIAL PARKING
8,529 SF @ 1 STALL PER 400SF AFTER FIRST 2,000 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL
40,867 SF @ 1 PER 250 DSF
TOTAL = 164 STALLS

TOTAL REQUIRED: 3,496 STALLS
TOTAL PROVIDED: 3,504 STALLS +
30 AXON HQ REPLACED STALLS

REQUIRED AXON HQ: 1,049 STALLS

TOTAL PROVIDED :
968 STALLS + 81 SHARED
= 1,049 STALLS PROVIDED

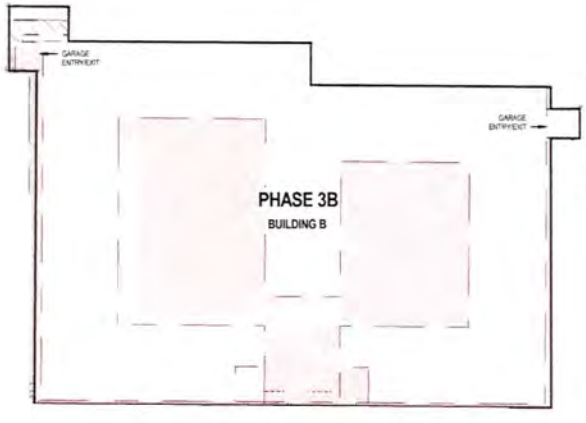
9'X18' STALL COUNT IN ROW
ADA 11'X18' STALL COUNT IN ROW

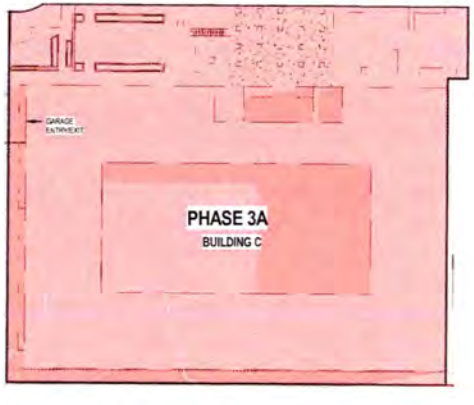
PHASE 3A PARKING

Parking Location	Count	Type
GARAGE - C	320	9' x 18'
GARAGE - C	11	11' x 18' ADA
	331	

PHASE 3B PARKING

Parking Location	Count	Type
GARAGE - B	507	9' x 18'
GARAGE - B	15	11' x 18' ADA
	522	





CONCEPTUAL PARKING PLAN PHASE 3

SCALE: 1" = 50'-0"

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

Office of Rich Barber Architecture, LLC
ORB
WorldHQ@ORBArch.com

AXON

REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.12.3

CONCEPTUAL PARKING PLAN PHASE 3

CONCEPTUAL PARKING - PHASE 4

REQUIRED RESIDENTIAL PARKING
1(1BR) 1"LOCK(1 BED) @ 1.3
TOTAL = 2,150 STALLS

REQUIRED GUEST
1 PER 4 UNITS = 538 STALLS

REQUIRED HOTEL PARKING
1(KEY)UNIT @ 1.0
TOTAL = 438 STALLS

REQUIRED HOTEL COMMERCIAL
F&B(HQ)
8,529 SF @ 1 STALL PER 4(KEY)SF
48 FOR FIRST 2,000 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL
45,907 SF @ 1 PER 250 SF
TOTAL = 184 STALLS

TOTAL REQUIRED: 3,489 STALLS
TOTAL PROVIDED: 3,594 STALLS +
30 AXON HQ REPLACED STALLS

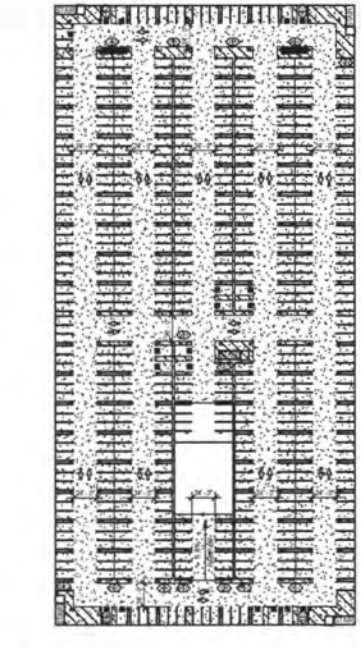
REQUIRED AXON HQ: 1,048 STALLS

TOTAL PROVIDED
868 STALLS + 21 SHARED
= 1,349 STALLS PROVIDED

9'X18' STALL COUNT IN ROW
ADA 11'X18' STALL COUNT IN ROW

PHASE 4 PARKING

Parking Location	Count	Type
GARAGE - A	960	9' x 18'
GARAGE - A	39	11' x 18' ADA
	1021	



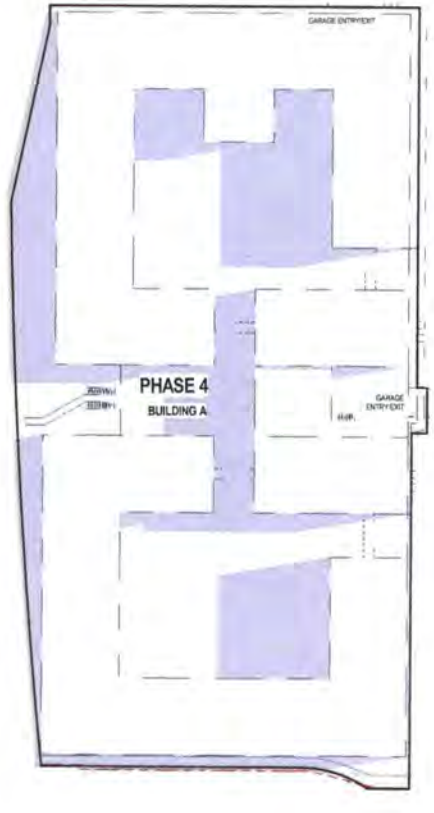
BLDG A LEVEL P2 - UNDERGROUND

SCALE: 1" = 60'-0"



BLDG A LEVEL P1 - UNDERGROUND ENTRY LEVEL

SCALE: 1" = 60'-0"



CONCEPTUAL PARKING PLAN PHASE 4

SCALE: 1" = 60'-0"

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

Office of Rich Baker Architecture, LLC
ORB
WorldHQ@ORBArch.com

PRELIMINARY
NOT FOR CONSTRUCTION

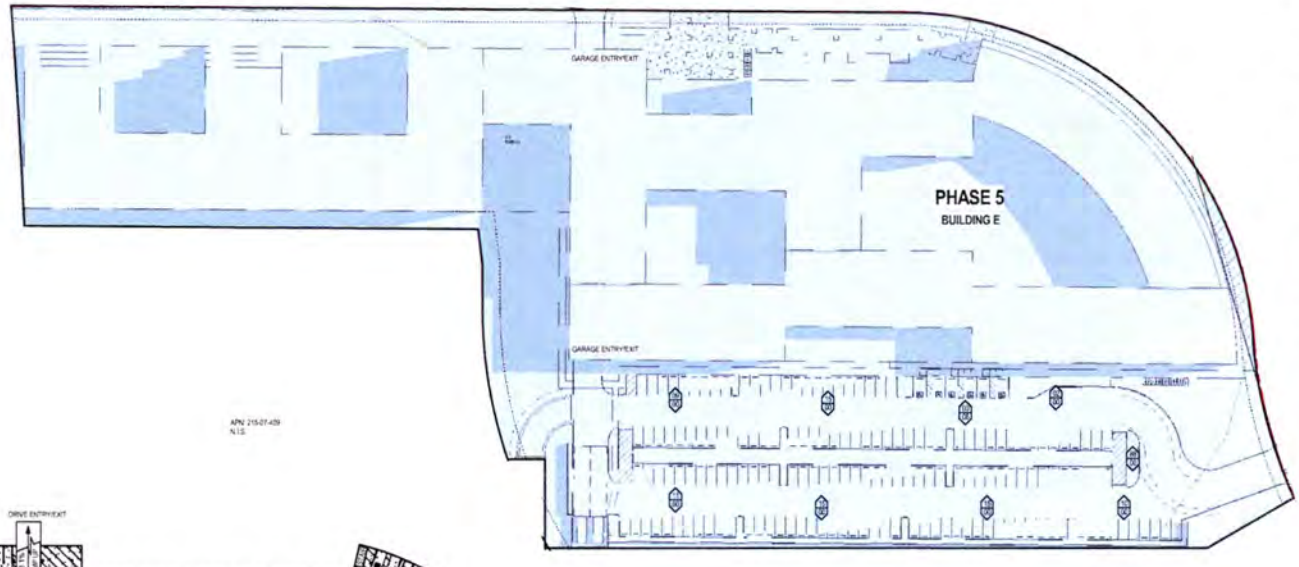
AXON

REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-232

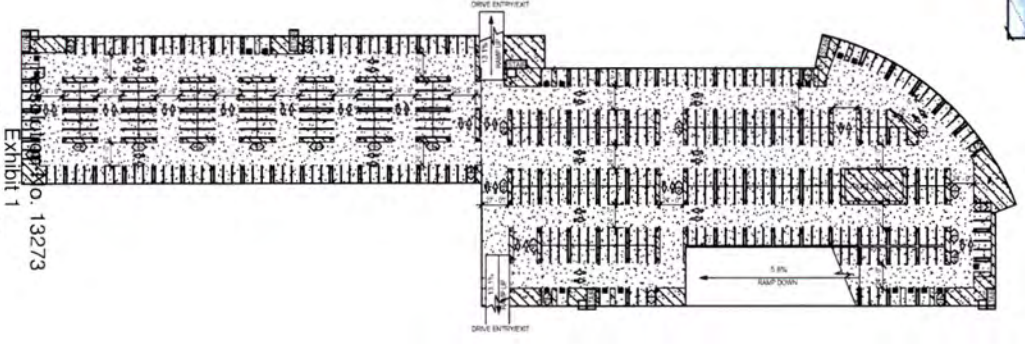
A1.12.4

CONCEPTUAL PARKING PLAN PHASE 4



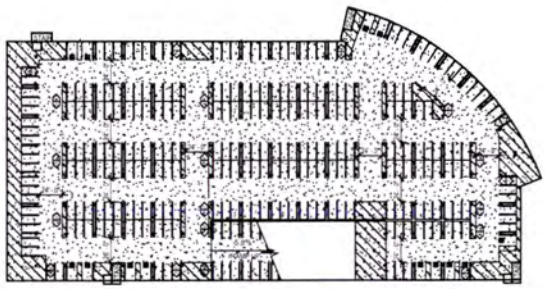
CONCEPTUAL PARKING PLAN PHASE 5

SCALE: 1" = 50'-0"



BLDG E LEVEL P1 - UNDERGROUND ENTRY LEVEL

SCALE: 1" = 50'-0"



BLDG E LEVEL P2

SCALE: 1" = 50'-0"

CONCEPTUAL PARKING - PHASE 5

REQUIRED RESIDENTIAL PARKING
(1965) STUDIOS-1 BED @ 1.3
TOTAL = 2,555 STALLS

REQUIRED GUEST
1 PER 8 UNITS = 326 STALLS

REQUIRED HOTEL PARKING
(435) UNIT @ 1.0
TOTAL = 435 STALLS

REQUIRED HOTEL COMMERCIAL PARKING
8,529 SF @ 1 STALL PER 400GSF
AFTER FIRST 2,000 SF
TOTAL = 17 STALLS

REQUIRED OTHER RETAIL
10,957 SF @ 1 PER 250 GSF
TOTAL = 164 STALLS

TOTAL REQUIRED: 3,499 STALLS
TOTAL PROVIDED: 3,564 STALLS =
30 AXON HQ REPLACED STALLS

REQUIRED AXON HQ: 1,349 STALLS

TOTAL PROVIDED
968 STALLS = 81 SHARED
= 1,049 STALLS PROVIDED

PHASE 5 PARKING		
Parking Location	Count	Type
BUILDING E	163	9' x 18'
BUILDING E	2	9' x 21' Parallel
BUILDING E	6	11' x 18' 15' Aisle
GARAGE - E	718	9' x 18'
GARAGE - E	21	11' x 18' ADA
	920	

9'X18' STALL COUNT IN ROW
ADA 11'X18' STALL COUNT IN ROW

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

Office of Rich Barber Architecture, LLC
ORB

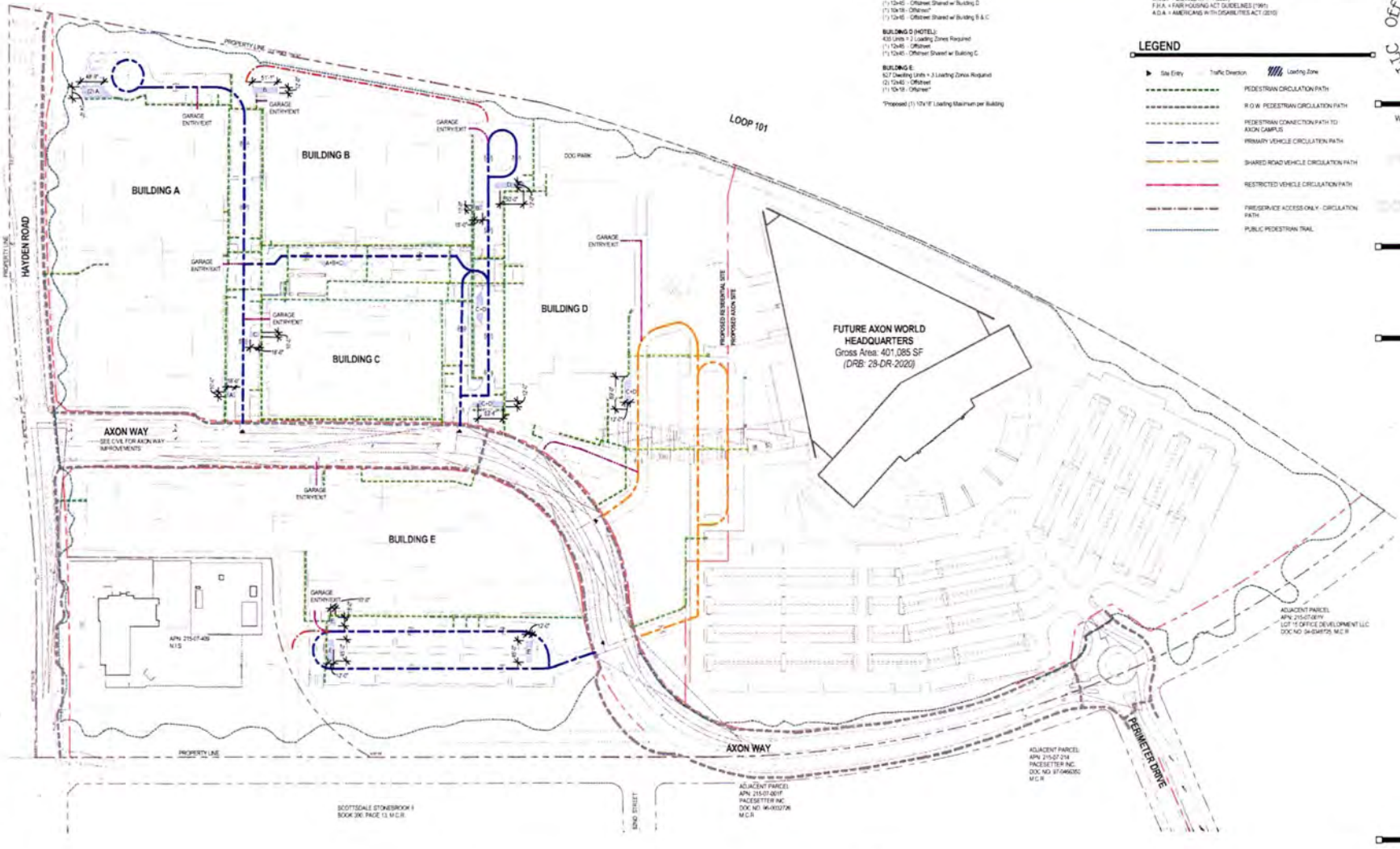
WorldHQ@ORBArch.com

AXON

REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.12.5
CONCEPTUAL PARKING PLAN
PHASE 5



1 PEDESTRIAN & VEHICULAR PLAN

LOADING ZONE CALCULATIONS

RESIDENTIAL

BUILDING A:
717 Dwelling Units ÷ 3 Loading Zones Required
(2) 12x45 - Offstreet
(1) 10x18 - Offstreet*
(1) 12x40 - Offstreet Shared w/ Building B & C

BUILDING B:
396 Dwelling Units ÷ 2 Loading Zones Required
(1) 12x45 - Offstreet
(1) 10x18 - Offstreet*
(1) 12x40 - Offstreet Shared w/ Building B & C

BUILDING C:
221 Dwelling Units ÷ 2 Loading Zones Required
(1) 12x40 - Offstreet Shared w/ Building D
(1) 10x18 - Offstreet*
(1) 12x45 - Offstreet Shared w/ Building B & C

BUILDING D (HOTEL):
435 Units ÷ 2 Loading Zones Required
(1) 12x45 - Offstreet
(1) 12x40 - Offstreet Shared w/ Building C

BUILDING E:
527 Dwelling Units ÷ 3 Loading Zones Required
(2) 12x40 - Offstreet
(1) 10x18 - Offstreet*

*Proposed (1) 10'x18' Loading Maximum per Building

COMMERCIAL

BUILDING C:
40,846 SF ÷ 1 Loading Zone Required
(1) 12x35 - Offstreet shared with Building D

BUILDING D:
8,526 SF ÷ 1 Loading Zone Required
(1) 12x35 - Offstreet shared with Building C

ACCESSIBILITY NOTES

1. CONTRACTOR SHALL OBTAIN A COPY OF THE FAIR HOUSING ACT DESIGN MANUAL AND ICC/ANSI A117.1-2009 FOR ON SITE REFERENCE.
2. ALL SIDEWALKS PART OF THE ACCESSIBLE ROUTE SHALL BE ACCESSIBLE PER ANSI SECTION CHAPTER 4. THE RUNNING SLOPE OF WALKING SURFACES SHALL NOT BE STEEPER THAN 1:20 (5%). THE CROSS SLOPE OF A WALKING SURFACE SHALL NOT BE STEEPER THAN 1:48 (2%). THE CLEAR WIDTH OF ALL SIDEWALKS SHALL BE NO LESS THAN 36". COORDINATE ALL GRADES TO COMPLY WITH S.LOPE AND CROSS SLOPE REQUIREMENTS.

KEYNOTES

NOTE:
ALL REFERENCES TO ACCESSIBILITY CODES AND GUIDELINES ARE AS FOLLOWS
ANSI = ICC ANSI A117.1 (2009)
F.H.A. = FAIR HOUSING ACT GUIDELINES (1991)
A.D.A. = AMERICANS WITH DISABILITIES ACT (2010)

LEGEND

- Site Entry
- Traffic Direction
- Loading Zone
- PEDESTRIAN CIRCULATION PATH
- R.O.W. PEDESTRIAN CIRCULATION PATH
- PEDESTRIAN CONNECTION PATH TO AXON CAMPUS
- PRIMARY VEHICLE CIRCULATION PATH
- SHARED ROAD VEHICLE CIRCULATION PATH
- RESTRICTED VEHICLE CIRCULATION PATH
- FIRE/SERVICE ACCESS ONLY - CIRCULATION PATH
- PUBLIC PEDESTRIAN TRAIL

AXON WAY & HAYDEN ROAD

NE CORNER OF N. HAYDEN RD AND AXON WAY
SCOTTSDALE, ARIZONA 85255

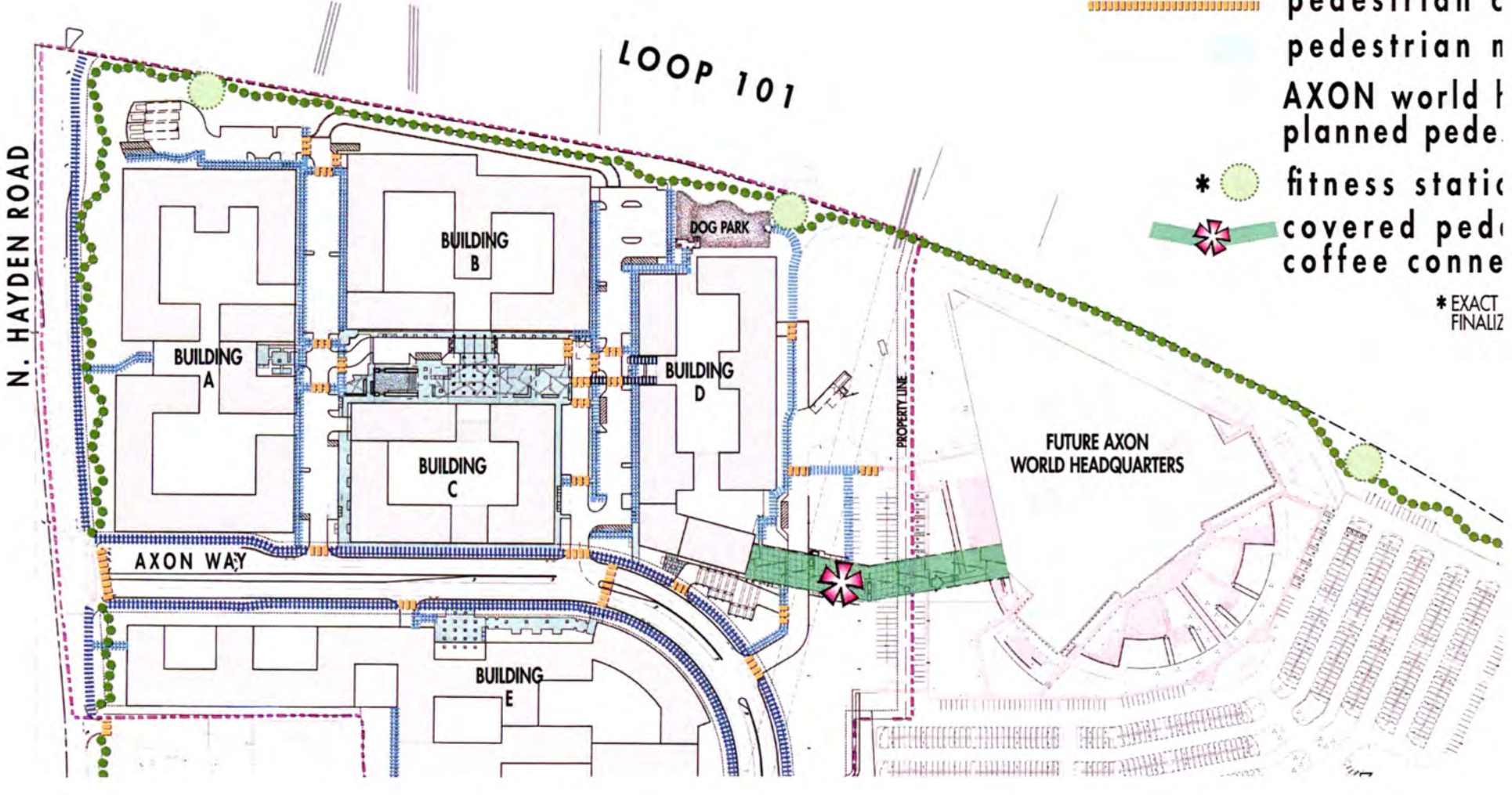
Office of Rich Barber Architecture, LC
ORB
WorldHQ@ORBArch.com

AXON

REZONE

DATE: OCTOBER 15, 2024 ORB #: 23-202

A1.18
PEDESTRIAN AND VEHICULAR PLAN


LEGEND
6′ sidewalk
8′ sidewalk
10′ sidewall
* 6′ trail (1.5
6′ combined
pedestrian c
pedestrian n
AXON world h
planned pede
* fitness static
covered pedi
coffee conne
* EXACT
FINALIZ
LOOP 101
N. HAYDEN ROAD
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
DOG PARK
AXON WAY
PROPERTY LINE
FUTURE AXON
WORLD HEADQUARTERS

RESOLUTION NO. 13275

A RESOLUTION OF THE CITY OF SCOTTSDALE, ARIZONA, AUTHORIZING THE MAYOR TO EXECUTE THE SECOND AMENDMENT NO. 2002-141-COS-A5 TO THE THIRD AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR PROPERTY GENERALLY LOCATED EAST OF SCOTTSDALE ROAD AND WEST OF PIMA ROAD ON THE NORTH AND SOUTH SIDES OF THE LOOP 101 FREEWAY.

WHEREAS, A.R.S. § 9-500.05 authorizes the City to enter into development agreements with persons having an interest in real property located in the City; and

WHEREAS, it is in the best interest of the City to amend the Third Amended and Restated Development Agreement No. 2002-141-COS-A3 for the purpose of amending the Land Use Budget for the Crossroads East Master Planned Development, and to provide clarification regarding the rights and obligations of ASLD Successors (as defined in therein) to seek zoning and development standard changes to their parcels; and

WHEREAS, this Second Amendment No. 2002-141-COS-A5 to the Third Amended and Restated Development Agreement is consistent with the portions of the City's general plan applicable to the property on the date this Second Amendment is executed.

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

Section 1. That Mayor David D. Ortega is authorized and directed to execute the Second Amendment No. 2002-141-COS-A5 to the Third Amended and Restated Development Agreement after it has been executed by all other parties.

Section 2. That the City Clerk is hereby directed to record the Second Amendment No. 2002-141-COS-A5 to the Third Amended and Restated Development Agreement with the Maricopa County Recorder after its execution by all parties, and within ten (10) days following the effective date.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Arizona, this _____ day of _____, 2024.

ATTEST:

By:_____
Ben Lane
City Clerk

CITY OF SCOTTSDALE, an Arizona Municipal Corporation

By:_____
David D. Ortega
Mayor

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

ATTACHMENT 5

WHEN RECORDED, MAIL TO:
Arizona State Land Department
1110 W. Washington St.
Phoenix, AZ 85007

Contract No. 2002-141-COS-A5
Crossroads East
Resolution No. 13275

SECOND AMENDMENT TO THE THIRD AMENDED AND RESTATED DEVELOPMENT AGREEMENT

THIS SECOND AMENDMENT TO THE THIRD AMENDED AND RESTATED DEVELOPMENT AGREEMENT (the "Second Amendment") is entered into as of the _____ day of _____, 2024, by the ARIZONA STATE LAND DEPARTMENT, through the State Land Commissioner ("ASLD"), and the CITY OF SCOTTSDALE, ARIZONA, a municipal corporation ("City"), collectively referred to as the Parties.

RECITALS

A. ASLD and City are Parties to that certain Third Amended and Restated Development Agreement dated June 12, 2018 and recorded June 15, 2018 at document number 20180456551 of the public records of the Maricopa County Recorder.

B. The Property subject to this Second Amendment is located within the incorporated boundaries of the City and legally described and depicted in attached **Exhibit A**. The Parties wish to enter into this Second Amendment for the purpose of amending the Development Plan specifically the Land Use Budget for the Property. The Development Plan was approved by the City Council in case number 19 ZN-2002#6 and adopted as a public record by Resolution 11145 incorporated into Ordinance 4346.

C. The Development Plan and Land Use Budget were further amended on December 12, 2018 through the First Amendment to the Third Amended and Restated Development Agreement which is recorded on December 14, 2018 at document number 2018-0917804 and Resolution 11330 of the Scottsdale City Council. The Parties desire to further amend the current Land Use Budget located at pages 23 and 24 of the Development Plan (as amended) by transferring (44) acres of land from the maximum for the I-1 zoning category to the maximum for the Mixed Use PRC & PCP zoning category and increasing the maximum allowable dwelling units for that category to 6,128.

D. The Parties hereto acknowledge and agree that this Second Amendment is consistent with the portions of the City's General Plan applicable to the Property as amended through Resolution 13277 and case No. 3-GP-2023.

AGREEMENTS

NOW, THEREFORE, in consideration of the foregoing and the mutual promises and representations contained herein, ASLD and the City agree as follows:

1. Recitals. The recitals set forth above are acknowledged by the Parties to be true and correct and are incorporated herein by reference.

2. Effective Date means this Second Amendment shall be effective and commence upon, and only upon, the occurrence of all the following: (a) this Second Amendment is approved by the City Council, (b) this Second Amendment is signed by the duly authorized representatives of all parties, (c) all applicable appeal and referendum periods, if any, with respect to the First Amended and Restated Public Infrastructure Reimbursement Development Agreement Contract No. 2020-138-COS-A1 between the City and Axon and/or the Amended Crossroads East Regulatory Approvals in Ordinance 4658 have expired and, in the event any appeal or referendum is taken, if any, such appeal and referendum has been resolved in a manner sustaining the validity and enforceability of the First Amended and Restated Public Infrastructure Reimbursement Development Agreement Contract No. 2020-138-COS-A1 between the City and Axon and the Crossroads East Regulatory Approvals in Ordinance 4658, and (d) this Second Amendment is recorded in the Office of the Maricopa County Recorder (the "Effective Date"). If the City does not record this Amendment upon the occurrence of all aforementioned conditions, ASLD may do so.

3. Development Plan. The Development Plan adopted in case number 19-ZN2002#6 by Ordinance 4346 and adopted as a public record by Resolution 11145 is located on file in the office of the Scottsdale City Clerk and was incorporated into the Third Amended and Restated Development Agreement No. 2002-141-COS-A3 by reference, and can be amended from time to time by the Parties.

4. Land Use Budget. The Development Plan contains a Land Use Budget setting forth the allowable zoning districts within each planning unit, the maximum acreage for each Planned Community (P-C) comparable zoning district and, if applicable, the maximum number of residential units and maximum residential density permitted in the P-C comparable zoning district. The Parties agree to amend the Land Use Budget by transferring (44) acres of land from the maximum for the I-1 zoning category to the maximum for the Mixed Use PRC & PCP zoning category and increasing the maximum allowable dwelling units for the that category to 6,128; as described in attached **Exhibit B** incorporated herein by reference and into the Development Plan by Ordinance 4658.

5. The Parties also agree as follows:

5.1. By this Amendment, the Parties recognize that, as a result of this Amendment and the associated zoning case, the parcel of land purchased by Axon Enterprise, Inc. and legally described as TRACT 14A OF STATE PLAT 16B PER BOOK 394 PAGE 42, SECTION 36 within planning units X and XI of the Development Plan, shall be permitted to be

rezoned to PRC & PCP zoning and assigned from the Land Use Budget 29.57 acres of Employment I-1 Zoning and 44 acres of Mixed Use PRC & PCP Zoning including an allocation of 1965 allowable dwelling units. The associated requirement in Section 3.1.E of the Development Plan permitting only I-1 uses in the Hayden Core Transition Area, which is located within planning unit XI, shall be stricken. (See Exhibit B)

5.2. Recording. This Second Amendment shall be recorded in the office of the Maricopa County Recorder within ten (10) days following the Effective Date.

5.3. No Further Amendment. Except as expressly amended by specific provisions of this Second Amendment and the previously executed First Amendment, the Third Amended and Restated Development Agreement No. 2002-141-COS-A3 and the Parties respective rights and obligations related to the Third Amended and Restated Development Agreement are not affected by this Second Amendment.

5.4. Integration. This Second Amendment and the previously executed First Amendment constitute the entire agreement between the Parties with respect to amending the Third Amended and Restated Development Agreement and supersede any prior agreement, understanding, negotiation, draft agreements, discussion outlines, correspondence and memoranda or representation regarding amending the Third Amended and Restated Development Agreement.

6. Referendum Termination. If Scottsdale Ordinance 4658 adopting the regulatory approvals is subject to a referendum that is certified to appear on a City election ballot, and if in Ordinance 4658 adopting the Regulatory Approvals is invalidated by referendum, then this Second Amendment shall be void ab initio.

IN WITNESS WHEREOF, the Parties have executed this First Amendment as of the day and year first above written.

CITY:

CITY OF SCOTTSDALE, ARIZONA, a municipal corporation

By:_____
David D. Ortega, Mayor

ATTEST:

_____
Ben Lane, City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

ASLD:

ARIZONA STATE LAND DEPARTMENT
Through the State Land Commissioner

By: _____
State Land Commissioner

STATE OF ARIZONA)
) ss
County of Maricopa)

SUBSCRIBED AND SWORN to before me this _____ day of _____, 2024 by David D. Ortega, Mayor of the City of Scottsdale, Arizona, a municipal corporation.

_____
Notary Public

My Commission Expires:

STATE OF ARIZONA)
) ss
County of Maricopa)

SUBSCRIBED AND SWORN to before me this _____ day of _____, 2024 by _____, State Land Commissioner for the Arizona State Land Department.

_____
Notary Public

My Commission Expires:

Wood, Patel & Associates, Inc.
602.335.8500
www.woodpatel.com

LEGAL DESCRIPTION
Axon Campus
PCD PCP AMU-R

A portion of public right-of-way, a portion of Lots 1 & 3 and Lot 2, Axon Campus, recorded in Book 1688, page 30, Maricopa County Records (MCR), lying within Section 36, Township 4 North, Range 4 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Commencing at the northwest corner of said Section 36, a 3-inch Maricopa County brass cap flush stamped T4N R4E S26 S25 S35 S36 LS 33307 2003, from which the west quarter corner of said section, a pk nail with tag RLS 28236, bears South 00°00'13" West (basis of bearing), a distance of 2641.38 feet;
THENCE along the west line of said section, South 00°00'13" West, a distance of 484.23 feet, to the northwest corner of said Axon Campus and the POINT OF BEGINNING;
THENCE leaving said west line, along the northerly line of said Axon Campus, South 79°39'08" East, a distance of 1146.67 feet, to a point of intersection with a non-tangent curve;
THENCE easterly along said non-tangent curve to the right, having a radius of 5539.58 feet, concave southerly, whose radius bears South 15°27'42" West, through a central angle of 04°28'43", a distance of 433.00 feet, to a point of intersection with a non-tangent line;
THENCE leaving said northerly line, South 15°01'34" West, a distance of 65.51 feet;
THENCE South 00°00'00" East, a distance of 771.93 feet;
THENCE South 90°00'00" West, a distance of 89.94 feet;
THENCE South 00°00'00" East, a distance of 410.14 feet, to that certain right-of-way line shown on said Axon Campus Final Plat;
THENCE along said right-of-way line, North 89°58'08" West, a distance of 1378.59 feet, to the centerline of Hayden Road as shown on said Axon Campus Final Plat;
THENCE leaving said right-of-way line, along said centerline, North 00°00'13" East, a distance of 300.02 feet, to the beginning of a curve;
THENCE northerly along said curve to the left, having a radius of 1800.00 feet, concave westerly, through a central angle of 03°50'00", a distance of 120.43 feet, to a point hereby designated as Point "A" for future reference in this description;
THENCE continuing, northerly along said curve, having a radius of 1800.00 feet, through a central angle of 01°12'30", a distance of 37.96 feet, to the curves end;
THENCE North 05°02'17" West, a distance of 467.38 feet, to the beginning of a curve;

THENCE northerly along said curve to the right, having a radius of 1800.00 feet, concave easterly, through a central angle of 05°02'30", a distance of 158.39 feet, to the west line of said section and the curves end;
THENCE along said west line, North 00°00'13" East, a distance of 500.21 feet, to the POINT OF BEGINNING.

EXCEPTING THEREFROM

COMMENCING at said Point "A";
THENCE South 89°32'24" East, a distance of 69.49 feet, to the northwest corner of said Lot 3 and the POINT OF BEGINNING;
THENCE along the north line of said Lot 3, continuing, South 89°32'24" East, a distance of 430.79 feet, to the northeast corner of said Lot 3;
THENCE leaving said north line, along the easterly line of said Lot 3, South 06°51'37" East, a distance of 29.89 feet;
THENCE South 00°00'00" East, a distance of 37.16 feet, to the beginning of a curve;
THENCE southeasterly along said curve to the left, having a radius of 400.00 feet, concave northeasterly, through a central angle of 47°29'16", a distance of 331.53 feet, to a point of intersection with a non-tangent line;
THENCE leaving said easterly line, along a line 55 feet north of and parallel to the south line of said Lot 3, North 89°58'08" West, a distance of 559.32 feet, to the west line of said Lot 3;
THENCE leaving said parallel line, along said west line, North 00°00'13" East, a distance of 134.90 feet, to the beginning of a curve;
THENCE northerly along said curve to the left, having a radius of 5575.00 feet, concave westerly, through a central angle of 02°21'50", a distance of 230.01 feet, to the POINT OF BEGINNING.

Containing 1,947,234 square feet or 44.7023 acres, more or less.

Subject to existing right-of-ways and easements.

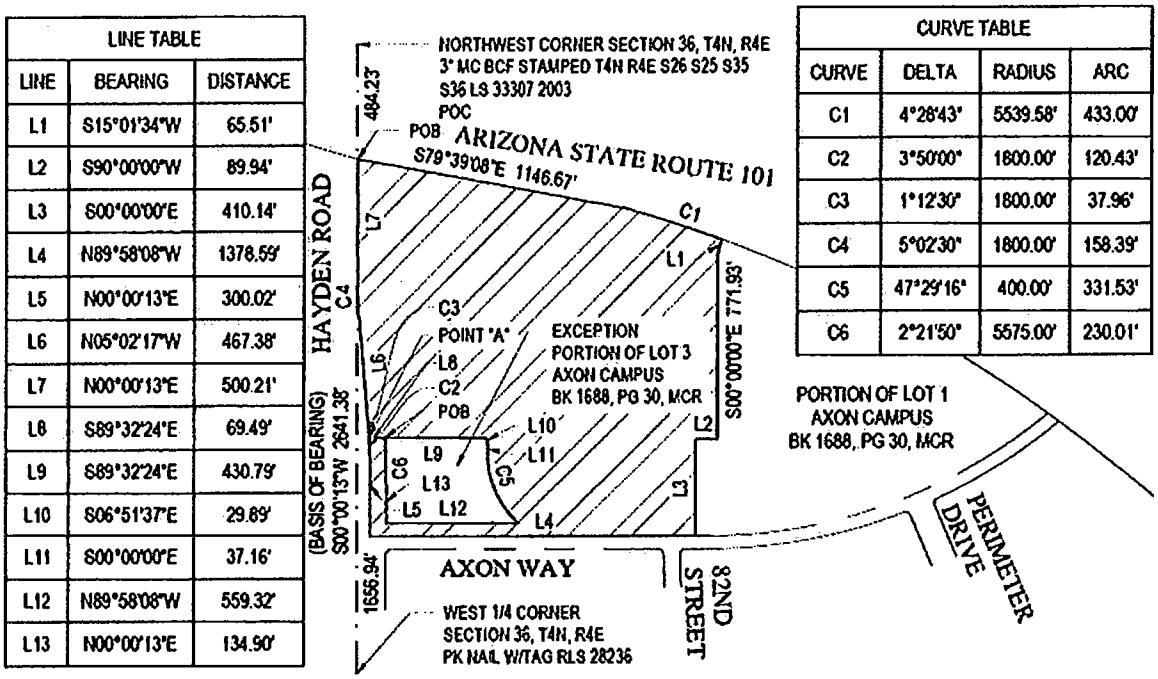
This parcel description is based on the Final Plat for Axon Campus, recorded in Book 1688, page 30, MCR and other client provided information and is located within an area surveyed by Wood, Patel & Associates, Inc. during the month of August, 2021. Any monumentation noted in this parcel description is within acceptable tolerance (as defined in Arizona Boundary Survey Minimum Standards dated 02/14/2002) of said positions based on said survey.

Y:\WP\Parcel Descriptions\2020\205133.05 Axon Campus PCD PCP AMU-R L02 11-05-24.docx



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S15°01'34"W	65.51'
L2	S90°00'00"W	89.94'
L3	S00°00'00"E	410.14'
L4	N89°58'08"W	1378.59'
L5	N00°00'13"E	300.02'
L6	N05°02'17"W	467.38'
L7	N00°00'13"E	500.21'
L8	S89°32'24"E	69.49'
L9	S89°32'24"E	430.79'
L10	S06°51'37"E	29.89'
L11	S00°00'00"E	37.16'
L12	N89°58'08"W	559.32'
L13	N00°00'13"E	134.90'

CURVE TABLE			
CURVE	DELTA	RADIUS	ARC
C1	4°28'43"	5539.58'	433.00'
C2	3°50'00"	1800.00'	120.43'
C3	1°12'30"	1800.00'	37.96'
C4	5°02'30"	1800.00'	158.39'
C5	47°29'16"	400.00'	331.53'
C6	2°21'50"	5575.00'	230.01'



WOOD PATEL

REGISTERED LAND SURVEYOR
CERTIFICATE NO.
48932
GABRIEL S. RIOS
Date Signed 11-05-24
ARIZONA, U.S.A.
EXPIRES 12-31-2026

EXHIBIT "A"
AXON CAMPUS
PCD PCP AMU-R
11/05/2024
WP# 205133.05
PAGE 3 OF 3
NOT TO SCALE
Z:\2020\205133\Survey\Legal\5133-L03.dwg

16407772

Exhibit B – Amended Permitted Zoning Districts, Land Use Budget and Transitional Areas

Current Crossroads East Permitted Zoning Districts approved by the First Amendment to the Third Amended and Restated Development Agreement No. 2002-141-COS-A4.

Category	Zoning	Permitted Zoning Districts										
		I	II	III	IV	V	VI	VII	VIII	IX	X	XI
Employment	I-1		•	•	•	•	•	•	•	•	•	•
Employment	C-O	•	•	•	•	•	•	•	•	•	•	•
Mixed Use	PRC & PCP		•	•		•	•	•		•		
Commercial	C-2/C-3		•	•	•	•	•	•	•	•	•	•
Residential	R-5	•	•	•	•	•	•	•	•			

Amended Crossroads East Permitted Zoning Districts approved by this Second Amendment to the Third Amended and Restated Development Agreement No. 2002-141-COS-A5.

Category	Zoning	Permitted Zoning Districts										
		I	II	III	IV	V	VI	VII	VIII	IX	X	XI
Employment	I-1		•	•	•	•	•	•	•	•	•	•
Employment	C-O	•	•	•	•	•	•	•	•	•	•	•
Mixed Use	PRC & PCP		•	•		•	•	•		•	•	•
Commercial	C-2/C-3		•	•	•	•	•	•	•	•	•	•
Residential	R-5	•	•	•	•	•	•	•	•			

Current Crossroads East Land Use Budget approved by the First Amendment to the Third Amended and Restated Development Agreement No. 2002-141-COS-A4.

Category	Zoning	Gross Acreage by Zoning	Maximum Dwelling Unit per Gross Acre (DU/AC)	Maximum Allowable Dwelling Units
Employment	I-1	210	NP	NP
Employment	C-O	81	NP	NP
Mixed Use	PRC & PCP	407	See Schedule C	4,163
Commercial	C-2/C-3	170	NP	NP
Residential	R-5	132	23	2,806
Total		1,000		6,969

Amended Crossroads East Land Use Budget approved by this Second Amendment to the Third Amended and Restated Development Agreement No. 2002-141-COS-A5.

Category	Zoning	Maximum Gross Acreage by Zoning	Maximum Dwelling Unit per Gross Acre (DU/AC)	Maximum Allowable Dwelling Units
Employment	I-1	~~210~~ 166	NP	NP
Employment	C-O	81	NP	NP
Mixed Use	PRC & PCP	~~407~~ 451	See Schedule C	~~4,163~~ 6,128
Commercial	C-2/C-3	170	NP	NP
Residential	R-5	132	23	2,806
Total		1,000		~~6,969~~ 8,944

** NP indicates not permitted

Current Crossroads East Development Plan Section 3.1.E approved by the First Amendment to the Third Amended and Restated Development Agreement No. 2002-141-COS-A4.

E. TRANSITIONAL AREAS. Per the Development Plan, all non-residential uses within Grayhawk Transition Area 1, Grayhawk Transition Area 2, Hayden Core Transition Area and Princess Transition Area within three hundred (300) feet of the application boundary shall have a maximum height of thirty (30) feet. The Hayden Core Transition Area shall only allow uses consistent with the comparable Industrial Park (I-1) district.

Amended Crossroads East Development Plan Section 3.1.E approved by this Second Amendment to the Third Amended and Restated Development Agreement No. 2002-141-COS-A5.

E. TRANSITIONAL AREAS. Per the Development Plan, all non-residential uses within Grayhawk Transition Area 1, Grayhawk Transition Area 2, Hayden Core Transition Area and Princess Transition Area within three hundred (300) feet of the application boundary shall have a maximum height of (30) feet.

RESOLUTION NO. 13274

A RESOLUTION OF THE CITY OF SCOTTSDALE, ARIZONA, AUTHORIZING THE MAYOR TO EXECUTE THE FIRST AMENDED AND RESTATED PUBLIC INFRASTRUCTURE REIMBURSEMENT DEVELOPMENT AGREEMENT NO. 2020-138-COS-A1 FOR PROPERTY LOCATED AT 8300 E. AXON WAY.

WHEREAS, A.R.S. § 9-500.05 authorizes the City to enter into development agreements with persons having an interest in real property located in the City; and

WHEREAS, it is in the best interest of the City and Axon to enter into the First Amended and Restated Public Infrastructure Reimbursement Development Agreement No. 2020-138-COS-A1 for construction of a Mixed Use Development on property located at 8300 E. Axon Way.

WHEREAS, the First Amended and Restated Public Infrastructure Reimbursement Development Agreement No. 2020-138-COS-A1 is consistent with the portions of the City's general plan applicable to the property on the date this Amendment is executed.

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

Section 1. That Mayor David D. Ortega is authorized and directed to execute the First Amended and Restated Public Infrastructure Reimbursement Development Agreement No. 2020-138-COS-A1 after it has been executed by all other parties.

Section 2. The City Council hereby authorizes the City Manager or his designee to execute any other documents and take such other actions as are necessary to carry out the intent of this resolution.

Section 3. That the City Clerk is hereby directed to record the First Amended and Restated Public Infrastructure Reimbursement Development Agreement No. 2020-138-COS-A1 with the Maricopa County Recorder after its execution by all parties, and within ten (10) days following the effective date.

PASSED AND ADOPTED by the Council of the City of Scottsdale, Arizona, this _____ day of _____, 2024.

ATTEST:

By:_____
Ben Lane, City Clerk

CITY OF SCOTTSDALE, an Arizona municipal corporation

By:_____
David D. Ortega, Mayor

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY

_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

WHEN RECORDED, MAIL TO:
CITY OF SCOTTSDALE
(Teri Killgore Economic Development Director)
7447 E. Indian School Road
Scottsdale, AZ 85251

Contract No. 2020-138-COS-A1
Resolution No. 13274
Axon

FIRST AMENDED AND RESTATED PUBLIC INFRASTRUCTURE REIMBURSEMENT DEVELOPMENT AGREEMENT

THIS FIRST AMENDED AND RESTATED PUBLIC INFRASTRUCTURE REIMBURSEMENT DEVELOPMENT AGREEMENT (this "Amendment") is entered into between Axon Enterprise, Inc., a Delaware corporation ("Axon") and the City of Scottsdale, Arizona, a municipal corporation ("City"), each individually referred to as Party and collectively referred to as the Parties.

RECITALS

This Amended and Restated Agreement is predicated upon the following:

A. Arizona Revised Statutes ("A.R.S.") § 9-500.05, authorizes City to enter into a development agreement with a landowner or any other person having an interest in real property located in City. A.R.S. §9-500.11 authorizes City to appropriate and spend public monies for and in connection with economic development activities.

B. Axon is an inventor, designer, programmer and manufacturer of industry leading cutting-edge technology and public safety tools and equipment. As of January 2020, Axon employs approximately 850 persons in City and has been working to create a new unified campus to expand its facilities and City's employment base and to add at least 650 Jobs.

C. Axon purchased from the Arizona State Land Department ("ASLD") on September 10, 2020, the real property that is legally described and depicted in the attached **Exhibit "A"** (the "Property"). The Property, which consisted of approximately 3,204,801 square feet at the time of the auction, is part of that larger master planned area depicted in the attached **Exhibit "B"** ("Crossroads East Property"). As of the Effective Date, the Crossroads East Property is subject to that certain Third Amended and Restated Development Agreement between the State of Arizona and City, Agreement No. 2002-141-COS-A3, dated June 12, 2018, and recorded June 15, 2018 at

Document No. 2018-0456551 of the public records of Maricopa County, Arizona (as so amended, the "Crossroads East Agreement"). The Crossroads East Property is also subject to Planned Community Zoning and a Development Plan with an accompanying land use budget as set forth in Ordinance Nos. 4346 and 4379 and Resolution 11145 (the "Crossroads East Regulatory Approvals").

D. Axon desires to construct a modern technology campus on the Property including a new office headquarters and state-of-the-art manufacturing facility as well as commercial uses such as a hotel and supportive multi-family housing and other commercial uses ("Axon World Headquarters Campus").

E. Axon desires to construct its Axon World Headquarters Campus in one or more phases and will commence construction on its headquarters and manufacturing facility prior to commencement of construction of the supportive hotel, commercial, and multi-family portions.

F. The City finds that the benefits to the City of the proposed project outlined in this agreement are anticipated to be of great economic benefit to the City during the term of this Amendment, and in the absence of the reimbursements for public infrastructure to be built by Axon, that Axon would not expand in the City of Scottsdale and may move its existing facility outside the City. Proposed improvements for the Property are anticipated to provide amenities and public benefits to the City, including retaining existing jobs, creating new jobs, economic development in Scottsdale, tax revenues, water, sewer and drainage enhancements, roadway, and other infrastructure, tax, and economic development benefits to the City. Development of the Property pursuant to this Agreement, therefore, is determined to be in the best interest of the City and the health, safety and welfare of the City's residents.

G. The City and Axon previously entered into the original Public Infrastructure Reimbursement Development Agreement, City of Scottsdale Contract No. 2020-138-COS, recorded with the Maricopa County Recorder as No. 20200918117 (the "Original Agreement"). The Parties intend that when this Amendment becomes effective it will supersede the "Original Agreement".

H. The City previously confirmed Axon's comparable zoning designation within the Planned Community as assigned by ASLD from the land use budget of the Crossroads East Regulatory Approvals and the City approved Axon's Development Review application for the initial phase consisting of the new Axon headquarters consisting of the office/manufacturing facility (Cases 13-ZN-2020 & 28-DR-2020, collectively "Phase I"). In order to achieve Axon's goal of providing supportive multi-family housing and other commercial uses to the Axon World Headquarters Campus ("Phase II"), a revised land use budget and updated comparable zoning designation within the Planned Community will need to be applied to the land area comprising Phase II of the Property. To achieve that end, an amendment to the Crossroads East Regulatory Approvals will be necessary and such rezoning will be subject to the requirements of Arizona Revised Statutes, 9-462 *et seq.* and of the Zoning Ordinance of the City of Scottsdale (the "Amended Crossroads East Regulatory Approvals"). Phase I and Phase II are defined terms for

purposes of this Agreement and any terminology regarding phases that may be used in the Development Plan or any related plan submittals will not materially alter how those terms are defined or used in this Amendment.

I. City desires that Phase I of the Axon World Headquarters Campus be completed first, and therefore construction of Phase I and Phase II shall be phased as set forth in this Amendment.

J. Axon's willingness to continue expanding its operations within the City is dependent upon its ability to construct a uniquely designed campus that includes design, branding, logo and sign components. Axon's proposed preliminary design concepts have been incorporated into this Amendment as exhibits for guidance in future zoning and/or design processes.

K. The Parties desire to amend and restate the Original Agreement in this Amendment as set forth herein.

AGREEMENTS

NOW, THEREFORE, and in consideration of the above premises, the promises set forth in this Amendment, and other good and valuable consideration, the receipt and sufficiency of which the Parties acknowledge, the Parties agree as follows:

1. Recitals. The recitals set forth above are acknowledged by the Parties to be true and correct and are incorporated herein by reference.

2. Exhibits. The following documents are referred to in this Amendment and are attached to and made a part of this Amendment by reference:

Exhibit Designation	Description
A.	Legal Description of the Property
B.	Crossroads East Property Depiction
C.	Applicable Rules
D.	Reimbursement Eligibility Requirements
E.	Recorded Plat
F.	Approved On-site Plans for World Headquarters Campus Phase I; 13-ZN-2020 / 28-DR-2020
G.	Conceptual Phase II Site Plan

H. Conceptual Phase II Phasing Plan

I. Phase II Water/Sewer Transmission Lines

J. Multi-Use Path License

K. Draft Oversize Utility Agreement

3. Definitions.

3.1. Amendment means this First Amended Public Infrastructure Reimbursement Development Agreement between Axon and City.

3.2. Applicable Rules is defined in **Exhibit "C"**.

3.3. ASLD is defined in Recital C.

3.4. Auction Notice means the notice published by ASLD pertaining to the sale of the Property at public auction as the same may be continued, amended or supplemented.

3.5. Axon means Axon Enterprise, Inc. and any person or entity to which the rights of Axon have been transferred or assigned in whole or in applicable part.

3.6. Axon World Headquarters Campus means the property purchased by Axon from ASLD less the Civic Use Site and Axon Way dedications.

3.7. Axon's Public Improvements means all public improvements serving the Property that are constructed or funded by Axon during the term of this Amendment as approved for reimbursement by the City in accordance with the procedure and criteria set forth in **Exhibit "D"**. These improvements may include, but are not limited to:

3.7.1. Mayo Boulevard from Hayden Road to Perimeter Drive, which includes but is not limited to: Mayo Boulevard adjacent to the Property and the associated public sidewalks, landscaping tracts, streetscape, lighting.

3.7.1.1. Improvements to Mayo Boulevard/Union Hills Drive include Axon's right to rename the street to Axon Way or similar street designation.

3.7.2. Hayden Road Widening from Mayo Boulevard to the Loop 101 Freeway.

3.7.3. Storm Drainage, storm drainage retention areas within public streets and rights-of-way in connection with the development serving of any portion of Phase I of the Property.

3.8. City is the City of Scottsdale, Arizona, a municipal corporation.

3.9. Civic Use Site is a portion of the Property which Axon dedicated to City and identified by Maricopa County Assessor Parcel Number 215-07-409, and for which City will reimburse Axon for the price paid per square foot by Axon to ASLD ($15.32 per square foot), to accommodate civic uses which may include facilities for law enforcement, first responders or related public entities, and/or a water treatment/distribution facility as detailed in Section 8.

3.10. Commercial Space means building space which is zoned, designed or intended to be occupied and/or used for hotels, retail, restaurant, office, medical, auto-dealerships, and any other commercial use typically found in a mixed-use development.

3.11. Completion of Construction for a vertical building means issuance of a Certificate of Occupancy. For public infrastructure Completion of Construction means acceptance by the City for public use.

3.12. Confirmation Date means the date on which final permits for Axon's Public Improvements are ready to be issued.

3.13. Costs of Axon's Public Improvements includes, but is not limited to, all hard costs, including costs of labor and materials and contractor's fees paid or incurred to construct Axon's Public Improvements that are procured in accordance with Arizona Revised Statutes, Title 34. The cost of acquiring the land dedicated for such Public Improvements and financing costs will not be included in the Costs of Axon's Public Improvements.

3.14. Crossroads East Agreement is defined in Recital C.

3.15. Crossroads East Property is defined in Recital C.

3.16. Effective Date means the date upon which this Amendment has been approved by the City Council and all applicable appeal and referendum periods have expired, or, in the event any appeal or referendum is taken, such appeal or referendum has been resolved in a manner sustaining the validity and enforceability of this Amendment.

3.17. Expedited Approvals means the fastest available process by which entitlements, permits and other similar approvals can be obtained by the City as further clarified in Exhibit C.

3.18. Jobs means any type of employment position with Axon at the Property, including full-time, part-time and contract employees. A contract employee shall exclude any person who does not directly contribute to the products produced by Axon.

3.19. Manufacturing Space means building space which is zoned, designed and intended to be occupied and/or used for light manufacturing and research and development uses and may include warehouse and or distribution space for manufactured products.

3.20. Milestone means Completion of Construction of 250,000 square feet of

Commercial and/or Manufacturing Space and Payroll of $130,000,000.00 over any continuous twelve (12) month period of time. Payroll reporting requirements shall be consistent with Section 16.11.

3.21. Milestone Date is five (5) years from the Confirmation Date.

3.22. Payback Assessments means all amounts required to be paid under the Crossroads East Agreement to reimburse the City for infrastructure existing as of the date of the Crossroads East Agreement, including principal and interest. This amount is $2,183.535.98 as set forth in the ASLD Public Auction Sale No. 53-121237 and was paid by Axon on or around September 23, 2020.

3.23. Payroll means Federal W-2 gross income as defined by the United States Internal Revenue Service for all Axon employees and amounts paid by Axon for contractors employed at the Axon Scottsdale headquarters over a continuous twelve (12) month period of time. Calculation of Payroll shall subject to Jobs as defined in Section 3.18.

3.24. Property is defined in Recital C.

3.25. Reimbursement(s) is defined in Paragraph 11.1 and includes Axon's Public Improvements costs, Payback Assessments and the cost of the land for the Civic Use Site detailed in Paragraph 8.

3.26. Reimbursement Eligibility Requirements means those requirements set forth in Exhibit D.

3.27. Square Feet means gross square feet.

4. Agreement by All Parties with Interest in Property; Recordation. This signed Amendment shall be recorded in the Office of the Maricopa County Recorder within ten (10) days following the Effective Date.

5. Assignment. The rights of Axon under this Amendment, and the rights of any successor to which Axon might assign any of its rights hereunder, may be transferred or assigned, in whole or in part, by written instrument, to any current or future owner or lessee of all or any portion of the Property and may also be collaterally assigned to any lender providing financing secured by any portion of the Property. Upon the occurrence of any such assignment and notification of City thereof, the assignee shall be deemed to have assumed, and shall be liable for the payment and performance of, all obligations hereunder arising or accruing under the Agreement or Amendment – as amended – after the date of such assignment with respect to the applicable portion of the Property; provided, however, that no lender receiving a collateral assignment of any such rights shall be deemed to have assumed any such obligations or be liable

for any breach thereof unless and until such lender receives full title to the applicable portion of the Property as a result of foreclosure or deed in lieu thereof.

6. Binding Effect of Agreement. The burdens of this Amendment bind, and the benefits of the Agreement and this Amendment inure to, the Parties hereto and their successors in interest and assigns pursuant to A.R.S. § 9-500.05(D), as to those portions of the Property in which a successor or assign has a fee title or leasehold interest.

7. Subordinate Development Agreements. City and Axon hereby acknowledge that the development of the Property may be accomplished by Axon through a series of sales, leases, joint ventures and/or other agreements and arrangements with other experienced developers, investors and owners of real property. In connection therewith, it is anticipated and contemplated by the Parties that such developers, investors or owners may desire to negotiate and enter into separate and subordinate development agreements with City and/or Axon with respect to infrastructure improvements, uses, plan approvals and other similar matters which may be the subject of separate agreements between such developers, investors, owners, and City and/or Axon all in their sole and absolute discretion. The Parties hereby agree that any and all development agreements entered into with any such developer, investor, or owner of any parcels of the Property shall be subordinate in all respects to the terms and conditions of this Amendment and, in the event of any conflict or discrepancy between the provisions of any such development agreement and the terms and conditions of this Amendment, the Amendment shall govern and control.

8. Civic Use Site. Axon dedicated the Civic Use Site to City via the plat included as **Exhibit "E"**, recorded with the Maricopa County Recorder Book 1688, Page 30, on August 9, 2022, consistent with the requirements of this Section in the Original Agreement. The City will construct any facilities it may require on the Site. City shall reimburse Axon for its dedication (at a price per square foot equal to that paid by Axon at the ASLD Auction – which is $15.32 per square foot) within thirty (30) days of both (a) the dedication and (b) meeting the Milestone defined in paragraph 3.19. The Civic Use Site dedicated to City by Axon consists of 200,816 square feet for a reimbursement amount of $3,076,501.12.

9. Prior Entitlements and Zoning. The Property is within the Crossroads East Planned Community (subject to Zoning Case 19-ZN-2002#6 and the Crossroads East Regulatory Approvals) and associated Crossroads East Agreement, as amended. The Crossroads East Agreement and Crossroads East Regulatory Approvals include a Land Use Budget with allocations for various zoning categories, the acreage permitted for each zoning category, and which Planning Unit those zoning categories are permitted in. The Property is located within Planning Units X and XI, and ASLD has previously assigned the Property with approximately 74 acres of comparable I-1 Industrial zoning from the Land Use Budget. Axon's prior approval included an amendment to the comparable I-1 district standards to allow a building height of eighty-two feet (82') to the top of parapet exclusive of rooftop appurtenances, consistent with the approved plans in **Exhibit "F"**.

9.1. Axon is proposing to have a portion of the Property – approximately 44 acres – redesignated within the Planned Community as comparable to Planned Airpark Core

Development – Airpark Mixed Use Residential (PCP AMU-R) to accommodate Phase II of the Axon World Headquarters Campus. As proposed, this Phase II will require an amendment to the Land Use Budget and Permitted Comparable Zoning Districts within the Crossroads East Regulatory Approvals by separate instrument between ASLD and City. In addition, a Minor Amendment to the Scottsdale General Plan and Airpark Character Area Plan is necessary to provide for the comparable PCP zoning within certain portions of Planning Units X and X1. A map depicting the Phase II portion of the Property and conceptual site plan is attached hereto as **Exhibit "G"**. With the cooperation of City, Axon will obtain all necessary authorization from ASLD for the Amended Crossroads East Regulatory Approvals and Amended Crossroads East Agreement.

9.2. Private Property Rights Protection Act Waiver. Axon agrees to a waiver of any and all rights under the Private Property Rights Protection Act, A.R.S. Section 12-1131 *et seq.*, commonly known as Proposition 207, acknowledging that neither Axon nor any successor or assign of the Property shall have any claim with respect to the diminution of value to the Property by agreeing to this Amendment.

10. Development Plan & Phasing Restrictions. Axon understands and agrees that no building permits will be issued to begin any construction associated with Phase II, except for any off-site improvements and on-site utilities and infrastructure, nor shall it commence any actual physical construction in connection with Phase II except as provided in Section 10.6, until and unless both of the following have occurred: (i) Axon has obtained from the City any necessary regulatory approvals, including any required permits, to begin construction of the Axon headquarters building and manufacturing facility, which shall not be unreasonably delayed by the City, and (ii) Axon has completed installation of the permitted off-site improvements, and (iii) Axon has completed actual physical construction of the foundations, stairwells, first floor pillars, and elevator shafts of the headquarters and manufacturing building. The development of the Property is expected to occur in multiple phases. Except as otherwise set forth in this Amendment, Axon may coordinate phases of development in Phase II in response to economic, real estate and capital market conditions at such times and in such manner as may be determined by Axon in its sole discretion.

10.1. Construction of Improvements. Nothing in this Amendment or prior Agreement shall be taken as an undertaking or agreement by Axon or any other person to develop or construct improvements on the Property. Nothing in this Amendment shall be taken as a promise by City to rezone the Property or amend the zoning and development standards existing on the Property.

10.2. Development Review Submittals. Axon previously received Development Review Board approval of Phase I plans in case 28-DR-2020 depicted in **Exhibit "F".** To achieve its unique design and move forward with the proposed Phase II of the Axon World Headquarters Campus, Axon may submit future Development Review Application(s) during construction of Phase I for the Phase II improvements for review by the Development Review Board in accordance with established procedure, but no permits will be issued for Phase II development until the requirements in Section 10 have been met except that permits for off-site improvements and on-site utilities and infrastructure may be issued for Phase II during construction of Phase I.

10.3. Timing. Time is of the essence with regard to the processing of zoning applications and related approvals including permits and inspections. Axon will complete and submit any required zoning applications and development review applications in an expeditious fashion, including all fees that may be required, including those for expedited review. Any proposed color schemes will be included in the development review application. The City shall process and review all submittals by Axon expeditiously and consistent with the Applicable Rules set forth in **Exhibit "C".**

10.4. Signage. A proposed sign package may be submitted, reviewed and approved in accordance with the City sign code. Signs proposed may reflect designs consistent with Axon's brand.

10.4.1. Conceptual Sign Allowances Incorporated in Building Design. Subject to review and approval by the City the following types of signage are permitted consistent with the unique design and configuration of the proposed campus and provided City sign code requirements regarding sign size and placement are met:

10.4.1.1. Business Branding. Axon may submit plans providing for illuminated signage indicating the business name "Axon Enterprise" to be located potentially on the east elevation facing the Loop 101 freeway with approximate dimensions of four (4) feet by forty-two (42) feet as depicted on **Exhibit "F".**

10.4.1.2. Sky-Oriented Logo/Signage. Axon may submit plans providing for an illuminated forty (40) foot in width flat Axon logo which may be reflected by an atrium glass or roof-mounted but oriented vertically as depicted on **Exhibit "F".**

10.4.1.3. While City understands Axon's desire for color and lighting reflecting the unique Axon brand, this Amendment is not a commitment by City to approve signage plans submitted that are not in accordance with the City sign code.

10.5. Phase I - Office/Manufacturing Building Design.

10.5.1. Illumination. Axon may submit plans providing for colors and lighting on the building to include an illuminated Wave Motion feature at nose of building that may feature projection or mapping of images for changing lights and swirling motion as depicted on **Exhibit "F"** as part of its Development Review Board submittal.

10.5.2. Signature Color Banding. Axon may submit plans providing for various "Axon Yellow" linear accents along building façades to accentuate building articulation and shape as depicted on **Exhibit "F"** as part of its Development Review Board submittal.

10.5.3. Entryway Feature. Axon may submit plans providing for an illuminated entryway feature not to exceed six (6) feet in height on front entry door as depicted on **Exhibit "F"**.

10.6. Infrastructure Phasing. All public infrastructure improvements including roadways – with associated curb, gutter, sidewalk and bicycle lanes, water and wastewater facilities – shall be constructed with the Phase I development; provided, however, Axon is only required to construct such water and wastewater facilities as are necessary for Phase I as part of Phase I of the development. Axon, in consultation with the City, may elect to install all or a portion of the public infrastructure and water and wastewater facilities for Phase II concurrently with Phase I. Construction of the public infrastructure improvements shall also be subject to the requirements of Scottsdale Revised Code Chapter 48 as set forth in Ordinance No. 4556. No building permits for Phase II private improvements except for any off-site improvements and on-site utilities and infrastructure shall be issued until construction has commenced on the required infrastructure for Phase I of the Axon World Headquarters Campus and construction has commenced on the headquarters building. For purposes of this section, commencement of construction shall mean Axon has commenced actual physical construction of significant portions of the Project such as there is completion of any and all underground utility installations required to serve the Property followed by significant portions of the foundations, stairwells, first floor pilings, and elevator shafts. Construction for Phase II shall be consistent with the conceptual phasing plan as set forth in **Exhibit "H"** except as may be modified by the mutual agreement of Axon and City's Contract Administrator and City Manager, which shall not be unreasonably denied by City.

10.6.1. Water and Wastewater Infrastructure. A description of the Phase I and anticipated Phase II water and wastewater infrastructure is set forth in **Exhibit "I"**. The Phase I wastewater and water improvements as set forth in Exhibit I shall be completed and accepted by the City prior to any Certificates of Occupancy for Phase I improvements. As part of the stipulations pertinent to Phase II, the City anticipates requiring Axon to provide new water and wastewater infrastructure, which may include a lift station, upgraded water transmission lines and gravity sewer lines, designed to meet the anticipated capacity demands of Axon and nearby parcels that are either undeveloped or anticipated to redevelop. In such case, Axon shall be entitled to reimbursement for the portion of the public improvements beyond what is required to support Axon's World Headquarters Campus development under an infrastructure development agreement and/or an oversizing agreement in accordance with Section 49-84 of the Scottsdale Revised Code and/or Section 49-220 of the Scottsdale Revised Code. Axon agrees to commence construction of the Phase II infrastructure improvements – including water, wastewater, drainage, and other utility installation – prior to commencement of any construction for Phase II private improvements for buildings and such improvements shall be completed and accepted by the City prior to any Certificates of Occupancy for any Phase II buildings.

10.6.2. Upon construction of Phase II and prior to issuance of a Certificate of Occupancy for the first building of Phase II, Axon (or any successor or assign with respect to the Phases) shall acknowledge, by recording a Multi-Use Path License Agreement in the form of **Exhibit "J"** (the "Multi-Use Path License Agreement"), to establish the license for the public use of the multi-use path to be constructed around the Property. The area to be subject to such Multi-Use Path License Agreement is conceptually depicted as **Exhibit "J-1"** (the "Multi-Use Path License Area").

10.7. Water Rights. Axon shall purchase long term storage credits from the Gila River Water Storage, LLC in the amount of 3,000 acre-feet to be transferred to the City. Axon shall execute and deliver to the Arizona Department of Water Resources an "Assignment of Long-Term Storage Credits Form" transferring the credits to the City within (30) days following the Effective Date.

11. Payment of Payback Assessment Amount. City acknowledges that Axon has paid the Payback Assessments pursuant to the Auction Notice. The Payback Assessment of $2,183,535.98 was paid by Axon to the City on or around September 23, 2020.

11.1. Reimbursements; Reimbursement Cap. The total amount of money available for Reimbursement is limited to the sum of: 1) the cost of Mayo Boulevard and Hayden Road widening which is capped at Seven Million, Two Hundred Twenty-Five Thousand, One Hundred Seventy-Nine Dollars and Ninety-Four Cents ($7,225,179.94); 2) the amount of the Payback Assessments ($2,183,535.98); and 3) the price per square foot paid by Axon at the ASLD Auction for the Civic Use Site as detailed in Paragraph 8, together the "Reimbursements".

In the event that Axon fails to achieve the Milestone on or before the Milestone Date, the Reimbursements will be reduced as specified in Paragraph 11.3, except that in no circumstance shall the City's required Reimbursement for the Civic Use Site dedication be reduced subject to the requirements in Paragraph 11.3.

11.2. Milestone Achievement. If Axon achieves the Milestone by the Milestone Date, Axon shall be entitled to receive a Reimbursement payment of one hundred percent (100%) of the Reimbursement for Mayo Boulevard and Hayden Road widening for a total of Seven Million, Two Hundred Twenty-Five Thousand, One Hundred Seventy-Nine Dollars and Ninety-Four Cents ($7,225,179.94), plus the Payback Assessments, plus the price per square foot paid by Axon at the ASLD Auction for the Civic Use Site as detailed in Paragraph 8.

11.3. Reduction of Reimbursements for Failure to Achieve Milestones. If Axon fails to achieve the Milestone by the Milestone Date – unless such lack of performance is a result of a Force Majeure Event or other permissible delay – but achieves the Milestone within 36 months of the Milestone Date, Axon's Reimbursement for Public Improvements shall be Fifty Percent (50%) of the Reimbursements defined in paragraph 11.1 except that the Civic Use Site dedication reimbursement is not subject to reduction. If Axon does not achieve the Milestone within 36 months of the Milestone Date, no Reimbursement shall be made except as otherwise provided

herein.

11.3.1. Civic Use Site Reimbursement Amount. While not subject to reductions, the Civic Use Site Reimbursement shall not be paid until Axon achieves the Milestone. Axon shall have the Term of this Amendment to claim the Civic Use Site Reimbursement upon achievement of the Milestone even if all other Reimbursements have been reduced to zero. If Axon does not achieve the Milestone prior to the expiration of the Term of this Amendment, Axon shall not be entitled to the Civic Use Site Reimbursement amount and any rights to obtain the Civic Use Site Reimbursement shall be forfeited.

11.4. Requirements for Reimbursement. Axon will construct and bear the initial cost of all Axon's Public Improvements. Upon achievement of the Milestone in accordance with the Applicable Rules and the Reimbursement Eligibility Requirements, the City will accept Axon's Public Improvements. Upon acceptance of Axon's Public Improvements by the City, and achievement of the Milestone, the Reimbursement shall be paid by City to Axon pursuant to Paragraph 11.1. Reimbursement shall be paid by City within thirty (30) days of achievement of the Milestone.

12. Guiding Principles. Because of the size and physical characteristics of the Property, the Parties recognize that planning and development activities for the Property could extend over several years. The Parties agree that they will act in good faith and with reasonableness in implementing, operating under, and exercising the rights, powers, privileges and benefits conferred or reserved by this Amendment or by law. The Parties agree to cooperate with one another and to take all actions reasonably necessary to implement this Amendment within a reasonable time after request by the other Party, including but not limited to the timely submission of completed documents, timely responses and timely granting of approvals and processing of applications relating to the implementation of this Amendment.

13. Amendments or Cancellation of the Agreement and Amendment. This Amendment may be amended or canceled, in whole or in part and with respect to all or any portion of the Property, only with the mutual written consent of City and Axon. Within ten (10) days after any such amendment or cancellation of this Amendment is fully executed by all Parties, the amendment or cancellation shall be recorded by City in the Official Records of Maricopa County, Arizona. Milestone dates and other dates stated in this Amendment may be extended only by mutual written formal consent of City and Axon given or withheld in their sole and absolute discretion. City Manager's authority to consent for City to any such extension is limited to three (3) ninety (90) day extensions in the City Manager's sole and absolute discretion.

14. Term. The term of this Amendment begins on the Effective Date and, if not sooner terminated or extended by the written agreement of the Parties and approved by the Scottsdale City Council, shall remain in full force and effect until automatically terminated fifteen (15) years after the Effective Date, unless extended by subsequent agreement prior to such termination. Notwithstanding the foregoing or any other provision of this Amendment to the contrary, each Party hereby expressly acknowledges and agrees that this Amendment is personal to Axon (subject to Axon's rights to assign certain benefits hereof as set forth in Paragraph 5 hereof).

14.1. Termination by Challenge. If Scottsdale Ordinance 4658 adopting the regulatory approvals is subject to an appeal or referendum that is certified to appear on a City election ballot, and, if Ordinance 4658 adopting the regulatory approvals is invalidated by such court order or referendum, then this Amendment shall be void and the Original Agreement shall remain in full force and effect.

15. Relationship of the Parties. This Amendment and the transactions and performances contemplated hereby shall not create any sort of partnership, joint venture or similar relationship between the Parties.

16. General Provisions.

16.1. Notices.

16.1.1. Manner of Serving. All notices, filings, consents, approvals and other communications provided for herein or given in connection herewith ("Notices") shall be validly given, filed, made, delivered or served if in writing and delivered personally, sent by registered or certified United States Postal Service Mail, return receipt requested, postage prepaid, or via overnight delivery service to:

If to the City:	City of Scottsdale 7447 E. Indian School Rd., Suite 301 Scottsdale, Arizona 85251 Attn: Economic Development Director
With a copy to:	City of Scottsdale 3939 Drinkwater Boulevard Scottsdale, Arizona 85251 Attn: City Attorney
If to AXON:	Axon Enterprise, Inc. c/o Isaiah Fields, Chief Legal Officer 17800 North 85th Street Scottsdale, Arizona 85255 isaiah@axon.com

With a copy to: Charles Huellmantel
Huellmantel & Affiliates
P.O. Box 1833
Tempe, Arizona 85280
charles@huellmantel.com

Or to such other addresses as either Party may from time to time designate in writing and deliver in a like manner. Any such change of address notice shall be given at least ten (10) days before the date on which the change is to become effective.

The Party providing notice pursuant to this Paragraph 16.1 shall also provide an electronic copy of such notice at the electronic mail addresses listed above or to that electronic mail address known at the time such notice is provided.

16.2. Mailing Effective. Notices given by mail shall be deemed delivered seventy-two (72) hours following deposit in the U.S. Postal Service, in the manner set forth above.

16.3. Waiver. No delay in exercising any right or remedy shall constitute a waiver thereof and no waiver by the Parties of the breach of any provision of this Amendment shall be construed as a waiver of any preceding or succeeding breach of the same or any other provision of this Amendment.

16.4. Attorneys' Fees and Costs. If legal action by either Party is brought because of a breach of this Amendment or to enforce a provision of this Amendment, the prevailing Party is entitled to reasonable attorneys' fees and court costs.

16.5. Counterparts. This Amendment may be executed in counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same instrument.

16.6. Headings. The description headings of the paragraphs of this Amendment are inserted for convenience only and shall not control or affect the meaning or construction of any of the provisions of this Agreement.

16.7. Entire Agreement. This Amendment restates and amends the provisions of the Original Public Infrastructure Development Agreement number 2020-138-COS and is intended to supersede that agreement and constitutes the entire agreement between the Parties and shall not be changed or added to except in the manner provided in Paragraph 13. All prior and contemporaneous agreements, representations and understandings of the Parties, oral or written, other than specifically incorporated herein by reference, are superseded by this Amendment.

16.8. Severability. If any provision of this Amendment is declared void or unenforceable, the provisions shall be severed from this Amendment, which shall otherwise remain in full force and effect, provided that the overall intent of the Parties is not materially vitiated by such severability.

16.9. Governing Law. This Amendment is entered into in Arizona and shall be construed and interpreted under the laws of the State of Arizona. The Parties agree that venue for any action commenced in connection with this Amendment shall be proper only in a court of competent jurisdiction located in Maricopa County, Arizona, and the Parties hereby waive any right to object to such venue.

16.10. Default, Remedies. Failure or unreasonable delay by either Party to perform or otherwise act in accordance with any term or provision of this Amendment for a reasonable time after written notice thereof from the other Party shall constitute a default under this Amendment. The notice shall specify the nature of the alleged default and the manner in which said default may be satisfactorily cured, if possible. In the event such default is not cured within a reasonable time, the non-defaulting Party shall be entitled to all remedies available at both law and in equity, including specific performance.

16.11. Payroll Reporting. The Milestone achievement for Payroll requiring a minimum of $130,000,000.00 on Jobs shall be documented by way of a Payroll Report provided to City's Economic Development Director or designee. The Payroll Report shall set forth the total Payroll for Jobs based at the Axon campus and shall be certified by an appropriate officer or controller of Axon.

16.12. Authority. Axon represents and warrants that it is a corporation duly formed and validly existing under the laws of the State of Delaware and is qualified to transact business as a foreign limited liability company in the State of Arizona and that the individual executing this Amendment on behalf of Axon is authorized and empowered to do so. City represents and warrants that the individual(s) executing this Amendment on behalf of City are authorized and empowered to do so.

16.13. Third Party Beneficiaries. There are no third-party beneficiaries to this Amendment.

16.14. Cancellation. This Amendment is subject to the cancellation provisions of A.R.S. §38-511.

16.15. No Liability of City Officials and Employees. No member, official, representative or employee of City shall be personally liable to any party, or to any successor in interest to any party, in the event of any default or breach by City or for any amount which may become due to any party or successor, or with respect to any obligation of City or otherwise under the terms of this Amendment or related to this Amendment.

16.16. Integration. This Amendment constitutes the entire agreement between the

Parties with respect to the subject matter hereof and supersedes any prior agreement, understanding, negotiation, draft agreements, discussion outlines, correspondence and memoranda or representation regarding the Property.

16.17. Construction. Whenever the context of this Amendment requires, the singular shall include the plural, and the masculine shall include the feminine. This Amendment was negotiated on the basis that it shall be construed according to its plain meaning and neither for nor against any party, regardless of their respective roles in preparing this Amendment. The terms of this Amendment were established in light of the plain meaning of this Amendment and this Amendment shall therefore be interpreted according to its plain meaning and without regard to rules of interpretation, if any, which might otherwise favor Axon or City.

16.18. Survival of Covenants, Warranties and Indemnifications. All covenants, representations, warranties and indemnifications contained in this Amendment shall survive the execution and delivery of this Amendment, the Closings, all conveyances contemplated by this Amendment, and the rescission, cancellation, expiration or termination of this Amendment for any reason.

16.19. No Additional Warranties. Each Party has been assisted by independent counsel of its own choosing and has been fully apprised of all risks associated with this Amendment and the transactions contemplated herein. City has made no representation, warranty, guaranty or inducement of any kind in connection with this Amendment. Without limitation, City has made no representation, warranty, guaranty or statement of inducement regarding the value of any property, right or interest; title to any property or interest therein; the tax consequences of any transaction or the availability; the unavailability (and the benefits or lack of benefits) of any alternative transaction structure; or the enforceability of any provision of this Amendment under current or future laws. The risk that any provision of this Amendment shall be determined to be illegal, invalid or unenforceable in any respect shall rest with the party who is the intended beneficiary of any such provision.

16.20. Force Majeure. Neither party will be responsible for delays or failures in performance resulting from Force Majeure events beyond their control, and all dates and time periods provided for in this Amendment shall be extended by the duration of any delays resulting therefrom subject to the limitations set forth below. Force Majeure events shall include two separate categories. Category One will include riots, acts of war, acts of terrorism, epidemics, pandemics, floods, earthquakes and quarantine restriction not arising out of the actions of the Party invoking force majeure as an excuse for delayed performance. Category Two Force Majeure events will include but not be limited to, fire, communication line failures, strikes, lockouts, freight embargos, material shortages power failures, challenges to City regulatory approvals, or similar events not arising out of the actions of the Party invoking force majeure as an excuse for delayed performance. Any event determined to be a Force Majeure event but not expressly included in Category One shall be designated as Category Two.

Any party claiming to be affected by a Force Majeure event shall promptly give notice and a

description to the other Party of the Force Majeure event claimed to excuse delay in that Party's performance and the anticipated duration of the delay. If the other Party does not object to the characterization as a Force Majeure event within ten (10) days thereafter, the time period for the performance of such Party shall be automatically extended during the period of delay and a reasonable time thereafter necessary to restart performance. Provided, however, in no circumstances shall a Category 1 Force Majeure Event excuse a failure in performance of a Party for a time period in excess of 365 days (including restart time) and in no event shall a Category 2 Force Majeure Event excuse a failure in performance of a Party for a time period in excess of 180 days (including restart time).

If the Parties do not agree regarding whether a Force Majeure Event has occurred or not, or whether such an event should be categorized as a Category One or Category Two event, the Parties agree to submit the question to a mutually agreeable arbitrator whose decision shall be final and binding. The arbitrator's power under this provision shall be limited to determining whether or not a Force Majeure event has occurred, the characterization of the event and the appropriate length of time for delayed performance. The arbitrator shall not have the authority to extend the time for performance of a Party beyond the respective 180 day and 365-day limitations set forth above.

The above notwithstanding, the provisions of this Section shall not apply to excuse performance of any provision of this Amendment if the time for such performance has already been extended by the Parties.

16.21. Successors and Assigns. The provisions of this Amendment shall inure to the benefit of and be binding upon the Parties' successors and assigns.

16.22. Time of the Essence. Time is of the essence with respect to each obligation of each Party hereunder.

16.23. Moratoria. The Parties hereby acknowledge and understand that no moratorium on construction or land development may be adopted by City unless the standards of Arizona Revised Statutes Title 9, Section 463.06 have been met.

16.24. Contract Administrator. The Contract Administrator for this Amendment on behalf of City shall be the Economic Development Director or designee.

IN WITNESS WHEREOF, the Parties have executed this Amendment as of the Effective Date.

[SIGNATURES ON FOLLOWING PAGES]

AXON: **AXON ENTERPRISE, INC.,** a Delaware corporation

By: _____
Name: _____
Its: _____

STATE OF ARIZONA)
) ss
County of Maricopa)

SUBSCRIBED AND SWORN to before me this _____ day of _____, 2024 by _____, _____ of Axon Enterprise, Inc., a Delaware corporation.

_____
Notary Public

My Commission Expires:

CITY: **CITY OF SCOTTSDALE,** an Arizona municipal corporation

By: _____
David D. Ortega, Mayor

ATTEST:

_____
Ben Lane, City Clerk

STATE OF ARIZONA)
) ss
County of Maricopa)

SUBSCRIBED AND SWORN to before me this _____ day of _____, 2024 by David D. Ortega, Mayor of the City of Scottsdale, Arizona, a municipal corporation.

_____
Notary Public

My Commission Expires:

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY

_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

_____
Teri Pace Killgore, Economic Development Director

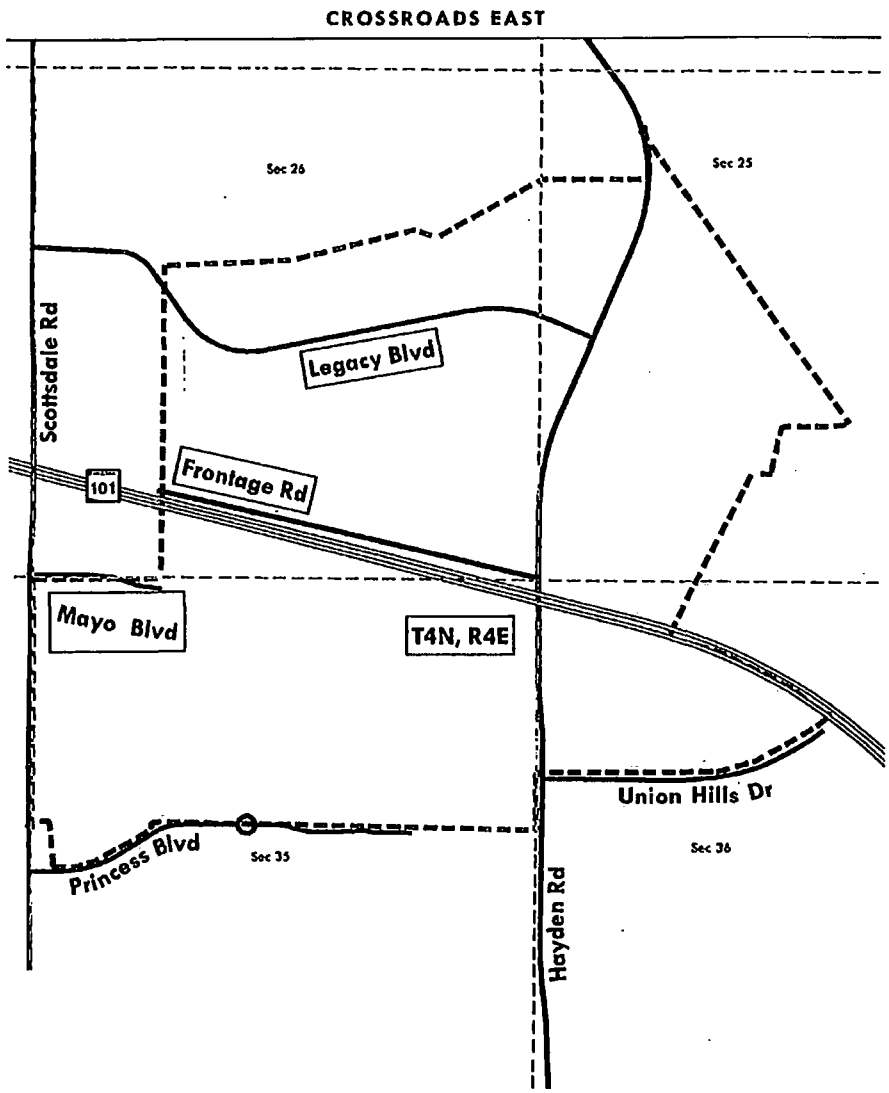
EXHIBIT A

Legal Description of the Property

TRACT 14A OF STATE PLAT 16B PER BOOK 394 PAGE 42, SECTION 36, CONTAINING 73.57 ACRES, MORE OR LESS.

EXHIBIT B

Crossroads East Property Depiction



16405280.4

Contract No. 2020-138-COS-A1

EXHIBIT C

Applicable Rules

1. The development of the Property shall be subject to all federal and state requirements, all ordinances, rules, regulations, permit requirements, insurance and other requirements and other official policies or requirements of the City in effect from time to time and applicable to the Property and such additional rules as are allowed by this paragraph (all of which are collectively referred to as the "Applicable Rules").

2. City agrees to expedite its regulatory processes with respect to all aspects of the development of the Property, including but not limited to annexation, zoning, use permits, variances, design review and building permits and inspection processes, to the same extent as is available to any other developer.

3. City will not require Axon to dedicate or increase the size of any public rights of way or easements for streets, utilities or similar purposes, or to increase the cost of any other Public Improvement of any kind, beyond the size and cost consistent with standard requirements for all developers under similar circumstances without arranging for reimbursement for such increased cost or paying the fair value of the additional land. A draft agreement for such reimbursement is included as **Exhibit K** to this Amendment for oversize utilities detailed in Section 10.6.1 of this Amendment.

4. City shall not apply to the Property any modifications of existing Applicable Rules, including suspension or termination of any beneficial procedures, or adopt any future Applicable Rules, that would in any case impair, prevent, diminish, delay or otherwise adversely impact the development or use of the Property, including without limitation decreasing the density or increasing the cost of development, with the following exceptions, which are included in the Applicable Rules: (1) new or amended rules or procedures of general applicability that are necessary to comply with state and federal laws and regulations in effect at that time; (2) changes to taxes, development fees, filing fees, review fees, inspection fees that are imposed on or charged by the City to all similarly situated persons and entities; and (3) future updates of, and amendments to, existing building, construction, plumbing, mechanical, electrical, drainage, and similar construction and safety-related codes, such as the Uniform Building Code, which updates and amendments are generally applicable to similar construction in Scottsdale and are not applied discriminatorily against Axon or any portion of the Property; and further provided that such future updates shall not apply to any improvements for which a permit already has been issued, unless retroactive application is mandated by the State of Arizona or by Federal law.

5. No moratorium or other rule imposing a limitation on the development, conditioning, rate, timing or sequencing of the development of Property within the City shall apply to or govern the development of the Property or any portion thereof during the term of this Amendment, whether affecting plats, building permits, occupancy permits or other entitlements to use issued or granted by the City or the provision of municipal services to the Property or any portion thereof, except in compliance with A.R.S. § 9-463.06 as in effect on the Effective Date.

6. City will not during the term of this Amendment initiate any changes or modifications to the zoning of any portion of the Property, except as set forth in this Amendment or at Axon's written request. Nothing in this Amendment shall be taken as a promise by City to rezone the Property or amend the zoning and development standards existing on the Property.

EXHIBIT D

Reimbursement Eligibility Requirements

1. All Public Improvements required or approved by the City in connection with the development of the Property shall constitute Axon's Public Improvements, including without limitation all Public Improvements required to be completed pursuant to the ASLD bid documents, applicable zoning or any rezoning or in order to obtain approvals of subdivisions, site plans, construction plans and specifications, building permits or other permits, EXCEPT THAT Axon's Public Improvements shall not include any driveway that exclusively serves a single building and provides no other public benefit. With regard to Mayo Boulevard, only the portion which provides a benefit to the public, as determined by a certified traffic engineering study, shall be reimbursable.

2. The plans and specifications for Axon's Public Improvements must be reviewed and approved by the City Engineer before bidding the construction work for the improvements.

3. All work on Axon's Public Improvements shall be publicly bid pursuant to the requirements of ARS Title 34 for public works projects. Such bids for Axon's Public Improvements shall be obtained in conformity with procedures prescribed by City and all bids for Axon's Public Improvements must be reviewed and approved by the City Engineer before commencement of construction.

4. Before commencing any construction on Axon's Public Improvements, Axon or its contractor shall provide to City with dual obligee payment and performance bonds in amounts equal to the full amount of the written construction contracts for such Axon's Public Improvements.

5. All construction work on Axon's Public Improvements must be completed in compliance with the Applicable Rules and in accordance with the plans approved by the City Engineer and must be completed in a workmanlike manner. City has no obligations to reimburse Axon for Axon's Public Improvements until such time as the work is accepted by the City; provided that the City's acceptance will not be unreasonably withheld, conditioned or delayed.

6. Axon shall submit to City an assignment of its contractor warranties for Axon's Public Improvements, which shall comply with City's ordinance requirements, and in addition, Axon shall warrant the Axon's Public Improvements as required by the Applicable Rules.

7. All required dedications of Axon's Public Improvements, free and clear of liens and

encumbrances not acceptable to the City, must be complete and in a form acceptable to the City.

8. Upon completion of any Axon's Public Improvements, Axon will provide to the City for review and approval a detailed statement of the Costs of the Axon's Public Improvements and a certification of the Cost of Axon's Public Improvements that sets forth a description of each construction contract, any change orders issued related to each construction contract, total Cost of Axon's Public Improvements, and a certification that the Cost of Axon's Public Improvements is accurate. Upon request of the City, Axon shall provide to City a copy of construction contracts and change orders described in the certification.

EXHIBIT E

RECORDED PLAT

is on file and can be viewed at the Office of the City Clerk,

City of Scottsdale, 3939 North Drinkwater Boulevard,

Scottsdale, Arizona

EXHIBIT F

APPROVED PLANS FOR WORLD HEADQUARTERS CAMPUS PHASE I
13-ZN-2020 / 28-DR-2020

is on file and can be viewed at the Office of the City Clerk,

City of Scottsdale, 3939 North Drinkwater Boulevard,

Scottsdale, Arizona

EXHIBIT G

CONCEPTUAL PHASE II SITE PLAN

is on file and can be viewed at the Office of the City Clerk,

City of Scottsdale, 3939 North Drinkwater Boulevard,

Scottsdale, Arizona

EXHIBIT H

CONCEPTUAL PHASE II PHASING PLAN

is on file and can be viewed at the Office of the City Clerk,

City of Scottsdale, 3939 North Drinkwater Boulevard,

Scottsdale, Arizona

EXHIBIT I

Water/Wastewater Infrastructure Improvements for Phase I & Phase II

The Phase I & II water and wastewater infrastructure improvements are anticipated to include the requirements set forth below to be executed by the Axon. Phase I covers improvements associated with the headquarters building as approved under cases 13-ZN-2020, 28-DR-2020, and the approved Basis of Design reports associated with 6 PP 2022. No other buildings are included in Phase I. Phase II covers the balance of improvements constructed by Axon as specified in case 13-ZN-2022#2 and associated plan reviews. The specific required elements of the water and infrastructure that shall be constructed for each phase shall be developed and submitted by Axon and approved by the City during the City's normal review and permitting process and with approval of the City Manager.

Sewer Infrastructure Requirements:

Phase I – Wastewater

- Sewer demand from Phase I shall not exceed 479 gallons per minute (gpm) peak hour flow into the existing gravity sewer system in Hayden Road. If the previous City approved wastewater flows associated with the Axon Headquarters building routed to Hayden Road public gravity sewer are exceeded, then Axon will:
    - Construct a sewer lift station on the Property and the associated new dual wastewater force mains under Loop 101 including manhole/vault connection point within a public easement, with the option to connect either:
        - Directly to the water campus influent, or
        - Expand the existing Crossroads Lift Station (#53) capacity including any necessary augmentation of the existing force mains capacity from the Crossroads Lift Station (#53) north to the water campus discharge point.

    - Note: Subject to permit review and approval by the City Planning and Water Division Engineering departments with the concurrence of the Water Resources Executive Director, Axon may elect to install the public and private wastewater infrastructure required as part of Phase II concurrently with the Phase I public improvement construction. For example: sewer lift station, power supply, sewer force mains, and pump stations may be sized to accommodate both Phase I (in excess of 479 gpm) and (projected) Phase II design flows.

Phase II – Wastewater

- Axon shall:
  - Construct or expand a sewer lift station on the Property and the associated new dual wastewater force mains north under Loop 101 including manhole/vault connection point within in a public easement, with the option to connect either:
    - Directly to the water campus influent, or
    - Expand the existing Crossroads Lift Station (#53) capacity along with any necessary augmentation of the existing force mains from the Crossroads Lift Station (#53) north to the water campus discharge point.

Water Infrastructure Requirements:

Phase I Water

- Axon shall install approximately 2,700 linear feet of 16-inch diameter water pipeline in Mayo/Union Hills Drive alignment north of the existing City 66-inch transmission main, connect into the existing 16-inch water pipeline located in Hayden Road and extend east along Mayo Blvd/Union Hills Drive and connect into the existing 16-inch water pipeline in Mayo Blvd/Union Hills Drive.

  Note: All Phase I connections to public water mains along Mayo Blvd./Union Hills Drive shall be made to this new 16-inch water main located on the north or a new main connected to this new 16-inch.

Phase II Water – Option 1

Axon shall:

- Install approximately 1,000 linear feet of 30-inch diameter water pipeline within Hayden Road right-of-way from Axon Way/Mayo Blvd. north underneath the 101 to a connection point with planned 36-inch diameter pipeline north of the 101 freeway.
- Install approximately 730 linear feet of 24-inch diameter water pipeline in Hayden Road south from Axon Way/Mayo Blvd. to the Mayo Blvd./Union Hills Drive alignment.
  - Note: If Phase II Water – Option 2 elements are constructed, these Option 1 requirements are null.

Phase II Water – Option 2

Axon shall:

- Install approximately 750 linear feet of 30-inch diameter water pipeline underneath the 101 directly north of Axon property.
- Install approximately 1,050 linear feet of 24-inch diameter water pipeline along the south frontage of the 101 west to Hayden Road.

- Install approximately 730 linear feet of 24-inch diameter water pipeline in Hayden Road south from Axon Way/Mayo Blvd. to the Mayo Blvd./Union Hills Drive alignment.
    - Note: If Phase II Water – Option 1 elements are constructed, these Option 2 requirements are null.

Water Infrastructure Improvements by Others

Prior to issuance of Certificate of Occupancy for any phase of this development project, the following offsite improvements constructed by others must first be completed and accepted by the City of Scottsdale and Maricopa County Environmental Services Department per SRC Sec 48-103:

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

Note: Water demands for Phase II will not be fully served until construction and County acceptance of the new water transmission main and booster pump station projects have been completed.

EXHIBIT J

Multi-Use Path License

WHEN RECORDED RETURN TO:

CITY OF SCOTTSDALE
ONE STOP SHOP RECORDS
(Current Planning Director)
7447 East Indian School Road, Suite 100
Scottsdale, AZ 85251

MULTI-USE PATH LICENSE AGREEMENT

C.O.S. Contract No. 2020-138-COS-A1

This Multi-Use Path License Agreement (this "Agreement") is entered into this ___ day of _____, 20__, by Axon Enterprise, Inc., a Delaware Corporation ("Developer") and the City of Scottsdale, Arizona, an Arizona municipal corporation ("City"). City and Developer may be referred to in this Agreement individually as a "Party," and collectively as the "Parties."

RECITALS

A. Developer owns or controls _____ parcels of real property located at _____, and more particularly described in **Exhibit "A"** (the "Property"), which is incorporated in this Agreement by this reference.

B. Developer intends to redevelop the Property by constructing a World Headquarters Campus (the "Project") that is depicted in the development plan adopted by Resolution No. _____, incorporated into Ordinance No. _____, and incorporated into this Agreement by this reference (the "Development Plan").

C. In connection with Developer's undertaking the Project, the City and Developer entered into a First Amended and Restated Public Infrastructure Reimbursement Development Agreement dated _____, 2024 and approved by the City's Council by Resolution No. _____ (the "Development Agreement"). Pursuant to the Development Agreement, Developer agreed to construct certain improvements for, among other things, the public's use and benefit. In connection with the construction of the Project, Developer is to design, construct, operate and maintain, in cooperation with the City, a Multi-Use Path (the "Multi-Use Path") along the boundary of the Property, on the portion of the Property legally described and depicted as set forth on **Exhibit "D-1"** (the "License Area").

D. The Parties seek to establish that the public will have access to the Multi-Use Path, as subject to the terms and conditions of this Agreement and the Developer is willing to provide such access on the terms and conditions of this Agreement.

E. To allow the City to cause the Multi-Use Path to be designed and constructed by Developer in concert with the construction of the Project, to conserve resources, and avoid confusion, duplication and cost, and to provide public access, subject to the terms and conditions of this Agreement, the City and Developer agreed in the Development Agreement that Developer would construct the Multi-Use Path, and cause it to be maintained after its construction, and arrange for the management and maintenance of the Multi-Use Path. To allow the City and its residents to receive the benefits, pursuant to the Development Agreement, of the Multi-Use Path, and to provide the City's residents with access to the Multi-Use Path, the City and Developer agreed in the Development Agreement to execute a "License Agreement" to allow Developer to provide the above-described benefits, which agreement is represented by and contained in this Agreement.

In consideration of the above premises, the promises contained in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which hereby are acknowledged, the Parties agree as follows:

AGREEMENT

1. Grant of License to City. On the terms and conditions of this Agreement, Developer hereby grants the City a non-exclusive license (the "License") to allow the public to go upon the Multi-Use Path, all on the terms and conditions of this Agreement. The License is subject to all existing encumbrances of record, including easements and licenses to which the Multi-Use Path is subject as of the date hereof and may be subject to from and after the date of this Agreement.

2. Developer Grant of Access. Subject to the terms and conditions of this Agreement, immediately on the recording of this Agreement, Developer automatically, and without any further action by Developer being necessary, shall be deemed to grant to the City the License to allow the general public to use the area of the Multi-Use Path designated as the License Area for the purpose of, as applicable, pedestrian, bicycle or similar access for the general public to, from and on the License Area (the "License Uses") in accordance with the use restrictions contained in **Exhibit "D-2,"** a copy of which will be on file with the City Clerk. The License is subject to (1) Developer's right to construct, enhance and improve the Multi-Use Path subject to the City's applicable review processes, (2) Developer's right to grant additional, non-exclusive easements and other similar rights with respect to the License Area located on the Multi-Use Path for such purposes as Developer deems appropriate in its sole and absolute discretion, and (3) Developer's right to restrict access, for periods not to exceed seventy-two (72) hours (not to exceed five times in any calendar year) except when necessary for substantial repairs, to the License Area and to control its use by any user pursuant to the access area regulations contained in Exhibit D-2.

3. Ownership of Improvements. Developer shall be the sole owner of all work product (in whatever format) produced as part of the Multi-Use Path.

4. Term. The License shall commence on the date this Agreement is recorded. Thereafter, the term of the License shall be perpetual unless terminated by the Parties.

5. Maintenance. Developer (or its successor under the terms of this Agreement) shall undertake the obligation to maintain, repair, reconstruct and restore, at all times, the License Area and the improvements within the Multi-Use Path (the "Maintenance Obligation"). The Maintenance Obligation includes: (a) maintain the License Area in good repair and condition, with due regard to such matters as trash pick-up and dust control; (b) complete any work on the License Area in a good and workmanlike manner in compliance with all applicable laws, rules and regulations, and pay when due all claims for labor performed and materials furnished therefor; and (c) comply in all material respects with all laws affecting the License Area. Developer acknowledges that, except as otherwise set forth in this Agreement or in any subsequent written agreement, City shall have no responsibility, obligation or liability with respect to any of the following, all of which shall be and remain the sole responsibility and obligation of the Developer: all utilities supplied to the License Area, including water, power, sewer, solid waste disposal and trash pick-up; disruption in the supply of services or utilities to the License Area; and any other cost, expense, duty, obligation, service or function related to the License Area. Except as otherwise set forth in this Agreement or in any subsequent written agreement, if City pays or incurs any cost or expense for which the Developer is liable under this Agreement, the Developer agrees promptly (and in any event within thirty (30) days after City invoices the Developer) to reimburse City for any such cost or expense. City and the Developer intend that the Multi-Use Path be maintained at a high-level of finish and appearance, consistent with the operation of Developer's headquarters (the "Maintenance Standard"). Developer shall cause the Maintenance Obligation to meet the Maintenance Standard, subject to any "force majeure" (defined below).

6. Force Majeure. Unforeseen factors, events or unexpected occurrences may necessitate refinement or revision of the Maintenance Obligation or the Maintenance Standard. Further, any failure in performance of the Maintenance Obligation below the Maintenance Standard shall not be deemed to be in default where there is a delay in performance caused by or resulting from war, insurrection, strikes, lockouts, riots, floods, earthquakes, fires, casualties, acts of God, acts of the public enemy, epidemics/pandemics, quarantine restrictions, freight embargos, lack of transportation, governmental restrictions or priority, unusually severe weather, inability (when the Party required to perform is faultless) of any contractor, subcontractor or supplier to perform acts for such Party, or acts or the failure to act of any public or governmental agent or entity, litigation relating to the License Area, or the Property that is initiated by a third party (and where the Party claiming excused delay is without fault in connection with such litigation) or any other causes beyond the control or without the fault of the Party claiming an extension of time to perform (a "force majeure"), and the Party affected by the force majeure event gives notice to the other Party within thirty (30) days after the occurrence of such event. In the event that any Party to this Agreement is unable or fails to perform due to an event constituting a *force majeure* and

such Party has given the notice as provided above, and such excused delay is the proximate cause of the other Party being unable or failing to perform in accordance with the terms of this Agreement, then the time for the performance of the other Party shall also be extended for a period of time equal to the period of the delay plus a reasonable start-up period. Any extension of time resulting from a force majeure shall only be for the period of the force majeure.

7. Authority. The execution, delivery and performance of this Agreement by the Developer has been duly authorized by all necessary action and does not violate any of the Developer's organic documents, or any agreement to which the Developer is a party, or by which it is bound.

8. Covenants of Developer.

8.1 Compliance with Laws. The Developer shall use its best efforts to comply with all laws, statutes, acts, ordinances, rules, regulations, codes, and standards of legally constituted authorities with jurisdiction, applicable to the License Area and the conduct of its activities pursuant to this Agreement. The Developer shall use its best efforts to not use or allow the use of the License Area for any purposes in violation of applicable zoning or other laws. The Developer shall not discriminate upon the basis of race, color, creed, religion, ancestry, national origin, sex, gender, disability, age, marital status or status with regard to public assistance in the use of the License Area or any part thereof.

8.2 Inspection Rights. City may enter any part of the License Area at any time.

9. Conflicts; Personal Liability.

9.1 Conflict of Interest. Pursuant to Arizona law, rules and regulations, no member, official or employee of City shall have any personal interest, direct or indirect, in this Agreement, nor shall any such member, official or employee participate in any decision relating to this Agreement that affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested.

9.2 No Personal Liability to City Constituents. No member, manager, officer or employee of the Developer shall be personally liable to City, or any successor or assignee, (a) in the event of any default or breach by the Developer, (b) for any amount that may become due to City or its successor or assign, or (c) pursuant to any obligation of the Developer under the terms of this Agreement.

9.3 No Personal Liability to Developer Constituents. No member, official or employee of the City shall be personally liable to the Developer, or any successor or assignee, (a) in the event of any default or breach by City, (b) for any amount that may become due to the Developer or its successors or assigns, or (c) pursuant to any obligation of City under the terms of this Agreement.

10. Default; Termination.

10.1 Developer Default. It shall be a default by Developer if the Developer fails to perform any covenant, condition, or agreement to be performed by it pursuant to this Agreement (each, a "Developer Default"). If a Developer Default involves the performance or non-performance of an act, or the occurrence or non-occurrence of an event or circumstance, the Developer shall have a period of thirty (30) days from receipt of written notice from City in which to cure such Developer Default; provided that if the nature of the Developer Default is such that it cannot reasonably be cured within thirty (30) days, then City shall not pursue its remedies if the Developer commences the cure within thirty (30) days and diligently pursues the same to completion.

10.2 City Default. It shall be a default if the City fails to perform any covenant, condition, or agreement to be performed by it pursuant to this Agreement (each, a "City Default"). If a City Default involves the performance or non-performance of an act, or the occurrence or non-occurrence of an event or circumstance, the City shall have a period of thirty (30) days from receipt of written notice from Developer in which to cure such City Default; provided that if the nature of the Default is such that it cannot reasonably be cured within thirty (30) days, then Developer shall not pursue its Default remedies if the City commences the cure within thirty (30) days and diligently pursues the same to completion.

10.3 Remedies. Each Party (the "Non-Defaulting Party") shall have the following remedies upon default by the other Party (the "Defaulting Defaulting"), which remedies shall not be exclusive, and are cumulative in addition to any remedies now or later allowed by law:

10.3.1 The Non-Defaulting Party may cure the default at the Defaulting Party's expense, by taking any action reasonably determined by it to be necessary to correct such default. The Defaulting Party shall reimburse the Non-Defaulting Party for all costs it incurs to correct such default within thirty (30) calendar days after Non-Defaulting Party presents the Defaulting Party with a statement of such costs.

10.3.2 The Non-Defaulting Party shall be entitled to recover from the Defaulting Party all of Non-Defaulting Party's expenses, costs and damages arising out of any default, including, but not limited to, cleanup, repair, alterations, legal expenses (whether or not suit is brought), and costs and expenses of litigation.

10.3.3 The Non-Defaulting Party may also exercise any other rights the Non-Defaulting Party may have at law or in equity. The Non-Defaulting Party may exercise any remedy without court action, or by one or more court actions, and in exercising any remedy may obtain partial relief without waiving its right to further relief. The exercise of any remedy by a Non-Defaulting Party shall not waive the Non-Defaulting Party's right to exercise any other remedy.

11. Dispute Resolution. If a dispute arises between the Parties with respect to this Agreement and the Parties shall attempt to resolve the matter through discussions and negotiations prior to any further legal action.

12. General Provisions.

12.1 Recording & Return of Recorded Documents. The Developer shall record this Agreement once executed by the Parties and upon the completion of the Multi-Use Path construction. Recorded documents shall be returned to the person designated by the forms attached to this Agreement or as executed by the Parties (the "Return Person"). If no designation is made for any document, City's city attorney is the Return Person. This Agreement, and any amendment or cancellation of this Agreement, shall be recorded, in its entirety, in the official records the county recorder's office in Maricopa County, Arizona, no later than ten (10) days after the effective date of this Agreement, amendment, or cancellation, as required by A.R.S. § 9-500.05. If the City fails or refuses to record this Agreement, Developer may cause this Agreement to be recorded.

12.2 Notices. All notices, filings, consents, approvals, and other communications provided for herein or given in connection herewith ("notices") shall be validly given, filed, made, delivered, or served if in writing and delivered personally or sent by registered or certified United States Postal Service mail, return receipt requested, postage prepaid to:

City:
City of Scottsdale
Attention: Zoning Administrator
Planning and Development Department
7447 E. Indian School Rd., Suite 105
Scottsdale, AZ 85251

With a copy to:
City of Scottsdale
Attention: City Attorney
3939 North Drinkwater Boulevard
Scottsdale, Arizona 85251

City of Scottsdale
Attention: Economic Director
Planning and Development Department
7447 E. Indian School Rd., Suite 301
Scottsdale, AZ 85251

Developer:
Axon Enterprise, Inc.
Attention: Legal Department
c/o Isaiah Fields, Chief Legal Officer
17800 North 85th Street
Scottsdale, Arizona 85255

With a copy to:
Charles Huellmantel
Huellmantel & Affiliates
P.O. Box 1833
Tempe, Arizona 85280

Service of any notice by mail in accordance with the foregoing shall be deemed to be complete three (3) days (excluding Saturday, Sunday and legal holidays) after the notice is deposited in the United States mail. Service of any notice by overnight courier in accordance with the foregoing shall be deemed to be complete upon receipt or refusal to receive. By notice from time to time in accordance herewith, either Party may designate any other street or e-mail address or addresses as its address or addresses for receiving notice hereunder.

12.3 Approvals. When a Party's consent is required pursuant to this Agreement, such Party shall not unreasonably withhold, delay or condition its approval.

12.4 Waiver. No delay in exercising any right or remedy shall constitute a waiver thereof and no waiver by a Party of the breach of any provision of this Agreement shall be construed as a waiver of any preceding or succeeding breach of the same or of any other provision of this Agreement.

12.5 Headings. The descriptive headings of the sections of this Agreement are inserted for convenience only and shall not control or affect the meaning or construction of any of the provisions of this Agreement.

12.6 Authority. Each Party to this Agreement represents to the other that it has full power and authority to enter into this Agreement, and that all necessary actions have been taken to give full force and effect to this Agreement.

12.7 Severability. If any term, condition, covenant, stipulation, agreement or provision herein contained is held to be invalid or unenforceable for any reason, the invalidity of any such term, condition, covenant, stipulation, agreement or provision shall in no way affect any other term, condition, covenant, stipulation, agreement or provision herein contained.

12.8 Governing Law, Venue & Jurisdiction. The laws of the State of Arizona shall govern the interpretation and enforcement of this Agreement. The Parties agree that venue for any action commenced in connection with this Agreement shall be proper only in a court of competent jurisdiction located in Maricopa County, Arizona, and the Parties hereby waive any right to object to such venue.

12.9 Remedies. If any Party to this Agreement breaches any provision of the Agreement, the non-defaulting Party shall be entitled to all remedies available at both law and in equity, including specific performance.

12.10 Attorneys' Fees and Costs. If any Party brings a legal action either because of a breach of this Agreement or to enforce a provision of this Agreement, the prevailing Party will be entitled to reasonable attorneys' fees and court costs.

12.11 Binding Effect. The benefits and burdens of this Agreement shall run with the License Area and be binding upon and shall inure to the benefit of the Parties hereto and their respective heirs, legal representatives, successors in interest, and assigns. This Agreement shall be incorporated by reference in any instrument purporting to convey an interest in the License Area.

12.12 No Agency Created. Nothing contained in this Agreement shall create any partnership, joint venture, or agency relationship between the Parties.

12.13 Integration. This Agreement, including its Exhibits, constitutes the entire agreement between the Parties with respect to the subject matter hereof and supersedes any prior agreement, understanding, negotiation, draft documents, discussion outlines, correspondence, memoranda or representation regarding the License Area, except as contained in the Development Agreement.

12.14 Construction. Whenever the context of this Agreement requires, the singular shall include the plural, and the masculine shall include the feminine. This Agreement was negotiated on the basis that it shall be construed according to its plain meaning and neither for nor against any Party, regardless of their respective roles in preparing this Agreement. The terms of this Agreement were established in light of the plain meaning of this Agreement and this Agreement shall therefore be interpreted according to its plain meaning and without regard to rules of interpretation, if any, that might otherwise favor Developer or City.

12.15 No Third-Party Beneficiaries. No person or entity shall be a third-party beneficiary to this Agreement or shall have any right or cause of action hereunder. Neither City nor Developer shall have any liability to third parties for any approval of plans, Developer's construction of improvements, Developer's failure to comply with the provisions of this Agreement (including any absence or inadequacy of insurance required to be carried by Developer), or otherwise as a result of the existence of this Agreement or the Regulatory Approvals, and City shall have no liability to any third-party for Developer's negligence.

12.16 Exhibits. All exhibits attached hereto as specified herein are hereby incorporated into and made an integral part of this Agreement for all purposes.

12.17 Amendments. This Agreement may not be amended except by a formal writing executed by both Parties.

12.18 Counterparts. This Agreement may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which together shall be deemed to be one and the same instrument.

12.19 Assignment. Developer is entitled to assign all of its rights, titles and interests in and to, as well as all of its obligations under, this Agreement in whole or in part, to any

subsequent owner of the Property and, upon recording of such assignment instrument, Developer shall be released from any and all further obligations and liabilities with respect to this Agreement from and after such recording as long as the subsequent owner of the Property assumes all of the Developer's obligations under this Agreement in such assignment as recorded. From and after the effectiveness of such assignment, Developer shall no longer be a Party to this Agreement and shall have no further obligation or liability with respect to this Agreement.

12.20 Statutory Cancellation Right. In addition to its other rights hereunder, City shall have the rights specified in A.R.S. § 38-511.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

ATTEST:

CITY OF SCOTTSDALE:
an Arizona municipal corporation

By:_____
Ben Lane, City Clerk

By:_____
David D. Ortega, Mayor

STATE OF ARIZONA)
) ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this ___ day of _____, 202_____, by David D. Ortega, Mayor of the City of Scottsdale, Arizona, a municipal corporation.

My Commission Expires:

_____
Notary Public

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By:_____
Sherry R. Scott, City Attorney
By: Joe Padilla, Deputy City Attorney

AXON ENTERPRISE, INC.
A Delaware Corporation

By: _____

Name: _____

Its: _____

STATE OF _____)
) ss.
County of _____)

The foregoing instrument was acknowledged before me this ___ day of ____, 202_, by _____, an Authorized Representative of Axon Enterprise, Inc., who executed the foregoing on behalf of the corporation, being authorized to do so for the purposes therein contained.

_____
Notary Public

EXHIBIT "J-1"

MULTI-USE PATH LICENSE AREA

License area is as depicted on the vehicular and pedestrian circulation plan on file and can be viewed at the Office of the City Clerk,

City of Scottsdale, 3939 North Drinkwater Boulevard,

Scottsdale, Arizona

EXHIBIT "J-2"

Multi-Use Path Public Access Regulation

The following restrictions shall apply to public access within the License Area:

- All persons using the License Area shall comply with all federal, state, county, and city laws, rules, and regulations.
- The owner or person in custody of a dog shall immediately pick up all dog droppings and deposit them in a trash receptacle or remove them from the License Area.
- No person shall throw, deposit or place any commercial or non-commercial handbill in the License Area.
- No littering shall be permitted.
- No loud noise, disorderly conduct, disruptive behavior, or panhandling shall be permitted.
- No vending of food, beverages, and other merchandise shall be permitted, without permission from the Owner.
- No glass, ceramic, or breakable plastic food or beverage containers shall be permitted.
- No camping, sleeping, or open or contained fires shall be permitted.
- No bathing shall be permitted.
- No deadly weapons shall be permitted unless carried pursuant to a valid permit. A deadly weapon is anything designed for lethal use and includes firearms.
- No discharge of firearms shall be permitted.
- No person shall be in or use the License Area at any time between 11:00 p.m. and sunrise unless otherwise approved by the owner of the License Area.
- No vehicles, other than maintenance vehicles, shall be permitted.
- No gas-powered model airplanes or incendiary model rockets shall be permitted. Drone usage by Axon, its employees, contractors, or authorized agents for business or operational purposes is permitted, provided that such operations comply with all applicable FAA regulations. Public use of drones is prohibited, except where explicitly authorized by Axon and in compliance with applicable FAA regulations.
- No willful, negligent, or reckless discharge or other use that could propel any object or projectile capable of causing serious physical injury, including archery, air gun, BB gun, pellet gun, dart gun, cross bow, slingshot, blowgun, javelin, or spear, shall be permitted. Serious physical injury shall include any injury that creates a reasonable risk of death of which causes serious and permanent disfigurement, serious impairment of health or loss or protracted impairment of the function of any bodily organ or limb.
- No person shall tether, launch or land a hot air balloon in the License Area, except in the case of an emergency.
- No public protest, organized or spontaneous, shall be permitted.
- No sound amplification may be used in the License Area, except as otherwise approved by the owner.

Exhibit K

Draft Oversize Utility Agreement

Agreement No.

SEWER / WATER LINE OVERSIZING AGREEMENT

This Agreement is entered into this _____ day of _____, 20____, by and between Axon Enterprise, Inc., ("Owner"), and the City of Scottsdale, Arizona, an Arizona municipal corporation ("City").

RECITALS

A. Owner owns one or more parcels of land ("the Property") generally located at the northeast corner of Hayden Road and Mayo Boulevard/Union Hills Drive.

B. Owner intends to develop the Property and as a result, Owner is required at Owner's expense to install a ____-inch (____") diameter sewer/water main line in order for the City to provide water service to the Property.

C. The sewer/water main line to be installed by Owner is approximately _____ feet in length and will run from _____ to _____.

D. City desires to have additional line capacity in the same location that Owner is required to install the ____-inch line and therefore desires that the sewer/water main line be ____-inch (____") in diameter instead.

E. Scottsdale Revised Code Section 49-220 provides in part that if City requires that a line be installed which is larger than that required to be installed by the Owner, then City may pay for the cost difference between the size required to serve the Property, providing there are sufficient funds in the capital improvements budget.

NOW THEREFORE, in consideration of the mutual covenants of the parties, it is agreed as follows:

AGREEMENT

1. As provided in this Agreement, Owner and City shall share in the actual costs of the design and construction of the improvements listed below:

   (Description).

2. Owner shall pay the actual cost of design and other costs not attributable to the oversizing. These costs include, but are not limited to, construction staking, utility service or relocation costs, as-built plans, City permits and fees, etc.

3. Owner shall pay ____ percent (____%) of the actual cost of design and construction of the improvements, which percentage reflects what Owner would have paid had there been no oversizing. In addition, other costs not attributable to the oversizing will be Owner's responsibility.

4. City's proportionate share will be ____ percent (____%) of the actual construction and engineering costs of the improvements. City's proportionate share shall not exceed _____ and 00/100 dollars ($_____). City shall pay its share within sixty (60) days of receipt of acceptable documentation evidencing actual engineering and construction costs.

5. In the event that Owner fails to complete construction of the line as set forth herein, City shall have no obligation to compensate Owner for any expenses unless and until the line is actually completed or it is determined that Owner's partial construction has conferred a benefit upon the City. Provided, however, in no event will the City's monetary participation exceed the amount set forth above unless a change work order is approved as set forth below.

6. Any change work order requested by Owner determined to be necessary to properly complete the project shall be approved by Owner and City in writing prior to authorization for the contractor to proceed with the additional work. If such authorization increases City's obligation, this Agreement must be amended pursuant to paragraph 10, below.

7. Owner understands that City acquires ownership of the line and appurtenances upon completion of the work and formal written acceptance by City.

8. This Agreement shall be binding upon and inures to the benefit of the successors and assigns of Owner and City and the rights and obligations hereby created are assignable in whole or in part by Owner only after consent in writing by City.

9. Nothing contained in this Agreement shall be deemed or construed to create a partnership, joint venture, principal and agent, or any other relationship between City and Owner.

10. Any amendments to this Agreement shall be in writing signed by the parties.

11. This Agreement constitutes the entire agreement of the parties with respect to the matters covered hereby and no representations, agreements or understandings, oral or written, made prior to this Agreement shall vary the terms of this Agreement.

12. This Agreement shall be governed by the laws of the State of Arizona.

13. Any notice to be given hereunder shall have been properly given when received by City's _____ or by Owner, or when deposited in the United States mail, certified or registered, postage prepaid, addressed as follows:

As to City:	As to Owner:
Water Resources Department 9379 E. San Salvador Drive Scottsdale, Arizona 85258	Axon Enterprise, Inc. c/o Isaiah Fields, Chief Legal Officer 17800 North 85th Street Scottsdale, Arizona 85255
With a Copy to: _____ _____ _____ _____	Charles Huellmantel Huellmantel & Affiliates P.O. Box 1833 Tempe, Arizona 85280

or as addressed to such other address as the party to receive such notice shall have designated by another notice given as required by this paragraph.

14. In the event any party brings any action for any relief, declaratory or otherwise, arising out of this Agreement, or on account of any breach or default hereof, the prevailing party shall be entitled to an award of reasonable attorneys' fees and reasonable costs and expenses which shall be deemed to have accrued on the commencement of such action and shall be enforceable whether or not such action is prosecuted to judgment.

15. In addition to its other rights hereunder, City shall have the cancellation rights specified in A.R.S. § 38-511.

CITY OF SCOTTSDALE, a municipal Corporation.

By:_____

Water Resources Department

AXON ENTERPRISE, INC., a Delaware Corporation, Owner

By:_____

STATE OF ARIZONA)
) ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this _____day of _____, 2024, by _____.

Notary Public

My commission expires:

_____

_____

16405280.4

Additional Information for:

Axon

Case: 13-ZN-2020#2

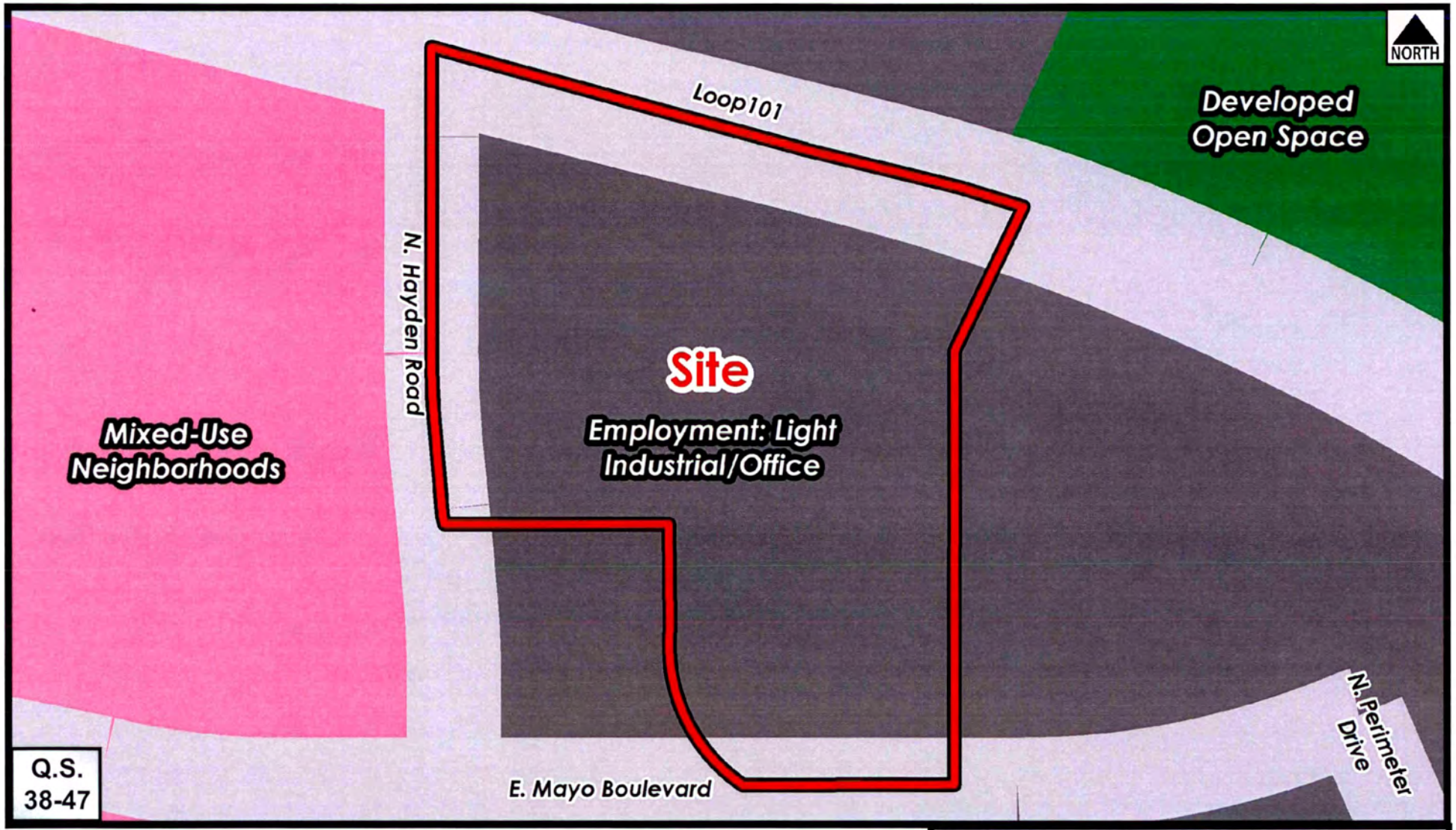
PLANNING/DEVELOPMENT

1. DEVELOPMENT CONTINGENCIES Each element of this zoning case—including density/intensity, lot/unit placement, access and other development contingencies—may be changed as more information becomes available to address public health, safety and welfare issues related to drainage, open space, infrastructure and other requirements.
2. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:
    a. Pedestrian connectivity throughout the campus,
    b. Design of the pedestrian plaza/connection between the Axon building and the future hotel,
    c. landscaping, particularly between Axon Way and the residential community to the south,
    d. wall design,
    e. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
    f. signature streets (Hayden Road),
    g. improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included), and
    h. major stormwater management systems.

3. RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE. The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
4. EASEMENTS DEDICATED BY PLAT. The owner shall dedicate to the city on the final plat, all easements necessary to serve the site, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
5. EASEMENTS CONVEYED BY SEPARATE INSTRUMENT. Prior to issuance of any building permit for the development project, each easement conveyed to the city separate from a final plat shall be conveyed by an instrument or map of dedication subject to city staff approval, and accompanied by a title policy in favor of the City, in conformance with the Design Standards and Policies Manual.
6. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not

ATTACHMENT 9

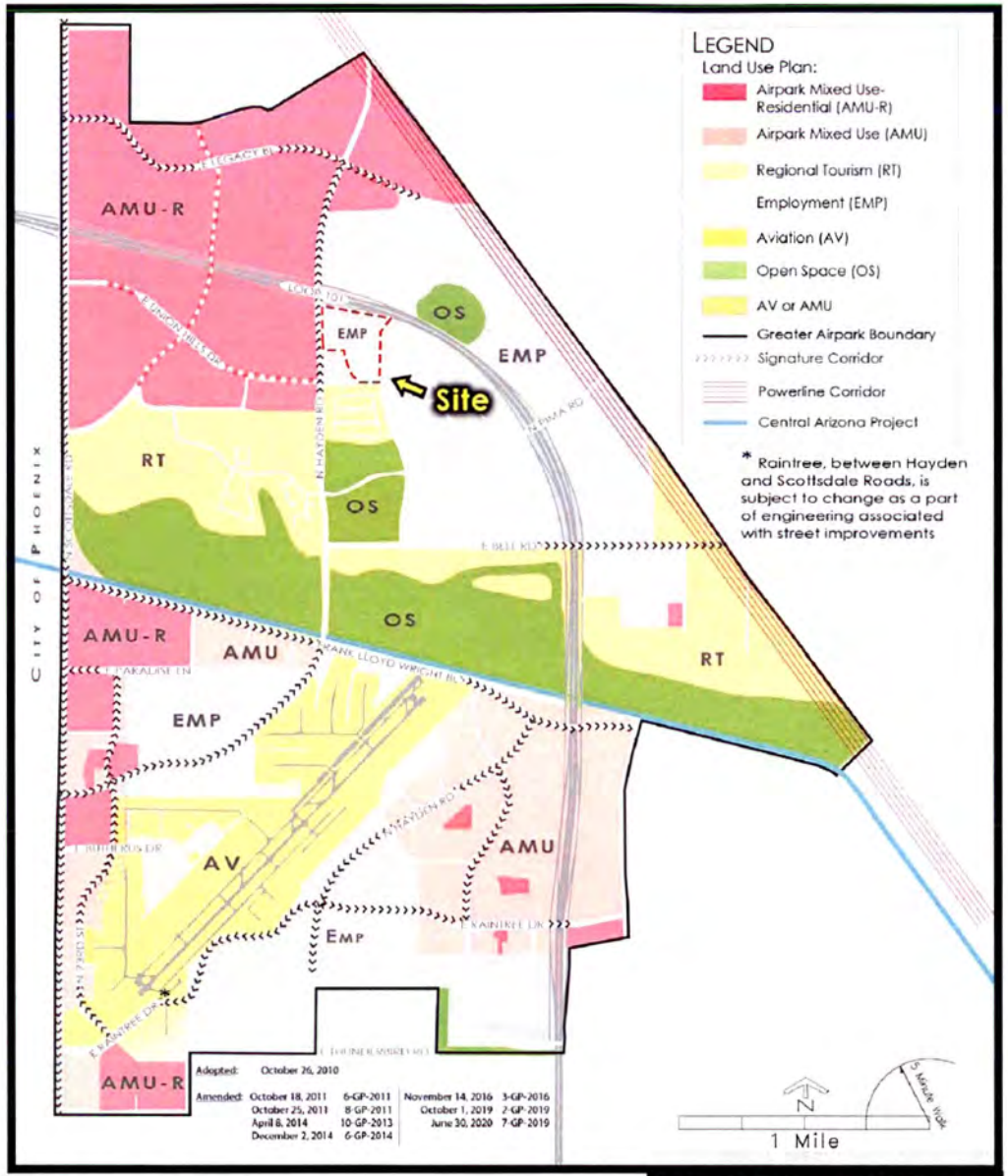
be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.



Existing General Plan 2035 Future Land Use Map
+/- 41-acres of Employment: Light Industrial / Office

3-GP-2023 & 13-ZN-2020#2

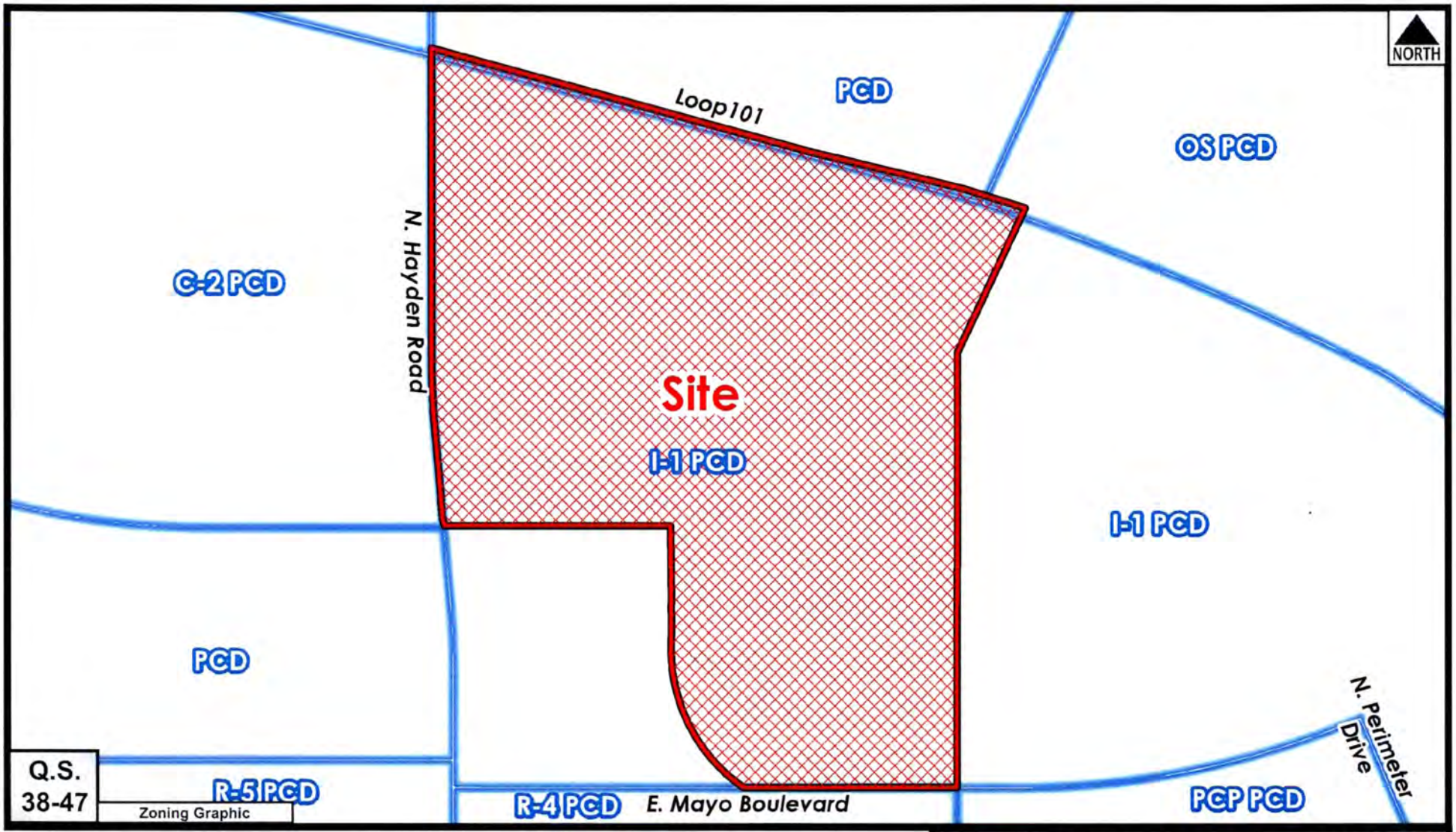
ATTACHMENT 10



Greater Airpark Land Use Plan

3-GP-2023 & 13-ZN-2020#2

ATTACHMENT 11



Existing Zoning

3-GP-2023 & 13-ZN-2020#2

ATTACHMENT 12

AXON WORLD HEADQUARTERS CAMPUS, PHASE 2
TRAFFIC IMPACT AND MITIGATION ANALYSIS

SOUTH OF STATE ROUTE LOOP 101/PIMA FREEWAY
EAST OF HAYDEN ROAD

Prepared for:

Axon Enterprise, Inc.
c/o Huellmantel & Affiliates
P.O. Box 1833
Tempe, Arizona 85280

For Submittal to:

City of Scottsdale Arizona Department of Transportation

Prepared by:

CivTech Inc.
10605 North Hayden Road, Suite 140
Scottsdale, Arizona 85260

Office: 480-659-4250
Fax: 480-659-0566
info@civtech.com



October 2024
CIVTECH PROJECT NO. 21-0551

ATTACHMENT 13

EXECUTIVE SUMMARY

Axon Enterprise, Inc. ("Axon") is proposing to build a World Headquarters Campus which will include a 435-key hotel and a 1,965-dwelling unit (DU) three- to five-story (i.e., mid-rise) multifamily residential community with a total of 49,486 square feet (SF) of ground-floor commercial uses. The current Project is Phase 2 (or the remaining phases) of the development of the full campus site. Phase 2 will complement Phase 1, which is the 401,085 SF Axon office building. Phase 1 has already received all the necessary entitlement approvals from the City of Scottsdale. The World Headquarters Campus consists of three individual Maricopa County Assessor numbered parcels and 10.03 acres of City roadway right of way that total 73.57 acres. The approved Phase 1 is approximately 25 acres and the proposed Phase 2 is approximately 44 acres with the remaining land in the original 73.57 acres dedicated to the City of Scottsdale for rights-of-way and a Civic Use Site.

The former Mayo Boulevard east of Hayden Road was renamed Axon Way; when built, it will be realigned west of Perimeter Drive such that it intersects Hayden Road across from Mayo Boulevard. This realignment will result in the existing Union Hills Drive roadway segment between 82nd Street and Perimeter Drive being removed, to allow only vehicles coming from southern residential neighborhood to utilize the existing Union Hills Drive. A review of County Assessor maps shows that the right-of-way (ROW) for a prior expected realignment had been dedicated by Axon; after review of CivTech's several versions of this TIMA and discussions between the City and Axon, the alignment will be revised and any and all changes will be formally addressed via a new plat. Primary access to the site will be via the (future) signalized intersection of Hayden Road and Mayo Boulevard/Axon Way and five (5) internal stop-controlled driveways along Axon Way.

The following conclusions and recommendations have been documented in this study:

GENERAL

- As currently proposed, Phase 2 of the Axon campus is anticipated to generate 14,082 trips on a typical weekday with 1,076 trips (302 in/774 out) generated during the AM peak hour and 1,127 trips (651 in/476 out) generated during the PM peak hour before any reductions are taken. Net of reductions for internal capture or interaction, Phase 2 is expected to generate 11,794 trips on a typical weekday with 950 trips (252 in/698 out) generated during the AM peak hour and 897 trips (530 in/367 out) generated during the PM peak hour.

EXISTING (2023)

- The results of the existing conditions analysis indicate that most study intersections and individual approaches operate with *overall* acceptable levels of service (LOS D or better). The analysis indicates that several individual approaches already operate at less than LOS D at the following intersections: **Hayden Road & Loop 101 EB Ramps**, **Hayden Road & Loop 101 WB Ramps**, **Hayden Road & Legacy Boulevard**, **Loop 101 SB Ramps & Princess Drive/Pima Road**, and **Loop 101 NB Ramps & Pima Road**. (Details are provided in the text.)

FUTURE CONDITIONS (2025 & 2030)

- **With Axon's proposed mitigations, all intersections are expected to operate with overall acceptable levels of services LOS D or better**.

- The results of the Synchro analysis reveal that—exclusive of the **Loop 101 SB Ramps & Princess Drive/Pima Road** intersection—the study intersections could be expected generally to operate at acceptable overall levels of service (LOS D or better). Several individual *approaches* are expected to operate at LOS E or F at five of the study intersections: **Hayden Road & Axon Way/Mayo Boulevard, Hayden Road & Loop 101 Interchange, 82nd Street & Princess Drive, Loop 101 Interchange & Princess Drive/Pima Road,** and **Hayden Road & Mayo Boulevard/Union Hills Drive**. Mitigations applied to the 2025 Build scenario were applied to the 2030 Build scenario at the intersections of **Hayden Road & Axon Way/Mayo Boulevard** and **Hayden Road & Loop 101 Interchange**.

- *Hayden Road and Mayo Boulevard/Axon Way*. In the 2025 Build scenario, *using the same signal timing CivTech assumed for the background/no-build condition,* the signalized intersection of **Hayden Road and Mayo Boulevard/Axon Way** is expected to operate with an overall intersection delay of 110.1 sec/veh (LOS F) in the southbound approach during the PM peak hour.

  - To mitigate the delay in 2025, it is recommended that a dual southbound left-turn lane be added and signal timing be adjusted to increase green time in the northbound and southbound approaches. With these mitigations in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.

  - A dual northbound left-turn lane and dual eastbound left-turn lane were added at the intersection in both the 2030 No Build and Build scenarios, as recommended in the *Banner Scottsdale Medical Center TIMA.*

- *82nd Street and Princess Drive*. In the 2030 No Build scenario, the unsignalized intersection of **82nd Street and Princess Drive** is expected to operate with an overall intersection LOS A; however, there is expected delay in the southbound left-turn movement of 38.4 sec/veh (LOS E) during the PM peak hour. In the 2030 Build scenario, although the overall intersection operates with LOS A, the intersection is expected to operate with a delay in the southbound left-turn movement of 41.0 sec/veh (LOS E) during the PM peak hour.

  - It is not uncommon for low-volume stop-controlled driveways onto higher volume major roads to experience higher delays for brief periods during peak hours. Additionally, 1) the intersection is located between two other signalized study intersections, which provide regular gaps in the traffic stream that would allow outbound/southbound movements onto Princess Drive, 2) there will be no site-generated traffic on 82nd Street, and 3) the installation of a signal at this intersection with a cycle of 120 seconds would (mathematically) very likely result in an average delay of greater than the calculated average delay 39.7 sec/veh for southbound vehicles; therefore, no mitigation is recommended.

- *Hayden Road and Loop 101*. In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 EB Ramps** is expected to operate with an overall intersection delay of 103.2 sec/veh (LOS F) and 92.8 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 171.7 sec/veh (LOS F) during the PM peak hour. The eastbound approach is expected to operate with a delay of 210.3 sec/veh (LOS F) and 87.6 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 112.4 sec/veh (LOS F) and 119.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 250.6 sec/veh (LOS F) and 185.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 175.0 sec/veh (LOS F) during the PM peak hour.

  - To mitigate the delay at the interchange in 2025, CivTech recommends adjusting the signal timing by increasing the green time in the eastbound and westbound approaches and adjust the phasing to have southbound approach lead and northbound approach lag. This signal timing adjustment will result in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with acceptable overall intersection levels of service, as well as levels of service better than that of the No Build scenario.

- In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with an overall intersection delay of 90.5 sec/veh (LOS F) and 159.6 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delay of 87.0 sec/veh (LOS F) and 98.0 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 122.2 sec/veh (LOS F) and 258.3 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 211.7 sec/veh (LOS F) and 203.7 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 409.8 sec/veh (LOS F) and 354.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 86.0 sec/veh (LOS F) and 97.6 sec/veh (LOS F) during the AM and PM peak hours, respectively.

  - To mitigate the delay at the interchange in 2025, CivTech recommends adjusting the signal timing by increasing the green time in the eastbound and westbound approaches and adjust the phasing to have southbound approach lead and northbound approach lag. This signal timing adjustment will result in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with acceptable overall intersection levels of service, as well as levels of service better than that of the No Build scenario.

- In the 2030 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 EB Ramps** is expected to operate with an overall intersection delay of 134.3 sec/veh (LOS F) and 114.9 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 189.1 sec/veh (LOS F) during the PM peak hour. The

eastbound approach is expected to operate with a delay of 281.6 sec/veh (LOS F) and 149.2 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- In the 2030 Build scenario, the intersection is expected to operate with an overall intersection delay of 76.0 sec/veh (LOS E) and 61.7 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 97.5 sec/veh (LOS F) and 119.5 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 98.1 sec/veh (LOS F) during the AM peak hour.

  - To mitigate the delay at the interchange in 2030, CivTech recommends restriping the eastbound shared left/through/right-turn lane as a shared left-turn/through lane, restriping the westbound shared left-turn/through lane as an exclusive left-turn lane, adding an eastbound right-turn lane, adding a shared northbound through/right-turn lane, adding a northbound through lane, and adding a southbound through/right-turn lane. Additionally, it is recommended that signal timing be adjusted to increase green time in the northbound and southbound approaches during the PM peak hour, resulting in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with overall acceptable levels of service and improved levels of service than that in the No Build scenario.

- In the 2030 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with overall intersection delays of 114.8 sec/veh (LOS F) and 212.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 182.7 sec/veh (LOS F) and 367.9 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delay of 87.1 sec/veh (LOS F) and 100.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The westbound approach is expected to operate with a delay of 65.6 sec/veh (LOS E) during the AM peak hour.

- In the 2030 Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with overall intersection delays of 76.0 sec/veh (LOS E) and 61.7 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delays of 97.5 sec/veh (LOS F) and 119.5 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 98.1 sec/veh (LOS F) during the AM peak hour.

  - To mitigate the delay at the interchange in 2030, CivTech recommends restriping the eastbound shared left/through/right-turn lane as a shared left-turn/through lane, restriping the westbound shared left-turn/through lane as an exclusive left-turn lane, adding an eastbound right-turn lane, adding a shared northbound through/right-turn lane, adding a northbound through lane, and adding a southbound through/right-turn lane. Additionally, it is recommended that signal timing be adjusted to increase green time in the northbound and southbound approaches during the PM peak hour, resulting in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with overall acceptable levels of service and improved levels of service than that in the No Build scenario.

CivTech has discussed this proposed mitigation with ADOT representatives, who indicated support for this scenario based on its improvement to the Level of Service.

- Signal timing adjustments at this interchange for the Existing, 2025 Opening Year and 2030 Horizon Year are shown in the table below. With these mitigations in place, the peak hour delays at the intersection in the 2025 Build scenarios are expected to be similar to those in the corresponding No Build scenarios.

TABLE – APPLIED SIGNAL TIMING CHANGES
Hayden Road & Loop 101 Interchange (Times in Seconds)

Scenario	Phase 1 NB LT	Phase 2 SB Th	Phase 3 WB	Phase 5 SB LT	Phase 6 NB Th	Phase 7 EB
Existing AM	20	45	25	30	35	30
2025 AM Total	45	31	44	30	46	44
2030 AM Total	45	31	44	30	46	44
Existing PM	32	33	35	20	47	18
2025 PM Total	45	30	31	25	50	45
2030 PM Total	63	30	27	26	67	27

- *Loop 101 and Princess Drive/Pima Road*. The interchange of **Loop 101 and Princess Drive/Pima Road** is expected to operate with delays in both the 2025 and 2030 No Build and Build scenarios.

  - Southbound Ramps. In the 2025 No Build scenario, the signalized intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with an overall intersection delay of 77.2 sec/veh (LOS E) and 55.9 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 161.7 sec/veh (LOS F) during the AM peak hour and the westbound approach is expected to operate with a delay of 67.2 sec/veh (LOS E) during the PM peak hours. The eastbound approach is expected to operate with a delay of 70.2 sec/veh (LOS E) and 61.1 sec/veh (LOS E) during the AM and PM peak hours, respectively.

    In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 75.3 sec/veh (LOS E) during the AM peak hour. The southbound approach is expected to operate with a delay of 161.7 sec/veh (LOS F) during the AM peak hour and the westbound approach is expected to operate with a delay of 65.7 sec/veh (LOS E) during the PM peak hours. The eastbound approach is expected to operate with a delay of 57.7 sec/veh (LOS E) and 57.9 sec/veh (LOS E) during the AM and PM peak hours, respectively.

    In the 2030 No Build scenario, the signalized intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with an overall intersection delay of 85.4 sec/veh (LOS F) and 60.7 sec/veh (LOS E) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 68.5 sec/veh (LOS E) and 58.8 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 184.7 sec/veh (LOS F) in the AM peak hour and the westbound approach is expected to operate with a delay of 81.0 sec/veh (LOS F) during the PM peak hour.

In the 2030 Build scenario, the intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with an overall intersection delay of 81.0 sec/veh (LOS F) and 60.5 sec/veh (LOS E) during the AM and PM peak hours, respectively. During the AM peak hour, the southbound approach is expected to operate with a delay of 184.7 sec/veh (LOS F). During the PM peak hour, the eastbound and westbound approaches are expected to operate with delays of 56.9 sec/veh (LOS E) and 81.7 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- Northbound Ramps. In the 2025 No Build scenario, the signalized intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the eastbound approach of 81.7 sec/veh (LOS F) during the AM peak hour. In the 2025 Build scenario, the intersection is expected to operate with a delay in the eastbound approach of 81.8 sec/veh (LOS F) during the AM peak hour.

  In the 2030 No Build scenario, the signalized intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the eastbound approach of 96.1 sec/veh (LOS F) and a delay in the northbound approach of 57.0 sec/veh (LOS E) during the AM peak hour. In the 2030 Build scenario, the intersection is expected to operate with a delay in the northbound and eastbound approach of 59.8 sec/veh (LOS E) and 96.2 sec/veh (LOS F), respectively, during the AM peak hour.

  - No mitigation is recommended that this interchange, as the interchange is expected to operate with similar delays and levels of service in both the No Build and Build scenarios.

TURN LANE WARRANTS

- Based on City criteria, a dedicated eastbound right-turn lane is warranted at Access B, but is not recommended, as the intersection is expected to operate with LOS A without the dedicated right-turn lane.

- Based on City criteria, left-turn lanes are not warranted at Access C, Access E, nor Access F, but are recommended, as Axon Way is a divided roadway.

QUEUE STORAGE

- The queue storage analysis reveals that most existing turn lanes will provide adequate queue storage capacity based on expected 2030 peak hour turning movement volumes.

PROPOSED IMPROVEMENTS

The following improvements are recommended with the addition of the proposed development:

- The intersection of **Hayden Road & Mayo Boulevard/Axon Way** be reconstructed as a four-legged signalized intersection. The addition of the following lanes is recommended: northbound right-turn, dual southbound left-turn, westbound left-turn, westbound shared through/right-turn and westbound right-turn lane.

- The stop-controlled intersection of **82nd Street & Axon Way** be reconstructed by removing the planned east leg that would have otherwise shared campus access with the neighborhood.

- The stop-controlled intersection of **Perimeter Drive & Axon Way** be reconstructed as a three-legged roundabout with a shared left-turn/through lane in the northbound approach, a shared through/right-turn lane in the southbound approach and an exclusive left-turn lane and dedicated right-turn lane in the eastbound approach.

- To mitigate the delay at the interchange of **Hayden Road & Loop 101**, CivTech recommends restriping the eastbound shared left/through/right-turn lane as a shared left-turn/through lane, adding an eastbound right-turn lane, adding a shared northbound through/right-turn lane, adding a shared southbound through/right-turn lane, and restriping the westbound approach to have dual left-turn lanes, a shared through/right-turn lane, and a right-turn lane.

- The intersection of **Access A & Axon Way** be constructed as a three-legged restricted RI/RO intersection with stop-control in the southbound approach. The southbound approach will consist of a dedicated right-turn lane. The eastbound approach will consist of two through lanes and the westbound approach will consists of one through lane and one shared through/right-turn lane.

- The intersection of **Access B & Axon Way** be constructed as a three-legged restricted RI/RO intersection with stop-control in the northbound approach. The northbound approach will consist of a dedicated right-turn lane. The eastbound approach will consist of one through lane and one shared through/right-turn lane and the westbound approach will consist of two through lanes.

- The intersection of **Access C & Axon Way** be constructed as a three-legged intersection with stop-control in the southbound approach. The southbound approach will each consist of a shared left/right-turn lane. The eastbound approach will consist of a left-turn lane and two through lanes. The westbound approach will consist of a through lane and a shared through/right-turn lane.

- The intersection of **Access D & Axon Way** be constructed as a three-legged intersection with stop-control in the southbound approach. The southbound approach will consist of a dedicated right-turn lane. The eastbound and westbound will each consist of two through lanes.

- The intersection of **Axon Way & Access E** be constructed as a three-legged intersection with stop-control in the westbound approach. The northbound approach will consist of one through lane and one shared through/right-turn lane. The southbound approach will consist of one left-turn lane and two through lanes. The westbound approach will consist of one shared left/right-turn lane.

- The intersection of **Axon Way & Access F** be constructed as a four-legged intersection with stop-control in the eastbound and westbound approaches. The northbound and southbound approaches will each consist of one left-turn lane, one through lane and one shared through/right-turn lane. The eastbound and westbound approaches will each consist of one shared left/through/right-turn lane.

- The intersection of **Hayden Road & Mayo Boulevard/Union Hills Drive** will be reconstructed as a RI/RO/LI on the east leg. A porkchop will be constructed on the east leg to prevent westbound left-turn movements.

INTRODUCTION

Axon Enterprise, Inc. ("Axon") is proposing to build a World Headquarters Campus which will include a 435-key hotel and a 1,965-dwelling unit (DU) three- to five-story (i.e., mid-rise) multifamily residential community with a total of 49,486 square feet (SF) of ground-floor commercial uses. The current Project is Phase 2 (or the remaining phases) of the development of the full campus site. Phase 2 will complement Phase 1, which is the 401,085 SF Axon office building. Phase 1 has already received all the necessary entitlement approvals from the City of Scottsdale. The World Headquarters Campus consists of three individual Maricopa County Assessor numbered parcels and 10.03 acres of City roadway right of way that total 73.57 acres. The approved Phase 1 is approximately 25 acres and the proposed Phase 2 is approximately 44 acres with the remaining land in the original 73.57 acres dedicated to the City of Scottsdale for rights-of-way and a Civic Use Site.

Primary access to the site will be via the (future) signalized intersection of Hayden Road and Axon Way and six (6) internal driveways along Axon Way. A location map is provided in **Figure 1**.

PURPOSE OF REPORT AND STUDY OBJECTIVES

CivTech Inc. was retained in late June 2023 by Axon to perform a Category 2 Traffic Impact and Mitigation Analysis (TIMA) for the proposed Axon campus, the level of study requested by the City of Scottsdale. This version represents a 4th Submittal of a 3rd submittal sealed by CivTech on July 16, 2023. City comments and CivTech responses can be found in **Appendix A**.

Turning movement counts will be recorded and future submittals will address traffic and transportation impacts of the proposed development on the surrounding streets and intersections. The specific objectives of the study will then be as follows:

1. To evaluate lane requirements on all existing and proposed roadways and at all existing and future signalized intersections within the study area and recommend any capacity related improvements.

2. To determine ultimate build-out level of service for all existing and future signalized intersections within the study area and recommend any capacity related improvements.

3. To evaluate the need for future traffic control changes within the proposed study area.

CivTech will analyze major intersections within one-mile of the site and all site driveways.

STUDY REQUIREMENTS

This study analyzes the traffic impact due to the proposed Axon campus on the surrounding street network and has been prepared per the requirements of Section 5-1 (Transportation Impact Study) of the City of Scottsdale's 2018[1] *Design Standards and Polices Manual.*

[1] In 2021, the City issued an update in draft form; it has not yet been adopted. A comparison of the 2018 and 2021 versions as this proposal us being prepared reveals that the primary difference applicable to a Level 3 TIMA would be a requirement to provide copies of the digital files used by CivTech for the analysis, e.g., the Synchro files used for the LOS analysis. Otherwise, there are no differences.

STUDY AREA

The study area has been identified as the following arterial-to-arterial and arterial-to-collector intersections:

1. Hayden Rd and Axon Wy/Mayo Blvd
2. 82nd St and Mayo Blvd/Union Hills Dr
3. Perimeter Dr and Axon Wy
4. Hayden Rd and Princess Dr
5. Hayden Rd and Loop 101 EB Ramps
6. Hayden Rd and Loop 101 WB Ramps
7. Hayden Rd and Legacy Blvd
8. 82nd St and Princess Dr
9. Perimeter Dr & Princess Dr
10. Loop 101 SB Ramps and Princess Dr/Pima Rd
11. Loop 101 NB Ramps and Princess Dr/Pima Rd
12. Hayden Rd and Mayo Blvd/Union Hills Dr

In addition, CivTech will analyze all proposed accesses to the development.

HORIZON YEARS

The opening year 2025 and a horizon year 2030 are included in this analysis. For purposes of this analysis, it is assumed that the proposed development will be fully built-out by the study year 2025.

HISTORY

In 2011, the Arizona State Land Department engaged CivTech to prepare a traffic study for Crossroads East development (the "Crossroad 2011 Study"). As originally studied, the entire Crossroads East development, located in the northeast corner of Scottsdale Road and Princess Drive, was expected to provide 3,305,943 SF of retail uses, 2,557,669 SF of office space, 3,443 DUs, and 7,775,460 SF of industrial land uses on approximately 882 gross acres. CivTech prepared a follow-up enhanced traffic statement in 2022 (the "Crossroad 2022 Study"). At the time of the Phase 1 study the entire Axon campus site plus the City parcel was designated as "Parcel P-13" of Crossroads East. Since that time land for proposed roadways (as well as the fire station and water treatment facility) were dedicated to the City. It was on this 2022 traffic statement that was included with the application package upon which Phase 1 received its entitlement approvals.

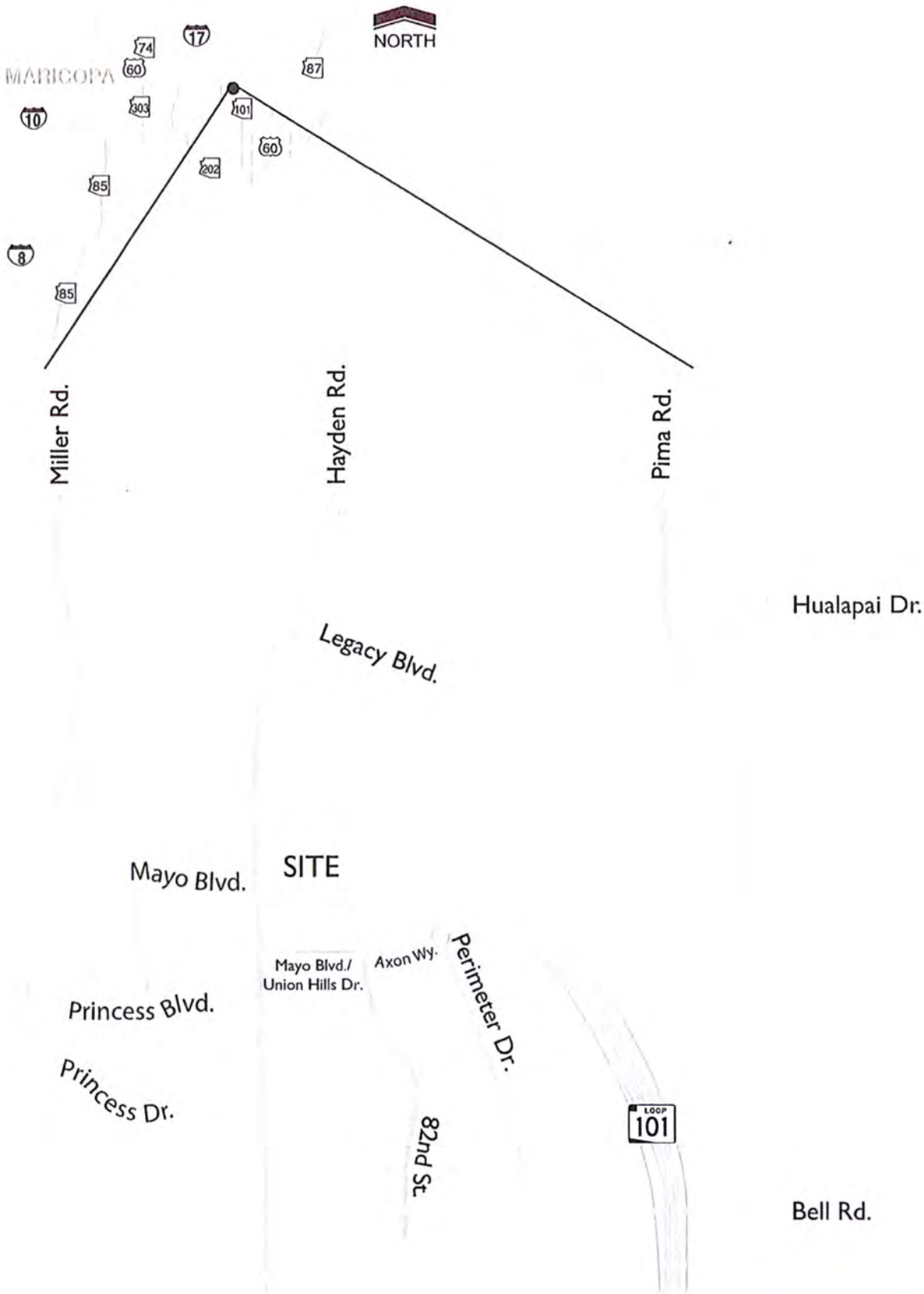


Figure 1: Vicinity Map

EXISTING CONDITIONS

SURROUNDING LAND USE

The Axon site is currently undeveloped land, located north of Axon Way, east of Hayden Road, and south of State Highway Loop 101 (SR 101 or Loop 101), the Pima Freeway.

South of the site (across Axon Way) from west to east are:

- The Scottsdale Stonebrook multifamily residential (R-4 PCD) subdivision between Hayden Road and 82nd Street.
- Three parcels owned by Pacesetter, Inc. and used for the manufacture of medical devices (PCD PCP & I-1 PCD). The largest of the parcels, in the southeast corner of the 82nd Street & Axon Way intersection is developed; the two others, one to its east and the other to its south, are undeveloped and will presumably be used for future expansion of the facility.
- Between Perimeter Drive and Loop 101 at 17851 North 85th Street is a three-story general office building.
- Across Hayden Road to the west are parcels within the Crossroads East area, some of which have been sold and one that remains in the name of the Arizona State Land Department (ASLD). Some consist of high-density multifamily in various stages of completion.

TRANSIT

The closest existing transit routes to the proposed development are Local Routes 72 (Scottsdale Road) and 170 (Bell Road). Route 72 begins just north of Loop 101, connecting Scottsdale Healthcare Drive on the north to the Chandler Fashion Center/Transit Station at its southern terminus. Route 170 provides additional connectivity within the north Scottsdale area and requires just a single transfer to reach alternate destinations. Route 170 provides east-west connectivity along Bell Road and Frank Lloyd Wright Boulevard.

ROADWAY NETWORK

The existing roadway network within the study area includes the following:

Hayden Road is a north-south, four-lane major arterial with a center raised median per the Scottsdale Transportation Action Plan within the vicinity of the proposed site. There is one bike lane in each direction. Hayden Road transitions from Miller Road in the north at Deer Valley Road and transitions to Greenway Hayden Loop in the south at Frank Lloyd Wright Boulevard. Hayden Road provides direct access to the Pima Freeway (Loop 101) and all major east-west arterials within the vicinity of the proposed site. The posted speed limit is 40 mph within the vicinity of the proposed site and 45 mph north of Loop 101.

Axon Way/Mayo Boulevard is an east-west three-lane collector roadway with one (1) lane and one (1) bike lane in each direction of travel and a center two-way left-turn lane (TWLTL) west of Hayden Road. Mayo Boulevard currently begins in the west approximately one-third of a mile west of Hayden Road at 78th Street and terminates in the east at Hayden Road. Mayo Boulevard currently

is not continuous between Hayden Road and Scottsdale Road. Mayo Boulevard as expected to be extended west and to connect to Scottsdale Road resulting in a continuous Mayo Boulevard to the west, terminating west of Tatum Boulevard. The posted speed limit on Mayo Boulevard west of Hayden Road is 30 mph.

82nd Street is a north-south three-lane collector roadway with a continuous TWLTL and a bike lane in each direction. 82nd Street begins in the north at Mayo Boulevard and extends southerly across Princess Drive and terminates at Bell Road, where it serves as the access for a gated condominium community and a gated apartment complex. The posted speed limit on 82nd Street south of Mayo Boulevard is 30 mph to Princess Drive and 35 mph between Princess Drive and Bell Road.

Perimeter Drive is a north-south, five-lane major collector with a TWLTL per the Scottsdale's Transportation Action Plan within the vicinity of the proposed site. There is one bike lane in each direction. Perimeter Drive begins to the north at Axon Way and terminates approximately 800 feet south of Bell Road. Perimeter Drive provides direct access to Princess Drive and Bell Road. The posted speed limit is 35 mph within the vicinity of the proposed site.

Pima Freeway (Loop 101) is an eight-lane freeway within the vicinity of the study area. The westbound/eastbound on and off ramps and freeway are under the direction and control of the Arizona Department of Transportation (ADOT). The Loop 101 within the vicinity of the study area provides regional access to the Piestewa Freeway (SR 51) to the west, north Phoenix, the City of Scottsdale to the east and the Cities of Tempe, Mesa, and Chandler to the south. The posted speed limit is 65 mph on the freeway.

Loop 101 Eastbound Ramp provides access to the Pima Freeway East. The off-ramp consists of one (1) lane of travel eastbound. The on-ramp consists of two (2) lanes of travel eastbound, leading to a meter ramp and then merges into one (1) lane of travel, prior to merging onto the freeway.

Loop 101 Westbound Ramp provides access to the Pima Freeway West. The off-ramp consists of one (1) lane of travel westbound. The on-ramps consists of three (3) lanes of travel westbound that splits into two (2) lanes that merge onto the freeway and two (2) lanes that merge onto the Loop 101 Frontage Road.

Loop 101 Northbound Ramp provides access to the Pima Freeway North. The off-ramp consists of two (2) lanes of travel northbound that merges with Pima Road and becomes four (4) lanes of travel northbound. The on-ramp consists of two (2) lanes of travel northbound.

Loop 101 Southbound Ramp provides access to the Pima Freeway South. The off-ramp consists of one (1) lane of travel southbound and the on-ramp consists of three (3) lanes of travel southbound that splits into two (2) lanes that merge onto the freeway and two (2) lanes that merge onto Pima Road. The on-ramp is metered.

Legacy Boulevard is an east-west, four-lane minor arterial roadway providing a link between Hayden Road and Scottsdale Road. There is one bike lane in each direction and a center raised median. Currently, Legacy Boulevard begins in the west at Scottsdale Road and terminates in the

east at Hayden Road. The posted speed limit is 45 mph between Hayden Road and Miller Road and 40 mph between Miller Road and Scottsdale Road.

Princess Drive is an east-west four-lane major collector roadway with a center raised median and a bike lane in each direction. Princess Drive begins in the northwest at Princess Boulevard and extends easterly, transitioning into Pima Road at Loop 101. Princess Drive provides access to Loop 101. The posted speed limit is 35 mph within the vicinity of the proposed site.

Mayo Boulevard/Union Hills Drive is an east-west two-lane minor collector that currently intersects Hayden Road south of Mayo Boulevard, across from the main driveway of the San Artes Apartments. Union Hills Drive currently begins in the west at Hayden Road and extends easterly, terminating at but not intersecting with the Pima Freeway (Loop 101). Union Hills Drive is currently a two-lane roadway with a single lane in each direction. The posted speed limit is 35 mph within the vicinity of the site.

INTERSECTIONS

1. The intersection of ***Hayden Road and Axon Way (formerly Mayo Boulevard)*** is currently a three-legged-intersection under stop control in the eastbound approach. The northbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes and a bike lane. The southbound approach consists of two (2) through lanes, a bike lane and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) exclusive left-turn lane, a bike lane and one (1) dedicated right-turn lane.

2. The intersection of ***82nd Street and Mayo Boulevard/Union Hills Drive*** is a three-legged "T-intersection" (with no southbound approach) under stop control on all approaches. The northbound approach consists of separate left and right-turn lanes and a bike lane. The eastbound approach consists of one (1) shared through and right-turn lane. The westbound approach consists of one (1) shared through and left-turn lane.

3. The intersection of ***Perimeter Drive and Axon Way*** is a three-legged "T-intersection" (with no southbound approach) under stop control on the northbound approach. The northbound approach consists of one (1) exclusive left-turn lane, a bike lane, and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) through lane and one (1) dedicated right-turn lane. The westbound approach consists of one (1) shared through and left-turn lane.

4. The intersection of ***Hayden Road and Princess Drive*** is a signalized four-legged intersection with split phasing between the westbound approach and eastbound approach, and permitted left-turn phasing in the northbound and southbound approaches. Both the northbound and southbound approaches each consist of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) shared left-turn and through lane and one (1) dedicated right-turn lane. The westbound approach consists of two (2) exclusive left-turn lanes, one (1) dedicated right-turn lane and one (1) bike lane.

5. The intersection of ***Hayden Road and the EB Loop 101 Ramps*** is a signalized intersection within the Loop 101 tight urban diamond traffic interchange (TUDI). The northbound approach

consists of three (3) through lanes and one (1) dedicated right-turn lane. The southbound approach consists of two (2) exclusive left-turn lanes and two (2) through lanes. The eastbound approach consists of one (1) exclusive left-turn lane, one (1) shared left-turn, through, and right-turn lane, and one (1) dedicated right-turn lane.

6. The intersection of ***Hayden Road and the WB Loop 101 Ramps*** is a signalized intersection within the Loop 101 TUDI. The northbound approach consists of one (1) exclusive left-turn lane and two (2) through lanes. The southbound approach consists of four (4) through lanes and one (1) dedicated right-turn lane. The westbound approach consists of one (1) exclusive left-turn lane, one (1) shared left-turn and through lane, one (1) shared through and right-turn lane, and one (1) dedicated right-turn lane.

7. The intersection of ***Hayden Road and Legacy Boulevard*** is a signalized three-legged "T-intersection" (with no westbound approach) with permitted left-turn phasing in the northbound and eastbound approaches. The northbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, and a bike lane. The southbound approach consists of two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The eastbound approach consists of one (1) exclusive left-turn lane, a bike lane, and one (1) dedicated right-turn lane.

8. The intersection of ***82nd Street and Princess Drive*** is a four-legged-intersection under stop control in the northbound and southbound approaches. The northbound and southbound approaches each consist of one (1) exclusive left-turn lane, one (1) shared through/right-turn lane, and a bike lane. The eastbound approach consists of one (1) exclusive left-turn lane, one (1) through lane and one (1) shared through/right-turn lane. The westbound approach consists of one (1) exclusive left-turn lane, one (1) through lane, one (1) shared through and right-turn lane, and a bike lane.

9. The intersection of ***Princess Drive and Perimeter Drive*** is a signalized four-legged-intersection with permitted left-turn phasing on all approaches. The northbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The southbound approach consists of one (1) exclusive left-turn lane, one (1) through lane, one (1) shared through and right-turn lane, and a bike lane. The eastbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, and one (1) shared through and right-turn lane. The westbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, and one (1) dedicated right-turn lane.

10. The intersection of ***Loop 101 SB Ramps and Princess Drive/Pima Road*** is a signalized intersection within the Loop 101 TUDI. The southbound approach consists of one (1) exclusive left-turn lane, one (1) shared through and left-turn lane, one (1) shared through and right-turn lane and one (1) dedicated right-turn lane. The eastbound approach consists of three (3) through lanes and two (2) dedicate right-turn lanes. The westbound approach consists of two (2) exclusive left-turn lanes and three (3) through lanes.

11. The intersection of ***Loop 101 NB Ramps and Princess Drive/Pima Road*** is a signalized intersection within the Loop 101 TUDI. The northbound approach consists of one (1) exclusive left-turn lane, one (1) shared through and left-turn lane, one (1) through lane and one (1) channelized right-turn lane. The eastbound approach consists of one (1) exclusive left-turn lane and two (2)

through lanes. The westbound approach consists of four (4) through lanes and one (1) dedicated right-turn lane.

12. The intersection of ***Hayden Road and Mayo Boulevard/Union Hills Drive*** is a four-legged intersection under stop control on the eastbound and westbound approaches. The northbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The southbound approach consists of one (1) exclusive left-turn lane, two (2) through lanes, a bike lane, and one (1) dedicated right-turn lane. The westbound approach consists of one (1) shared left/through/right-turn lane. The eastbound approach is a driveway to the gated San Artes apartments and consists of one (1) shared left/through/right-turn lane.

The existing stop controls and lane geometries within the project area are depicted in **Figure 2**.

TRAFFIC VOLUMES

CivTech contracted Field Data Services of Arizona (FDS) Inc. to conduct turning movement counts at eight (8) of the study intersections. These turning movement counts were conducted on Tuesday, July 11, 2023 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM during an average weekday. Existing turning movement traffic count data was also taken from the Maricopa Association Government (MAG) website for the following intersections:

- Hayden Rd & Legacy Blvd
- Hayden Rd & Loop 101 WB Ramps
- Hayden Rd & Loop 101 EB Ramps
- 82nd St & Mayo Blvd/Union Hills Dr
- Hayden Rd & Axon Wy/Mayo Blvd
- Hayden Rd & Mayo Blvd/Union Hills Dr
- Hayden Rd & Princess Dr
- Perimeter Dr & Axon Wy

Because the traffic counts were taken during the slower summer season, a seasonal adjustment factor of 1.075 was applied to the traffic counts taken in July, as determined by the City of Scottsdale.

Additional turning movement counts at four (4) of the study intersections were conducted on Tuesday, August 8, 2023 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM during an average weekday:

- Loop 101 NB Ramps & Princess Dr
- Loop 101 SB Ramps & Princess Dr
- Perimeter Dr & Princess Dr
- 82nd St & Princess Dr

The existing traffic volumes observed for this study are presented in **Figure 3**. Traffic volumes data obtained for this study have been included in **Appendix B**.

CRASH ANALYSIS

Crash data for the study area was obtained from the City of Scottsdale for the latest three (3) years of continuous data. In total, there have been 105 incidents within the study area in the years 2020-2022. A majority of these crashes occurred at intersections along Hayden Road within the vicinity of the site. The summary of intersection crash data is presented in **Table 1**.

TABLE 1 – INTERSECTION CRASH DATA SUMMARY

ID	Intersection	Total	Year of Occurrence			Incident Severity		Incident Type						
			2022	2021	2020	Incident with Injury (# of Injuries)	# of Fatalities	Single Vehicle	Angle	Left Turn	Rear End	Head On	Sideswipe	Other
4	Hayden Rd & Princess Dr	15	4	4	7	7 (15)	0	1	4	2	5	1	2	0
5&6	Hayden Rd & Loop 101(1)	28	6	15	7	9 (13)	0	4	5	4	14	0	1	0
7	Hayden Rd & Legacy Blvd	7	2	0	5	2 (2)	0	1	1	2	1	0	2	0
8	82nd St & Princess Dr	5	1	1	3	2 (3)	0	0	3	0	1	1	0	0
9	Perimeter Dr & Princess Dr	8	2	3	3	4 (6)	0	0	6	0	1	0	1	0
10&11	Loop 101 & Princess Dr/ Pima Rd(1)	39	16	18	5	6 (8)	0	4	10	0	19	0	6	0
18	Hayden Rd & Mayo Blvd/ Union Hills Dr	3	1	1	1	1 (1)	0	1	1	1	0	0	0	0
Totals		**105**	**32**	**42**	**31**	**31 (48)**	**0**	**11**	**30**	**9**	**41**	**2**	**12**	**0**

(1) Combination of both intersections.

A review of the crash data summarized in **Table 1** reveals that there have been 105 crashes reported at nine (9) of the intersections within the vicinity of the site. The highest percentage type of crash at most intersection is rear end and angle collisions and the lowest percentage type of crash at most intersections is head on collisions. Crash analysis worksheets are included in **Appendix C**.

CAPACITY ANALYSIS

The concept of level of service (LOS) uses qualitative measures that characterize operational conditions within the traffic stream. The individual levels of service are described by factors that include speed, travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations A through F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions. Levels of service for intersections are defined within ranges of average control delay per vehicle, the number of seconds a vehicle can expect to wait due to the presence of a traffic control device. lists the level of service criteria for signalized and unsignalized intersections. **Table 2** summarizes this information.

TABLE 2 – INTERSECTION LEVEL OF SERVICE CRITERIA

Level of Service	Control Delay (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80 (or v/c>1)	> 50 (or v/c>1)

Source: Exhibits 19-8, 20-2, 21-8, and 22-8, Highway Capacity Manual, 6th Edition (2016)

Synchro 11 software using the methodologies of the latest (6th) edition of the *Highway Capacity Manual* (HCM 2016)

were used to calculate average per-vehicle control delays, from which movement, approach, and overall intersection levels of service are determined. At the two TUDIs, each of which has two "clustered" signals that cannot be analyzed by HCM 2016, CivTech applied the HCM 2000 methodology. The methods take into account lane geometry, traffic volumes, and traffic control (two-way stop, all-way stop, or signal). Synchro's analysis worksheets report individual movement delay/LOS and overall delay/LOS for signalized intersections and the worst-case delay/LOS and the average overall intersection delay for unsignalized intersections. Results of the existing, no build, and build scenarios level of service analyses conducted for the proposed development are summarized in **Table 3** for both peak hours. The output sheets for the existing conditions have been included in **Appendix D**.

TABLE 3 – EXISTING PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach	Existing LOS AM (PM)
1	Hayden Rd & Axon Wy/Mayo Blvd	One-way stop (EB)	NB Left EB Left EB Right	A (A) B (B) B (A)
2	82nd St & Mayo Blvd/Union Hills Dr	All-way stop	NB EB WB ***Overall***	A (A) A (A) A (A) ***A (A)***
3	Perimeter Dr & Mayo Blvd/Union Hills Dr	One-way stop (NB)	NB Left NB Right WB Left	A (A) A (A) A (A)
4	Hayden Rd & Princess Dr	Signal	NB SB EB ***Overall***	A (A) A (A) D **(E)** ***A (A)***
5	Hayden Rd & Loop 101 EB Ramps	Signal	NB Thru NB Right *NB Overall* SB Left SB Thru *SB Overall* EB Left EB Shared EB Right *EB Overall* ***Overall***	24.6 C (32.8 C) 34.9 C (25.4 C) 25.9 C (32.5 C) 25.3 C (196.7 **F**) 13.5 B (16.4 B) 19.6 B (113.3 **F**) 96.5 **F** (42.4 D) 45.5 D (41.8 D) 36.6 D (36.5 D) 60.3 **E** (40.3 D) ***39.6 D (59.9 D)***
6	Hayden Rd & Loop 101 WB Ramps	Signal	NB Left NB Thru *NB Overall* SB Thru SB Right *SB Overall* WB Left WB Shared WB Right *WB Overall* ***Overall***	150.4 **F** (298.1 **F**) 44.1 D (16.2 B) 70.3 **E** (136.4 **F**) 31.0 C (43.9 D) 42.9 D (56.4 D) 34.3 C (48.2 D) 52.9 D (54.2 D) 50.3 D (49.9 D) 50.1 D (50.1 D) 50.6 D (50.6 D) ***51.0 D (89.4 F)***

TABLE 3 – EXISTING PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach	Existing LOS AM (PM)
7	Hayden Rd & Legacy Blvd	Signal	NB SB EB *Overall*	A (A) A (A) **E (E)** ***A (A)***
8	82nd St & Princess Dr	Two-way stop (NB/SB)	NB Left NB Shared SB Left SB Shared EB Left WB Left	C (C) B (B) C (D) B (B) A (A) A (A)
9	Perimeter Dr & Princess Dr	Signal	NB SB EB WB *Overall*	B (C) B (C) C (C) C (C) ***C (C)***
10	Loop 101 SB Ramps & Princess Dr/Pima Rd	Signal	SB Left SB Shared SB Right *SB Overall* EB Thru EB Right *EB Overall* WB Left WB Thru *WB Overall* *Overall*	163.3 **F** (30.4 C) 178.0 **F** (29.8 C) 41.1 D (25.3 C) 153.2 **F** (29.4 C) 54.2 D (51.6 D) 128.6 **F** (100.6 **F**) 80.1 **F** (72.5 **E**) 26.7 C (56.7 **E**) 7.6 A (25.8 C) 20.8 C (48.5 D) ***76.2 E (51.4 D)***
11	Loop 101 NB Ramps & Princess Dr/Pima Rd	Signal	NB Left NB Shared NB Right *NB Overall* EB Left EB Thru *EB Overall* WB Thru WB Right *WB Overall* *Overall*	63.3 **E** (26.7 C) 54.9 D (30.0 C) 251.3 **F** (176.0 **F**) 168.5 **F** (116.5 **F**) 31.7 C (28.6 C) 76.1 **E** (41.4 D) 71.7 **E** (37.7 D) 14.4 B (50.8 D) 14.2 B (48.7 D) 14.4 B (50.4 D) ***86.9 F (75.8 E)***
18	Hayden Rd & Mayo Blvd/Union Hills Dr	Two-way stop (EB/WB)	NB Left SB Left EB Shared WB Shared	A (A) A (A) B (B) A (B)

The results of the existing conditions analysis summarized in **Table 3** indicate that most study intersections and individual approaches operate with *overall* acceptable levels of service (LOS D or better). The analysis indicates that several individual approaches already operate at less than LOS D. These approaches are:

The signalized intersection of **Hayden Road & Princess Drive** operates with a delay in the eastbound approach of 56.7 sec/veh (LOS E) during the PM peak hour.

The signalized intersection of **Hayden Road & Loop 101 EB Ramps** operates with a delay in the eastbound approach of 60.3 sec/veh (LOS E) in the AM peak hour and a delay in southbound approach of 113.3 sec/veh (LOS F) during the PM peak hour.

The signalized intersection of **Hayden Road & Loop 101 WB Ramps** operates with a delay in the northbound approach of 70.3 sec/veh (LOS E) and 136.4 sec/veh (LOS F) during the AM and PM peak hours, respectively.

The signalized intersection of **Hayden Road & Legacy Boulevard** operates with a delay in the eastbound approach of 61.1 sec/veh (LOS E) and 61.0 sec/veh (LOS E) during the AM and PM peak hours, respectively.

The signalized intersection of **Loop 101 SB Ramps & Princess Dr/Pima Rd** operates with an overall delay of 76.2 sec/veh (LOS E) and a delay in the southbound approach of 153.2 sec/veh (LOS F) during the AM peak hour. The eastbound approach operates with a delay of 80.1 sec/veh (LOS F) and 72.5 sec/veh (LOS E) during the AM and PM peak hours, respectively.

The signalized intersection of **Loop 101 NB Ramps & Princess Dr/Pima Rd** operates with overall delays of 86.9 sec/veh (LOS F) and 75.8 sec/veh (LOS E) during the AM and PM peak hours, respectively. The northbound approach operates with a delay of 168.5 sec/veh (LOS F) and 116.5 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach operates with a delay of 71.7 sec/veh (LOS E) during the AM peak hour.

Future Roadway Improvements

Regional Improvements

Regional improvements from Princess Drive west along Loop 101 anticipated in CivTech's Crossroad 2011 Study have been implemented.

Mayo Boulevard will be connected between 78th Street and 73rd Place as other Crossroads East parcels are developed, providing a new minor arterial roadway between Hayden and Scottsdale Roads. In this study, CivTech has assumed that this connection will *not* be made before the study horizon year of 2030.

An additional northbound right-turn lane is expected to be added at the intersection of **Loop 101 NB Ramps & Pima Road/Princess Drive** by opening year 2025. This improvement will be added to the background and total scenarios for opening year 2025 and horizon year 2030.

PROPOSED DEVELOPMENT

SITE LOCATION

Axon is proposing to build a World Headquarters Campus with a 435-room hotel and a 1,965 DU three- to five-story (i.e., mid-rise) multifamily residential community with a total of 49,486 SF of ground-floor commercial uses. The current Project is Phase 2 of the development of the site. Phase 2 will complement Phase 1, which is a 401,085 SF Axon office building. Phase 1 has already received all the necessary zoning and other approvals from the City of Scottsdale. The site consists of three individual Maricopa County Assessor numbered parcels and 10.03 acres of City roadway right of way that total 73.57 acres. Axon has acquired two of the parcels, 57.17-acre APN 215-07-407 and 1.76-acre APN 215-07-408. The third, 4.61-acre 215-07-409, is presently owned by the City of Scottsdale.

SITE ACCESS

As shown in **Figure 4**, the former Mayo Boulevard east of Hayden Road has already been renamed Axon Way and realigned west of 82nd Street such that it intersects Hayden Road across from Mayo Boulevard. It is expected to be a four-lane collector roadway with two (2) lanes and one (1) bike lane in each direction of travel and a raised center median. Axon Way will extend east, travel south at the 82nd Street alignment (but not connect), and travel east to connect with the existing intersection at Perimeter Drive & Union Hills Drive. The posted speed limit on Axon Way is expected to be 35 mph. See **Figure 16** for the proposed lane configurations.

A review of Assessor maps shows that the ROW for a prior expected realignment had been dedicated by Axon; after review of CivTech's several versions of this TIMA and discussions between the City and Axon, the alignment will be revised and any and all changes will be formally addressed via a new plat.

Primary access to the site will be via the (future) signalized intersection of Hayden Road and Axon Way and six (6) driveways along Axon Way:

Access A is a restricted right-in/right-out (RI/RO) driveway, located approximately 360 feet east of Hayden Road along Axon Way. Access A primarily provides access to Buildings A, B, and C.

Access B is a restricted right-in/right-out (RI/RO) driveway, located approximately 600 feet east of Hayden Road along Axon Way. Access B provides access to Building E.

Access C is a full movement driveway, located approximately 825 feet east of Hayden Road along Axon Way. Access C provides access to Buildings B, C, and D.

Access D is a restricted right-out exit only driveway, located approximately 950 feet east of Hayden Road along Axon Way. Access D provides exit-access only to Building D.

Access E is a full movement driveway, located approximately 1,125 feet east of Hayden Road along Axon Way. Access E provides access to Building D and also serves as a truck driveway for the Axon Headquarters.

Access F is a full movement driveway, located approximately 1,380 feet east of Hayden Road along Axon Way. Access F provides access to Building E to the west and Axon Headquarters to the east.

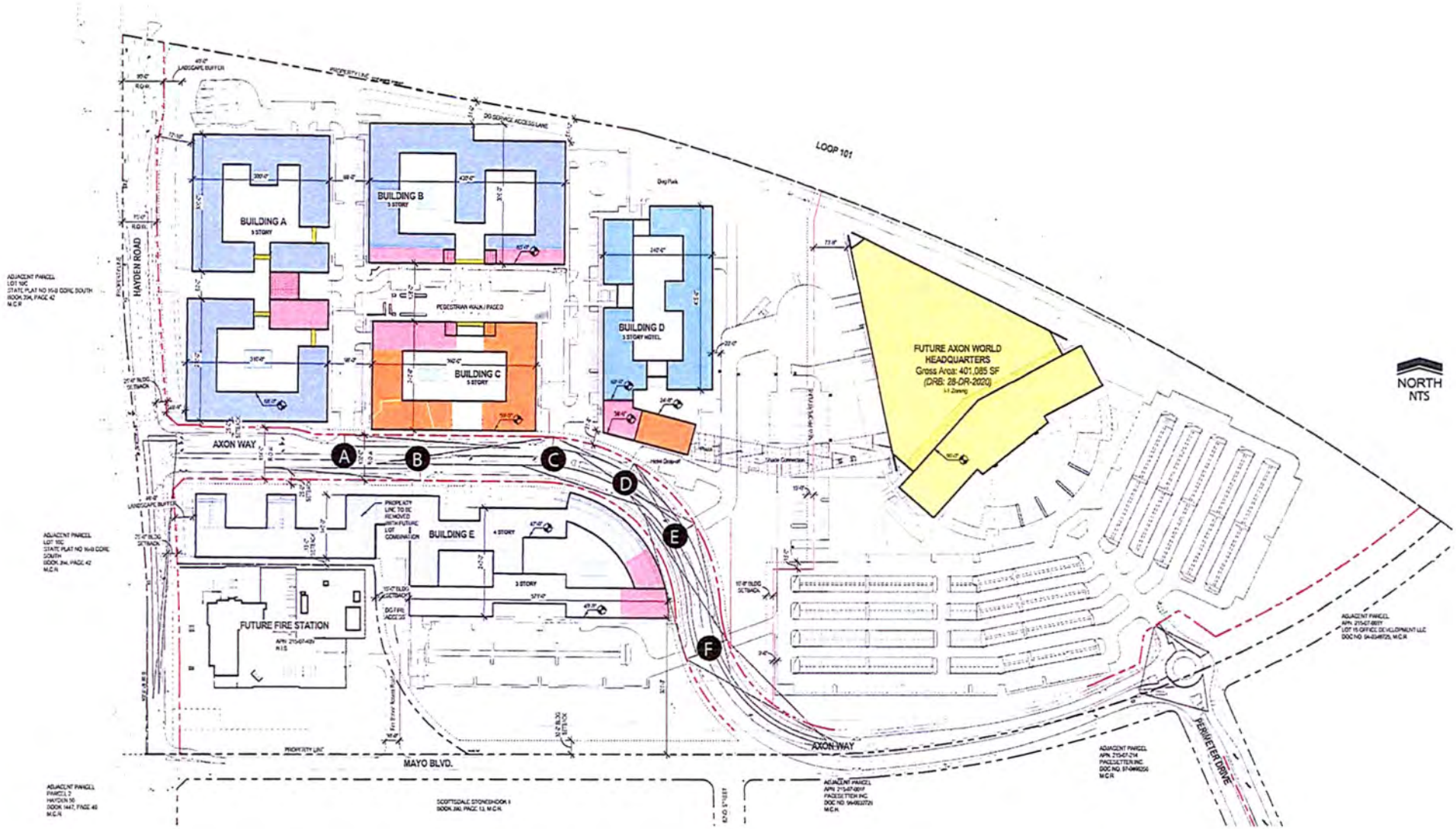


Figure 4: Site Plan and Access

With the addition of the development, the east leg of the existing intersection of 82nd Street and Mayo Boulevard/Union Hills Drive will be removed, which will allow access to the residents of the southern neighbors, but not to the trips generated by the Axon development. 82nd will be a local road in the future with this update. Additionally, the intersection of Perimeter Drive and Mayo Boulevard/Union Hills Drive connect to Axon Way and will be reconstructed as a roundabout and the east leg will be removed.

TRIP GENERATION

The potential trip generation for the proposed development was estimated utilizing the latest (11th) edition of Institute of Transportation Engineers' (ITE) *Trip Generation Manual* (TripGen11) and the 3rd Edition of its *Trip Generation Handbook*. TripGen11 contains data collected by various transportation professionals for a wide range of different land uses. The data are summarized in the report and average rates and equations have been established that correlate the relationship between an independent variable that describes the development size and generated trips for each categorized land use. The report provides information for daily and peak hour trips.

ITE's Land Use Code (LUC) 221, Mid-Rise Residential was selected by CivTech as the appropriate land use for the residential use. ITE LUC 821, Shopping Plaza (40-150k), was chosen to estimate trips generated by the ground-floor retail at Buildings C and D. The Hotel is LUC 312, as it is assumed that a majority of hotel guests are likely to be traveling to visit the Axon Headquarters.

Please note that the commercial land use represents ground-floor commercial within Buildings C and D. The commercial land use is not expected to generate significant external vehicular trips. While the above land uses were utilized in the analysis, it is believed that ITE LUC 231, Mid-Rise Residential with Ground Floor Commercial is a more fitting land use for Buildings C and D.

INTERNAL CAPTURE

According to data presented in the *Trip Generation Handbook*, 3rd Edition, trips attracted to certain land uses are often shared. This means that a single trip (vehicle) to the proposed development may visit additional attractions within the site during the same visit, an occurrence known as internal capture. This is especially true for large multi-use developments. An example of this would be a business person, who generated a trip on their drive to work, who walks to the restaurant in their building for lunch. This restaurant trip is not a new trip on the roadway.

Internal capture in a multi-use development describes the attraction of trips from one of the development's lands use components by another and results in a trip that begins and ends onsite. The importance of internal capture in the qualification of traffic impact for a multi-use development is that internally captured trips comprise a portion of the total development's trip generation without using the external road system. As a result, a multi-use development will generally create less demand on the external road system (i.e., fewer external trips) than the sum of the trip generation potential of each of its use components when considered as single-use developments. The percentage of a multi-use development's total trip generation that will be internally captured will depend on the strength of the attraction between its land use components. The calculations of internal capture are provided in **Appendix E**; the results show an internal capture rate of 5% for the AM peak hour and 14% for the PM peak hour.

However, CivTech understands Axon will offer workshops and product demonstrations for its clients and prospective clients in its new office building and that the hotel will be utilized by those clients visiting from out of the area. Therefore, to account for this, CivTech applied a 35% internal capture for the hotel land use and a 40% internal capture for the retail land use.

ALTERNATIVE MODES

Alternate modes of travel affect the number of trips on the roadway. Since the site is more than one-half mile from the nearest bus stop, it is considered by ITE as not being close to transit. However, CivTech understands that there will be bicycle trails to and through the campus. In addition, some Axon employees who reside in the adjacent apartments may walk to work, especially on very pleasant days. Therefore, CivTech applied a reduction of five percent for the use of alternative modes of transportation to/from the office. The net trips generated are documented after the site trip generation discussion in the discussion of other developments that are considered in the analysis.

PASS-BY AND DIVERTED LINK TRIPS

Based on the published ITE data, as found in the *Trip Generation Handbook,* 3rd Edition, it could be estimated that some portion of the traffic entering and exiting a commercial development would come from traffic already on the external street system. The term 'pass-by' trips refers to traffic already traveling on a study roadway from an origin to a destination that stops into the commercial development on the way. The term 'diverted link trips' refers to traffic on major roadway corridors, such as Hayden Road, that are diverted into the development from their original destination.

Pass-by/diverted trip peak hour ratios were estimated and calculated per the ITE *Trip Generation Handbook,* 3rd Edition. PM peak hour reductions were applied to those trips generated by the retail land use. This reduction was also applied to the study area by adjusting the number of through trips on the adjacent street system (Hayden Road) while maintaining the projected number of movements at each driveway location. This reduces the impact of double counting the same trip on the arterial roadway network. *The anticipated trip generation is detailed in* ***Table 4*** *at the top of the next page. Supplemental trip generation calculations are also provided in* ***Appendix E.***

As currently proposed, Phase 2 of the Axon campus is anticipated to generate 14,082 trips on a typical weekday with 1,076 trips (302 in/774 out) generated during the AM peak hour and 1,127 trips (651 in/476 out) generated during the PM peak hour before any reductions are taken. Net of reductions for internal capture or interaction, Phase 2 is expected to generate 11,794 trips on a typical weekday with 950 trips (252 in/698 out) generated during the AM peak hour and 897 trips (530 in/367 out) generated during the PM peak hour.

Please note that a last-minute revision to the site plan eliminated *ten (10) multifamily DUs (from 1,975 to 1,965) and* added *ten (10) hotel rooms. The net difference in peak hour trips generated—i.e., those assigned to the roadway network and, therefore, used in the capacity analysis of future with-development conditions—were* fewer *peak hour trips: 3 fewer trips (1 in/2 out) during the AM peak hour and 4 fewer trips (2 in/2 out) during the PM peak hour. Given this almost-negligible (less than ½ of 1% during either peak hour)* reduction *in peak hour trips, CivTech did not deem it necessary to revise the applicable figures in this report (Figures 6, 12, and 13) or the capacity analysis of future with-development conditions.*

TABLE 4 – TRIP GENERATION

Land Use	Quantity Units†	ITE Code	ITE Land Use Name	AM Distribution		PM Distribution	
				In	Out	In	Out
Multifamily	1,965 DUs	221	Mid-Rise Residential	23%	77%	61%	39%
Hotel	435 Rooms	312	Business Hotel	39%	61%	55%	45%
Retail	49.486 KSF	821	Shopping Plaza (40-150k)	62%	38%	49%	51%

Land Use	ADT		AM Peak Hour				PM Peak Hour			
	Avg. Rate	Total	Avg. Rate	In	Out	Total	Avg. Rate	In	Out	Total
Multifamily	4.75	9,326	0.43	196	657	853	0.39	468	299	767
Hotel	3.26	1,414	0.32	53	84	137	0.24	57	46	103
Retail	67.52	3,342	1.73	53	33	86	5.19	126	131	257
Totals Trips		**14,082**		**302**	**774**	**1,076**		**651**	**476**	**1,127**
Internal Capture Reductions (Retail)	*40%*	*(1,336)*	*40%*	*(21)*	*(13)*	*(34)*	*40%*	*(50)*	*(53)*	*(103)*
Internal Capture Reductions (Hotel)	*35%*	*(494)*	*35%*	*(19)*	*(29)*	*(48)*	*35%*	*(20)*	*(16)*	*(36)*
Alternate Mode Reductions (Multifamily)	*5%*	*(464)*	*5%*	*(10)*	*(33)*	*(43)*	*5%*	*(24)*	*(15)*	*(39)*
Pass-By Trips (Retail)	*0%*	*(0)*	*0%*	*(0)*	*(0)*	*(0)*	*34%*	*(26)*	*(26)*	*(52)*
Total "New" Trips		**11,794**		**252**	**698**	**950**		**530**	**367**	**897**

Notes: † KSF = 1,000 square feet; DUs = Dwelling Units

‡ No rate published. Average rate estimated assuming ratio of AM+PM to Daily rate was similar to that of mid-rise *without* commercial.

CALCULATIONS (Equations shown only where applicable)			
Land Use [Units]	*Daily*	*AM Peak Hour*	*PM Peak Hour*
Multifamily [X = 1,965 DUs]	$T_{Day} = 4.77*X - 46.46$	$T_{AM} = 0.44X - 11.61$	$T_{PM} = 0.39X + 0.34$
Strip Retail [X = 49.486 KSF]	$T_{Day} = X*67.52$	$T_{AM} = X*1.73$	$T_{PM} = X*5.19$
Hotel [X = 435 Rooms]	$T_{Day} = 2.9*X + 151.69$	$T_{AM} = 0.3*X + 6.94$	$T_{PM} = 0.21*X + 12.03$

TRIP DISTRIBUTION AND ASSIGNMENT

Two trip distributions were assumed for the proposed development one for employment to be applied to the residential trips and one for population to be applied to the trips generated by the Axon headquarters building and hotel. It is expected that the proposed development will generate trips based on future employment and population within a 12-mile radius of the site. Future total employment and population within a 12-mile radius of the site, as projected by the 2030 socio-economic data compiled by the Maricopa Association of Governments (MAG), were used as the bases to estimate trip distribution. The resulting trip distribution percentages for the study area are shown in **Table 5**. The trip distribution calculations are included in **Appendix F**.

TABLE 5 – SITE TRIP DISTRIBUTION

Direction (To/From)	Employment	Population
North on Hayden Road (north of Legacy Boulevard)	5%	5%
South on Hayden Road (south of Princess Drive)	15%	20%
South on Loop 101 (south of Princess Drive)	35%	30%
East on Princess Drive (east of Loop 101)	5%	5%
West on Loop 101 (west of Hayden Road)	35%	35%
West on Mayo Boulevard (west of Hayden Road)	5%	5%
Total	**100%**	**100%**

The trip distribution percentages noted in **Table 5** are illustrated on the roadway network within the study area in **Figure 5** were applied to the site trips generated to determine the AM and PM peak hour site traffic at the intersections within the study area. The resulting site generated traffic for the proposed development is presented in **Figure 6**. Pass-by Trips can be found in **Figure 7**.

FUTURE BACKGROUND TRAFFIC

CivTech reviewed historical daily traffic volumes from the City of Scottsdale website Traffic Volume Map to estimate an average annual growth rate. Reported average daily traffic volumes on Hayden Road south of Loop 101 were 15,700 vehicles per day (vpd) in 2016, decreased to 12,600 vpd in 2018, and 15,100 vpd in 2020, an increase from 2018, but still not at 2016 levels. Thus, Hayden Road experienced a net average annual decrease from 2016 to 2020. Since a negative growth rate is not realistic, CivTech applied a modest 1% annual growth rate from 2023 to project 2025 and 2030 non-site or background traffic volumes. The factors applied were 1.02 (= 1.010^2) to 2025 and 1.072 (= 1.010^7) to 2030.

Background Volume Redistribution

With the addition of the proposed development, the east leg of the existing intersection of 82nd Street & Mayo Boulevard/Union Hills Drive will be removed, which will allow access to the residents of the southern neighbors, but not to the trips generated by the Axon development. With the removal of the east leg, the existing volumes going in and out of the east leg were rerouted to travel along Axon Way instead, therefore, these volumes will be utilizing the intersection of Hayden Road & Mayo Boulevard/Axon Way and Hayden Road & Union Hills Drive/Mayo Boulevard. With this redistribution, the volumes are taken from the northbound and southbound through movements at the intersection of Hayden Road & Mayo Boulevard/Axon Way and added to the northbound right-turn movement and southbound left-turn movement; this may result in background volumes that are less than that of the existing volumes.

The projected background volumes for the opening year of 2025 are presented in **Figure 8.** The projected background volumes for the study horizon year of 2030 are presented in **Figure 9**. Background traffic calculations for opening year 2025 and horizon year 2030 are located within **Appendix G.**

TRIPS FROM OTHER DEVELOPMENTS

Axon Campus, Phase 1. Phase 1 of the Axon campus is the 401,085 SF World Headquarters. Phase 1 is located to the east of the current project. Phases 1 and 2 of the Axon campus will occupy the entirety of Crossroads East Parcel P13, except for a small parcel that will be retained by the City of Scottsdale. To determine anticipated trips generated for the new Axon Headquarters, counts were taken at the existing Axon Headquarters to determine custom rates, as it is assumed to be the most accurate representation of Axon employee's flexible and staggered shifts. CivTech elected to use custom rates rather than ITE rates, as ITE rates assume most employees would be entering/exiting the site during the AM and PM peak hours, which is not the case with the Axon Headquarters. Counts were taken from Tuesday, May 28, 2024 to Friday, May 31, 2024 to determine average vehicle entry/exit throughout the day. Based on the results, approximately 38 vehicles are expected to access the existing Axon Headquarters during the AM peak hour and approximately 23 vehicles are expected during the PM peak hour. The existing Axon Headquarters is approximately 100,000 SF and consists of approximately 36.5% office space and 64.5% industrial space, which is assumed to be the same ratio for the proposed Axon Headquarters. The proposed Axon Headquarters is expected to be approximately 401,085 SF, and therefore, the existing counts are multiplied by 4.011 to better represent the larger proposed Headquarters Building. Additionally, since the counts were taken during

Memorial Day week, a seasonal factor of 1.1 was applied to be more conservative. Custom rates were calculated for the weekday, AM peak hour and PM peak hour by dividing the traffic counts by the building square footage, and multiplying the seasonal factor. Using this information, the new Axon Headquarters is expected to generate 2,512 trips on a typical weekday, with 156 trips (142 in/14 out) generated during the AM peak hour and 94 trips (10 in/84 out) during the PM peak hour. Phase 1 site-generated volumes will be included in both the 2025 and 2030 Background volumes.

In addition to adding trips from Phase 1 and applying a factor that represents expected regional growth in traffic volumes, CivTech was asked by City reviewers to include traffic volumes generated by four other developments expected/approved by the City in the area. These are described below. CivTech studied the first two. Site trip assignment figures for each are included in **Appendix G**.

Optima McDowell Mountain Village. The Optima McDowell Mountain Village is a proposed mixed-use development located north of Mayo Boulevard and east of Scottsdale Road in the City of Scottsdale, Arizona. The development plans to consist of up to 1,390 DUs of luxury multifamily residences in six individual buildings with some retail on the ground floor and a lower courtyard area. The development will also provide an underground parking lot for residences that can be accessed from Mayo Boulevard. Optima McDowell Mountain Village is expected to open in 2025, and therefore, these site-generated volumes will be included in both the 2025 and 2030 Background scenarios.

Cavasson. The Cavasson development is a ±134-acre project located on the southwest corner of Hayden Road and Legacy Boulevard in Scottsdale. The development plans to consist of a 400-room hotel, up to 1,600 DUs of multifamily residential units, 1,800,00 SF of office space, 194,000 SF of retail use and 12,000 SF and fast-food restaurant land use. Per recommendations from the City of Scottsdale, CivTech assumed 60% of the entire Cavasson site would be built out by opening year 2025. The remainder of the site is assumed to be built after horizon year 2030, and therefore, 60% of the full build site-generated volumes will be included in both the 2025 and 2030 Background scenarios. It should be noted that approximately 84% of Phase 1 has been occupied since traffic counts were taken in July 2023; therefore, this portion of Phase 1 has been removed from the 60% full build site-generated volumes, as it is considered to be part of the existing volumes.

Northwest Corner Hayden Road and Mayo Boulevard. This development, proposed for approximately 73.2 acres, is a mixed-use development consisting of hospital, medical office, retail, senior living, office, and restaurant land uses. The development is anticipated to include a 352-bed hospital, 276,100 SF of medical offices, 144,780 SF of retail floor area, 250 DUs of senior living, 32,670 SF of General Office space, and 30,000 SF of restaurant floor area. Full build-out is not expected until 2040; therefore, CivTech estimated that 20% of its trips could be generated by 2025 and half of its by 2030.

Banner Scottsdale Medical Center. This development is proposed on yet-to-be acquired parcels of Arizona State Trust Land along the south side of the Mayo Boulevard alignment between Hayden and Scottsdale Roads. Phase 1 includes a 119,500 SF medical office building that is expected to be constructed by 2026, and will be included in the 2030 background volumes. Full buildout of the site is expected to be by 2040, and therefore, will not be included in this analysis.

The addition of a dual eastbound left-turn lane and dual northbound left-turn lane are being recommended at the intersection of Hayden Road and Mayo Boulevard/Axon Way within the Banner Scottsdale Medical Center TIMA and will therefore be included in both the 2030 No Build and Build analyses.

The turning movements expected from these other developments for the opening year of 2025 and for the study horizon year of 2030 are presented in **Figure 10** and **Figure 11**, respectively. Surrounding development volumes can be found in **Appendix G**.

TOTAL TRAFFIC

The total traffic volumes used in the capacity analysis were determined by adding the site generated traffic to the estimated projected background traffic. Total peak hour traffic volumes for the opening year of 2025 are shown in **Figure 12**. Total peak hour traffic volumes for the horizon year of 2030 are shown in **Figure 13**.

AVERAGE DAILY ROADWAY SEGMENT VOLUMES

Average daily roadway segment volumes were calculated for several roadways within the study area. To determine the 2025 and 2030 background average daily roadway segment volumes, CivTech used the City of Scottsdale's *2022 Average Daily Traffic Volumes SEGMENT* figure. **Table 6** shows the segment volumes utilized. A growth factor of 1.030 was applied to project 2025 background volumes and a growth factor of 1.083 was applied to project 2030 background volumes. Average daily volumes from surrounding developments were added to the projected background volumes. Average daily traffic volumes from the 2025 and 2030 Background scenarios are shown in **Figure 14**.

TABLE 6 – AVERAGE DAILY SEGMENT TRAFFIC VOLUMES

Roadway Segment	2022 Average Daily Traffic Volumes	2025 Average Daily Traffic Volumes	2030 Average Daily Traffic Volumes
Hayden Road (between Bell Road & Loop 101)	15,100	15,553	16,353
Hayden Road (between Loop 101 & Legacy Boulevard)	20,800	21,424	22,526
Perimeter Drive (between Princess Drive & Mayo Boulevard/Union Hills Drive)	2,600	2,678	2,816
82nd Street (between Princess Drive & Mayo Boulevard/Union Hills Drive)	452*	466	489

*Volume retrieved from Maricopa Association of Governments Traffic Count (TCDS)

Total average daily volumes were determined by adding the background volumes with the site-generated volumes from the proposed site. Average daily traffic volumes from the 2025 and 2030 Total scenarios are shown in **Figure 15**.

TRAFFIC AND IMPROVEMENT ANALYSIS

INTERSECTION CAPACITY ANALYSIS

The overall intersection and approach levels of service are summarized **Table 7** for the 2025 and 2030 Background (No-Build) and Total (Build) conditions. Detailed analysis worksheets for the 2025 analysis can be found in **Appendix H** and in **Appendix I** for the 2030 analysis. Both appendices include worksheets for mitigated intersections, where applicable. It should be noted that delays are expected in both the Build and No Build scenarios. There are several proposed surrounding developments that are expected to be built out by 2030, further increasing delays at these intersections. *Please note that, for the formerly three-legged intersection of Hayden Road and Axon Way/Mayo Boulevard, CivTech applied a signal cycle and timings for the background/no-build conditions based on other study intersections in the Hayden Road corridor. At this intersection and others where mitigations were applied in 2025 under the total/build conditions, the mitigations were carried through to 2030. (Therefore, no results may be reported for unmitigated, Total/Build conditions.)*

TABLE 7 – PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach/ Movement	2025		2030	
				No Build	Build	No Build	Build
				AM (PM)	AM(PM)	AM(PM)	AM(PM)
1	Hayden Rd & Axon Wy/Mayo Blvd	Signalized	NB	A (A)	A (B)	A (B)	-
			SB	A (A)	A (F)	B (D)	
			EB	D (D)	D (D)	D (D)	
			WB	D (D)	D (D)	E (E)	
			Overall	*B (B)*	*B (E)*	*C (C)*	-
		Mitigated – Add dual SBL, Signal Timing Adjustment	NB		B (C)		D (D)
			SB	-	C (C)	-	A (C)
			EB		D (D)		D (D)
			WB		D (D)		C (D)
			Overall	-	*C (C)*	-	*C (D)*
3	Perimeter Dr & Axon Wy	Roundabout	NB	A (A)	A (A)	A (A)	A (A)
			SB	A (A)	A (A)	A (A)	A (A)
			EB	A (A)	A (A)	A (A)	A (A)
			Overall	*A (A)*	*A (A)*	*A (A)*	*A (A)*
4	Hayden Rd & Princess Dr	Signalized	NB	A (A)	A (A)	A (A)	A (A)
			SB	A (A)	A (A)	A (A)	A (A)
			EB	D (D)	D (D)	D (D)	D (D)
			Overall	*A (A)*	*A (A)*	*A (A)*	*A (A)*
5	Hayden Rd & Loop 101 EB Ramps	Signalized	NB Thru	31.1 C (36.1 D)	37.2 D (44.3 D)	29.5 C (51.1 D)	-
			NB Right	34.2 C (20.7 C)	22.2 C (32.3 C)	40.9 D (38.7 D)	
			NB Overall	31.8 C (34.2 C)	33.0 C (42.4 D)	32.5 C (49.0 D)	
			SB Left	25.0 C (338.7 F)	25.7 C (343.2 F)	30.3 C (372.7 F)	
			SB Thru	12.2 B (32.0 C)	13.2 B (53.0 D)	17.2 B (45.7 D)	
			SB Overall	18.0 B (171.7 F)	18.8 B (175.0 F)	22.6 C (189.1 F)	
			EB Left	290.8 F (107.2 F)	366.5 F (295.4 F)	408.9 F (201.6 F)	
			EB Shared	286.6 F (108.6 F)	330.9 F (204.1 F)	382.0 F (193.4 F)	
			EB Right	41.6 D (43.4 D)	42.4 D (45.6 D)	42.8 D (45.4 D)	
			EB Overall	210.3 F (87.6 F)	250.6 F (185.3 F)	281.6 F (149.2 F)	
			Overall	*103.2 F (92.8 F)*	*112.4 F (119.1 F)*	*134.3 F (114.9 F)*	-

TABLE 7 – PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach/ Movement	2025		2030	
				No Build	Build	No Build	Build
				AM (PM)	AM(PM)	AM(PM)	AM(PM)
5	Hayden Rd & Loop 101 EB Ramps *(cont.)*	Mitigated – Signal Timing Adjustment	NB Thru	-	27.3 C (35.8 D)	-	20.8 C (39.8 D)
			NB Right		25.9 C (39.1 D)		34.6 C (21.1 C)
			NB Overall		26.9 C (36.3 D)		24.7 C (36.2 D)
			SB Left		40.4 D (46.7 D)		43.9 D (49.9 D)
			SB Thru		40.3 D (93.8 **F**)		132.3 **F** (165.2 **F**)
			SB Overall		40.4 D (74.0 **E**)		97.5 **F** (119.5 **F**)
			EB Left		96.6 **F** (39.9 D)		144.7 **F** (43.1 D)
			EB Shared		84.6 **F** (36.3 D)		111.9 **F** (36.5 D)
			EB Right		32.5 C (30.4 C)		33.0 C (30.7 C)
			EB Overall		72.0 **E** (35.7 D)		98.1 **F** (36.9 D)
			Overall	-	***48.4 D (48.0 D)***	-	***76.0 E (61.7 E)***
		Mitigated – Lane Restriping, Lane Additions: NBT/R, SBT, EBR	NB Thru	-	-	-	29.0 C (38.1 D)
			NB Right				41.6 **D** (158.7 **F**)
			NB Overall				31.2 C (58.7 **E**)
			SB Left				45.6 D (69.5 **E**)
			SB Thru				32.6 C (34.8 C)
			SB Overall				37.7 D (48.1 D)
			EB Left				45.3 D (70.3 **E**)
			EB Shared				45.5 D (68.3 **E**)
			EB Right				33.6 C (43.4 D)
			EB Overall				38.7 D (54.2 D)
			Overall	-	-	-	***36.1 D (54.3 D)***
6	Hayden Rd & Loop 101 WB Ramps	Signalized	NB Left	325.6 **F** (568.3 F)	933.0 **F** (736.7 F)	446.1 **F** (768.8 F)	-
			NB Thru	46.9 D (15.9 B)	87.5 **F** (16.4 B)	75.9 **E** (19.4 B)	
			NB Overall	122.2 **F** (258.3 F)	409.8 **F** (354.1 F)	182.7 **F** (367.9 F)	
			SB Thru	45.3 D (48.6 D)	45.6 D (49.8 D)	46.1 D (49.9 D)	
			SB Right	209.7 **F** (196.1 F)	208.9 **F** (198.4 **F**)	212.5 **F** (201.9 **F**)	
			SB Overall	87.0 **F** (98.0 **F**)	86.0 **F** (97.6 **F**)	87.1 **F** (100.3 **F**)	
			WB Left	65.8 **E** (52.1 D)	82.0 **F** (52.7 D)	123.9 **F** (52.9 D)	
			WB Shared	46.7 D (43.1 D)	46.3 D (42.4 D)	47.7 D (42.2 D)	
			WB Right	46.0 D (42.3 D)	45.5 D (40.7 D)	45.3 D (40.7 D)	
			WB Overall	50.4 D (45.0 D)	54.4 D (44.5 D)	65.6 **E** (44.4 D)	
			Overall	***90.5 F (159.6 F)***	***211.7 F (203.7 F)***	***114.8 F (212.3 F)***	-
		Mitigated – Signal Timing Adjustment	NB Left	-	80.5 **F** (95.5 **F**)	-	112.3 **F** (212.7 **F**)
			NB Thru		33.5 C (25.6 C)		34.4 C (27.3 C)
			NB Overall		51.4 D (58.4 **E**)		64.7 **E** (118.1 **F**)
			SB Thru		36.7 D (43.6 D)		38.9 D (46.2 D)
			SB Right		101.8 **F** (65.5 **E**)		55.8 **E** (66.5 **E**)
			SB Overall		52.9 D (50.6 D)		43.0 D (52.7 D)
			WB Left		33.7 C (58.9 **E**)		35.2 D (62.3 **E**)
			WB Shared		30.8 C (44.0 D)		31.9 C (43.7 D)
			WB Right		30.9 C (42.1 D)		31.0 C (41.2 D)
			WB Overall		31.5 C (47.2 D)		32.4 C (47.8 D)
			Overall	-	***47.3 D (53.5 D)***	-	***49.1 D (82.3 F)***
		Mitigated – Lane Restriping, Lane Additions: NBT/R, SBT, EBR	NB Left	-	-	-	120.0 **F** (116.3 **F**)
			NB Thru				29.1 C (11.9 B)
			NB Overall				64.5 **E** (63.0 **E**)
			SB Thru				36.4 D (51.3 D)
			SB Right				73.7 **E** (17.6 B)
			SB Overall				42.0 D (45.9 D)
			WB Left				33.5 C (51.1 D)
			WB Shared				35.5 C (47.9 D)
			WB Right				32.2 C (43.1 D)
			WB Overall				33.7 C (47.8 D)
			Overall	-	-	-	***48.9 D (54.3 D)***

TABLE 7 – PEAK HOUR LEVELS OF SERVICE

ID	Intersection	Intersection Control	Approach/ Movement	2025		2030	
				No Build	Build	No Build	Build
				AM (PM)	AM(PM)	AM(PM)	AM(PM)
7	Hayden Rd & Legacy Blvd	Signalized	NB	C (C)	C (C)	B (B)	B (B)
			SB	B (B)	B (B)	B (B)	B (B)
			EB	C (D)	C (D)	C (D)	C (D)
			WB	C (C)	C (C)	C (C)	C (C)
			Overall	*C (C)*	*C (C)*	*B (B)*	*B (B)*
8	82nd St & Princess Dr	Two-way Stop (NB/WB)	NB Left	C (C)	C (C)	C (D)	C (D)
			NB Shared	B (B)	B (B)	B (B)	B (B)
			SB Left	C (D)	C (D)	C (**E**)	C (**E**)
			SB Shared	B (B)	B (B)	B (B)	B (B)
			EB Left	A (A)	A (A)	A (A)	A (A)
			WB Left	A (A)	A (A)	A (A)	A (A)
9	Perimeter Dr & Princess Dr	Signalized	NB	B (C)	B (C)	B (C)	B (C)
			SB	B (C)	B (C)	B (C)	B (C)
			EB	B (B)	B (B)	B (B)	B (B)
			WB	C (C)	C (C)	C (C)	C (C)
			Overall	*C (C)*	*C (C)*	*C (C)*	*C (C)*
10	Loop 101 SB Ramps & Princess Dr/ Pima Rd	Signalized	SB Left	172.0 **F** (31.9 C)	172.0 **F** (31.8 C)	197.6 **F** (31.4 C)	197.6 **F** (31.1 C)
			SB Shared	189.0 **F** (32.0 C)	189.0 **F** (31.8 C)	216.8 **F** (31.5 C)	216.8 **F** (31.2 C)
			SB Right	40.3 D (27.6 C)	40.3 D (27.5 C)	40.4 D (27.0 C)	40.4 D (26.7 C)
			SB Overall – 101 Ramp	161.7 **F** (31.4 C)	161.7 **F** (31.3 C)	184.7 **F** (30.9 C)	184.7 **F** (30.6 C)
			EB Thru	52.1 D (50.2 D)	49.4 D (49.4 D)	53.6 D (50.9 D)	41.1 D (50.3 D)
			EB Right	102.7 **F** (74.7 **E**)	69.3 **E** (68.0 **E**)	94.3 **F** (68.2 **E**)	41.4 D (64.4 **E**)
			EB Overall – Princess Dr	70.2 **E** (61.1 **E**)	57.7 **E** (57.9 **E**)	68.5 **E** (58.8 **E**)	41.2 D (56.9 **E**)
			WB Left	26.8 C (86.0 **F**)	26.6 C (85.7 **F**)	27.5 C (104.4 **F**)	27.3 C (107.7 **F**)
			WB Thru	8.0 A (16.1 B)	8.2 A (17.3 B)	8.1 A (18.5 B)	8.3 A (19.6 B)
			WB Overall – Pima Rd	20.7 C (67.2 **E**)	20.5 C (65.7 **E**)	21.1 C (81.0 **F**)	20.9 C (81.7 **F**)
			Overall	*77.2 E (55.9 E)*	*75.3 E (54.4 D)*	*85.4 F (60.7 E)*	*81.6 F (60.5 E)*
11	Loop 101 NB Ramps & Princess Dr/ Pima Rd	Signalized	NB Left	71.8 **E** (29.6 C)	75.5 **E** (30.4 C)	84.1 **F** (29.2 C)	91.7 **F** (29.7 C)
			NB Shared	60.3 **E** (33.6 D)	63.9 **E** (33.5 D)	70.4 **E** (33.3 D)	75.4 **E** (33.0 D)
			NB Right	42.6 D (32.5 C)	42.6 D (32.3 C)	42.9 D (32.7 C)	42.9 D (32.4 C)
			NB Overall – 101 Ramp	52.0 D (32.7 C)	53.8 D (32.5 C)	57.0 **E** (32.7 C)	59.8 **E** (32.4 C)
			EB Left	31.0 C (72.0 **E**)	31.1 C (72.1 **E**)	29.6 C (73.3 **E**)	29.6 C (73.6 **E**)
			EB Thru	87.2 **F** (43.1 D)	87.3 **F** (43.1 D)	103.7 **F** (42.5 D)	103.8 **F** (42.5 D)
			EB Overall – Princess Dr	81.7 **F** (51.4 D)	81.8 **F** (51.4 D)	96.1 **F** (51.6 D)	96.2 **F** (51.7 D)
			WB Thru	14.6 B (35.4 D)	14.6 B (35.5 D)	14.9 B (37.6 D)	14.9 B (38.0 D)
			WB Right	14.4 B (36.0 D)	14.4 B (36.2 D)	14.8 B (38.1 D)	14.8 B (38.6 D)
			WB Overall – Pima Rd	14.5 B (35.5 D)	14.5 B (35.7 D)	14.8 B (37.7 D)	14.8 B (38.2 D)
			Overall	*41.1 D (37.7 D)*	*41.9 D (37.7 D)*	*45.2 D (38.5 D)*	*46.5 D (38.5 D)*
A	Access A & Axon Wy	1-way stop (SB)	SB Right	-	B (B)	-	B (B)
B	Access B & Axon Wy	1-way stop (NB)	NB Right	-	A (B)	-	A (B)
C	Access C & Axon Wy	1-way stop (SB)	SB Shared	-	B (C)	-	A (C)
			EB Left		A (B)		A (B)
D	Access D & Axon Wy	1-way stop (SB)	SB Right	-	A (A)		A (A)
E	Axon Wy & Access E	1-way stop (WB)	SB Left	A (A)	A (A)	A (A)	A (A)
			WB Shared	A (A)	B (B)	A (A)	A (B)
F	Axon Wy & Access F	2-way stop (EB/WB)	NB Left	A (A)	A (A)	A (A)	A (A)
			SB Left	A (A)	A (A)	A (A)	A (A)
			EB Shared	A (A)	C (B)	A (A)	C (B)
			WB Shared	A (A)	A (A)	A (A)	A (A)
18	Hayden Rd & Mayo Blvd/Union Hills Dr	2-way stop (EB/WB)	NB Left	A (A)	A (A)	A (A)	A (A)
			SB Left	A (B)	A (B)	A (B)	A (B)
			EB Shared	C (C)	C (D)	C (D)	C (D)
			WB Shared	B (C)	B (B)	B (C)	B (B)

The results of the Synchro analysis summarized in **Table 7** reveal that—exclusive of the **Loop 101 SB Ramps & Princess Drive/Pima Road** intersection—the study intersections could be expected generally to operate at acceptable *overall* levels of service (LOS D or better). Several individual *approaches* are expected to operate at LOS E or F at five of the study intersections: **Hayden Road & Axon Way/Mayo Boulevard, Hayden Road & Loop 101 Interchange, 82nd Street & Princess Drive, Loop 101 Interchange & Princess Drive/Pima Road,** and **Hayden Road & Mayo Boulevard/Union Hills Drive**. Mitigations applied to the 2025 Build scenario were applied to the 2030 Build scenario at the intersections of **Hayden Road & Axon Way/Mayo Boulevard** and **Hayden Road & Loop 101 Interchange**.

INTERSECTIONS NOT AT INTERCHANGES

Hayden Road and Axon Way/Mayo Boulevard

In the 2025 Build scenario, *using the same signal timing CivTech assumed for the background/no-build condition,* the signalized intersection of **Hayden Road and Axon Way/Mayo Boulevard** is expected to operate with an overall intersection delay of 110.1 sec/veh (LOS F) in the southbound approach during the PM peak hour.

- To mitigate the delay in 2025, it is recommended that a dual southbound left-turn lane be added and signal timing be adjusted to increase green time in the northbound and southbound approaches. With these mitigations in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.

- A dual northbound left-turn lane and dual eastbound left-turn lane were added at the intersection in both the 2030 No Build and Build scenarios, as recommended in the *Banner Scottsdale Medical Center TIMA.*

82nd Street and Princess Drive

In the 2030 No Build scenario, the stop-controlled intersection of **82nd Street and Princess Drive** is expected to operate with a delay in the southbound left-turn movement of 38.4 sec/veh (LOS E) during the PM peak hour. In the 2030 Build scenario, the intersection is expected to operate with an overall intersection LOS A; however, there is expected delay in the southbound left-turn movement of 41.0 sec/veh (LOS E) during the PM peak hour.

- It is not uncommon for low-volume stop-controlled driveways onto higher volume major roads to experience higher delays for brief periods during peak hours. Additionally, 1) the intersection is located between two other signalized study intersections, which provide regular gaps in the traffic stream that would allow outbound/southbound movements onto Princess Drive, 2) there will be no site-generated traffic on 82nd Street, and 3) the installation of a signal at this intersection with a cycle of 120 seconds would (mathematically) very likely result in an average delay of greater than the calculated average delay 39.7 sec/veh for southbound vehicles; therefore, no mitigation is recommended.

INTERCHANGES

Hayden Road and Loop 101

Eastbound Ramps. In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 EB Ramps** is expected to operate with an overall intersection delay of 103.2 sec/veh (LOS F) and 92.8 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 171.7 sec/veh (LOS F) during the PM peak hour. The eastbound approach is expected to operate with a delay of 210.3 sec/veh (LOS F) and 87.6 sec/veh (LOS F) during the AM and PM peak hours, respectively. In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 112.4 sec/veh (LOS F) and 119.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 250.6 sec/veh (LOS F) and 185.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 175.0 sec/veh (LOS F) during the PM peak hour.

- To mitigate the delay at the interchange in 2025, CivTech recommends adjusting the signal timing by increasing the green time in the eastbound and westbound approaches and adjust the phasing to have southbound approach lead and northbound approach lag. This signal timing adjustment will result in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with acceptable overall intersection levels of service, as well as levels of service better than that of the No Build scenario.

In the 2030 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 EB Ramps** is expected to operate with an overall intersection delay of 134.3 sec/veh (LOS F) and 114.9 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 189.1 sec/veh (LOS F) during the PM peak hour. The eastbound approach is expected to operate with a delay of 281.6 sec/veh (LOS F) and 149.2 sec/veh (LOS F) during the AM and PM peak hours, respectively. In the 2030 Build scenario, the intersection is expected to operate with an overall intersection delay of 76.0 sec/veh (LOS E) and 61.7 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 97.5 sec/veh (LOS F) and 119.5 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 98.1 sec/veh (LOS F) during the AM peak hour.

- To mitigate the delay at the interchange in 2030, CivTech recommends restriping the eastbound shared left/through/right-turn lane as a shared left-turn/through lane, restriping the westbound shared left-turn/through lane as an exclusive left-turn lane, adding an eastbound right-turn lane, adding a shared northbound through/right-turn lane, adding a northbound through lane, and adding a southbound through/right-turn lane. Additionally, it is recommended that signal timing be adjusted to increase green time in the northbound and southbound approaches during the PM peak hour, resulting in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with overall acceptable levels of service and improved levels of service than that in the No Build scenario.

Westbound Ramps. In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with an overall intersection delay of 90.5 sec/veh

(LOS F) and 159.6 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delay of 87.0 sec/veh (LOS F) and 98.0 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 122.2 sec/veh (LOS F) and 258.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 211.7 sec/veh (LOS F) and 203.7 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 409.8 sec/veh (LOS F) and 354.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 86.0 sec/veh (LOS F) and 97.6 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- To mitigate the delay at the interchange in 2025, CivTech recommends adjusting the signal timing by increasing the green time in the eastbound and westbound approaches and adjust the phasing to have southbound approach lead and northbound approach lag. This signal timing adjustment will result in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with acceptable overall intersection levels of service, as well as levels of service better than that of the No Build scenario.

In the 2030 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with overall intersection delays of 114.8 sec/veh (LOS F) and 212.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 182.7 sec/veh (LOS F) and 367.9 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delay of 87.1 sec/veh (LOS F) and 100.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The westbound approach is expected to operate with a delay of 65.6 sec/veh (LOS E) during the AM peak hour. In the 2030 Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with overall intersection delays of 76.0 sec/veh (LOS E) and 61.7 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delays of 97.5 sec/veh (LOS F) and 119.5 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 98.1 sec/veh (LOS F) during the AM peak hour.

- To mitigate the delay at the interchange in 2030, CivTech recommends restriping the eastbound shared left/through/right-turn lane as a shared left-turn/through lane, restriping the westbound shared left-turn/through lane as an exclusive left-turn lane, adding an eastbound right-turn lane, adding a shared northbound through/right-turn lane, adding a northbound through lane, and adding a southbound through/right-turn lane. Additionally, it is recommended that signal timing be adjusted to increase green time in the northbound and southbound approaches during the PM peak hour, resulting in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with overall acceptable levels of service and improved levels of service than that in the No Build scenario.

  CivTech has discussed this proposed mitigation with ADOT representatives, who indicated support for this scenario based on its improvement to the Level of Service.

- Signal timing adjustments at this interchange for the Existing, 2025 Opening Year and 2030 Horizon Year are shown at the top of the next page in **Table 8**. With these mitigations in place, the peak hour delays at the intersection in the 2025 Build scenarios are expected to be similar to those in the corresponding No Build scenarios.

TABLE 8 – APPLIED SIGNAL TIMING CHANGES
Hayden Road & Loop 101 Interchange (Times in Seconds)

Scenario	Phase 1 NB LT	Phase 2 SB Th	Phase 3 WB	Phase 5 SB LT	Phase 6 NB Th	Phase 7 EB
Existing AM	20	45	25	30	35	30
2025 AM Total	45	31	44	30	46	44
2030 AM Total	45	31	44	30	46	44
Existing PM	32	33	35	20	47	18
2025 PM Total	45	30	31	25	50	45
2030 PM Total	63	30	27	26	67	27

Loop 101 and Princess Drive/Pima Road

The interchange of **Loop 101 and Princess Drive/Pima Road** is expected to operate with delays in both the 2025 and 2030 No Build and Build scenarios.

Southbound Ramps. In the 2025 No Build scenario, the signalized intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with an overall intersection delay of 77.2 sec/veh (LOS E) and 55.9 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 161.7 sec/veh (LOS F) during the AM peak hour and the westbound approach is expected to operate with a delay of 67.2 sec/veh (LOS E) during the PM peak hours. The eastbound approach is expected to operate with a delay of 70.2 sec/veh (LOS E) and 61.1 sec/veh (LOS E) during the AM and PM peak hours, respectively. In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 75.3 sec/veh (LOS E) during the AM peak hour. The southbound approach is expected to operate with a delay of 161.7 sec/veh (LOS F) during the AM peak hour and the westbound approach is expected to operate with a delay of 65.7 sec/veh (LOS E) during the PM peak hours. The eastbound approach is expected to operate with a delay of 57.7 sec/veh (LOS E) and 57.9 sec/veh (LOS E) during the AM and PM peak hours, respectively.

In the 2030 No Build scenario, the signalized intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with an overall intersection delay of 85.4 sec/veh (LOS F) and 60.7 sec/veh (LOS E) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 68.5 sec/veh (LOS E) and 58.8 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 184.7 sec/veh (LOS F) in the AM peak hour and the westbound approach is expected to operate with a delay of 81.0 sec/veh (LOS F) during the PM peak hour. In the 2030 Build scenario, the intersection of **Loop 101 SB Ramps & Princess Drive/Pima Road** is expected to operate with an overall intersection delay of 81.0 sec/veh (LOS F) and 60.5 sec/veh (LOS E) during the AM and PM peak hours, respectively. During the AM peak hour, the southbound approach is expected to operate with a delay of 184.7 sec/veh (LOS F). During the PM peak hour, the eastbound and westbound

approaches are expected to operate with delays of 56.9 sec/veh (LOS E) and 81.7 sec/veh (LOS F) during the AM and PM peak hours, respectively.

Northbound Ramps. In the 2025 No Build scenario, the signalized intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the eastbound approach of 81.7 sec/veh (LOS F) during the AM peak hour. In the 2025 Build scenario, the intersection is expected to operate with a delay in the eastbound approach of 81.8 sec/veh (LOS F) during the AM peak hour.

In the 2030 No Build scenario, the signalized intersection of **Loop 101 NB Ramps & Princess Drive/Pima Road** is expected to operate with a delay in the eastbound approach of 96.1 sec/veh (LOS F) and a delay in the northbound approach of 57.0 sec/veh (LOS E) during the AM peak hour. In the 2030 Build scenario, the intersection is expected to operate with a delay in the northbound and eastbound approach of 59.8 sec/veh (LOS E) and 96.2 sec/veh (LOS F), respectively, during the AM peak hour.

- No mitigation is recommended that this interchange, as the interchange is expected to operate with similar average delays and levels of service in both the No Build and Build scenarios.

Turn Lane Warranting and Queue Length Analysis

Right-Turn Deceleration Lanes

CivTech deferred to City of Scottsdale *Design Standards & Policies Manual*, 2018, section 5-3.206 to determine if right-turn lanes are warranted at the site accesses:

"Deceleration lanes are required at all new driveways on major arterials and at new commercial/retail driveways minor arterials. Deceleration lanes for driveways may also be required on collector streets and for non-commercial/retail driveways on minor arterials. The lane length should be based on the distance needed to allow the vehicle to exit the through lane and slow to a 15-mph travel speed. To determine the need for a deceleration lane on streets classified as a minor arterial or collector, use the following criteria:

A. At least 5,000 vpd are expected to use the street;
B. The 85th percentile traffic speed on the street is at least 35 mph;
C. At least 30 vehicles will make right turns into the driveway during a 1-hour period.

Access A and Axon Way: With 4,411 vpd traveling westbound on Axon Way, a posted speed limit of 35 mph, and 2 westbound right turns expected during the PM peak hour, a deceleration lane is not warranted for the westbound right-turn lane at the intersection of Access A and Axon Way.

Access B and Axon Way: With 5,135 vpd traveling eastbound on Axon Way, a posted speed limit of 35 mph, and up to 95 eastbound right turns expected during the PM peak hour, a deceleration lane is warranted for the eastbound right-turn lane at the intersection of Access B and Axon Way. While a dedicated eastbound right-turn lane is warranted at Access B, it is not recommended, as the intersection is expected to operate with LOS A without the dedicated right-turn lane.

Access C and Axon Way: With 3,545 vpd traveling westbound on Axon Way, a posted speed limit of 35 mph, and up to 14 westbound right turns expected during the PM peak hour, a deceleration lane is not warranted for the westbound right-turn lane at the intersection of Access C and Axon Way.

Axon Way and Access E: With 3,360 vpd traveling northbound on Axon Way, a posted speed limit of 35 mph, and up to 9 northbound right turns expected during the PM peak hour, a deceleration lane is not warranted for the northbound right-turn lane at the intersection of Axon Way and Access E.

Axon Way and Access F (NB): With 1,689 vpd traveling northbound on Axon Way, a posted speed limit of 35 mph, and up to 9 northbound right turns expected during the AM peak hour, a deceleration lane is not warranted for the northbound right-turn lane at the intersection of Axon Way and Access F.

Axon Way and Access F (SB): With 2,086 vpd traveling southbound on Axon Way, a posted speed limit of 35 mph, and up to 38 southbound right turns expected during the PM peak hour, a deceleration lane is not warranted for the southbound right-turn lane at the intersection of Axon Way and Access F.

LEFT-TURN DECELERATION LANES

CivTech deferred to City of Scottsdale *Design Standards & Policies Manual*, 2018, section 5-3.206 to determine if left-turn lanes are warranted at the site accesses:

"Left-turn lanes may also be required at street intersections on minor collectors based on the projected left-turn volume and conflicting through volume. The lane lengths should be determined based on the anticipated turning volume and whether there is signalized or unsignalized traffic control."

CivTech deferred to section 7.15 of the *MCDOT Roadway Design Manual* to determine whether the left-turn volumes and conflicting through volumes are large enough to require a left-turn deceleration lane.

Access C and Axon Way: With 165 vph traveling westbound on Axon Way and 365 vph making the eastbound left-turn into Access C during the PM peak hour, a deceleration lane is not warranted for the eastbound left-turn lane at the intersection of Axon Way and Access C. However, CivTech recommends a dedicated eastbound left-turn lane be provided on Axon Way approaching Access C, as Axon Way is a divided roadway.

Axon Way and Access E: With 382 vph traveling northbound on Axon Way and 25 vph making the southbound left-turn into Access E during the PM peak hour, a deceleration lane is not warranted for the southbound left-turn lane at the intersection of Axon Way and Access E. However, CivTech recommends a dedicated southbound left-turn lane be provided on Axon Way approaching Access E, as Axon Way is a divided roadway.

Axon Way and Access F (NB): With 116 vph traveling southbound on Axon Way and 9 vph making the northbound left-turn into Access F during the PM peak hour, a deceleration lane is not warranted for the northbound left-turn lane at the intersection of Axon Way and Access F. However, CivTech recommends a dedicated northbound left-turn lane be provided on Axon Way approaching Access F, as Axon Way is a divided roadway.

Axon Way and Access F (SB): With 265 vph traveling northbound on Axon Way and 5 vph making the southbound left-turn into Access F during the PM peak hour, a deceleration lane is not warranted for the northbound left-turn lane at the intersection of Axon Way and Access F. However, CivTech recommends a dedicated southbound left-turn lane be provided on Axon Way approaching Access F, as Axon Way is a divided roadway.

QUEUE LENGTH ANALYSIS

Adequate turn storage should be provided on any approach where turn lanes are permitted and/or warranted. A queuing analysis was performed for all warranted/recommended and existing intersection turn lanes where site traffic is expected as well as left-turn lanes adjacent to the site using the methodology documented on pages 9-96 through 9-99 of the latest (7th) edition of the American Association of Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets* (the AASHTO "Green Book"). The Green Book indicates that, "A deceleration lane should be sufficiently long to store the number of vehicles likely to accumulate in a queue during a critical period."

For a right-turn lane at an unsignalized driveway or intersection, the critical period has typically been two minutes and the storage length estimated as the length required to hold the average number of arriving vehicles per a two-minute period, of which there are 30 per hour. Thus, for unsignalized driveways and intersections, the storage length for a right-turn lane can be calculated by use of the following formula:

Storage Length = $\left\{\frac{(veh/hr)}{(30\ periods/hr)}\right\} \times VL$, where *VL* is an assumed average Vehicle Length of 25 feet.

For unsignalized intersections, the storage length for a left-turn lane is determined by the use of Equations 9-3 and 9-4 of the Green Book.

Storage Length = $\left\{\frac{\ln[P(n>N)]}{\ln\frac{v}{c}} - 1\right\} \times VL$ [9-4], where $c = \frac{V_0 e^{-V_0 t_c/3600}}{1-e^{-V_0 t_c/3600}}$ [9-3] and *VL* is 25 feet.

Where signalized, the critical period per the Green Book is one-and-a-half to two signal cycles.[1] The equation used to calculate the queue storage for a right- *or* left-turn lane using AASHTO methodology is thus:

Storage Length = $\left\{\frac{1.5\ x\ (veh/hr)}{(cycles/hr)}\right\} \times VL$, where *VL* is, again, 25 feet.

Outlined in the latest (6th) edition of the *Highway Capacity Manual*, (HCM 6) is another methodology to calculate turn lane storage length. This method is used by the Synchro software to report the 95th percentile number of vehicles stored at an intersection to the back of the queues. CivTech multiplied this number of vehicles by average Vehicle Length of 25 feet to convert the number of vehicles to a required queue and rounded this number up to the nearest multiple of five feet.

[1] AASHTO, under Section 9.7.2.2 (page 9-96) of the Green Book, indicates that storage length for a turn lane, exclusive of taper, "should usually be based on 1.5 to 2 times the average number of vehicles that would need to be stored per signal cycle" at a signalized intersection.

The turn lane storage requirements for the study intersections are summarized in **Table 9**. Queue storage calculations are provided in **Appendix J**. A review of the results of the queue storage analysis summarized in **Table 9** reveals that most existing turn lanes will provide adequate queue storage capacity based on expected 2030 peak hour turning movement volumes.

TABLE 9 – TURN LANE QUEUE STORAGE LENGTHS

ID	Intersection	Intersection Control	Movement	Queue Storage (feet)				
				Existing[1]	AASHTO	ADOT[2]	HCM[3]	Recommended
1	Hayden Rd & Axon Wy/Mayo Blvd	Signal	NB Left	195′	[4]175′	-	[4]140′	[4]390′
			SB Left	-	[4]775		[4]520′	[4][10]520′
			EB Left	305′	[4]900′		[4]740′	[4]740′
			WB Left	-	250′		215′	215′
			NB Right	-	225′		75′	[9]150′
			SB Right	175′	550′		60′	No change
			WB Right	-	875′		140′	140′
4	Hayden Rd & Princess Dr	Signal	NB Left	155′	150′	-	25′	No change
			SB Left	255′	250′		40′	No change
			WB Left	[4][8]300′	[4]525′		[4]<25′	[8]No change
			NB Right	240′	250′		25′	No change
			SB Right	255′	125′		25′	No change
			EB Right	175′	125′		50′	No change
5	Hayden Rd & Loop 101 EB Ramps	Signal	SB Left	[4]500′	[4]800′	[4]905′	[4]550′	[4][5][12]No change
			EB Left	430′	1,150′	1,045′	405′	[6][12]No change
			NB Right	260′	650′	670′	220′	[6]No change
			EB Right	430′	[4]1,525′	[4]1,320′	[4]110′	[4]860′
6	Hayden Rd & Loop 101 WB Ramps	Signal	NB Left	245′	1,725′	1,470′	1,375′	[5][11]No change
			WB Left	495′	[4]600′	[4]620′	[4]400′	[6]No change
			SB Right	235′	825′	880′	175′	No change
			WB Right	495′	950′	895′	85′	[6]No change
7	Hayden Rd & Legacy Blvd	Signal	NB Left	250′	[4]275′	-	[4]250′	No change
			SB Left	-	<25′		<25′	[9]150′
			EB Left	-	125′		85′	[9]150′
			WB Left	-	25′		25′	[9]150′
			NB Right	-	25′		25′	[9]150′
			SB Right	160′	100′		25′	No change
			EB Right	-	350′		190′	190′
			WB Right	-	<25′		<25′	[9]150′
8	82nd St & Princess Dr	2-way stop (NB/SB)	NB Left	105′	25′	-	25′	No change
			SB Left	90′	50′		30′	No change
			EB Left	100′	75′		25′	No change
			WB Left	85′	25′		25′	No change
9	Princess Dr & Perimeter Dr	Signal	NB Left	100′	300′	-	180′	[7][12]No change
			SB Left	210′	400′		235′	[7]No change
			EB Left	80′	150′		40′	No change
			WB Left	275′	525′		350′	[10][12]No change
			NB Right	250′	525′		135′	No change
10	Loop 101 SB Ramps & Princess Dr/ Pima Rd	Signal	SB Left	355′	800′	770′	650′	[6][12]No change
			WB Left	[4][8]480′	[4]2,150′	[4]1,880′	[4]1,180′	[5][12]No change
			SB Right	355′	350′	445′	60′	[6]No change
			EB Right	[4][8]490′	[4]750′	[4]695′	[4]280′	No change
11	Loop 101 NB Ramps & Princess Dr/ Pima Rd	Signal	NB Left	275′	625′	645′	460′	[6]No change
			EB Left	265′	425′	445′	310′	[5][12]No change
			NB Right	[11]280′	[4]1,750′	[4]1,495′	[4]270′	[4][12]560′
			WB Right	285′	600′	705′	255′	[12]No change
C	Access C & Axon Wy	2-way stop (NB/SB)	EB Left	-	325′	-	45′	[9]100′

TABLE 9 – TURN LANE QUEUE STORAGE LENGTHS

ID	Intersection	Intersection Control	Movement	Queue Storage (feet)				
				Existing[1]	AASHTO	ADOT[2]	HCM[3]	Recommended
E	Axon Wy & Access E	1-way stop (WB)	SB Left	-	25'	-	25'	[9]100'
F	Axon Wy & Access F	2-way stop (EB/WB)	NB Left SB Left	-	<25' 75'	-	<25' 25'	[9]100' [9]100'
18	Hayden Rd & Mayo Blvd/Union Hills Dr	2-way stop (EB/WB)	NB Left SB Left NB Right SB Right	230' 370' 145' 125'	50' 25' 25' 75'	-	25' <25' <25' <25'	No change No change No change No change

(1) Measured from beginning of stop bar to the end of the stripe.
(2) ADOT desired lengths used.
(3) HCM 95th percentile queue reported in vehicles/lane, assuming 1 vehicle ~ 25 feet.
(4) Total storage for dual turn lanes.
(5) Additional storage is provided upstream.
(6) Shared lane provides additional storage.
(7) TWLTL provides additional storage upstream.
(8) Dual lanes contain one lane of storage and one drop lane for additional storage downstream.
(9) City of Scottsdale standard storage length is 150 feet, with a 100-foot minimum length.
(10) Lack of right-of-way for extended queue lengths.
(11) Additional 160' of storage will be provided upstream, in addition to the 145' of existing storage.
(12) Site does not contribute or minimally contributes traffic to movement.

Figure 16 shows the future intersection lane configurations, turn lanes, and traffic controls.

SIGHT DISTANCE ANALYSIS

Adequate sight distance shall be provided at intersections and site access driveways to allow safe turning movements. There shall be sufficient unobstructed sight distance along both approaches of a street/driveway intersection and across their included corners to allow operators of vehicles to see each other in time to prevent a collision.

The City of Scottsdale provides minimum sight distance requirements based on the posted roadway speed and the number of through lanes in each direction of travel. Minimum sight distances should be provided on the Development Plans at each of the proposed access points per the City of Scottsdale *Design Standards & Policies Manual* (DS&PM). Sight distance for the roadways is summarized below in **Table 10**.

TABLE 10 – CITY OF SCOTTSDALE SIGHT DISTANCE REQUIREMENTS

Roadway	Posted Speed Limit/ Design Speed (mph)	Number of Lanes	Sight Distance Along Roadway	
			Though Movement	Turn Movement
Axon Way	35/45	4	430'	497'

Excerpts from the DS&PM are included in **Appendix K**.

CONCLUSIONS AND RECOMMENDATIONS

The following conclusions and recommendations have been documented in this study:

GENERAL

- As currently proposed, Phase 2 of the Axon campus is anticipated to generate 14,082 trips on a typical weekday with 1,076 trips (302 in/774 out) generated during the AM peak hour and 1,127 trips (651 in/476 out) generated during the PM peak hour before any reductions are taken. Net of reductions for internal capture or interaction, Phase 2 is expected to generate 11,794 trips on a typical weekday with 950 trips (252 in/698 out) generated during the AM peak hour and 897 trips (530 in/367 out) generated during the PM peak hour.

EXISTING (2023)

- The results of the existing conditions analysis indicate that most study intersections and individual approaches operate with *overall* acceptable levels of service (LOS D or better). The analysis indicates that several individual approaches already operate at less than LOS D at the following intersections: **Hayden Road & Loop 101 EB Ramps, Hayden Road & Loop 101 WB Ramps, Hayden Road & Legacy Boulevard, Loop 101 SB Ramps & Princess Drive/Pima Road,** and **Loop 101 NB Ramps & Pima Road**. (Details are provided in the text.)

FUTURE CONDITIONS (2025 & 2030)

- **With Axon's proposed mitigations, all intersections are expected to operate with overall acceptable levels of services LOS D or better**.

- The results of the Synchro analysis reveal that—exclusive of the **Loop 101 SB Ramps & Princess Drive/Pima Road** intersection—the study intersections could be expected generally to operate at acceptable overall levels of service (LOS D or better). Several individual *approaches* are expected to operate at LOS E or F at five of the study intersections: **Hayden Road & Axon Way/Mayo Boulevard, Hayden Road & Loop 101 Interchange, 82nd Street & Princess Drive, Loop 101 Interchange & Princess Drive/Pima Road,** and **Hayden Road & Mayo Boulevard/Union Hills Drive**. Mitigations applied to the 2025 Build scenario were applied to the 2030 Build scenario at the intersections of **Hayden Road & Axon Way/Mayo Boulevard** and **Hayden Road & Loop 101 Interchange**.

- *Hayden Road and Mayo Boulevard/Axon Way.* In the 2025 Build scenario, *using the same signal timing CivTech assumed for the background/no-build condition,* the signalized intersection of **Hayden Road and Mayo Boulevard/Axon Way** is expected to operate with an overall intersection delay of 110.1 sec/veh (LOS F) in the southbound approach during the PM peak hour.

  - To mitigate the delay in 2025, it is recommended that a dual southbound left-turn lane be added and signal timing be adjusted to increase green time in the northbound and southbound approaches. With these mitigations in place, the intersection is expected to operate with acceptable levels of service. With these same mitigations, the 2030 analysis produces similarly acceptable results, requiring no further mitigations.

- A dual northbound left-turn lane and dual eastbound left-turn lane were added at the intersection in both the 2030 No Build and Build scenarios, as recommended in the *Banner Scottsdale Medical Center TIMA.*

- *82nd Street and Princess Drive*. In the 2030 No Build scenario, the unsignalized intersection of **82nd Street and Princess Drive** is expected to operate with an overall intersection LOS A; however, there is expected delay in the southbound left-turn movement of 38.4 sec/veh (LOS E) during the PM peak hour. In the 2030 Build scenario, although the overall intersection operates with LOS A, the intersection is expected to operate with a delay in the southbound left-turn movement of 41.0 sec/veh (LOS E) during the PM peak hour.

  - It is not uncommon for low-volume stop-controlled driveways onto higher volume major roads to experience higher delays for brief periods during peak hours. Additionally, 1) the intersection is located between two other signalized study intersections, which provide regular gaps in the traffic stream that would allow outbound/southbound movements onto Princess Drive, 2) there will be no site-generated traffic on 82nd Street, and 3) the installation of a signal at this intersection with a cycle of 120 seconds would (mathematically) very likely result in an average delay of greater than the calculated average delay 39.7 sec/veh for southbound vehicles; therefore, no mitigation is recommended.

- *Hayden Road and Loop 101*. In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 EB Ramps** is expected to operate with an overall intersection delay of 103.2 sec/veh (LOS F) and 92.8 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 171.7 sec/veh (LOS F) during the PM peak hour. The eastbound approach is expected to operate with a delay of 210.3 sec/veh (LOS F) and 87.6 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 112.4 sec/veh (LOS F) and 119.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 250.6 sec/veh (LOS F) and 185.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 175.0 sec/veh (LOS F) during the PM peak hour.

  - To mitigate the delay at the interchange in 2025, CivTech recommends adjusting the signal timing by increasing the green time in the eastbound and westbound approaches and adjust the phasing to have southbound approach lead and northbound approach lag. This signal timing adjustment will result in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with acceptable overall intersection levels of service, as well as levels of service better than that of the No Build scenario.

- In the 2025 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with an overall intersection delay of 90.5 sec/veh (LOS F) and 159.6 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delay of 87.0 sec/veh (LOS F) and 98.0 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 122.2 sec/veh (LOS F) and 258.3 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- In the 2025 Build scenario, the intersection is expected to operate with an overall intersection delay of 211.7 sec/veh (LOS F) and 203.7 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 409.8 sec/veh (LOS F) and 354.1 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 86.0 sec/veh (LOS F) and 97.6 sec/veh (LOS F) during the AM and PM peak hours, respectively.

  - To mitigate the delay at the interchange in 2025, CivTech recommends adjusting the signal timing by increasing the green time in the eastbound and westbound approaches and adjust the phasing to have southbound approach lead and northbound approach lag. This signal timing adjustment will result in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with acceptable overall intersection levels of service, as well as levels of service better than that of the No Build scenario.

- In the 2030 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 EB Ramps** is expected to operate with an overall intersection delay of 134.3 sec/veh (LOS F) and 114.9 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 189.1 sec/veh (LOS F) during the PM peak hour. The eastbound approach is expected to operate with a delay of 281.6 sec/veh (LOS F) and 149.2 sec/veh (LOS F) during the AM and PM peak hours, respectively.

- In the 2030 Build scenario, the intersection is expected to operate with an overall intersection delay of 76.0 sec/veh (LOS E) and 61.7 sec/veh (LOS E) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with a delay of 97.5 sec/veh (LOS F) and 119.5 sec/veh (LOS F) during the AM and PM peak hours, respectively. The eastbound approach is expected to operate with a delay of 98.1 sec/veh (LOS F) during the AM peak hour.

  - To mitigate the delay at the interchange in 2030, CivTech recommends restriping the eastbound shared left/through/right-turn lane as a shared left-turn/through lane, restriping the westbound shared left-turn/through lane as an exclusive left-turn lane, adding an eastbound right-turn lane, adding a shared northbound through/right-turn lane, adding a northbound through lane, and adding a southbound through/right-turn lane. Additionally, it is recommended that signal timing be adjusted to increase green time in the northbound and southbound approaches during the PM peak hour, resulting in an unchanged cycle length of 120 seconds. With these mitigations in place, the interchange is expected to operate with overall acceptable levels of service and improved levels of service than that in the No Build scenario.

- In the 2030 No Build scenario, the signalized intersection of **Hayden Road and Loop 101 WB Ramps** is expected to operate with overall intersection delays of 114.8 sec/veh (LOS F) and 212.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The northbound approach is expected to operate with a delay of 182.7 sec/veh (LOS F) and 367.9 sec/veh (LOS F) during the AM and PM peak hours, respectively. The southbound approach is expected to operate with delay of 87.1 sec/veh (LOS F) and 100.3 sec/veh (LOS F) during the AM and PM peak hours, respectively. The westbound approach is expected to operate with a delay of 65.6 sec/veh (LOS E) during the AM peak hour.

Axon World Headquarters Mixed-Use Campus

NEIGHBORHOOD INVOLVEMENT REPORT / CITIZEN REVIEW REPORT / CITIZEN REVIEW PLAN

REPRESENTATIVE:

Charles Huellmantel
P.O. Box 1833
Tempe, Arizona 85280
(480) 921-2800
charles@huellmantel.com

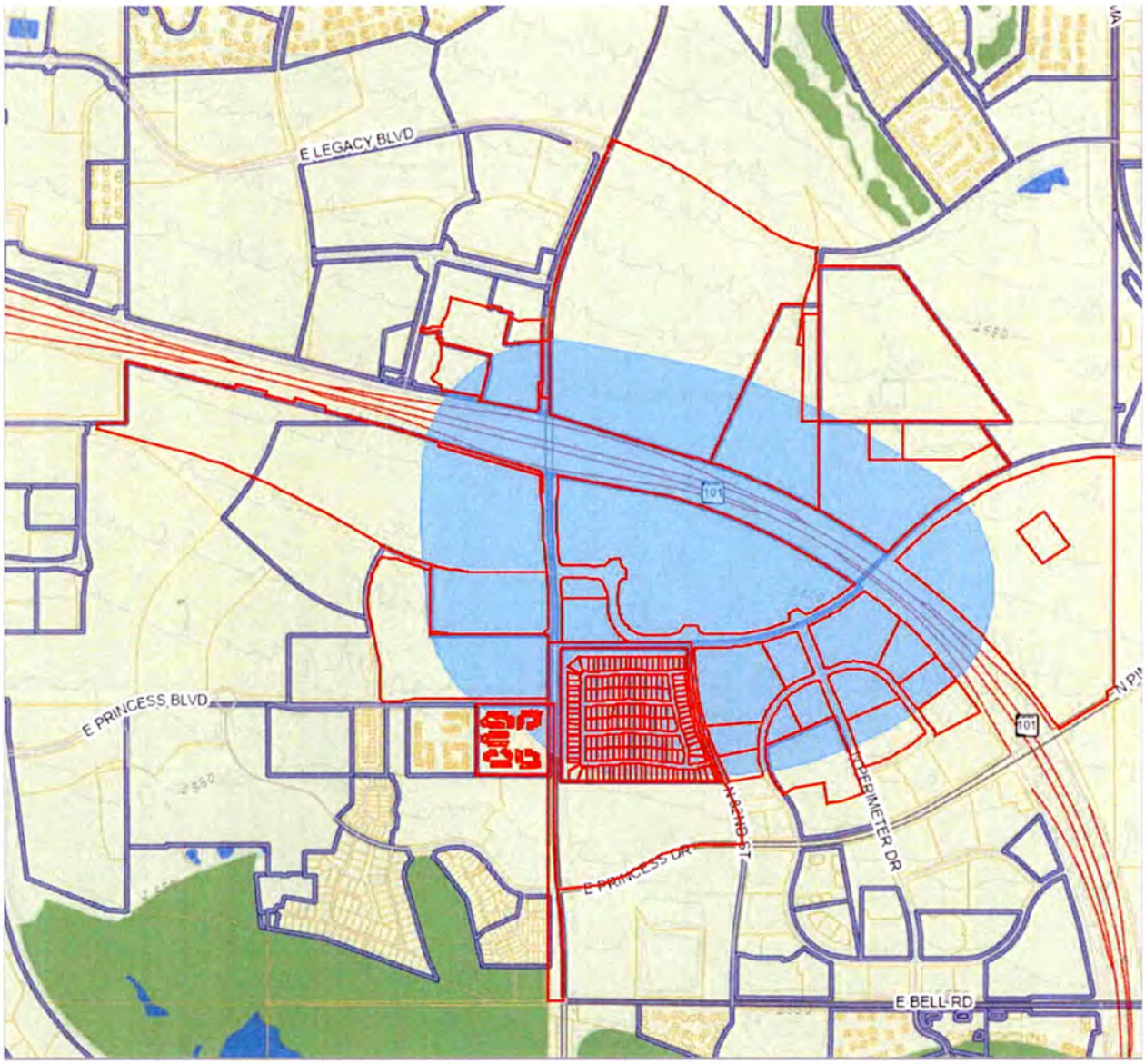
APPLICANT:

Axon Enterprise, Inc.
17800 N 85th Street
Scottsdale, Arizona 85255

ATTACHMENT 14

NOTIFICATION AREA

1,250-Foot Property Owner Area:



NOTIFICATION LIST

Axon Campus 1,250' Notification List					
OWNER	ADDRESS	CITY	STATE	ZIP	APN
18700 Hayden Road LLC	375 N. Front St., Ste. 200	Columbus	OH	43215	212-34-959A
8174 Rita Drive LLC	6845 E. Fanfol Dr.	Paradise Valley	AZ	85253	215-07-144
Kristin A Abbott/Kerri B Clark	8160 E. Maria Dr.	Scottsdale	AZ	85255	215-07-177
Steven C/Carrah L Abele	8106 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-081
Mary W Alexander Tr.	4466 E. Coyote Wash Dr.	Cave Creek	AZ	85331	215-07-047
Lara A Allen	8120 E. Maria Dr.	Scottsdale	AZ	85255	215-07-182
Arizona State Land Dept.	60 Columbus Cir. 20th Fl.	New York	NY	10023	212-31-125A
Arizona State Land Dept.	1616 W. Adams St.	Phoenix	AZ	85007	212-31-126C
					212-31-966A
					215-07-019D
					215-07-024B
					215-07-209F
					215-07-209G
Asira Properties LLC	16055 N. Dial Blvd., 10	Scottsdale	AZ	85260	215-07-135
Axon Enterprise Inc.	17800 N. 85th St.	Scottsdale	AZ	85255	215-07-407
					215-07-408
Babada Boopy LLC	7229 W. Melinda Ln.	Glendale	AZ	85308	215-07-067
Gary H/Julia W Bacon Tr.	8098 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-080
Liqun Bai	12766 E. Sorrel Ln.	Scottsdale	AZ	85259	215-07-173
Michael Bartolotta	8091 E. Maria Dr.	Scottsdale	AZ	85255	215-07-165
Betty A Cisneros Living Trust	8115 E. Maria Dr.	Scottsdale	AZ	85255	215-07-168
Charlene Boudreau	8142 E. Rita Dr.	Scottsdale	AZ	85255	215-07-148
Warren K/Naana D Braly	8073 E. Rita Dr.	Scottsdale	AZ	85255	215-07-130
Brenda and Lyle Myers Family Trust	8156 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-113
Thomas J/Irene S Bucior	8082 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-078
Carmel J Burke	8147 E. Maria Dr.	Scottsdale	AZ	85255	215-07-172
Glenn M/Carol L Butler	17869 N. 81st Way	Scottsdale	AZ	85255	215-07-098
By Properties LLC	8765 E. Bell Rd., Ste. 113	Scottsdale	AZ	85260	215-07-072
Raymond J/Elizabeth C Camacho	8126 E. Rita Dr.	Scottsdale	AZ	85255	215-07-150
John/Mary A Carrozza	8085 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-195
Stephanie M/Mary A Casagrande	9846 E. Balacing Rock Rd.	Scottsdale	AZ	85262	215-07-153
Champerson Revocable Trust	8179 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-032
Charlotte A Kellum Trust	P.O. Box 4613	Scottsdale	AZ	85261	215-07-092
City of Scottsdale	3939 Civic Center Pl.	Scottsdale	AZ	85251	215-07-409
City of Scottsdale	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	212-31-125B
					212-31-126A
					212-31-126D
					215-07-025A

					215-07-029C
City of Scottsdale CP #9981	3939 Civic Center Blvd.	Scottsdale	AZ	85251	215-06-001A
Lisa Marie Clarke/Wesley Chase	17833 N. 81st Way	Scottsdale	AZ	85255	215-07-100
Veronica/Brian Deane	17815 N. 81st Wy.	Scottsdale	AZ	85255-5466	215-07-101
Christopher Dichiara Jr.	17792 N. 80th Pl.	Scottsdale	AZ	85255	215-07-063
Alexander Michael Dow	17797 N. 81st Way	Scottsdale	AZ	85255	215-07-102
Melenie B Dunn	17900 N. 80th Pl.	Scottsdale	AZ	85255-5417	215-07-069
Dustin Riley Living Trust	8143 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-038
Anthony/Laura Eichelsderfer	8041 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-055
Fenstermaker Family Revocable Living Trust	6146 Shadowbrook Dr.	Gramote Bay	CA	95746	215-07-191
Luis A/Cheryl L Fernandez	128 E. Soaring Ave.	Prescott	AZ	86301	215-07-104
William Shawn/Kim D Finn	37225 Sunset Dr.	Oconomowoc	WI	53066	215-07-042
First American Trust FSB	5 First American Way	Santa Ana	CA	92707	215-08-480
					215-08-481
					215-08-482
					215-08-601
					215-08-612
					215-08-613
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Robert R Fournier	17570 W. 94th Dr.	Arvada	CO	80007	215-07-086
Michael/Torri Friedman	8086 E. Rita Dr.	Scottsdale	AZ	85255	215-07-155
G and C Thompson Revocable Living Trust	7773 E. Hartford Dr.	Scottsdale	AZ	85255	215-07-118
Denise R Gerhardt	17684 N. 80th Place	Scottsdale	AZ	85255	215-07-057
Shane C Gleason	8132 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-116
Steven H Glotzer	8078 E. Rita Dr.	Scottsdale	AZ	85255	215-07-156
Hector M/Argentina O Gonzales Tr.	17846 N. 80th Pl.	Scottsdale	AZ	85255	215-07-066
Paula S Gordon Tr.	8062 E. Rita Dr.	Scottsdale	AZ	85255	215-07-158
Goshtasb Keykhosrowpour Trust	8066 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-076
Christopher Green	8090 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-079
Haizlip Revocable Living Trust	4540 130th Ave SE	Bellevue	WA	98006	215-07-041
John K/Luisa E Han	8060 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-125

Dennis P/Ruthann Hanley	8164 E. Michell Dr.	Scottsdale	AZ	85255	215-07-112
Erin S/Christopher Harper	8104 E. Maria Dr.	Scottsdale	AZ	85255	215-07-184
Noah Henry Hartkopf/Ashleigh Drost	8075 E. Maria Dr.	Scottsdale	AZ	85255	215-07-163
Hayden Loop 101 Investors LLC	14747 N. Northsight Blvd., Ste. 111	Scottsdale	AZ	85260	215-07-209D
Hayden Princess LLC	6623 N. Scottsdale Rd.	Scottsdale	AZ	85250	215-07-016F
Hefty Properties Michelle LLC	16485 SE 59th St.	Bellevue	WA	98006	215-07-036
Thomas R Hefty/Deborah J Mayfield-Hefty	16485 SE 59th St.	Bellevue	WA	98006	215-07-083
Maria Elena/Phil Henrichs	8137 E. Rita Dr.	Scottsdale	AZ	85255	215-07-138
Robert Adeodatus/Amy Louise Homco	8105 E. Rita Dr.	Scottsdale	AZ	85255	215-07-134
Nichole M Howarth	8064 E. Maria Dr.	Scottsdale	AZ	85255	215-07-189
Gayl A Howell/James T Fritsch	8171 E. Maria Dr.	Scottsdale	AZ	85255	215-07-175
Hughes Trust/Andrea Sturino	8101 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-045
Illuminate Holdings LLC	17800 N. Perimeter Dr.	Scottsdale	AZ	85255-5446	215-07-215C
Richard P Isaac	8186 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-091
Djuro George Jaksic/Melanie Milica	7328 E. Wing Shadow Rd.	Scottsdale	AZ	85255	215-07-059
Jenny Miller Living Trust	1058 Katella St.	Laguna Beach	CA	92651	215-07-159
Judith A Venezia Trust	17887 N. 81st Wy.	Scottsdale	AZ	85255	215-07-097
Julie Ellen Welling Revocable Living Trust	8140 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-115
Karrie L Charlson Trust	8042 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-073
Kenneth Brown Trust	8170 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-089
John/Mary Kennett	8149 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-203
Kerr Family Trust	17923 N. 81st Way	Scottsdale	AZ	85255	215-07-095
John/Diane Kubala	8141 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-202
Keith D Lamborn	8112 E. Maria Dr.	Scottsdale	AZ	85255	215-07-183
Eric/Gabrielle Langerman	8053 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-053
Eric Leiwant	8083 E. Maria Dr.	Scottsdale	AZ	85255	215-07-164
Robert B/Marion S Liden Tr	8124 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-117
Jefferson B Lin	2540 Inlynn View Rd.	Virginia Beach	VA	23454	215-07-188
Lindsay M Baldwin Trust	17882 N. 80th Pl.	Scottsdale	AZ	85255	215-07-068
Anthony F Little II/Daylynn S Little	8107 E. Maria Dr.	Scottsdale	AZ	85255	215-07-167
Mark A/Patricia Loera	17779 N. 81st Wy.	Scottsdale	AZ	85255	215-07-103
Lot 15 Office Development LLC	14648 N. Scottsdale Rd., Ste 345	Scottsdale	AZ	85254	215-07-001Y
Thomas Bodnar/Elizabeth Tullis Lundgaard Tr.	8065 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-051
Lyn Edward Family Trust	8114 E. Theresa Dr.	Scottsdale	AZ	85255-5414	215-07-082
Scott Macon	8100 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-120
Arthur N/Lisa Marcantonio	8092 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-121
Marisa J Carter Living Trust	8162 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-088
Dylan M/Cynthia L Marlow	17936 N. 80th Pl.	Scottsdale	AZ	85255	215-07-071
Martucci Family Trust	8133 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-201
Mary Kathryn Daley Living Trust	8117 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-199
Adolf D May IV/Holly N May	18094 E. Rita Ct.	Scottsdale	AZ	85255	215-07-154

Roger L/Linda J Mccabe	321 Hideaway Dr., Unit 9R	Princeton	IL	61356	215-07-174
Matthew/Nancy Mccarthy	8109 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-198
Jeffrey D/Lynn C McFarland Tr.	8175 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-033
Patrick F/Susan C McGarry	8074 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-077
Meyer Family Trust	8076 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-123
Michael W Fray and Michelle Fray Trust	17774 N. 80th Pl.	Scottsdale	AZ	85255	215-07-062
Chris L/Jo Ann Miller	45 E. Julianna Dr.	Churchville	PA	18966	215-08-488
Jeffrey R Minkin	10810 N. Tatum Blvd., Ste. 102	Phoenix	AZ	85028	215-07-065
Francisca Miranda	8061 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-192
Boris/Leah Mitlin	8128 E. Maria Drive	Scottsdale	AZ	85255	215-07-181
Ciaran Barry Mullins/Allison McLane	17756 N. 80th Pl.	Scottsdale	AZ	85255	215-07-061
Carol A Mulloy	8093 E. Teresa Dr.	Scottsdale	AZ	85255	215-07-196
Madhu M Nair	8161 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-035
Nancy Lee Ham Living Trust	8137 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-039
Raquel A/Michael M Newhart	8130 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-084
Thao P Nguyen	8152 E. Maria Dr.	Scottsdale	AZ	85255	215-07-178
Richard W/Ricarose M Novy	8035 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-056
NRI Cavasson LLC	375 N. Front St., Ste. 200	Columbus	OH	43215	212-34-986
					212-34-987
Patricia Jeanne Nulman/Elizabeth K Jones	8166 E. Rita Dr.	Scottsdale	AZ	85255	215-07-145
Nvest Trust	8138 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-085
Obinna/Quiana Nwagbara	391 W. Hackberry Dr.	Chandler	AZ	85248	215-07-054
NWGH LLC	375 N. Front St., Ste. 200	Columbus	OH	43215	212-31-121C
Pacesetter Inc.		Abbott Park	IL	60064	215-07-001F
		Abbott Park	IL	60064	215-07-212S
		Abbott Park	IL	60064	215-07-214
Pacesetter Way LLC	4555 E. Mayo Blvd., Unit 17101	Phoenix	AZ	85050	215-07-001L
Jessica Paliscak	17725 N. 81st Way	Scottsdale	AZ	85255	215-07-106
Paramanandam Family Trust	8110 E. Rita Dr.	Scottsdale	AZ	85255	215-07-152
Jodi K Paretta	8049 E. Rita Dr.	Scottsdale	AZ	85255	215-07-127
Ji Woon Park/Heejo Kwon	8154 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-087
Damir Peco/Danijela Andricic-Peco	8065 E. Rita Dr.	Scottsdale	AZ	85255	215-07-129
Jessica Pensky	8067 E. Maria Dr.	Scottsdale	AZ	85255	215-07-162
Perimeter Scottsdale Property LLC	333 S. Grande Ave. 28th Fl.	Los Angeles	CA	90071	215-07-230
Ronald L Peters/Vesna Cupara	17707 N. 81st Way	Scottsdale	AZ	85255	215-07-107
Pisces Libra Trust	8108 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-119
Saundra F/Silvio A Pusetta	8157 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-204
Gary/Virginia Rackner	150 2nd St. NE Unit 311	Minneapolis	MN	55413	215-07-193
John R Radonovich	8077 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-049
Joann Ragsdale	8080 E. Maria Dr.	Scottsdale	AZ	85255	215-07-187
Rand Family Trust	8068 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-124

Gerard H/Janet Reed	8153 E. Rita Dr.	Scottsdale	AZ	85255	215-07-140
Reta F/Bill F Miller Trust	8131 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-040
Reznick Family Trust	8129 E. Rita Dr.	Scottsdale	AZ	85255	215-07-137
Patrick/Rochelle Riccobene	11094 E. Whistling Wind Way	Scottsdale	AZ	85255	215-07-070
Roasted Cacti Trust	8081 E. Rita Dr.	Scottsdale	AZ	85255	215-07-131
Donald M/Catherine L Robinson Tr.	7337 E. Valley View Rd.	Scottsdale	AZ	85250	215-07-151
			AZ	85250	215-07-160
Robert Stephen Roda	7054 E. Cochise Rd., Ste. B115	Scottsdale	AZ	85253	215-07-064
Glen W/Tricia L Roth Tr	8167 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-034
Andrew Rowland/Aprile Wallace	8101 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-197
Grace Rubel/Rosemary Catroppa	17959 N. 81st Way	Scottsdale	AZ	85255	215-07-093
Kevin D/Debra A Rusk	8121 E. Rita Dr.	SCOTTSDALE	AZ	85255	215-07-136
Ashish Sachdeva/Priyanka Malhotra	8083 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-048
William D/Carla J Salmi	8136 E. Maria Dr.	Scottsdale	AZ	85255	215-07-180
Steven/Angela Schwartz	8172 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-111
Scottsdale Perimeter I LLC	14648 N. Scottsdale Rd., #345	Scottsdale	AZ	85254	215-07-212K
					215-07-212L
					215-07-212M
Scottsdale Pinnacle Condominium Association	9002 San Marco Ct.	Orlando	FL	32819	215-08-759
Scottsdale Stonebrook II Homeowner Assoc.	16441 N. 91st Ave., Ste. 104	Scottsdale	AZ	85260	215-07-206
			AZ	85260	215-07-207
			AZ	85260	215-07-208A
Seeman Lindberg Family Living Trust	17702 N. 80th Place	Scottsdale	AZ	85255	215-07-058
Hastha Seshadri/Saikumar Balakrishnan	8059 E. Maria Dr.	Scottsdale	AZ	85255	215-07-161
Sheraton Desert Oasis	2500 W. Rt. 66 #68	Flagstaff	AZ	86004	215-08-622
Sherry D Switzenberg Revocable Trust	8056 E. Maria Dr.	Scottsdale	AZ	85255	215-07-190
Marianna A/David A Shone	8177 E. Rita Dr.	SCOTTSDALE	AZ	85255	215-07-143
SI Property II LLC	11445 E. Via Linda 2516	SCOTTSDALE	AZ	852592-655	215-07-122
David Silverman/Leslie Lerman	7420 N. Tombstone Rd.	Scottsdale	AZ	85258	215-07-037
Mihajlo/Vera Sisic	8125 E. Theresa Dr.	Scottsdale	AZ	85255-5415	215-07-200
SLR Turnstone LLC/NHR Turnstone LLC	10320 E. Mountain Spring Rd.	Scottsdale	AZ	85255	215-07-001M
SML Holdings LLC	1711 Branding Iron Dr.	Spearfish	SD	57783	215-07-132
Kevin Stadler	1851 Alexander Bell Dr., Suite 410	Reston	VA	20191	215-07-044
Stoflfor Family Limited Partnership	5000 Chindon Blvd.	Boise	IN	83714	215-07-128
Robert F/Susan H Stone	8059 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-052
Ursel Suchowitz	8168 E. Maria Dr.	Scottsdale	AZ	85255-5412	215-07-176
Cyndi P Suttle	8150 E. Rita Dr.	Scottsdale	AZ	85255	215-07-147
Estate of Tony W Sutton/Tracey Lynn Sutton Revocable Trust Agreement	10554 E. Blanche Dr.	Scottsdale	AZ	85255	215-07-001Q
Pallavi Suvarna/Prasanth Kannegenti	8161 E. Rita Dr.	Scottsdale	AZ	85255	215-07-141
Prakash/Padmarani Suvarna	8097 E. Rita Dr.	Scottsdale	AZ	85255	215-07-133
Tamara Goulden Living Trust	8077 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-194

Kam Ho Tang/Guin Chue Sau	1240 E. Kramer Cir.	Mesa	AZ	85203	215-07-149
Taser International Inc.	7860 E. McClain Dr., No. 2	Scottsdale	AZ	85260	215-07-001R
Trisha S Tavares	8169 E. Rita Dr.	Scottsdale	AZ	85255	215-07-142
Jill Suzanne Teplitz	8070 E. Rita Dr.	Scottsdale	AZ	85255	215-07-157
William A Timmel	209 Caribe Isle	Novato	CA	94949	215-07-169
Edward R Tybor III/Amy L Tybor	8115 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-043
Mojgan Vahabzadeh	8131 E. Maria Dr.	Scottsdale	AZ	85255	215-07-170
Nicholas Allan Vanhyfte/Sakurako Meryl	8088 E. Maria Dr.	Scottsdale	AZ	85255	215-07-186
Oscar Vela/Stephanie Bettis	8052 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-126
Balaji Venkatachari/Anuradha Ramaswamy	8165 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-205
Vistana Scottsdale Inc.	9002 San Marco Ct.	Orlando	FL	32819	215-08-477
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					215-08-640
					215-08-680
					215-08-687
Andrew J Walker/Jamie K Torgrimson	17689 N. 81st Way	Scottsdale	AZ	85255	215-07-108
Jane Leura Walters	8139 E. Maria Dr.	Scottsdale	AZ	85255	215-07-171
Edward/Maria Walwork	8178 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-090
Warren Traweek Family Trust	P.O. Box 20650	Fountain Hills	AZ	85269	215-07-075
Burton K Watkins	8148 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-114
Robert Weinstein	8188 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-109
Wendie Wilkerson Birkholz Revocable Trust	8096 E. Maria Dr.	Scottsdale	AZ	85255	215-07-185
Matthew A Werner	17738 N. 80th Pl.	Scottsdale	AZ	85255	215-07-060
Kimberly S Whitman-Cullen/John Cullen	8050 E. Theresa Dr.	Scottsdale	AZ	85255	215-07-074

Alivia R Wieseler	8144 E. Maria Dr.	Scottsdale	AZ	85255	215-07-179
Gary Witt	17743 N. 81st Wy.	Scottsdale	AZ	85255	215-07-105
Tyler Worden	8095 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-046
Thomas M/Patti J Yaussi	2424 Rokeby Rd.	Lincoln	NE	68512	215-07-094
Michael Youssefmir	8071 E. Michelle Dr.	Scottsdale	AZ	85255	215-07-050
Jennifer Choy-Yee Yuen/David E Flick	8158 E. Rita Dr.	Scottsdale	AZ	85255	215-07-146
Michael F/Pamela R Zanders	2802 W. 93rd St.	Leawood	KS	66206	215-07-139
Zariamir LLC	10849 E. Mirasol Cir.	Scottsdale	AZ	85255	215-07-110
Shuxian Zheng	12287 N. 145th Way	Scottsdale	AZ	85259	215-07-166
Donovan M/Connie S Zimmerman	17851 N. 81st Way	Scottsdale	AZ	85255	215-07-099
Donovan/Connie Zimmerman	17905 N. 81st Way	Scottsdale	AZ	85255	215-07-096
Huellmantel & Affiliates	P.O. Box 1833	Tempe	AZ	85280-1833	
City of Scottsdale c/o Greg Bloemberg	7447 E. Indian School Rd.	Scottsdale	AZ	85251	
City of Scottsdale Planning Commission c/o Commissioner Renee J. Higgs	15192 N. 104th Way	Scottsdale	AZ	85255	
City of Scottsdale Planning Commission c/o Commissioner William Scarbrough	5639 E. Edgemont Ave.	Scottsdale	AZ	85257	
City of Scottsdale Planning Commission c/o Commissioner Joe Young	7234 E. Shoeman Lane, Suite #8	Scottsdale	AZ	85251	
City of Scottsdale Planning Commission c/o Commissioner George Ertel	11725 N. 129th Way	Scottsdale	AZ	85259	
City of Scottsdale Planning Commission c/o Commissioner Barry Graham	7842 E. Monterosa St.	Scottsdale	AZ	85251	
City of Scottsdale Planning Commission c/o Commissioner Christian Serena	6929 N. Hayden Rd., Suite C4194	Scottsdale	AZ	85250	
City of Scottsdale Planning Commission c/o Commissioner Barney Gonzales	6349 N. Cattletrack Rd.	Scottsdale	AZ	85250	
Withey Morris, PLC c/o Audry Villaverde	2525 E. Arizona Biltmore Circle; Su	Phoenix	AZ	85016	
Bob Griffith	7127 E. Rancho Vista Dr. #4002	Scottsdale	AZ	85251	
Carla	3420 N. 78th Street	Scottsdale	AZ	85251	
Chris Schaffner	7346 E. Sunnyside Dr.	Scottsdale	AZ	85260	
Town of Paradise Valley Community Development Director	6401 E Lincoln Drive	Paradise Valley	AZ	85253	
Constance Laub	10105 E. Via Linda Suite 345	Scottsdale	AZ	85258	
Dan Sommer	12005 N 84th Street	Scottsdale	AZ	85260	
David G. Gulino	5235 N. Woodmere Fairway	Scottsdale	AZ	85250	
COGS c/o Dr. Sonnie Kirtley	8507 East Highland Avenue	Scottsdale	AZ	85251-1822	
Ed Toschik	7657 E Mariposa Grande Dr	Scottsdale	AZ	85255	
Burch & Cracchiolo PA c/o Edwin Bull	1850 N. Central Ave. ste 1700	Phoenix	AZ	85004	
Eric Gold	25499 N. 104th Way	Scottsdale	AZ	85255	
Guy Phillips	7131 E. Cholla St.	Scottsdale	AZ	85254	
Howard Myers	6631 E Horned Owl Trail	Scottsdale	AZ	85266	
Gainey Ranch Community Association c/o Jim Funk	7720 Gainey Ranch Road	Scottsdale	AZ	85258	
Jim Haxby	7336 E. Sunnyside Dr.	Scottsdale	AZ	85260	
Berry Riddell, LLC c/o John Berry/Michele Hammond	6750 E Camelback Rd, Ste 100	Scottsdale	AZ	85251	
John Washington	3518 N. Chambers Court	Scottsdale	AZ	85251	
City of Scottsdale City Council c/o Councilmember Kathy Littlefield	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	
Linda Whitehead	9681 E Chuckwagon Lane	Scottsdale	AZ	85262	
Lori Haye	P.O. Box 426	Cave Creek	AZ	85327	

Maricopa County Superintendent of Schools	4041 N. Central Avenue Suite 1200	Phoenix	AZ	85012	
Commercial Land Development Consulting c/o Michael Leary	10278 East Hillery Drive	Scottsdale	AZ	85255	
AT&T c/o Mike McNeal, Supervisor	1231 W. University Drive	Mesa	AZ	85201	
Mike Ratzken	8725 E. Palo Verde Dr	Scottsdale	AZ	85250	
Patti Badenoch	5027 N. 71st Pl	Scottsdale	AZ	85253	
Maricopa County Planning & Development Planning & Development Department	501 N. 44th Street, Suite 200	Phoenix	AZ	85008	
City of Phoenix Planning & Development Director	200 West Washington Street, 2nd	Phoenix	AZ	85003	
Arizona State Land Department Planning & Engineering Section Manager	1616 W. Adams Street	Phoenix	AZ	85007	
Town of Carefree Planning and Zoning	8 Sundial Circle P.O. Box 740	Carefree	AZ	85377	
Town of Cave Creek Planning Department	37622 N Cave Creek Road	Cave Creek	AZ	85331	
SRP-MIC Planning Department	10005 E Osborn Road	Scottsdale	AZ	85256	
Arizona Department of Transportation ADOT Central District - Red Letter	2140 W. Hilton Avenue, Mail Drop	Phoenix	AZ	85009	
Spring Creek Development c/o Randall P. Brown	7144 E. Stetson Dr. #425	Scottsdale	AZ	85251	
Town of Fountain Hills Planning & Zoning Division	16705 E. Avenue of the Fountains	Fountain Hills	AZ	85268	
Mail Station PAB10W c/o SRP Land Department atten: Sherry Wagner/Right-of-Way Technician, SF	P.O. Box 52025	Phoenix	AZ	85072-2025	
Steve Tyrrell	7753 E. Catalina Drive	Scottsdale	AZ	85251	
Cave Creek Unified School District c/o Superintendent	P.O. Box 426	Cave Creek	AZ	85327	
Scottsdale Unified School District c/o Superintendent	8500 E. Jackrabbit Rd	Scottsdale	AZ	85250	
Susan McGarry	8074 E. Theresa Drive	Scottsdale	AZ	85255	
City of Scottsdale City Council c/o Councilmember Tom Durham	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	
Vickie Falen	10520 N 117th Pl	Scottsdale	AZ	85259	
City of Scottsdale City Council c/o Mayor Dave Ortega	3939 N. Drinkwater Blvd.	Scottsdale	AZ	85251	
Wade Tinant	4614 E. Running Deer Trail	Cave Creek	AZ	85331	
Granite Reef Neighborhood Resource Center	1700 N Granite Reef Road	Scottsdale	AZ	85257	
Southwest Gas Corporation	2200 N. Central Avenue Ste 101	Phoenix	AZ	85004	
Withey Morris, PLC	2525 E. Arizona Biltmore Circle; Su	Phoenix	AZ	85016	
Paradise Valley Unified School District	15002 N. 32nd Street	Phoenix	AZ	85032	
Arizona Commerce Authority	333 N. Central Avenue, Suite 1900	Phoenix	AZ	85004	
Maggie Keasler	7127 E. 6th Ave.	Scottsdale	AZ	85251	
Steve Perone	7474 E. Earll Dr. #108	Scottsdale	AZ	85251	
Tiffany & Bosco P.A. c/o Kurt Jones	2525 E. Camelback Road	Phoenix	AZ	85016	
Vice Chair Community Council of Scottsdale - Edmond Richard	2119 N 69th Place	Scottsdale	AZ	85257	
Gammage & Burnham c/o Nick A. Sobraske	40 N. Central Ave., 20th Floor	Phoenix	AZ	85004	
Technical Solutions c/o Prescott Smith	5111 N. Scottsdale Road, Suite 26	Scottsdale	AZ	85260	
Paul Alessio	7527 E. Tailspin Lane	Scottsdale	AZ	85255	
Scottsdale Pinnacle Owners Assn. c/o Jason Brommel	17700 N Hayden Rd	Scottsdale	AZ	85255	

OPEN HOUSE NOTIFICATION LETTER

June 9, 2023

Dear Neighbor:

The purpose of this letter is to invite you to attend a neighborhood open house meeting related to the previously approved Axon Campus project at the northeast corner of Hayden Road and Axon Way. The prior approval included a new industrial building for Axon to grow its research and development, manufacturing and office facility on the eastern portion of the approximately 60-acre parcel. This neighborhood open house meeting is for the second phase of the proposed Axon Campus, which will include residential, hotel and commercial components to complete the campus environment.

The approximately 60-acre site is currently zoned Industrial Park within a Planned Community District (I-1 PCD). The Axon Campus – outlined in blue below – has a General Plan designation of Employment: Light Industrial/Office and is located within the Greater Airpark Area Plan. The surrounding area is a combination of Mixed-Use Neighborhoods and Employment: Light Industrial/Office in the General Plan and a combination of Employment, Airpark Mixed-Use Residential and Regional Tourism in the Greater Airpark Area Plan.

General Plan 2035 Future Land Use Map



Greater Airpark Area Plan Land Use



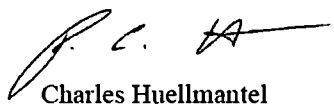
The request is to modify a portion of the zoning along Hayden Road and Axon Way to Planned Airpark Core Development within a Planned Community District (PCP PCD) to accommodate the proposed mixed-use campus. In addition to the rezoning, the project requires an amendment to the General Plan from Employment: Light Industrial/Office to Mixed-Use Neighborhoods and an amendment to the Greater Airpark Area Plan Land Use from Employment (EMP) to Airpark Mixed Use-Residential (AMU-R), as well as amended development standards.

We are hosting a neighborhood open house meeting to discuss these requests as follows:

Date:	Wednesday, June 21, 2023
Time:	5:00 p.m.
Location:	17800 N. 85th Street, Scottsdale, Arizona 85255

If you would like to discuss this project in greater detail prior to or in place of the neighborhood open house meeting, I can be reached at (480) 921-2800 or via e-mail at charles@huellmantel.com. The City of Scottsdale planner assigned to the case is Greg Bloemberg, who can be reached at (480) 312-4306 or through e-mail at gbloemberg@scottsdaleaz.gov. Our case number is 13-ZN-2020#2.

Sincerely,



Charles Huellmantel

OPEN HOUSE MEETING SUMMARY

The meeting was held as planned at Axon's existing headquarters (17800 N. 85th Street, Scottsdale, AZ 85255) located a short distance from the proposed Campus Expansion on Wednesday, June 21, 2023. Representatives from Huellmantel & Affiliates arrived at approximately 3:45 p.m. The first attendees arrived at approximately 4:45 p.m. and the presentation began at approximately 5:05 p.m. There were 47 members of the public at the meeting.

After the presentation, the meeting was opened for a question and answer format. Some attendees asked how they would be notified of future meetings and hearings. A few attendees expressed excitement about the Axon expansion, specifically the retail components. A number of attendees expressed concerns about height, density, and traffic.

Many of the neighbors agreed that blocking off Axon Way (formerly Mayo Boulevard) would help with the traffic and prefer the proposed configuration of Axon Way. Some attendees asked questions related to traffic circulation, pedestrian safety and ingress/egree into the neighborhood and campus.

An attendee asked about the traffic during the Waste Management Open and whether the lot would be used for WMO parking. An attendee asked if Axon was planning on putting in a light at Axon Way and what other things Axon plans on doing for traffic.

An attendee requested that we consider building the residential buildings to a lower height and a few attendees were opposed to any residential on the site. A property owner to the south asked about the possibility of adding a sign at the roundabout that states "Residential Only".

An attendee asked about how many new employees Axon will be hiring, how many existing employees there are, and what the capacity of all buildings are going to be/how many people may be on the site at one time.

One attendee expressed a preference for having employees enter and exit from Perimeter Drive. One attendee asked how fire would get into the site and the surrounding areas. A few attendees asked whether 82nd Street was going to remain closed and whether Axon Way was going to continue existing. One neighbor noted that they did not want any back of house operations facing the neighborhood.

A number of attendees had questions and comments regarding the hotel location and whether the hotel would be open to the public or only used for Axon. One attendee expressed a preference toward a boutique hotel. Some attendees expressed concerns including that they were not in support of a hotel, they do not want to look at a hotel from

their backyard, and concerns about the public spaces in the hotel/balconies looking into backyards. Some of these neighbors were not opposed to a hotel but would like the hotel moved closest to the freeway and would like the rooms/public spaces be oriented away from the residential development to the south.

One attendee stated that they were pleased with the landscaping that Axon has proposed. One attendee asked whether Axon is planning on applying for a height variance and if a height variance would apply to the entire site. One neighbor stated they would like a wall – bigger than a landscaping wall - on Axon's property just north of their development. Another neighbor noted that they would like Axon to provide a sound wall on the north side of the site similar to the sound wall at the Loop 101 and Cactus Road.

A number of attendees asked about the different uses being proposed for the individual buildings. One attendee asked whether this would be a phased development. Another attendee asked when Axon planned on breaking ground for the office building. A couple of attendees had questions about the residential rezoning including whether 4-stories is what is allowed under current zoning, how many units are being proposed, whether the units would be apartments or condos, and whether the apartments are for Axon employees only or will they be open to the public.

The last attendees departed at approximately 6:30 p.m.

OPEN HOUSE MEETING SIGN IN SHEET

CITY OF SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name Carol Mulloy	**Business Name**	
Address & Zip 8043 E. Theresa Dr	Phone 623-521-1500	E-mail
Name Nick Sobraske	**Business Name**	
Address & Zip 40 W Cactus	Phone	E-mail
Name Troy Freeman	**Business Name**	
Address & Zip 24656 N 75th Way, Scottsdale 85255	Phone	E-mail TroyBFreeman@gmail.com
Name Tammy Gibbons	**Business Name** First Properties	
Address & Zip 14648 N. Scottsdale Rd #140	Phone 480-957-9550	E-mail tgibbons@firstproperties.com
Name Crystal Edwards	**Business Name** First Properties	
Address & Zip 14648 N. Scottsdale Rd #140	Phone 480 951 9558	E-mail cedwards@firstproperties.com
Name	**Business Name**	
Address & Zip	Phone	E-mail
Name	**Business Name**	
Address & Zip	Phone	E-mail

CITY OF SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name	Business Name	Address & Zip	Phone	E-mail
Susan McGarry			780 994 6368	
Karrie Charlson		8042 E Vienesa Dr. SN A	602.741.7746	
Cyndi Suttle		8150 E. Rita Dr	602-330-4654	Cyndi.Suttle@gmail.com
Patricia Loera		17779 N. 81st Way	(619) 852-4344	Ploera@cox.net
Susan Stone		8059 E Michelle Dr.	480-659-0680	
Bob Stone		8059 E Michelle Dr	—	
Jim Davis	COGS	27483 N 103 RD W AV	480-299-1815	jdavis@mba1965.hbs.edu

CITY OF SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name David Silverman		**Business Name**	
Address & Zip 8149 E Michelle	Phone 602-697 1943	E-mail david@silvermays.com	
Name Ken Brown		**Business Name** KWB	
Address & Zip 5170 E. Theresa Dr Scott	Phone 480-467-8855	E-mail KWBINT@Cox.Net	
Name Judi WHITMAN		**Business Name**	
Address & Zip 8050 E. THERESA DR	Phone 480-823-5022	E-mail whitmanjud.@yahoo.com	
Name Carmel Burke		**Business Name**	
Address & Zip 8147 E. Maria Dr. Scottsdale AZ	Phone 602 793-9333	E-mail cjb85281@yahoo.com	
Name Betty Janik		**Business Name** City Council	
Address & Zip	Phone	E-mail	
Name Nancy Ham		**Business Name**	
Address & Zip 8137 E. Michelle	Phone 480-688-0993	E-mail hamiam05@gmail.com	
Name Lisa & Alan Kotler		**Business Name**	
Address & Zip 8108 E Michelle Dr	Phone 480 257-1303	E-mail LKandellmsrd@cox.net	

CITY OF SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name LW MYERS	**Business Name**	
Address & Zip 8156 E Michelle Dr Scottsdale	**Phone** 602-769-8039	**E-mail** lwmktg13@gmail.com
Name KEVIN + DEB RUSK	**Business Name**	
Address & Zip 8121 E. RETA DR. SCOTTSDALE	**Phone** 480-343-1256	**E-mail** KEV_MASTER@YAHOO.COM
Name STAN MORGANSTERN	**Business Name**	
Address & Zip 28482 N. 77 Th ST SCOTTSDALE 85266	**Phone** 216-470-1254	**E-mail** 28482N.77C@G.MAIL.COM
Name Josh Hansma	**Business Name**	
Address & Zip 13450 E Via Linda unit 2040	**Phone** 480-540-5825	**E-mail** JSHansma@Yahoo.Com
Name Rosemary Cartmyer/Grace	**Business Name**	
Address & Zip 7959 N81st Way	**Phone** 480-2279636	**E-mail** grubel3@Cox.Net
Name CHRIS SHIPLEY	**Business Name**	
Address & Zip 2365 E SAHUARO DR	**Phone**	**E-mail** cw.shipley@gmail.com
Name Betty Cisneros	**Business Name**	
Address & Zip 8115 E. Maria Dr.	**Phone** 6026147343	**E-mail** tappanbet@yahoo.com

CITY OF SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name Leslie Lerman	**Business Name**	
Address & Zip 8149 E. MICHELLE DR	Phone 602 697 2125	E-mail LESLIELERMAN@GMAIL.COM
Name Suzanne Dreher	**Business Name**	
Address & Zip 5440 N 42 St Phx	Phone	E-mail
Name Tom Scanlon	**Business Name**	
Address & Zip 4001 Wildcat	Phone 480 2786903	E-mail tomscanlonsblog@gmail.com
Name Becky Rand	**Business Name**	
Address & Zip 8068 E. Michelle Dr.	Phone 480-330-9884	E-mail bam_rand@aexp.com
Name Kim Cullen	**Business Name**	
Address & Zip 8050 E Theresa Dr	Phone 847-845-4763	E-mail
Name Robert Homco	**Business Name**	
Address & Zip 8705 E. Rita Dr	Phone 480-636-6333	E-mail ROBERTHOMCO@COX.NET
Name Sherry Switzenberg	**Business Name**	
Address & Zip 8056 Maria Dr	Phone 480-629-4646 505-328-5656	E-mail sherryswitz@gmail.com

CITY OF SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name RYAN RICKELS	**Business Name** DE RITO PARTNERS	
Address & Zip 2100 W MONROE PHOENIX	Phone 480 652 8521	E-mail ryan.ricketts@derito.com
Name Lian Ascher	**Business Name** Gammage & Burnham	
Address & Zip 11474 E La Junta Rd.	Phone 520 975 9248	E-mail lascher@gblaw.com
Name MARCUS HEISSER	**Business Name** SONOS	
Address & Zip 8631 Via Del Palacio	Phone 213/531-7290	E-mail qsell@yahoo.com
Name Mary Kennett	**Business Name**	
Address & Zip 8148 E Theresa Dr.	Phone 480 225 3756	E-mail MKENNETT44@AOL.COM
Name GEORGE ERTEL	**Business Name**	
Address & Zip 4725 N 82nd Way 85259	Phone 480.250.5849	E-mail
Name Sue + Chuck Wood	**Business Name**	
Address & Zip 9630 E Yucca	Phone 480 540 4648	E-mail SumW1222@aol.com
Name Chris Green	**Business Name**	
Address & Zip	Phone 602-803-7497	E-mail Cjgreen79@yahoo.com

CITY OF SCOTTSDALE

Open House Sign-In Sheet

Date: June 21, 2023

Location: 17800 N. 85th St., Scottsdale, AZ 85255

This Sign-In Sheet is a Public Record

Name Tammy Caputi		**Business Name** Councilwoman	
Address & Zip	Phone		E-mail
Name M. Kathryn Daley		**Business Name**	
Address & Zip 8117 E Theresa Dr	Phone		E-mail mkdaley1@gmail.com
Name Jiwoon Park		**Business Name**	
Address & Zip 8154 E Theresa	Phone		E-mail jiwoon.park@gmail.com
Name		**Business Name**	
Address & Zip	Phone		E-mail
Name		**Business Name**	
Address & Zip	Phone		E-mail
Name		**Business Name**	
Address & Zip	Phone		E-mail
Name		**Business Name**	
Address & Zip	Phone		E-mail

AFFIDAVIT OF SIGN POSTING

Affidavit of Posting

Required: Signed, Notarized originals.
Recommended: E-mail copy to your project coordinator.

☒ **Project Under Consideration Sign (White)** ☐ **Public Hearing Notice Sign (Red)**

Case Number: 13-ZN-2020#2

Project Name:

Location: NEC Hayden & Mayo

Site Posting Date: 06/09/23

Applicant Name: HUELLMANTEL

Sign Company Name: **Dynamite Signs**

Phone Number: **480-585-3031**

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

Meghan Liggett
Applicant Signature

06/09/23
Date

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

Acknowledged before me on 6-09-23

MARYBETH CONRAD
Notary Public - Arizona
Maricopa County
Commission # 591461
My Comm. Expires Oct 25, 2024

Notary Public

My commission expires: 10-25-24

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

Early Notification of Project Under Consideration

Neighborhood Open House Meetings:

Date: June 21, 2023
Time: 5:00 p.m.
Location: 17800 N. 85th Street, Scottsdale, Arizona 85255

Site Address: 8055 & 8300 E. Axon Way, Scottsdale, Arizona 85255

Project Overview:

- **Request:** Minor General Plan Amendment, Character Area Plan Amendment, Rezoning, and Amended Development Standards.
- **Description of Project and Proposed Use:** Mixed-use campus consisting of a combination of industrial/manufacturing, multi-family, hotel and commercial uses.
- **Site Acreage:** +/- 60 acres
- **Site Zoning:** I-1 PCD (I-1 PCD and PCP PCD Proposed)

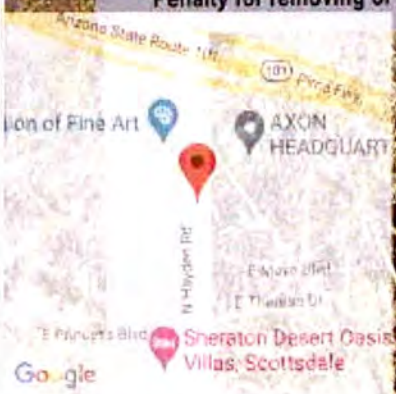
Applicant/Contact:

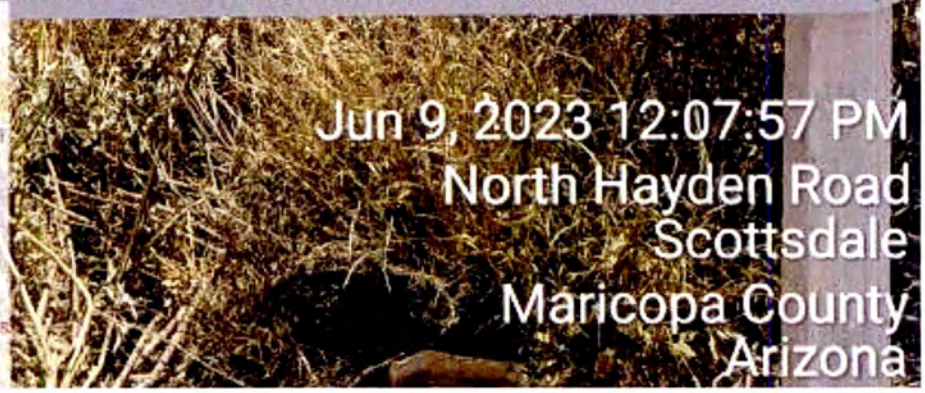
Huellmantel & Affiliates / Charles Huellmantel
(480) 921-2800
charles@huellmantel.com

City Contact:

Greg Bloemberg
(480) 312-4306
gbloemberg@scottsdaleaz.gov

Pre-Application #: 13-ZN-2020#2
Posting Date: 6/9/2023
Penalty for removing or defacing sign prior to date of last hearing. Applicant Responsible for Sign Removal.





SCHOOL DISTRICT NOTIFICATION LETTER

August 4, 2023

Dr. Bill Dolezal
Superintendent
Cave Creek Unified School District
P.O. Box 426
Cave Creek, Arizona 85327

Dr. Dolezal,

This letter is being sent to you pursuant to City of Scottsdale Zoning Code (Ordinance No. 455), Article 1, Administration And Procedures, Section 1.1500, Collaborative City And School Planning.

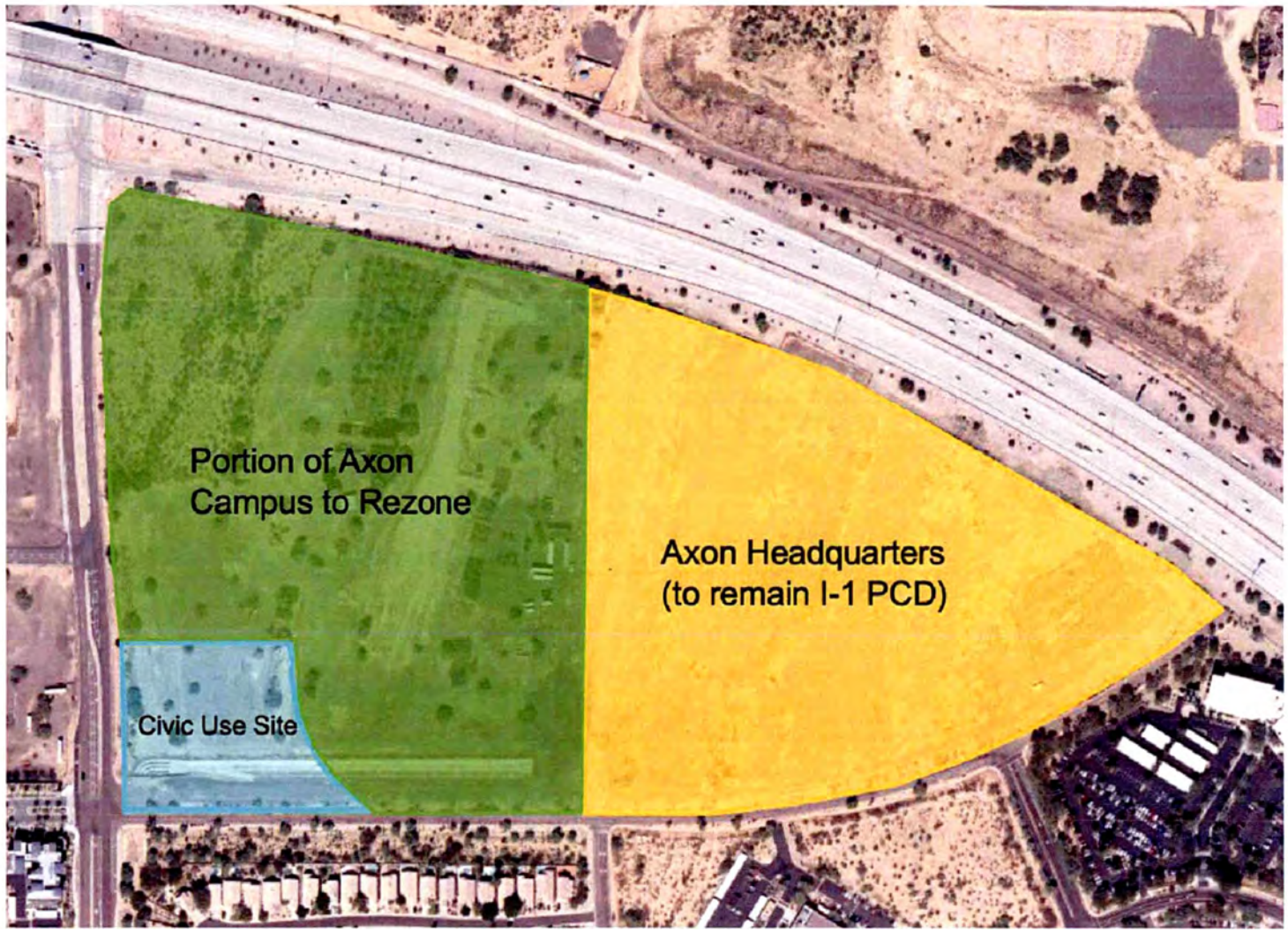
Please be advised that we are applying for a rezoning application that changes the zoning classification from Industrial (I-1) to PCD-PCP / AMU-R, a mixed-use zoning district, resulting in greater residential densities allowed on the subject property.

Enclosed please find a location map and the Determination Form required by the City per the above Ordinance. I can be reached at (480) 921-2800 or through email at charles@huellmantel.com if you have any questions or would like to discuss our proposal.

Sincerely,

Charles Huellmantel
Huellmantel & Affiliates

CC:
City of Scottsdale Current Planning Department


Portion of Axon
Campus to Rezone
Axon Headquarters
(to remain I-1 PCD)
Civic Use Site

School District
Determination of Adequate Facilities

CITY OF SCOTTSDALE

City of Scottsdale Project Number: _____-PA-_____

Project name:_____
Project Location _____
Applicant Name: _____ Phone:_____
Applicant E-mail:_____ Fax:_____

School District:_____
I,_____ hereby certify that the following determination has been made in regards to the Referenced project:

- ☐ The school district had adequate school facilities to accommodate the projected number of additional students generated by the proposed rezoning within the school district's attendance area; or
- ☐ The school district will have adequate school facilities via a planned capital improvement to be constructed within one year of the date of notification of the district and located within the school district's attendance area; or
- ☐ The school district has determined an existing or proposed charter school as contracted by the district can be provide adequate school facilities for the projected increase in students; or
- ☐ The applicant and the school district have entered into an agreement to provide, or help to provide, adequate school facilities within the school district's attendance area in a timely manner (a copy said agreement is attached hereto); or
- ☐ The school district does not have adequate school facilities to accommodate projected growth attributable to the rezoning.

Attached are the following documents supporting the above certification:

- ☐ Maps of the attendance areas for elementary, middle and high schools for this location.
- ☐ Calculations of the number of students that would be generated by the additional homes.
- ☐ School capacity and attendance trends for the past three years.

Or;
I, _____, hereby request a thirty (30) day extension of the original discussion and response time.

_____ _____
Superintendent or Designee Date

CITIZEN PARTICIPATION PLAN

Date: August 4, 2023

Purpose: The purpose of this Citizen Participation Plan is to inform citizens, property owners and neighbor associations in the vicinity of the site of an application for a rezoning, minor General Plan amendment, amended development standards and bonus provision request to accommodate the second phase of the proposed Axon Campus. This second phase consists of multi-family residential, hotel and commercial uses. This plan will ensure that those affected by this application will have an adequate opportunity to learn about and comment on the proposal.

Contact:
Charles Huellmantel
Huellmantel & Affiliates
P.O. Box 1833
Tempe, Arizona 85280
(480) 921-2800
charles@huellmantel.com

Open House Meeting: An Open House Meeting was held as detailed above on June 21, 2023. We notified the expanded radius of 1,250 feet at staff's suggestion. A summary of that meeting is provided above.

Action Plan: We will continue to follow up with the HOA representatives from Stonebrook II, the nearby residential development and any other interested parties who contact us with questions related to the development.

We also plan to host an additional neighborhood open house meeting during the design review phase.

From: Irene Bucior
To: Bloemberg, Greg
Subject: Axon request for expansion
Date: Monday, June 19, 2023 6:54:52 PM

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

Here is my opinion on your request to change our neighborhood. You have been less than forthcoming, and flat out disrespectful of what we, at Scottsdale Stonebrook II want to SAVE our neighborhood from your invasive plan. You have total disregard for our wellbeing and I don't know how you look at yourself in the mirror. Shame on you.

At the first online meeting, I said if you give them an inch, they'll take a foot. Well, I was ignored. So here we are. I also asked if they would recommend buying a house here for their parents/children or family members. I got silence. I am certain, unfortunately, they will do what they want, regardless of our voices. Even in our own HOA, at our last online meeting, our Treasurer said we will have serious financial troubles if we spend any money. The meeting then went to discuss spending money on making the mailboxes attractive. I may not be very popular for my opinions, but I'm one of those "tell it as I see it" people. Anyone listening?

I'd like a spreadsheet explaining who got paid, how much, and the cost of the change in plans. Also, who, in your "group" of people trying to do this, live near this so called project. We are, after all, going to pay for this one way or another.

I will await your answers for the Scottsdale Stonebrook neighborhood.
A copy of this has been sent to Charles.

Sincerely, Irene Bucior
8082 E. Theresa Drive

Sent from my iPad

From: Rosemary Catroppa
To: Bloemberg, Greg
Subject: Re: Axon development concerns
Date: Tuesday, July 18, 2023 2:40:57 PM

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

Greg,

Thank you for your quick response, I appreciate my concerns being added to the case file. Can you clarify what you meant about meeting before case is submitted, did you mean with you or the applicant? If you were referring to applicant yes, I would appreciate that contact info.

Rosemary

> On Jul 18, 2023, at 1:32 PM, Bloemberg, Greg <GBLO@Scottsdaleaz.gov> wrote:
>
> Rosemary,
>
> Message received. Thank you for the feedback. I will see to it your concerns are added to the case file and included in future hearing reports. If you would like to meet prior to the case being submitted, you should reach out to the applicant contact; who I believe was at the Open House you attended. If you need contact information, let me know.
>
> Regards,
>
> *Greg Bloemberg*
> Principal Planner
> Current Planning
> City of Scottsdale
> e-mail: gbloemberg@scottsdaleaz.gov
> phone: 480-312-4306
>
> **From:** Rosemary Catroppa <cafeforte.az@gmail.com>
> **Sent:** Tuesday, July 18, 2023 11:20 AM
> **To:** Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
> **Cc:** rosemary catroppa <grubel3@cox.net>
> **Subject:** Axon development concerns

month. After the meeting we spoke to Lisa regarding the Axon project in North Scottsdale. A few weeks prior to the Blue Zone meeting Axon had reached out our neighborhood, the Stonebrook 2 community, for a 'community meeting' to give a brief summary of the new Axon proposal for developing residential /hotel on the remaining land. We left with the realization that this brief 1/2 hour of standing for a presentation with very limited time for feedback, was just protocol so that Axon could check it off its list before submitting a formal proposal.

We have lived in the Stonebrook community since its inception in 1996, and we were proud restaurant owners in Scottsdale for 25 years, so we realize that growth is inevitable and even sometimes beneficial. However the growth that has been proposed by Axon that was presented at the recent
at the community meeting, has major flaws as it is without any interest in enhancing our community or our city. In fact we as community feel it is a direct contradiction in what the city is trying to accomplish by partnering with the Blue Zones.
We are aware that, as of yet, no formal proposal has been submitted to the city. We are hoping that your schedule will allow a brief meeting with us before the proposal is submitted so that our communities concerns/objections to the many layers of new
zoning requests can be formally represented.
Hoping to meet soon.

Thank you for your time,
Rosemary Catroppa

From: Castro, Lorraine
To: Bloemberg, Greg
Subject: RE: CASE 3-GP-2023 & CASE 13-ZN-2020#2
Date: Tuesday, January 9, 2024 1:41:42 PM

---

wrongwy@aol.com

I will add this to the case file.

From: NoReply <NoReply@Scottsdaleaz.gov>
Sent: Monday, January 08, 2024 2:29 PM
To: Projectinput <Projectinput@Scottsdaleaz.gov>
Subject: CASE 3-GP-2023 & CASE 13-ZN-2020#2

City of Scottsdale



Referencing article https://www.axios.com/local/phoenix/2023/09/21/axon-scottsdale-

apartment-proposal-school-funding I am concerned that the State has not realized the true value of the land sold to Axon and allowing for a rezoning after purchasing the property under the guise of commercial development amounts to bait and switch. -- sent by Kathleen Clifford (case# 13-ZN-2020#2)

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From: Lisa Collins
To: Bloemberg, Greg
Subject: Re: Axon development proposal inquiry
Date: Monday, July 17, 2023 10:48:29 AM

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

Hi Greg!

Thanks very much, I give them your email!

Lisa

> On Jul 17, 2023, at 9:11 AM, Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:
>
> Hello Lisa,
>
> Feel free to steer them my way. Below is my contact information. Email is the best way to reach me.
>
> Regards,
>
> *Greg Bloemberg*
> Principal Planner
> Current Planning
> City of Scottsdale
> e-mail: gbloemberg@scottsdaleaz.gov
> phone: 480-312-4306
>
> **From:** Curtis, Tim <tcurtis@scottsdaleaz.gov>
> **Sent:** Friday, July 14, 2023 9:47 AM
> **To:** 'Lisa Collins' <lisacollins@bluezones.com>
> **Cc:** Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
> **Subject:** RE: Axon development proposal inquiry
>
> Thanks Lisa, will do. We don't have a formal application submittal yet but the staff coordinator is Greg Bloemberg, who you may remember as well. Greg is added to this email distribution but is out today and will contact them next week.
> Tim Curtis
>
> **From:** Lisa Collins <lisacollins@bluezones.com>
> **Sent:** Friday, July 14, 2023 9:24 AM
> **To:** Curtis, Tim <tcurtis@scottsdaleaz.gov>
> **Subject:** Axon development proposal inquiry

From:	Corsette, Kelly
To:	Khan, Bri Laneuville; Bloemberg, Greg
Cc:	Eberhardt, Cindi; Perreault, Erin; Curtis, Tim
Subject:	RE: Axon revised submittal
Date:	Wednesday, January 3, 2024 3:05:39 PM

OK, thank you – I'll let the reporter know.

Kelly Corsette
Communications and Public Affairs Director
o 480-312-2336 | c 602-359-5965

From: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 2:13 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>; Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Cc: Eberhardt, Cindi <CEberhardt@scottsdaleaz.gov>; Perreault, Erin <EPERREAULT@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>
Subject: RE: Axon revised submittal

Thank you, Greg!

Bri Laneuville Khan, MBA (she/her)
Communications & Outreach Coordinator | City of Scottsdale
o 480-312-6605 c 602-292-8867

Planning, Economic Development & Tourism
7447 East Indian School Road
Scottsdale, AZ 85251

https://www.scottsdaleaz.gov/planning-development
Connect with us on social media

From: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 2:12 PM
To: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>; Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Cc: Eberhardt, Cindi <CEberhardt@scottsdaleaz.gov>; Perreault, Erin <EPERREAULT@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>
Subject: RE: Axon revised submittal

Bri,

See responses in red in Jessica's email below.

Greg Bloemberg
Principal Planner

Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 2:03 PM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>; Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Cc: Eberhardt, Cindi <CEberhardt@scottsdaleaz.gov>
Subject: RE: Axon revised submittal

Hi Greg,

Tim is out sick today and we have a question from a reporter about Axon – can I pop in your office to see if we can provide a response?

Best,

Bri Laneuville Khan, MBA (she/her)
Communications & Outreach Coordinator | City of Scottsdale
o 480-312-6605 c 602-292-8867

Planning, Economic Development & Tourism
7447 East Indian School Road
Scottsdale, AZ 85251

https://www.scottsdaleaz.gov/planning-development
Connect with us on social media

From: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Sent: Wednesday, January 3, 2024 1:29 PM
To: Curtis, Tim <tcurtis@scottsdaleaz.gov>
Cc: Khan, Bri Laneuville <BKhan@Scottsdaleaz.gov>
Subject: Fw: Axon revised submittal

Tim,

Anything to report here?

Kelly Corsette
Communications and Public Affairs Director
o 480-312-2336 | c 602-359-5965

From: Jessica Boehm <jessica.boehm@axios.com>
Sent: Wednesday, January 3, 2024 1:13 PM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Subject: Axon revised submittal

From:	Corsette, Kelly
To:	Bloemberg, Greg
Cc:	Kuester, Kelli; Richey-Ferrara, Sarah; Curtis, Tim
Subject:	RE: Axios rquest
Date:	Wednesday, September 20, 2023 7:41:26 AM

Got it – thank you.

Kelly Corsette (he/him/his)
Communications and Public Affairs Director | City of Scottsdale
o 480-312-2336 | c 602-359-5965
ScottsdaleAZ.gov
Connect with us on social media

From: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Sent: Tuesday, September 19, 2023 4:56 PM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Cc: Kuester, Kelli <KKuester@Scottsdaleaz.gov>; Richey-Ferrara, Sarah <SFER@SCOTTSDALEAZ.GOV>; Curtis, Tim <tcurtis@scottsdaleaz.gov>
Subject: RE: Axios rquest

Kelly,

City staff decided that, given the status of the rezoning application and first review by Planning, it was premature to have the Axon request proceed to the Airport Advisory Commission at this time. No future date has been set.

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Sent: Tuesday, September 19, 2023 4:16 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>; Kuester, Kelli <KKuester@Scottsdaleaz.gov>; Richey-Ferrara, Sarah <SFER@SCOTTSDALEAZ.GOV>
Subject: Fwd: Axios rquest

Hello friends,

Please see the media inquiry below.

Can you help us answer?

Thanks,

Kelly

From: Jessica Boehm <jessica.boehm@axios.com>
Sent: Tuesday, September 19, 2023 12:23:52 PM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Subject: Re: Axios rquest

Jessica,

In answer to your other questions:

- Does the applicant need to work with the land department prior to that meeting? Yes, the applicant is in the process of coordinating with the State.
- And will Scottsdale have to sign off on any amendments to the development agreement/master plan? Yes

Kelly Corsette (he/him/his)

Communications and Public Affairs Director | City of Scottsdale

o 480-312-2336 | c 602-359-5965

ScottsdaleAZ.gov

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From: Corsette, Kelly
Sent: Friday, September 15, 2023 1:19 PM
To: Jessica Boehm <jessica.boehm@axios.com>
Subject: RE: Axios rquest

OK – I can confirm the first question – the Airport Commission is scheduled to discuss and provide a recommendation at their Wednesday, Sept. 20 meeting.

See the agenda packet here – Item 5 – warning – it's a pretty big file!

Working on other answers.

Kelly Corsette (he/him/his)

Communications and Public Affairs Director | City of Scottsdale

o 480-312-2336 | c 602-359-5965

ScottsdaleAZ.gov

Connect with us on social media

From: Jessica Boehm <jessica.boehm@axios.com>
Sent: Friday, September 15, 2023 1:09 PM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>
Subject: Re: Axios rquest

Sent: Friday, September 15, 2023 9:49 AM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>; Walter, Holly <HWalter@Scottsdaleaz.gov>
Subject: Fwd: Axios rquest

[redacted]

Just to confirm, the case is scheduled to go before the airport commission next week, right? Does the applicant need to work with the land department prior to that meeting? And will Scottsdale have to sign off on any amendments to the development agreement/master plan?

Thanks!
Jessica

On Wed, Sep 13, 2023 at 2:41 PM Walter, Holly <HWalter@scottsdaleaz.gov> wrote:

> Hi Jessica –
>
> 1. If the council approves the zoning change requested by Axon, will the city have to work with the State Land Department to amend the Crossroads East Master Development Plan, as it does not currently allow for residential development on this parcel? The applicant will need to coordinate with the Arizona State Land Department to amend the development agreement/master plan prior to the case going before Planning Commission and/or City Council.
>
> 2. If so, has the city already contacted the State Land Department about this possibility? Yes – they are aware of the situation.
>
> 3. What is the city's relationship with the State Land Department? Are there frequent conversations about how State Land within the city's boundaries should be zoned/planned? We have a standing monthly meeting to discuss current events that includes disposition of state-owned land in Scottsdale.
>
> Holly
>
> **Holly Walter, M.Ed. | Public Affairs Supervisor**
>
> City of Scottsdale | Office of Communication and Citizen Service
>
> 480-312-2655| hwalter@ScottsdaleAZ.gov

From: Jessica Boehm <jessica.boehm@axios.com>
Sent: Tuesday, September 12, 2023 8:49 AM
To: Corsette, Kelly <KCorsette@scottsdaleaz.gov>; Walter, Holly <HWalter@Scottsdaleaz.gov>
Subject: Axios rquest

Thanks!

Jessica

--

Jessica Boehm

Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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Jessica Boehm

Axios Phoenix Reporter

Jessica.Boehm@axios.com

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Jessica.Boehm@axios.com

480.694.1823

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Jessica Boehm

Axios Phoenix Reporter

Jessica.Boehm@axios.com

480.694.1823

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From:	Curtis, Tim
To:	Bloemberg, Greg
Subject:	FW:
Date:	Tuesday, September 5, 2023 1:12:34 PM
Attachments:	axon auction 53-121237_notice (4).pdf apprasal enagement letter.pdf page 46 appraisal prohibited.pdf continuing for page 46 apprisal.pdf resolution 11146.pdf

---

FYI

From: Stockwell, Brent <BStockwell@scottsdaleaz.gov>
Sent: Tuesday, September 5, 2023 12:09 PM
To: Padilla, Joe <JPadilla@Scottsdaleaz.gov>; Anderson, Eric C. <EcAnderson@Scottsdaleaz.gov>; Cluff, Bryan <BCluff@Scottsdaleaz.gov>; Carr, Brad <bcarr@scottsdaleaz.gov>; Curtis, Tim <tcurtis@scottsdaleaz.gov>; Perreault, Erin <EPERREAULT@scottsdaleaz.gov>
Cc: Scott, Sherry <SScott@scottsdaleaz.gov>; Worth, Daniel <DaWorth@scottsdaleaz.gov>; Murphy, Bill <bmurphy@Scottsdaleaz.Gov>; Ekblaw, Kroy <Kekblaw@scottsdaleaz.gov>; Cooper, Scott G <SCooper@Scottsdaleaz.gov>
Subject: FW:

Hi all –

Jim asked that I coordinate with Planning and Legal on making sure we provide information to the City Council about the facts relevant to the information provided by Mr. Lieb below, as this has been communicated to the City Council members and some are concluding that the City cannot even here the Axon rezoning request. Let me know how I can be of assistance. Bill/Dan/Kroy/Scott – FYI so you are aware and in case you have any input.

Many thanks. Sincerely,
Brent Stockwell, MPA, ICMA-CM
Assistant City Manager
Direct: 480-312-7288

From: Thompson, Jim <JThompson@Scottsdaleaz.gov>
Sent: Monday, September 4, 2023 7:19 PM
To: Scott, Sherry <SScott@scottsdaleaz.gov>; Perreault, Erin <EPERREAULT@scottsdaleaz.gov>; Stockwell, Brent <BStockwell@scottsdaleaz.gov>
Subject: Fwd:

Get Outlook for iOS

From: Michael Lieb <michaelalieb@yahoo.com>
Sent: Monday, September 4, 2023 6:14:17 PM
To: Zachary T. Graham <zachary.graham@nationwide.com>; wymern@nationwide.com

<wymern@nationwide.com>; James K. Rost <rostj@nationwide.com>; Thompson, Jim <JThompson@Scottsdaleaz.gov>; brian.ellis@nationwide.com <brian.ellis@nationwide.com>
Subject:

HOBBS, ATTY GENERAL AND SCOTTSDALE ALLOWS AXON TO CIRCUMVENT THE AUCTION PROCESS AND CHEAT THE K-12 PUBLIC EDUCATION OUT OF $125 MILLION OR MORE"

All the politico's are ignoring the appraisal, the auction notice and the legally binding "IGA" intergovernmental agreement between the State and the City of Scottsdale as all of these agreements reference numerous times the exact wording "RESIDENTIAL LAND USES ARE PROHIBITED". The current owner of the site AXON was fully aware of this.

The attorney General Office is a party to the legally binding IGA between the State and City of Scottsdale as the ATTY General office is one of the 4 entities to receive notices.

zoning case Not because it will add too many more years of apartment inventory to that submarket, but because it undermines the land departments ability to notice or restrict auctions, as well as having the effect of rendering future auctions as undependable with open ended use rights to the buyer market. Land developers deed restrict parcels of inventory all the time. They do so in order to protect values.
There is way too much Trust Land still to be auctioned off in our State, for the State Land Department to risk their auction credibility over this case.

Please remind the politicians the statements in green below are right off the ASLD websites and 5 year plan.

They advised that the lands should be administered in a manner that met a "highest and best use" doctrine. – meaning that the decision to sell or lease the land should be based upon the potential use of each parcel.

Since ASLD's inception, its mission has been to manage the State's Land Trust and to generate maximum revenues, through prudent planning decisions for the Beneficiaries.

Our strategic priorities are: • increasing transparency • Maximizing the value of the Trust portfolio

Mission: To responsibly manage the assets of a perpetual trust in alignment with the interests the beneficiaries and the State.

SO HERE ARE THE FACTS: Please forgive if some of the dates are not exactly accurate as I don't have a team of researchers as its just me

FACT #1 In my opinion, this re-zoning requests is ILLEGAL and should NOT even being processed by the City of Scottsdale as they agreed in a legally binding IGA not to do so UNLESS the ASLD has amended this entire Crossroads East agreement which they took years to get finalized. The IGA Intergovernmental agreement which is legally binding done in 2018 along with Resolution 11146 says and I quote:

"7.MODIFIED ZONING under third amended and re-stated development agreement (Contract No. 2001-141-COS-A#) In expense and effort put forth by the ASLD in connection to preparing the property for development, the Modified zoning, including the land use, densities and intensities set forth in the Land Use Budget and the amended development standards, shall be vested for the duration of this agreement upon approval by the city of this agreement.

8. Changes to the zoning For the duration of this agreement. The City shall not initiate any changes to the zoning. However, if a owner requests re-zoning AND the zoning change is inconsistent with the provisions of this agreement, such zoning change SHALL NOT BE PROCESSED UNTIL a application is filed by the ASLD to AMEND this agreement and such zoning change shall not become effective until the effective date of such amendment to this agreement to incorporate the zoning change.

FACT #2 When the Scottsdale Mayor and city council in August 2020 and Axon agreed to a $9.4 million development agreement their was NEVER a mention of ANY multifamily because it was prohibited.

Fact#3 When the ASLD decided to move forward with selling this site they signed a engagement letter with MAI appraiser Karl Baltutat and in the letter the state advises the appraiser when appraising the value for "highest and best use" that RESIDENTIAL USES ARE PROHIBITED! This is important because this direction CLEARLY limited the value.

Fact#4 When the ASLD and the applicant AGREED to the final appraisal it was clear thru out the appraisal with a number of statements but specifically on page 48 of the appraisal under HIGHEST AND BEST USE header its says" According to the Crossroads East plan a WIDE variety of land uses are allowed on the subject property including office, retail, industrial, etc, BUT NOTABLY RESIDENTAL USES ARE PROHIBITED ON THE SUBJECT PROPERTY

Fact# 5 Once the appraisal was agreed to it then went to Board of Appeals which is a quasi judicial board appointed by the governor. The Board of appeals approved the appraisal and the notice which made it clear this land was being sold under which prohibits residential:
(D) The Sale Parcel is subject to the Third Amended and Restated Development Agreement (the "Development Agreement") between the City of Scottsdale and the ASLD, filed in the Office of the Maricopa County Recorder on June 15, 2018 at document number 20180456551.

Fact #6 The legal auction noticed put out by ASLD and prepared by the ASLD atty specifically says under the TERMS OF THE SALE section (L)

(L) Development shall be limited to the use of the I-1 zoning district outlined in the Development Plan of the Development Agreement.

Fact #7 You have seen me referring to allowing this 2500 units would be circumventing the ASLD rules and process and would CHEAT the K-12 out of $125 million. Its simple. In Dec 2022 the ASLD sold at a public auction to Garden Communities a 41.2 acre property of land for $44.1 million approved for 882 unts which is $50,000 a unit up in the Desert ridge area which is clearly in proximity to this AXON site and most real estate folks would tell you AXON site would be more valuable, so i'm probaly on the low side.
SIMPLE MATH 2500 units X $50,000 a unit equates to $125 million.

Fact #8 I don't thing the ASLD has ever allowed this re-zoning precedent as t is 100% contradictory to their charge to maximize value for the beneficiaries.

In summary I truly hope you will take the time to read this as in my opinion the FUTURE OF THE ASLD credibility is at stake.

BTW I think back to large employers like American Express, Sumitomo, TMSC and Nationwide as examples of large employers who where successful in the process and never came back to try to change the land uses in my opinion in order to profit off the taxpayers and K-12 beneficiaries.

Thanks for your consideration and I hope you will take this seriously and discuss with the governors office.

Tell AXON they are a great employer and we want them in our state, but not at the public schools expense!!!

BTW here is all the documents from Scottsdale.

I think I can give you some helpful direction:

- click this link on a desktop with high-speed internet and be patient: https://eservices.scottsdaleaz.gov/edmviewer/16672889
- go to page 275 - this is where the City Council Report starts and it lists the ordinances that the Council adapted (these should be searchable on the City Clerk's website). Specifically, you want:
    - Ordinance 4346 (Approves the zoning district map amendment that adopts the Crossroads East Development Plan (includes the Land Use Budget of which zoning is allowed where) and the ASLD-COS Development Agreement)
    - Resolution 11145 (Crossroads East Development Plan)
    - Resolution 11146 (Crossroads East Development Agreement b/t ASLD and COS - COS Recording #2002-141-COS-A3)

https://eservices.scottsdaleaz.gov/bldgresources/Cases/Details/47946

Michael Lieb
Michael A Lieb, LTD
11811 North Tatum Blvd Suite 1051
Phoenix, Arizona 85028
Wk Phone 602 870-9741
Mobile 602 859-2977
Fax 602 997-9807
E-mail: michaelalieb@yahoo.com

From: Bloemberg, Greg
To: President Stonebrook II
Subject: RE: Follow up
Date: Wednesday, January 3, 2024 2:59:00 PM

No, the airport commission discussion will be far more narrowly focused.....main topic being land use as opposed to overall project design.

I'll see what I can find out about Mayo.

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: President Stonebrook II <stonebrookiipres@gmail.com>
Sent: Wednesday, January 3, 2024 2:39 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Re: Follow up

From: President Stonebrook II <stonebrookiipres@gmail.com>
Sent: Wednesday, January 3, 2024 12:48 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Follow up

property, the City would require written authorization from your community. Note that the plans submitted for zoning approval are conceptual and subject to final design approval at a later date.

--Does the proposal suggest what is to happen to the west leg of Axon Way/Mayo Blvd that would no longer be a city street? There are no immediate plans that I am aware of however, the portion from Hayden to 82nd Street will essentially be abandoned and no longer used by the public. It may still be used in the future by City staff though I'm not sure what the ultimate plan is. I can follow up with other staff and try to get you an answer on that.

As always, I appreciate your consideration! Once I hear back from you I will update our community's response to the new filing.

--

Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From: President Stonebrook II
To: Bloemberg, Greg
Subject: Re: Follow up
Date: Wednesday, January 3, 2024 2:39:04 PM

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

Thank you for your quick response!

I guess you don't do a summary report for the airport commission?

An answer to what happens to Mayo Blvd between Hayden and 82nd St. is important to us, and we have ideas. So if you could find out if there is any plan in place and let me know, that would be great.

TY.

On Wed, Jan 3, 2024 at 1:35 PM Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:

> Susan,
>
> See below and let me know if you need any additional information.
>
> Regards,
>
> *Greg Bloemberg*
>
> Principal Planner
>
> Current Planning
>
> City of Scottsdale
>
> e-mail: gbloemberg@scottsdaleaz.gov
>
> phone: 480-312-4306
>
> **From:** President Stonebrook II <stonebrookiipres@gmail.com>
> **Sent:** Wednesday, January 3, 2024 12:48 PM
> **To:** Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
> **Subject:** Follow up

match the site plan.

--Pedestrian plan: am I reading this right? (Sorry no page numbers) It appears the running/walking trail impedes into our common area on our northernmost boundary, providing the potential for a marked increase in pedestrian traffic very close to us. The way I read it, any portion of the multi-use path not on Axon property will be within the future Axon Way right-of-way, not on Stonebrooke property. If there was any attempt to put a path on Stonebrooke property, the City would require written authorization from your community. Note that the plans submitted for zoning approval are conceptual and subject to final design approval at a later date.

--Does the proposal suggest what is to happen to the west leg of Axon Way/Mayo Blvd that would no longer be a city street? There are no immediate plans that I am aware of however, the portion from Hayden to 82nd Street will essentially be abandoned and no longer used by the public. It may still be used in the future by City staff though I'm not sure what the ultimate plan is. I can follow up with other staff and try to get you an answer on that.

As always, I appreciate your consideration! Once I hear back from you I will update our community's response to the new filing.

--

Susan McGarry | President | Scottsdale Stonebrook II HOA

C: 760-994-6368

From: President Stonebrook II
To: Bloemberg, Greg
Subject: Re: MUMSP
Date: Thursday, December 28, 2023 5:25:18 PM

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

Thank you for the update!

On Thu, Dec 28, 2023 at 4:56 PM Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:

> Hello Susan,
>
> Hope you are having a good holiday season. The Axon zoning case has been resubmitted and is presently being reviewed. It is tentatively scheduled to be considered by the Airport Advisory Commission on 1/17 and the Planning Commission on 1/24. The resubmittal includes a letter of authorization from ASLD to proceed with the zoning request.
>
> I am out of the office tomorrow and our offices will be closed on Monday for the holiday. If you have any additional questions, please feel free to send and I will respond on Tuesday.
>
> Regards,
>
> *Greg Bloemberg*
>
> Principal Planner
>
> Current Planning
>
> City of Scottsdale
>
> e-mail: gbloemberg@scottsdaleaz.gov
>
> phone: 480-312-4306

From: President Stonebrook II <stonebrookiipres@gmail.com>
Sent: Thursday, December 28, 2023 1:48 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Re: MUMSP

From: President Stonebrook II <stonebrookiipres@gmail.com>
Sent: Wednesday, November 8, 2023 12:56 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Re: MUMSP

On Mon, Nov 6, 2023 at 1:21 PM Bloemberg, Greg <GBLO@scottsdaleaz.gov> wrote:

> Still waiting on a resubmittal.
>
> *Greg Bloemberg*
>
> Principal Planner
>
> Current Planning
>
> City of Scottsdale
>
> e-mail: gbloemberg@scottsdaleaz.gov
>
> phone: 480-312-4306
>
> ---
>
> **From:** President Stonebrook II <stonebrookiipres@gmail.com>
> **Sent:** Monday, November 6, 2023 12:03 PM
> **To:** Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
> **Subject:** Re: MUMSP

project will return to a future DRB hearing for final design approval on a date to be determined. FYI, if it gets a recommendation of approval on Wednesday, the MUMSP will go to City Council on 12/5.

Regards,

Greg Bloemberg

Principal Planner

Current Planning

City of Scottsdale

e-mail: gbloemberg@scottsdaleaz.gov

phone: 480-312-4306

From: President Stonebrook II <stonebrookiipres@gmail.com>
Sent: Monday, November 6, 2023 9:53 AM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: MUMSP

From: Bloemberg, Greg
To: President Stonebrook II
Subject: RE: Axon--opportunities for input
Date: Thursday, August 24, 2023 9:10:00 AM

Hello Susan,

Below is the review team and their contact information. No Planning Commission or City Council hearing has been scheduled at this point however, the case is tentatively scheduled to go before the Airport Advisory Commission for their consideration on 9/20; which is a public hearing that will be held at the new airport terminal (15000 N. Airport Drive). Note that the AAC is just a ***recommending*** body, similar to Planning Commission. Only City Council has the authority to formally approve zoning cases. The 9/20 AAC agenda is not official yet, which is why it is on the website.....and the reason why it is tentative but chances are pretty good it will be on the agenda. I can let you know once I have confirmation from Airport staff.

Airport: Sarah Ferrara, sferrara@scottsdaleaz.gov
Design Review: Brad Carr, bcarr@scottsdaleaz.gov
Drainage: Nerijus Baronas, nbaronas@scottsdaleaz.gov
Engineering: Eliana Hayes, ehayes@scottsdaleaz.gov
Public Safety: Doug Wilson, dowilson@scottsdaleaz.gov
Long Range Planning: Taylor Reynolds, treynolds@scottsdaleaz.gov
Transportation: Phil Kercher, pkercher@scottsdaleaz.gov
Water Resources: Anita Pritchard, apritchard@scottsdaleaz.gov

Regards,

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: President Stonebrook II <stonebrookiipres@gmail.com>
Sent: Wednesday, August 23, 2023 4:45 PM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Subject: Axon--opportunities for input

residents to speak? I don't see any dates yet on the website.

As always I appreciate your help!

--

Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From: President Stonebrook II
To: Bloemberg, Greg
Subject: Axon development
Date: Monday, June 26, 2023 6:00:14 PM

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

Hi Greg,

Following last week's open house regarding the Axon development plan for the rest of the land north of our community, I had a few questions for you that I hope you could respond to.

But first, I want to share with you the overwhelming community reactions to the development plan.

—A building height of five stories is unacceptable, not only will it block mountain views, but it will overshadow the entire community.

— traffic from this proposed development will be very substantial. We are comparing it to a smaller version of the Desert Ridge area in terms of traffic impact. We are very concerned about our little community street 82nd St. and what might happen to it.

— we will require substantial setbacks and barriers to insulate the community from the negative impacts of this development.

My questions for you include:

— was there a traffic study done for the first Axon proposal for its headquarters a couple of years ago?

— what are the next filing steps with the city for this type of development and how can I effectively track them?

—when will a traffic engineer be assigned to study the new proposal and how can our community have input?

We are trying to get a handle on our best way to be involved so that our little neighborhood is not negatively impacted by such a large development.
We understand these mixed-use developments are very popular now, but I sure can't find one anywhere in North Scottsdale or north Phoenix that is immediately adjacent to a single family residential neighborhood.

As always, I really appreciate your attention to my comments and questions, and look forward to your response!

--
Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From:	President Stonebrook II
To:	Mayor David D. Ortega; City Council
Cc:	Mary Kennett; Christopher Green; Clint Goodman; Jill Rieke; Bloemberg, Greg; Berna, Roger
Subject:	Concerns over Axon filing
Date:	Tuesday, August 15, 2023 6:25:52 PM
Attachments:	City council letter Axon.pdf Exhibit A.pdf Exhibit B.pdf

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

Please accept the attached documents that express the serious concerns of our community regarding Axon's latest filing 13-ZN-2020#2. Thank you for your consideration.

--

Susan McGarry | President | Scottsdale Stonebrook II HOA
C: 760-994-6368

From: Kurth, Rebecca
To: Brian Novota
Cc: Bloemberg, Greg; City Council
Subject: RE: Taser
Date: Thursday, August 31, 2023 8:25:51 AM

Good Morning Mr. Novota,

Thank you for contacting Mayor Ortega and the City Council with your questions, this case is scheduled to be heard by the airport commission on 9/20/2023. The case will then go to the planning commission and then after both commissions have made recommendations it will be heard by the City Council for approval or denial. The planning commission and City Council hearings have not yet been scheduled. You can find more information on this case here. I have copied the staff coordinator on this email so that they can be aware of your questions.

Respectfully,

Rebecca Kurth

Rebecca Kurth | Management Assistant to Mayor & City Council
City of Scottsdale | Office of Mayor David D. Ortega
480.312.7977 |623.715.6879 | rkurth@scottsdaleaz.gov

From: Brian Novota <bnovota@gmail.com>
Sent: Wednesday, August 30, 2023 7:53 PM
To: City Council <CityCouncil@scottsdaleaz.gov>
Subject: Taser

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

Please provide some insight on this project.

From a resident on Next-door ….
So the Taser company in Scottsdale which makes about 1.5 billion a year want to build a 5 story apartment complex and hotel at 101 & Hayden the small neighborhood south of it is upset. Plus the city is giving them 3.6 million for the infrastructure. My question is why does the city need to give a 1.5 billion dollar company anything? Just a question to see what others think.

Thank you
Brian Novota

From: Bloemberg, Greg
To: wosterman@cox.net
Cc: Carr, Brad
Subject: RE: AXON Headquarters and residential and retail campus, Hayden Rd and Loop 101, Scottsdale
Date: Monday, August 14, 2023 8:24:00 AM

Bill,

Yes, if you click on the link below you can access the applicant's submittal. Just enter the case # (13-ZN-2020#2) and hit "search"....that will take you to the application materials.

https://eservices.scottsdaleaz.gov/bldgresources/Cases#

Let me know if you have any questions/concerns, or if you have trouble accessing.

Regards,

Greg Bloemberg
Principal Planner
Current Planning
City of Scottsdale
e-mail: gbloemberg@scottsdaleaz.gov
phone: 480-312-4306

From: wosterman@cox.net <wosterman@cox.net>
Sent: Friday, August 11, 2023 9:14 AM
To: Bloemberg, Greg <GBLO@Scottsdaleaz.gov>
Cc: Carr, Brad <bcarr@scottsdaleaz.gov>
Subject: AXON Headquarters and residential and retail campus, Hayden Rd and Loop 101, Scottsdale

Scottsdale, AZ
85255
480-659-9441
wosterman@cox.net

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Susan McGarry	Susan McGarry	8074 E. Theresa	2/4/24
Patrick McGarry	Patrick McGarry	8074 E Theresa	2/4/24

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Alex Hartman	Sherry Hartman	8114 E Theresa Dr Scottsdale AZ 85255	2/4/24.
	Alex Don	17797 N 81st Way	2/4/24
Shawn Lawton	Shawn Lawton	8180 E. Michelle Dr Scottsdale AZ 85255	2/4/24
Ghazal Mohseni	Ghazal Mohseni	8092 E Michelle Dr	2/4/24
George Jaksic	George Jaksic	17720 N. 80th Pl.	2/4/24
Keven D. Rusk	Keven D. Rusk	8121 E Rita Dr, 85255	2/4/24

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Kaye Keiler	Kaye Keiler	8072 E Maria Dr.	1-27-24
	RENA NAIR	8161 E Michelle Dr.	1.27.24
	Robert Howes	8105 E. Rita Dr.	1-27-24
	ERIN HARPER	8104 E. MARIA DR	1.27-24
	Robert S. Rada	17810 N. 80th pl.	1-27-24

(3)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Charlotte Kellum	Charlotte Kellum	8194 East Theresa Dr.	1/27/2024
Jeff McFarland	JEFF McFARLAND	8173 E. Michelle Dr	1/27/2024
Logan McFarland	Logan McFarland	8173 E. Michelle Dr.	1/27/2024
Glen Roth	Glen Roth	8167 E. Michelle Dr.	1-27-2024
Tricia Roth	Tricia Roth	8167 E. Michelle Dr	1/27/2024

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Hilsman Knight	8144 E Maria Dr.	1.27.24
	Alivia Knight	8144 E Maria Dr.	1.27.24
	PECO DAMIR	8965 E. RITA DR.	1.27.24
	M. Kathryn Daleg	8117 E Theresa Dr	1/27/2024
	Carmel Burke	8147 E. MARIA Dr	1/27/2024

(5)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Julie Welling	Julie Welling	8140 E. Michelle Dr.	1/27/2024
D	Donovan Zimmerman	17905 N. 81st Way Scottsdale, AZ 85255	1/27/2024
Carrah Abele	Carrah Abele	8106 E. Theresa Dr Scottsdale, AZ 85255	1/27/2024
Connie Zimmerman	Connie Zimmerman	17851 N. 81st way Scottsdale AZ 85255	
Zona Kerr	Zona Kerr	17923 N 81st way Scottsdale, AZ 85255	

(5)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Paula Gordon	PAULA Gordon	8062 E Rita Dr.	1/27/24
	Matthew Archuletta	8053 E Theresa Dr	1/27/24
	Brian Deane	17815 N 81st Way	11/27/24
	Jessica Rensley	8067 E. Maria Dr.	1/27/24
	Goshi Key	8066 E. Theresa Dr.	1/27/24
	Jodi K. Facundo	8049 E. Rita Dr.	1/27/24
	Ashleigh Drost	8075 E maria Dr	1/27/24

(7)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Carla Salmi	CARLA SALMI	8136 E MARIA DR, SCOTTSDALE	1-27-2024
		1-27-24. 8122 E Theresa Dr. Scottsdale AZ 85255	
Steven C Abele		8106 E Theresa Dr Scottsdale AZ 85255	1/27/2024
Linda Jo McCabe	Linda Jo McCabe	8163 E Maria DR, Scottsdale 85255	
Betty Cisneros	Betty Cisneros	8115 E. Maria Dr. Scottsdale 85255	
Ruzica Andricic	RUZICA ANDRICIC	8065 E. Rita DR Scottsdale AZ 85255	
Yasmin Magee	Yasmin Magee	8089 E Michelle Scottsdale AZ 85255	

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Georgina Arrieta	8162 E Theresa 85255	01/31/24
	William Dowgiewicz	8137 E. Michelle	2/2/24
	Dennis P. Hanley	8164 E Michelle Dr	2/2/2024
	Deb Rusk	8121 E Rita Dr	2/2/24
	Jerri Lindberg	17702 N 80th Pl.	2/2/24
	Curtis Seeman	17702 N 80th Pl.	2/2/24

6

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
[signature]	Gayl Howell	8171 E. Maria Dr Scottsdale 85255	1/27/2024
[signature]	JAMES FRITSCH	8171 E. MARIA DR. 85255	1/27/2024
Valerie Faubion		8152 E. Maria Dr.	1/27/2024
Oscar Vele		8052 E. Michelle Dr	1/27/24
Tamara Goulden		8077 E Theresa Dr	1/24/2024
[signature]		8059 E MICHELLE DR	1/27/2024

6

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Tyler Worden	8095 E Michelle Dr	1-27-2024
	Janelle Vircks	8132 E Michelle Dr	1/27/2024
Rob Facundo	Rob Facundo	8049 E. Rita Dr.	1/27/24
	Curtis Seeman	17702 N. 80th Place	1/27/24
mya fc	mya facundo	8049 E Rita Dr	1/27/24
	DONALD MEYER	8096 E MICHELLE	1/27/24

(16)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Cynthia Marlow	17936 N 80th Pl 85255	1/27/24
		8110 E Rita Dr	1/27/24
P. Manimohala		8100 E Rita Dr	1/27/24
	Jami Mackie	8097 E Rita Dr. Dr.	1-27-24
	Mackenzie Macke	8097 E Rita Dr.	1-27-24
	Alfredo Fragoso	8095 E Michelle Rd	1/27/24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Wayne Tanner	17864 N. 80th Place	1/27/24
	Ken Brown	8170 E. Cross Dr	1/27/24
	BARBARA RUBNICK	8129 E. Rita	1/24/24
	Becky Rand	8068 E. Michelle Dr.	1/27/24
	Andrew Rand	8068 E. Michelle Dr.	1/27/24
	Wendie Birkholz	8096 E Maria DR	1/27/24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Olivia Charlson	Olivia Charlson	8042 E Theresa Dr.	1/27/24
Paul Hoffmaster	Paul Hoffmaster	8134 E. Rita Dr.	1/27/24
Mike Newhart	Mike Newhart	8130 E Theresa Dr	1-27-24
Richard Reznick	RICHARD REZNICK	8129 E. RITA DRIVE	1-27-2024
Anuradha Balaji	Anuradha Balaji	8165, E Theresa Dr.	1/27/2024
Heather Anderson	Heather Anderson	8179 E Michelle Dr	1/27/2024

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Coralee Thompson	CORALEE THOMPSON	8116 E. Michelle	1/27/24
C Rob	Cathy Robinson	8051 E Maria Dr	1/27/24
Bob Mitch	Bob Mitch	8128 E. Maria Dr	1/27/24
CHM	CHRISTOPHER HARPER	8104 E. MARIA DR	1/27/24
Eric Langerman	ERIC LANGERMAN	8053 E. Michelle Pl.	1/27/24
Nijan Ansari	Nijan Ansari	17954 N 80th Pl	1/27/24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
C Boudreau	Charlene Boudreau	8142 E Rita Dr Scottsdale AZ 85255	1/27/24
Chris DiChiara	Chris DiChiara	17752 N. 80th PLACE SCOTTSDALE 85255	1/27/24
Madhu Nair	MADHU NAIR	8161 E. Michelle Dr, Scottsdale, AZ 85255	1/27/24
Richard Isaac	RICHARD ISAAC	8186 E THERESA DR SCOTTSDALE AZ 85255	1/27/24
Anna Silverman	Anna Silverman	8149 E Michelle Dr. Scottsdale AZ 85255	1/27/24
Michael Silverman	Michael Silverman	8149 E. Michelle Dr Scottsdale AZ 85255	1/27/24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Danijela Indricic-Peco		8065 E. Rita DR	1/27/24
Jerri Lindberg	Jerri Lindberg	17702 N. 80th Place	1/27/24
Marianna Shone	-	8177 E. Rita Dr,	1/27/24
DAVID STONE		8177 E. RITA DR	1-27-24
ANDREA HUGHES		8101 E. MICHELLE DR	1.27.24
DAVID HUGHES		" " "	"

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	STEVE GLOTZER	8078 E. RITA DR	85255
	Sandra Olic	8160 E Maria Dr. 85255	1.27.24
	Amanda Lavigne	8176 E Rita Dr 85255	01/27/24
Rosemary Catroppa	Rosemary Catroppa	17959 N 81st Way	1/27/24
	GRACE RUEBEL	17959 N. 81st Way	1/27/24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Sherry Switzenberg	Sherry Switzenberg	8056 E Maria D	1-27-24
K Whitman-Cullen	Kim Whitman-Cullen	8050 E. Theresa Dr	1-27-24
Judi A. Whitman	JUDI A. WHITMAN	8050 E. THERESA Dr.	1-27-24
Roger L. McCabe	Roger L. McCabe	8163 E. Maria Dr	1-27-24
	RICHARD W. NOVY	8035 E. Michelle Dr	1-27-24
Patricia Loera	Patricia Loera	17779 N. 81st Way	1-27-24

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	John Hattan	8114 E Theresa Dr.	1/27/24
	JIWOON PARK	8154 E. THERESA DR.	1/27/24
	HEEJO KWON	8154 E THERESA DR	1/27/24
	Majid Hashemi	8092 E Michelle Dr	1/27/24
	Chris Greb	8090 E Theresa Dr	1/27/24
	Harrie Charlson	Harrie Charlson 8042 E. Theresa Dr.	1-27-24

(12)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Michelle Fray	MICHELLE FRAY	17774 N 80th Pl / Scottsdale Ave	1/27/24
Patti Yaussi	PATTI YAUSSI	17941 No 81st Pl	1/27/24
Thomas M Yaussi	THOMAS M. YAUSSI	17941 No. 81st WAY	1/27/24
Cyndi Suttle	Cyndi Suttle	8150 E. Rita Dr.	1/27/24
	Simon Spaizman	8081 E. Rita Dr	1/27/24
Cheryl Fernandez	Cheryl Fernandez	17761 N. 81st Way	1/27/2024

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Nancy Ham	NANCY HAM	8137 E. MICHELLE DR.	2/31/24
	Kirsten Kennett	8149 E. Theresa Dr	1/31/24
	Maria Henricks	8137 E Rita	1-31-24
	Gossy Robb	8153 S RITA DR	1.31.24
	Carol Mulloy	8093 E Theresa Dr.	1/31/24
	Jim Kufeldt	8162 E Theresa	1-31-24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Michael Zanders	Michael Zanders	8145 E Rista	1/31/2024
Randy Knotts	Randy Knotts	8084 E Michelle	1/31/2024
Gini Rackner	Gini Rackner	8069 E. Theresa Dr	1/31/2024
Amy Tybor	Amy Tybor	8115 E. Michelle	1/31/24
	PETER POWERS	17954 N. 80TH PL	1-31-24
	JUDITH VENEZIA	17887 N. 81ST WY	1-31-24

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Frances Miranda	8061 E Theresa Dr.	1/31/2024
	Lara Allen	8120 E Maria DR	1/31/2024
	DOLF MAY	8094 E. RITA DR	1/31/2024
	Andrew Rowland	8101 E Theresa Dr	1/31/24
	Melanie Jaksic	17720 N 80th Place	1/31/24
	Gary Rackner	8069 E. Theresa	1/31/24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Lisa Kotler	Lisa Kotler	8108 E Michelle Dr	1/30/24
Alan Kotler	Alan Kotler	8108 E Michelle Dr	1/30/24
Dylan Marlow	Dylan Marlow	17936 N. 80th Pl	1/30/24
Hastha M.	HASTHA SESHADRI	8059 E. MARIA DR	1/30/24
Pipere Smith	Pipere Smith	8111 E Ritz Dr.	1/30/24
Baxter Baldwin	Baxter Baldwin	8111 E Ritz Dr.	1/30/24

6

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Robert B Liden	Robert B Liden	8124 E. Michelle Dr.	1-31-24
Marion S. Liden	MARION S. LIDEN	8124 E. Michelle Dr	1-31-24
Kathleen McKay	Kathleen McKay	8180 E Michelle Dr	1.31.24
	Katharine "Arri" Cassidy	8155 E Michelle Dr	1-31-24
	Lyle Myers	8156 E Michelle Dr	1-31-24
Brenda M Myers	BRENDA MYERS	8156 E. Michelle Dr	1-31-24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
[signature]	Nichole Howarth	8064 E. Maria Dr. Scottsdale	1/31/2024
[signature]	Jeffrey Minkin	17828 N. 80th Pl., Scottsdale, AZ 85255	1/31/24
[signature]	Lilian Jamil	17864 N 80th Pl Scottsdale 85255	1/31/24
[signature]	DIANE KUBALA	8141 E Theresa Dr Scottsdale 85255	1/31/24
[signature]	Thomas Lundgaard	8065 E. Michelle Dr. Scotts, AZ 85255	
[signature]	Jeneya Macon	8100 E Michelle Dr Scottsdale AZ 85255	1/31/24

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
[illegible]	Lindsay Baldwin	17882 N. 80th Pl.	1/31/24
[illegible]	John Kobala	814 E Theresa St	1/31/24
[illegible]	ROBERT STONE	8059 E MICHELLE DR.	1/31/24
Melissa Spaizman	Melissa Spaizman	8081 E. Rita Dr.	1/31/24
[illegible]	Bob [illegible]	8128 E Maria Dr	1/31/24
Jodi Buckles	[illegible]	8154 E. Rita Dr. Scottsdale	1.31.24

(6)

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
[illegible]	Keith Lamborn	8112 E. Maria Dr. Scottsdale 85255	2/3/24
[illegible]	NICARISE M. NOVY	8085 E Michelle Dr.	2/4/24
[illegible]	Julie Bacon	8098 E Theresa Dr.	2/4/24
[illegible]	GARY BACON	8098 E. THERESA	2/4/2024
[illegible]	SARAH SUDDUTH	8091 E MARIA	2/4/2024
Les Goulden	[illegible]	8077 E Theresa Dr	2/4/2024

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Ursel Sudkowitz	Ursel Sudkowitz	8168 E. Maria Drive, Scottsdale, 85255,	1/2/24
	Kathryn Leiler	8072 Emma Drive Scottsdale, 85255	1/2/24
Jane Walters	Jane Walters	8139 E. Maria Dr. Scottsdale, 85255	2-1-24
Hector M Gonzalez	Hector M Gonzalez	17846 N. 80th Pl. Scottsdale AZ 85255	2-3-24
Argentina O Gonzalez	Argentina O Gonzalez	17846 N 80th Pl. AZ 85255	
Cheryl Kear	Cheryl Kear	17918 N 80th Pl	85255

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
Arlene Meyer	Arlene Meyer	8076 E. MICHELLE DR.	2-5-24
	JEFF HICKEY	8099 E. MARIA DR	85255
Evik Loera	Evik Loera	17779 N. 81st Wy	2-5-24
MARK LOERA		17779 N. 81st Way	2-5-24
	B.J. HEALIS	17882 N 80th	2-6-24
Elizabeth Lundgaard	Elizabeth Lundgaard	8065 E Michelle Dr	2-11-24

THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Molly MacLean	8109 E. Theresa Dr.	2/4/24
Veronica Deane	Veronica Deane	17815 N. 81st Way	2/5/24
	Emily Nakasone	17810 N 80th Pl	2/5/24
	Michael Bartolotta	8041 E Maria Dr.	2/5/24
	Balaji Venkatachari	8165 E Theresa	2/5/24
	Jason Levi	843 Michelle	2/5/24

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THE RESIDENTS OF SCOTTSDALE STONEBROOK II, WITH SIGNATURES BELOW, OPPOSE THE AMENDMENT TO THE GENERAL PLAN REQUESTED BY CASE 3-GP-2023 AND THE ZONING DISTRICT MAP AMENDMENT REQUESTED BY CASE 13-ZN-2020#2 SUBMITTED BY AXON/TASER

Signature	Print Name	Address	Date
	Adam Stone	8059 E Michelle Dr.	2/11/2024
	Ed Tybor	8115 E. Michelle Dr.	2/15/2024
	Lee Martucci	8133 E Theresa Dr	2/15/24
Trina Martucci	Trina Martucci	8133 E. Theresa Dr.	2/15/24
	Thomas J. Bucior	8082 E. Theresa Dr	2/16/24
		8082 E Theresa Dr.	2/16/24

6

REQUEST TO SPEAK

3

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

*Request to Speak cards must be submitted to the City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Rasleen Krupp MEETING DATE 1/24/2024

NAME OF GROUP/ORGANIZATION (*if applicable*) Axon

ADDRESS 3300 N Scottsdale Rd, Apt 3110 ZIP 85251

PHONE 513-550-3513 E-MAIL ADDRESS rkrupp@axon.com

☑ I WISH TO SPEAK ON AGENDA ITEM # 3 & 4 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to the City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board/Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.

REQUEST TO SPEAK

4

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

*Request to Speak cards must be submitted to the City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Chad Baeuda MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Citizen

ADDRESS 29106 N 114th St., Scottsdale, Az ZIP 85262

PHONE 480-388-7814 E-MAIL ADDRESS Cbaeuda@WindomSecurity.com

☒ I WISH TO SPEAK ON AGENDA ITEM # 4 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to the City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board/Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.

REQUEST TO SPEAK

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

*Request to Speak cards must be submitted to the City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Morningstar Bloom MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Worker Power

ADDRESS 1021 S. 7th Ave ZIP 85007

PHONE (310) 945-7786 E-MAIL ADDRESS mbloom@workerpower.com

☒ I WISH TO SPEAK ON AGENDA ITEM # 3 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to the City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board/Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.

6 mins

REQUEST TO SPEAK

4

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

*Request to Speak cards must be submitted to the City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Susan McGarry MEETING DATE January 24, 2024

NAME OF GROUP/ORGANIZATION (*if applicable*) Scottsdale Stonebrook II HOA

ADDRESS 8074 Theresa Dr, Scottsdale ZIP 85255

PHONE 760-994-6368 E-MAIL ADDRESS _____

☑ I WISH TO SPEAK ON AGENDA ITEM # 3&4 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to the City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board/Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.

REQUEST TO SPEAK

4

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

*Request to Speak cards must be submitted to the City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Rosemary Ellsworth MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Stonebrook II

ADDRESS 17459 N 81st Way ZIP 85255

PHONE _____ E-MAIL ADDRESS _____

☐ I WISH TO SPEAK ON AGENDA ITEM # _____ ☑ I WISH TO DONATE MY TIME TO Susan McGarry

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to the City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board/Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.

REQUEST TO SPEAK

4

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

*Request to Speak cards must be submitted to the City Staff **BEFORE** public testimony begins.*
Public testimony is limited to three (3) minutes per speaker.
Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Grace Rubel MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Stonebrook II

ADDRESS 17959 N 81st Way ZIP 85255

PHONE _____ E-MAIL ADDRESS _____

☐ I WISH TO SPEAK ON AGENDA ITEM # _____ ☑ I WISH TO DONATE MY TIME TO Susan McGarry

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

**Citizens may complete one Request to Speak "Public Comment" card per meeting and submit it to the City Staff. "Public Comment" time is reserved for citizen comments regarding non-agendized items. The Board/Commission may hear "Public Comment" testimony, but is prohibited by state law from discussing items which are not listed on the agenda.*

This card constitutes a public record under Arizona law.

REQUEST TO SPEAK

4

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

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Additional time MAY be granted to speakers representing two or more persons.
Cards for designated speakers and the person(s) they represent must be submitted together.

NAME (*print*) Sherry Hartman - Im MEETING DATE 1-24-24

NAME OF GROUP/ORGANIZATION (*if applicable*) Scottsdale Stonebrook II HOA Not Speaking please give my time to Susan!

ADDRESS 8114 E Theresa Dr. ZIP 85255

PHONE 760-650-6309 E-MAIL ADDRESS Sherry@Questpms.com

☐ I WISH TO SPEAK ON AGENDA ITEM # _____ ☒ I WISH TO DONATE MY TIME TO Susan McGary

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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NAME (*print*) Kathryn Daley MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) _____

ADDRESS 8117 E Theresa Dr ZIP 85255

PHONE 312-869-9744 E-MAIL ADDRESS _____

☑ I WISH TO SPEAK ON AGENDA ITEM # 3+4 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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NAME (*print*) Lee MarTucci MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Scottsdale Stonebrook II

ADDRESS 8133 E Teresa Dr, Scottsdale AZ ZIP 85255

PHONE 480-388-1849 E-MAIL ADDRESS LeeMayTucci12@gmail.com

☒ I WISH TO SPEAK ON AGENDA ITEM # 3+4 ☐ I WISH TO DONATE MY TIME TO _____

☒ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING Rerouting roads + Traffic management

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REQUEST TO SPEAK

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NAME (*print*) LESLIE LERMAN MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) _____

ADDRESS 8149 E. Michelle Dr ZIP 85258

PHONE 6026977225 E-MAIL ADDRESS Leslielerman@gmail.com

☒ I WISH TO SPEAK ON AGENDA ITEM # AXON ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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REQUEST TO SPEAK

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NAME (*print*) Gayl Howell MEETING DATE 1.24.2024

NAME OF GROUP/ORGANIZATION (*if applicable*) _____

ADDRESS 8171 E Maria Dr Scottsdale ZIP _____

PHONE 480 570 4523 E-MAIL ADDRESS gaylhowell@cox.net

☐ I WISH TO SPEAK ON AGENDA ITEM # 3+4 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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NAME (*print*) Michael Zanders MEETING DATE 1-24-24

NAME OF GROUP/ORGANIZATION (*if applicable*) _____

ADDRESS 8145 E RITA DR ZIP 85255

PHONE 9137063161 E-MAIL ADDRESS mzanders1950@gmail.com

☒ I WISH TO SPEAK ON AGENDA ITEM # 4 ☐ I WISH TO DONATE MY TIME TO _____

☒ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING AXON

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NAME (*print*) Rebecca Epner MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Axon

ADDRESS 15446 N. Greenway Hayden Loop ZIP 85260

PHONE _____ E-MAIL ADDRESS _____

☒ I WISH TO SPEAK ON AGENDA ITEM # 4 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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REQUEST TO SPEAK

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NAME (*print*) Bob Pejman MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) —

ADDRESS 7130 E. Main St. ZIP 85251

PHONE 973-901-5872 E-MAIL ADDRESS bobpejman@gmail.com

☑ I WISH TO SPEAK ON AGENDA ITEM # 3-84 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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NAME (*print*) Alan Kotler MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Stonegate II

ADDRESS 8108 E Michelle Dr ZIP 85258

PHONE 480 251-5107 E-MAIL ADDRESS alan@a-k-computer.com

☑ I WISH TO SPEAK ON AGENDA ITEM # 1 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING Axon

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REQUEST TO SPEAK

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NAME (*print*) LISA KOTLER MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) Stonebrook II

ADDRESS 8108 E Michelle Dr ZIP 85255

PHONE 480 251-1303 E-MAIL ADDRESS LKandellmsvd@cox.net

☒ I WISH TO SPEAK ON AGENDA ITEM # 1 ☐ I WISH TO DONATE MY TIME TO _____

AXON

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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REQUEST TO SPEAK

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NAME (*print*) DAVID SILVERMAN MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) _____

ADDRESS 7420 N. TOMBSTONE Rd. ZIP 85258

PHONE 602-697-1943 E-MAIL ADDRESS david@silvermans.com

☒ I WISH TO SPEAK ON AGENDA ITEM # AXON ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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REQUEST TO SPEAK

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NAME (*print*) John Arnold MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) citizen

ADDRESS 8245 N. 73rd PL ZIP 85258

PHONE 602-741 6472 E-MAIL ADDRESS JohnnyArnold5@gmail.com

☒ I WISH TO SPEAK ON AGENDA ITEM # 4 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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REQUEST TO SPEAK

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NAME (*print*) Aaron Howard MEETING DATE 01/24/2024

NAME OF GROUP/ORGANIZATION (*if applicable*) Axon

ADDRESS _____ ZIP _____

PHONE 480-238-0729 E-MAIL ADDRESS _____

☑ I WISH TO SPEAK ON AGENDA ITEM # 3&4 ☐ I WISH TO DONATE MY TIME TO _____

☑ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING Axon

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REQUEST TO SPEAK

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NAME (*print*) JOSH ISNER MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (*if applicable*) AXON

ADDRESS 18916 N 98TH ST ZIP 85255

PHONE 602 904 3780 E-MAIL ADDRESS JOSH@AXON.COM

☐ I WISH TO SPEAK ON AGENDA ITEM # _____ ☒ I WISH TO DONATE MY TIME TO RICK SMITH

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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NAME (*print*) Rick Smith MEETING DATE 1-24-24

NAME OF GROUP/ORGANIZATION (*if applicable*) AXON

ADDRESS 12773 N. 120th Place ZIP 85259

PHONE 602-570-1765 E-MAIL ADDRESS Rick@AXON.com

☒ I WISH TO SPEAK ON AGENDA ITEM # 2 ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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REQUEST TO SPEAK Kirtley

34

"As a member of the Scottsdale community, I will genuinely listen; speak respectfully; and be accountable for my words and actions."

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NAME (*print*) Soumé Kirtley MEETING DATE ON LINE MISSING

NAME OF GROUP/ORGANIZATION (*if applicable*) _____

ADDRESS 0C3 ZIP _____

PHONE _____ E-MAIL ADDRESS _____

☐ I WISH TO SPEAK ON AGENDA ITEM # _____ ☐ I WISH TO DONATE MY TIME TO _____

☐ I WISH TO SPEAK DURING "PUBLIC COMMENT"* CONCERNING _____

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WRITTEN COMMENTS

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NAME (print) Lisa Kotler MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (if applicable) Scottsdale Stonebrook II

ADDRESS 8708 E Michelle Dr ZIP 85255

HOME PHONE 480-251-1303 WORK PHONE 480-323-3673

E-MAIL ADDRESS(optional)

AGENDA ITEM # 1 (Axon) ☐ SUPPORT ☒ OPPOSE

COMMENTS (additional space is provided on the back)

N. Scottsdale has AMPLE housing for Axon Employees (apartments NOT needed)
N. Scottsdale has a PLETHORA of hotels/conference centers (hotel not needed)
INCREASED TRAFFIC WILL BE A NIGHTMARE - Please preserve our neighborhood!! N. 82nd St and E Mayo Blvd. VOTE AGAINST RE-ZONING

This card constitutes a public record under Arizona law.

WRITTEN COMMENTS

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Written comment cards may be submitted to the Staff at any time. Cards submitted after public testimony has begun will be provided to the Board or Commission at the conclusion of the testimony for that item.

NAME (print) Susan Stone MEETING DATE _____

NAME OF GROUP/ORGANIZATION (if applicable) Scottsdale Stone Board

ADDRESS 8059 E Michelle Dr. ZIP 85255

HOME PHONE 480-659-6680 WORK PHONE _____

E-MAIL ADDRESS(optional) susidos@gmail.com

AGENDA ITEM # _____ ☐ SUPPORT ☐ OPPOSE

COMMENTS (additional space is provided on the back) _____

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WRITTEN COMMENTS

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NAME (print) Debra Rusk MEETING DATE 1-24-24

NAME OF GROUP/ORGANIZATION (if applicable) _____

ADDRESS 8121 E. Rita Dr. ZIP _____

HOME PHONE 480 227 3911 WORK PHONE _____

E-MAIL ADDRESS(optional) _____

AGENDA ITEM # _____ ☐ SUPPORT ☐ OPPOSE

COMMENTS (additional space is provided on the back) _____

We strongly disagree with this Axon move

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WRITTEN COMMENTS

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NAME (print) Mary Kennett MEETING DATE 1-24-24

NAME OF GROUP/ORGANIZATION (if applicable) Scottsdale Stonebrook II

ADDRESS 8149 E. Theresa Dr. ZIP 85255

HOME PHONE 480 225 3756 WORK PHONE

E-MAIL ADDRESS(optional) MKENNETT94@AOL.COM

AGENDA ITEM # 3 & 4. ☐ SUPPORT ☒ OPPOSE

COMMENTS (additional space is provided on the back) as a community which is directly affected by this Area plan change, we oppose any zoning changes. Over 2000 apartment units will cause traffic and pollution issues to our area. Any change allowed is not within the Az State Trust

This card constitutes a public record under Arizona law.

WRITTEN COMMENTS

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NAME (print) CARMEL Burke MEETING DATE 11/24/24

NAME OF GROUP/ORGANIZATION (if applicable) Scottsdale Stonebrook

ADDRESS 8147 E. MARIA DR. Scottsdale, AZ ZIP 85255

HOME PHONE 602-793-9323 WORK PHONE

E-MAIL ADDRESS(optional)

AGENDA ITEM # 3&4 ☐ SUPPORT ☒ OPPOSE

COMMENTS (additional space is provided on the back)

Lack of transparency of Planning/Feedback during Pandemic & now change of zoning after purchase unfair to others who may have bid more to develop similarly

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WRITTEN COMMENTS

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NAME (print) Kim Whitman-Cullen MEETING DATE 1-24-24

NAME OF GROUP/ORGANIZATION (if applicable) Stonebrook II

ADDRESS 8050 E Theresa Dr. Scottsdale ZIP 85255

HOME PHONE 847-845-4763 WORK PHONE

E-MAIL ADDRESS(optional) cullencarp@comcast.net

AGENDA ITEM # 3-GP-2023 13-ZN-2020#2 ☐ SUPPORT ☒ OPPOSE

COMMENTS (additional space is provided on the back)

The rezoning request would be detrimental to our neighborhood. Obstruction, traffic, pollution etc.

This card constitutes a public record under Arizona law.

WRITTEN COMMENTS

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NAME (print) Cynd. Suttle MEETING DATE 1/24/24

NAME OF GROUP/ORGANIZATION (if applicable) Stonebrook II

ADDRESS 8150 Rita Dr. ZIP 85255

HOME PHONE 480 563 1642 WORK PHONE

E-MAIL ADDRESS(optional) CynSuttle

AGENDA ITEM # 3, 4 ☐ SUPPORT ☐ OPPOSE

COMMENTS (additional space is provided on the back) please do not approve the Avon rezoning. Impact to property values, traffic, density and a multitude of other reasons!

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WRITTEN COMMENTS

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NAME (print) Sandra Olic MEETING DATE 1.24.24

NAME OF GROUP/ORGANIZATION (if applicable) Scottsdale Stonebrook 2

ADDRESS 8160 E Maria Dr. Scottsdale ZIP 85255

HOME PHONE 917.363.0716 WORK PHONE

E-MAIL ADDRESS(optional)

AGENDA ITEM # 3, 4 ☐ SUPPORT ☒ OPPOSE

COMMENTS (additional space is provided on the back) I purchased my home in 2023 with the understanding an office building was being built on Mayo. I would never have purchased my home if Id known 2000 apts were possibly being built. This would be an entirely different neighborhood with the proposed density a traffic greatly affecting our quality of life.

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WRITTEN COMMENTS

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NAME (print) Sherry Hartman MEETING DATE 1-24-24

NAME OF GROUP/ORGANIZATION (if applicable) Scottsdale Stone brook II.

ADDRESS 8114 E Theresa Dr. ZIP 85255

HOME PHONE 760-650-6360 9. WORK PHONE

E-MAIL ADDRESS(optional)

AGENDA ITEM # 4 ☐ SUPPORT ☒ OPPOSE

COMMENTS (additional space is provided on the back) Please vote NO item #4
Denisty is extreme, traffic will be a nightmare and a safety concern for the children, pets and pedestrians that frequent the park.

This card constitutes a public record under Arizona law.

APPROVED FEBRUARY 21, 2024

SCOTTSDALE AIRPORT ADVISORY COMMISSION
REGULAR MEETING
Scottsdale Airport Aviation Business Center
Stearman/Thunderbird Meeting Room
15000 N. Airport Drive
Scottsdale, Arizona
Wednesday, January 17, 2024

MINUTES

PRESENT: Charles McDermott, Chair
Peter Mier, Vice Chair
April Beauboeuf
Ken Casey
Michael Goode
David Reid
John Spalj

STAFF: Gary Mascaro, Aviation Director
Kelli Kuester, Aviation Planning and Outreach Coordinator
Greg Bloemberg, Planner Principal
Matthew Johnson, Operations Supervisor
Tiffany Domingo, Administrative Assistant

GUESTS: Katie Zimdars, Board this Flight
Katy Salmon, Board this Flight
Nick Fournier, Board this Flight
Ken Edmonson, JSX Air

CALL TO ORDER

The meeting was called to order at 5:00 p.m.

ROLL CALL

A formal roll call confirmed the presence of Commissioners as noted above.

AVIATION DIRECTOR'S REPORT

Gary Mascaro, Aviation Director, welcomed everyone to the meeting. Director Mascaro reported that the Airport is officially in its busy season with Barrett Jackson week starting on Friday and running through the following week. He announced that Matthew Johnson was stepping in to give the ops report for Chris Read, who will be retiring soon. He noted that total operations are up, but business operations are down. He informed the Commission that this is no surprise, and that more information would be given during the Ops report. He thanked Ms. Domingo, the administrative assistant, who was present to assist staff. He recognized Chair McDermott and Vice Chair Mier for their hard work and dedication in the past year.

1. Regular Meeting: November 15, 2023

COMMISSIONER CASE MADE A MOTION TO APPROVE THE REGULAR MEETING MINUTES OF DECEMBER 13, 2023, AS PRESENTED. COMMISSIONER REID SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MCDERMOTT, VICE CHAIR MIER AND COMMISSIONERS BEAUBOEUF, CASEY, GOODE, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

PUBLIC COMMENT

There were no public comments.

REGULAR AGENDA ITEMS 1-14

1. Election of Officers

CHAIR MCDERMOTT MADE A MOTION TO APPOINT VICE CHAIR MIER AS CHAIR. COMMISSIONER BEAUBOEUF SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MCDERMOTT, VICE CHAIR MIER AND COMMISSIONERS BEAUBOEUF, CASEY, GOODE, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

CHAIR MIER MADE A MOTION TO APPOINT COMMISSIONER GOODE AS VICE CHAIR. COMMISSIONER CASEY SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MIER, COMMISSIONERS BEAUBOEUF, CASEY, GOODE, MCDERMOTT, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

2. Discussion and possible action regarding application for Airport Aeronautical Business Permit for Board this Flight, LLC, to conduct in-flight catering services at Scottsdale Airport.

Kelli Kuester, Aviation Planning and Outreach Coordinator, stated that the applicant has met the requirements of the permit. Katie Zimdars, Katy Salmon, and Nick Fournier from Board this Flight were present to answer questions.

In response to Commissioner's questions, the Applicant confirmed that Board this Flight is a new business and stated their goal is to provide an elevated in-flight experience for charters and aviation companies throughout the Airport. The business operates out of a permitted and shared commercial kitchen located in Old Town, Scottsdale and the product is transferred to FBOs at the

Airport where pilots will bring the food onboard the day of the flight. They do not have references currently and have only completed the marketing process. This would be their first venture at the airport. Mr. Fournier, a corporate pilot, provided his experience in the aviation industry and how it is used to determine customer likes and dislikes because the goal is to provide an elevated quality of product compared to typical offerings. They do intend to perform outreach to Airport FBOs.

COMMISSIONER CASEY MADE A MOTION TO APPROVE AN AERONAUTICAL BUSINESS PERMIT FOR BOARD THIS FLIGHT, LLC, TO CONDUCT IN-FLIGHT CATERING SERVICES AT SCOTTSDALE AIRPORT. VICE CHAIR GOODE SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MIER, VICE CHAIR GOODE AND COMMISSIONERS BEAUBOEUF, CASEY, MCDERMOTT, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

3. Discussion and possible action regarding application for Airport Aeronautical Business Permit for Delux Public Charter, LLC dba JSX Air to conduct aircraft charter services at Scottsdale Airport.

Ms. Kuester stated that JSX has met the requirements of the permit. Ken Edmonson, Senior Director of Real Estate and Aviation Security was present to answer questions. Mr. Edmonson introduced himself and provided a brief overview of his background.

Commissioner Reid asked about the expectations and aspirations for JSX and its operations at Scottsdale. Mr. Edmonson stated the goal is to provide a unique charter operation for a very specific clientele, such as those who prefer to avoid the larger airports.

In response to a question from Commissioner Reid, Mr. Edmonson said they plan to provide services to the Boulder and Denver areas, Las Vegas and Burbank, California and hope to expand their services based on community need.

In response to a question from Vice Chair Goode, Mr. Edmonson stated that the base of operations will be at Atlantic Aviation with an agreement for 60 exclusive parking spots.

Commissioner Spalj inquired about flight volumes. Mr. Edmonson stated that soft days consist of three flights scheduled in and out of Scottsdale. On heavy days, there will be five flights. These will consist of Embraer 135s and 145s, configured for 30 seats. The 135s include a one-by-one setting.

Commissioner Spalj asked about the anticipated max number of flights per day when executed against the preferred business plan. Mr. Edmonson said that unfortunately, he could not speak to the business plan from the commercial department, aside from the fact that they have great aspirations for the Scottsdale area.

Commissioner Spalj stated that there have been complaints from local operators about JSX Air customers parking in their lots and asked how this is being addressed. Mr. Edmonson said they are working with Atlantic to ensure this does not occur and customers are directed to use ride share options whenever available.

Chair Mier asked which location has the largest volume of daily flights. Mr. Edmonson stated that there are approximately 30 flights per day at the Las Vegas location. Commissioner Spalj asked

about expectations for Scottsdale to reach that activity level. Mr. Edmonson said he was unsure whether the capacity exists to handle that volume of daily flights.

Commissioner Reid inquired as to how the company plans to handle its growth, particularly in terms of parking. Mr. Edmonson said that in some locations, there is virtually no parking, which has required the company to be creative. They do have real-time communications from the operations center to all customers, which allows them to direct customers to parking locations and a full-time valet service available.

In response to a question from Commissioner Beauboeuf, Mr. Edmonson stated that flights began this week. Commissioner Beauboeuf sought clarification that they have already begun flights without approval of the permit. Mr. Mascaro noted that they are permitted to obtain administrative approval to start at risk, a process that most operators follow, with the understanding that they must come to the Commission for permit ratification.

Commissioner McDermott asked the applicant to explain the difference between its operations and a commercial service operation, such as American or Southwest. Mr. Edmonson said JSX provides a much more enjoyable experience compared to large airlines. They are a Part 135 air carrier certified and operate under DOT Part 380 authorization, which is a sale by the seat to a charter market. They have a TSA approved security program with weapons and explosive detection systems in place.

In response to a question from Vice Chair Goode, Mr. Edmonson stated that they currently have 48 aircraft in service.

Commissioner Reid asked how future potential parking issues will be resolved. Mr. Mascaro noted that the permit includes a stipulation regarding protecting the Airport's interests, particularly regarding its own parking lot, which was built and intended for use by Airport customers. There have been several conversations with the tenant, Atlantic Aviation, and they are aware of the concerns. Some out-of-the-box ideas may be employed in the future, if necessary.

COMMISSIONER MCDERMOTT MADE A MOTION TO APPROVE AN AERONAUTICAL BUSINESS PERMIT FOR DELUX PUBLIC CHARTER, LLC, DBA JSX TO CONDUCT AIRCRAFT CHARTER SERVICES AT SCOTTSDALE AIRPORT. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MIER, VICE CHAIR GOODE AND COMMISSIONERS BEAUBOEUF, CASEY, MCDERMOTT, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

4. Request by owner for a zoning district map amendment from Planned Community District, with the P-C comparable Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use-Residential (P-C PCP AMU-R) zoning, a minor amendment to the General Plan 2035 to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor amendment to the Greater Airpark Character Area Plan to change the land use designation from Employment to Airpark Mixed Use-Residential (AMU-R) to accommodate an amendment to the original development plan and Land Use Budget (13-ZN-2020 and 19-ZN-2002#6) to allow for 1,975 multi-family residential units, a hotel, and +/- 47,000 square feet of retail in six buildings ranging in height from three to five stories, up to 67 feet in height, on a +/- 43-acre portion of a +/- 68-acre site, located at 8300 E. Axon Way

Chair Mier read from the Commission charter regarding Aviation-related development proposals at or surrounding the Airport in conflict with 14 CFR Part 150 as amended or other Aviation-related laws, ordinances, rules, regulations or planning documents. The Commission is responsible for advising the City Council and taking action to inform the Planning Commission regarding conflicts. The Commission charter addresses land use policies at or surrounding the Airport in conflict with 14 CFR Part 150 as amended or other aviation-related laws, ordinances, rules, regulations or planning documents. In addition to advising City Council, the Commissioners may take action to inform the Planning Commission regarding conflicts.

Greg Bloemberg, Planner Principal, provided a presentation on the amendment requests and project details, beginning with the project site location at the southeast corner of Hayden Road and the 101. The proposed General Plan amendment details were reviewed and the site plan and flight activity including arrivals and departures over the site were discussed in detail.

The applicant provided introductory comments and discussed the process of working with City staff on the site planning and reviewed additional project details.

The following public comments were provided:

Susan McGarry from Stonebrook II HOA, commented about concerns regarding traffic impacts, local streets, building heights, and proposed density.

Gayl Howell, from Stonebrook II, expressed disappointment with the plan to change the land use designation.

Lisa Kotler, Stonebrook II homeowner, commented about concerns regarding the density and impact on traffic.

A written comment was provided by Mary Kennett, Stonebrook II opposing the project and is attached to the minutes.

Commissioner Casey acknowledged the valid concerns of the homeowner and residents. He asked for clarification that recommendations of the Commission are intended to relate specifically to issues that impact the Airport. Chair Mier confirmed that this is the Commission charter.

Commissioner Casey asked for clarification of the term, "Minor zoning change" Mr. Bloemberg stated he did not have the criteria for making this determination. Long Range Planning received the application based on the criteria in the General Plan and the Greater Airpark Character Area Plan and deemed it to be a minor amendment. Commissioner Casey surmised that going from business use to residential use would qualify as a major change as opposed to minor.

Commissioner Spalj asked for clarification on the housing units. The Applicant stated there are 1,975 units ranging from one to three bedrooms. Commissioner Spalj commented that this assumes a total population of approximately 4,000 residents. It is the Commission's job to analyze these proposals in terms of the long-term viability of the Airport. The addition of such a significant volume of residents vastly increases the potential for Airport-related complaints. Multifamily housing of this density threatens the long-term viability of the Airport, and he is opposed to the project for this reason. The Applicant noted that the development will consist of rental units, as

opposed to owned units, which should alleviate some concerns. In addition, the applicant will be required to file an avigation easement.

A Commissioner noted it is common for developers to eventually transition apartments to condominium units. Once the units become owned condo units and residents are no longer transient, they have the right to make complaints related to the Airport. The Applicant agreed that this does happen, although this is why the avigation agreement is important.

In response to a Commissioner question, the Applicant stated they have already discussed and would be willing to include a deed restriction to prevent a transition to condominium units.

Commissioner Reid stated regardless of the legalities, the zoning involves moving from employment and light industrial to a mixed-use high density residential neighborhood. There is potential for an adversarial relationship with the neighbors of the Airport. Whether these neighbors are renters or owners is not particularly relevant. There should be consideration and concern for all residents considering the density of the development surrounding the Airport. The Applicant pointed out that new residents to the area will be aware of the proximity to the Airport and their leases will include an avigation easement. Commissioner Casey commented that signing leases in the abstract is quite different than the actual experience of living near an airport.

Commissioner Casey asked whether a potential transition from rental apartment units to owner occupied condominiums would have to be presented to the Commission for a zoning change. Mr. Bloemberg stated that he did not believe this would fall under the City's purview. Mr. Mascaro confirmed that should the developer decide to transition the units to condominiums in the future, they are not required to request approval, as the zoning rights will already have been confirmed. The Applicant stated they would be willing to stipulate to a requirement for approval for any potential transition to condominiums in the future.

Commissioner Beauboeuf stated she understood the project was not originally designed to include residential housing. The Applicant provided an overview of the rezoning requests made for the property thus far, noting that previous requests had applied to only one parcel of the property. Commissioner Beauboeuf inquired as to who is expected to populate the rental units. The Applicant stated they anticipated Axon employees would populate the rentals.

Commissioner McDermott asked for details of the sound attenuation methods to be incorporated into construction. The Applicant described them as being like those utilized in other buildings proximate to airports, which have various codes and requirements, including roofing materials, windows, and doors.

Commissioner McDermott inquired about postconstruction testing to demonstrate whether the noise remains below threshold levels. Mr. Bloemberg stated he was unaware of any such requirements.

Commissioner McDermott asked for clarification that an avigation easement does not provide a rental resident with the ability to complain about airport related noise issues. Mr. Bloemberg clarified that the avigation easement does not provide relief avenues for rental property resident complaints.

Commissioner McDermott requested a status on the FAA's determination. The Applicant stated that today's request is specific to the zoning request. The headquarters building has already been approved by the FAA. They have provided the FAA with the details of the four corners of the proposed buildings to be included in construction. The FAA has completed their review and determined no hazards; however, some buildings will be required to include red obstruction lighting. Commissioner McDermott clarified that the FAA does approve projects and determinations merely provide a decision of no impact on the Airport.

Commissioner Spalj commented that the largest volume of noise complaints regarding the Airport in one year totaled approximately 16,000, with 1,450 last year 1,900 the year prior and the addition of 4,000 additional residents in close proximity is a significant concern.

In response to a question from Vice Chair Goode, the Applicant stated that Axon purchased the 70 acres of land in September of 2020. At that time, Axon went through an approval process with Scottsdale to amend zoning for the headquarters building, which was ultimately granted. One of the primary goals of Axon is to provide housing options for its employees, particularly as the campus expands.

A Commissioner inquired as to whether Axon plans to expand to the property on the other side of Hayden. The Applicant identified the location of the manufacturing facility on the site map.

In response to a Commissioner question, the Applicant surmised that Axon will likely be subsidizing housing for its employees in some fashion. They have not identified a target percentage of employees who will choose to live in the proposed development. It estimated that Axon will have approximately 4,000 employees once development is complete.

In response to a Commissioner question, the Applicant stated that the hotel will consist of 425 rooms.

COMMISSIONER REID MADE A MOTION TO NOT RECOMMEND A ZONING DISTRICT MAP AMENDMENT AND MINOR GENERAL PLAN AMENDMENT TO CITY COUNCIL. COMMISSIONER SPALJ SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MIER, VICE CHAIR GOODE AND COMMISSIONERS BEAUBOEUF, CASEY, MCDERMOTT, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. Discussion and possible action regarding Airport Advisory Commission By-Laws

Mr. Mascaro stated that this item is presented to the Commissioner on an annual basis as needed for an opportunity to review and comment on the existing by-laws. No action was taken.

6. Discussion and possible action to approve the Airport Advisory Commission Annual report

Mr. Mascaro noted that as required by City Council, each board and commission must submit an annual report. He welcomed comments, suggestions, or changes to the annual report prior to its submission.

COMMISSIONER SPALJ MADE A MOTION TO APPROVE THE AIRPORT ADVISORY COMMISSION ANNUAL REPORT FOR 2023. COMMISSIONER BEAUBOEUF SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MIER, VICE CHAIR GOODE AND

COMMISSIONERS BEAUBOEUF, CASEY, MCDERMOTT, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

7. Discussion and possible action to modify various sections of the Airport and Airpark Rules and Regulations

Matthew Johnson, Operations Supervisor, reviewed the purpose of the rules and regulations, noting they serve as primary guiding document for Scottsdale Airport. The review process is intended to evaluate the document to foster long term economic health and enhance the safe operating environment at the Airport and Airpark. The rules and regulations also provide guidance to tenants and property owners in conjunction with Airport safety. Changes in this version include clarification on the definition of special event as well as clarifications on Airpark rules and regulations.

COMMISSIONER REID MADE A MOTION TO MODIFY VARIOUS SECTIONS OF THE AIRPORT AND AIRPARK RULES AND REGULATIONS. COMMISSIONER MCDERMOTT SECONDED THE MOTION, WHICH CARRIED 7/0 WITH CHAIR MIER, VICE CHAIR GOODE AND COMMISSIONERS BEAUBOEUF, CASEY, MCDERMOTT, REID AND SPALJ VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

8. Discussion and input regarding Airport and Airpark Aeronautical Business Permit additions, cancellations, and revocations.

Kelli Kuester, Aviation Outreach & Planning Coordinator, noted the updated report includes the two permits approved during today's meeting. Sawyer MX, LLC has cancelled its aircraft maintenance permit. Sawyer Aviation has cancelled its flight training permit. Elite Flight Travel, LLC dba MOD Jets, LLC, has cancelled its aircraft charter and management permit.

9. Discussion and input regarding monthly financial report for November 2023

Kelli Kuester, Aviation Outreach & Planning Coordinator, stated the approved budget for revenues was $3.57 million with actuals totaling $3.69 million. For expenses, the approved budget was $1.44 million with actuals totaling $1.37 million. Compared to last year, revenues are slightly lower by approximately $2,000. Expenses are slightly higher by approximately $15,000. The difference is related to required security gate repairs and as well as new cameras in Customs. The Aviation Cash Balance is approximately $11.9 million as of November 30th. For fuel totals, FBO fuel sales accounted for 72.6 percent, AVGAS was 2.9 percent and Airpark Operators were at 24.5 percent. Approximately 1.5 million gallons were pumped, up 5.9 percent from last October.

In response to a question from Commissioner Spalj, Mr. Mascaro stated it is safe to assume that fuel flowage will increase as JSX ramps up operations.

Chair Mier commented that Scottsdale Airport is to begin offering sustainable aviation fuel and asked whether usage will be tracked separately than regular fuel. Mr. Mascaro confirmed that Jet Aviation has announced availability of sustainable aviation fuel, which assists with supporting zero carbon emissions. It does not appear that these fuels can be separately tracked, as they are comingled in the tanks.

10. Discussion and input regarding Monthly Operations Report

Mr. Johnson discussed aircraft numbers, noting they have not changed and reviewed a dip in December, two alerts, incidents, and enforcements during this period.

Chair Mier asked for a review of the term, "Notice of Violation". Mr. Johnson stated that a Notice of Violation is typically issued for an individual or entity that has violated an airport rule or regulation. The operation staff investigates incidents as necessary and after a third violation, permanent revocation or citation are possible. Mr. Mascaro clarified that the enforcement matrix serves as a guideline. The rules allow the Aviation Director to issue permanent revocations when necessary. The Aviation Director also has the authority to issue civil and criminal citations.

Mr. Johnson stated that total uses for Customs are on par for the fiscal year-to-date, but slightly reduced compared to last year.

Vice Chair Goode noted the significant jump in Airport operations in October. While itinerant traffic remained steady, and local activity decreased. Mr. Mascaro stated that local operations include the touch and goes, landing and takeoff pattern work. When the tower was busy with business jet traffic, they likely requested that the pattern work flights temporarily relocate their activity.

11. Discussion and input regarding quarterly noise complaint summary

Ms. Kuester noted this report covers the period from October 2023 to December 2023. There were 16 callbacks and three email responses from staff. For the quarter, there were a total of 51 complaints, including 25 repeats and 26 new. There was a total of 426 complaints, compared to 509 for the same period the previous year. Based upon the aircraft noise complaint map, the three top compliant areas are Grids D8, H5 and J2. Major concerns involve flight training activity, pattern work, and late night and early flights.

12. Discussion and input regarding public outreach programs and planning projects

Ms. Kuester stated that one voluntary curfew letter was issued in December. In terms of monitoring property development through the City's Planning Department, there is one project for the month of December within the Airport Influence Area. For community outreach and marketing, the Airport remains active with social media posts. The most recent list serv notice was sent out on January 4th, informing Airport users that sustainable aviation fuel is now available at Jet Aviation.

13. Administrative report from Aviation Director or designee regarding the status of pending aviation-related items

Mr. Mascaro reported that the lighting project approved by the Commission in November was approved in City Council's consent agenda on January 9, 2024. There have been no new items added to the list of aviation-related items by the Planning Commission, Design Review Board or City Council. It is anticipated that Banner Health Medical Campus will be presented to the Commission in the future, as will One Scottsdale.

14. Discussion and possible action to modify the Airport Advisory Commission meeting schedule and Commission item calendar

There were no modifications to the calendar. The next meeting is scheduled for February 21, 2024.

PUBLIC COMMENT

There were no public comments.

FUTURE AGENDA ITEMS

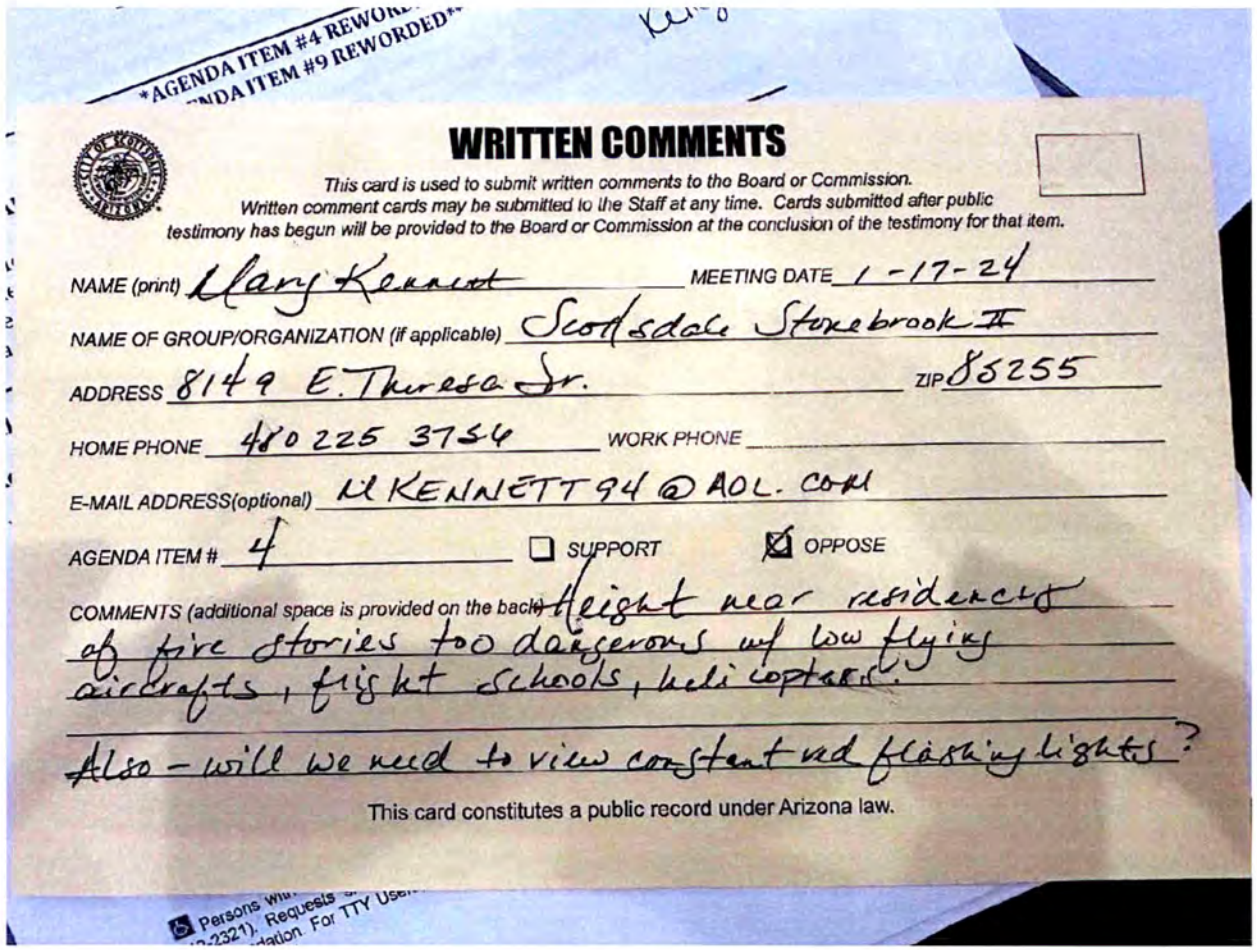
There were no items identified.

ADJOURNMENT

With no further business to discuss, the meeting adjourned at 6:43 p.m.

SUBMITTED BY:

eScribers, LLC



AGENDA ITEM #4 REWORDED
NDA ITEM #9 REWORDED

WRITTEN COMMENTS

This card is used to submit written comments to the Board or Commission. Written comment cards may be submitted to the Staff at any time. Cards submitted after public testimony has begun will be provided to the Board or Commission at the conclusion of the testimony for that item.

NAME (print) Mary Kennett MEETING DATE 1-17-24

NAME OF GROUP/ORGANIZATION (if applicable) Scottsdale Stonebrook II

ADDRESS 8149 E. Theresa Dr. ZIP 85255

HOME PHONE 480 225 3754 WORK PHONE

E-MAIL ADDRESS(optional) MKENNETT94@AOL.COM

AGENDA ITEM # 4 ☐ SUPPORT ☒ OPPOSE

COMMENTS (additional space is provided on the back) Height near residences of five stories too dangerous w/ low flying aircrafts, flight schools, helicopters.

Also – will we need to view constant red flashing lights?

This card constitutes a public record under Arizona law.

Persons wi... (602-2321). Requests ... relation. For TTY Use...

Approved 2/14/2024 (JM)

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

WEDNESDAY, JANUARY 24, 2024

***SUMMARIZED MEETING MINUTES ***

PRESENT:	Renee Higgs, Chair Joe Young, Vice Chair Barney Gonzales, Commissioner Diana Kaminski, Commissioner George Ertel, Commissioner Christian Serena, Commissioner William Scarbrough, Commissioner
ABSENT:	None
STAFF:	Tim Curtis Eric Anderson Greg Bloemberg Adam Yaron Brad Carr Becca Cox Jason McWilliams Karissa Rodorigo Caitlin Clark Jack Kelly

CALL TO ORDER

Chair Higgs 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 January 10, 2024 Regular Meeting Minutes.

Commissioner Ertel moved to approve the January 10, 2024 Regular Meeting Minutes, Second by Commissioner Scarbrough, the motion carried unanimously by a vote of

* 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"

seven (7) to zero (0) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Kaminski, Commissioner Ertel, Commssioner Serena, and Commissioner Scarbrough.

CONTINUANCES

2. 2-ZN-2020 (Quail Crest Estates)
   APPLICANT REQUEST TO CONTINUE TO FEBRUARY 14
   Request by owner for a Zoning District Map Amendment from the Single-family Residential, Environmentally Sensitive Lands (R1-130 ESL), to the Single-family Residential, Environmentally Sensitive Lands (R1-70 ESL) zoning designation on a +/-3.3-acre site and a Density Incentive for increases in NAOS on the +/-20-acre site located at the northeast corner of N. 132nd Street and the E. Redbird Road alignment. Staff contact person is Jesus Murillo, 480-312-7849. **Applicant contact person is Keith Nichter, (602) 313-7206**.

   Item No. 2; Vice Chair Young made a motion to continue case 2-ZN-2020 to the February 14, 2024 Planning Commission meeting per request by the applicant. Second by Commissioner Kaminski. The motion carried unanimously by a vote of seven (7) to zero (0) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Kaminski, Commissioner Ertel, Commissioner Serena, and Commissioner Scarbrough.

REGULAR AGENDA

3. 3-GP-2023 (Axon)
   Request by owner for a minor General Plan amendment to the City of Scottsdale General Plan 2035 Future Land Use Map to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor General Plan amendment to the Greater Airpark Character Area Plan 2010 Future Land Use Map to change the land use designation from Employment (EMP) to Airpark Mixed-Use – Residential (AMU-R) on a +/- 44.70 gross (+/-36.32 net) acre portion of a +/- 69.71 gross acre site, located at 8300 E. Axon Way near Hayden & Loop 101 Freeway. Staff contact person is Greg Bloemberg, 480-312-4306. **Applicant contact person is Charles Huellmantel, 480-921-2800**.

4. 13-ZN-2020#2 (Axon)
   Request by owner for a zoning district map amendment from Planned Community District with P-C comparable Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning to accommodate an amendment to the original development plan (13-ZN-2020) to allow for 1,975 multi-family residential units, a hotel, and +/- 47,000 square feet of commercial floor area in six buildings, varying in height from three to five stories (up to 67 feet), on a +/- 44.70 gross (+/-36.32 net) acre portion of a +/- 69.71 gross acre site, located at 8300 E Axon way near Hayden & Loop 101 Freeway. Staff contact person is

Greg Bloemberg, 480-312-4306. **Applicant contact person is Charles Huellmantel, 480-921-2800**.

Items No. 3-4; Vice Chair Young moved to continue cases 3-GP-2023 and 13-ZN-2020#2 to the February 14, 2024 Planning Commission meeting. Second by Commissioner Ertel. The motion carried by a vote of six (6) to one (1) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Kaminski, Commissioner Ertel, and Commissioner Scarbrough with Commissioner Serena dissenting.

5. 5-GP-2021#2 (Old Town Character Area Plan Amendment - Phase 2)
Request by City of Scottsdale for a minor amendment to the City of Scottsdale General Plan 2035, by amending and updating the Old Town Scottsdale Character Area Plan. Staff contact person is Adam Yaron, 480-312-2761. **Applicant contact person is Adam Yaron, 480-312-2761**.

6. 1-TA-2021 (Downtown, Downtown Overlay and PBD Districts Text Amendment)
Request by City of Scottsdale to amend the City of Scottsdale Zoning Ordinance (Ordinance No. 455) for the purpose of amending Sections 5.3000. (Downtown), Section 6.1200. (Downtown Overlay), Section 6.1300. (Planned Block Development Overlay District), Section 7.1200 (Special Public Improvements), and other applicable sections of the Zoning Ordinance, to prospectively update specific names, definitions, district size requirements, sub-districts, use regulations, development types, Development Plan requirements, property development standards, the ability to grant discretionary bonus provisions and/or bonus development standards, and related city-wide requirements. Staff contact person is Brad Carr, AICP, 480-312-7713. **Applicant contact person is Brad Carr, AICP, 480-312-7713**.

Items No. 5-6; Commissioner Kaminski moved to approve cases 5-GP-2021#2 and 1-TA-2021 based upon the finding that the proposed text amendment is consistent and conforms with the adopted General Plan. Second by Commissioner Serena. The motion carried by a vote of six (6) to one (1) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Kaminski, Commissioner Scarbrough, and Commissioner Serena with Commissioner Ertel dissenting.

ADJOURNMENT

With no further business to discuss, the regular session of the Planning Commission adjourned at 8:29 p.m.

Approved 2/28/2024 (JM)

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

WEDNESDAY, FEBRUARY 14, 2024

***SUMMARIZED MEETING MINUTES ***

PRESENT: Renee Higgs, Chair
Joe Young, Vice Chair
Barney Gonzales, Commissioner
Diana Kaminski, Commissioner
George Ertel, Commissioner
Christian Serena, Commissioner
William Scarbrough, Commissioner

ABSENT: None

STAFF: Tim Curtis
Joe Padilla
Greg Bloemberg
Jesus Murillo
Katie Posler
Becca Cox
Jason McWilliams
Karissa Rodorigo
Caitlin Clark
Jack Kelly

CALL TO ORDER

Chair Higgs 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 January 24, 2024 Regular Meeting Minutes.

Commissioner Ertel moved to approve the January, 2024 Regular Meeting Minutes, Second by Commissioner Scarbrough, the motion carried unanimously by a vote of

* 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"

seven (7) to zero (0) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Kaminski, Commissioner Ertel, Commssioner Serena, and Commissioner Scarbrough.

CONTINUANCES

2. 3-GP-2023 (Axon)
   APPLICANT REQUEST TO CONTINUE TO A DATE TO BE DETERMINED
   Request by owner for a minor General Plan amendment to the City of Scottsdale General Plan 2035 Future Land Use Map to change the land use designation from Employment to Mixed-Use Neighborhoods, and a minor General Plan amendment to the Greater Airpark Character Area Plan 2010 Future Land Use Map to change the land use designation from Employment (EMP) to Airpark Mixed-Use – Residential (AMU-R) on a +/- 44.70 gross (+/- 36.32 net) acre portion of a +/- 69.71 gross acre site, located at 8300 E. Axon Way near Hayden & Loop 101 Freeway. Staff contact person is Greg Bloemberg, 480-312-4306. Applicant contact person is Charles Huellmantel, 480-921-2800.

3. 13-ZN-2020#2 (Axon)
   APPLICANT REQUEST TO CONTINUE TO A DATE TO BE DETERMINED
   Request by owner for a zoning district map amendment from Planned Community District with P-C comparable Industrial Park (P-C I-1) zoning to Planned Community District with P-C comparable Planned Airpark Core, Airpark Mixed-Use - Residential (P-C PCP AMU-R) zoning to accommodate an amendment to the original development plan (13-ZN-2020) to allow for 1,975 multi-family residential units, a hotel, and +/- 47,000 square feet of commercial floor area in six buildings, varying in height from three to five stories (up to 67 feet), on a +/- 44.70 gross (+/-36.32 net) acre portion of a +/- 69.71 gross acre site, located at 8300 E Axon way near Hayden & Loop 101 Freeway. Staff contact person is Greg Bloemberg, 480-312-4306. Applicant contact person is Charles Huellmantel, 480-921-2800.

   Items No. 2 & 3; Commissioner Gonzales made a motion to continue cases 3-GP-2023 and 13-ZN-2020#2 to a date to be determined. Second by Commissioner Ertel. The motion carried by a vote of five (5) to two (2) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Ertel and Commissioner Scarbrough with Commissioner Kaminski and Commissioner Serena dissenting.

CONSENT AGENDA

4. 9-AB-2023 (Storyrock Phase 3 Abandonment)
   Request by applicant for approval to abandon a 20 foot Roadway and Utility Easement along the northern boundary, 40 foot Roadway and Utility Easement along the eastern boundary, and 55 foot Roadway and Utility Easement along the southern boundary, on two parcels with Planned Community District Environmentally Sensitive Lands (PCD ESL)

zoning, located northeast of the East Pinnacle Peak Road and North 130th Street alignment with the APNs of 217-01-005N and 217-01-005M. In relation to case 5-PP-2016#14. Staff contact person is Katie Posler, 480-312-2703. Applicant contact person is Zach Hill, 480-207-2666.

Item No. 4; Commissioner Kaminski made a motion for recommendation of approval to City Council for case 9-AB-2023 based upon the finding that the proposed abandonment is consistent and conforms with the adopted General Plan. Second by Vice Chair Young. The motion carried unanimously by a vote of seven (7) to zero (0) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Kaminski, Commissioner Ertel, Commissioner Serena, and Commissioner Scarbrough.

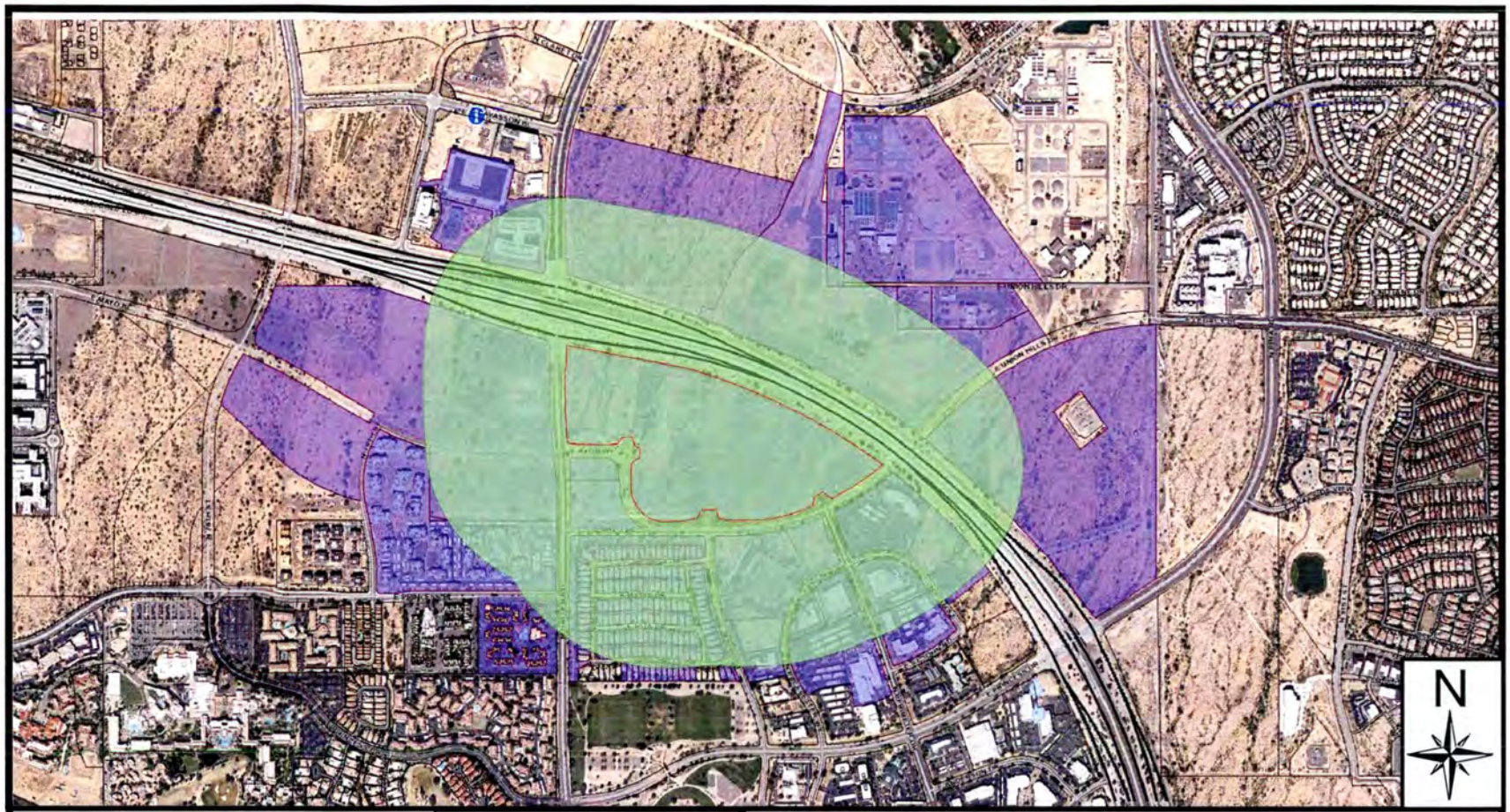
5. 12-ZN-2020 (Quail Crest Estates)
   Request by owner for a Zoning District Map Amendment from the Single-family Residential, Environmentally Sensitive Lands (R1-130 ESL), to the Single-family Residential, Environmentally Sensitive Lands (R1-70 ESL) zoning designation on a +/-3.3-acre site and a Density Incentive for increases in NAOS on the +/-20-acre site located at the northeast corner of N. 132nd Street and the E. Redbird Road alignment. Staff contact person is Jesus Murillo, 480-312-7849. Applicant contact person is Keith Nichter, (602) 313-7206.

   Item No. 5; Moved to Regular Agenda. Vice Chair Young made a motion for recommendation of approval to City Council for case 12-ZN-2020 per the staff recommended stipulations and finding that the proposed Zoning District Map Amendment and Density Incentive are consistent and conform with the adopted General Plan. Second by Commissioner Gonzales. The motion carried unanimously by a vote of seven (7) to zero (0) by Chair Higgs, Vice Chair Young, Commissioner Gonzales, Commissioner Kaminski, Commissioner Ertel, Commissioner Serena, and Commissioner Scarbrough.

ADJOURNMENT

With no further business to discuss, the regular session of the Planning Commission adjourned at 5:36 p.m.

City Notifications – Axon



Additional Notifications:

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

Pulled Labels
October 21, 2024

Map Legend:

Site Boundary

Properties within 1250-feet

Postcards: 215

13-ZN-2020#2

ATTACHMENT 19